

159 Squadron
Form 541
April 1, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				April 1, 1945
"U" EV966	Digri 09.17	Jessore 21.31	W/O. Brown. D.O.	Target. – Lib. VI. (a/c "U") was detailed to proceed to Jessore to be specially loaded with instructions to be dropped in the immediate vicinity of 20.46 N, 97.12 E. just to west of Ihle Lake, T.O.T. being 00.30-0050 hrs.
	Jessore 10.02	Digri 05.01		This a/c was unescorted and had considerable difficulty in locating accurately the pinpoint position due to very considerable haze.
				There was no activity in the area and the timed runs (4 mins on heading of 073' T) were carried out at 00.47 hrs and 00.52 hrs, the height 11,000'. There were no results observed and the return was uneventful.

159 Squadron
Form 541
April 2, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				April 2, 1945
"D" EV981	Digri 09.22	Jessore 23.15	S/L. Brown.	Target – 1 Lib. VI. (a/c "D") was detailed to proceed to Jessore to be briefed by C.O. R.A.F. Jessore and to take on two special packages in addition to bombs loaded at Digri. Bombs and flares were to be dropped on a timed run from North Tip of Maiktila on a heading of 102' for 32 ½ miles. The two special packages were to be dropped in the vicinity of Tavnggyi Town on a timed run from the East of the town.
	Jessore 10.07	Digri 07.03		T.O.T. for bombing was 02.00-02.30 hrs. and the special packages were to be dropped after bombing.
				7-8/10 Alto Stratus at 10,500' was found in both areas with very considerable ground haze and moonlight diffused by cloud cover. The a/c was unescorted and made its runs from Meiktila and Ihle Lake which were identified but other ground detailed was lost due to considerable haze. There was no activity in the area. The a/c carried 4 x 250 lbs. D.A. bombs (2 of 6 hrs. and 2 of 12 hrs. delay) each bomb being released singly on 4 runs 1 flare with each bomb, in level flight. The packages were dropped at 03.42 hrs. just South of Tavnggyi Town.

159 Squadron
Form 541
April 4, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				April 4, 1945
"C" KH116	Digri 08.45	Jessore 17.21	F/Lt. Watson T.W.	Target – 1 Lib. VI. (a/c "C") was detailed to proceed to Jessore to be specially loaded. It was to be dropped in this manner. One container to be dropped on the town of Hopong itself the rest of the load to be dropped just South East of the town T.O.T. being 19.15 hrs.
	Jessore 09.40	Digri 00.38		Owing to late arrival of part of load from "D" Division, take off from Jessore was delayed by one hour, and consequently a/c was not over target until 20.00 hrs. Met at R.A.F. Jessore forecast that unless a/c was on target by 19.15 hrs. weather conditions would have deteriorated. There was no moon, no cloud but a very thick haze and no light. Visibility was very bad making it impossible to identify any ground detail. Consequently a/c searched the area from 20.00hrs. till 21.00 hrs. and to bring its load back to Digri. The load was 4 x 250 lb. D.A. bombs (2 Inst. and 2 Delay.) plus special load from Jessore.

159 Squadron
Form 541
April 6, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				April 6, 1945
"C" KH116	Digri 08.51	Jessore 09.40	F/Lt. Watson. T.W.	Target. – 2 Lib. VI. (a/c "X" & "C") were detailed to proceed to Jessore to receive special loads in addition to bombs already loaded at Digri. the load was to be dropped in the forest South of Hopong at an approx. position 2045 N 9712 E on a timed run from Inle Lake.
	Jessore 15.31	Digri 23.09		No moon, no cloud, some haze with poor light and visibility were the conditions found over the target.
"X" KH408	Digri 09.16	Jessore 10.07	F/O. Foot. E.J.	Both a/c were unescorted and reported no activity. A/c "c" made its timed run from Inle Lake after a little difficulty and dropped whole load successfully remaining in target for 20 mins. as briefed 18.47 – 19.05 hrs. Two streams of sparks were observed coming from the two 250 lb. bombs as they descended.
	Jessore 15.34	Digri 21.44		Each a/c carried 2 x 250 lb. D.A. bombs (1 of 6 hrs, 1 of 12 hrs delay.) plus special load from Jessore.
				A/c "X" returned its whole load due to High Cu. based at 8000' tops over 20,000' encountered when search started at Monywa after a pin point position on Chindwin River 18.02 – 1815 hrs.

159 Squadron
Form 541
April 7, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
Lib. VI.				April 7, 1945
"V" KH364	Digri 08.40	Jessore 15.38	F/Lt. Williams C..	Target. – 1 Lib. VI. was detailed to proceed to Jessore to receive special load in addition to bombs already loaded at Digri. One bomb and ¼ of special load to be dropped on each run (4 runs in all) at a position 4 miles South East of Hopong. T.O.T. being left to the discretion of captain but a/c had to remain over target for 20 mins.
	Jessore 09.25	Digri 23.15		
				Over the target a/c "V" found 5/10 Cu. based about 10,000' with hazy dusk conditions, visibility being about 4 miles. Carrying out this operation unescorted, little difficulty was experienced in locating target. The a/c ran from Inle Lake and could road ¹ to Hopong quite clearly. D.R. run of 6 ½ mins on a heading of 063' was made from the lake. The area was devoid of activity.
				The crew noted a number of barrack buildings in Hopong.
				The load (other than the special load) was 4 x 250 lb. D.A. bombs (2 of 6 hr., 20 12 hrs. delay)

159 Squadron
Form 541
April 8, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				April 8, 1945
"X" KH408	14.34	23.16	F/O. Foot E.J.	Target. 1 Lib. VI (a/c "X") was detailed to proceed from Digri with load of bombs and special load which was brought back after the unsuccessful operation of 6th April. The load was to be dropped in single stick 100 yds apart in the jungle S.E. of Hopang making a timed run of 6 mins. from Inle Lake on a heading of 062' T.O.T. to be 18.50 hrs.
				The a/c found no cloud except for two patches of C.B. up to 11,500' with haze, visibility 2 to 3 miles. Light was good.
				Unescorted the a/c found little difficulty in locating target on run from Inle Lake, the road to Hopong being clearly visible.
				As in the past operations there was no activity in the area and at 19.35 (11,000') gun positions in the form of circular pits were observed on the far side of the hills to the East of Inle Lake. One appeared to be occupied.
				The a/c carried 2 x 250 lb. D.A. bombs (1 of 6 hrs and 1 of 12 hrs delay) plus special load. Results were not observed.

¹ This phrase may be missing the words "see the" before "road". See F541 for April 8th for a comment on the road to Hopong.

159 Squadron
 Form 541
 April 13, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				April 13, 1945
"V" KH364	11.42	01.35	W/O. Brown P.A.	Target – 6 Mk. VI. Libs. detailed to mine the following waters (as per H.Q. Strat. Air. Force. folder.)
"J" KH369	12.35	00.40	F/L. Hamilton J.S.	(A) – Heinze Bay. a/c "J" (page 9)
"Y" KH327	11.40	01.01	F/O. Kinnear S.	(B) – Tavay a/c "F" (page 10)
"H" KG898	11.37	00.47	F/L. Watson T.W.	(C) – Mergui a/c "H" & "B" (page 13)
"B: EW173	11.35	01.11	F/O. Borthwick R.	(D) – Fell Passage. a/c "Y" (page 11)
"F" KH334	12.06	01.28	F/L. Ellis A.C.	(E) – Klsseraing. a/c "V" (page 11 A)
				Routes – All targeted – Base – Priparis IIs. – Target – Diamond IIs. – Base.
				Total Mines –
				Heinze Bay 3 x U.S. Mk, 26/1 Mech M9. Ster. 26 ½ days 2 looks.
				3 x Br. Mk. & Ster. 32 days. looks Nil.
				Tavay 3 x U.S. Mk, 26/1 Mech M9. Ster. 26 ½ days 2 looks.
				3 x Br. Mk. & Ster. 32 days. looks Nil.
				Mergui 3 x U.S. Mk, 26/1 Mech M9. Ster. 26 ½ days 2 looks.
				3 x Br. Mk. & Ster. 32 days. looks Nil.
				Fell Passage 3 x U.S. Mk, 26/1 Mech M9. Ster. 26 ½ days 2 looks.
				3 x Br. Mk. & Ster. 32 days. looks Nil.
				Klsseraing 3 x U.S. Mk, 26/1 Mech M9. Ster. 26 ½ days 2 looks.
				Jettisons. – Nil.
				Nickels. – Nil.
				Cameras – All a/c carried 14" obliques.
				Little or no cloud was found over all targets and good light conditions with the exception of Tavay and Mergui where there was poor fading light. This operation was timed for dusk in every case. All mines were dropped as briefed although a/c "F" & "B" had one hangup each, later released in their proper position of the run.
				Off king IIs. at 1933? hrs. while at 300' a/c "Y" (Captain F/O. Kinnear.) observed two vessels of 75' heading out to sea. Poor light made recognition difficult and both vessels were strafed. A/c "H" observed all this. Hits were claimed by front and rear gunners. All a/c returned to Digri.

159 Squadron
Form 541
April 18, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				April 18, 1945
"R" KH359	10.47	02.11	S/L. Stroud J.M.	Target – 12 Lib Mk VI detailed to mine as follows:-
"Y" KH327	09.53	02.41	F/L. Williams G.F.	(A) – Rangoon a/c "A" (page 4)
"X" KH408	09.51	02.11	W/O. Green G.	(B) – Heinze Bay a/c "K" (page 9A)
"Q" EW246	11.42	01.13	F/O. Foot E.J.	(C) – Fell Passage a/c "B" & "D" (page 11)
"Z" EV968	11.31	01.31	F/O. Dowding S.	(D) – Mergui a/c "C" & "Q" (page 12)
"M" EV932	11.30	01.15	W/O Mazengarb	(E) – Kisseraing a/c "M" & "Z" (page 11A)
"C" KH116	11.38	00.50	F/O. Hughes	(F) – Pakchan River a/c "J" & "R" (page 13)
"J" KH369	10.43	01.37	F/O Haycock	(G) – Puket Harbour a/c "X" & "Y"
"D" EV981	11.46	01.00	W/O. Dennett	There were no charts supplied but the Master Admiralty Chart was copied by the station Photo Section.
"B" EW173	11.45	01.08	W/O. Temple-Smith	Routes:- Pakchan River and Puket,
"K" EV118	12.23	00.20	F/O Mitchell	Base – Narcondam IIs. – Target – Diamond IIs. – Base.
"A" EV905	01.05	11.06	P/O. Lee	Remaining targets:-
				Base – Priparis IIs. – Target – Diamond IIs. – Base.
				Total Mines:-
				A/c "A" 12 Dummies.
				A/c "X" & "Y" 12 dummies.
				A/c "K" 4 US. Mk. 26/1 mech M9, Mod 1, 2 looks, Ster. 25 ½ days.
				2 Br. Mk. VII C310x, Nil looks, Ster. 28 days.
				A/c "B" & "D" – 6 US. Mk. 26/1 Mech M9, Mod 1, 2 looks, Ster. 25 ½ days.
				3 Br. Mk. VII B254x, Looks Nil, Ster. 28 days.
				3 Br. Mk. VII C310x, Looks Nil, Ster. 28 days.
				A/c "C" & "Q" – 6 US. Mk. 26/1 Mech M9, Mod 1, 2 looks, Ster. 25 ½ days.
				2 Br. Mk. VII C310x, Looks Nil, Ster. 28 days.
				1 Br. Mk. VII B254x, Looks Nil, Ster. 28 days.
				A/c "M" & "Z" – 6 US. Mk. 26/1 Mech M9, Mod 1, 2 looks, Ster. 25 ½ days.
				3 Br. Mk. VII C310x, Looks Nil, Ster. 28 days.
				3 Br. Mk. VII B254x, Looks Nil, Ster. 28 days.
				A/c "J" & "R" – 2 US. Mk. 26/1 Mech M9, Mod 1, 2 looks, Ster. 82 days.
				4 Br. Mk. VII C310x, looks Nil, Ster. 40 days.
				2 Br. Mk. VII B254x, looks Nil, Ster. 40 days.
				Nickels:- Nil. Cameras:- Nil.
				At Rangoon the 12 dummies were laid correctly under conditions of good visibility and moonlight with no cloud visible.
				Heinze Bay was much the same except for 3/10 cU. base at 1,500' and 3/10 very high Cirrus. No difficulty.
				further down the coast at Fell Passage there was no cloud at all and good visibility even the fading light. A/c "D"

Aircraft	Time Up	Time Down	Captain	Summary of Events
				<p>noted two-three steady orange lights and one steady white light on the N.E. tip of King Island. This was at 18.28 hrs, while at 1831 hrs, 600', a/c "Q" saw two steady red lights in approx. the same position. Later at 18.45 hrs. a/c "C" observed one flash of white light from the tip of King Island. Otherwise this area was devoid of activity. In the target area at Mergui was found 10/10 CB. down to sea level with the tops above 30,000'. A/c "Q" just managed to lay its mines at the edge of the wall of CU. which was moving rapidly Westwards. Later a/c "C" failed to penetrate beyond the North tip of Pataw Island (close to target) and brought all mines back to base. The visibility was moderate outside the storm with poor light.</p>
				<p>The remaining targets appeared to have 6/10 CU. based at 3,000' and tops at 10,000' with good visibility and light conditions. At 18.24 hrs. a/c "Y" strafed a camp at Nanbo Promontory at Puket.</p>

159 Squadron
 Form 541
 April 23, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				April 23, 1945
"R" KH359	11.42	00.48	W/O. Gallagher	Target: - 6 Lib VI were detailed to lay mines as per H.Q. Strat. Air Force Mining Folder.
"V" EV966	11.43	01.18	W/O. Newman	(A) Rangoon a/c "D" Page 4.
"Z"	10.22	02.15	F/O. Dowding	(B) Tavoy " "H" " 10.
"J" KH364	10.20	02.00	F/L. Williams R.W.	(C) Mergui " "U" "R" " 11.12.
"D" EV981	15.26	02.10	F/O. Atkins J.A.	(D) Pakchan R. " "J" "Z" " 13.
"H" KG898	11.59	00.25	F/O. Mitchell	Routes:- (A) Base – Diamond IIs – 15.30N.95.40E. – Target – Return same route.
				(B) Base – S. Moscos IIs. – Target – Diamond IIs. – Base.
				(C) Base – Preparis IIs – Cabusa IIs. – Target – Diamond IIs. – Base.
				(D) Base – Narcondam IIs. – Lord Loughborough IIs. – Target – Diamond IIs. – Base.
				Total Mines: - Rangoon. 12 Specials (400 lbs)
				Tavoy: -2 US.Mk.26/1 Mech. M9. 2 Looks. Ster. 17 days.
				2 Br.Mk.vii. C310x Ster. 22 days.
				2 Br.Mk.vii. B254x Ster. 22 days.
				Mergui: -4 US.Mk.26/1 Mech. M9. 2 Looks. Ster. 17 days.
				2 Br.Mk.vii. C310x Ster. 22 days.
				4 Br.Mk.vii. B254x Ster. 22 days.
				Pakchan R.: -4 US.Mk.26/1 Mech. M9. 2 Looks. Ster. 17 days.
				2 Br.Mk.vii. C310x Ster. 22 days.
				2 Br.Mk.vii. B254x Ster. 22 days.
				Jettisons Nil. Nickels Nil
				Cameras. A/c "D" "H" carried K20 Obliques.
				A/c "U" "R" "J" "Z" carried 14" Obliques.
				Conditions over target were as follows:-
				Rangoon:- 7/10 Alto. Strat. based at 15,000' with good visibility and moonlight.
				Tavoy:- 10/10 CU. based at 1,500 to 2,000' with good visibility and fading light.
				Mergui:- Variable Cu. 3-8/10 based at 1000' with good visibility and Fading light.
				Pakchan R:- 6/10 CU. based at 2000' (moving East) Good visibility and fading light.

159 Squadron
Form 541
April 27, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				April 27, 1945
"X" KH408	10.25	23.49	F/l. Hamilton J.E.	Target:- 6 Lib. Mk. VI. were detailed to mine as follows per. H.Q. Strat. Air Force Mining Folder.
"Z" EV966	11.49	01.37	W/O. Mazengarb M.C.	(A)---Bangkok a/c "H" & "B" page 18
"B" EW173	11.40	01.25	F/O. Haycock J.E.	(B)---Chumphorn a/c "D" page 13A
"J" KH364	11.47	01.06	F/L. Williams R.W.	(C)---Meklohng River a/c "Z" page 16A
"H" KG898	11.41	02.57	P/O. Temple-Smith	(D)---Prachuab Girikan a/c "X" page 15A
"D" EV981	10.16	01.04	W/O. Dennett T.L.	(E)---Fall Passage a/c "J" page 11
				timed for last light and moonlight conditions.
				Routes:- Bangkok & Meklohng River.
				Base – Priparis Isl. – Heinze Bay – Target – Diamond IIs. – Base.
				Chumphorn:-
				Base – Priparis Isl. – Hayes Isl. – Target – Diamond IIs. – Base.
				Prachuab Girikan:-
				Base – Priparis Isl. – Tavoy Isl. – Target – Diamond IIs. – Base.
				Fell Passage:-
				Base – Cabusa Isl. – Target – Diamond IIs. – Base.
				Cameras:- All a/c carried 14" hand held obliques but no photography was attempted.
				Nickels:- 80,000 SS12 dropped in Siamese Territory South of Bangkok.
				Total Mines:-
				A/c "H" & "G" – 6 US.Mk.26/1,Mech.M9, Mod1, 2 looks, Ster. 82 days.
				2 Br.Mk. VII, C 310x, looks Nil, Ster. 40 days.
				2 Br.Mk. VII, B 254x, looks Nil, Ster. 40 days.
				A/c "D" – – – – 2 US.Mk.26/1,Mech.M9, Mod1, 2 looks, Ster. 82 days.
				1 Br.Mk. VII, C 310x, looks Nil, Ster. 40 days.
				1 Br.Mk. VII, B 254x, looks Nil, Ster. 40 days.
				A/c "Z" – – – – 3 US.Mk.26/1,Mech.M9, Mod1, 2 looks, Ster. 82 days.
				2 Br.Mk. VII, C 310x, looks Nil, Ster. 40 days.
				A/c "J" – – – – 3 US.Mk.26/1,Mech.M9, Mod1, 2 looks, Ster. 34 days.
				3 Br.Mk. VII, B 254x, looks Nil, Ster. 34 days.
				Prachuab Girikan:- A/c "X" proved to be abortive due to bad weather conditions so the full load was brought back to base.
				conditions in the Bangkok area were good. 2/10 A.C. based at 10,000' and good visibility with diffused moonlight. At 19.40 hrs a/c "B" observed 4 bursts of S.A. fire South of Fort Phra Chula, while at 1917 hrs a/c "H" observed a steady white light which stayed on the whole time, opposite the Fort. Small shipping in the form of barges and two master vessels were seen in Bangkok, Meklohng area. A/c "B" dropped two mines safe.
				At Chumphorn all mines were laid successfully under good conditions during fading light.

Aircraft	Time Up	Time Down	Captain	Summary of Events
				Fell Passage had 10/10 CU. based at 2,500', good visibility, and mining was carried out in the fading light. The last mine hung up, was dropped in the correct position on the second run.

159 Squadron
Form 541
April 27, 1945

Aircraft	Time Up	Time Down	Captain	Summary of Events
				April 27, 1945
"C" KH116	16.15	00.56	F/L. Watson T.W.	Target:- 6 Lib. VI. (a/c "A" "C" "M" "R" "T" "V") were detailed to attack Rangoon Dumps "L", together with 99, 355 and 356 Squadrons. In addition to bombing, this squadron was detailed to act as P.F.F. marking route and target. This was a night attack with provisional "H" hour of 20.30 hrs.
"A" KH898	15.45	01.25	F/L. Borthwick R.W.	
"M" KH352	15.44	01.00	W/C. Ercolani L.	
"T" KH275	15.50	01.67	S/L. Stroud J.	Route:-
"R" KH859	16.23	00.24	F/L. Williams C.	Base – 2333 N. 8853E. – Flatt IIs. – Gwa Bay – Hmawbi – Target – 1720 N. 1935 E. – Base.
"V" KH866	16.20	00.24	W/O. Green G.	Bombs & markers:-
				A/c "A" & "M" ----6 x 250 lb. T.I. (red) #4 capsule A1136 fuse.
				4 x 1000 lb. G.P. N.I.T.I.
				2 x 1000 lb. M.C. N.I.T.I.
				A/c "C" "R" "T" "V" each carried a similar load apart from the target indicators being Green.
				Cameras:- all a/c carried Vertical cameras F.L.8". Six photographs obtained by flash light showed good ground detail of target area.
				Nickels:- 15,000 SJG.13, 10,000 SBN.25 dropped N. Rangoon and on route to Irrawaddy River.
				A/c "C" "V" "R" were detailed to mark Gwa Bay, 2 sticks of T.I. greens, S/C from Bangadum IIs. at 1705, 1712 and 1719, marking Gwa Bay on arrival. Second stick to be 4" later.
				A/c "C" "R" marked Gwa Bay correctly but a/c "v" developed engine trouble after dropping 4 T.I. Jettisoned 2 x T.I. and 4 x 1000 lb G.P. N.I.T.I., 2 x 1000 lb M.C. N.I.T.I. at 1750 N. 9414E., 2030 hrs. 3000' safe. A/c "c" "R" their last markers (1 each red) correctly on target at 20.34 hrs. and 20.57 ½ hrs.
				A/c "M" (master bomber) and "A" (deputy) were to arrive 30 mins. before the main force and amend the "H" hour if necessary. It was amended to 20.27 hrs due to their arrival 3 mins. early. The remainder of the squadron received this "H" hour successfully. A/c "M" "A" dropped their target markers on time.
				A Red T.I. H – 2 (M). H +? 15 ("M"). H + 10 (A).
				H – (A). H + 5? ("M"). H + 20 ("A").
				A/c "T" marked Hmawbi as detailed without trouble. The Target and T.P.s. were clearly identified in conditions of good visibility, and moonlight with no low cloud. the remaining bombing a/c verified the accuracy of P.F.F. target marking by ground detail recognizable in the moonlight. The area was quiet.
				Three large fires, one very large fire and several smaller fires were seen between N. bank of Rangoon River and Monkey Point. These were seen when a/c were 30 miles away on return. The time was 20.30 – 21.30 hrs, and the height being 3000'. A/c "T" observed a small, believed S/E radial A/c 1000' above, 1000 yds. range between 20.25 – 20.30 hrs. which broke away down below level of a/c "T" from a 7 o'clock position. A similar action this time from a 6 o'clock position occurred but no attacks were made. Some navigation lights were seen in the Rangoon area by a/c "A".