

Place	Date	Time	Summary of Events																
			Month of February, 1945																
			Part I – Operations																
Digri	Feb. 1945		February has proved an outstanding month from an operational point of view for this Squadron. An extra effort was required to coincide with large scale attacks on communications and supplies and this was made possible through hard work on the part of ground and aircrews and favourable weather conditions. At the beginning of the month, five days were set aside for an intensive training programme and in spite of the loss of time thus incurred, a large weight of bombs was carried into enemy territory.																
			The total number of sorties flown was 135 bombing, 15 mining and 4 "C" Flight while the total bomb load dropped on enemy targets was 608 x 1000 lb., 173 x 500 lbs., 164 x 500 lbs., 164 x 500 Incendiary clusters, 8 x 100 lb and 8 x 55 gallon drums (Napalm). 102 mines were laid.																
			The operations briefly summarised were as follows:-																
			6th. Shipping – Jumphorn Harbour – 10 A/C Bombing, 6 mining. 9th. Wharfage Area – Khao-Huagang – 16 A/C. 11th. Jumphorn Rly. Bge. – 7 A/C. 11/12 Rajburi Bridge – 9 Aircraft. 13?th. Milestone 54, Burma-Siam Rly. 13 A/C. 15th Milestone 41, " " " 16 A/C. 17th. Bridges 18 & 19 " " " 16 A/C. 20th. Toungoo Aerodrome. 12 A/C. 22/23 Minelaying – Rangoon, Amherst, Heinze Bay, Tavoy, Pakchan Riv. 9 A/C. 24th. Mergui Jetty Area. 12 A/C. 26/27 Nakorn Jaisri Bge. 12 A/C. 28/1 Bridge No. 12 – Ayuthya 12 A/C.																
			As a result of the operation on the 9th, A/C KH255 "C" is reported missing. It was observed passing over the target with flames coming from the underside of the fuselage. The a/c proceeded due W. for some distance in a shallow dive before crashing among trees on the W. shore of Pakchan River. The wreckage burned for a considerable time.																
			"C" Flight continued its work on Enemy Radar investigation, although less work was done than on previous months. This was due to only one aircraft being available. Special operators were employed to log and record Jap W/T messages and frequencies, call signs and characteristics. Considerable success was obtained in this work. Apart from this routine work, met. information and such information as the position of searchlights is reported for the briefing of crews prior to bombing missions.																
			A brief summary of work carried out is as follows:-																
			Sortie 44. 11/12 Feb. covered BASSEIN-RANGOON-MOULMENIN-TAVOY-MERGUI-ANDAMANS-GT. COCOS IS. 2 signals were logged and intercepts obtained. Sortie 45. 15/16 Feb. GT. COCOS IS.-MERGUI-BANGKOK-TAVOY-MOULMEIN-RANGOON-BASSEIN. 1 signal was logged but no intercepts obtained. Sortie 46. 19/20 Feb. CAR NICOBAR IS. - SABANG - NORTH SUMATRA - ?ENDAN ¹ . No signals and no intercepts. Sortie 47. 25/26 Feb. ANDAMANS - NICOBAR IS. - MERGUI - TAVOY - MOULMEIN - RANGOON - BASSEIN - GWA. 3 signals received and all intercepts. A new station was pinpointed on CAR NICOBAR IS and this is the first time a signal has been received in the area for a considerable time.																
			Flying times for the month are:-																
			<table border="1"> <thead> <tr> <th></th> <th>Operational</th> <th>Non-operational</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>"A" Flight</td> <td>975.10</td> <td>72.30</td> <td>1047.40</td> </tr> <tr> <td>"B" Flight</td> <td>984.10</td> <td>69.40</td> <td>1053.50</td> </tr> <tr> <td>"C" Flight</td> <td>69.45</td> <td>--</td> <td>69.45</td> </tr> </tbody> </table>		Operational	Non-operational	Total	"A" Flight	975.10	72.30	1047.40	"B" Flight	984.10	69.40	1053.50	"C" Flight	69.45	--	69.45
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¹ "?" mark is in original record.

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			2029.05 142.10 2171.15
			Training
			Pilots. Five days were set aside at the beginning of the month for medium and low level bombing practice. Through the month such practice was given to new crews on their arrival. By the end of the month a start had been made to convert second pilots to captains. It is anticipated that several will be passed out during the coming months.
			Bomb Aimers. A total of 740 smoke and 540 Flash practice bombs were dropped in medium and low-level exercises. Much improvement was evident. Lectures were given by the instrument staff on manipulation of the sight.
			Signals. Twelve W/Op's have taken Grade 1 wireless board. Training times are as follows:- Morse – 60 hours. Liaison Equipment 40 hrs. General Aircraft equipment 15 hrs.
			Air Gunners. Nine crews did air to ground firing with B.P. turrets and lectures were given on maintenance and manipulation of these turrets.
			Part II – Administration
			The health of the Squadron in general was quite satisfactory, the average daily sick being 12.25%, made up of aircrew 5% ground staff 7.25%. A fully equipped M.F.H. No. 56 has been functioning on the station since 6th January 1945 and cases are being taken from this Station and neighbouring areas. The incidence of malaria and venereal diseases was exceptionally low whilst intestinal diseases were nearly double for the month. There was one case of meningitis necessitating the patient on the S.I. list. General precautionary measures were taken. General sanitation and hygiene of the Squadron is satisfactory and is improving. A shortage of water has made itself felt with the coming of the warm weather and difficulty has arisen with regard to showers. Every effort is being made to increase the water supply. A new water point has been piped and when this comes into operation it should considerably ease the position. In the interests of men working in the sun exposed strip, additional water containers were installed and topees or bush hats were brought into use.
			Welfare.
			No E.N.S.A. or other show for B.O.R.'s was received during the month but the Fougil Dilkhash Sacha Concert Party entertained I.O.R.'s. The Airmen's Canteen and Recreation Room continued to function very well and the services of both are very much appreciated by the airmen. Arrangements are being made to purchase a mineral water plant as in the hot season this represents a very pressing need especially to airmen working in the open.
			Amenities for the Squadron include – Cinema, occasional E.N.S.A. and R. A. F. Concert parties, boxing, cricket, hockey, badminton and baseball and outdoor and indoor games. Interest in sport has greatly increased on the Squadron due no doubt to the fact that personnel are very much alive to the need for keeping physically fit. Instruction is available for all interested in the Station Gymnasium from 19.00 hours to 20.30 hrs. each evening.
			Part III – Personnel
			Movements
			There were considerable changes in personnel during the month, both air and ground crew. Approximately 90 aircrew personnel became operationally tour expired either by op. hours or 12 months on the Squadron and were posted away. 6 complete new crews arrived to replace those posted away but at the end of the month quite a number of operationally tour expired aircrews were still awaiting posting instructions. Considerable accommodation congestion was experienced through new crews arriving before the old ones had departed. Approximately 50 ground personnel arrived on the Squadron ex U.K. during the month to replace personnel previously repatriated. The manning position during the interim period was very acute, the chief deficiency being amongst the technical trades.

Place	Date	Time	Summary of Events
			Casualties.
			The Crew of Liberator KH255 "C" were reported missing believed killed on 9.2.45. The crew was composed of:- F/O W. G. Schroeder – Capt. P/O R. McMillan – 2/P. P/O N. Zakow – Nav. P/O K. G. Johnson – B/A. P/O R. Talbot – Wop/Air. Sgt. D. C. Burton – F/E. Sgt. Bright – Nose Gnr. Sgt. F. P. Conway – Tail Gunner.
			On 11.2.45. J45138 P/O J. A. White (Nav) was wounded slightly by A/A fire while over the target. He has now recovered.
			Resume of Month's Work and Morale of Unit.
			Even the most unbiased observer had to admit that if the Squadron was to maintain its high record, considerable spade work would have to be done. Results of a bombing mission on Martaban at the end of January gave cause for serious alarm. An almost complete changeover in aircrews, owing to personnel becoming tour expired, meant that approximately 75% of the operational aircrews were straight from training establishments in Canada, and were consequently inexperienced, and more especially so in view of the somewhat small nature of targets requiring attention in this theatre.
			The first five days of the month were devoted exclusively to training with emphasis on bombing and more especially dive-bombing. The inauguration of such a programme did not exactly bring forth a burst of enthusiasm from either air or ground crews. However, careful explanation, by Section Commanders, pointed out the futility of flying great distances to plant bombs "off" the target – and so at the end of the second day ground crews were laying odds on the results of "their" aircrews. From here on things went with a swing and more than once during the four day programmes was a request received from the range party to "cease bombing" in order that repairs could be effected to the target.
			And so on February 6th sixteen aircraft were despatched to attack Jumphorn bridge and mine the harbour area. Results were fair, being several near misses and one direct hit which rendered the bridge unserviceable. On the 9th sixteen aircraft launched a very highly successful attack on the Wharfage area at Khai-Huagang. Here only two sticks of bombs out of a total of 32 fell outside the target area. In all, the Squadron flew 135 bombing, 15 mining and 4 Special Flight Missions. Outstanding amongst those were the mining of five major enemy harbours on the night of February 22/23rd and an attack on Mergui on the night of February 24th. Here two small areas approximately 200 ft. square were attacked from 6000' and results showed 100% destruction of one area and 75% destruction of the second area.
			A total of 154 sorties in 23 days imposed a severe strain on both ground and aircrews, but owing to the very high state of morale no one complained but was rather anxious to find just how much more he could do. The efficiency and enthusiasm of the ground crews can best be demonstrated by the fact that on one occasion during the month a ground crew worked all through the night to change an engine in the record time of 11 ½ hours. News of the continued advance of allied army in Burma and the particularly good news from the other battlefronts are all an incentive to even greater efforts. The fine spirit of co-operation between ground and aircrews has been a very heartening feature of the month's effort and we can look forward to even better results in the months to come.
			B. F. Burbridge W/Cdr.
			Commanding No. 159 Squadron. R.A.F.