

160 Squadron RAF 1946

Transcriptions of records from the Public Records Office, Kew
Air 27, 1065-1067

R. Quirk

Winnipeg, Canada

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This document has been produced to honour all those who served, especially those who served with 160 Squadron RAF, and its "Servicing Echelon".

Notes to the reader

This draft copy still has errors in transcription, and "?" marks where the copies of the film were difficult to read.

Spelling of names is always a problem with these records, and reference to the "Index of Names" will illustrate there is much work to be done in this area. The same comment goes for initials and ranks.

Readers are asked to have patience with the transcriber; the document will be edited and improve, but it is released at this time under the belief that "something is better than nothing"

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| Place | Date | Time | Summary of Events | | | | | | | | | | | | |
|-------------------|---------------------|-------|---|--------------|-----|-------|-------------------|--------|-------|----------|-------|-------|--------------|-------|--|
| | | | Part I – Operations | | | | | | | | | | | | |
| | | | Ferry trips to the Cocos have been continued throughout the month, with the maximum effort maintained. Urgently needed supplies of rice, and personnel on posting, are being flown in, and other personnel flown out. | | | | | | | | | | | | |
| | | | One a/c of this Squadron flew the AOC Ceylon to the Cocos Is. | | | | | | | | | | | | |
| | | | 111 personnel were flown to this station for onward transmission, while a further 35 were taken to Negombo, with the addition of a quantity of mail. | | | | | | | | | | | | |
| | | | 14 personnel were flown in to Cocos, and many tons of stores. | | | | | | | | | | | | |
| | | | A few personnel were also flown up to Santa Cruz for demob. from Worli. | | | | | | | | | | | | |
| | | | Numerous other transit flights were flown to Ceylon and India. | | | | | | | | | | | | |
| | | | Training | | | | | | | | | | | | |
| | | | Owing to the continued heavy flying commitments this month, the amount of air training fell short of expectations. It was confined to checking out new crews only. | | | | | | | | | | | | |
| | | | There was a very large increase in the amount of ground training carried out in all sections, although Loran and Navigation still supplied the majority of the hours. A regular Link Trainer programme was also carried out. | | | | | | | | | | | | |
| | | | Summary | | | | | | | | | | | | |
| | | | <table> <thead> <tr> <th>Flying Times</th> <th>Day</th> <th>Night</th> </tr> </thead> <tbody> <tr> <td>Productive flying</td> <td>562.40</td> <td>52.25</td> </tr> <tr> <td>Training</td> <td>18.25</td> <td>11.10</td> </tr> <tr> <td>Other Flying</td> <td>36.30</td> <td></td> </tr> </tbody> </table> | Flying Times | Day | Night | Productive flying | 562.40 | 52.25 | Training | 18.25 | 11.10 | Other Flying | 36.30 | |
| Flying Times | Day | Night | | | | | | | | | | | | | |
| Productive flying | 562.40 | 52.25 | | | | | | | | | | | | | |
| Training | 18.25 | 11.10 | | | | | | | | | | | | | |
| Other Flying | 36.30 | | | | | | | | | | | | | | |
| | Signals | | Total number of crews: 17. | | | | | | | | | | | | |
| | | | 17 crews have received 1 ½ hours instruction each and manipulation on BC375 and BC348, tuning to Frequency meter Type SCR-211-AH. | | | | | | | | | | | | |
| | | | The last 30 minutes of each period were used to clear up any points arising concerning equipment, lay-out, procedure, etc. | | | | | | | | | | | | |
| | | | 17 crews have each received a total of 2 hours morse practice – sending and receiving at 18 wpm to 22 wpm.. | | | | | | | | | | | | |
| | | | 7 crews have each received a total of 3 hours morse practice – sending and receiving at 18 wpm to 22 wpm. | | | | | | | | | | | | |
| | | | No a/c have been available for air signals training. | | | | | | | | | | | | |
| | Bombing and Gunnery | | Owing to the Cocos flying commitment, there was no Gunnery or Bombing training during the month. | | | | | | | | | | | | |
| | Radar | | The month has shown an increase of over 50% in Radar training on previous months. This has been due to the fact that power supplies and cabling became available during the month for Mk.Xa A.S.V. – consequently training on this equipment has gone ahead satisfactorily on the ground. | | | | | | | | | | | | |
| | | | The flying commitment of the Squadron has prevented any air training as in the previous month, but several of the a/c sets have been made serviceable in the past 2 weeks, and operators will be able to use this equipment in the air during February. | | | | | | | | | | | | |
| | Navigation | | Throughout the month ferry trips have been made to the Cocos Is. These trips and the analysis of same have kept all navigators fully occupied. | | | | | | | | | | | | |
| | | | Due to this commitment air training has been practically at a standstill. | | | | | | | | | | | | |
| | | | Ground training has gone steadily in the Loran section and 3 new crews have become fully qualified. | | | | | | | | | | | | |
| | | | F/Lt. Pearson arrived on the Squadron to take over the duties of | | | | | | | | | | | | |

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| | | Squadron Navigation Officer. |
| | Medical | The general health of the personnel on the Station during the month has been well up to standard. There have been no outbreaks of infectious diseases. The Vaccination state is now practically up to 100%. There were no outstanding difficulties regarding Anti – Malaria control and Hygiene and Sanitation. |
| | | Part III – Administration |
| | | Morale on the Squadron and Echelon is high, in comparison to the current discontent at certain stations in this theatre. |
| | | Demobilisation Orders are being read to the airmen, and discussed with them. The airmen understand the difficulties of repat., and demob., and although they have but one ambition – to get back into 'Civvy St.' – their morale is high as can be expected under the circumstances. |
| | | On the 29th of Jan., a lecture was given to all ranks by Mr. Harold Davies M.P., in the Station cinema. Many interesting points were discussed – the airmen were disappointed and discontented on certain points, but on the whole they understand that everything is being done for them that is possible, and they are reasonably satisfied. |
| | | Sports. |
| | | Sport on this station has again increased this month and overall enthusiasm is the highest that it has ever been. The staff has been further reduced, and we now have only one P.T.I. Soccer is being played to capacity now and the 2 pitches on the station are both being used practically all day. The Pamela Carr Cup Knock-out Tournament is now being played, and the semi-finals have been reached. Inter-crew soccer is also in progress. The hockey pitch came into use this month, and the game has proved extremely popular with all ranks. The numbers of the swimming parties have increased with the coming of the warmer weather. |
| | | Part III – Personnel |
| | 2/1/46 | 505676 W/O Kennedy, ACH/GD K/A arrived on the Squadron to take over duties as Squadron Warrant Officer. He is to be Discip. W/O for 160 Squadron and 7160 S.E. |
| | 18/1/46 | 184465 F/Lt. Pierson L. G. Nav/B (41) posted to this Squadron from 203 Squadron to take over duties as Squadron Staff Navigation Officer. |
| | 22/1/46 | 181450 F/O Cameron J. A. GD/P (28) 135636 F/Lt. Doughty W. GD/P (41) 151935 F/Lt. Rowley R. B. GD/P (41) The abovementioned officers have been posted from this Squadron to Transit Camp, Ratmalana, for onward routing to U.K. on repatriation. |
| | | Squadron Strength |
| | | Officers 72 Senior NCO's 111 OR's 12 Total 195 |

| Place | Date | Time | Summary of Events | | | | | | | | | |
|-------------------|--------|-------|---|--------------|-----|-------|-------------------|--------|-------|----------|------|-----|
| Kankasanturai | | | Part I – Operations | | | | | | | | | |
| | | | Approximately 225 hours have been flown by the squadron on ferry trips to the Cocos Islands. Personnel on posting have been flown in to the Cocos from Negombo, together with mail and freight. (1760 lbs. of mail, and 443 lbs. of freight.) | | | | | | | | | |
| | | | 96 personnel were flown from Cocos to Negombo. | | | | | | | | | |
| | | | 13 personnel were flown to Santa Cruz for demob at Worli. | | | | | | | | | |
| | | | Numerous other transit flights were flown in Ceylon and India. | | | | | | | | | |
| | | | Training | | | | | | | | | |
| | | | A regular ground training programme has been carried out fairly satisfactorily throughout the month, despite the shortage of available crews. The present flying commitment and the reduction in the number of complete crews precludes any flying training being carried out at the present moment. | | | | | | | | | |
| | | | Summary | | | | | | | | | |
| | | | <table border="0"> <tr> <td>Flying Times</td> <td>Day</td> <td>Night</td> </tr> <tr> <td> Productive Flying</td> <td>330.25</td> <td>10.55</td> </tr> <tr> <td> Training</td> <td>5.10</td> <td>.30</td> </tr> </table> | Flying Times | Day | Night | Productive Flying | 330.25 | 10.55 | Training | 5.10 | .30 |
| Flying Times | Day | Night | | | | | | | | | | |
| Productive Flying | 330.25 | 10.55 | | | | | | | | | | |
| Training | 5.10 | .30 | | | | | | | | | | |
| | | | Signals | | | | | | | | | |
| | | | The operators of each crew have all received the same number of hours ground training this month. In all, we have given 28 hours morse practice, sending and receiving at 18/22 w.p.m. 16 hours training has been given on fault finding on the Liaison set and the Radio Compass. 11 hours on Area Control Procedure, and 4 ½ hours at Visual signals practice at 5/8(?) w.p.m. | | | | | | | | | |
| | | | Bombing and Gunnery | | | | | | | | | |
| | | | Owing to the Bombing Leader being sick in hospital and subsequently on sick leave, no training has been possible this month. | | | | | | | | | |
| | | | Radar | | | | | | | | | |
| | | | There has been a slight increase in training this month. More equipment has become available and crews have been using the Mk.10a ASV when possible during transit flights. The results so far have not been exceptional but as the equipment has only been used for the first time in the air, this is understandable. Ground training has proceeded as usual with a total number of 56.30 hours. | | | | | | | | | |
| | | | Navigation | | | | | | | | | |
| | | | The relatively high commitment of transport work precluded any possibility of carrying out air training. Ground instruction proceeded as usual, navigators received lectures on navigation, instruments, meteorology and radio, and preparing re-plots of each navigation trip carried out. The section was visited by Air Chief Marshal Sir Arthur Barrett, who enquired into the usefulness and application of Loran, and was shown the Loran training equipment in use. | | | | | | | | | |
| | | | Medical | | | | | | | | | |
| | | | The general health of the station continues to be good. During the course of the month there was one case of Anterior Polionyetitis, and one case of smallpox amongst the B.O.R.s. Both were of moderate severity and | | | | | | | | | |

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| | | were immediately isolated at No.48 I.G.H., Kandy. Vaccination and revaccination, together with the surveillance of the contacts was carried out. All new arrivals are vaccinated and at the same time they are brought up to date with their T.A.B. and A.T.T. inoculations. |
| | | Part II – Administration. |
| | | Morale has been at its highest during the past month, largely due to the speed-up in release, and personnel now have a happier outlook on life. |
| | | A visit was paid to the station by the Inspector General of the R.A.F., Air Chief Marshal Sir Arthur Barrett, who expressed surprise that the orderly room of this unit is run entirely by S.W.O.O.s. |
| | | Demob forms are being read out to the airmen by Officers i/c billets, who also note any complaints or grouses so that they can be forwarded through the proper channels. It is to be noted, however, that there are few complaints, and the airmen are contented and happy, this being due to the strenuous efforts of the Station Commander Group Captain Collier, D.S.O., D.F.C. and Bar, and to the splendid team-work shown by all ranks. |
| | | Sports |
| | | Squadron personnel figure prominently in most intersection sports, especially cricket and hockey. Teams have rarely been at full strength due to flying commitments and personnel leaving the squadron. We regret the departure of F/O Parnell, whose duties as Station Sports Officer being taken over by P/O Grttowlow. F/Sgt. (???)eism(?) continues to do a fine job in the Sports section. |
| Kankasanturai | | Part III – Personnel |
| | 1/2/46 | 186818 F/O Allen A. C. (A&SO/Int.) proceeded on posting from this unit to AHA., Kandy (Supernumary.) |
| | 2/2/46 | 57526 P/O Smith F. W. (Wop/Air) proceeded to Transit camp Ratmalana en route to U.K. (Mid tour leave.) |
| | 4/2/46 | The undermentioned officers proceeded to A.P.B. Colombo en route to U.K. on repat. |
| | | 152325 F/L Day (GD/P) |
| | | 1294111 F/L Peek (Nav/B) |
| | | 55653 F/O Swinburn (Nav/B) |
| | | 1600361 W/O Tichener L. W. (GD/Pilot) proceeded to A.P.B. Colombo en route to U.K. on repat. |
| | 5/2/46 | F/S Davies G. (Wop/Air) posted to N.T.C. Tallahalli. |
| | | 118073 A/S/L Hatherly (GD/P) posted to No.3 REC. Worli for Class 'A' release. |
| | 6/2/46 | 163698 F/O Morley B. (Nav/B) posted to No.3 REC. Worli for Class 'A' release. |
| | 12/2/46 | 165658 F/O Large D. (Nav/B) detached to No.60 A.B.I.s course, E.A.A.S., Manby. |
| | 8/2/46 | 1624364 Sgt Nuttall H. (Wop/Air) posted to No.3 REC. Worli for Class 'B' release. |
| | 15/2/46 | 1800292 W/O Jameson posted to No.3 REC. Worli for Class 'B' release. |
| | | Squadron Strength Officers 67 S.N.C.O.s 114 Other ranks 4 Total 185 |
| | | We have now no Flight Commanders as F/L (A/S/L) Hatherly has proceed on release and F/L (A/S/L) Gay will be proceeding in the near future. It is hoped that replacements will be forthcoming before long. |

March 1946: Form 540
160 Sqn

| Place | Date | Time | Summary of Events | | | | | | | | | |
|-------------------|--------|-------|--|--------------|-----|-------|-------------------|--------|----|----------|-------|------|
| Kankasanturai | | | Part I – Operations | | | | | | | | | |
| | | | Approximately 270 hours have been flown by the Squadron this month on productive sorties. The Cocos ferrying commitment has dropped off to a marked degree, and on the average only one round trip a week was completed. Ferrying trips have also been flown to India and other stations in Ceylon. | | | | | | | | | |
| | | | Personnel were flown to Santa Cruz for demob from Worli. | | | | | | | | | |
| | | | 40 personnel were flown to Cocos from Negombo. | | | | | | | | | |
| | | | Training | | | | | | | | | |
| | | | 2 crews practised night circuits. No other flying training was carried out, due to the ferrying commitment utilising the available flying hours of the aircraft. | | | | | | | | | |
| | | | All available crews have been detailed for daily ground training, special attention being paid to the skipperless crews, which are out of flying practice. Employing WOP's and WOM's as assistants on DI's of aircraft is proving to be a popular form of training for the aircrew concerned, and no doubt it will have a good effect on the care taken of W/T equipment in the air. | | | | | | | | | |
| | | | Summary | | | | | | | | | |
| | | | <table> <thead> <tr> <th>Flying Times</th> <th>Day</th> <th>Night</th> </tr> </thead> <tbody> <tr> <td>Productive flying</td> <td>272.50</td> <td>--</td> </tr> <tr> <td>Training</td> <td>15.50</td> <td>3.25</td> </tr> </tbody> </table> | Flying Times | Day | Night | Productive flying | 272.50 | -- | Training | 15.50 | 3.25 |
| Flying Times | Day | Night | | | | | | | | | | |
| Productive flying | 272.50 | -- | | | | | | | | | | |
| Training | 15.50 | 3.25 | | | | | | | | | | |
| | | | Bombing and Gunnery | | | | | | | | | |
| | | | Lectures have been given to the crews on Bombing Drill, Low-Level Bombsight and practice has been done on the bombing trainer. | | | | | | | | | |
| | | | Arrangements have been made to give lectures to 203 Squadron, who have no Bombing Leader. | | | | | | | | | |
| | | | There has been no Gunnery training this month. | | | | | | | | | |
| | | | Radar | | | | | | | | | |
| | | | All crews have received a considerable amount of practice on the Mk.X equipment on the ground, but little use has been made of this equipment in the air. Skippers have been asked to use radar on the Cocos run during the last half-hour of the trip to give the WOP's practice in air operating. No special air training flights are possible owing to all available aircraft and crews being employed on the squadrons flying commitments. | | | | | | | | | |
| | | | Link | | | | | | | | | |
| | | | Each pilot has been given approximately 2 hours training during the month. Several Navigators have received instruction at their own request. | | | | | | | | | |
| | | | Signals | | | | | | | | | |
| | | | Number of crews on Squadron strength – 11. | | | | | | | | | |
| | | | 11 crews have each received a 1 hour quiz on the combined equipment, W/T., R/T., Radio Compass and Frequency Meter. | | | | | | | | | |
| | | | 11 crews have each received 1 hours morse practice. 7 crews have each received 2 hours morse practice. 7 crews have each received ½ an hour visual signalling practice. | | | | | | | | | |
| | | | WOP's and WOM'm have been detailed to carry out DI's on squadron aircraft. | | | | | | | | | |
| | | | Navigation | | | | | | | | | |
| | | | Navigation training has continued on lines similar to last month. Instruction has been given in navigational technique, Drift Meter, Radar, and general discussions have been held on analysis and log-keeping. No | | | | | | | | | |

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| | | air training has been possible owing to shortage of available aircraft and crews. All navigators, with the exception of 3 new crews, are now considered proficient. |
| | | Medical |
| | | General health continues to be very good. The case of Smallpox which occurred last month has now been finally diagnosed as Chickenpox, and that case was the sum total of infectious diseases for the month. |
| | | There has been a considerable drop in the number of skin diseases sufficiently bad for admission to S.S.Q. The sick-parade at about an average of 40 a day with a daily fluctuation of 10-15. |
| | | Part II – Administration |
| | | 7160 S.E. is to be incorporated in the Squadron; the new establishment has been received from A.H.Q. Ceylon. |
| | | It is hoped that the clerical situation will improve shortly, as at present the Orderly Room is manned by misemployed and volunteer aircrew. With the increased amount of work entailed by the merging of 7160 S.E. with the Squadron, more clerks will be required. |
| | | This month, a Board of Survey was held on all files held by the unit. The findings and results were sent to A.H.Q. Ceylon for onward transmission to the appropriate authority. |
| | | The airmen remain reasonably contented and happy. But there is a great deal of speculation as to the rate of release after June. |
| | | Sports |
| | | Squadron personnel continue to play a leading part in Station sports. Teams are rarely at full strength. |
| | | F/O Critchlow, who took over the duties of Station Sports Officer last month on the departure of F/O Parnell on release, has gone home on mid-tour leave. His place has been taken by P/O Webster, also a 160 Squadron Officer. |
| Kankesanturai | | Part III - Personnel |
| | | The crew situation improved considerably towards the latter end of the month, and we expect to be made up to establishment soon. |
| | 1/3 | The following Officers proceeded to No.3 REC. Worli by air for onward routing to U.K. on Class 'A' release. |
| | | 185919 F/O Ratcliffe B. A. (Wop/Air), 109131 Morris J. F. (Nav/B), 137591 F/L Lee H? (GD/P), 151945 F/L Morley M. K. (GD/P), 129???6 F/L (A/S/L) Gay P. A. P. (GD/P), 65038? F/L Roberson (GD/P), 1773?? F/O Parnell A. V. (Nav/B), 164100 F/O Winger(?) A. (GD/P), 17???8 F/O Langho?ne D. (Wop/Air), 178488 F/L Tanner I. J. (F/Engr), 15824?5 F/L Rag?n?a V. A. (Wop/Air). |
| | 2/3 | 144096 F/O Young A. H. W. (Radar Officer), 164342 F?/O Pearce? D. P. (Nav/W), proceeded t No.3 REC. Worli by air for Class 'B' release. |
| | 2/3 | 165983 P?/O Neuberger G. G. (Nav/B) detached to Kandy on No. 6 Junior Commanders' Course. |
| | 5/3 | 164164 F/O Genmer (GD/P) posted to squadron w.e.f. 15/11/45 ex. No. 99 Squadron. |
| | | 1672?14 P/O Br?yant (GD/P) posted to Squadron w.e.f. 5/2/46 ex. U.K. |
| | 7/3 | 169?092 F/O Kee?? J. M. (Nav/B) detached to U.K. to attend No. 5 Advanced Navigation Course at E.A.N.S., Shawbury. |
| | 10/3 | 166573 F/O French T. B. (Nav/B) posted to HQ. ACSEA. (Supernumerary) |
| | | Squadron Strength |
| | | Officers 58 S.N.C.O.'s 96 O.R.'s 2 |

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| | | | Total | 156 |
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April 1946: Form 540
160 Sqn

| Place | Date | Time | Summary of Events | | | | | | | | | | | | |
|-------------------|--------|-------|--|--------------|-----|-------|-------------------|--------|-------|-----------------|------|------|--------|--------|-------|
| Kankasanturai | | | Part I – Operations | | | | | | | | | | | | |
| | | | The Squadron commitment to Cocos Islands was completed this month, the last flight being made on April 22nd. A new commitment ferrying freight and passengers to and from Singapore, was commenced on April 8th. Since then an average of 2 return flights has been made each week. The run is from Negombo to Changi, and return, carrying freight, passengers, and mail in both directions. In addition, a number of transit flights have been flown between Ceylon and India. | | | | | | | | | | | | |
| | | | <table border="1"> <thead> <tr> <th>Flying Times</th> <th>Day</th> <th>Night</th> </tr> </thead> <tbody> <tr> <td>Productive Flying</td> <td>299.00</td> <td>24.20</td> </tr> <tr> <td>Training flying</td> <td>4.40</td> <td>9.10</td> </tr> <tr> <td>Totals</td> <td>303.40</td> <td>33.30</td> </tr> </tbody> </table> | Flying Times | Day | Night | Productive Flying | 299.00 | 24.20 | Training flying | 4.40 | 9.10 | Totals | 303.40 | 33.30 |
| Flying Times | Day | Night | | | | | | | | | | | | | |
| Productive Flying | 299.00 | 24.20 | | | | | | | | | | | | | |
| Training flying | 4.40 | 9.10 | | | | | | | | | | | | | |
| Totals | 303.40 | 33.30 | | | | | | | | | | | | | |
| | | | Training | | | | | | | | | | | | |
| | | | The training programme has been severely curtailed by the fact that all sections have been busy packing up, preparatory to the Squadron movement in June. However, a small amount of ground training has been carried out. | | | | | | | | | | | | |
| | | | Navigation | | | | | | | | | | | | |
| | | | Total number of crews on Squadron – 14 | | | | | | | | | | | | |
| | | | All crews have received 1 hours instruction on Loran. | | | | | | | | | | | | |
| | | | 7 crews have received lectures on Monsoon conditions, and the Drift meter. | | | | | | | | | | | | |
| | | | No replacement has yet arrived for F/L Pierson (posted to A.H.Q.) | | | | | | | | | | | | |
| | | | Signals | | | | | | | | | | | | |
| | | | All crews have received 1 hours morse practice. | | | | | | | | | | | | |
| | | | 9 crews have received a lecture on the Radio Compass. | | | | | | | | | | | | |
| | | | 2 new crews have received lectures on Area Control procedure, use of UGO card, Squadron procedure (as per W/T orders), and operating conditions on the present Squadron commitments. | | | | | | | | | | | | |
| | | | Radar | | | | | | | | | | | | |
| | | | The Radar Leader went home on demob early in the month, and so far no replacement has arrived. No training has been done this month. | | | | | | | | | | | | |
| | | | Bombing and Gunnery | | | | | | | | | | | | |
| | | | No training has been done this month. The Bombing Leader went home on demob early in the month, and the Gunnery Leader is now employed as Station Release Officer. | | | | | | | | | | | | |
| | | | Part II – Administration | | | | | | | | | | | | |
| | | | Preparation for the Squadron move to the U.K. is going on in a very well-organised manner. Arrangements have been made for documents and files to accompany each aircraft, and actual allocation will be made in the near future. Any outstanding item will be completely cleared in the next 2 weeks, and the Squadron will start with a clean sheet on arrival in the U.K. | | | | | | | | | | | | |
| | | | Demob Forms, ACSEA Home Chats, etc, are still being communicated to all ranks through the medium of the Billet Officers, and this practice will continue until the last aircraft leaves for home. Arrangements will be made for Demob Forms, etc, to be communicated to the unlucky airmen left behind. | | | | | | | | | | | | |
| | | | The airmen remain contented, and complaints are surprisingly few, although of course there is the usual incordision(??) about repat and the | | | | | | | | | | | | |

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| | | rate of demob. |
| | | Medical |
| | | General health is well up to standard. With the increase in temperature and humidity there has been a small number of cases of minor heat intolerance. There have been 2 mild cases of Jaundice, one of them having been to Cocos Is. and one to Jodhpur within the last 3 weeks. |
| | | The number of major skin complaints continues to remain at lower levels. |
| | | There has been no outbreak of infectious disease on the camp this last month. |
| | | No cases of Malaria have occurred. |
| | | There have been no flying accidents this month. |
| | | Sports |
| | | Swimming has been by far the most popular form of sport this month. Soccer, Rugger and Hockey remain popular, but the number of regular players has dropped off since the advent of the warmer weather. |
| | | There has been a marked increase in the numbers playing tennis, since the new courts have been completed. |
| | | No cricket matches have been played this month, but practice continues. |
| | | Personnel |
| | 8/4/46 | 191657 F/L Barratt, 174369 F/O Reeve, posted to No.8 PTC Ratmalana on Class 'A' release. |
| | 4/4/46 | 201903 P/O Cranford posted to RAF Station Kankesanturai, w.e.f. 1/4/46. |
| | 10/4/46 | 160690 F/L Sansom, GD(P), posted to 160 Squadron from AHQ Kandy w.e.f. 16/3/46. |
| | 16/4/46 | 1844465 A/F/L Pierson, Nav/B, posted to AHQ Ceylon, w.e.f. 16/4/46. |
| | 16/4/46 | 134367 F/L Robertson, 168691 F/L Brown, ceased attachment 160 Squadron and returned to Santa Cruz (CCKO) w.e.f. 16/4/46. |
| | 18/4/46 | 165983 F/O Neuberger, Nav/B, ceased attachment AHQ Ceylon, w.e.f. 13/4/46. |
| | | 124682 A/S/L Sandall P., GD(P), posted to 160 Squadron from 1354 DDT Flight (Disbanded) w.e.f. 29/2/46. |
| | | 157046 F/L Wright, 164306 F/O Bell, S/O Fauldner (CCKO) ceased attachment to 160 Squadron and returned to Santa Cruz (CCKO) w.e.f. 22/4/46. |
| | | Squadron Strength |
| | | Officers 59 |
| | | S.N.C.O's 127 |
| | | Other Ranks 196 |
| | | Total 382 |

May 1946: Form 540

160 Sqn

(pages seem to be filed in reverse order than normal in the ORB)

| Place | Date | Time | Summary of Events |
|---------------|------|------|---|
| | | | Part III – Personnel |
| | 8/5 | | 183536 F/O MacGowan, GD/Admin posted to 160 Sqn from AHQ Ceylon. |
| | 17/5 | | 202413 P/O Bowles (F/Eng.) posted to 160 Sqn on commissioning. |
| | 18/5 | | 157046 F/L Wright A. (Wop/Air) posted from the TRE Division 'G' (Asia). |
| | 23/5 | | 167850 F/O Smith A. D. posted to AHQ Ceylon. |
| | 23/5 | | 167848 F/O Fisher E. W., 189908 F/O Hatt S. D., 157046 F/L Wright A., posted to RAF Station, Kandy. |
| | 23/5 | | 150691 F/L Maunier A. H., 154160 F/O Spencer, 153965 F/L Wild H., 181304 F/O Pinfold, 166051 F/O Burchett W., 166074 F/O Critchlow R., posted to RAF Station, Kankasanturai. |
| | 31/5 | | 197069 F/O Angus J. B., F/L Brnton (150278), 198080 F/O Cowley(?) F. H., 151113 S/L Lorimer G. W., 151777 F/L Small M. S., posted to 8 PTC Ratmalana on Class 'A' release. |
| | | | Squadron Strength |
| | | | Officers 62 S.N.C.O.'s 112 Other Ranks 43 Total 217 |
| | | | Part II – Administration |
| | | | All sections are closing down now prior to the Squadron move to U.K. All equipment, including Barrack equipment, etc., will be returned on or before June 10th. |
| | | | Demob forms are being read to the airmen as always, and there are no complaints of any nature. |
| | | | The Sailing Club has been disbanded, and although there are a few personnel who still go to the beach in the afternoons, on the whole interest in the beach has wained now that the boats have been taken away. |
| | | | The Squadron now holds the Pamela Carr Cup for Soccer. The Cup was presented to the Squadron team by the Station Commander after the final match with 203 Squadron. |
| | | | Medical |
| | | | There have been no cases of an infectious nature this month. Numbers reporting sick have been slightly less than previous months. |
| | | | All squadron personnel who are proceeding to U.K. by air have now received 2 Anti-Cholera inoculations, and have been brought up to date with TAB(K) and ATT inoculations, and vaccinations. |
| | | | Sports |
| | | | The hot weather has continued and even fewer personnel have been playing Soccer and Hockey. However, in one of the few Soccer tournaments played this month, 160 Squadron won the Pamela Carr Cup, beating 203 Squadron in the final. |
| | | | Swimming and Tennis have been as popular as ever. |
| | | | No Rigger games have been played this month. |
| Kankasanturai | | | Part I – Operations |
| | | | The Squadron commitment to Singapore was completed this month, the last flight being made on May 16th. |
| | | | A number of transit flights have been made between Ceylon and India. |
| | | | All flying has now ceased as the aircraft have to be inspected and serviced preparatory to the Squadron move to U.K. |

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| | | | Flying Times |
| | | | Total hours 191.30 |
| | | | Training |
| | | | Very little training has been done this month as all sections have been busy packing equipment, prior to the Squadron move. The Training block has been vacated and is now closed down. |
| | | | Navigation |
| | | | All Navigators have been fully equipped for the flight home, and Colombo – Karachi Route Books(?) have been issued to each crew. |
| | | | On May 22nd lectures were given by several members of the Aries Crew from Stonlaway(?), on the future of navigation and navigators in the Post-War Air Force. |
| | | | There have been no lectures and the Navigation Section is now closed. |
| | | | Signals |
| | | | Air and Ground training – Nil. |
| | | | On May 28th a board was held to regrade the Squadron's Grade II Wop/Air (S)'s |
| | | | Radar |
| | | | Air and Ground training – Nil. |
| | | | Bombing and Gunnery |
| | | | Air and Ground training – Nil. |

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| | | 1523609 F/Sgt. Hodgson. 2nd Pilot | 1569426 F/Sgt. McQueen. 2nd Pilot |
| | | 185543 F/O. Davies. Nav/B | 1867463 F/Sgt. Pullen. Nav/B |
| | | 181768 F/O. Smith. Nav/B | 1618151 F/Sgt. Nathan. Nav/B |
| | | 1623333 W/O Armstrong. Nav/B | 1876521 F/Sgt. Rutherford. Wop/Air |
| | | 552885 F/Sgt. Kirkbride Wom/Air | 1588111 W/O Groves. Wom/Air |
| | | 1589831 F/Sgt. Jacques. Wop/Air | 57526 P/O. Smith. Wop/Air |
| | | 49220 F/Lt. Matthews. Wop/Air | 1813016 W/O. Trone. F/Eng. |
| | | 1824820 W/O. Hunter. F/Eng. | 1716167 LAC. Beadle. F.M.E. |
| | | 1614741 W/O. Felth. | 1724320 LAC. Cochlin. F.M.E. |
| | | 565754 F/Sgt. Suffolk. F.II.A. | 2246948 Cpl. Warrick. Radar/M. |
| | | 576394 Sgt. Williamson. F.M.A. | 1862177 LAC. Rose. Elect. |
| | | 2209490 LAC. Bamford. I.M. | 1642725 LAC. Watson. Arm. |
| | | 3rd Aircraft | 4th Aircraft |
| | | 154466 F/Lt. Vernall. Captain | 153508 F/Lt. Digby-Owens. Captain |
| | | 166345 F/O. Mott. 2nd Pilot | 1584475 F/Sgt. Richardson. 2nd Pilot |
| | | 163621 F/O. Smith. Nav/B | 167751 P/O. May. Nav/B |
| | | 166574 F/O Webster. Nav/B | 1806131 F/Sgt. Deane, Nav/B |
| | | 1804740 W/O Summary, Nav/W | 1568266 W/O Hamilton. Nav/W |
| | | 1801851 W/O. Bailey. Nav/W | 1593479 Sgt. Spencer. Wop/Air |
| | | 1892685 F/Sgt. Gregory. Wop/Air | 578066 Sgt. Dixon. Wop/Air |
| | | 2216195 F/Sgt. Siddall. Wop/Air | 1860142 F/Sgt. Crossley. F/Eng. |
| | | 1595587 F/Sgt. Winn. F/Eng. | 3050700 F/Sgt. Knee. F/Eng. |
| | | 1627513 LAC Fait. F.M.E. | 1831980 LAC. Kelley. F.M.E. |
| | | 1876396 LAC. Martin. F.M.A. | 1832359 Cpl. Ireland. F.II.E. |
| | | 1570965 Cpl. Cowan. W/Mech. | 1975220 LAC. Jenkins. Elect. |
| | | 1863678 LAC. Cook. Elect. | 2201246 LAC. Jones. Arm. |
| | | 2nd Flight | |
| | | 1st Aircraft | 2nd Aircraft |
| | | 152320 F/Lt. Johnston. Captain | 164164 F/O Genner. Captain |
| | | 551577 F/Sgt. Noeves. 2nd Pilot | 1802836 W/O. Bathgate. 2nd Pilot |
| | | 1571538 F/Sgt. Beatham. Nav/B | 181048 F/O. Burchill. Nav/B |
| | | 181757 F/O. Peatfield. Nav/B | 166443 P/O. Byrne. Nav/B |
| | | 1892697 F/Sgt. Leary. Wop/Air | 1594126 F/Sgt. Stewart. Wop/Air |
| | | 578399 W/O. Day. Wop/Air | 1568154 F/Sgt. Shaw. Nav/W |
| | | 578509 W/O. Dempsey. Wop/Air | 576531 F/Sgt. Rylatt. Wop/Air |
| | | 1898509 F/Sgt. Holmes. F/Eng | 1604882 W/O. Blandamer. Nav/W |
| | | 1891491 F/Sgt. Sinclair. Wop/Air | 1592047 W/O. Dunn. F/Eng |
| | | 572332 Sgt. Gallegher. F.II.E. | 1713924 LAC. Walker. F.M.E. |
| | | 1853675 LAC. O'Neil. F.M.E. | 1397156 LAC. Dagutis. F.M.E. |
| | | 2215750 LAC Dixon. F.M.A. | 3005252 LAC Davis. F.M.A. |
| | | 1881509 LAC. Martin. Radar/M | 3021923 LAC. White. W/Mech |
| | | 3rd Aircraft | 4th Aircraft |
| | | 153087 F/Lt. Read. Captain | 143105 F/L Spackman(?) Captain |
| | | 165147 P/O. Green. 2nd Pilot | 166559 F/O Goodmin. 2nd Pilot |
| | | 1605007 F/Sgt. Oudbary. Nav/B | 181216 P/O Davis. Nav/B |
| | | 1803675 F/Sgt. Beech. Wop/Air | 167523 F/O Clifton. Nav/B |
| | | 1822262 Sgt. Smith. Wop/Air | 578808 Sgt. Shelton. Wom/Air |
| | | 578705 F/Sgt. Shillite Wom/Air | 1653602 F/Sgt. Kayte, Wop/Air |
| | | 1569878 F/Sgt. Beveridge, Wop/Air | 1604935 W/O. Bonitt, F/Eng |
| | | 1653758 W/O. Costton, F/Eng | 2225162 F/Sgt. Lowe, F/Eng |

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| | | 539672 Sgt. Stafford, F.II.E. | 1685225 W/O Killeen, Nav/W. |
| | | 2217446 LAC Sanson, F.M.A. | 1866241 LAC. Tyrell, F.M.E. |
| | | 1874703 LAC. Evans, F.M.A. | 1461034 Cpl. Whitewood, F.II.E. |
| | | 1879691 LAC. Burtridge, R/Mech | 3315688 Cpl. Bruce, Elect. |
| | | | 3022322 LAC. Lane, W/Mech |
| | | 3rd Flight | |
| | | 1st Aircraft | 2nd Aircraft |
| | | 39182 W/C. Williams, Captain | 164065 F/O. Speirs, Captain |
| | | 166076 F/O. Jackson, 2nd Pilot | 166384 F/O. Stewardson, 2nd Pilot |
| | | 165789 F/O. Smith, Nav/B | 156787 F/O. Firth, Nav/B |
| | | 164867 F/O. Moore, Nav/B | 167443 F/O. Gowans, Wop/Air |
| | | 160583 F/Lt. Fielding Wop/Air | 578513 F/Sgt. Butler, Wom/Air |
| | | 578432 F/Lt. King, Eng/Officer | 1874883 F/Sgt. Coker, Wop/Air |
| | | 1819245 F/Sgt. Kiddy, F/Eng. | 1715053 W/O. Hines, F/Eng |
| | | 163687 F/O. Arthur, Nav/W | 1874765 LAC. Tugwood, F.M.E. |
| | | 1878766 LAC. James, F.M.E. | 2204392 LAC. Watkins, F.II.E. |
| | | 1870556 Cpl. Bridge, W/Mech | 1819661 LAC. Broadhurst, I/Mech |
| | | 3001962 LAC. Jukes, Radar/Mech | 1682797 Sgt. Bates, S.E.W. |
| | | | 566412 F/Sgt. Gadd, F.II.E. |
| | | 3rd Aircraft | 4th Aircraft |
| | | 124682 S/Ldr. Sandall, Captain | 152854 F/Lt. Locke, Captain |
| | | 166151 F/O Nicholas, 2nd Pilot | 167216 F/O Briant, 2nd Pilot |
| | | 165869 F/O. Woolcock, Nav/B | 167929 P/O. Chalmers, Nav/B |
| | | 1396677 W/O. Southcott, Nav/B | 181223 P/O. Forit, Nav/B |
| | | 1581879 F/Sgt. Burleigh, Wop/Air | 1892695 F/Sgt. Judge, Wop/Air |
| | | 1836432 Sgt. Hancock, Wop/Air | 1869499 F/Sgt. Robinson, Wom/Air |
| | | 576182 F/Sgt. Salter, Wom/Air | 578400 W/O. Kley, Wom/Air |
| | | 302413 P/O. Bowles, F/Eng | 1897125 F/Sgt. Davey, Wop/Air |
| | | 1890851 LAC. Vanstall, F.M.E. | 1826042 F/Sgt. McGuinness, F/Eng |
| | | 1582749 LAC Gotter, F.II.E. | 1875643 LAC. Emery, F.M.E. |
| | | 1834310 LAC. Smith, Elect. | 1628220 LAC. Tansfield, F.II.E. |
| | | 54384 F/O Welcome, Elect/Off. | 320860 LAC. Brotherton, F.M.E. |
| | | | 3008810 LAC. Baldwin, Radar/M. |
| | | Postings Out | |
| | | F/Lt. Mauder, A. H. No.150691 GD(P) | Posted from 160 Sqdn., to No.8 P.T.C. on Class A release, w.e.f. 5/6/46. (Auth. H.Q. ACSEA, Dated 23/5/46.) |
| | | F/Lt. Wilde, H. No.153965 GD(P) | |
| | | F/O. Pinfold, W. No.181304 Nav/B | |
| | | F/O Hutton, P. J. W. No.167876 GD(P) | Posted to No.8 M.T.S.U. w.e.f. 21/6/46 (Auth. H.Q. ACSEA, Dated 25/5/46.) |
| | | Squadron Strength | |
| | | Officers | 46 |
| | | S.N.C.O.'s | 68 |
| | | Other Ranks | 43 |
| | | Total | 157 |

1946
160 Sqn

(The following appears in the Squadron Record files after the June, 1946 Form 540. It comments on the period from June to August 1946)

C.O.'s Comments

The move home from Ceylon went smoothly except for the number of engine changes which had to be carried out enroute. These were caused by the age of the aircraft and were not unforeseen. Upon arrival in the U.K. the unit was reduced to cadre and established with six aircraft and seven crews. The supporting Servicing Echelon was renumbered 8160. The reorganisation entailed the posting from the unit of over half of the aircrew personnel and many valued members of the squadron left. July was spent in settling down in the new surroundings and by August the unit was ready to take up its new role. The manning position in groundcrew trades remained acute but the unit was better off than others because of the foresight of the Engineer Officer in choosing the personnel who flew home. It was planned that the squadron should re-equip with Lancaster aircraft in September and the first replacement aircraft was received at the end of August. Ground training has commenced, but owing to the general shortage of manpower and instructors and because of the high priority of 203 squadron flying conversion has not yet started. The units groundcrews have been pooled with those of 203 squadron and it is not now anticipated that conversion will start before that squadron has moved. Since returning from Ceylon the squadron has passed through unsettling times but it now seems that we will be able to settle down to an ordered existence under the U.K. routine.

July 1946: Form 540
160 Sqn

| Place | Date | Time | Summary of Events |
|----------|-----------|------|---|
| Leuchars | July 1946 | | Part 1 – Operations |
| | | | After returning from disembarkation leave, surplus Squadron Aircraft were ferried away to No. 51 Maintenance Unit at Lichfield. To replace the Aircraft ferried away, the Squadron received five Aircraft from No. 203 Squadron, which brought the strength of Squadron Aircraft up to six. |
| | | | The Squadron has been informed that it is going to convert on to Lancaster Aircraft in the near future. |
| | | | Flying Times |
| | | | Total hours 9.30 |
| | | | Training |
| | | | No training has been done this month on account of sections getting organised in their new surroundings. |
| | | | Navigation |
| | | | There has been no ground training this month. All the Navigators have been busy getting the Navigation Section organised. |
| | | | Signals |
| | | | There has been no ground training this month. |
| | | | Flight Engineering |
| | | | There has been no ground training this month. Towards the end of the month, three Flight Engineers were sent to No. 6 O.T.U. Kinloss, to attend a short twelve day course of instruction on Lancaster Aircraft. (P/O Bowles, F/Sgt. Kiddy, F/Sgt. Winn) |
| | | | Part II – Administration |
| | | | The work of organising the Orderly Room carried on, although it was severely hampered by a lack of clerks. |
| | | | Medical |
| | | | A full account of the Squadron Medical Report is included in the Station Form 540. |
| | | | Sports |
| | | | There have been no sports activities this month. |
| | | | Part III – Personnel |
| | | | There has been a great change in the Squadron Aircrew personnel, on account of the reduction in strength from twelve crews to seven crews. |
| | | | Postings In. |
| | | | P/O Farrar, J. No.202230 GD(P) Reposted to 160 Sqdn. (on commissioning) w.e.f. 11/7/46. (Posting note 18G2286/46) |
| | | | F/O Salvage, J. No.190742 GD F/Eng. Posted to 160 Sqdn, from 18 Group. W.e.f. 1/7/46. (Auth. OC/2512/46). |
| | | | Postings Out. |
| | | | F/O Webster, E. G. No.166574 G.D.Nav/B. Posted from 160 Sqdn to No 6 O.T.U. w.e.f. 22/7/46. (18/G/2055/46). |
| | | | F/Lt Davis, J. No.181216 G.D.Nav/B. Posted from 160 Sqdn to No 6 O.T.U. w.e.f. 25/7/46. (18/G/2067/46). |
| | | | P/O Smith, B.R.T. No.165789 G.D.Nav/B |
| | | | Posted from 160 Sqdn to S. of G.R. w.e.f. 24/7/46 (18/G/2025/46) |
| | | | P/O Fortt, J.S. No.181223 G.D.Nav/B |
| | | | F/O Smith, F.W. No.57526 G.D.Wom/Air. Posted from 160 Sqdn. to S. of G.R. w.e.f.18/7/46. (18/G/2024/46). |
| | | | The following personnel were posted to No. 21 A.C.H.U. for disposal, w.e.f. 24/7/46. (OC/2765/46) |

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| | | | F/O Genner, J. N. W. No.164164 G.D.(P) |
| | | | F/O Goodwin, C. No.166559 G.D.(P) |
| | | | F/Lt Johnstone, A. No.152310 G.D.(P) |
| | | | F/O Nicholas, J. A. No.166151 G.D.(P) |
| | | | F/O Stewardson, F. No.166151 G.D.(P) |
| | | | F/Lt. Vernall, R. M. No.154466 G.D.(P) |
| | | | F/O Arthur, D. No.163687 G.D.Nav/W. |
| | | | F/O Burchill, M. J. No.181048 G.D.Nav/B. |
| | | | F/O Moore, J. T. No.164867 G.D.Nav/B. |
| | | | F/O Neuburger, C G. No.165983 G.D.Nav/B. |
| | | | F/Lt. Smith, E. No.163621 G.D.Nav/W. |
| | | | F/Lt. Fielding, G. No.160583 G.D.Wop/Air. |
| | | | F/O Gowans, R. No.167443 G.D.Wop/Air. |
| | | | Act/F/Lt King, G. H. No.50782 Tech(E) Posted from 160 Sqdn to 8160 E w.e.f. 29/6/46. Relinquishes acting rank w.e.f. 29/6/46 (OC/2682/46). |
| | | | F/Lt Wood, C. J. No.153087 G.D.(P) Posted from 160 Sqdn to 21 A.C.H.U. w.e.f.29/7/46 (OC2822/46). |
| | | | F/O Savage, J. No.190742 G.D.F/Eng. Posted from 160 Sqdn to 21 A.C.H.U. w.e.f.31/7/46 (OC/2860/46). |
| | | | F/Lt Richards, K. No.151951 G.D.(P) Posted from 160 Sqdn to No. 104 P.D.C. (Class A release) w.e.f. 16/7/46. (Auth. H.Q.ACSEA, P.362) |
| | | | Squadron Strength |
| | | | Officers 26 |
| | | | S.N.C.O.'s 36 |
| | | | Other Ranks 52 |
| | | | Total 114 |

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| | | | accustomed to U.K. routine. |
| | | | F/Lt. Spackman has taken charge of the Airmen's Block, with four officers to assist him, by taking care of each Barrack Room. |
| | | | F/Sgt. Bell has taken over the duties of N.C.O., i/c Discipline. |
| | | | The Orderly Room continues to function very smoothly under Aircrew control. |
| | | | Medical |
| | | | A full account of the Squadron Medical Report is included in the Station Form 540. |
| | | | Sports |
| | | | F/O Davies has been allocated the duties of Squadron Sports Officer. Very little has taken place, in the sporting field this month. |
| | | | Part III – Personnel |
| | | | There has been a certain amount of Aircrew movements during the month. |
| | | | Personnel on detachment. |
| | | | P/O Jackson, J. No.166075 G.D.(P) Attached to R.A.F. Station Hereford, for inclusion in No 84 Aircrew Officer's Course, w.e.f. 21/8/46. (Auth. H.Q.18 Group). |
| | | | P/O May, T. G. No.167751 G.D.Nav/B. Attached to R.A.F. Intelligence School, Highgate, w.e.f.23/8/46.(Auth. H.Q.18 Group). |
| | | | Postings In |
| | | | F/Lt. Ransom, W. H. No.173169 G.D.F/Eng. Posted to 160 Squadron from No. 6 O.T.U. w.e.f. 16/8/46. (Auth H.Q. 18 Group). |
| | | | F/O Fortt, J. S. No. 181223 G.D.Nav/B. Posted to 160 Squadron from S. of G.R. w.e.f. 10/8/46. (Auth H.Q. 18 Group) |
| | | | Postings Out. |
| | | | F/O Firth, J. L. No.165787 G.D.Nav/B. Posted from 160 Squadron to No. 100 P.D.C. (Class B release) w.e.f. 8/8/46. (811831/A45/M12A). |
| | | | Squadron Strength |
| | | | Officers 26 |
| | | | S.N.C.O.'s 44 |
| | | | Other Ranks 54 |
| | | | Total 124 |

September 1946: Form 540
160 Sqn

| Place | Date | Time | Summary of Events |
|----------|-----------|------|--|
| Leuchars | September | | Part 1 – Operations |
| | | | More flying has been carried out this month due to the Squadron settling down to conditions in the U.K. |
| | | | The main commitment for the Squadron has been the supplying of an aircraft for A.S.R. stand-by, originally intended to be available over weekly periods, alternating with R.A.F. Station, Kinloss, But, due to the grounding of all unmodified Lancaster III's, this unit has supplied the A.S.R. Stand-by for the three latter weeks of the month. There was on abortive A.S.R. Sortie on the 19th of this month, when the Navy made a mistake in reporting a practice "Mayday" as the real thing. The aircraft was recalled after two hours searching. |
| | | | Another sortie was flown for 7.30 hrs searching for a trawler which was missing. The search was abandoned due to insufficient data regarding ship's position and description. |
| | | | The Squadron supplied an aircraft for the "Battle of Britain" Station "At Home", which carried out a successful display of Supply-Dropping and Bombing. |
| | | | During the month, two more Lancasters arrived. |
| | | | A fair amount of Training was carried out this month, mostly Navigational and Controlled Approach practice. |
| | | | Total Flying Times 45.25 hrs. |
| | | | Training |
| | | | This month, a limited amount of Training has been carried out. Flying Training has been greatly curtailed due to the combining of the ground crews of 160 and 203 Squadrons. However, whenever possible, pilots have carried out a Controlled Approach of some description, after flights. |
| | | | Link Training has gone on steadily during the month, there being two mornings a week available to this unit to use at the Link Trainer Section. |
| | | | Total Link Training for the month 16 hrs. |
| | | | Ground Training Lectures were attended by all personnel available and the following lectures were given: |
| | | | Armament 6 hrs. |
| | | | Air Traffic Control 6 hrs. |
| | | | Meteorology 10 hrs. |
| | | | Photography 4 hrs. |
| | | | Signals 15 hrs. |
| | | | Air Sea Rescue 10 hrs. |
| | | | Administration 2 hrs. |
| | | | Radio Sonics 2 hrs. |
| | | | Navigation 10 hrs. |
| | | | Navigation |
| | | | On two occasions during the month, the Squadron was called upon to do A.S.R. searches. These were carried out without any Navigational snags. |
| | | | Ground Training Lectures have continued throughout the month, with the introduction of the Mk. IX.B.M. Sextant, which is a great improvement over the Mk.IIA. |
| | | | Towards the end of the month, the Squadron Navigational Strength was made up to the required standard by the addition of P/O Barton, and F/O Clarke, both posted from 203 Squadron. All crews are now complete, and are undertaking the normal routine Training Programme. |
| | | | Signals |
| | | | Radio Sonic Buoy Training Equipment is in the process of being installed in Link Trainer Section. As soon as this is completed, Training Periods will be started. |
| | | | Ground Training for the month has included Q.G.H.'s, which have been |

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| | | | carried out in the Link Trainer Section, being combined with the Pilot's Instrument Flying practice. Lectures on Marconi Equipment have continued during the month. |
| | | | Air Training has included Q.G.H.'s and practice on local W/T facilities. |
| | | | Towards the end of the month F/O Holland was posted to this section from 203 Squadron. |
| | | | Flight Engineering |
| | | | During the first week of the month, a continuous lecture programme was arranged, and Pilots with their Flight Engineers attended. Due to the re-decoration of the Section in preparation for the "Battle of Britain" anniversary, personnel were mainly employed upon painting during the second week. This re-decorating was completed in time for the Section to be open for Public view on September 14th. |
| | | | F/Lt. Ransom, Flight Engineer Leader, attended a Twelve-day Course of Instruction on the Merlin Engine at the Rolls Royce Instructional School, Derby, and returned on the 28th of this month. |
| | | | Progress with Technical Lectures has been greatly curtailed during the month, owing to the absence of the Flight Engineer Leader and his deputy, P/O Bowles, on Courses. |
| | | | Air Sea Rescue |
| | | | The Squadron have supplied the A.S.R. Stand-by Crew and Aircraft for the latter three weeks of this month, during which time, two Sorties were carried out. |
| | | | Training Lectures continued throughout the month, these being attended by all the available Aircrew. |
| | | | The Squadron A.S.R. Officer, F/Lt. Ransom, was absent on Course during the month, but has now returned to the Unit. |
| | | | Part II – Administration |
| | | | At the present moment, we are greatly in need of Clerks – we have only one volunteer Aircrew S.N.C.O. and no Typists. Returns, such as the Form 449 will be delayed this month owing to this fact. |
| | | | Everything else is running quite smoothly, and we are now familiar with the U.K. routine. |
| | | | Medical |
| | | | A full account of the Squadron Medical Report is included in the Station Form 540. |
| | | | Sports |
| | | | During the month, the Squadron Soccer XI participated in the Station Intersection League. The standard of Football produced was disappointingly low and three defeats were sustained, among them a 5-0 rout from our old rivals of 203 Squadron. However, there is no lack of enthusiasm among the players and supporters, and largely due to this, the Squadron scored a victory over the League Leaders, (School of G.R.) by three goals to one in the last game of the month. Future strengthening of the Squadron Soccer Team is anticipated. |
| | | | Several members of the Squadron are included in the Station Rugby Team, and have acquitted themselves nobly in the September matches. |
| | | | As yet, no attempt has been made to revive the strong Hockey interest aroused by the Squadron showing at K.K.S. This is largely due to other interests. |
| | | | Part III – Personnel |
| | | | Detachments |
| | | | F/O. Smith, E. S. No181768 G.D. Nav/B To R.A.F. Stn. Calshot. (Survival and Rescue Course). |
| | | | Postings In. |

| | | |
|--|--|---|
| | | F/Lt. Drew, F. K. No.104411 G.D./SN. From S. of G.R. w.e.f. 13/9/46. |
| | | F/O. Stabler, N. No.166339 G.D.(P) |
| | | F/O. Marrriott, W. J. No. 166208 G.D. (P) |
| | | W/O Hinton, G. F. No.1587397 G.D. (P) |
| | | F/O. Holland, J. H. No.57883 W/R Wom/Air. From 203 Squadron w.e.f. 26/9/46. |
| | | F/O. Clarke, J. W. No.167828 G.D. Nav/B |
| | | F/O. Barton, A. K. No.1811681 G.D. Nav/B |
| | | From 203 Squadron w.e.f. 30/9/46. |
| | | Postings Out |
| | | F/O. Mott, J. H. No.166345 G.D. (P). Class B Release. |
| | | Act/S/Ldr. Sandall, P. No.124682 G.D. (P). To R.A.F. Stn. Leuchars. |
| | | P/O. Goddard, K. No.58386 N/A Wom/Air. To No. 224 Squadron, w.e.f. 30/9/46. |
| | | Squadron Strength. |
| | | Officers 28 |
| | | S.N.C.O.'s 41 |
| | | Other Ranks 54 |
| | | Total 123 |
| | | 160 Squadron (Form 540) |
| | | Commanding Officer's Comments |
| | | At the end of the month we received news that the Squadron was to disband on 30th, September. 120 Squadron's Number Plate is being transferred to us and all our property is to be returned to the Holding Authorities. As this will be the last Form 540 to be written until the Unit is reformed in the next war, this may be an appropriate time to recall the Unit's record. |
| | | 160 Squadron first came into the orbit of Coastal Command, when, as a Liberator Bomber Squadron, it was attached to 120 Squadron for training, before proceeding to the Middle East. In the Middle East, the Aircrew were combined with those of 159 Squadron. The Ground Crews were sent off to India to await the arrival of new Aircrews, who were being trained by 86 Squadron at Thorney Island. The Squadron operated under Headquarters, 222 Group, Ceylon, later Air Headquarters, Ceylon. It was engaged on Anti-Submarine Patrols, Mine-laying and Special Duties – dropping men and supplies to the Resistance Forces in Malaya. The work entailed long flights over the sea, during which on Aircraft stayed in the air for 24 hours 10 minutes, a record for Liberators. |
| | | After the fall of Japan, the Unit continued its Special Duty Missions and the added commitment of supplying Cocos Islands with food and mail. Later, it was engaged in a transport role and carried out flights to Australia and Batavia. Finally the Unit returned to the United Kingdom in June 1946 and commenced re-equipping with Lancaster Aircraft. |

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