

203 Squadron RAF

A Record of Their Liberator Operations in SEAC October 1944 to April 1946

Transcriptions of records from the National Archives, Kew, England
Air27, 1200 - 1201

Compiled by

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Dedicated to all those who served on 203 Squadron, Royal Air Force

Notes:

This is a preliminary transcription.

There are errors in it, especially where the microfilm was difficult to read.

The "?" symbol is used where the film was unclear or where the transcript is suspect.

Names and initials are always a problem in transcribing these records. Not only is it difficult to read the copies and discern an "F" from a "P", but the records themselves are not consistent.

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October 1944 Form 540

203 Squadron

Place	Date	Time	Summary of events
			I. Introduction
			Throughout the month the task of moving, re-equipping and re-organization has proceeded according to plan. The month opened with the Squadron still based at Santa Cruz, a Detachment of five aircraft at Cochin and an advance party at Madura.
	3rd Oct		Three Wellingtons from Cochin were flown up to Santa Cruz. On landing, F/O. Morris punctured a tyre which presented something of a problem to the Maintenance Section who had packed up all equipment.
	4th Oct		The Main Rail Party left from Andheri Station in charge of Squadron Leader V. B. R. Gane. At the Station the party was joined by 40 new Air Gunner N.C.O's from Worli to make up the Liberator crews. The rail journey was scheduled to take 5 days, and this proved to be a somewhat excessive allowance; a Kitchen car was attached to the train and certain Stations scheduled as ration stops at which fresh meat and bread were to be picked up. Owing to the consistent tendency to run ahead of schedule these rations were not always collected.
	5th Oct		All serviceable Wellingtons at Santa Cruz were flown to Jodhpur by skeleton crews and handed over to No. 319 Maintenance Unit. The crews were then flown to Kolar by transport aircraft for training at No. 1673 Conversion Unit.
	7th Oct		2 coaches were detached from the special train at Jolarpet Junction for those aircrew and ground personnel proceeding to Kolar.
	8th Oct		At Trichinopoly the rail party changed train to the Metre gauge, involving transshipment of all heavy equipment. This was achieved in 4 hours, allowing time for an evening in the town.
Madura	9th Oct		Rail party reached Madura at 0430. The R.A.F. Station was built in 1942 since when, with the exception of one short period, it has been occupied only by a C. & M. Party. In the interval, the domestic accommodation, consisting of "basha" huts, has suffered to some extent. The technical site on the other hand, comprising permanent buildings of granite construction taken over from a Hindu religious community, provides good accommodation for the different Sections.
			The Operations Room occupies the central building, a modern Hindu Temple which has been successfully converted for the purpose.
			The runways are 2000 yds and 1600 yds in length. The only notable obstruction if formed by a large rock situated about 4 miles to the north of the airfield, which nevertheless provides a useful landmark.
Madura	17th Oct		F/Lt. Botterill and the Rear Party from Santa Cruz arrived at Madura.
	16th Oct		Wing Commander Fox flew in Harvard to Kolar to visit the crews doing conversion training. Good progress is being made.
Madura	25th Oct		A Liberator from Kolar landed at Madura in the course of a cross-country flight by Squadron Leader Gane and returned to Kolar with the Engineer, Signals and Armament Officers.
Cochin	28th Oct		Wing Commander Fox visited Cochin for 2 days to supervise winding up of the Detachment.
Madura			II. Weather
			October sees the onset of the rainy period, which lasts for 2 months. The thunder clouds build up during the day and storms which are of short duration, break during the late evening, or at night. Owing to the light gravelly

		subsoil the water drains away quickly.
		III. Operations.
		All operational crews are engaged on conversion training, and no operations have been carried out.
Cochin		IV. Cochin Detachment.
		As an operational Unit the Detachment terminated on October 5th when the aircrews left for the No. 1673 H.C.U., Kolar. The unserviceable Wellingtons remained at Cochin together with some maintenance personnel, and crews were sent from Madura to ferry these away when they became serviceable.
Madura		V. Sports & Entertainments.
		Football and cricket pitches were quickly prepared, and friendly games started. A local football league is being formed, in which the Squadron team will compete.
		The existing Canteen facilities are quite inadequate, and steps are being taken to have them extended. A camp cinema building is provided, but again this is too small, and no projection equipment is yet installed.
		Preliminary arrangements have been made for visits by E.N.S.A. Concert Parties and other entertainments.
		VI. Personnel.
		Strength of the Squadron
		Officers:- 38: W.O's & N.C.O's. – 239: Airmen – 257.
		Arrivals
	25th Oct	F/O. W. Moodie C.21348 – Radar Officer.
		Departures.
	1st Oct	F/Lt. Divens, C. J. J.15287 – Gunnery Leader F/O. Jones, R. M. F/O. Pearce, C. G. Aus. 400566 P/O. Woodcock, S. L.
	20th Oct	F/O. Clarke, G. F. S. C.21649 – Radar Officer.

November 1944 Form 540

203 Squadron

Place	Date	Time	Summary of events
			I. Introductory.
			At the end of November all aircrews but three had completed Conversion training at H.C.U. Kolar and returned to base, together with the detached ground personnel.
			For the first time since the beginning of the year the whole Squadron are at one Station. There has also been an intake of new aircrew N.C.O's. 12 WOM/AGS and 17 Flight Engineers to make the Liberator crews up to ten members. Some additional ground personnel have been posted, but the Squadron is still considerably below establishment on the latter. 37 airmen became tour expired, and left for B.R.D. Worli.
			Each aircrew has been assigned to a specific aircraft in order that they may become thoroughly familiar with its lay-out. In most cases this has been on the basis of two crews per aircraft.
Madura	1st Nov		First two Liberators arrived, one from 352 M.U. Allahabad flown in by a ferry crew, and the second flown from Kolar by F/Lt. Taylor.
	3rd Nov		S/Ldr. Mosher brought in 3rd Liberator from Kolar.
	6th Nov		4th Liberator arrived from Kolar flown by F/Lt. Sandall.
	10th Nov		2 more Liberators from 342 M.U. One of these aircraft is fitted with Leigh light.
	12th Nov		S/Ldr. Gane flew another Liberator from Kolar.
			A Party of 50 arrived from Kolar by rail.
	23rd Nov		3 Liberators arrived from 200 Squadron, St. Thomas' Mount.
	25th Nov		F/Lt. Waterton flew a Liberator to Yellahanka and returned the same day.
	26th Nov		1 Liberator from 352 M.U. making 11 in all. One Squadron aircraft remains at Kolar awaiting tanks.
			II. Training.
Madura	16th Nov		A full ground training programme was commenced, lectures being given to "A" and "B" flights alternately. A special course of lectures to individual crews on the MK.V Radar equipment was also initiated.
			Flying training has been very limited, being confined to a few air tests and local flights. In the course of the latter some W/T exercises and practice photography has been carried out.
			III. Serviceability.
			Owing to a combination of circumstances the standard of serviceability has been low, which has accounted for the small amount of flying training carried out.
			Several aircraft were received from the Maintenance Unit overdue for inspections and requiring Modifications. The ground crews below establishment in almost every trade, particularly Electricians and Fitter II E's. Added to this is a shortage of urgently needed spares such as fuel tanks, inner tubes and electrical equipment.
			IV. Operations
			The Squadron is not yet operational.
			V. Sports and Entertainments.
			In view of the limited facilities for entertainment outside the camp an extensive programme of games and other activities has been drawn up each week. Soccer, Rugger, Hockey and Soft-Ball matches have all been played, and some soccer and hockey matches have been played against outside teams.

		Regular Whist Drives and Tombola evenings have been arranged. Concerts have been given of Swing Music by Squadron players, and on gramophone records. A piano recital of classical music has also been given, but this is handicapped by the lack of a good instrument.
		A "Quiz" between officers and Sergeants, and a "Brains Trust" have been held, both well supported.
		VI. Personnel.
		Strength Officers - 42
		N.C.O's - 257
		Airmen - 263
		Postings
		Arrivals:
	6th Nov	F/O. Edwards, E. A.
	24th Nov	F/O. McNeil, J. G. C.22181 (Radar)
		Departures:
	17th Nov	F/O. Hayward, H. B. NZ.421049 (Pilot)
	25th Nov	F/Lt. Thomas, M. 121252 (Nav.)
	29th Nov	F/O. Moodie, W. C.21348 (Radar)
		Commissioned:
		P/O. Hartley, E. 185077 WOP/ASV/AG.
		P/O. Tatchell, J. W. A.409767 WOP/AIR/SE
		P/O. Roigard, H. L. NZ.42460 Pilot
		P/O. McLachlen, J. E. J.90004 (NAV.B.)
		P/O. Pierson, L. G. 184465 (NAV.B)

December 1944 Form 540

203 Squadron

Place	Date	Time	Summary of events
			I. Introductory
Madura			After almost three months spent in moving and conversion, the Squadron once again became operational on December 22nd and from that date a standby crew was kept on duty at the Operation Block.
			As from December 19th Madura, in common with all other G.R. Stations and Squadrons formerly controlled by No. 225 Group, came under direct operational control of No. 222 Group. Some difficulty is at present being experienced in handling the increased volume of signals traffic. In particular considerable delay has been experienced by the Operations Room Staff in the receipt of their Forms Green and White. This has been due to the frequent unserviceability of the teleprinter link with Colombo, which had to be relayed through Bangalore and Trichinopoly, and consequent delays in decyphering W/T signals.
			Following a great improvement in the aircraft serviceability an extensive flying training programme has been carried out.
			II. Administration.
			In order to unify operational and administrative control, the Squadron came under the Administrative control of No. 222 Group, but H.Q. No. 225 Group continued responsible for the provision of administrative services.
			III. Operations.
	23rd Dec		The first operation with a Liberator comprised a patrol of the East coast shipping lane between latitudes 11N and 17N. This was carried out successfully by F/O. James in a flight of 10 hours commencing his patrol soon after first light. A strict look-out was kept for submarines in view of a report that enemy agents had been landed on the Tanjore coast a few days previously, but no suspicious sightings of any kind were made.
	29th Dec		W/O. Thomas was briefed for a patrol of the Australian shipping route to a latitude of 02°30'S taking off at dawn. He returned to base after 1 hour with a fuel leak and landed at 08.25. F/O. Russell was then briefed to carry out this patrol until last light and he took off at 09.30. This sortie was carried out successfully in 11 ¼ hours, without incident.
			IV. Non-Operational Flying.
	7th Dec		S/Ldr. Gane flew to Kayattar and Chettinad at the request of No. 225 Group to test and report on the serviceability of the runways for Heavy Aircraft. Kayattar was found to be the more suitable. At both airfields taxi tracks and dispersals were inadequate. Photographs were taken of each airfield.
	13th Dec		2 Aircraft piloted by F/O. Russell and F/O. James carried out consumption tests over a four legged course off the East Coast, crossing the coastline at Negapatan. The aircraft covered the course in 7 ½ and 8 ¼ hours respectively. Crews were briefed on the lines of an operational briefing to test out the procedure.
	13th Dec		F/O. Ensom visited Bobbili, Ellore, Gannavaram, Godavari and dTadepalle-Gudem Airfields in a tour lasting 4 days, to carry out runway tests, and take photographs. The first mentioned airfield has 2 concrete runways both suitable for Heavy Aircraft. The remainder with the exception of Ellore each have one 2000 yds concrete runway fully serviceable and one 1500 yds gravelled runway which would only be serviceable in dry weather. The long runway at Ellore is W.B. Macadam.

	19th Dec		S/Ldr. Gane carried out the consumption Test Exercise.										
	24th Dec		A signal was received ordering the Detachment of three Liberators to Cuttack on 27th December, together with ground crews. After all preparation had been made the detachment was cancelled a few hours before take-off.										
	27th Dec		F/O Ensom took vertical photographs of Madura airfield from 12000 ft.										
	28th Dec		A detachment of 2 aircraft (Captains – F/O. Morris and F/O. Aldcroft) was despatched for a short course at No. 21 Armament Practice Camp, Cholavram. S/Ldr. Gane and F/O. McKay ferried ground crews, F/O. McKay making 2 trips during the day.										
	29th Dec		Wing Commander Fox flew a Liberator to Ratmalana to visit No. 222 Group, in order to discuss various points concerning operations. The following were stated to be the standard operational requirements:-										
			<table border="0"> <tr> <td>Petrol</td> <td>D.C's</td> <td>Crew</td> <td>Range</td> <td>Speed</td> </tr> <tr> <td>2330 Gals.</td> <td>8</td> <td>10</td> <td>1800 Nant. Miles</td> <td>137 knots.</td> </tr> </table>	Petrol	D.C's	Crew	Range	Speed	2330 Gals.	8	10	1800 Nant. Miles	137 knots.
Petrol	D.C's	Crew	Range	Speed									
2330 Gals.	8	10	1800 Nant. Miles	137 knots.									
			All Leigh light equipment is to be removed whilst experience is being gained as a normal G.R. Liberator Squadron.										
			The Mk. XIV Bomb sights are also to be removed.										
			In order to minimize the delay in the receipt of operational signals only sufficient shipping to cover operational requirements each day will be sent.										
			A new state of readiness policy letter is being prepared by No. 222 Group. Meanwhile one aircraft per day is to be used for training.										
	30th Dec		F/Lt. Waterton carried out a Shadowing Exercise off the East coast of Ceylon with an aircraft carrier (HMS Victorious) in accordance with IOGROPS Tactical Instruction No. 26. Owing to the absence of cloud cover the aircraft left the carrier to make sighting reports regaining contact periodically to check position.										
			V. Bombing & Gunnery Practice										
Madura			A bombing range was set out south of the Airfield and whilst supplies of Practice Bombs lasted low-level bombing was carried out daily. In all, 317 bombs were dropped.										
			Air firing was carried out and Depth Charges dropped in the Gulf of Mannar off Tuticorin.										
			VI. Personnel										
			Strength:										
			Officers 41										
			N.C.O's 265										
			Airmen 292										
	1st Dec		Arrivals F/O. Bennett S. G. 135795 Radar										
			Departures Two aircrew were posted to No. 357 Squadron including										
			F/Lt. Powell, J. A. 138858 Pilot										
			F/O. Fenwick, A. G. 150072 2nd Pilot										
			F/O. Smith, G. 131571 Pilot										
			F/O. Pemberton, N. W. Aus.417230 NAV.										
			Commissioned P/O. Law, J. A. 185341 Pilot										
			P/O. Corbett, F. M. J.89410 Pilot										
			VII Sports and Entertainments.										
			A weekly programme of camp entertainments was arranged, and knock out competitions for football, hockey and table tennis players organised the finals to be played off at Christmas.										
			A most successful airmen's party was held at Christmas. Subscriptions were collected from the whole Squadron and copious stocks of liq2uid and other refreshments laid in. A large tent was erected outside the Canteen complete with a stage for the Squadron band and entertainers, and the celebrations were dept up for three nights. Even then, sufficient remained for a New Year's Eve Party.										

December 1944: Form 541

203 Squadron

Aircraft type and No.	Crew	Duty	Time Up	Time Down	Remarks
Liberator VI KG911 23rd Dec	F/O James, V. R.	Capt.	05.30	15.35	A/U patrol of the East Coast shipping lanes between latitudes 11N and 17N, sweeping northward on the "inner" shipping lane, and returning on the "outer" lane. The weather was favourable; 5 M/Vs were sighted and some photographs taken. No other sightings or contacts. Time on patrol 6 ½ hours.
	F/S. Carson, A.	2nd Pilot			
	P/O. McLachlen, J. E. J.90004	Nav.			
	F/S. Gannon, F.	WOP/AG			
	F/S. Holford, F. H.				
	F/S. Riley, J				
	Sgt. Smythe, J. P.	A.G.			
Sgt. Swan, A. C.	F.E.				
Liberator VI KH123 29th Dec	F/O Russell, J. A. J.20593	Capt.	09.30	20.45	A/U Shipping lane patrol from 0500N 7800E southward to 01.50S 7800E returning on parallel track. On patrol for 6 ½ hours. No suspicious sightings. 5 M/Vs reported. Weather was mainly fair, with occasional rain over the Equator.
	F/S. MacDonald, A. J.	2nd Pilot			
	W/O. Bain, I. R.150888	Nav.			
	Sgt. Rorlinson, H.	F.E.			
	F/S. Sheppard, C.	WOP/AG			
	W/O. Carroll, W.				
	W/O. Ellen, P. D.				
	Sgt. Muschamp, F.	W.O.M.			
	Sgt. Hodges, C.	A.G.			
Sgt. Challans, G.	A.G.				

January 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events
			I. Operations
Madura			Eight operations were flown during the month as follows:-
			Convoy Escorts 2 - 18 hours 50 minutes
			A/U Patrols 6 52 hours 30 minutes
			In addition to which a number of exercises have been carried out, including the shadowing of surface forces and searching for and attacking submarines by day and night. Of these exercises eleven were flown from Minneriya and three from Madura.
			The month started with a sighting of a submarine by a Merchant Ship 50 miles west of Cape Comorin (It was subsequently decided that this could not have been a U-Boat sighting). One of the Squadron's Liberators and a Catalina were despatched to search the area of the sighting, and in the course of its patrol the Catalina reported sighting a periscope at 2 miles range, in the vicinity of the ship. A Hunt to Exhaustion was commenced in which three of the Squadron's Aircraft took part, the first aircraft being compelled to return to base prior to its P.L.E. owing to damage sustained early in the patrol.
			Technical.
			With an average aircraft strength for the month of 11, an average of 7 ½ serviceable aircraft was achieved. Delays continued to be experienced in obtaining replacement fuel tanks and two cases occurred of sparking plugs breaking off in the cylinders necessitating cylinder changes. This trouble has recently become prevalent among other Liberator Squadrons in the Command.
			Non-Operational Flying.
			Totalled 315 hours including 48 ½ hours night flying. This included exercises with submarines and Naval Forces, Navigational exercises over a variety of courses, Bombing and Gunnery Practice and Radar Exercises. Additionally two crews (F/O Aldcroft and F/O. Morris) completed courses at No 21 A.P.C. Cholvaram
			After being out of use for more than two months awaiting spares the Squadron's Harvard aircraft was made serviceable again towards the end of the month.
Madura	4/5 Jan	0800	S/L. Gane's crew were briefed to investigate U-Boat sighting reported by M/V Richard Coulter in position 0805N 7642E and give the ship any assistance required. Whilst crossing coast line sliding door flew off front turret, when this was rotated, and lodged in main plane leading edge causing eddies, and vibration in fin and rudder, and damaging starboard Interrogator aerial. Aircraft continued to sighting position and commenced square search. The only ship in the area, a Tanker, was challenged OE and replied with weak Aldis Signals. This was with difficulty identified as British Resolution. An oil patch was investigated, and later a First Sighting Report from a Catalina in the area was intercepted. Orders were received to home on the Catalina using Wide Wide, but as no signals were picked up landfall was made to check position and course set for sighting position 0820N 7550E, where contact was made with Markers and the Catalina, and fresh Markers dropped. At this point it was decided that the turret door was affecting the safety of the aircraft and a relief aircraft was requested from base. Base ordered aircraft to return, which it did after informing the Catalina and dropping Markers.
Madura	4th Jan		Between 1500 and 1600 hours three more aircraft were despatched to carry out searches 4 (a) (b) and (c) of the Submarine Hunt to Exhaustion as laid down in

			IOGROPS Tactical Instruction No. 22.
			The first aircraft (F/L. Waterton – Capt) flew to the datum position, but observed no sea markers. They commenced their patrol, and sighted the markers after 3 circuits. After 5 circuits base ordered a transfer to search 5. Half an hour later the Captain decided that P.L.E. had been reached and went off patrol having previously informed base of his E.T.A. The aircraft landed with a considerable reserve of fuel, but no previous consumption test had been carried out.
			The second aircraft (P/O. Roigard – Capt) found the markers without difficulty and commenced search 4 (c). This took them over the shipping lane and a number of shipping contacts were obtained. One suspicious contact was homed on. The contact disappeared but a brown oil patch was observed on the sea. A signal was received ordering transfer to search 5 (B) but owing to a fault in decoding was understood to order search 5 (c). This was accordingly carried out until the end of the patrol.
			The third aircraft (F/L. Ensom – Capt) carried out patrol 4B. Again the patrol was over the shipping lane and many contacts were obtained. The signal to transfer to search 5 (c) was improperly decoded and not understood. Accordingly this aircraft was on patrol 4B throughout the sortie. A signal Wide Wide was received from Base. This was intended to home a relieving aircraft, but not being sent in accordance with Tactical Instructions, was interpreted as ordering our aircraft, to listen out for homing signals. A Flashing white light was investigated. Nothing else was visible at this position, but a naval Escort vessel was seen to be circling the vicinity. The aircraft was off patrol after carry out 7 ½ circuits of patrol 4 (B).
Madura	8th Jan		Night escort was provided for Force Aintree by two aircraft from last light until dawn on the following morning. Pilots were W/O. Lyons and S/L. Mosher. The Force, comprising one Merchant Ship, a Cruiser and two Destroyers is understood to be that which conveyed H. H. The Duke of Gloucester to Australia, on taking up his post as Governor General. The first aircraft homed on the Catalina on prior escort using Loop Wide Wide Procedure. The second aircraft had to search with S.E. owing to the first aircraft not having picked up the signal from base ordering Wide Wide, and the convoy was found after 1 hour. One suspicious contact was investigated, which disappeared on approach. Continuous escort was provided without other incident.
Madura	24th Jan		F/L. Sandall in the course of a consumption test flew a patrol of the East Coast Shipping Lane to Cuttack flying North on the "Inner" lane and returning the following day on the "Outer Lane". The trip Northward took longer than anticipated owing to a head wind, and the crew having been briefed not to send an E.T.A., their late arrival caused some anxiety.
	25th Jan		The return trip was carried out without incident.
			Training Flights.
Minneriya	3/4 Jan		W/O. Hudson took his aircraft to Minneriya from which Station he carried out Exercise Dog E??W of Ceylon with one of H M Submarines by night. After a search with Radar at 1000 ft. a contact was picked up at 5 miles on which the aircraft homed. No flares were carried, but a half moon directly overhead provided sufficient light to distinguish the submarine at the last moment of the run. The first run was an overshoot. On the second, the sub was slightly to port. In all, three attacks were made, and full reporting procedure carried out, followed by loop Wide Wide homing. Markers were dropped at the submarines diving position. Homing signals were transmitted until 4 Avengers were sighted in the area.
Minneriya	13th Jan		F/L. Ensom carried out a shadowing exercise from Minneriya with a Naval Force off Trincomalee. The Force was sighted visually from 10000? ft through a gap in the clouds, and shadowing was carried out at 20 miles range up-sun, taking advantage of cloud cover: and sighting reports transmitted periodically. When attacked by two Seafires evasive action was taken in cloud. Other fighter attacks

			were made during the exercise, only one of which was considered by the crew to have been successful.
Minneriya	16th Jan		Three Crews (S/L. Gane, F/O McKay and P/O. Law) were detached to Minneriya to carry out day and night Anti-Submarine exercises. Each crew carried out two day time and one night exercise each. Numerous dummy attacks were made, & the crews became familiar with the appearance of a submarine at varying ranges and stages of diving trim, and at varying speeds on the surface.
			The night exercises gave crews their first practice in the use of A/S Flares and also provided valuable experience for S.E. Operations. One crew only reported successful night attacks. The illumination obtained by dropping 3 A/S Flares simultaneously, combined with the speed of the aircraft, gave the pilot very little indication of the Submarines position until almost over it. Homing courses were not always sufficiently accurate.
			The exercises were carried out for three days, and the Detachment returned on January 20th.
Madura	30th Jan		Similar exercises were flown from Madura by F/L. Waterton, F/L. Russell and F/L. Taylor, the first two carrying out day exercises and the last mentioned a night exercise. Successful Radar homings were effected. During some attacks the submarine dived, and on others attempted evasive action on the surface.
			Similar difficulties were experienced during the night exercise the tendency being to overshoot on each attack. sightings being made too late for an accurate run over the target. This tendency was further increased owing to the S.E. operations ranges being overestimated.
			II. Administration.
			Welfare.
			The programmes of camp entertainment during the month included Male Voice Choir, and Music Club activities, Whist Drives and Tombola evenings and Brains Trusts. An R.A.F. Band and E.N.S.A. party visited the Station both entertainments being extremely popular. The Squadron Band also performed on several occasions and there was community singing in the Canteen.
			Football and hockey matches continued, also cricket. In Madura a match was played by the Station football team against a Naval team in aid of the District Commander's War Fund and more than Rs. 300/- were collected.
			III. Personnel.
	5 Jan		4 aircrews were posted to No. 354 Squadron.
			Captains: F/O. V. E. James 130937 P/O. F. M. Corbett J.89410 W/O. J. H. Thomeas 617075 W/O. R. F. Cottam 1396490
			Arrival. F/O. W. L. Scott 154188 (Pilot) was posted to the Squadron.
			During the month 25 airmen were repatriated.
			IV. General
			Although operational flying was extremely small, efforts were made to provide interest in the form of extensive training flying of all types. By this means the Squadrons operational efficiency on Liberators was greatly improved & interest was maintained. With such little operational flying the task of keeping up morale & therefore interest, is very difficult especially in the present location where local welfare is limited. However morale is considered satisfactory. A Station cinema would greatly help to provide entertainment. Every effort has been made to obtain one & it is expected soon.

January 1945: Form 541

203 Squadron

Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
Liberator VI	S/L. Gane V. B. R.	Capt.	0836	1634	A/U Search to investigate a reported submarine sighting in position 0805N 7643E from M/V Richard Coulter. The aircraft carried out a square search from this Datum, identified the only M/V in the area as British Resolution. After the first sighting report from Catalina co-operating in the search, base ordered Wide Wide homing to the Catalina, which was unsuccessful. Aircraft proceeded to DR position of sighting and commenced Cobra 5 round markers until end of patrol. No hostile sightings, Weather Fair. Visibility 10 miles.
	Sgt. Cree, F.	Co-Pilot			
	F/S. Jones, W.	NAV.			
	F/O. Fox, R. Aus.410884	WOP			
	F/S. Orr, R. J.	--			
	F/S. De Pinna, L. D.	--			
	Sgt. H?alluns, R.	F.E.			
	Sgt. Shawyer, R.	A.G.			
Sgt. Chantler, J.	--				
Liberator VI KG909	F/L. Waterton, C.J.8171	Capt.	1450	0055	Submarine Hunt to Exhaustion Search 4 A. Datum 0820N 75.50E. All S.E. blips picked up were shipping contacts. After 4 circuits of search 4A transferred to search 5A on instructions from base. On patrol for 7 hours. Weather cloudy with base down to 1000 ft but clear intervals.
	F/O. Paxton	Co-Pilot			
	W/O. Dawes, W. Aus.425134	NAV			
	F/S. Sturgeon, N.	WOP			
	F/S. Champion, A.	--			
	F/S. Lewis, I.	--			
	Sgt. Miller, D.	WOM			
	Sgt. Timbrell, G.	FE			
	Sgt. Davies, P.	A.G.			
Sgt. Sargent, J.	--				
Liberator VI KG911	P/O. Roigard, H. L. NZ.42460	Capt.	1550	0225	Submarine Hunt to Exhaustion. Search 4 C. Datum 0820N 75.50E. Patrol at 1300 ft. Numerous shipping contacts. One suspicious contact homed on, which disappeared on approach. After 4 circuits of search 4C transferred to Search 5C. On patrol for 8 hours. Weather Fair. Daytime visibility 25 miles.
	F/O. Hobbs, N. O. K. NZ.40168	Co-Pilot			
	P/O. Temme, G. P. Aus.417132	NAV.			
	P/O. Tatchell, J. W. Aus.409767	WOP			
	F/S. Burnell, L. N.	--			
	F/S. Fensom, D. J.	--			
	Sgt. Walter, D.	WOM			
	Sgt. Wells, C.	FE.			
	Sgt. Bryant	AG.			
Sgt. Hawkins, S.	AG.				
Liberator VI KH190	F/L. Ensom, V. R. J14346	Capt.	1604	0315	Submarine Hunt to Exhaustion. Search 4 B. Datum 0820N 75.50E. Patrol at 1300 ft. Numerous S.E. blips over the shipping
	Sgt. Tideman, L.	Co-Pilot			

	W/O. Brown, A. D. A417276	NAV.			lanes. On patrol for 8 hours 50 minutes (7 ½ circuits of 4B). Weather Fair. Daytime visibility 15 miles.
	F/S. Gibbs, D. M.	WOM			
	F/S. Kirkpatrick, R.	--			
	F/S. Briscoe, R.				
	Sgt. Beattie, H. A.	F.E.			
	Sgt. Kirke, L.	WOM.			
	Sgt. Morgan, A.	A.G.			
	Sgt. Starr, S.	A.G.			
Liberator VI KG910	W/O. Lyons W. J. Aus.420473	Capt.	1802	0350	A/U Escort for Force Aintree en route Colombo, comprising 1 CR 2 DDs and 1 M/V from last light until relieved by P/203. Homing loop Wide Wide carried out with Catalina on prior escort. Recognition procedure on R/T. Crocodile 6 patrol ordered by S.O.E. and carried out for 5 ½ hours. Weather Fair, but no moon and visibility nil.
	F/S. Defreitas, R.	Co-Pilot			
	W/O. Parker, C. S. Aus.420041	NAV.			
	W/O. Buckley, C. A. Aus.426525	WOP			
	F/S. Ryce, B.	--			
	Sgt. Billings, G.	A.G.			
	Sgt. Freye, D.	A.G.			
	Sgt. Corkhill, H.	F.E.			
	Sgt. Hiles, D. W.	WOM			
Liberator VI	S/L. Mosher G. W. J6182	Capt.	0010	0910	Relieving G/203 above. Attempted Wide Wide homing. Convoy located by S.E. at 25 miles. Recognition by R/T and Crocodile 6 patrol ordered, and carried out at 2000 ft. until relieved by Sunderland. One suspicious contact was picked up at 12 miles and homed on but disappeared on approach.
	F/O. Field, C. J.	Co-Pilot			
	P/O. Cross, T. W. J86?737	NAV.			
	P/O. Hartley, E.	WOP			
	F/S. Clare, M.	--			
	F/S. Blackburn, E. S.	--			
	Sgt. Sheldon, C.	F.E.			
	F/S. Penstone, G.	A.G.			
	Sgt. Wright, A.	A.G.			
Jan. 24					
Liberator VI EV823	F/L. Sandall, P	Capt.	0950	1815	A/U Patrol of East Coast "Inner" Shipping lane between 11.00N 81.16E and 19.43N 8608E. Landing at Cuttack. Height 3000 ft. 6 M/Vs sighted. Time on patrol 6 hours. Weather Good. Visibility 15/20 miles.
	F/O. Catling, G.	Co-Pilot			
	F/S. Rimmer, S.	NAV.			
	F/S. Callagan, E.	WOP			
	F/S. Collison, R.	WOP			
	Sgt. Milne, E.	A.G.			
	Sgt. Brookes, D.	A.G.			
	Sgt. Pilcher, V	F.E.			
Jan. 25					
Liberator VI EV823	F/L. Sandall, P	Capt.	1055	1720	Patrol of "Outer" Shipping Lane on return from Cuttack at 3000 ft. 15 m/Vs and 2 E/Vs sighted independently. No hostile sightings. On patrol for 4 ½ hours. Weather good. Visibility 15 miles.
	F/O. Catling, G.	Co-Pilot			
	F/S. Rimmer, S.	NAV.			
	F/S. Callagan, E.	WOP			
	F/S. Collison, R.	WOP			
	Sgt. Milne, E.	A.G.			
	Sgt. Brookes, D.	A.G.			

	Sgt. Pilcher, V	F.E.			

February 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events
			I. Operations
Madura			The flying during February has been entirely confined to Exercises, and Training and Transit Flights of various kinds, the Squadron's area of operations being considered free from U-Boats, both German and Japanese, as is the whole of the Indian Ocean area at the present time. In view of this situation it has been decided that in future operations the Squadron will be employed primarily on anti-shipping strikes in the Bay of Bengal. AS a first step in this new role, the Squadron has been moved from Madura to Kankasanturai, thereby being more favourably situated for long rang operations against the Nicobars and Northern Sumatra, and having the advantage of a 2,500 yds runway for maximum load take-offs as soon as the extension at present nearing completion, becomes serviceable.
			Orders for the movement were received on February 16th, instructions being for the Squadron to convey all personnel and as much equipment as possible by air in its own aircraft, the movement to be completed by the end of the month. arrangements for this worked very smoothly. The trip in each direction could be flown in a little under 1 hour and all aircraft employed maintained satisfactorily high degree of serviceability. By the end of the month the move was complete with the exception of a small rear party, comprising chiefly M.T. personnel, which remained to accompany the heaviest items of equipment by rail. In all, 119 flights were made between Madura and Kankasanturai in carrying out this move, all without incident, despite occasionally unfavourable weather.
			Training, during the month has included Navigation Exercises, day and night anti-submarine exercises, the dropping of supplies to troops exercising in Ceylon, low level bombing and Radar exercises and Photograph.
			Two more crews (P/O. Law & W/O. Lyons) including ground personnel have been detached to No. 21 Armament Practice Camp Cholavarum.
			Non-operational and Training Flights totalled
			310 hours day 50 hours night.
			Technical.
			Again an exceptionally high serviceability of 10 ½ was maintained with an aircraft strength of 12. In spite of the large number of heavy load landings entailed in moving the Squadron, no troubles of any kind were experienced on this account.
			The only serious failure experienced was due to the disintegration of No. 3 Fuel Tank in Liberator EV866. Rubber got through the filters and into the carburettor, necessitating engine and fuel tank changes.
Madura	Feb. 1		F/O. McKay flew Navigation Exercise No. 3 with turning points at Minnicoy Island and Kelai.
			W/O. Hudson flew to Santa Cruz to collect spares.
			Low level bombing was carried out on the local range.
	Feb. 2		W/O. Lyons and F/L. Taylor carried out exercises in the Gulf of Mannar.
	Feb. 6		F/L. Waterton and P/O. Roigard were detached for three days to Kankasanturai to drop supplies to troops exercising in the Minneriya area. The supplies were dropped successfully by night in hilly and thickly wooded country, the dropping area being indicated by a row of lights. An Army officer flew in the aircraft to advise.

			S/Ldr. Mosher flew Navigation Exercise No. 4 with turning points at Minicoy and Male, and returned with some good photographs of the Islands.
	Feb. 13		P/O. Law and W/O. Lyons were detached to No. 21 A.P.C. Cholavarum.
Kankesanturai	Feb. 14		F/L. Sandall and P/O. Roigard flew to Kankesanturai to carry out day and night anti-submarine exercises. P/O. Roigard carried out the day exercise only (UBX5) landing at K.K.S. Three good dummy attacks were made, and S.E. homing was satisfactory. F/L. Sandall carried out day and night attacks, returning direct to Madura at completion of exercise. UBX5 was completed satisfactorily, and one good night attack was made, although the light series Flare carrier was unserviceable and flares had to be released manually through the flare chute. Two further night homings were carried out, but in each case on releasing the flares the target proved to be a merchant ship. The amount of shipping in the area towards the end of the exercise period rendered accurate homing almost impossible, although the submarine indicated its position by flashing a light on one occasion.
Kankesanturai	Feb. 17		P/O. Roigard remained at Kankesanturai, and was joined by F/L. Fletcher for further supply dropping in the Minneriya area. Again the supplies were dropped by night at three positions indicated by lights. One previous flight was made over the area by day to familiarise the crews.
	Feb. 19		Instructions having been received that the Squadron was to be moved by air to Kankesanturai by the end of the month, the first three ferry flights were flown by S/Ldr. Gane, F/L. Waterton and F/L. Russell, F/L. Waterton remaining at K.K.S. in charge of the advance party. Thereafter ferrying continued daily.
	Feb. 22		F/L. Aldcroft carried out UBX5 (day exercise with submarine) in the Colombo Sanctuary. Once again the shipping in the area interfered to some extent with the S.E. homing, but in other respects the exercise was successful.
	Feb. 24		In spite of heavy rainstorms ferrying continued with 8 aircraft.
	Feb. 25		8 aircraft ferrying personnel and freight, 4 remaining at K.K.S., including the Flight Commander S/Ldr. V. B. R. Gane.
	Feb. 26		8 aircraft ferrying.
	Feb. 27		F/Lt. Fletcher flew over the supply dropping area at Minneriya for familiarisation.
			Ferrying continued with 6 aircraft.
			W/Cdr. L. Fox moved to K.K.S.
	Feb. 28		F/Lt. Fletcher dropped supplies by night at 5 positions to the troops exercising at Minneriya. All drops were successful from 500 to 700 feet, although the indicator lights had been laid across or down wind at four of the positions, and in one case the dropping run was laid into the hills.
			Again 7 aircraft carried out ferry flights.
			II. Administration
			Welfare
			A full programme of sports was continued, including football, hockey and cricket. Indoor entertainments included whist-drives and tombola, table tennis and the like.
			Before leaving Madura a last Squadron dance was held at the Railway Institute, to which all local residents were invited.
			Health.
			There has been little serious illness. The total reporting sick (inclusive of new arrivals) was 283, averaging 10 daily, and there were 75 cases of illness treated during the month.
			III. Personnel.
	Feb. 21		Arrival. 1153776 F/O. L.M.J. Grant (Pilot) from U.K.
			1815386 Sgt. Senham, P.O. (A.P.)
	Feb. 10		J.9275 F/Lt. G. L. Fletcher (Pilot) and complete crew from U.K.

			including A.417407 F/O. A. L. Paltridge (Nav)
			A.437600 P/O. A. Nener (WOM)
	Feb. 10		1805082 P/O. R. C. Shepherd (WOM/AIR) posted from 200 Squadron.
			R.171819 W/O. J. Defir (WOP/AIR) "
			A.425704 W/O. R. Lyons " "
			1575603 F/S. W. E. Harper (WOM/AIR) "
			578023 Sgt. E. Wilkinson " "
	Feb. 9		Departure. 55052 F/O. G. A. Catling. (Pilot) to Nassau.
			IV. General
			(this frame not readable on copy)

March 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events
			I. Operations.
Kankesanturai			For the first half of the month the Squadron was engaged in settling in at the new Station and in intensive training for anti-shipping operations. Operation Instruction No. 1 (App.A) sets out the means to be employed and the Tactics. The aim was for the Squadron to become fully operational on shipping strikes by March 17th, and on that day a signal was received demanding a maximum effort for last light on March 18th, but this first operation was subsequently postponed for two days.
			Sorties for the month totalled 20, and the operational hours amounted to 254 hrs 30 mins.
			One aircraft failed to return from the first operation, and the crew of this aircraft are missing.
	Mar 20		Six aircraft were briefed for the first operation, which comprised a last light anti-shipping strike at Oelehleh, the railway terminus at the Northern tip of Sumatra. P.R. had indicated that a convoy was putting in at this port, the ships of which would form the primary target for five aircraft. To the sixth aircraft was assigned the task of bombing the railway bridge across the mangrove swamp just behind the town. In the event of shipping not being present, secondary targets were assigned to the aircraft, including the jetties, warehouses and railway buildings.
			The approach to the target was made at 50 ft. in vics of three aircraft, the first coming in from the westward and the second from the direction of Sabang.
			Aircraft "G" (P/O. Lyons, accompanied by the Commanding Officer, W/Cdr. Fox) was the first to go in and sighted shipping near the Jetties and anchored in a small bay to the West of the town. The attack was made on a small coaster (approx. 200 tons) alongside the main jetty on which hits were scored, and this ship was subsequently seen to have capsized. Other aircraft attacked the ships in the bay. At least two of these were badly damaged (by F/Lt. Sandall and F/L. Fletcher) and all were subjected to machine gun attacks. In all, at least six standard wooden coasters were sighted and two patrol craft.
			S/Ldr. Mosher attacked the Railway Bridge in the face of considerable opposition from A.A., but owing to the non-operation of his bombing gear and the difficult position of the target, which was obscured by trees, six runs were made before the bombs were finally released by means of the jettison switch.
			All aircraft encountered considerable A.A. fire, both M.G. and 20 mm. S/Ldr. Mosher's aircraft was hit, and one member of his crew injured in the foot. Shell bursts were seen close to Liberator "F" (F/O. Morris) which shortly afterwards was seen to fall into the sea just East of Peuhaso? Island and break up. It is considered possible that this aircraft may have been flying too low and hit the water.
			Cameras were used by all aircraft, but the light was insufficient to obtain results.
	Mar. 22		For this operation four aircraft were briefed, again to attack shipping and the Railway Bridge at Oelehleh. An engine of S/L. Gane's aircraft cut on take-off. He succeeded in maintaining control, jettisoned his bomb load and overload fuel tank over the sea, together with other equipment, and subsequently made a safe landing.
			Thereafter F/L. Russell became formation leader, and was assigned the task

			of bombing the bridge. He bombed with two sticks of four, both of which were estimated to have straddled the bridge, but the results of the bombing could not be seen. A considerable amount of L.A.A. and M.G. fire was encountered, but this was inaccurate for height, and the aircraft was not hit.
			The remaining two aircraft (F/L. Ensom and P/O. Roigard) attacked the Jetty and shipping in the Bay, including two Standard Wooden Coasters. Again, owing to the bomb delay and bad light the results could not be observed, but the ship attacked on the previous raid could be seen sunk alongside the jetty.
	Mar. 23		Two aircraft carried out a night anti-shipping sweep South Eastwards from Nancowry. Owing to a faulty compass F/Lt. Fletcher's patrol was too far northward, but after pinpointing on Great Nicobar this was corrected. F/Lt. Sandall's patrol was uneventful, and nothing was sighted by either aircraft.
	Mar. 24		Two aircraft carried out a night sweep round the Andaman Islands from Cinque Island northward up the East coast of the Islands to Landfall Island. Each aircraft reported numerous S.E. blips on rock and small islands which had to be investigated, and on the approach to the area one aircraft experienced what appeared to be an attempt at jamming on the Radar screen.
			P/O. Lyons sighted a suspected ship on one Radar homing and prepared to attack on reciprocal course, but on the bombing run the contact disappeared, and this is assumed to have been an Allied submarine.
			No other sightings were made by either aircraft. W/O. Hudson jettisoned his bombs on the return flight, being uncertain of his fuel consumption.
	Mar. 29/30		Six aircraft carried out an anti-shipping sweep at last light off the North West tip of Sumatra, without making any sightings. The aircraft flew in formations of three, one formation approaching South of Peunasos? Island and back through the Bengal Passage, and the other approaching through the Bengal Passage and leaving round the North of Sabang. A convoy had been sighted by P.R. proceeding N.W. up the North of Sumatra coast but they were not encountered.
			All aircraft returned safely, but P/O. Law was off track on the return to Ceylon and landed at Arkonam (near Madras).
			Bad weather was encountered on the outward and homeward flights, but over the patrol area conditions were good, with visibility up to 30 miles.
Kankesanturai			Non-Operational Flying (Total hours: Day 212 Night 4)
	Mar. 1		The Squadron's move to Kankesanturai was completed on this last day of ferrying.
	Mar. 3		F/O. Morris carried out exercise UBX.5 with a submarine in Colombo sanctuary. Seven dummy attacks were made in all. During the second part of the exercise the submarine twice succeeded in diving before the aircraft could make an attack.
	Mar. 8		A formation homing exercise was attempted with the aid of "Rooster" but was unsuccessful due to lack of co-ordination. Three aircraft participated.
	Mar. 16		Supply dropping by night was successfully carried out at Minneriya.
			12 Navigation Exercises were flown, totalling 90 hours.
			Bombing Exercises included High Level Bombing at China Bay with the Mk.XIV bombsight and intensive low level practice at Jaffna Lagoon. Depth charges have also been dropped.
			Technical
			Serviceability during March averaged 8 ½ out of a total of 10? aircraft.
			Three failures occurred: engine failure of Liberator "A" during take-off due to a faulty magneto, collapse of the port main wheel tyre of Liberator "L" on landing owing to puncture by a screw, and failure of the nose-wheel oleo leg

			of the replacement "L".
			In the case of the tyre failure, the aircraft (JH190 ¹) ran off the runway into rough ground and was badly damaged necessitating write-off. The other two aircraft were landed without damage.
			II. Administration.
			The establishment of Navigators (N) has been increased by 8 P/Os and 8 N.C.Os to 32 in all. This allows for two Navigators per aircraft, thereby lessening the strain and fatigue felt by Navigators on long flights. No additional Navigators have yet arrived on the Squadron.
			The Health of the Squadron has continued good. There have been no cases of malaria. Owing to the change in the weather there has been a slight increase of skin troubles on the Sick Parades.
			Sports
			Soccer. An inter-section competition has been in progress, and has aroused considerable enthusiasm.
			Rugger. A heavy fall of rain made two matches possible. Teams comprised the Squadron v the Rest and Officers and N.C.Os v Airmen.
			Swimming. Daily swimming runs have been provided to the bathing beaches whenever drivers have been available.
			Entertainment.
			The Station cinema has been in operation six nights a week, the film being changed every second night. On the seventh night a weekly programme of classical records has been arranged.
			III. Personnel.
			(a) Movements and Promotions.
			The following officers and aircrew arrived during the month.
			188?4073 Sgt. D. J. Brooks?? (2nd Pilot) from 222 Group Unit.
			1585962 Sgt. D. E? Olden? (") " "
			1265423 W.O. K. H. M?ickering? (Nav.B.) " Kankesanturai
			1801957 F/Sgt. J. C. Boyd (Nav.W?) " 222 Group Unit.
			1600?396 W.O. L? Pearson " " " "
			188?4938 F/Sgt. J. S. De Laroque " " " "
			1316918 F/Sgt. C. W. Watkins " " " "
			943952 F/Sgt. W. H? Idle?? " " " "
			170?586 P?/O J. W. Brown? (Tech(Sigs.Rad)) from No. 183 Wing.
			The following officers and aircrew left during the month.
			1801633 F/Sgt. V. S. Pilcher? (F/Engr) to No. 230 Squadron.
			J.88737 P/O T. W. Cross (Nav.B) " 222 O.T.U.
			J.23897 F/O. H. J. Doohing??? (Pilot) " 111 O.T.U.
			J.21756 F/Lt. C. ?? Young (Nav.B) " B.H.Q. Bombay
			A.417132 F/O. G. P ????? (Nav.B) " 230 Squadron.
			The following promotions became known during the month.
			To F/Lt. T/F/Lt. J.22813 F/O. S. W. Morris (Pilot) w.e.f. 22.1.45.
			To T/F/Lt. C.23507 F/O. W. A. McKay (Pilot) w.e.f. 5.2.45.
			To T/F/Lt. 130836 F/O. D. M. Hai????????????(Wop/Air) w.e.f. 17.10.44.
			{the above frame is very faint, and hard to read – not to be trusted}
			(b) Casualties.
			The following complete crew was posted missing believed killed as a result of enemy action on operations w.e.f. 20.3.45.
			J.22813 F/O. S. W. Morris Pilot R.C.A.F.

¹ Record says JH190, but this was KH190.

			153776 P/O. L. M. J. Grant	"
			1829311 Sgt. A. Herd	A/G.
			1895383 Sgt. D. C. Oakden	"
			1337779 F/S. E. F. Leftwich	WOP/AIR
			1318346 F/S. J. D. Silkstone	"
			1312970 F/S. W. A.. Collins	"
			1126910 Sgt. A. M. Lang	WOM/AIR
			1894482 F/S. E. Peters	F/ENG.
			A.421460 W/O. A. P. Smith	NAV.B. R.A.A.F.
			The following officer received foot injuries as a result of enemy action on operations on 20.3.45.	
			185077 P/O. E? Hartley	WOP/AIR.
			IV. Honours and Awards	
			The following Mentions in Despatches became known. They were published in the London Gazette on 1.1.45.	
			(1) 908392 Cpl. Newstead?, D. E. (C.W.F.) whilst on the strength of the Squadron was in charge of a pump engaged in fighting the fire at the Bombay Docks on 14th April, 1944 and following days. He manned his pump for very long periods as a time with complete disregard for personal tiredness and discomfort. He also showed considerable initiative in setting up his pump in the most useful position when he could get no satisfactory orders from officers present.	
			(2) 646662 LAC. Surrey, H. J. (F.II.E) whilst on the strength of 12 O.T.U. between January 1944 and November 1944, organised a section for dealing with a modification to aircraft, which was highly successful. The airman has given this information himself. No copy of the official recommendation is available.	
			General	
			This month is a landmark in the history of the Squadron, for during it the Squadron changed its role and commenced operating in earnest against the Japanese. The morale of the aircrew and ground rose to admirable heights and the enthusiasm shown by all ranks may be judged by the fact that ALL personnel turned out to receive the six crews returning from the sortie flown on the 20th inst at approximately 0130 hours. This state of affairs is all the more creditable when it is remembered that the Squadron has been inactive, from an operational point of view, for the last 14 months, except for a very occasional escort or search. The loss of F/O. Morris (since F/L) and crew is a great loss to the Squadron. His cheerfulness and leadership will always be remembered. The Squadron is rapidly nearing a period of transformation, for a large proportion of the ground and aircrew who arrived in India with the Squadron in December of 1943 will be tour expired.	

March 1945: Form 541

203 Squadron

Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
	20/3/45 to 21/3/45				
Liberator VI (F?) KG980?	F/O Morris, S. W. J.22813	Capt.	F.G. 1110		Anti-shipping strike at Oelehleh. This aircraft approached the target from the direction of Sabang in company with Liberators "D" and "X???", and was seen to be subjected to A.A. fire over the harbour. It was also seen to be flying very close to the water. When just east of Peonasoe? Island, the aircraft was seen by Liberator "D" to drop into the sea and break up. On circling the position only the port wing was seen and some other dark objects. There was no sign of the crew.
	F/O. Grant, L. M. J. 153776	Co-Pilot			
	W/O. Smith, A. P. Aus.421460	NAV.			
	F/S. Collins, W. A. 1512970	WOP.			
	F/S. Leftwick, E. E. 1337779	WOP.			
	F/S. Silkstone, J. D. 1318346	WOP.			
	Sgt. Lang, A. M. 1120918	WOM.			
	Sgt. Herd, A. 1829311	A.G.			
	Sgt. Oakden D. C. 1895383	A.G.			
	Sgt. Peters, E. 1894482	F/E.			
Liberator VI (G?) KG?910	P/O. Lyons, W. J.	Capt.	F.G. 1109	F.G. 0120	Anti-shipping strike Oelehleh in company with Liberators B? D, N? P and M??. approach was made from the Westward at 50 ft. leading the first formation in and coasters and patrol craft were sighted in the Bay to the West of the town. The attack was made on a coaster alongside the main jetty with 8 bombs, the ship was seen by a following aircraft to have been hit, and subsequently capsized. This vessel was also attacked with gunfire and a sailing vessel and motor boat were also hit.
	W/O. De Frktas??, R. A.	Co-Pilot			
	W/O. Parker, C. S. Aus420041	NAV.			
	W/O. Fox, L. (DFC)				
	W/O. Buckley, C. K. Aus.426525	WOP.			
	W/O. Daniels, W. G. Aus.425283	WOP.			
	Sgt. Hilrs?? D. W.	WOM.			
	Sgt. Corkmill??, K.	F/E.			
	Sgt. Prmye?? D. K?	A.G.			
	Sgt. Billings, G. M?	A.G.			
					frame above hard to read do not trust names.
Liberator VI (B) KH289	F/L. Sandall, P.	Capt.	F.G. 1110	F.G. 0055	Anti-shipping strikes at Oelehleh with 5 other Liberators. The target was approached from the direction of Sabang and 11 vessels sighted anchored off the jetty and in the Bay to the Westward. Six of these were standard wooden coasters of approx 250 tons, one of which was
	F/O. Scott, W.	Co-Pilot			
	W/O. Rimmer, S. A.	NAV.			
	F/S. Taylor, C. W.	F/E.			
	W/O. Callagman, E.	WOP.			
	F/S. Mitchell, W. F.	WOP.			

	F/S. Collison, N. ?	WOP.			attached with a stick of 8 250 lbs. G.P. T.D. bombs set to 11 secs. delay and spaced 30 ft. Three other coasters were attacked with gunfire, from 50 ft. The bombs were seen to straddle, the mast to break off and a red explosion was observed at the stern of the ship, strikes were obtained on at least on ship with M.G. fire. Return fire, including small red tracers, was observed from one coater.
	Sgt. Mischamp??, V. L.	WOM.			
	Sgt. Milne, D. S.	A.G.			
	Sgt. Brookes, E. L.	A.G.			
Liberator VI (N) KH219	S/L. Mosher, G. W. J.6182	Capt.		²	Attack on railway bridge at Oelehleh in company with Liberators B, D, G?, H?, & F. on shipping strike. The target was approached up the river on a westerly course, and on the first run was not sighted owing to tall coconut palms growing in the vicinity. The third run was accurate, but all bombs hung up. Two more unsuccessful runs were made, and on the sixth run 8 bombs were released by jettison switch in salvo. All runs at 50 ft., and accurate M.G. and L.A.A. fire was encountered, the aircraft being hit by M.G. and 20 mm. P/O. Hartley was injured in the foot by a small splinter. Photographs were unsuccessful due to lack of light, but the bombs were seen to overshoot by at least 15 ft. and owing to the trees no results were observed.
	F/O. Field, G? J.	Co-Pilot			
	P/O. Conners, T. E. A.410456	NAV.			
	P/O. Hartley, E.	WOP.			
	F/S. Clare, M. B. B.	WOP.			
	F/S. Blackbourne, S. K?.	WOP.			
	F/S. Sheldon, C. B?	F/E.			
	Sgt. Wright, A. J.	A.G.			
	F/S. Penstone J. G?	A.G.			
Liberator VI (H) KH195	F/O. McKay, W. A. C.23507	Capt.	F.G. 1112	F.G. 0030	Anti-shipping strike at Oelehleh in company with Liberators B, D, G, F, and N. Approach was made from the westward at 50 ft. and shipping sighted in the bay to west of Oelehleh. One of these standard wooden coasters was attacked with 4 x 250 lb. Bombs. The aircraft then made a second attack over the jetty with the remaining 4 bombs, directed at the ship previously attacked by aircraft "G". The results of the attacks were not observed.
	F/S. Glendinning, T. J.	Co-Pilot			
	F/O. Middleton, G. H. Aus.422610	NAV.			
	F/S. Freeman, H? J.	WOP?			
	P/O. Race, A. J. Aus.421835	WOP.			
	P/O Skewes, D. W. Aus.418013	WOP.			
	Sgt. Lloyd, W. P.	F/E			
	Sgt. Simmons, W.	WOM			
	Sgt. Keith, L	A.G.			
Sgt. Robertson, J.	A.G.				
Liberator VI (D) KG911	F/L. Fletcher, J. L. J.9274	Capt.	F.G. 1115	F.G. 0132	Anti-shipping strike - Oelehleh in company with Liberators B, G, N?, F, and H. Approached target from the North at 50 ft. and sighted 6 wooden coasters (Sea Trucks) a Patrol Craft and other small craft,
	F/S. Ford, R. M.	Co-Pilot			
	F/O. Paltridge, A. Aus.417407	NAV.			

² No times given.

	P/O. Nener, A. Aus437600	WOP.			in the Bay to the West of the town. The attack was made on one of these coasters and the bombing was considered accurate but the results of the attack were not seen. Three other coasters were attacked with M.Gs. On leaving the target area Liberator "F" was seen to fall into the sea just East of Peunasoe Island, possibly as a result of hits by A.A. shell fire. Aircraft "D" circled the position of the ditched aircraft and saw the port wing still floating, and other dark objects.
	Sgt. Elrick, M?	WOM.			
	F/S. Pohlner, S. A. Aus.437571	WOP.			
	F/S. Walker, F. Aus.437988	WOP.			
	Sgt. Miners, J.	F/E.			
	Sgt. Ingram, C. G.	A.G.			
	Sgt. Templelton, K.	A.G.			
	22/3/45 to 23/3/45				
Liberator VI. (A) KG849	S/L. Gane, V. B. R.	Capt.	F.G. 1130	F.G. 1410	Crew were briefed to attack Railway Bridge at Oelehleh in company with Liberator J, M and X? on shipping strikes. Immediately on take off No. 4 engine cut dead, but the Captain was able to maintain control and headed to seaward at 100 ft. No. 4 airscrew was feathered and the load of 8 x 250 lb. bombs was jettisoned with the long range fuel tank over the sea. Then height was gained to 1000 ft. and the aircraft circled over the coast keeping in touch with base for two hours until the Captain decided weight had been reduced sufficiently for a safe landing.
	P/O. Cert??, M?	Co-Pilot			
	F/S. Jones, W. T.	NAV.			
	F/O. Fox, R. H. Aus.410884	WOP			
	W/O. Cur??, H. K?	WOP			
	F/S. De Pirna?, L. D.	WOP			
	Sgt. Wilkinson, F. W.	WOM			
	Sgt. Mallums?, R.	F/E.			
	Sgt. Chantler??, G. M.	A.G.			
	Sgt. Burgess, M?	A.G.			
Liberator VI. (M) KH123	F/L. Russell, J. A. J.20593	Capt.	F.G. 1132	F.G. 0056	Owing to Liberator "A"s engine failure on take off, the Railway Bridge at Oelehleh became this aircraft's objective. Approach was made over the anchorage where two wooden coasters were strafed, and the ships opened fire with M.G. on the aircraft. The first run was made at 50 ft. from the Westward and a stick of four bombs straddled the bridge. Two unsuccessful runs were then made. The bridge being obscured by palm trees, was difficult to run over in a good position for attack. Remaining four bombs were dropped on the fourth run, and two appeared to burst on the bridge. During bombing runs Railway Buildings and Godo??ns were strafed and many strikes seen. L.A.A. and M.G. fire was returned from around the target and M.G. fire from the ships near the jetty, all inaccurate for height.
	Sgt. Leake, S. R.	Co-Pilot			
	W/O. Bain, I. R.150888	NAV.			
	P/O. Shepherd, R. G?	WOM.			
	W/O. Ellen?, F. D.	WOP.			
	F/S. Sheppherd, G? J.	WOP.			
	W/O. Carrgill??, W. E?	WOP.			
	F/S. Ranlinson? A.	F/E.			
	Sgt. ???llaws, G. N.	A.G.			
	Sgt. H?odges, G?	A.G.			
Liberator VI. (J) KG909	P/O. Roigard?, N. L. NZ.42460	Capt.	F.G. 1133	F.G. 0100?	Anti-shipping strike at Oelehleh. Approached target at 50 ft. with Liberators "H?" and "M" and sighted two wooden
	F/S. McKeavy, A. G.	Co-Pilot			

	P/O. Pierson, L. G.	NAV.			coasters in the Bay to West of Oelehleh. After attacking one of these ships with 4 bombs aircraft turned along the sea front and dropped the remaining four bombs across the main jetty where 3 sailing ships were anchored and scaffolding at the end of the jetty appeared like the masts of other ships. The eleven second delay on the bombs prevented observation of resulting damage, but bombs were seen to explode close to the Jetty. The gunners strafed the jetty and shore A.A. positions and claimed strikes on a small P.T. boat in the Harbour.
	P/O. Tatchell, J. W.	WOP.			
	F/S. Burnell, L. M?	WOP.			
	F/S. Fensom? G. J.	WOP.			
	F/S. Walter, D. J.	WOM.			
	Sgt. Wells, C?	F/E.			
	Sgt. Bryant, C. E.	A.G.			
	Sgt. Hawkins? S? S.	A.G.			
Liberator VI. (N?) KH195	F/L. Ensom, V. R. J.14346	Capt.	F.G. 1130	F.G. 0035	Anti-shipping strike at Oelehleh with Liberators "M" & "J". Approached to the target was made at last light at 50 ft. skirting the Northern tip of Sumatra, and on the run a wooden coaster was sighted at anchor in the bay, and what appeared to be the masts of ships alongside the jetty. The bombing run was made across the jetty, when the masts were seen to be those of a ship sunk during the raid on 20th/21st March, and scaffolding on the jetty. Hits on the jetty with at least 2 bombs were claimed and A.A. positions and buildings on shore were attacked with gunfire, and a fire seen to break out on the foreshore.
	F/S. Ty????ian, L. L.	Co-Pilot			
	W/O. Brown, A. D. A.417176 ³	NAV.			
	W/O. Kriscoe? R.	WOP.			
	W/O. Kirkpatrick, R.	WOP.			
	W/O. Gibbs, D. M.	WOP.			
	Sgt. Kirk? A. L.	WOM.			
	Sgt B?eattie, A. J.	F/E.			
	Sgt. Morgan? A.	A.G.			
	Sgt. Starr, O.	A.G.			
	23/3/45 to 24/3/45				
Liberator VI. (M?) KH123	F/L. Fletcher, T. L. J.9274	Pilot	F.G. 1505	F.G. 0547	Last light anti-shipping sweep South Eastwards from Nancoury. Owing to unserviceability of the compass the aircraft was on patrol north of its correct course for an hour, but subsequently pinpointed its position and patrolled for 30 mins. on the correct course. No sightings were made. Visibility good with occasional cloud. Some bad weather was encountered on the homeward track.
	F/S. Ford, R. M.	Co-Pilot			
	F/O. Paltridge, A. Aus.417407	NAV.			
	P/O. Nener, A. Aus437600	WOP.			
	F/S. Pohlner, S. Aus.437571 ⁴	WOP.			
	F/S. Walker, F. Aus.437988	WOP.			
	Sgt. Elrick, M?	WOM.			
	Sgt. Miners, J.	F/E.			
	Sgt. Ingram, C. G.	A.G.			
	Sgt. Templelton, K.	A.G.			
Liberator VI (B?) KH289	F/L. Sandall, P.	Capt.	F.G. 1500	F.G. 0355	Anti-shipping sweep at last light South Eastward from Nancowry. On patrol at 0750N 9338E on course 140 at 1000 ft. Off
	F/O. Scott, W.	Co-Pilot			

³ Brown's service number was A.417276.

⁴ Pohlner's service number was A.437571.

	W/O. Rimmer, S. A.	NAV.			patrol at 0614N 9500E. No sightings. Weather Fair. Visibility 10 miles.
	F/S. Taylor, C? W.	F/E.			
	W/O. Callagman? E?	WOP.			
	F/S. Collison, R. V.	WOP.			
	F/S. Mitchell, W.	WOP.			
	Sgt. Muschamp??, P?	WOM.			
	Sgt. Milne, D. S.	A.G.			
	Sgt. Brookes, N?. L.	A.G.			
	24/3/45 to 25/3/45				Next frame clear and could be trusted
Liberator VI. (G) ⁵	P/O. Lyons, W. J. Aus420473	Capt.	F.G. 1445	F.G. 0350	Night anti-shipping strike – Andaman Islands. Aircraft made landfall at North Sentinal Island and was on patrol at 1120N 9244E on course 015. Numerous S.E. contacts on rocks and small islands were investigated. Near Rongal Bay a suspected ship was sighted. The aircraft returned to attack, but the contact disappeared. This is assumed to have been an Allied submarine. Weather cloudy. Visibility 3 miles.
	W/O. De Freitas, R.	Co-Pilot			
W/O. Parker, C. S. Aus.4200?41	NAV.				
W/O. Buckley, C. K. Aus.426525	WOP.				
W/O. Daniels, W. G. Aus.425283	WOP.				
F/S. Ryce, B.	WOP.				
Sgt. Corkhill, H.	F/E.				
Sgt. Hiles, B. W.	WOM.				
Sgt. Freye, D. W.	A.G.				
Sgt. Billings, G. H.	A.G.				
Liberator VI. KG909 ⁶	W/O. Hudson, C. D.	Capt.	F.G. 1500	F.G. 0447	Night anti-shipping sweep – Andaman Islands. On approach to the area of search, sots appeared on the Radar screen which for ten minutes rendered scanning of one sector impossible. This may have been due to enemy jamming. The aircraft was on patrol at 1120N 9244E on course 015 at 1500 ft., and numerous blips were investigated which proved to be rocks and small islands. Patrol was continued East of the Islands to Landfall Island. No enemy sightings. Bombs were jettisoned on the return leg to consume fuel.
	F/S. Rouncefield, P. J.	Co-Pilot			
W/O. Loxley, J. A.	NAV.				
F/S. Wells, C.	F.E.				
Sgt. Butler, F. W.	WOM.				
W/O. Foulkes, H.	WOP.				
F/S. Norris, W. S.	WOP.				
F/S. Cairnduff, C. N.	WOP.				
Sgt. Gillespie, G. A.	A.G.				
Sgt. Birnie, W.	A.G.				
	29/3/45 to 30/3/45				
Liberator VI. (B) KH289	F/L. Sandall, P.	Capt.	F.G. 1014	F.G. 0032	Anti-shipping strike – Sabang area. On approaching the target the aircraft closed formation with Liberator A and J at 50 ft. and led the formation North of Kr?uen? Island lighthouse, over Roeroe? light to position 0540N 9537E (Pedro Point) on North Sumatra coast. Visibility was good (up to 20 miles) but no shipping was
	F/O. Scott, W.	Co-Pilot			
W/O. Rimmer, S. A.	NAV.				
F/S. Taylor	F/E.				
W/O. Callaghan. K.	WOP.	{clear}			
F/S. Collison, R. V.	WOP.				
F/S. Mitchell, W.	WOP.				

⁵ Serial not given.⁶ Code letter not given.

	Sgt. Muschamp??, F.	WOM.			sighted. The formation returned northward of Sabang.
	Sgt. Milne, D. S.	A.G.			
	Sgt. Brookes, K?. L.	A.G.			
Liberator VI. (A) KG849	S/L. Gane, V. B. R.	Capt.	F.G. 1016	F.G. 0121	Anti-shipping strike – Sabang area. The outward trip was made in loose formation with Liberators M, G?, H, B & J. On approaching the target area the aircraft went down to 50 ft. in close formation with J and B and flew over Bokloe?? lighthouse, thence along coast of N. Sumatra to Pedro?? Point where the formation turned northward, and swept round the North of Sabang. Visibility was good, but no shipping of any kind was sighted. Owing to an error in navigation, landfall on the homeward leg was made North of Pondioherry, whence the aircraft returned to base along the coast.
	P/O. Cree??, E?	Co-Pilot			
	F/S. Jones, W. T.	NAV.			
	F/O. Fox, R. H. Aus.410884	WOP.			
	W/O. Onr?? R. P.	WOP.			
	F/S. De Pinlia, L. D.	WOP.			
	F/S. Wilkinson	WOM.			
	F/S. Mallo?ms?, R.	F/E.			
	Sgt. Chamtler??, C. M.	A.G.			
Liberator VI. (H) KH195	P/O. Law, J. A.	Capt.	F.G. 1011	F.G. 0212	Anti-shipping strike – Sabang area. This aircraft approached the target area with Liberators M? and G, passing south of Peunasoe Island, along North Sumatra coast to 0536N 9512E, rounded Boeroe? Lighthouse and thence out through Bengal Passage. On the return journey, owing to incorrect operation of the fuel cocks, No. 2 fuel tank was emptied, the engine commenced to out, and the fuel in No. 3 tank became low. A signal was sent to base requesting immediate readiness of A.S.R., but was subsequently cancelled. The aircraft failed to make landfall on Ceylon, and flew on to the coast of India where it altered course northward searching for land marks and requesting QDMs. Numerous QDMs were sent, but were not correctly received by the aircraft, which continued in the general direction of Madras and landed (with fuel for 30 minutes) at Arkonam?? without a flare path, after sending a S.O.S. for landing lights.
	W/O. Ellison, H? L.	Co-Pilot			
	P/O. Pierson, L. G.	NAV.B.			
	F/S. Walters, J. F.	WOP.			
	F/S. Rosenberg?, A.	WOP.			
	F/S. Keys, R. W.	WOP.			
	Sgt. Perkin, C.	A.G.			
	Sgt. Fuller, J.	A.G.			
	Sgt. West, P.	WOM.			
	Sgt. Burns?, J. A.	F/E.			
Liberator VI. (G?) KG910	P/O. Lyons, W. J. Aus420473	Capt.	F.G. 1007	F.G. 0025	Anti-shipping strike – Sabang area. Approach made at 50 ft. in close formation with Liberators M? and H South of Peunasoe Island, along the North Sumatra coast (4 miles off shore to 0540N 9525E and thence out through the Bengal Passage. Inaccurate A.A. fire was observed from Olenleh?, also from the South shore of Sabang. Visibility good. Nil
	W/O. De Freitas, R.	Co-Pilot			
	W/O. Parker, C. S. Aus.420041	NAV.			
	W/O. Buckley, C. K. Aus.426525	WOP.			
	W/O. Daniels, W. G. Aus.425283	WOP.			

	F/S. Ryce, B.	WOP.			sightings.
	Sgt. Hiles, D? W.	WOM.			
	Sgt. Corkhill, H.	F/E.			
	Sgt. Billings, G. H.	A.G.			
	Sgt. Freye, D. W.	A.G.			
Liberator VI (N) KH219	S/L. Mosher, C? W. J.6182	Capt.	F.G. 1004	F.G. 0014	Anti-shipping strike – Sabang area. The target area was approached south of Peunasoe Island at 50 ft. in close formation with Liberators H? and G, thence along the North Sumatra coast to 5440N 9525E, where the formation turned northward, rounded Boeroe Lighthouse and out through the Bengal Passage. No sightings were made and no opposition encountered.
	F/O. Field, C. J.	Co-Pilot			
	P/O. Conners, T. E. Aus.410456	NAV.			
	W/O. Clare?, M.	WOP.			
	F/S. Blackbourne, S. J.	WOP.			
	F/S. Statt?, F. G.	WOP.			
	F/S. Penstone, G.	A.G.			
	F/S. Sheldon, C. B.	F/E.			
	Sgt. Wright, A.	A.G.			
Liberator VI. (J) KG909	P/O. Roigard, H. L. N.Z.42460	Capt.	F.G. 1019	F.G. 0043	Anti-shipping strike – Sabang area. The target area was approached through the Bengal Passage at 50 ft. in formation with Liberator A and B (B leading) to within 4 miles of North Sumatra coast, and along the coast to Pedro Point. Thence the formation turned northward, and around the North side of Sabang. No sightings were made, and no opposition encountered.
	F/S. McR?eavy, A. G.	Co-Pilot			
	P/O. Paltridge, A. L. Aus.417407	NAV.			
	Sgt. Miners, G.	F/E.			
	P/O. Tatchell, J. W. 409767	WOP.			
	F/S. Burrell?, L. N.	WOP.			
	F/S. Femsom??, G. J.	WOP.			
	Sgt. Ingram, C. G.	A.G.			
	Sgt. Hawkins, S. S.	A.G.			
	Sgt. Walter, D. G.	WOM.			

April 1945 Form 540

203 Squadron

Place	Date	Time	Summary of events
			I – Operations.
			April has been an active and successful month from every point of view. The Squadron has got well into its stride on anti-shipping work, and flew a total of 194 ½ hours (15 sorties) against enemy shipping targets during the period.
			On these sorties the following results have been obtained:-
			1 Submarine Chaser (PC-7) destroyed.
			1 300 ton Coaster (Agata Maru) destroyed.
			1 400 ton Freighter probably destroyed.
			1 L.C. (I) damaged.
			1 Wooden Coaster (Sugar Dog) Damaged.
			1 Wooden Coaster (Sugar Dog) Probably damaged.
			these are in addition to the attacks carried out at Oelehleh last month which resulted in :-
			1 200 ton Coaster destroyed.
			2 Wooden Coasters probably destroyed.
			3 Wooden Coasters damaged.
			This makes a total to date of 3 ships destroyed, 3 probably destroyed and 5 damaged.
			Non-Operational Flying. totalled 244 ½ hours. This is inclusive of semi-operational flying, such as operational transit flights to Cuttack on detachment and experimental supply dropping in Ceylon.
			Technical
			Range Trial. Instructions were received to prepare an aircraft with a view to carrying an operational load of 4000 lbs and a round trip of 2400 miles.
			The following equipment has been removed:-
			(1) Mid-upper turret.
			(2) Beam guns and mountings
			(3) Tail turret ammunition in excess of 500 x .303 or 250 x .5 per gun.
			(4) All pyrotechnics.
			(5) Oxygen system.
			(6) Spare transmitter and receiver, and other equipment as shown in Appendix.
			Total weight removed amounted to 2738 lbs.
			On the trial flight the aircraft (flown by F/Lt. W. A. McKay) was airborne for 17 hours and covered a track of 2350 N.M. (2511 air miles) landing with 350 gals. remaining. For full details see Appendix A.
			Serviceability
			During the first week aircraft strength was twelve and serviceability averaged 85%. Three aircraft were damaged during the operation of April 11th and serviceability fell to 40%, improving later to 60%. No immediate replacement aircraft were available, and aircraft strength thereafter remained at 9.
			Cuttack Detachment.
Cuttack	26 April		An operational detachment of six aircraft was despatched to Cuttack, together with 42 groundcrew. The captains were S/L. Mosher, F/L MacDonald, F/L Elmes, F/L. Russell, P/O. Lyons and P/O. Law.
			Transit flights were flown as patrols of the shipping lanes.
			One additional aircraft flew up with personnel and returned the following day.
			No operations were carried out by the Detachment before the end of the month.
			Army Co-operation.

Minneriya			Five experimental supply drops were carried out by Liberators after preliminary reconnaissance of the area. The crews engaged were F/L. McKay (twice) P/O. Law, F/L Waterton and W/O Hudson.
Sigiriya	28th April		The Squadron's Harvard, flown by F/L. Brown, was landed at Sigiriya to test a flare path laid by the Ghurka Regiment.
Kankesanturai	7 April		Three aircraft on anti-shipping sweep of Andaman Islands from first light, the patrol being from South to North up the East Coast, individual aircraft being briefed to search for ships possibly lying up in Stewart Sound and Port Cornwallis.
			F/O. McKay sighted a coaster of approx. 500 tons apparently ready to put out from Port Blair, but in view of the concentrated defence known to exist at the harbour the area was avoided in accordance with instructions. Thorough investigation of Port Cornwallis revealed nothing, and bombs were dropped on Table Island where some new buildings were seen, which appeared to be military huts or stores. No hits were observed.
			P/O. Law investigated Stewart Sound, and attacked a heavily camouflaged vessel which was thought at the time to be a native craft. As this was not considered an important target four bombs only were dropped, which were near misses, and the other aircraft were not called up. subsequent photographic interpretation assessed this ship as a Landing Craft.
			The third aircraft (F/L. Ensom) made no sightings. No opposition was encountered.
	8 April		P.R. having revealed the presence of a small naval patrol craft near the Western entrance to Nancowry harbour, and a wooden coaster lying up just inside the harbour, but clear of the defended area, three aircraft were despatched on a first light strike, with the Naval Vessel as the primary target.
			As second probable, the primary target was found to have left, but all three aircraft made attacks on the secondary target. This ship was so positioned as to make a low level attack extremely difficult. It was close inshore under the trees, and the ground rose up steeply from the shore with tall trees up to 150 ft. All aircraft accordingly had to pull up sharply during their bombing runs, thereby upsetting the aim. The tendency was to overshoot with bombs, but many strikes were claimed by the gunners, which must have inflicted considerable damage.
			Whilst leaving the target area the crew of W/O Hudson's aircraft sighted other ships lying up beside the N.E. tip of Matchall Island. Again the position would have been a difficult one in which to attack. Prolonged discussion as to the exact position of this sighting occupied the crew during the early part of their homeward trip. By the time a decision was arrived at, further investigation was impracticable.
	11 April		Six crews were briefed to search for and attack an enemy convoy comprising an M/V of 300 tons and an escorting submarine chaser, reported by P.R. to have left Port Blair and to be proceeding South Eastwards to the East of the Nicobar Islands. The aircraft commenced their patrol at first light from position 020N 9320E flying at 200 ft. on a course of 160°. Weather was fair and visibility good F/L. Ensom was the first to sight the ships at 0900N 9340E and attacked the M/V out of the sun flying at a very low height. The bombs are thought to have straddled the after part of the ship, which was afterwards seen to be on fire at the stern. In making the attack the nose of the aircraft struck the mainmast and the navigator was injured in the face by splinters from the bombing panel. The oil tank of No. 1 engine was also damaged during the attack, and the No. 1 airscrew was feathered. The aircraft was able to gain height, but to reduce petrol consumption a quantity of equipment was jettisoned. A/C landed at China Bay.
			The second aircraft (W/O Hudson) attacked the M/V scoring a direct hit amidships and causing it to sink shortly after. The aircraft was damaged by A.A.
			The third aircraft (F/O McKay) sighted the M/V in the act of sinking, and the E/V, a large submarine Chaser of the P.C.1 class manoeuvring in the area.
			This was heavily armed with 20 m.m. A.A. guns, with which it opened fire at extreme range. The aircraft attacked but on the first run the bomb doors were not

		opened. The ship was however seen to be set on fire at the stern by the aircraft's M.G. Fire. A second run was mad, and the bombs fell very close to the stern of the ship, which was taking violent evasive action. On this run the aircraft was hit repeatedly, but no one was injured. In landing at K.K.S. the starboard tyre collapsed, but the pilot maintained control.
		The fourth aircraft (W/Cdr Fox) found the E/V on fire, and attacked out of the sun. The bombs straddled the bow of the ship and one was seen to burst on the bows and debris to be flung into the air. The aircraft then circled to take photographs, and survivors from the M/S were seen in the water.
		The last aircraft to attack was P/O Law's, they found the E/V describing a circular course. This aircraft made two attacks with four bombs out of the sun. The first bombing run straddled the stern, scoring a hit on the rear gun position, and causing an explosion in the ship. On the second run the ship was hit again, and further fires started. The ship was last seen stationary and down by the stern.
		The remaining aircraft (F/L Fletcher) misinterpreted the positions given in the sighting reports and continued its patrol to the South of Great Nicobar Island, with the compass unserviceable, no sighting was made.
		The Navy have confirmed the sinking of both ships and 69 survivors have been picked up.
K.K.S.	17th April	Three aircraft took off at midnight for a first light strike on a Sugar Dog reported to be beached at India Point at the Western entrance to Nancowry Harbour.
		F/L Sandall sighted the ship in this position during his run in, and it was seen to be close inshore and well camouflaged. The position of the ship made low level attack difficult and the bombs overshot, but M.G. strikes were obtained on two attacking runs. 400 miles from base No. 2 engine of this aircraft began to vibrate, and was feathered.
		The aircraft returned safely on three engines.
		F/L Fletcher, did not see the Sugar Dog on his run in. Whilst over the target he sighted a 400 ft. Freighter (Fox Tare Dog) in Spiteful Bay and made a successful attack with bombs and guns. One bomb burst on the stern and one amidships, and the ship was left enveloped in smoke. HAA., LAA. and M.G. fire was encountered from the shore, and cannon and M.G. fire from the ship, but the aircraft was not hit.
		The third aircraft (P/O Lyons) also failed to locate the briefed target, probably owing to the bad weather conditions over the target area. The aircraft overshot India Point and ran into HAA fire near Grand Harbour.
		the aircraft returned fire with all guns, and successfully silenced the enemy position. After continuing unsuccessful attempts to locate the target the aircraft returned to Base.
		II Administration
		Health. Owing to the high temperatures and humidity experienced during the month, the incidence of skin infections was increased.
		In other respects the general health of the Squadron remained unchanged.
		Entertainment. The standard of films at the Station Cinema shows some improvement. The "Listener's Circle" weekly classical record programmes, continued to be well attended.
		Sport. The nightly football matches have continued to provide interest and entertainment to a large attendance. An inter-section league was started after completion of the Knock out Competition.
		Regular cricket has also been played on a new concrete wicket. Hockey has been losing it's attraction owing to the roughness of the pitch. A grant from the Viceroy's Fund has been applied for in order to improve the ground.
		Sea bathing continues daily, and non swimmers have been receiving instruction.
		III Personnel
		A number of the aircrews which joined the Squadron at the time of its conversion

			to Wellingtons, and transfer to India from the Middle East in November, 1943, are now tour expired and awaiting postings.
			Replacements are arriving as listed below.
			F/L. Botterill? (Engineer Officer) left for Kolar after two years with the Squadron, including service in the desert.
			The following movements took place during the month.
			To The Unit.
			F/O. (A/F/L) J. H. McLaren (47987) Tech (E) posted from No. 1 S of T.T. wef 21.3.45.
			F/O. T. Webster (164936) G. D. posted from 160 Squadron wef 13.3.45
			P/O. A. V. MacDonald (J.47177) G.D. (S) " " " "
			P/O. V. L. Johnson (J.47867) G.D. (S) " " " "
			P/O. W. A. Steel (J.45963) G.D. (NAV.B) " " " "
			1340336 F/S. Young, D.C. WOM/AIR " " " "
			R.205319 F/S. Ross, D. M. Pilot " " " "
			R.231447 Sgt. Morrison, J. C. A/G. " " " "
			R.214064 Sgt. Burrows, J. G. A/G. " " " "
			943267 Sgt. Devine, T. W. F/E. " " " "
			1622766 Sgt. Bradley, B. WOP/AIR " " " "
			F/O. E. H. Cocks (A.421167) G.D. posted from U.K. wef. 26.3.45.
			P/O. D. K. Taylor (J.45953) G.D. (NAV.B) " " " "
			R.205234 F/S. C. B. Jackson Pilot " " " "
			R.218819 F/S. G. H. Betteridge WOP/AIR " " " "
			949651 Sgt. G. S. Preston F/E. " " " "
			R.212600 Sgt. H. E. Read WOP/AIR " " " "
			R.276140 Sgt. R. C. Taylor " " " "
			578798 Sgt. R. J. Pavey WOM/AIR " " " "
			R.68077 Sgt. C. L. Brennan A/G. " " " "
			R.71206 Sgt. T. P. Edwards A/G. posted from R.A.F. Station Poona wef 20.4.45
			F/L. R. J. Brown (J.5805) G.D. posted from R.A.F. Station Poona wef 10.4.45
			F/O. C. G. Ziebarth (164948) G.D. " " " " " " " "
			P/O. G. C. Sollows (J.48155) G.D.(S) " " " " " " " "
			P/O. J. H. Goodyear (J.46511) G.D.(NAV.B) " " " " " " " "
			P/O. J. W. Alexander (J.48156) G.D.(S) " " " " " " " "
			578756 Sgt. Chambers, A. G. WOM/AIR " " " " " " " "
			1825309 Sgt. Bernard, W. F/E. " " " " " " " "
			Sgt. R. K. Grainger (1250280) A/G. " " " " " " " "
			1320334 Sgt. F. R. Marchant A/G. " " " " " " " "
			1549462 Sgt. C. Seddon WOP/AIR " " " " " " " "
			F/L. C. H. Elmes (A.413842) G.D. posted from Canada wef 19.3.45.
			F/O. J. N? Prosser (164532) G.D. " " " " " " " "
			P/O. P. Hill (164858) G.D.(NAV.B) " " " " " " " "
			P/O. D. J. Coinner (J.46190) G.D.(G) " " " " " " " "
			A.430973 Sgt. K. T. Cook WOP/AIR " " " " " " " "
			A.442421 Sgt. K. B? Francis WOP/AIR " " " " " " " "
			A.435624 Sgt. C. H. Hamilton " " " " " " " "
			R.123323 Sgt. R. J. Brown A/G. " " " " " " " "
			1867412 Sgt. J. F. Churchill F/E. posted from U.K. wef 16.3.45.
			P/O. R. G? Upton (190873) G.D.(S) posted from U.K. wef 19.3.45.
			F/L. K. R. MacDonald (J.8956) G.D. posted from U.K. wef 17.3.45.
			P/O. E. R. DeProfio (J.47615) G.D.(S) " " " " " " " "
			R.198404 F/S. H. E. Bassford Pilot " " " " " " " "
			1601632 Sgt. E. J. Goddard NAV.B. " " " " " " " "
			1873070 Sgt. R. C. Fowler. F/E. " " " " " " " "

			R.148679 Sgt. E. J. Ford	WOP/AIR	"	"	"	"	"
			R.269200 Sgt. G. E. Mundrick	WOP/AIR	"	"	"	"	"
			578771 Sgt. D. W. Sacree	WOP/AIR	"	"	"	"	"
			R.280773 Sgt. A. N. Langille	A/G.	"	"	"	"	"
			R.288049 Sgt. D. M. Balfour	A/G.	"	"	"	"	"
			1282215 F/S. W. D. Howard.	Pilot posted from 222 Group Unit wef 16.4.45					
			1584025 Sgt. D. F. Pantry	"	"	"	"	"	"
			1603146 P. W. Burton ⁷	"	"	"	"	"	"
			From the Unit						
			F/L. N. O. Hobbs. (NZ.40168)	G.D. posted to H.Q. RAF Base Colombo wef 1.5.45 (pending repat)					
			F/L. C. Waterton (J.8171)	G.D. posted to HQ, ACSEA. Comm. Sqdn. wef. 28.4.45					
			F/L. R. H. Fox. (A.410884)	G.D.(S) posted to HQ, ACSEA. Comm. Sqdn. wef. 14.4.45					
			1231229 W/O. N. Ellison.	Pilot. Posted to 111O.T.U. Nassau, wef 16.4.45.					
			1146787 W/O. R. J. Orr.	WOP/AIR. posted to Minneriya wef 4.4.45.					
			1394792 W/O. L. D. DePinna	"	"	"	"	"	"
			1320312 F/S. J. Norman	"	"	"	Kolar wef 21.3.45		
			F/L. G. T. Botterill (13939)	Tech(E) posted to S.H.Q. Kolar wef 21.2.45					
			IV General						
			The Shipping Strikes flown by the Squadron continue to be very Successful. The 'bag is rising rapidly, which must be a disturbing fact for the enemy, who realizing his weakness in the air & on the sea in this theatre has switched to these small ??? coastal ships to supply the Andaman & Nicobar Chains of Islands.						
			The morale of the Squadron is high, which is good ????????? to the many new crews replacing the operationally tour expired crews. This replacement is proceeding satisfactorily, but the shortage of aircraft during this month restricted the amount of practical instruction in the air that could be given to the replacement Crews.						
			The posting of F/L. G. T. Botterill from the Squadron, although necessary from a service point of view, is a great loss to the Engineering Side of Squadron life. During his long stay he maintained a very high Standard of Serviceability & gave of his best all the time.						
			{note – General section is handwritten and very hard to read}						
			Commanding						
			203 Squadron						

⁷ No rank given.

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203 Squadron

Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
	7/4/45				
Liberator VI EV939	P/O. Law. J. A.	Capt.	F.G. 0020	F.G. 1437	Anti-shipping sweep – Andaman Islands. Aircraft was on patrol at Cinque Island at 50 ft. and patrolled Northwards up the East Coast of the Islands. The aircraft was briefed to investigate Stewart Sound, and after circling amongst the Islands in the Sound for ten minutes without opposition, sighted and attacked a heavily camouflaged wooden vessel of approximately 50 ft. length with 4 bombs and M.G. fire. The bombs exploded 20 ft to port and parallel with the ship, and the front mid-upper and rear gunners scored hits. No positive results were observed but the ship was probably damaged.
	F/S. Olden, D. E.	Co-Pilot			
	P/O. Pierson, L. C.	NAV.			
	F/S. West, P.	WOM.			
	F/S. Walters, J.F.	WOP.			
	F/S. Rosenberg, A.	WOP.			
	Sgt. Fuller, J. R.	A.G.			
	F/S. Burns, J. A.	F/E.			
	Sgt. Birnie, W.	A.G.			
	F/S. Keys, R. W.	WOP.			
Liberator VI KH195	F/O. McKay, W. A. C.23507	Capt.	F.G. 0020	F.G. 1400	Anti-shipping sweep – Andaman Islands. On patrol at Cinque Island and thence Northward. A coaster of approx. 500 tons was sighted at the entrance to Port Blair harbour. As the aircraft was briefed to avoid Port Blair this ship was not attacked. Port Cornwallis was thoroughly investigated but no sightings were made. Bombs were dropped on Great Coco Island but no hits observed. No opposition of any kind was encountered.
	F/S. Glendinning, T. J.	Co-Pilot			
	F/O. Middleton, G. N. A.422610	NAV.			
	P/O. Race, A. J. A.421935	WOP.			
	P/O. Skewes A.418013	WOP.			
	F/S. Freeman, H. C.	WOP.			
	Sgt. Keith, J. L.	A.G.			
	Sgt. Robertson, J. W.	A.G.			
	Sgt. Lloyd, W. P.	F/E.			
	Sgt. Simmons, W. H.	WOM.			
Liberator Vi ⁸	F/L. Ensom, V. R. J.14346	Capt.	F.G. 0045	F.G. 1350	First Light anti-shipping sweep – Andaman Islands. On patrol at Cinque Island and thence Northward flying at 50 ft. and skirting Port Blair to avoid the A.A. defences. Patrol was continued up the East Coast to Great Coco Island without sighting any shipping. Weather fair, with
	F/S. Tydeman, L. L.	Co-Pilot			
	W/O. Brown, A.D. A417276	NAV.			
	W/O. Briscoe, P	WOP			

⁸ Neither serial nor code given in record.

	W/O. Kirkpatrick, R.	WOP			unlimited visibility.
	W/O. Gibbs, D. M.	WOP			
	Sgt. Kirke, A. L.	WOM.			
	Sgt. Beattie, A. J.	F/E.			
	Sgt. Morgan, R.	A.G.			
	Sgt. Starr, C.	A.G.			
	8/4/45				
Liberator VI. (B)	F/L. Sandall, P.	Capt.	F.G. 0031	F.G. 1231	First light Anti-shipping strike Nancowry. Primary target (Naval patrol craft) not sighted. Attacked secondary target (wooden coaster) with 8 bombs and M.G. fire, from 50 ft. All bombs were seen to undershoot by at least 50 ft. but many strikes with M.G. fire were observed on the hull and superstructure. Further runs were made over the ship, attacking with all guns. No opposition encountered.
	F/O. Scott, W. L.	Co-Pilot			
	W/O. Rimmer, S. A.	NAV.			
	F/S. Taylor, C. W.	F/E.			
	W/O. Callaghan, E.	WOP			
	F/S. Collison, H. E.	WOP			
	F/S. Mitchell, N. F.	WOP			
	Sgt. Muschamp, V. L.	WOM.			
	Sgt. Milne, D. S.	A.G.			
	Sgt. Brooks, K. B.	A.G.			
Liberator VI. (G)	W/O. Hudson, C. D.	Capt.	F.G. 0038	F.G. 1307	First light Anti-shipping strike Nancowry. Searched for primary target in position 0802N 9330E. No sighting, so proceeded into Nancowry harbour and attacked the secondary target (wooden coaster) with bombs and machine guns from 500 ft. Bombs undershot by 200 ft. but strikes on the ship were scored with M.G. fire. Some L.A.A. and M.G. fire was encountered from the Naval Point and Spiteful Bay areas, but the aircraft was not hit. On leaving the target area a small coaster and patrol vessel were sighted concealed close to the N.E. shore of Katchall's Island, but were not attacked.
	F/S. McReavy, A. G.	Co-Pilot			
	W/O. Loxley, J. A.	NAV.			
	W/O. Ffoulkes, H.	WOP			
	F/S. Rouncefield, P. G.	F/E.			
	F/S. Cairnduff, E. N.	WOP			
	F/S. Norris, W. S.	WOP			
	Sgt. Gillespie, G. A.	A.G.			
	Sgt. Walter, D. J.	WOM.			
	Sgt. Wawkins, S. S.	A.G.			
Liberator VI. (A)	S/L. Gane, V. B. R.	Capt.	F.G. 0030	F.G. 1220	First light Anti-shipping strike Nancowry. Searched for but did not sight primary target (naval patrol craft) at 0802N 9330E. Attacked wooden coaster (the secondary target) which was sighted close inshore almost covered by trees. 8 bombs were dropped, and the attack was considered a good one, but owing to the tall trees surrounding the target the results could not be observed. On the evidence of subsequent photographs no direct bomb-hits were obtained. No enemy opposition. Weather fine. Visibility 15 to 20 miles.
	P/O. Cree, E.	Co-Pilot			
	F/S. Jones, W.	NAV.			
	F/O. Fox, R. M. A.410884	WOP			
	W/O. Orr, R. E.	WOP			
	F/S. De Pinna, L. D.	WOP			
	F/S. Hallums, R.	F/E.			
	Sgt. Chantler, J. H.	A.G.			
	Sgt. Burgess, H.	A.G.			
	Sgt. Wilkinson, T. W.	WOM.			

	10/4/45 to 11/4/45				
Liberator VI. (L)	F/L. Ensom, V. R. J.14346	Capt.	F.G. 0054	F.G. 1231	First light anti-shipping strike against convoy reported by P.R. on course 160° ex Port Blair. On patrol at 0654N 9428E at 100 ft. In position 0900N 9340e an M/V. of approx. 400 tons was sighted, escorted by a Submarine Chaser of PC.1 Class. The M/V. was attacked out of the sun with 8 bombs from 20 ft. Two bombs were seen to fall on each side of the ship. Front and mid-upper gunners scored numerous strikes, and the ship was seen to catch fire at the stern. During the attack the aircraft struck the main mast of the ship, and the nose and No. 1 Engine cowling were extensively damaged. The Navigator was injured in the face by broken glass. The No. 1 engine oil tank was damaged, and the airscrew was feathered. Everything possible was jettisoned and the aircraft was able to gain height and land safely at China Bay.
	F/L. Taylor, D. A.	Co-Pilot			
	W/O. Brown, A.D. A417276	NAV.			
	W/O. Kirkpatrick, R.	WOP			
	W/O. Briscoe, P	WOP			
	F/S. Austin, A. E.	WOP			
	Sgt. Kirk, A. L.	WOM.			
	Sgt. Beattie, A. J.	F/E.			
	Sgt. Starr, C.	A.G.			
	Sgt. Morgan, R.	A.G.			
Liberator VI (J)	W/O. Hudson, C. D.	Capt.	F.G. 1818	F.G. 0845	First light anti-shipping strike, east of Nicobars. This aircraft was the second to attack. The attack was made from 50 ft. with 8 bombs on the M/V. already damaged by Liberator "L". It was made directly across the ship from the port beam and a direct hit was obtained. The gunners also scored hits both on the M/V. and the escorting Sub-Chaser, and AA fire from both ships was encountered. The aircraft was extensively damaged around the bomb-bay, but none of the crew were injured. The M/V. was seen by the following aircraft in the act of sinking as a result of this attack.
	F/S. McReavy, A. G.	Co-Pilot			
	W/O. Loxley, J. A.	NAV.			
	F/S. Rouncefield, P. G.	F/E.			
	W/O. Ffoulkes, H.	WOP			
	F/S. Cairnduff, E. N.	WOP			
	F/S. Norris, W. S.	WOP			
	Sgt. Walters, D. J.	WOM.			
	Sgt. Birnie, W.	A.G.			
	Sgt. Gillespie, C. A.	A.G.			
Liberator VI (K)	F/O. McKay, W. A. C.235507 ⁹	Capt.	F.G. 1821	F.G. 0712	Anti-shipping strike in Nicobar area. At 0017 (GMT) aircraft "J"s first sighting report was intercepted, and course was set for the enemy's position. Eighteen minutes later an M/V was sighted in the act of sinking with survivors in the water. A sub-chaser was manoeuvring in the area and immediately opened fire (at extreme range) with shells. The a/c went into attack down sun, firing front and mid-upper guns, and taking undulating evasive action. Bomb doors were not opened on the first run and a second run
	F/S. Glendinning, T. J.	Co-Pilot			
	F/O. Middleton, G. N. A.422610	NAV.			
	P/O. Race, A. J. A.421935	WOP.			
	P/O. Skewes, D. W. A.418013	WOP.			
	F/S. Freeman, H. G.	WOP.			
	Sgt. Lloyd, W. P.	F/E.			

⁹ There appears to be an extra "5" added to the service number.

	Sgt. Robertson, J. W.	A.G.			was made (again down sun) whilst the sub-chaser took violent evasive action. Attack was made with 8 G.P. bombs and M.G. fire and the ship was set on fire at the stern. Intense and accurate LAA and MG fire was encountered and the aircraft was hit repeatedly on second run, starboard wheel, afterpart of fuselage, rear turret and starboard fin, sustaining damage. The a/c. then circled out of range to observe and take photographs. Landed at base with Starboard tyre damaged. A/C came to rest partly obstructing runway. No injuries.
	Sgt. Keith, J. L.	A.G.			
Liberator VI. "A"	W/O. Fox, L.	Capt.	F.G. 1810	F.G. 0740	Shipping strike – Nicobars area. On patrol at 0630 in position 1022N 9347E at 50 ft. 15 minutes later sighting report from Liberator "L" was intercepted, and course set for the position given. At 0707 the enemy escort vessel was sighted on fire after attack by Liberator "K" in position 0904N 9342E. This aircraft's attack was made out of the sun with 8 bombs, and a straddle was made across the bows, with one bomb seen to burst on the bows; the aircraft then circled to photograph results. Fairly accurate AA fire was put up by the ship, but the aircraft escaped damage.
	Sgt. Senhen, P. G.	Co-Pilot			
	F/S. Jones, W.	NAV.			
	W/O. Defir, J. R.171819	WOP.			
	P/O. Lyons, R. A.423704	WOP.			
	F/S. De Pinna, L. B.	WOP.			
	F/S. Jarvis, A.	F/E.			
	F/S. Harper, W. K.	WOM.			
	Sgt. Denholm, R.	A.G.			
	Sgt. Green, F.	A.G.			
Liberator VI. "H"	P/O. Law. J. A.	Capt.	F.G. 0047	F.G. 1505	First light anti-shiping strike – Nicobar area. On Patrol at 06334 in position 1020N 9329E at 50 ft. 10 minutes later intercepted R/S. sighting report, and set course for position 0657. Sighted enemy submarine chaser in position 0900N 9340E and made two attacks with 4 bombs on each run. The target was circling as the aircraft attacked out of the sun at 20 ft. The first bombing run straddled the stern of the ship, causing an explosion and slowing the ship down. The second attack again scored hits amidships, and the ship was left at a stand still, and down by the stern. The ship maintained fairly accurate AA fire with at least 4 guns, but the aircraft escaped damage.
	F/S. Olden, D. E.	Co-Pilot			
	P/O. Pierson, L. C.	NAV.			
	F/S. Walters, J.F.	WOP.			
	F/S. Rosenberg, A.	WOP.			
	F/S. West, P.	WOM.			
	F/S. Burns, J. A.	F/E.			
	Sgt. Fuller, J. R.	A.G.			
	Sgt. Perkin, C.	A.G.			
Liberator VI. "D"	F/L. Fletcher, G. L. J.9375	Capt.	F.G. 0044	F.G. 1525	Anti-shiping strike in Nicobars area. At 0551 hrs. (F.G.) this A/C. pinpointed Little Andaman Island and set out on patrol, flying at 200 ft. on a course of 157
	F/S. Ford, R. M. A.436455	Co-Pilot			

	P/O. Dawes, W. A.425134	NAV.			degrees. A 1st sighting report, without position was intercepted from A/C. "L" at 0602 hrs. Thirty minutes later a distress message from A/C. "K" was picked up and the position given understood to be that of the enemy. This and the position given in A/C "J"s attack report, were inaccurately received. Since this position was out of the patrol area, and R/T had already indicated a successful attack, the patrol was continued. Great Nicobar was sighted at 0825, indicating a u/s compass. It was therefore decided to return to base. A.T.A. base 1440 hours. Hand held photographs were taken of W. Coast of Gt. Nicobar Island – North of Pygmalion Point. Weather around Little Andaman area fair but hazy, reducing visibility to 6 miles.
	F/S. Walker, F. A..437988	WOP.			
	F/S. Nagle, W. B.	WOP.			
	F/S. Pohlner, S. A. A.437571	WOP.			
	Sgt. Elrick, R. A.	WOM.			
	Sgt. Miners, G. A.	F/E.			
	Sgt. Ingram, C. C.	A.G.			
	Sgt. Templeton, K.	A.G.			
	17/4/45				
Liberator VI (B) KH289	F/L. Sandall, P.	Capt.	F.G. 0025	F.G. 1130	First light shipping strike, Nancowry. Aircraft was briefed to attack a wooden coaster sighted by P.R. at western entrance to the harbour. The ship was sighted on the run in, concealed close inshore, and well camouflaged. Eight bombs were dropped from 50 ft. on the first run. These overshot, the first bomb being estimated close to the ship, the remainder over land. Hits were scored by gunners. A second attack was made with guns and further strikes obtained. On returning an allied submarine was sighted from 6000 ft, which appeared to open fire, and dived shortly afterwards. Weather in the area was stormy, and heavy cloud made photographs unsatisfactory. 400 miles from base No. 2 engine began to vibrate and was feathered. The aircraft returned to base safely on 3 engines.
	F/O. Scott, W. L.	Co-Pilot			
	W/O. Rimmer, S. A.	NAV.			
	F/S. Taylor, C. W.	F/E.			
	W/O. Callaghan, E.	WOP.			
	F/S. Collison, H. E.	WOP.			
	F/S. Mitchell, N. F.	WOP.			
	Sgt. Muschamp, V. L.	WOM.			
	Sgt. Milne, D. S.	A.G.			
Sgt. Brooks, K. B.	A.G.				
Liberator VI (D) KG911	F/L. Fletcher, G. L. J.9375	Capt.	F.G. 0035	F.G. 1205	First light shipping strike – Nancowry. The aircraft was briefed to attack a wooden coaster sighted by P.R. close to western entrance to harbour. This was not seen, but a larger vessel of approx. 400 tons was sighted in Spiteful Bay with steam up, and this was attacked with bombs and guns from 50 ft. One bomb burst on the stern and one amidships on the superstructure. Smoke and debris rose 100 ft into the air. Numerous MG strikes were obtained, and the ship was
	F/S. Ford, R. M. A.436455	Co-Pilot			
	F/S. Jones, W.	NAV.			
	F/S. Pohlner, S. A. A.437571	WOP.			
	F/S. Walker, F. A..437988	WOP.			
	F/S. Nagle, W. B.	WOP.			
	Sgt. Elrick, R. A.	WOM.			
	Sgt. Miners, G. A.	F/E.			

	Sgt. Ingram, C. C.	A.G.			left in a sinking enveloped in smoke. The ship returned fire with MG and 20 mm. from positions fore and aft. AA fire was also encountered from HAA, LAA and MG positions on shore.
	Sgt. Templeton, K.	A.G.			
Liberator VI (G) KG910	P/O. Lyons, W. J. A.420473	Capt.	F.G. 0030	F.G. 1330	Strike on vessel off India Point, Nancowry, Bad weather, which it was found impossible to skirt, completely covered the target area. The rendezvous point was reached, however, and search for target began. Bad visibility caused an overshoot of India Point, and in the vicinity of Twin Islets shore based gun positions opened up with H.A. and MG fire. All the aircraft's guns were brought to bear on the enemy gun emplacement with good results. Direct hits were observed and the guns completely silenced. The aircraft then continued southwards to India Point, but no sightings were made. Returned to base complete with bombs. Weather at target: Rain Squalls, thunder and lightening. Visibility 4 to 5 miles.
	W/O. De Freitas, R. A.	Co-Pilot			
	W/O. Parker, C. S. A.420041	NAV.			
	W/O. Budkley, C. K. A.426525	WOP.			
	W/O. Daniels, W. G. A.426263 ¹⁰	WOP.			
	F/S. Ryce, B.	WOP.			
	Sgt. Corkhill, N.	F/E.			
	Sgt. N?iles, B. W.	WOM.			
	Sgt. Freye, D. W.	A.G.			
	Sgt. Billings, G. W.	A.G.			

¹⁰ This service number is incorrect.

May 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events
			1. Operations.
			During the early part of the month all operations carried out by the Squadron's Detachment at Cuttack. These were ??????????????
			The detachment returned on May 19 th , therefore anti shipping operations resumed from Kankasanturai, the following shipping being destroyed ??? of:-
			1 x 120 Ft Coaster destroyed.
			1 x 90 Ft. Coaster destroyed.
			1 x 180 Ft. Coaster probably? damaged.
		sheet A	A total of 2?? sorties were flown ??? ???, operational hours amounting to 3??0 hours this including the ?? ??? flight carried out by the detachment aircraft.
			Non Operational Flying
			Owing to the detachment ??? ????? ????? ??? aircraft.
			Training Flight totalled 14?2 hours and included low level and medium level bombing, ?????? Signals ?????? ??????
KKS	12 May	sheet B	Three aircraft were dispatched to ??? on? a parallel track sweep together with three Liberators on detachment from 354 Squadron. ??? ????? ??? Japanese Machi Class Cruiser ??? ??? ??? destroyer and submarine chaser ??? ????? through the Mal?con Straits in the direction of Port Blair. The aircraft were ordered to search in the ??? ????? and in the event of a sighting to react accordingly and shadow? with two aircraft, the remainder returning to base. Large British Navel Force was in the area to take action in the event of a sighting.
			Aircraft commenced take off at 0600 hrs. but after 4? flying on their outward leg and before commencing their patrol all were recalled to base for operational reasons.
KKS	14 May		Crews were kept at three hours readiness for resumption of the above search. At midday orders were received for six aircraft to be on patrol on May 14 th entailing take off at 22.30 hours.
		sheet C	Four of the Squadron aircraft and two of 354 Squadron detachment were airborne but G/203 (?/O Hudson??) returned to base at 02.30 hrs having been unable to raise its undercarriage. The aircraft circled base for a further 2 hours to lighten the load and then made a successful landing.
			Meanwhile H.A.O.?? had again recalled all aircraft, which returned at dawn, much to the disappointment of the crews, some of whom were making their second abortive attempt.
KKS	15 May		The third and final attempt to locate the enemy force was made by three of the Squadron aircraft and three of 354 Squadron detachment. Taking off at 04.30 to commence the search at midday.
		sheet D	On the outward journey aircraft L/354 was heard to transmit an S.O.S. at 10.15 giving a corrupt lettered coordinate position which may have be Mancowry or to the westward. The remaining aircraft continued to the patrol area, and at 11.15 in position 0712N 9650E Y/354 (piloted by F/Lt. James, for a time a member of this squadron) sighted the enemy force comprising a heavy cruiser, a destroyer, and possibly two submarine chasers on an easterly course. Shortly after, aircraft U/354 also made contact and indicated on R/T that they would send the sighting report. After transmitting the report

			from 50 miles distance in accordance with Tactical Instructions, this aircraft developed engine trouble and was forced to set course for base, without regaining contact with the enemy.
	15 May		Meanwhile M/203 (F/Lt. Aldcroft) had made contact with the Force, which had apparently split in two. He first sighted a submarine chaser escorting a coaster of about 300 tons on a southerly course, and 20 minutes later in position 0704N 9653E he sighted the enemy cruiser and destroyer in line astern. The weather in the area was squally, and W/T reception was bad. Accordingly, as this aircraft had not picked up any previous signals they set course to 50 miles distance to make their first Sighting Report. Having done this, they regained contact with the C.R. and D.D. which were continuing on course 120 at 15 knots. P.L.E. had by then been reached, and course was set for base.
			A/203 and N/203 (P/O. Law and F/L. MacDonald) on intercepting the First Sighting Reports set course for the position given and having made contact and taken photographs returned to base in accordance with instructions.
			All aircraft were instructed to return via the last estimated position of L/354, but visibility was bad and no sighting was made or S.E. contact picked up.
			The news was later received that this enemy cruiser had been sunk with torpedoes by a force of five British Destroyers of the East Indies Fleet.
K.K.S.	19 May		Three aircraft (Captains ?? H????, F/L. ? McKay, & ??? ?? ???) were briefed to attack a Sugar Dog beached in a bay on the Eastern? shore of Car Nicobar.
			This is the first occasion on which the squadron has been given a target on this enemy occupied island, which had previously been the base for a flight of enemy fighters (???) latest reports indicated that the fighters are being withdrawn but crews were briefed to avoid the well defended eastern part of the island.
			The aircraft rendezvoused at Little Andaman Island and set course thence for Car Nicobar at 200 ft. The Sugar Dog was sighted in Saefi?? Bay in an apparently derelict condition, but in the absence of other targets was attacked by all aircraft. As has happened on previous attacks on ships close necessitate?? a rapid pull up over the target avoiding trees, the bombing of all aircraft overshot, and only the gunners could claim any strikes.
			Two of the aircraft reported opposition from M.G. positions hidden among trees on ?????, but in each case the fire was inaccurate..
	22 May		Four Liberators were detailed to carry out a parallel track anti-shipping sweep East of Great Nicobar Island, a number of small cargo ships having been reported in the area proceeding in a North-Westerly direction. Three aircraft were carrying 250 lb bombs (11 sec. delay) and the fourth, by way of experiment carried Depth Charges.
			Aircraft flew at 50 ft. in the area under coverage. Patrol was to commence at 14.00 F.G., but before reaching the datum, F/L. Fletcher sighted 2 coasters of approximately 120 and 90 ft. in position 0640 9400E on course 310. He attacked the smaller of these with the depth charges and obtained a straddle from 50 ft. The attack was most effective, the ship appeared to be blown out of the water and disintegrated under the force of the explosion, sinking almost immediately. The ship apparently carried food supplies as many tins were seen amongst the debris.
			The aircraft was hit by .303 M.G. fire during the bombing run, and the navigator was injured.
			Meanwhile F/Lt. Aldcroft went in to attack the larger ship, which opened fire with an M.G. from the bridge, and with small arms fire, all inaccurate. The bombs of this aircraft hung up.
			The third aircraft (F/O. Law) then attacked. Four bombs were released

			prematurely by an error, four more selected in time to continue the attack at 40 ft. M.G. fire from the bridge was silenced by the front gunner before the run over. The bombing was considered accurate, but before any explosions were seen, the fourth aircraft (S/L. Waddy) had already made an attack.
			This attack was made with 8 bombs, and direct hits were scored. Almost immediately the ship burst into flames following an explosion admidships.
			The aircraft circled taking photographs, whilst the ship burnt fiercely emitting clouds of black smoke. Photographs showed the cargo as including oil drums. After the ship had sunk, some survivors were seen in the water, but no rafts or ships boats were seen.
			II Administration.
			Health.
			Skin ailments have continued to form the bulk of patients requiring treatment. Slightly improved climatic conditions have reduced to some extent the incidence of Prickly Heat.
			Sports.
			The soccer fields are now available on which games are played every evening. Cricket is less popular owing to the time needed for a satisfactory game, but regular matches are played. Swimming runs are still arranged every afternoon and more popular than ever
			Entertainment.
			The station cinema continues to be well patronised although the majority of the film shows are not of a very high quality. An ENSA show has been put on for two nights in the cinema.
			Celebration of Victory In Europe.
			The celebration lasted for three days (May 8th – 10th) and included a victory dinner served by the officers and S.N.C.O.'s, free cinema shows, fireworks displays and a very successful Victory Swimming picnic at Ballasingham Beach. These celebrations were enjoyed and enthusiastically written of but the majority feel that the only proper time to celebrate will be when the Japanese war is over.
Transcription Note:			The following section was on the May 540, but it appears to be the section for June; the page numbering on the original follows the correct sequence. It appears as page 56, Air27/1201 and as page 78, Air 27/1701
			III. – Personnel
			The following amendments to establishment No. LWE/SEA/276/A were made during the month.
	8.6.45 ¹¹		1 AC Photographer deleted (Amendment No. 15)
	11.6.45		1 F/Lt. Guner (G) deleted from Headquarters Flight and 6 F/Os and 26 Sergeants – Gunner (G) and Air Gunners respectively, - deleted from the two flights (Amendment No. 16)
			With the departure of these gunners each complete crew will number 9, when sufficient navigators arrive to allow two for each aircraft.
	29.6.45		Daily Servicing Echelon. 2 Corporals and 1 AC ACH/GD deleted and 1 Cpl. armament assistant and 2 Cpls. Maintenance Assistants added.
			III – Personnel (Promotions)

¹¹ The record shows the month as June on this and the next two entries.

		F/Lt. F. B. Waddy R.C.A.F. (J.10234) appointed to rank of Acting S/Ldr. (Flight Commander) wef. 5.5.45.
		P/O. E. Hartley (185077) to F/O wef. 23.3.45.
		F/Lt. G. L. Fletcher (J.9275) appointed to the rank of Acting S/Ldr. (Flight Commander) wef. 20th May, 1945.
		Commissioning.
		1389157 F/Sgt. J. C. Hindley appointed to a commission wef 27.11.44. (Officers number 187778).
		1288981 F/Sgt. P. G. Statt appointed to a commission wef 9.1.45. (Officers number 196359)
		(b) Casualties.
		1316918 F/Sgt. Watkins (Nav.W) and 2207596 F/Sgt. Burns (F/Eng) were very slightly injured during a low level attack on a motor vessel on 22nd June. The sustained a bruised shoulder and cuts in the forehead respectively.
Transcription Note:		The following is believed to be part of the May Form 540.
		IV. Honours and Awards.
		Nil.
		Wing Commander Commanding, No. 203 Squadron, R.A.F.

April May 1945: Form 540 Cuttack Detachment

203 Squadron Cuttack Detachment

Place	Date	Time	Summary of events
			203 Squadron Detachment Cuttack
Cuttack	29th April		Two aircraft (F/L Russell and F/L. Elmes) carried out reconnaissance in the Northern Bay of Bengal to guard against possible enemy interference with the landing of our amphibious forces at Rangoon. No sightings were made.
	1st. May		One aircraft (S/L. Mosher) carried out a cross-over patrol in the Andaman Sea on the lookout for enemy shipping, which might be escaping from Burma. The aircraft landed at Akyab to refuel en route, and again on the return trip. The only shipping sighted comprised some of our own light forcers.
	2nd. May		P/O. Lyons carried out a similar patrol again from Akyab. One large M.T.B. was sighted and presumed friendly. Weather was bad, with frequent heavy squalls which reduced visibility to nil.
	3rd. May		Two aircraft (F/L. Aldcroft and F/L. MacDonald) continued the cross-over patrols from Akyab without making sightings. Again the weather was generally stormy, with heavy squalls.
	4th. May		Once again patrols were carried out in connection with the Rangoon operations, and sightings confined to our own forces. The two aircraft (S/L. Mosher and F/L. Russell) took off from Akyab and landed at Cox's Bazaar returning to Cuttack the following day.
	7th. May		F/L. Elmes flew an anti-shipping reconnaissance of the Tenasserim Coast, taking numerous photographs. Take off was from Akyab and shipping was sighted at anchor near Tavoy. Some A.A. was encountered here and H.A.A. off Mergui. The patrol extended to Puket Island and thence northward, landing at Akyab.
	9th. May.		Two aircraft took off from Cuttack on an anti-shipping strike at Moulmein. Seve aircraft of 354 Squadron took part in the operation, which was to be carried out from 6500 ft. F/O Lyons was delayed on take-off and arrived on the target after the other aircraft had completed their attacks. A heavy and accurate A.A. Barrage was put up and the aircraft was hit by a shell near the beam window, but returned safely. F/L. Aldcroft experienced trouble with the Artificial Horizon before reaching the target, and returned to Akyab to make a daylight landing.

May 1945: Form 541

203 Squadron

Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
	13?/5/45				
Liberator VI KH123	F/L. Russell, J. A. J.20593	Capt.	FG 06.09	FG 15.07	Briefed for parallel track sweep in search of Japanese Nachi class Cruiser and escorting destroyer East of the Nicobars. Recalled before commencing patrol.
	Sgt. Leake S. R.	Co-Pilot			
	W/O. Bain I. R150888	Nav.			
	W/O. Eillen P. D.	WOP.			
	F/S. W/O Carroll	"			
	F/S. Shepperd C. J. W.	"			
	F/S. Rawlinson A.	F.E.			
	Sgt. Hodges C.	AG.			
	Sgt. Challans G. N.	AG.			
	Sgt. ?utler, R. W.	WOM.			
	12?/5/45				
Liberator VI (M) KG911	F/L. Fletcher G. L. J9275	Capt.	FG 06.13	FG 15.00	Briefed to carry out parallel track sweep East of the Nicobar Islands in search of Japanese Nachi Class Cruiser and escorting destroyer reported to be proceeding from Singapore to Port Blair. Recalled before commencing patrol.
	F/S. Ford R. M? A436455	Co-pilot			
	F/S. Jones W.	Nav.			
	F/S. Walker F. A437988	WOP.			
	F/S. Polhner S. A. A437571	"			
	Sgt. Elrick R. A.	WOM.			
	F/S. Norris W. S.	WOP.			
	Sgt. Miners G. A.	F.E.			
	Sgt. Ingram C. C.	AG.			
	Sgt. Templeton K.	AG.			
Liberator VI (N) KH307	P/O. Law J. A.	Capt.	FG 06.06	FG. 15.07	Briefed to carry out parallel track sweep in search of Japanese Nachi Class Cruiser and escorting destroyers East of Nichobars. Recalled before commencing patrol.
	F/S. Olden D.	Co-pilot			
	P/O. Pierson L. G.	Nav.			
	F/S. West P.	WOM.			
	F/S. Walters J. F.	WOP.			
	F/S. Rosenberg A.	WOP.			
	F/S. Keys H. W.	WOP.			
	F/S. Burns J. A.	F.E.			
	Sgt. Perkin C.	AG.			
	Sgt. Birnie W.	AG.			
	13?/5/45				
Liberator VI. (C) KH307?	W/O. Hudson G. D.	Capt.	22.35	04.30	Briefed for parallel track sweep in Andaman Sea. The undercarriage would not remain locked in the retracted position and the aircraft returned after four hours
	F/S. Rouncefield	Co-pilot			
	W/O. Loxley J. A.	Nav.			
	W/O. Ffoules H.	WOP.			

	F/S. Norris W. S.	WOP.			and landed safely after circling base for a further two hours to lighten the fuel load.
	F/S. Cairnduff E. N.	WOP.			
	F/S. Timbrell G. T.	F.E.			
	Sgt. Butler T. W.	WOM.			
	Sgt. Birnie W.	AG.			
	Sgt. Gillespie C. A.	AG.			
(N?) KH219	F/L. McKay W.A. C23507	Capt.	22.37	06.55	Briefed for parallel track sweep in Andaman Sea. Recalled before commencing patrol.
	F/S. Glendi??ing T. J.	Co-pilot			
	F/O. Middleton G. H. A422610	Nav.			
	P/O. Race A. J. A421935	WOP.			
	P/O. Skewes D. W. A418013	WOP.			
	F/S. Freeman H. G.	WOP.			
	Sgt. Lloyd W.	WOP. ¹²			
	Sgt. Keith J. L.	AG.			
	Sgt. Robertson J. W.	AG.			
	13/5/45 to 14/5/45				
Liberator VI. (A) KG849	F/L. Elmes C. R. H. A412842	Capt.	22.40	07.18	Briefed for parallel track sweep in Andaman Sea. Recalled before commencing patrol.
	F/O. Prosser J. F.	Co-pilot			
	F/O. Hill P.	Nav.			
	P/O. Upton R. G.	WOM.			
	Sgt. Cook K. T. A430973	WOP.			
	Sgt. Hamilton C. H. A438264	WOP.			
	Sgt. Francis H. B. A ??2421	WOP.			
	Sgt. Churchill J. F. D.	F.E.			
	Sgt. Brown R. J. R123323	AG.			
(M) KH123	F/L. Russell J. A. J20593	Capt.	22.30	07.00	Briefed for parallel track sweep in Andaman Sea. Recalled before commencing patrol.
	Sgt. Leake S. R.	Co-pilot			
	W/O. Bain I. R150888	Nav.			
	W/O. Ellen P. D.	WOP.			
	W/O. Carroll W. E.	WOP.			
	F/S. Allford W.	WOP.			
	F/S. Rawlinson A.	F.E.			
	Sgt. Walter D. J.	WOM.			
	Sgt. Hodges C.	AG.			
	Sgt. Challans G. N.	AG.			
	15/5/45				
Liberator VI. KG849	F/O. Law J. A.	Capt.	FG 04.40	FG 20.45	Parallel track sweep in search of Japanese Naval Force in Northern

¹² On this entry Lloyd is listed as a WOP, but on other entries he is listed as a F/E.

	F/S. Olden D. E.	Co-pilot			<p>Malacca Strait.</p> <p>Aircraft commenced patrol at 0614N 9803E on track 312 at 300 ft. At 12.25 a First Sighting Report from Liberator Y/354 was intercepted and 2 minutes later in position 0705N 9705E a Nachi Class heavy cruiser, Kamikase Class old type destroyer and a Submarine Chaser were sighted in line ahead on course 340.</p> <p>The aircraft descended to 200 ft. undulating and circle to check the identities.</p> <p>The Force was seen to alter course 90 degrees to starboard, and for 2 minutes the Destroyer made smoke ineffectively. The Cruiser opened inaccurate fire from 6 miles range.</p> <p>The aircraft had mean while intercepted a second Sight Report (from U/354) and accordingly returned to base as instructed. Weather in the area was squally with 10/10 cloud down to the sea in places. Average visibility 8 miles. Useful photographs were taken.</p>
	P/O. Pierson L. G.	Nav.			
	F/S. Walters J. F.	WOP.			
	F/S. Rosenberg A.	WOP.			
	F/S. Keys H? W.	WOP.			
	F/S. West P.	WOM.			
	F/S. Burns J. A.	F.E.			
	F/S. Penstone G.	AG.			
	Sgt. Perkin C.	AG.			
	15/5/45				
Liberator VI. KH219	F/L. MacDonald K. R. J8956	Capt.	FG. 04.50	FG. 23.25	<p>Parallel track sweep in search of Japanese Naval Force in Northern Malacca Straits.</p> <p>A British force of 5 destroyers was sighted in the channel between Great Nicobar and Salang.</p> <p>Patrol commenced in position 0540N 9730E on track 322 at 400 ft. At 12.37 the aircraft intercepted a First Sighting Report re-transmitted from base, and set course for the position given. Radar contact was obtained at 26 miles ahead.</p> <p>At. 13.20 in position 0725N 9704E sighting was made of Japanese Nachi Class Heavy cruiser and 1 old type destroyer on course 180 at 20 knots. After circling to identify and ascertain that other aircraft were carrying out shadowing, the aircraft returned to base as ordered; searching West of the Nicobar Islands for the missing Liberator L/354.</p>
	F/S. Bassford H. E. R198404	Co-pilot			
	Sgt. Goddard E. J.	Nav.			
	Sgt. Fowler B. G. R192?679?	F.E.			
	Sgt. Mundrick C. E. R269200	WOP.			
	Sgt. Ford E. J. R158679	WOP.			
	P/O Di Profio? K. R. 347615	WOP.			
	Sgt. Langille A. N. R280773	AG.			
	Sgt. Sacree D. E.	WOM.			
	Sgt. Balfour D. M. R288049	AG.			
	15/5/45				
Liberator VI. KH123	F/L. Aldcroft H. R.	Capt.	F.G. 0445	F.G. 22030 ¹³	<p>Parallel sweep to search for and shadow Japanese Naval Force in accordance with Tactical Instructions.</p> <p>Aircraft commenced patrol in position</p>
	Sgt. Atkins H.	Co-pilot			
	W/O. Pickering K. R.	Nav.			

¹³ An obvious error.

	W/O. Pearson D.	Nav.			0660N, 9748?E at 500 ft. on course 317 with Radar. At 12.20 aircraft sighted an enemy Submarine Chaser escorting a coaster of approx. 300 tons on course 160 in position 0642N 9646E. The aircraft circled at 4 miles to identify and after drawing ineffective fire from the E/v, continued patrol. At 12/45 in position 0722N 9655E sighting was made of an enemy Heavy Cruiser (Nachi Class) accompanied by a destroyer on course 120. After identifying, the aircraft set course to 50 miles distance to send First Sighting Report. At 13.52 the aircraft again made contact with the CR and DD on the same course. The aircraft had by this time reached its P.L.E. and set course back to base. Search was made during the return for Liberator L/354 without result.
	F/S. Allford W.	WOP.			
	F/S. Statt P. G.	WOP.			
	Sgt. Pearson J. F.	WOM.			
	F/S. Taylor S.	F.E.			
	F/S. Stephens N. T.	AG.			
	Sgt. Hope R.	AG.			
	19/5/45				
Liberator VI KH123	F/L. Aldcroft H. R.	Capt.	F.G. 1235	F.G. 0009	Anti-shipping strike, Sawi Bay, Car Nicobar. Attacked a beached wooden coaster, apparently derelict, with 2 bombs and MG fire. All bombs overshot, but numerous strikes were obtained with MG fire. Attack made from 50 ft.
	Sgt. Atkins H.	Co-pilot			
	W/O. Pickering K. R.	Nav.			
	F/S. Allford W.	WOP.			
	F/S. Bennett R. P.	WOP.			
	F/S. Statt P. G.	WOP.			
	Sgt. Pearson J. F.	WOM.			
	F/S. Taylor S.	F.E.			
	F/S. Stephens N. T.	AG.			
	Sgt. Hope R.	AG.			
Liberator VI KH307	F/L. McKay, W. A.	Capt.	F.G. 1241	F.G. 2344	Anti-shipping strike – Sawi Bay, Car Nicobar. Landfall was made at Little Nicobar Island, and thence a southerly course was set for Car Nicobar. The Sugar Dog reported by P.R. was sighted in apparently derelict condition. Search was made for any other shipping without result, and accordingly the attack was made on the coaster with 8 bombs and MG fire. All bombs overshot considerably. During the attack ground fire was encountered from four MG positions along the shore. AI fire was inaccurate.
	F/S. Glendinning J. J.	Co-pilot			
	F/O. Middleton G. H. A422610	Nav.			
	P/O. Race A. J. A421935	WOP.			
	P/O. Skewes D. W. A418013	WOP.			
	F/S. Freeman H. G.	WOP.			
	Sgt. Lloyd W.	F/E.			
	Sgt. Keith J. L.	AG.			
	Sgt. Robertson J. W.	AG.			
Liberator VI. KH289	F/L. MacDonald K. R. J8956	Capt.	F.G. 1236	F.G. 2352	Anti-shipping strike – Sawi Bay, Car Nicobar. Attacked derelict wooden coaster with 8 bombs and MG fire from 50 ft. During
	F/S. Bassford H. E. R198404	Co-pilot			

	Sgt. Goddard E. J.	Nav.			attack ground fire was encountered from MG positions on shore, all inaccurate. Aircraft returned fire from maximum range. Bombing results were unobserved.
	Sgt. Ford E. J. R158679	WOP.			
	Sgt. Mundrick C. E. R269200	WOP.			
	P/O Alexander J. W. J.43156	WOP.			
	Sgt. Sacree D. E.	WOM.			
	Sgt. Fowler B. G.	F/E.			
	Sgt. Langille A. N. R280773	AG.			
	Sgt. Balfour D. M. R288049	AG.			
	22/5/45				
Liberator VI KH289	S/L. Waddy	Capt.	F.G. 0713	F.G. 2030	Anti-shipping Patrol – Great Nicobar Area. 1253 sighted in position 0640N 9400E 2 wooden coasters, one of which was seen to be destroyed by Liberator "A". Attack was made on the larger ship immediately after aircraft "C" and eight bombs were dropped from 50 ft scoring direct hits. Immediately afterward the ship burst into flames following an explosion amidships and sank shortly after. Some inaccurate MG fire from the bridge of the ship was encountered.
	F/O. Hermanson	Co-pilot			
	F/O. Kaufman	Nav.			
	F/O. Hughes	WOP.			
	F/O. Rawthorne	"			
	F/S. Mercer	"			
	F/S. Wheeler.	WOM.			
	F/S. McGarry	F/E.			
	Sgt. Sawyer	AG.			
	Sgt. Sweeney	AG.			
Liberator VI. KH1955	F/L. Aldcroft H. R.	Capt.	F.G. 0710	F.G. 2030	Anti-shipping Patrol – Great Nicobar Area. Landfall was made at Pygmalion Point (Southern tip of Great Nicobar) and after rendezvous with other Liberators course set for patrol. 2 coasters were sighted in position 0640N 9400E and attack was made on the larger ship but all bombs hung up. Both ships were seen to be sunk after attacks by the other Liberators, and photographs of the wreckage were taken.
	Sgt. Atkins H.	Co-pilot			
	W/O. Pickering	Nav.			
	F/S. Allford W. C. H.	WOP.			
	F/S. Statt P.	WOP.			
	F/S. Bennett R.	WOP.			
	Sgt. Pearson J.	WOM.			
	F/S. Taylor S.	F.E.			
	F/S. Stephens W. T.	AG.			
	Sgt. Hope R.	AG.			
Liberator VI. KG849	F/L. Fletcher G. L. J9275	Capt.	F.G. 0715	F.G. 1850	Anti-shipping Patrol – Great Nicobar Area. Sighted 2 wooden coasters position 0639N 9400E and attacked the smaller ship with 8 DCs at 50 ft. from abeam. A straddle was obtained and amidships and the ship appeared to be thrown out of the water, and disintegrated. The aircraft was hit by MG fire during the bombing run. The Navigator was injured and the rear turret put out of action.
	F/S. Ford R. M? A436455	Co-pilot			
	F/O. Paltridge, ? A.426495?	Nav.B			
	F/S. Jones W.	"			
	F/S. Walker F. A437988	WOP.			
	F/S. Polhner S. A. A437571	"			
	Sgt. Elrick R. A.	WOM.			
	Sgt. Miners G. A.	F.E.			

	Sgt. Templeton K.	AG.			
	Sgt. Ingram C. C.	AG.			
Liberator VI. KH307	F/O. Law J. A.	Capt.	F.G. 0712	F.G. 2025	Anti-shiping Patrol – Great Nicobar Area. At 1250 position 0640N 9400E sighted 2 wooden coasters on course 310. While aircraft "A" attacked and destroyed the smaller ship this aircraft attacked the larger one (approx. 120 ft length) from 40 ft. 4 Bombs were released prematurely in error, but the remaining four bombs were thought to have straddled. Before these exploded aircraft "B" also attacked and scored hits, causing the ship to catch fire and sink.
	F/S. Olden D. E.	Co-pilot			
	P/O. Pierson L. G.	Nav.			
	F/S. Walters J. F.	WOP.			
	F/S. Rosenberg A.	WOP.			
	F/S. Keys H? W.	WOP.			
	F/S. West P.	WOM.			
	F/S. Burns J. A.	F.E.			
	F/S. Penstone G.	AG.			
	Sgt. Perkin C.	AG.			
	4/5/45				203 Squadron Detachment Cuttack
Liberator VI KH123	F/L. Russell J. A. J20593	Capt.	F.G. 1330	F.G. 1620	Anti-shiping patrol – Andaman Sea. Aircraft flew to Akyab on 2.5.45. British forces were seen, but no enemy sightings made. Aircraft landed at Cox's Bazaar. Weather bad, frequent heavy rain reducing visibility to nil.
	Sgt. Leake S. R.	Co-pilot	0620	1900	
	W/O. Bain I. R150888	Nav.	1015	1250	
	W/O. Carroll W. E.	WOP.			
	W/O. Ellen P. D.	WOP.			
	F/S. Shepperd, C. J. W.	WOP.			
	F/S. Rawlinson A.	F.E.			
	Sgt. Hodges C.	AG.			
	Sgt. Challans G. N.	AG.			
	2/5/45				203 Squadron Detachment Cuttack
Liberator VI D	F/L. Aldcroft H. R.	Capt.	F.G. 1325	F.G. 1640	Anti-shiping patrol – Andaman Sea. Operation carried out from Akyab. No enemy sightings. Weather stormy. Aircraft returned from Akyab on 3.5.45.
	Sgt. Atkins H.	Co-pilot	0735	2240	
	P/O. Connors T. E.	Nav.	1050	1355	
	F/S. Allford W. C.	WOP.			
	F/S. Bennett R.	WOP.			
	F/S. Statt P.	WOP.			
	Sgt. Pearson J.	WOM.			
	F/S. Taylor S.	F.E.			
	F/S. Stephens W. T.	AG.			
	Sgt. Hope R.	AG.			
	1/5/45 to 2/5/45				203 Squadron Detachment Cuttack
Liberator VI K 289	F/L. MacDonald K. R. J8956	Capt.	F.G. 1325	F.G. 1620	Anti-shiping patrol – Andaman Sea. Operation carried out from Akyab, landing being made at Cox's Bazaar on return. no enemy sightings. Weather bad.
	F/S. Bassford H. E. R198404	Co-pilot	0210	1545	
	Sgt. Goddard E. J.	Nav.	1735	2005	
	Sgt. Fowler B. G.	F/E.			
	Sgt. Ford E. J. R158679	WOP.			
	Sgt. Mundrick C. E. R269200	WOP.			
	P/O. De Profino K. F. J47615	WOP			

	Sgt. Langille A. N. R280773	AG.			
	30/4/45 to 2/5/45				203 Squadron Detachment, Cuttack
Liberator VI. KG910	P/O. Lyons, W. J. A420473	Capt.	F.G. 0800	F.G. 1200	Anti-shipping patrol east of Andaman Islands.
	W/O. De Freitas, R. A.	Co-Pilot	0505	1835	Operation carried out from Akyab.
	W/O. Parker, C. S. A420041	Nav.	0945	1315	No enemy sightings. Bad weather. Frequent heavy squalls.
	W/O. Daniels, W. G. A425263	WOP.			
	W/O. Budkley, C. K. A426525	WOP.			
	F/S. Ryce, B.	WOP			
	F/S. Corkhill, H.	F/E.			
	Sgt. Hiles, D. W.	WOM			
	Sgt. Freye, D. W.	AG.			
	Sgt. Billings, G. W.	AG.			
	30/4/45 to 1/5/45				203 Squadron Detachment, Cuttack
Liberator VI KH219	S/L. Mosher, G. W. J6182	Capt.	F.G. 0800	F.G. 1145	Anti-shipping patrol east of Andaman Islands.
	Sgt. Pantry, D. F. W.	Co-Pilot	2105	0245	The operation was carried out from Akyab,
	W/O. Pickering, K. R.	Nav.	1335	1620	where the aircraft also landed before returning to base.
	W/O. Clare, M.	WOP.			6 ships of our light forces were sighted, but no enemy vessels.
	W/O. Blackbourne, S. J.	WOP.			
	F/S. Ward, W. G.	WOM			
	F/S. Sheldon, C. B.	F/E.			
	Sgt. Wright, A.	AG.			
	Sgt. Penstone, G.	AG.			
	29/4/45				203 Squadron Detachment, Cuttack
Liberator VI KH123	F/L. Russell, J. A. J.20593	Capt.	F.G. 1610	F.G. 1820	Anti-shipping patrol in the Northern Bay of Bengal. No enemy sightings, Weather showery.
	Sgt. Leake S. R.	Co-Pilot			
	W/O. Bain I. R150888	Nav.			
	W/O. Eillen P. D.	WOP.			
	F/S. W/O Carroll	WOP.			
	F/S. Shepperd C. J. W.	WOP.			
	F/S. Rawlinson A.	F.E.			
	Sgt. Hodges C.	AG.			
	Sgt. Challans G. N.	AG.			
Liberator VI KG849	F/L. Elmes C. R. H. A412842	Capt.	F.G. 0615	F.G. 1835	Anti-shipping patrol – Northern Bay of Bengal. No enemy sightings.
	F/O. Prosser J. F.	Co-pilot			
	F/O. Hill P.	Nav.			
	P/O. Upton R. G.	WOM.			
	Sgt. Cook K. R. A430973	WOP.			
	Sgt. Hamilton C. H. A438264	WOP.			
	Sgt. Francis H. B. A	WOP.			

	??2421				
	Sgt. Churchill J. F. D.	F.E.			
	Sgt. Brown R. J. R123323	AG.			
	4/5/45				203 Squadron Detachment, Cuttack
Liberator VI N	S/L. Mosher, G.	Capt.	F.G. 0755	F.G. 1050	Anti-shipping patrol – Andaman Sea. No enemy sightings. Weather showery. Visibility 6 to 8 miles. Operation carried out from Akyab, landing at Cox's Bazaar and returning to Cuttack the following day.
	Sgt. Pantry, D. E. W.	Co-Pilot			
	W/O. Pickering, K. R.	Nav.			
	W/O. Clare, M.	WOP.			
	W/O. Blackbourne, S. J.	WOP.			
	F/S. Ward, W. G.	WOM			
	F/S. Sheldon, C. B.	F/E.			
	Sgt. Wright, A.	AG.			
	Sgt. Penstone, G.	AG.			
	7/5/45				203 Squadron Detachment, Cuttack
Liberator VI A	F/L. Elmes C. R. H. A412842	Capt.	F.G. 0620	F.G. 2130	Anti-shipping reconnaissance – Tenasserim coast. Take-off from Akyab. Patrol commenced at 1500N 9745E. Photographs taken of Fenton Point Airfield. Coasters were sighted at anchor near Tavoy Point, where some A.A. M.G. fire was encountered. H.A.A. encountered off Mergui. Photographs of buildings on west coast of Fuket Island. At 0745N 9820E aircraft returned northwards, investigating Auriol?, Clara, Farquhar and Elephistone Islands. Thence up Tavoy River to Heinze Basin and Ye. Landed Akyab.
	F/O. Prosser J. F.	Co-pilot			
	F/O. Hill P.	Nav.			
	P/O. Upton R. G.	WOM.			
	Sgt. Cook K. T. A430973	WOP.			
	Sgt. Hamilton C. H. A435624	WOP.			
	Sgt. Francis H. B. A442421	WOP.			
	Sgt. Churchill J. F. D.	F.E.			
	Sgt. Brown R. J. R123323	AG.			
	9/5/45				203 Squadron Detachment, Cuttack
Liberator VI D	F/L. Aldcroft H. R.	Capt.	F.G. 1250	F.G. 1740	Anti-shipping strike – Moulmein. Before reaching target the artificial horizon became unserviceable and the leader of the formation ordered the aircraft to return to base. Course was set for Akyab to make a daylight landing, and the aircraft returned to Cuttack the following day.
	Sgt. Atkins H.	Co-pilot			
	P/O. Connors T. E.	Nav.			
	F/S. Allford W. C.	WOP.			
	F/S. Statt P.	WOP.			
	Sgt. Pearson J.	WOM.			
	F/S. Taylor S.	F.E.			
	F/S. Stephens W. T.	AG.			
	Sgt. Hope R.	AG.			
Liberator VI G	P/O. Lyons, W. J. A420473	Capt.	F.G. 1300	F.G. 0030	Anti-shipping strike – Moulmein. Take-off was delayed, causing the aircraft to arrive over target after other aircraft had made their attacks. The attack was made from 6500 ft. with 8 x 250 bombs, without bombsight. 2 coasters were sighted near the jetties.
	W/O. De Freitas, R. A.	Co-Pilot			
	W/O. Parker C. S. A420041	Nav.			
	W/O. Buckley, C. K. A426525	WOP.			

	Sgt. Ford, E. J.	WOP			Owing to the failing light the bombing results were not observed. Heavy and accurate A.A. fire was encountered, and the aircraft was hit by a shell in front of the port beam window, damaging the elevator control
	Sgt. Hiles, D. W.	WOM			
	F/S. Corkhill, H.	F/E.			
	Sgt. Freye, D. W.	AG.			
	Sgt. Billings, G. W.	AG.			

June 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events
			Compiled by F/O R. J. G. Ellett
			I Operations
			During the first half of the month operations were carried out from Kankasanturai. On June 13th. a detachment of six aircraft flew to Akyab, from which station the remaining sorties were flown. Weather conditions were generally unfavourable. While conditions at base have invariably been good, bad weather was encountered on all sorties in the Nicobar and Andaman area, whilst at Akyab, Monsoon conditions not only interfered with operations, but also affected the serviceability of aircraft on the ground.
			IN other respects, facilities at Akyab were better than had been anticipated, and under the new arrangements, living conditions for aircrews have been further improved.
			The limiting factor appears to have been the heavy demand on available accommodation from Squadrons of 231 Group.
			Anti shipping strikes have accounted for further ships destroyed and damages as follows:-
			2 Standard Wooden Coasters destroyed.
			1 Tug Destroyed.
			1 M.T.B. Destroyed.
			1 Wooden Coaster damaged.
			2 Powered Sampans damaged.
			1 Barge and 1 Wooden Coaster probably damaged.
			In all 23 operational sorties were flown amounting to 305 hours.
	1st June		Non Operational Flying
			Flight to Australia
			2 aircraft were detached in order to convey a party of F.A.B?. officers and a quantity of mail from Colombo to Sidney. The Liberators were piloted by F/L. Fletcher and F/L. McKay.
			The passengers were picked up at Ratmalana. thence the aircraft flew to Minneriya and from there were routed via the Cocos Islands and Perth, Australia. These were the first aircraft to make a night landing at Cocos.
			No troubles of any kind were experienced on this flight. Minor inspections were carried out at Sydney (Mascot). T/L. McKay returned after a week. F/L. Fletcher was delayed and returned two days later.
			The return trip was also trouble free. The navigation proved accurate, and the Cocos Island M/F Beacon could be picked up from 600 miles. The return was also made via Ratmalana to deliver mail.
K.K.S.	4th June		Small shipping having been reported on the move in the Andaman area, two aircraft were detailed to search Stewart Sound and southwards down the East coast to Rutland Island, keeping particular look-out for concealed landing craft which might be lying in the Sound.
			Neither aircraft reported any sign of life, though visibility conditions were good. The only vessel sighted was a derelict landing barge beached close to the jetty at Takla Oyster Point, and half filled with water. Photographs of this were taken.
K.K.S.	5th June		Again two aircraft searched Stewart Sound and the east coast of the Andaman Islands without result. The weather on this occasion was bad. F/O Law made an attack on the derelict barge reported the previous day. Four

			bombs were dropped but did not hit. M.G. Strikes were obtained. Opposition was Nil.
			S/L. Waddy whilst searching round Ritchie's Archipelago sighted buildings on John Lawrence Island and took photographs, but owing to bad light, these did not come out.
K.K.S.	8th June		Four aircraft were dispatched at first light on a patrol of the Nicobar area, two being briefed to search up the west coast of Great and Little Nicobar Islands and two up the east coast. The patrol was flown in bad weather and no enemy sighting was made. F/L. Aldcroft strafed a beached derelict hulk in position 0710N, 9356E. F/L. Elmes overshot the patrol area owing to a strong tail wind, and few on almost to the Malay Peninsula. This left him with a minimum of fuel for the return flight, but the aircraft was directed to China Bay, and landed safely after 17 ½ hours.
	12th June		An enemy convoy was reported by H. M. Submarines off Northern Sumatra. This consisted of a supply ship and a submarine chaser escort, and was thought to be making for the Nicobar and Andaman Islands. Five aircraft were airborne to patrol from Great Nicobar Island towards Sabang on a parallel track sweep, to intercept this force.
			The patrol was carried out to position 0611N, 9457E where three British Destroyers were sighted, which had themselves intercepted and sunk the enemy ships. The Destroyers were seen to be attacked by S.E. and T.E. enemy aircraft without being hit. The Liberators remained in the area for 30 minutes endeavouring to communicate with the S.N.O. unsuccessfully; they were then recalled to base. The enemy aircraft made no attempt to attack the Liberators. Owing to the length of the patrol, the Liberators took off from China Bay and returned via China Bay, but all had sufficient fuel to fly on to K.K.S.
			Technical..
			Serviceability at the beginning of the month was low, and an all out effort was made, working in shifts for 24 hours a day, to get aircraft serviceable. By June 13th. the serviceability exceeded 90%.
			Training.
			Owing to the large proportion of the Squadron operating on detachment, training was confined to newly-arrived crews.
			II. Administration
			Sport.
			The persistent high winds interfered with the football programme for a time, but the games have continued. Hockey and rugby have also been played.
			Swimming continues to be most popular, and non-swimmers have the advantage of instruction from the sports staff.
			Entertainment.
K.K.S.	15th June		An E.N.S.A. party played to a full house in the Station Cinema.
	17th June		A party from the station attended a concert at Jaffna Convent.
			{section on establishment changes crossed out – see section III}
			(b) Casualties
K.K.S.	22.5.45.		P/O. A. L. Partridge, RAAF (A417407), the navigator of an aircraft engaged on a shipping strike in the Nicobar area, received bullet wounds in the left arm.
			III Personnel
			The following amendments to the establishment No. LWE/SEA/276/A were made during the month.
	8/6/45		1 AC photographer deleted. (Amendment No. 15)
	11/6/45		1 F/Lt. Gunnery (G) deleted from Headquarters Flight and 6 F/O's and 26

			Sergeants – Gunner (G) and Air Gunner respectively, deleted from the two Flights (Amendment No. 16)
			With the departure of these gunners each complete crew will number 9, when sufficient Navigators arrive to allow two for each aircraft.
	29/6/45		Daily Servicing Echelon.
			2 Corporals and 1 AC-ACH/GD deleted; and 1 Cpl Armament Assistant and 2 Cpls. Maintenance Assistant added.
			III Personnel. (Promotions)
			F/Lt. F. B. Waddy, R.C.A.F. (J.10234) appointed to the rank of acting S/Ldr. (Flight Commander) wef. 5.5.45.
			P/O. E. Hartley (185077) to F/O. wef. 23.3.45.
			F/Lt. G. L. Fletcher (J.9275) appointed to the rank of acting S/Ldr. (Flight Commander) wef.20th. May, 1945.
			Commissioning.
			1389157 F/Sgt. J. C. Hindley appointed to a commission wef. 27.11.44. (Officer's No. 187778)
			1388981 F/Sgt. P. G. Statt appointed to a commission wef. 9.1.45. (Officer's No. 196359)
			(b) Casualties.
			1316918 F/S. Watkins (Nav.W) and 2207596 F/S. Burns (F/Eng) were very slightly injured during a low level attack o a motor vessel on 22nd. June. They sustained a bruised shoulder and cuts on the forehead respectively.
			IV. Honours and Awards.
			His Majesty the King approved the following immediate award of the Distinguished Flying Cross (Authority H.Q. ACSEA 725/25/2/1/P1 dated 17th May, 1945) :-
			P/O. J. A. Law (155341)
			655693 W/O. C. D. Hudson
			Both these awards were for determination and devotion to duty resulting in the destruction of a Japanese cargo ship and escort vessel, against which this Squadron sent a force of six Liberators.
			His Majesty also approved the award of the D.S.O. to the Unit Commander, W/Cdr. L. Fox D.F.C. (36099) – Authority H.Q. ACSEA letter 725/25/P1, dated 26 May, 1945.

June 1945: Form 540 Akyab Detachment

203 Squadron Detachment, Akyab.

Place	Date	Time	Summary of events
Cuttack	13th June		Operational transit from KKS to Cuttack was flown by 7 Liberators:- S/Ldr. Waddy, F/Lt. Brown, F/Lt. MacDonald, F/O. Law, F/O. St.John, F/Lt. Aldcroft, W/Cdr. Fox. Proposed to spend one night and continue to Akyab, to operate against 10,000 ton enemy tanker.
Cuttack	14th June		Delayed in transit to Akyab owing to weather and lack of information concerning facilities available.
Akyab	15th June		All aircraft completed the transit to Akyab, to find that SAF squadrons were operating against the tanker and escorts. These crews reported the tanker destroyed, but that E/Vs took effective evasive action.
	17th June		5 aircraft (together with 5 of 159 Squadron) briefed to search for enemy destroyer, possibly damaged whilst escorting the tanker on 15/6/45, and since reported off Singora on southerly course: thought to be making for nearest port (Thepa or Patani).
			4 aircraft carried 4 x 500 lb. bombs each for medium level attacks. 5th aircraft (F/Lt. Aldcroft) not fitted with bombsight, carried no bombs, and was detailed to patrol down the coast southward from Ko Samui, searching all possible anchorages.
			This aircraft searched as far a Patani without sighting, and thence returned northward for further investigation.
			Remaining aircraft carried out a parallel track sweep southward from Ko Samui in conjunction with 159 Squadron Liberators. Two small escort ships (submarine chasers or minesweepers) were sighted by F/O. St.John, who reported on W/T. and R/T. and attempted Wide Wide homing. This aircraft's Mk.XIV. bombsight was unserviceable, so that an attack was impracticable, but attacks were made by F/O. Law and F/Lt. MacDonald, the latter claiming a possible hit on the stern of one ship, and that the ship was stopped. During attacks ships put up considerable inaccurate HAA and 25mm. fire and took violent evasive action.
			S/Ldr. Waddy attacked a wooden coaster, missing with bombs but damaging by low level MG. attack. F/O. St.John dropped his bomb load on the Singapore-Bangkok Railway, and though without bombsight, scored a direct hit on the track and a near miss on a train.
	19th June		W/Cdr. Fox and F/Lt. Aldcroft returned direct to KKS in Liberators "K" and "R".
Akyab	22nd June		Three Liberators carried out an anti-shipping sweep of the West coast of the Kra Isthmus from Victoria Point to Puket Island. F/O. St.John attacked a wooden coaster and estimated hits with bombs on his second run, but no bomb explosions were seen. The ship was escorted by a MTB, and both opened fire with Machine Guns from very close range. This caused damage to the aircraft, and three of the crew were slightly injured.
			F/O. Law sighted an MTB escorting two powered sampans, and attacked and sank the MTB with bombs. The sampans were also attacked with MG. fire, and men were seen to jump overboard. One sampan beached at full speed. Accurate MG. fire was put up by the MTB, and the aircraft sustained damage which caused failure of the breaks on landing. The aircraft overshot the runway and was badly damaged, Cat. III.
			F/Lt. MacDonald in the third aircraft also attacked the sampans after the sinking of the MTB. His bombs missed, but further damage was inflicted by gunfire. This aircraft was also damaged (Cat. II.) by accurate MG. fire from the shore.

Akyab	23rd June		Two aircraft carried out an anti-shipping sweep of the East coast of the Kra Isthmus southward from Prachuab Kirikhand. A wooden coaster was attacked off Chumphorn by S/Ldr. Waddy, and hits were scored on two bombing runs, which destroyed the ship. Another coaster was sighted to the southward, the position of which was reported to the other Liberator (F/Lt. Brown)
			F/Lt. Brown attacked this with 4 bombs and MG fire, scoring direct hits and setting the ship on fire. The ship was last seen 40 minutes later, burning with black oil smoke to the water-line, and capsized.
	25th June		After the operation of June 23rd. the squadron was recalled to base, and on this date two aircraft returned. Owing to minor repairs and unserviceability the other aircraft were delayed, and returned individually when they could be made ready.
	28th June		Two medium-sized merchant ships and escorts having been reported in the Northern Gulf of Siam a second detachment of 3 Liberators was ordered to Akyab to deal with them.
			Again the detachment was routed via Cuttack.
			No further sightings of these ships were reported, although regular ?????? recce's covered the area, and for six days the detachment remained at readiness.

June 1945: Form 541

203 Squadron

Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
	4/6/45				
Liberator VI. KH219	F/Lt. MacDonald K. R.	Capt.	FG. 2352	FG. 1258	The only vessel sighted was a badly damaged M?LC beached near the jetty at Takia? Oyster Point, Stewart Sound, of which photographs were taken. In landing, a hole was found in the aircraft's rudder, presumed from .303 fire in Stewart Sound. Weather in the patrol area was good.
	F/Sgt. Bassford. H.	Co-Pilot			
	Sgt. Goddard E. J.	Nav.			
	Sgt. ??le A. N?	Nav.			
	Sgt. Ford E. J.	W/Op.			
	Sgt. Mundry G.	W/Op.			
	Sgt. Sacree D. W.	WOM.			
	Sgt. Bowler G.	F.E.			
	F/Sgt. P?al?our D. E.	A.G.			
Sgt. Langill?? A. S?	A.G.				
Liberator VI. KH123	F/Lt. Brown R. J.	Capt.	FG. 2350	FG. 1307	Anti-Shipping sweep Andamans (Stewart Sound and southwards). Search of Stewart Sound revealed no shipping or sign of activity. Patrol was continued down the east coast of the Andamans, and round Rutland Island without result. Weather good.
	F?/O L?ie??rth C. C.	Co-Pilot			
	P/O Goodyear J. R.	Nav.			
	W/O Pearson ?	Nav.			
	P/O Alexander?? J. W.	W/Op.			
	Sgt. ???dge C?	W/Op.			
	Sgt. Chambers A. G.	WOM			
	Sgt. Bernard W.	F/E.			
	Sgt. Granger R. K.	A.G.			
Sgt. Marchant R. H.	A.G.				
	5/6/45				
Liberator VI. KH307	F/O Law J. A.	Capt.	FG. 0001	FG. 1330	Anti-Shipping Sweep, Stewart Sound and southward. No sightings in Stewart Sound other than a derelict ??C reported by F/Lt. MacDonald on 4/6/45. This was attacked with 4 bombs, which scored near misses, and strikes were obtained by the front gunner. No further sightings ere made. Weather throughout the patrol area was bad.
	Sgt. Olden D. E.	Co-Pilot			
	F/Sgt. Watkins G. T.	Nav.			
	F/Sgt. Walters J. F.	W/Op.			
	F/Sgt. Keys H. W.	W/Op.			
	F/Sgt. Rosenberg A.	W/Op.			
	F/Sgt. West P.	WOM.			
	F/Sgt. Burns J. A.	F/E.			
	Sgt. Perkins C.	A.G.			

Liberator VI. KH289	S/Ldr. Waddy P. B.	Capt.	FG. 2358	FG. 1338	Anti-Shipping Sweep, Stewart Sound and southward. No shipping sighted. Weather stormy, with heavy rain and very limited visibility.
	F/O. Hermanson J.	Co-Pilot			
	F/O. Kaufman N.	Nav.			
	P/O. Hughes G.	W/Op.			
	F/O. Ranshorne	W/Op.			
	F/Sgt. Mercer L.	W/Op.			
	F/Sgt. Wheeler S.	WOM.			
	F/Sgt. Mallums?	F.E.			
	Sgt Sawyer	A.G.			
	Sgt. Sweeney	A.G.			
	8/6/45				
Liberator VI. KH219 "N"	F/O. St. John B.	Capt.	FG. 0020	FG. 1335	Anti-Shipping Sweep through Nicobar Islands. Coastwise search was made of Great and Little Nicobar, patrolling North to Katchall Island. No shipping sighted. Weather misty with frequent showers and poor visibility.
	F/O. Bonser J. H.	Co-Pilot			
	F/O. MacKinnon H? D.	Nav.			
	F/O. Hassell? A. S?	W/Op.			
	W/O. Leitch R. O.	W/Op.			
	W/O. Looten H. J.	W/Op.			
	Sgt. Farr O. V.	WOM.			
	F/Sgt. Benson J. E.	F.E.			
	Sgt. Pennington H.	A.G.			
	Sgt. Taylor J.	A.G.			
Liberator VI. KH123 "M?"	F/Lt. Brown R. J.	Capt.	FG. 0009	FG. 1417	Anti-Shipping Sweep, Nicobars area. On patrol at Pygmalion Point, course 028 at 300 ft. Returned on parallel track from 0629N 9432E to Great Nicobar Island. At 0648N 9355E a beached vessel of approx. 30 ft. was sighted, possibly a landing barge. Patrol was carried out round the South and West coasts at 100 ft., and no sightings made. Thence through St. George's Channel and up the East coast of Little Nicobar. Thence to Katchall Island, where patrol ended. Weather was misty in the target area with frequent showers.
	F/O. Ziebarth C. G.	Co-Pilot			
	P/O. Goodyear J? R.	Nav.			
	W/O. Pearson B.	Nav.			
	P/O. Alexander J. W.	W/Op.			
	P/O. Sollows J. C.	W/Op.			
	Sgt. Seddon C.	W/Op.			
	Sgt. Chambers A. G.	WOM.			
	Sgt. Bernard W.	F.E.			
	Sgt. Marchant F. H?	A.G.			
Sgt. Grainger R. K.	A.G.				
Liberator VI. KH392	F/Lt. Aldcroft H. R.	Capt.	FG. 0005	FG. 1328	Anti-Shipping Sweep, Nicobars area. Patrol was carried out to 0633N 9440E and thence a parallel track to Great Nicobar Island, and up the East coast of the island. A derelict hulk was sighted in Campbell Bay, which was strafed. Patrol was continued through St. George's Channel and up the West coast of Little Nicobar Island; thence to Katchall
	Sgt. Atkins H.	Co-Pilot			
	F/Sgt. Brooks W. J.	Co-Pilot			
	W/O. Pickering J.	Nav.			
	F/Sgt. Allford? W. C. H.	W/Op.			
	F/Sgt. Bennett R.	W/Op.			
	F/Sgt. Statt P.	W/Op.			
	Sgt. Pearson J.	WOM.			

	F/Sgt. Stephens W. T.	A.G.			Island to end patrol.
	Sgt. Hope R.	A.G.			
Liberator VI. KH289 "B"	F/Lt. Elmes C. R. V.	Capt.	FG. 0001	FG. 1730	First light anti=shipping sweep of Nicobars area. Owing to a strong tail-wind this aircraft overshot the patrol area, failing to make a landfall, and was within sight of the Malay Peninsula when the error was discovered. The aircraft immediately set a return course for base, and owing to a shortage of fuel, bomb load and some equipment were jettisoned. The aircraft was diverted to China Bay, where it landed safely after 17 ½ hours.
	F/O. Prosser J. V.	Co-Pilot			
	F/O. Hill P.	Nav.			
	F/O Coinner D.	Nav.			
	P/O. Upton	WOM.			
	Sgt. Cook K. T. (A430973)	W/Op.			
	Sgt. Hamilton C. H. (A435624)	W/Op.			
	Sgt. Francis H. (A442421)	W/Op.			
	Sgt. Churchill J.	F.E.			
	F/Sgt. Brown R. J. (R123323)	A.G.			
	12/6/45				
Liberator VI. "A"	F/Lt. Elmes C. R. V.	Capt.	FG. 0118	FG. 1533	Anti-shipping sweep, Nicobars-Sabang area. On patrol from Great Nicobar Island, course 125, height 100 ft. At 0611N 9457E sighted three British destroyers, which were seen to be attacked by two enemy aircraft (Lilies) from 1500 ft. After circling for 30 minutes Liberator was recalled to base. Take-off from China Bay. Returned via China Bay, landing K.K.S.
	F/O. Prosser J. V.	Co-Pilot			
	F/O. Hill P.	Nav.			
	F/O Coinner D.	Nav.			
	P/O. Upton	WOM.			
	Sgt. Cook K. T.	W/Op.			
	Sgt. Francis H.	W/Op.			
	Sgt. Hamilton C. H.	W/Op.			
	Sgt. Churchill J.	F.E.			
	F/Sgt. Brown R. J.	A.G.			
Liberator VI. "D"	F/O. Webster T.	Capt.	FG. 0125	FG. 1511	Anti-shipping sweep, Nicobars-Sabang area. On patrol course 128 from Great Nicobar Island at 100 ft. At 0511N 9452E force of three British destroyers was sighted undergoing attack by enemy aircraft (one Tojo, one Lily). After circling for 45 minutes, Liberator was recalled to base. Take-off from China Bay. Return via China Bay, landing KKS.
	F/Sgt. Ross D. H.	Co-Pilot			
	P/O. Steel	Nav.			
	F/Sgt. De La Rocque	Nav.			
	P/O. MacDonald	W/Op.			
	Sgt. Bradley	W/Op.			
	Sgt. Timbrell	W/Op.			
	Sgt. Young	WOM.			
	Sgt. Burrows	A.G.			
	Sgt. Morrison	A.G.			
Liberator VI "M?"	F/Lt. Brown R. J.	Capt.	FG. 0130	FG. 1444	Anti-shipping sweep, Nicobars-Sabang area. On patrol from 0652N 9354E at 100 ft., course 120, to position 0604N 9518E, thence northwards, through rain and heavy cloud. During patrol aircraft was recalled to base.
	F/O. Ziebarth C. G.	Co-Pilot			
	P/O. Goodyear J. R.	Nav.			
	P/O. Sollows	W/Op.			
	P/O. Alexander J. W.	W/Op.			

	Sgt. Seddon C.	W/Op.			At 0654N 9250E sighted two twin-engined enemy aircraft flying West at 300ft. Take-off from China Bay. Returned via China Bay, landing at KKS.
	Sgt. Chambers A. G.	WOM.			
	Sgt. Bernard W.	F.E.			
	Sgt. Granger R. K.	A.G.			
	Sgt. Marchant F. H.	A.G.			
Liberator VI. "C"	F/O. Law J. A.	Capt.	FG. 0120	FG. 1530	Anti-shipping sweep, Nicobars-Sabang area. Patrol carried out from 0642N 9347E at 50 ft., course 120. At 0610N 9458E a force of three British destroyers were sighted, taking evasive action during attack by enemy aircraft. Aircraft made unsuccessful attempt to communicate with S.N.O. No attempt was made by the E/A to attack the Liberator. After circling for 30 minutes the aircraft was recalled to base.
	Sgt. Olden D. E.	Co-Pilot			
	F/Sgt. Watkins G. T.	Nav.			
	F/Sgt. Walters J. F.	W/Op.			
	F/Sgt. Keys H. W.	W/Op.			
	F/Sgt. Rosenberg A.	W/Op.			
	F/Sgt. West P.	WOM.			
	F/Sgt. Burns J. A.	F/E.			
	Sgt. Perkins C.	A.G.			
Liberator VI. "B"	S/Ldr. Waddy P. B.	Capt.	FG. 0315	FG. 1455	Anti-shipping sweep, Nicobars-Sabang area. Aircraft was recalled during patrol, having made no sighting. Take off from China Bay. Aircraft returned via China Bay, but was diverted, and landed KKS. No bombs carried, the aircraft's task being to shadow and home.
	F/O. Hermanson J.	Co-Pilot			
	F/O. Kaufman N.	Nav.			
	P/O. Hughes G.	W/Op.			
	F/O. Ransthorne	W/Op.			
	F/Sgt. Mercer L.	W/Op.			
	F/Sgt. Wheeler S.	WOM.			
	F/Sgt. Mallums?	F.E.			
	Sgt Sawyer	A.G.			
	Sgt. Sweeney	A.G.			
	17/6/45				
Liberator VI. "R"	F/Lt. Aldcroft H. R.	Capt.	FG. 0530	FG. 1945	Search for enemy destroyer southwards from Ko Samui Island. Destroyer not sighted. Patrol carried out at 7,000 ft. down East coast of Kra Isthmus investigating all inlets to P????n, and thence northward. No bombs carried. Weather good. Visibility 20 miles.
	F/Sgt. Brooks W. J.	Co-Pilot			
	P/O. Connors T.	Nav.			
	F/Sgt. Allford? W. C. H.	W/Op.			
	F/Sgt. Statt P.	W/Op.			
	F/Sgt. Bennett R.	W/Op.			
	Sgt. Pearson J.	WOM.			
	F/Sgt. Taylor S.	F.E.			
	F/Sgt. Stephens W. J.	A.G.			
	Sgt. Hope R.	A.G.			
Liberator VI. "D"	S/Ldr. Waddy P. B.	Capt.	FG. 0507	FG. 1905	Search for enemy destroyer southward from Ko Samui island. Destroyer not sighted. At position 0655N 101.14E sighted one wooden coaster (120 ft.) on course 170. Attacked from 5,000 ft., first with sighter bomb which
	F/O. Hermanson J.	Co-Pilot			
	F/O. Kaufman N.	Nav.			
	P/O. Hughes G.	W/Op.			
	F/O. Ransthorne	W/Op.			

	F/Sgt. Mercer L.	W/Op.			undershot. 2nd attack with 3 x 500 lb. CPTI was a line error to starboard, and missed by 100 ft. Aircraft then descended to 50 ft. and straffed with all guns, scoring repeated hits. No opposition was encountered, and the ship appeared unarmed.
	F/Sgt. Wheeler S.	WOM.			
	Sgt Sawyer	A.G.			
	Sgt. Sweeney	A.G.			
Liberator VI. "C"	F/O. Law J. A.	Capt.	FG. 0530	FG. 1915	Search for enemy destroyer southward from Ko Samui. Destroyer was not sighted. Attack made on tow submarine chasers position 0830N 100.35E from 4,00 ft. No hits obtained. Ships put up considerable inaccurate AA and took violent evasive action.
	Sgt. Olden D. E.	Co-Pilot			
	F/Sgt. Watkins G. T.	Nav.			
	F/Sgt. Walters J. F.	W/Op.			
	F/Sgt. Keys H. W.	W/Op.			
	F/Sgt. Rosenberg A.	W/Op.			
	F/Sgt. West P.	WOM.			
	F/Sgt. Burns J. A.	F/E.			
	Sgt. Perkins C.	A.G.			
Liberator VI. "A"	F/O. St. John	Capt.	FG. 0508	FG. 1933	Search for enemy destroyer southward from Ko Samui Island. Destroyer not sighted. Position 0830N 100.35E sighted two submarine chasers, course 020/8, which opened fire with AA up to 8,000 ft. Reported sighting on R/T and W/T. but did not attack as Mk.XIV. Bombsight was unserviceable. Position 1013N 0906E (Sawa) dropped 4 x 5000 lb. CPTI bombs on railway without bombsight, scoring direct hits on track from 3,000 ft.
	F/O. Bonser .	Co-Pilot			
	F/O. MacKinnon	Nav.			
	F/O. Hassa?II?	W/Op.			
	W/O. Leitch	W/Op.			
	Sgt. Farr O. V.	WOM.			
	F/Sgt. Benson J. E.	F.E.			
	Sgt. Taylor	A.G.			
	Sgt. Pennington	A.G.			
Liberator VI. "N"	F/Lt. MacDonald K. R.	Capt.	FG. 0500	FG. 2005	Search for enemy destroyer south of Ko Samui Island. Destroyer not sighted. Intercepted R/T. sighting report from Liberator "A" reporting two small ships, and set course for position, listening out for Wide Wide signals, which were not received. 0830N 100.35E: sighted two submarine chasers, and coordinated attack with Liberator "C". First attack with sighter bomb ??????. Second attack with 3 x 500 lb. CPTI ???????? straddle on ?????????? stern of smaller E/V. Ship put up inaccurate MG. and 25 mm. fire. After the bombing the ship attacked was seen to be stationary and possibly damaged.
	F/Sgt. Bassford. H.	Co-Pilot			
	Sgt. Goddard E. J.	Nav.			
	Sgt. ??le A.	Nav.			
	Sgt. Ford E. J.	W/Op.			
	Sgt. Mundrick G.	W/Op.			
	Sgt. Sacree D. W.	WOM.			
	Sgt. Fowler? B?.	F.E.			
	Sgt. L????? A. J.	A.G.			
	F/Sgt. ?????? M?	A.G.			
	22/5/45				

Liberator VI. "A"	F/O. St. John	Capt.	FG. 0520	FG. 1630	<p>Anti-shipping sweep, Victoria Point to Puket Island.</p> <p>An R/T sighting report was received from Liberator "C" ?????????????? 09?50N 98?22E.</p> <p>At 0?59N 93?10E a wooden coaster was sighted, escorted by a MTB.</p> <p>Two bombing runs were made on the Coaster. The first 6 bombs overshot, but on the 2nd attack with 3 bombs a hit was claimed, but no explosion was seen. Both ships returned accurate MG fire ?????????? to F/O. Hassell (W/OP), W/O. Leitch (W/OP), and F/Sgt. Farr (WOM). The ship was left smoking after the attack.</p> <p>Weather conditions ??????????, with heavy rain and limited visibility.</p>
	F/O. Bonser .	Co-Pilot			
	F/O. MacKinnon	Nav.			
	F/O. Hassell	W/Op.			
	W/O. Leitch	W/Op.			
	F/Sgt. ???.	F.E.			
	Sgt. Farr	WOM.			
	Sgt. Taylor?	A.G.			
	Sgt. Pennington?	A.G.			
Liberator VI. "C"	F/O. Law	Capt.	FG. 0525	FG. 1620	<p>Anti-shipping sweep, Victoria Point to Puket Island.</p> <p>Patrol was carried out at 200 ft. in bad weather conditions, with frequent rain storms.</p> <p>In position 0930N 9822E two powered sampans were sighted, escorted by an MTB. The sampans flew the Thai flag. Attack was made on the sampans from 50 ft. with 6 bombs. The first run overshot. A second run was made at 30 ft. with 3 remaining bombs, and a direct hit scored causing the MTB to sink by the stern.</p> <p>The sampans were then attacked with MG fire, and both were damaged, one of them being beached. At this point MG fire was put up from the shore. Before it's destruction the MTB also put up accurate MG fire, which damaged the aircraft. This caused brake failure on landing and the aircraft overshot the runway. It was badly damaged, and the navigator slightly injured.</p>
	Sgt. Olden	Co-Pilot			
	F/Sgt. Watkins	Nav.			
	F/Sgt. Walters	W/Op.			
	F/Sgt. Keys	W/Op.			
	F/Sgt. Rosenberg	W/Op.			
	F/Sgt. West	WOM.			
	F/Sgt. Burns	F/E.			
	Sgt. Perkins	A.G.			
Liberator VI. "N"	F/Lt. MacDonald K. R.	Capt.	FG. 0535	FG. 1630	<p>Anti-shipping sweep, Victoria Point to Puket Island.</p> <p>R/T. sighting report was received from Liberator "C", and attack was made on the two powered sampans, after the MTB had been seen to be sunk by F/O. Law. First bombing run was a line error, and missed by 30 ft. Second was overshot. Repeated MG attacks were also made: one sampan was beached and men were seen abandoning the second.</p>
	F/Sgt. Bassford. H.	Co-Pilot			
	Sgt. Goddard E. J.	Nav.			
	Sgt. ??le A.	Nav(W)			
	Sgt. Ford E. J.	W/Op.			
	Sgt. Mundrick G.	W/Op.			
	Sgt. Sacree D. W.	WOM.			
	Sgt. Fowler? B?.	F.E.			
	F/Sgt. Ba?fon?r D.	A.G.			

July 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events
			I. Operations.
			With the exception of two sorties on July 3rd., all operations during the month were performed by the Squadron Detachments at Akyab and the Cocos Islands. This latter base become fully operational at the beginning of the month, and three of the Squadron's Liberators were detached on July 16th to operate in conjunction with the detachment of 321 (Dutch) Squadron already on the Island. S/Ldr. Fletcher was in command of the detachment.
			It then became possible to cover an area embracing the Southern coast of Sumatra, the Sunda Straits, and the Western half of Java, in which the enemy had hitherto been comparatively immune from attack: and, for the first time, shipping in the 5,000 ton class was sighted. In this area enemy aircraft were more in evidence than had been the case during previous operations, but even so they continued to withhold their attacks with the object of conserving the limited numbers of aircraft available to them in the event of a full scale invasion.
			After operation successfully for four months without losing an aircraft, in spite of a number of incidents and of long return flights by damaged aircraft, it is sad to have to record the loss of F/Lt. Elmes and his crew, missing from the operation of July 23rd. Nothing was heard from this aircraft after taking-off from China Bay, and it can only be assumed that they may have been shot down whilst making a low level attack on the target at Sigli before any signal could be made. A.S.R. searches on their homeward track failed to make any sighting.
			Akyab Detachment
			this was in effect a second detachment at this base, the detachment of the previous month having been recalled, but certain aircraft and crews still remained, owing to unserviceability.
			The second detachment of 5 aircraft arrived at Akyab on June 30th. and was commanded by S/Ldr. Fletcher. The object of the detachment was to be prepared to attack two merchant ships, which had been reported in the Gulf of Siam. Crews were at readiness for five days, but no further movements of these ships were reported.
			With the monsoon at its height the serviceability of the aircraft was seriously affected. On July 5th two aircraft were required for operations against coastal shipping off the Kra Isthmus, but only one was able to take off.
			From this date until the detachment returned on July 11th. operations were carried out against this coastal shipping with considerable success, and without opposition from the enemy.
			Monthly total of operations.
			No. of sorties. Hours.
			Akyab 7 78.
			Kankasanturai 2 14:30 (1 aircraft missing)
			Cocos 5 62:45
			Total 14 155:15
			Results: Destroyed Damaged
			2 Coasters. 1 M/V., 4,000 tons
			1 Barge At least 4 Coasters
			1 Motor Launch.

			Non-Operational Flying.
			Training programmes were curtailed, owing to the large numbers of aircraft away on detachment. A considerable total of operational transit flights were flown to Akyab and the Cocos Islands.
			A long range exercise using a stripped-down aircraft, gave very satisfactory results. Request was made for authority to modify all Squadron aircraft for V.L.R. operations, but the matter is still under consideration.
Akyab	5th. July		Two Liberators were required to carry out a sweep through Puket Island, Songkla, and Chumphorn, but only one serviceable aircraft was available, as the second Liberator and the reserve aircraft were both unserviceable at the last moment. F/Lt. Elmes carried out the patrol in Liberator "H", an aircraft which on previous occasions had proved to have unreliable bombing gear. Once again, despite careful previous testing, failure occurred at the critical moment. Two coasters were sighted near Ko Samui Island, but when the attack was made, the bombs hung up. The bombs were later dropped from 3,000 ft., aimed at schooners anchored off Chumphorn, but missed by ½? mile.
	6th July		The following day two aircraft took-off to attack the two ships previously sighted, but these were not seen. S/Ldr. Fletcher, however sighted other coasters. One 128 ft. ship was sunk, and two attacks were made on a slightly smaller ship, the bombs overshooting in each case. A considerable amount of other small shipping was also sighted. In no case was any enemy opposition encountered. F/O. Cocks made his attack at Bandon?, where 5 coasters were lined up at the ship-building yard. He straddled with 8 bombs, and much damage was seen to be caused by the explosions. Another ship under construction on the shore was also successfully strafed. Still another camouflaged coaster was successfully strafed south of Chumphorn on the run home.
Akyab	8th July		Four Liberators patrolled the East coast of the Kra Isthmus, and at position 1003N 9911E all aircraft attacked a wooden coaster of 120 ft. Again F/Lt. Elmes experienced trouble with the bomb release of aircraft "H", but a straddle was estimated. S/Ldr. Fletcher suffered engine trouble on his bombing run, and was compelled to jettison bombs and return to base. F/Lt. Aldcroft made successful attacks with bombs and MG and estimated a straddle. The ship was left on fire. F/Lt. Brown overshot with his bombs but scored MG hits. As a result of these combined attacks the coaster, which carried a deck load of oil barrels, was seen to sink. Later F/Lt. Brown sighted and strafed other shipping, including an oil barge, a coaster, and a motor launch. The latter was left apparently sinking. His remaining bombs were aimed at the railway track, but undershot. F/Lt. Aldcroft also found and attacked with gunfire another 100 ft. coaster, claiming hits.
KKS	17th July		Two Liberators (F/Lt. Elmes and F/O. Webster) took off on an anti-shipping sweep of the North Sumatra coast to attack a convoy of 5 coasters and escort reported by submarine and P.R. aircraft. The aircraft intended to refuel at China Bay en route, to achieve maximum range, but shortly after take-off both were recalled to base, and operation postponed for 24 hours.
	18th July		The same two aircraft and crews were sent off on a second attempt to intercept this convoy, but again were recalled from China Bay.
	23/24 July		Two Liberators (F/Lt. Elmes and F/O. Rau) took off on an anti-shipping sweep off Northern Sumatra, re-fuelling at China Bay en route. Again a convoy of 5 coasters had been reported on an easterly course, and the crews were briefed to patrol from Pidie Point to Meuradoc at last light. F/O. Rau sighted the convoy stationary south of Sigli with one small escort,

			<p>and made two attacks. The bomb explosions were not seen, but at least one of the coasters was estimated to have been hit; one of them being left smoking, and another low in the water. Intense, but generally inaccurate, MG fire was put up from all the ships, the aircraft being hit in No. 4 engine, causing it to smoke badly. The engine was feathered and all loose equipment jettisoned, and the aircraft was able to maintain height and return to China Bay.</p> <p>No message of any kind was received from the other aircraft (F/Lt. Elmes), which did not return. The convoy did not appear to have been under attack when F/O. Rau approached, but he reported having seen a large fire which might have been a petrol fire, near the shore, in the vicinity of the convoy, when he made his attack. On the other hand, other small bush fires were burning in the area, so evidence was inconclusive. A.S.R. searches over two days failed to make any sightings.</p>
Cocos	21st July		Aircraft standing by in the event of a sighting being made by 321 Squadron Liberator, during a reconnaissance between Padang and the Sunda Strait. No sighting was reported.
	22nd July		<p>F/O. Webster took off at 0700 hrs on a coastal reconnaissance from Padang to Sunda Strait.</p> <p>The 4,000 ton M/V. previously reported at Ekmahaven was seen to have been moved to Bokngoes Bay, one mile south of the port, where it was lying under the shelter of the hills. An attack was made from 100 ft. and three bombs were seen to hit and explode on the ship. No AA fire was encountered. The aircraft continued patrol to Lias, sighting small coastal craft and one small naval vessel.</p>
	24th July		F/Lt. MacDonald took off at 0600 together with two Liberators of 321 Squadron to carry out further attacks on the M/V. The aircraft made individual attacks. The ship was still lying in the Bay, together with other small shipping and although it appeared to be deserted, no damage from the previous attack was apparent. Two low level bombing runs were made, but on each the bombs failed to release, due to an error of manipulation. Again there was no AA fire from the ship.
	28th July		<p>F/Lt. Fletcher flew an unarmed reconnaissance to Tjilatjap on the South coast of Java. Landfall was made 60 miles east of the harbour. Low cloud on the harbour reduced visibility to ½ mile. Only 2 ships could be seen, a 300 ft. M/V and a Sugar Dog.</p> <p>Along the coast gun emplacements and barbed wire defences could be seen. Natives waved to the aircraft from the beach. One mile west of the town on Kambanean Island Barrack blocks, surrounded by a barbed wire fence were seen, apparently a prison camp. Mirror and hand held photographs of the area were taken.</p>
	31st July		F/O. Webster and F/O. St. John flew on anti-shipping sweep from Heknoelen to Sunda Strait. On the way out a signal was received that no ships under 200 ft. were to be attacked. At Henkoelen a ship was sighted, which was estimated to be under this length, and was not attacked. No other shipping larger than 100 ft. was seen, and the aircraft went off patrol at 0558S 104.30E having obtained photographs of shipping, lighthouses and other landmarks.
			II. Administration.
			Welfare – Education
			A station education building has been opened. The section is spacious and well-appointed, and provides facilities for private study and reading, including a large information room, library and lecture room.
			Health has remained fairly good. A strong wind has served to make conditions somewhat cooler, though this has been accompanied by considerable dust storms.

			III. Personnel
			Change of Command.
KKS.	July 5th.		Wing Commander G. R. Brady O.B.E. took over the command of the Squadron from Wing Commander L. Fox D.S.O. D.F.C. W/Cdr. Fox was posted to Headquarters No. 222 Group, after commanding the Squadron for exactly a year.
	July 16th.		The Adjutant, F/Lt. T. J. Meredith, became tour-expired and was repatriated. His position was filled by F/Lt. G. H. E. Foley from No. 191 Squadron.
			Canadian Personnel.
			Owing to the policy of transferring Dominion personnel out of the Command, 8 Canadian A.Gs. have been posted, and others are awaiting unscrambling.
			Establishment.
			Shortages in establishment were overcome by employing technical personnel (by the terms of B.P.O. Memo 52/45) in the Orderly Room and Equipment Section.
			Casualties.
			The following are missing from the operation off Northern Sumatra on July 23rd., when Liberator "D" failed to return:-
			F/Lt. C. R. H. Elmes A.413842
			F/O. J. V. Prosser 164532
			W/O. K. H. C. Pickering 156423
			F/S. J. F. D. Churchill 1867412
			F/S. K. T. Cook A.430973
			F/S. C. H. Hamilton A.435624
			F/S. H. B. Francis A.442421
			Sgt. P. K. Grainger 1250282
			Sgt. F. R. Marchant 1320334
			Wing Commander Commanding,
			203 Squadron, R.A.F.

July 1945: Form 541

203 Squadron

Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
	5/7/45				
Liberator KH195 "H"	F/Lt. Elmes	Capt.	(04) 2336Z	(05) 1233Z	Carried out anti-shipping sweep in area bounded by Puket Island, Sonkla, Chumphorn. Another Liberator should have operated, but was U/S, so A/C H carried out the patrol alone. At 0700Z 2 wooden coasters (SD) were sighted, lying off shore in position 0905N 9954E: there was no sign of life aboard. The bomb doors, which had been tested previously, had to be opened by hand, but the bombs hung up. All guns opened up, and 1,550 round of .5 were used. Numerous strikes were seen on one vessel, and a few on the other, but no further results observed. The aircraft then continued coastwise to Chumphorn where 2 Sandoway type schooners and some small fishing vessels were seen. 8 x 250 lb. 11 sec. T.D. were aimed at these, but the bursts were seen to be ½ mile from the ships. The bombs were dropped from 3,000 ft. There was no enemy opposition. The weather was mainly good.
	F/O. Prosser	Co-Pilot			
	P/O. Coinner D.	A.G.			
	Sgt. Cook K.	W/OP			
	Sgt. Hamilton N?	W/OP			
	Sgt. Francis G.	W/OP			
	Sgt. Churchill J.	F.E.			
	F/Sgt. Brown R.	A.G.			
	W/O. Pearson B.	Nav.			
	6/7/45				
Liberator VI. "P" KH189 ¹⁴	F/O. Cocks E. H.	Capt	0004Z	1245Z	An anti-shipping sweep was made (with aircraft "M") on the east coast of the Kra Isthmus. The object of the sweep was to sink the wooden coasters, sighted by aircraft "H" on 5/7/45. These were not found. At Bandon 5 wooden coasters (SD) were seen side-by-side across the mouth of the river. These were stationary, and several men were working on the decks. The aircraft dropped a stick of 8 x
	F/Sgt. Jackson C. R.	Co-Pilot			
	P/O. Taylor O. K.	Nav.			
	F/Sgt. Betteridge C. H.	W/OP			
	Sgt. Taylor R. C.	W/OP			
	Sgt. Pavey E. J.	WOM			
	Sgt. Preston G. S.	F.E.			
	Sgt. Brennan	A.G.			
	Sgt. Edwards T. P.	A.G.			

¹⁴ Although the official record says KH189, "P" was KH185, and KH189 did not serve in SEAC.

					<p>250 lb. bombs across the coasters and a perfect straddle was estimated. Bursts were seen and debris was flung high into the air. Numerous men dived into the water. There was another wooden coaster on the shore (under construction); direct hits were scored on this with MG fire, buildings also being strafed. The aircraft continued its sweep northwards and at 0625Z sighted a wooden coaster (SD) stationary, in position 1014N 9915E, well camouflaged, approx. 75 ft. Having no bombs left, the vessel was strafed, and may hits observed; there was no sign of life aboard. The aircraft had damaged its undercarriage on take-off, and when over base on return had difficulty in dropping the undercarriage. The wheels were eventually dropped, and after circling base for 1 ½ hrs., in landing the aircraft burst a tyre, and swung off the runway, damaging a wheel. A/C Cat. 1, crew unhurt.</p> <p>There was no enemy opposition, the weather was overcast.</p>
Liberator VI. "M"	S/Ldr. Fletcher G.	Capt	0035Z	1133Z	<p>Together with Liberator "P" made an anti-shipping sweep along the east coast of the Kra Isthmus, the object being to attack the wooden coasters sighted by aircraft "H" on 5/7/45. these were not seen. However, at 0537 a 100 ft. wooden coasted (SD) heavily camouflaged and slightly listing, was found in position 0956N 9911E, stationary, with a rowing boat alongside. Three 250 lb. bombs were dropped from 50 ft. but overshoot. The</p>
	P/O. Steel R.	Nav.			
	F/Sgt. Ford R. M.	Co-Pilot			
	F/Sgt. Pohlner S. A.	W/OP			
	F/Sgt. Walker F.	W/OP			
	F/O. Nener A.	W/OP			
	F/Sgt. Ingram C.	A.G.			
	F/Sgt. Templeton K.	A.G.			
	Sgt. Elrick H.	WOM			
	Sgt. Miners G.	F.E.			

					<p>target was well strafed, and many gun strikes seen. The aircraft then continued southward, and at 0555 hrs. position 0950N 9910E sighted a newly-painted wooden coaster (SD) of 120 ft., moving on a course of 180, speed 5 knots. 3 bombs were dropped, and two of these were direct hits: the coaster was seen to sink. The decks of the coaster were loaded with oil drums; there was no sign of the crew. The aircraft then proceeded back to its former target at 0956N 9911E, two bombs ere dropped, but again these overshot by 10-20 ft. The rowing boat was seen, containing 6 members of the crew, making for the shore; all six jumped overboard as the Liberator attacked. The gunners strafed the coaster with several rounds of .5 ammo., damaging the decks and superstructure. Other sighting were made as follows:-</p> <p>0540Z: Vessel presumed wooden coaster was seen in the distance, approx. position 0948N 9912E.</p> <p>0625Z, position 1012N 9912E, camouflaged wooden coaster, 100 ft., course 240.</p> <p>0626Z, position 1015N 9908E, camouflaged wooden coaster, stationary, 80 ft., and barge, stationary, believed the same as attacked by M/203 on 23rd. June, 1945.</p> <p>There was no enemy opposition; the weather was overcast.</p>
	8/7/45				
Liberator VI. "M"	F/Lt. Brown R. J.	Capt.	0035Z	1159Z	<p>One of 4 Liberators which made an anti- shipping sweep in the Kra Isthmus. At 0537Z 1003N 9911E a wooden coaster of 120 ft. was seen being attacked by another Liberator (this coaster was also attacked by "H", "R", and "B"). 4 x 250 lb. bombs were dropped but overshot. Hits were scored with MG fire and a fire started. The coaster was later seen by other aircraft blazing and sinking. At 0540Z a barge of 80-100 ft. loaded</p>
	F/O. Ziebarth C. G.	Co-Pilot			
	P/O. Goodyear J. R.	Nav.			
	Sgt. Bernard W.	F.E.			
	Sgt. Chambers A. G.	WOM.			
	P/O. Sol?lows G.	W/OP.			
	P/O. Alexander J. W.	W/OP.			
	Sgt. Seddon C.	W/OP.			
	Sgt. Grainger R. K.	A.G.			
	Sgt. Marchant F.	A.G.			

					with oil drums was seen stationary (believed the same as attacked by this aircraft on 23rd June). Strafing runs were made, and explosions and fires seen. At 0606Z 1008N 9912E sighted one deserted wooden coaster, listing, hit with guns. At 0713Z 1157N 9952E sighted and attacked one motor launch, course 180. Hits observed and 15 people jumped in sea. Launch appeared sinking when left. All attacks on shipping were carried out from between 50 and 75 ft. At 0743Z (having found no more shipping to attack) aircraft aimed bombs at the single railway track, position 1236N 9954E south of Bhejbuh. Bombs undershot by 50 yds., and fell near some buildings. This bombing was done from 5,500 ft. Aircraft then returned to base.
Liberator VI. "H"	F/Lt. Elmes C. F/O. Prosser J. P/O. Coinner D. F/Sgt. Brown R. Sgt. Churchill J. Sgt. Hamilton C. Sgt. Francis H. Sgt. Cook K. F/Sgt. Pearson B.	Capt. Co-Pilot A.G. A.G. F.E. W/OP W/OP W/OP Nav.	0030	1054	One of 4 Liberators which made an anti-shipping sweep in the Kra Isthmus. Sighted and attacked one wooden coaster of 120 ft. (SD) on position 1003N 9911E, course 180, 4 knots. Bombing and strafing runs were made from 50 ft., between 0005 and 0055Z hrs. The vessel was also attacked by "M", "R", and "B". "H" experienced trouble with the bomb release, and the 8 x 250 lb. bombs did not release as selected. Actual hits were not observed, but a straddle is estimated. The vessel was left blazing (all guns fired from "H", scoring hits), and sinking by the stern. Aircraft then returned to base.
Liberator VI. "R"	F/Lt. Aldcroft H. R. F/Sgt. Brooks W. J. Sgt. Pearson J. F/Sgt. Taylor S. C. F/Sgt. Stephens W. J. F/Sgt. Hope R. W/O. Allford W/O. Pickering P/O. MacDonald Sgt. Bradley	Capt. Co-Pilot WOM. F.E. A.G. A.G. W/OP. Nav. W/OP. W/OP.	0032Z	1112Z	One of 4 Liberators which made an anti-shipping sweep in the Kra Isthmus area. Between 0532 and 0542 hrs. attacked in position 1003N 9911E on stationary wooden coaster (SD) of 120 ft. Bombing and MG attacks were made from 50 ft. 5 bombs were dropped in the first run and 3 in the second. A straddle is estimated, and many hits with gunfire. The coaster was left blazing and sank. Also attacked by aircraft "B", "H", and "M". Continuing the patrol southwards the aircraft attacked one 100 ft. wooden coaster which was beached in position 0957N 9911E; there was no sign of crew, but did not appear to have been damaged previously. Hits were scored amidships with gunfire. "R" then returned to base.
Liberator VI. "B"	S/Ldr. Fletcher G. F/Sgt. Ford R. M. P/O. Steele W.	Capt Co-Pilot Nav.	0027Z	1020Z	One of 4 Liberators which made an anti-shipping sweep in the Kra Isthmus area. At 0508 while passing over Chumphorn

	F/O. Nener A.	W/OP			railway junction saw 2 locos. and many goods wagons. Gave one short burst, and hits were seen on the wagons. At 0519Z, 1003N 9911E sighted one wooden coaster (SD), which was on a course 070 – 4 knots, and heavily loaded. Attacked with guns, and hits started a fire near bridge. Coaster was also attacked by "R", "M", "H", and left sinking. In turning to make bombing run, trouble was experienced with no. 1 engine rev. counter, so bombs were jettisoned, also beam guns and bomb bay tank, and returned to base.
	F/Sgt. Pohlner S.	W/OP			
	F/Sgt. Walker F.	W/OP			
	Sgt. Elrick H.	WOM			
	F/Sgt. Ingram C.	A.G.			
	F/Sgt. Templeton K.	A.G.			
	Sgt. Miners G.	F.E.			
	23/7/45				
Liberator VI. KH267 "C"	F/O. Rau R. B.	Capt.	FG 0840 1137	FG 0940 0115	Anti-shipping strike off Northern Sumatra. The operation was carried out via China Bay for re-fuelling.
	F/O. Hulbert R. F.	Co-Pilot.			Patrol commenced from Pidie Point eastwards along coast, ½ mile from shore. A convoy of 5 coasters and 1 small escort was sighted south of Sigli, and 3 attacks were made at low level.
	F/O. Nelson A. W.	Nav.			One bombing run was a hit or very near miss, and the second undershot. Effective MG attacks were also made.
	Sgt. Phillips L.	F.E.			The bomb explosions were not seen, but one ship was left smoking, and another low in the water.
	Sgt. Kirke L.	WOM.			Intense but mainly inaccurate MG fire was put up by the convoy. The aircraft was hit once on its third run in No. 4 engine. The engine was feathered, and the aircraft was able to maintain height, and return to China Bay, after jettisoning loose equipment.
	Sgt. Hughes G. K.	W/OP.			
	Sgt. Pitt R. A.	W/OP.			
	Sgt. Thomson K. W.	A.G.			
	Sgt. Wilkinson W. A.	A.G.			
Liberator VI. KG911 "D"	F/Lt. Elmes C.	Capt.	FG 0845 1130	FG 0935	Anti-shipping strike off Northern Sumatra. Refuelling was carried out at China Bay, and the aircraft briefed to patrol from Pidie Point to Meuradoo, but did not return.
	F/O. Prosser J.	Co-Pilot			No messages were received from the aircraft, and it was not seen by R/O. Rau during his patrol; but he reported seeing a large fire near the scene of his attack, which might have been a petrol fire.
	W/O. Pickering K. C.	Nav.			
	Sgt. Francis H.	W/OP			
	Sgt. Hamilton C.	W/OP			
	Sgt. Cook K.	W/OP			
	F/Sgt. Churchill J.	F.E.			
	Sgt. Grainger R.	A.G.			
	Sgt. Marchant F.	A.G.			
Liberator VI. "P"	F/O. Webster T.	Capt.	0037Z	1120Z	Armed reconnaissance of Emmahaven. 4,000 ton M/V sighted in Bengoes Bay and attacked from 100 ft. with 7 x 250 lb. G.P. bombs. Hits were seen, and the ship was set on fire.
	F/O. Neal L.	Co-Pilot			Weather good.
	F/O. Steele	Nav.			
	W/O. De La Rocque	Nav.			
	P/O. MacDonald A. V.	W/OP.			
	P/O. Johnson V.	W/OP.			
	Sgt. Bradley W.	W/OP.			
F/Sgt. Brindley R.	WOM.				

	Sgt. Devine T.	F.E.			
	24/7/45				
Liberator VI. "H"	F/Lt. MacDonald	Capt.	0001Z	1100Z	Reconnaissance of Emmahaven and Bengoes Bay. No shipping was seen in Emmahaven. The M/V. attacked by P/20e on 23/7/45 was still in Boengoes Bay apparently undamaged. Two bombing runs were made at 200 ft., and 120 ft., but in each case bombs failed to release. Some damage was possibly caused by MG fire. Weather good.
	F/Sgt. Bassford	Co-Pilot			
	Sgt. Goddard	Nav.			
	F/O. De Profio	W/OP.			
	Sgt. Ford	W/OP.			
	Sgt. Mundrick	W/OP.			
	F/Sgt. Chambers	WOM.			
	F/Sgt. Fowler	F.E.			
	28/7/45				
Liberator VI. "H"	S/Ldr. Fletcher	Capt	0307Z	1425Z	Unarmed reconnaissance of Tjilatjap Harbour, Java. Landfall was made east of the port, and many coastal defences were observed. A probable P.O.W. camp was sighted. In the harbour a Sugar Charlie and a Sugar Dog were seen, also two wrecks off South Point. Photographs were taken. Weather over target was poor, with visibility down to 1 mile.
	F/Sgt. Ford	Co-Pilot			
	W/O. Jones	Nav.			
	Sgt. Miners	F.E.			
	Sgt. Elrick	WOM			
	F/O. Nener	W/OP			
	F/Sgt. Walker	W/OP			
	F/Sgt. Pohlner	W/OP			
	31/7/45				
Liberator VI. "R"	F/Lt. St. John	Capt.	0157Z	1141Z	Armed reconnaissance, Henkoelen to Sunda Strait, in company with P/203. Sighted Sugar Charlie in Benkoelen, also schooners and fishing vessels. Patrol was carried out to 0558S 104.30E Photographs were taken. Weather good.
	F/O. Comfort H.	Co-Pilot			
	F/O. McKinnon K. O.	Nav.			
	F/O. Hassell A. S.	W/OP			
	W/O. Leitch R. O.	W/OP			
	W/O. Looten H. S.	W/OP			
	F/Sgt. Farr O. V.	WOM.			
	F/Sgt. Benson D. E.	F.E.			
	F/Sgt. Taylor J.	A.G.			
F/Sgt. Pinnington H.	A.G.				
Liberator VI. "P"	F/O. Webster T.	Capt.	0200Z	1150Z	Armed reconnaissance, Henkoelen to Sunda Strait, in company with R/203. Sighted Sugar Charlie in Benkoelen. Off patrol at 0558S 104.30E Weather good.
	F/O. Neal L.	Co-Pilot			
	F/O. Steele W.	Nav.			
	W/O. De La Rocque J.	Nav.			
	P/O. MacDonald A. V.	W/OP.			
	P/O. Johnson V.	W/OP.			
	Sgt. Bradley W.	W/OP.			
	Sgt. Devine T.	F.E.			
	F/Sgt. Brindley R.	WOM.			

August 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events																																
			Compiled by F/O. R. J. G. Ellett																																
Kankesanururai.	August 1945		I. Operations																																
			The Squadron continued anti-shipping operations until the date of the Japanese surrender, all sorties being flown by the detachment at the Cocos Island. These included reconnaissances of Western Java, the Sunda Straits, and northward to Banka Island. Towards the end, large scale shipping movements were observed between Batavia and Singapore, but owing to the concentrated defences of these targets, and inability to get sufficient numbers of serviceable aircraft available for concentrated attacks, the results obtained were disappointing. On the final day's operation F/O. Law made an individual attack on one of these convoys, from which he failed to return.																																
			It is now possible to summarize the results obtained during the period (March 20th to August 15th) during which the Squadron has been operating against enemy shipping, as follows:-																																
			<table border="1"> <thead> <tr> <th></th> <th></th> <th>Tonnage</th> </tr> </thead> <tbody> <tr> <td rowspan="5">Destroyed:</td> <td>No. 7 Sub-Chaser</td> <td>350</td> </tr> <tr> <td>M/V. Agata Maru</td> <td>300</td> </tr> <tr> <td>1 MTB.</td> <td>80</td> </tr> <tr> <td>1 Tug.</td> <td>150</td> </tr> <tr> <td>7 Coasters.</td> <td>1050</td> </tr> <tr> <td rowspan="4">Probably Destroyed</td> <td>1 Freighter</td> <td>400</td> </tr> <tr> <td>10 Coasters</td> <td>1500</td> </tr> <tr> <td>1 Barge</td> <td>50</td> </tr> <tr> <td>1 M.L.</td> <td>100</td> </tr> <tr> <td rowspan="4">Damaged</td> <td>1 M/V</td> <td>5000</td> </tr> <tr> <td>9 Coasters</td> <td>1350</td> </tr> <tr> <td>3 Barges</td> <td>150</td> </tr> <tr> <td>1 Sandoway</td> <td>50</td> </tr> </tbody> </table>			Tonnage	Destroyed:	No. 7 Sub-Chaser	350	M/V. Agata Maru	300	1 MTB.	80	1 Tug.	150	7 Coasters.	1050	Probably Destroyed	1 Freighter	400	10 Coasters	1500	1 Barge	50	1 M.L.	100	Damaged	1 M/V	5000	9 Coasters	1350	3 Barges	150	1 Sandoway	50
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			Assessing coasters as 150-ton Sugar Dog type and barges as 50-ton lugger type, this gives the following totals:																																
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			As a result of this and similar long range shipping attacks in conjunction with the activities of the East Indies Fleet, the supply and reinforcement of Japanese bases in the Andaman and Nicobar islands by surface craft was virtually stopped. The enemy was forced to ferry the more urgent supplies and personnel by air, when transport aircraft were at a premium.																																
			Shipping along the West coast of the Malay Peninsula was greatly curtailed and eventually reduced to occasional movements during the hours of darkness. Attacks were then switched to the East side with better results. By the end of July movement between Bangkok and Khota Bahru had been virtually stopped.																																
			The end of hostilities came before the anti-shipping organisation at the Cocos Island had become fully operative, but movement of Japanese shipping along the West coast of Sumatra was being made increasingly dangerous.																																
			Non-Operational Flying.																																
Kankesa	16th Aug.		Immediately on the Japanese surrender, orders were received for the ferrying																																

nturai			of 26,000 lbs. of Red Cross Parcels from St. Thomas Mount to Sigiriya. This commitment was performed with the aid of aircraft of 1346 A.S.R.U.
	21st Aug.		Two aircraft conveyed a quantity of containers and packages from Minneriya to Cocos Island in connection with the preliminary stages of the re-occupation plan. This was continued as and when serviceable aircraft were available. As from August 27th the commitment became 1 aircraft per day from Minneriya to Cocos Island transporting Red Cross Parcels.
			Technical
			Serviceability. The standard of the detachment aircraft at the start of the month was good, and all difficulties in connection with maintenance were overcome with the aid of spares and equipment from 321 Squadron. Facilities on the Island were very limited with shortages of tools and equipment of all kinds.
			On 4th August Liberator N lost a cylinder on an operational flight, and a new engine had to be obtained. This was transported to Cocos Island by a Sunderland.
			On 12th August Liberator J on operational take-off had a runaway supercharger turbine with the result that two cylinder heads were blown off the engine. This necessitated another engine change.
			A third aircraft was damaged in the course of a minor inspection, a genuine case of "spanner in the works", so that in the later stages, with their limited facilities, the maintenance parties were faced with considerable problems. In addition, owing to the dirty condition of the petrol, re-fuelling took up to 3 hours per aircraft.
			Flying totals for the month.
			Sorties Hours
			Operational 9 90 ½ (1 aircraft lost)
			II. Administration.
			Formation of the 7203 Servicing Echelon.
			Servicing has been organized on an Echelon basis, to be known as No. 7203 Servicing Echelon, and personnel have been posted from the Squadron in accordance with the Echelon establishment.
			Administrative control is exercised through S.H.Q. Kankesanturai, and technical control through the Chief Technical Officer, Servicing Wing, Kankesanturai.
			The Echelon is divided into Daily Servicing and Repair and Inspection Squadrons, the latter coming under the charge of the Squadron Engineer Officer, F/Lt. J. H. MacLaren.
			III. Personnel
			Considerable adjustments of establishment resulted from the formation of 7203 Servicing Echelon. In addition to postings to the Echelon, there were also postings to the Station Headquarters. In some cases the number of tradesmen posted was greater than establishment while in others the number was insufficient to fill the Echelon establishment. For the time being the Sections have to manage with their present strength, resorting to mis-employment if necessary.
			Movements.
	24th Aug.		Squadron Leader P. B. Waddy (Flight Commander) was repatriated. He was succeeded by Squadron Leader G. L. Fletcher.
			Towards the end of the month orders were received for the immediate repatriation of all Australian personnel. The majority of the Canadian personnel have also left the Squadron, or are shortly due for repatriation, and replacement crews are arriving from U.K.

	21st Aug.		The Adjutant, F/Lt. Foley was posted to S.H.Q. Kiatak? for duties at Singapore, F/Lt. L. Smith arrived to take his place.
			Casualties.
			The following are believed to have lost their lives when Liberator M crashed off Sebesi Island during the operation on August 13th:
			185341 F/O. J. A. Law, D.F.C. Pilot.
			1585967 F/Sgt. D. Olden Co-Pilot
			1216918 F/Sgt. G. T. Watkins Navigator (Confirmed killed)
			1104572 Sgt. P. West W.O.M.

August 1945: Form 540 Cocos Island Detachment

203 Squadron, Cocos Island Detachment

Place	Date	Time	Summary of events
Cocos	2nd Aug		F/Lt. St. John carried out unarmed reconnaissance of the Suda Straits area without making any sightings of interest. Off the coast of Java two enemy aircraft approached, a Pet and a Val. The Val made as if to attack, but was driven off by fire from the mid-upper and tail gunners.
	4th Aug		S/Ldr. Fletcher flew and unarmed reconnaissance of the Sunda Straits and coastwise to Emmahaven. Shipping was sighted in the harbour at Benkoelen. North of Benkoelen two coasters escorted by a submarine-chaser were seen in convoy. The E/V opened fire with cannon at 2 miles range ineffectively. Engine failure occurred on the return track, but the aircraft reached base safely. The M/V previously attacked at Emmahaven was not seen, owing to poor visibility.
	4th Aug		F/Lt. MacDonald carried out a shipping strike on Tjilatjap Harbour (Java), in company with two Liberators of 321 Squadron. Attack was made on a 200 ft. Ship in the docks, scoring near misses with 250 lb. bombs.
	7th Aug		S/Ldr. Fletcher carried out a photographic reconnaissance of Kebatu Island in the Java sea (0348S 108.02E). Vertical and oblique photos were taken from 2,000' and 200'. The only sign of life was a small sailing boat on the west side of the Island. An attack was made on a motor launch at Thwartway Island in the absence of larger targets, but bombs overshot. Photographs were also taken at Welkomst Bay (0650S 105.25E) with a view to its employment as a ditching position.
	10th Aug		Five more aircraft were detached on this date, flying down by night.
	11th Aug		F/Lt. St. John was briefed to take off on reconnaissance of the Sunda Straits, but his aircraft and the reserve aircraft were both made unserviceable by heavy rain, and the sortie was cancelled.
	12th Aug		F/O. Webster when taking off for a patrol of the Sunda Straits and northward to Banka Strait at 0100 hrs. blew 3 cylinders of no. 3 engine, when 200 yds. down the runway. He was airborne at 0430 in another aircraft. A convoy of 3 medium, and 2 small M/Vs. and an escort was sighted at the entrance to the Banka Strait. Returning southwards, a 4,000 ton tanker was sighted, escorted by 2 submarine chaser E/Cs. A low-level attack was made on the tanker, but owing to an error in crew drill the bomb doors were not opened, and the attack was abortive. There was no return fire from the tanker, but some inaccurate MAA fire from the E/Vs.
	13th Aug		F/O. Law and F/O. Tetlock were airborne at 0210 hrs. on an anti-shipping sweep of the Sunda Straits to attack this tanker. Failing this, the convoy reported in the Banka Straits was to be attacked. The intention was to rendezvous at 0610S 104.20E, and carry out a combined attack, and four aircraft were detailed; but F/O. Rau's aircraft was unserviceable, and the captain of the 321 Squadron aircraft went sick. F/O. Tetlock searched in the rendezvous position but made no rendezvous contact with F/O. Law, finding his W/T. transmitter unserviceable decided to return to base. F/O. Law had apparently flown on, for at 0810 hrs. he reported sighting 2 M/Vs. and 2 E/Vs. in position 0549S 106.00E, and that 1 M/V had been attacked. 3 minutes he transmitted a S.O.S. His attack report having been prefixed O-A, it is assumed that he was attacked by an enemy fighter, sustaining damage. A second S.O.S. was transmitted from a position over Sumatra (0545S 105.45E) at 0829. His last signal was made 3 minutes later, and indicated his intention to make for the

			ditching position in Welkohst Bay. An A.S.R. Catalina covering the operation searched this position without result, but reported an E/V. lying to the north of the Bay. There is some hop that the aircraft may have force landed on Sumatra, or ditched near the coast. The crew had at least fifteen minutes to prepare for ditching or to bale out.
	14th Aug		A.S.R. searches were flown by Liberators of 3321 and 356 Squadrons, and by F/O. Webster, but there was nothing to report. A Catalina also patrolled the Sunda Strait for rescue work in the event of a sighting.
	15th Aug		A.S.R. searches continued by Liberators and Catalinas, unsuccessfully, S/Ldr. Fletcher investigated a flashing light on a small island in the Strait, but could not distinguish any signal.
	16th Aug		Searches were continued by 684 Squadron Mosquitoes, still without result.
			Note:
			On 23rd Sept. a Liberator of 321 (Dutch) Squadron landed at Palembang where F/Sgt. Miners, the Flight Engineer from the missing aircraft, was encountered. F/Sgt. Miners reported that their aircraft had been badly damaged by flak during the attack, when the navigator was killed. The aircraft ditched in shallow water of Sebeski Island 0557S 105.28E and five survivors were taken to Palembang the following day. The remainder of the crew were believed killed in the crash.
			Wing Commander Commanding
			No. 203 Squadron, R.A.F.

August 1945: Form 541

203 Squadron Cocos Detachment

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
2nd. Aug.	Liberator VI. "R"	F/Lt. St. John	Capt	1930Z	0450Z	Unarmed reconnaissance of Sunda Straits area. On patrol at 0900S 105.30E. Whilst investigating a coaster off the Java coast two enemy aircraft approached, a Pete and a Val. The Val made as if to attack but was driven off by bursts from the tail and mid-upper gunners at 1,500 yds. range. Off patrol at 0549S 106.30E. Weather fine. Visibility 10 miles.
		F/O. Comfort H.	Co-Pilot			
		F/O. MacKinnon K. O.	Nav.			
		F/O. Hassell A. S.	W/Op.			
		W/O. Leitch R. O.	W/Op.			
		W/O. Looten M. S.	W/Op.			
		F/Sgt. Farr O. V.	WOM.			
		F/Sgt. Benson D. E.	F.E.			
		F/Sgt. Taylor J.	A.G.			
	F/Sgt. Pinnington M?	A.G.				
4th. Aug.	Liberator VI. "N"	S/Ldr. Fletcher	Capt	0330Z	1510Z	Unarmed reconnaissance of Sunda Straits, thence coastwise to Emmahaven. Nothing sighted in Sunda Straits. At Benkoelen a 150 ft. Sugar Charlie and an 80 ft. Tug were anchored, outside the harbour. A 110 ft. Sugar Dog was alongside the jetty. At 0240S 101.10E two Sugar Dogs and Submarine Chaser escort were sighted. The E/V. opened fire with 20mm. guns, at 2 miles range, falling short. Nothing seen at Bengoes Bay and Emmahaven. Failure of No. 1 engine occurred at 1320Z. The airscrew was feathered and signals were sent to base each ½ hour giving position, height, course and speed of aircraft.
		F/Sgt. Ford	Co-Pilot			
		W/O. Jones	Nav.			
		F/Sgt. Miners	F.E.			
		Sgt. Elrick	WOM.			
		F/O. Nener	W/Op.			
		F/Sgt. Walker	W/Op.			
		F/Sgt. Pohlner	W/Op.			
4th. Aug.	Liberator VI. "R"	F/Lt. MacDonald	Capt.	0338Z	1532Z	Shipping strike at Tjilatjap, thence on reconnaissance to Java Head. Attacked Fox Tare Charlie (200 ft.) alongside the docks, scoring near misses with 3 x 250 lb. bombs. A Sugar Charlie (150 ft.) in mid-river was also attacked with MG fire, and hits scored on the bridge. Fire from a single MG on the dock was encountered, but this gun was silenced. Observation towers along the coast were the only other sighting of interest. Weather showery.
		F/Sgt. Bassford	Co-Pilot			
		Sgt. Goddard	Nav.			
		F/O. De Profino	W/Op.			
		Sgt. Ford	W/Op.			
		Sgt. Mundrick	W/Op.			
		F/Sgt. Chambers	WOM.			
	F/Sgt. Fowler	F.E.				

7th. Aug.	Liberator VI. "H"	S/Ldr. Fletcher	Capt	1845Z	0720Z	Photographic reconnaissance of Kebatu Island, including armed recce of Soenda Straits and investigation of ditching position in Welkomst Bay. Attack was made on a 60 ft. motor launch at Thwartway Island (0557S 105.52E). Bombs overshot by 200 yds., falling on jetty. 25 vertical and 40 oblique photos taken.
		F/Sgt. Ford	Co-Pilot			
		W/O. Jones	Nav.			
		F/Sgt. Miners	F.E.			
		Sgt. Elrick	WOM.			
		F/O. Nener	W/Op.			
		F/Sgt. Walker	W/Op.			
		F/Sgt. Pohlner	W/Op.			
	F/Sgt. Chambers	W/Op.				
12th. Aug	Liberator VI. "M"	F/O. Webster T.	Capt.	2200Z	1005Z	Armed reconnaissance. On patrol at Varkenshoek 0555S 105.43E. At position 0310S 106.14E a convoy comprising 3 large and 2 small M/Vs, and 1 E/V. was sighted at anchor. There was meagre inaccurate AA from the E/V. At position 0425S 106.36E a tanker (estimated 4,000 tons) and two submarine chaser E/Vs, were sighted. Attack was made on the tanker, but bomb-doors were not opened. Fairly accurate AA from E/Vs. Off patrol at 0605S 105.20E. Weather fair. Visibility 15 miles.
		F/O. Neal L.	Co-Pilot			
		F/O. Steele	Nav.			
		W/O. De La Rocque	Nav.			
		P/O. MacDonald A. V.	W/OP.			
		P/O. Johnson V.	W/OP.			
		Sgt. Bradley W.	W/OP.			
		F/Sgt. Brindley R.	WOM.			
	Sgt. Devine T.	F.E.				
13th. Aug	Liberator VI. "P"	F/O. Tetlock L. M.	Capt.	¹⁵		Anti-shipping strike on convoy reported by M/203 on 12/8/45. Aircraft was to rendezvous with M/203 (F/O. Law) at position 0610S 104.20E but bailed to make contact despite intensive search. Failure of W/T. transmitter also occurred and aircraft returned to base. S.O.S. from M/203 was picked up at 0200Z.
		F/O. Mulligan W. V.	Co-Pilot			
		W/O. Pearson	Nav.			
		W/O. MacLean	W/OP.			
		F/Sgt. Wooley	W/OP.			
		F/Sgt. MacMillan	W/OP.			
		F/Sgt. Doonan R. D.	WOM.			
	F/Sgt. Burn A. A.	F.E.				
13th. Aug	Liberator VI. "M"	F/O. Law G. A.	Capt.	2000Z	Missin g	Anti-shipping strike on convoy sighted by M/203 on 12/8/45. Intention: to rendezvous with P/203, sweep through Soenda Straits to tip of Sumatra thence to Two Brothers Islands (0510S 106.07E) and Banka Straits (0300S 106.20E) M/203 failed to make contact with this aircraft at 0610S 104.20E as pre-arranged. The following signals were received:-
		F/Sgt. Olden D. E.	Co-Pilot			
		F/Sgt. Watkins G. T.	Nav.			
		W/O. Walters J. F.	W/OP.			
		W/O. Keys R.	W/OP.			
		W/O. Rosenberg A.	W/OP.			
		Sgt. West P.	WOM.			
		F/Sgt. Miners G. A.	F.E.			
	P/O. Elsee B. H. J.	Passenger				

¹⁵ No times given in record.

						<p>"425 – 2 MV – 2 EV – RXLF 1100 – 0135Z" "0-A –511 – 1 MV – RXLF 1100 – 0140Z" "S.O.S. – RXLF 0501 – WDM – GREEN ABLE" "S.O.S. – RXZW 1545" "GREEN BAKER" (Ditching position i Welkomst Bay). Nothing further was heard, and A.S.R. searches were unsuccessful. The last S.O.S. position 0545S 105.45E) was over land.</p>
		Appended to the above was the following note.				<p>Note: F/Sgt. Miners, encountered at Palembang on 23rd Sept., reported that the aircraft had been damaged by flak from an unobserved E/V during the attack, which killed the navigator R/S. Watkins and set the main plane and an engine on fire. The aircraft crash landed off Sebesi Island (0557S 105.28E) when F/O. Law, F/Sgt. Olden, and Sgt. West were killed. The remainder of the crew escaped, and were taken by the Japanese to Palembang on the following day. W/O. Rosenberg suffered a spine injury, and was also beaten up for information. W/O. Walters broke an arm, W/O. Keys was wounded by shrapnel, and F/Sgt. Miners was slightly injured. P/O. Elsee escaped unhurt.</p>
¹⁶	Liberator VI. ¹⁷	F/O. Webster T.	Capt.	1454Z	0245Z	<p>A.S.R. search for Liberator M/203 in Soenda Straits. On patrol at 0613S 105.33E, thence through 0530S 105.50E, to St. Nicholas Point, coastwise to Peper Bay, thence north to Varkenshoek. Off patrol at 0650S 105.27E. Nothing to report. Weather fine.</p>
		F/O. Neal L.	Co-Pilot			
		F/O. Steele	Nav.			
		W/O. De La Rocque	Nav.			
		P/O. MacDonald A. V.	W/OP.			
		Sgt. Bradley W.	W/OP.			
		P/O. Johnson V.	W/OP.			
		Sgt. Chambers	W/OP.			
		F/Sgt. Brindley R.	WOM.			
		Sgt. Devine T.	F.E.			
16th Aug.	Liberator VI. "P"	S/Ldr. Fletcher	Capt	1455Z	0235Z	<p>A.S.R. search for M/203. On patrol at 0555S 104.35E and searched along Sumatran coast of the Sunda Straits. At 0547Z 105.19E (Legoendi Island</p>
		F/Sgt. Ford R. M.	Co-Pilot			
		W/O. Jones W.	Nav.			
		Sgt. Elrick R. A.	WOM.			
		F/O. Nener A.	W/OP.			

¹⁶ Date covered by note added about previous sortie.

¹⁷ No serial number or code letter given.

		F/Sgt. Walker F.	W/OP.			Group) sighted flashing white light from hillside. The aircraft circled, and the light moved down to the beach and signalled unintelligibly whenever the aircraft flew past. Aircraft continued to circle for 40 minutes, attempting to discover the meaning of the signalling. Visibility was impaired by ground haze, and the position could not be illuminated with Aldis lamp. No other sightings.
		F/Sgt. Pohlner S.	W/OP.			
		F/Sgt. Chambers	W/OP.			

September 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events
Kankesanturai			I. Operations
			The ferrying of Red Cross and other material to the Cocos Island continued with every available aircraft. The aircraft stage to Minneriya for loading, and the crews spent the night there, taking off at first light the following morning. The return flight was normally made direct to base unless passengers or mail for Ratmalana were carried back.
			This commitment (Operation Mastiff) lasted until September 25th. and in the course of the month fifteen aircraft made the flight to Cocos Island.
	26th Sept.		Commencing on September 26th. the ferrying commitments were switched to Singapore. The first aircraft made the flight via Minneriya after which the loads were brought up to Kankesanturai by road, and flown direct from base. At Singapore the Kallang Airfield was used, and at this early stage in the occupation the living conditions there were found to be very primitive. Ground crews had to be flown down in the aircraft, and worked under difficulties.
			Up to the end of the month four aircraft flew to Singapore, (S/Ldr. Stewart, F/Lt. Bowler, F/O. Stewart and F/O. Webster) carrying loads amounting to 18,000 lbs.
			Flying Times.
			Cocos Flights including transit to Minneriya 340 hrs.
			Singapore do. 37 ½ hrs.
			Non-Operational Flying.
			Flying training was very much curtailed owing to the heavy ferrying commitments from Cocos and later Singapore.
			Technical
			The Cocos run finished and the Sqdn. had a very brief respite from the Servicing point of view. Efforts were made to get up to scratch, but the ferrying commitments were quickly switched to Singapore.
			When those trips started the Sqdn. was asked to produce five aircraft on successive days. Two were stranded at Singapore with minor faults but spares flown out enabled them to be serviced by the crew who flew them in.
			Main and Auxiliary Fuel Cell leaks caused delay at this time, owing to the considerable time needed to change these units.
			II. Administration.
			With the switch to 7203 Servicing Echelon the newness caused a little difficulty at first but now things are running smoothly.
			The Sqdn. Orderly Room is still working at full pressure.
			III. Personnel.
			In 7203 Servicing Echelon releases and repatriation tended to denude the Echelon of manpower. Several very good Senior N.C.O.'s Cpls. and A.C.'s went on the way, and no replacements have arrived to fill the gaps.
			Movements.
	6th. Sept.		Two new crews arrived the captains of which are F/Lt. Varlow and F/Lt. Catling 55052.
			F/Lt. Catling was originally with the Sqdn. as a second pilot.
	6th. Sept.		S/Ldr. C. L. Fletcher 14552 Flight Commander was succeeded by S/Ldr.

		Alexander 60337.
17th. Sept.		F/Lt. McDowell Sqdn. Medical Officer was posted to S.H.Q. prior to return to U.K. He has been with the Sqdn. for three years.
		Casualties.
		There were no casualties this month.
		Wing Commander Commanding
		No. 203 Squadron R.A.F.

October 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events
Kankesanurairai			I. Operations
			The ferrying commitments to Singapore using Kallang airfield were continued until the seventh of the month, with similar loads as carried during the end of September. The trip was made direct from base, with the exception of I/203 who took off from Minneriya and returned there after 5 ¼ hrs. u/s.
			Seven aircraft were engaged in these operations. S/Ldr. Stewart, F/Lt. Bowler, F/Lt. Steele, F/O. Webster, F/O. Pryce, and F/O. Stewart.
			Flying Times Singapore 71 hrs 15 mins.
			Non-Operational
			After the seventh, flying training and transit flights were resumed with a large programme of Navigation Exercises, Low Level Bombing and Local Flying.
			Technical
			Minor Inspection turn-out during Oct. was not so high as that of Sept. This was caused by considerable delay in getting M/203 cleared the adaptor plugs having broken off while being removed.
			One failure arose during the month J/203 had a Main Engine Bearing failure, and is undergoing an engine change.
			II. Administration.
			Sport.
			Rugger, Soccer, and Swimming increase in popularity and keen rivalry exists between the Officers, Senior N.C.O's and Airmen.
			Swimming facilities are available every evening at 1600 hrs.
			Personnel & Movements.
			Three new crews arrived this month, under the following captains.
	16th. Oct.		F/Lt. J. Wright 81929
	26th. Oct.		F/Lt. R. J. Cole 152267 and F/Lt. G. W. Guy 152365.
	21st. Oct.		F/Lt. H. C. Bowker 147145 replaced F/Lt. H? Cheetham 11702 who is due for Class A. Release.
	31st. Oct.		F/O. A. Fitch 153745 G.D. Posted to the Squadron for Intelligence duties.
			Casualties.
			Loss of Liberator VI. G.R. N/203 on the 2nd October.
			Crew.
			Pilot F/O. Stewart G. A. 184025.
			Co-Pilot Sgt. Stewart W. 1685213
			Nav. F/O. Ball E. R. 164683
			W/OP. F/S. Lennox G. L. 1801628
			F/Eng. F/S. Bernard. W. 182539
			WOM/AIR. F/S. Willis J. V. 1231312
			F.M.E. LAC. Taylor W. R. 1507318) 7203 Servicing
			F.M.A. LAC. Richardson W. R. 1043272) Echelon
			Passengers
			Bryan Reynolds War Correspondent.
			Lt./Col. R. I. Tremlett 52505) Force 136
			" D. A. Norton 145801) Ceylon

			" Horny
			Major Thomas A.E.S.T.I.C.
			The aircraft took off from Kallang A/F. Singapore on the second of October and has not been heard of since. A.S.R. operations first from Singapore and later from Ceylon were unsuccessful in locating any trace of aircraft, crew, or passengers.
			W/Cdr.
			Commanding 203 Sqdn.

November 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events
Kankesanurairai			I. Operations
			The first half of the month was fairly quiet and during that period flights were made to Cawnpore, using Chakeri airfield to obtain passenger seats for the Liberator aircraft. These flights were mainly between 1st. and the 9th. of the month.
			This task was well worth the efforts expended, in view of the ferrying of released and repatriated personnel to Bombay using Santa Cruz airfield. Eighteen flights in all were made to Santa Cruz, the normal load consisting of 13 passengers with baggage. This commitment still continues.
			Flying Times
			Santa Cruz 146 hrs. 56 mins.
			Chakeri 68 hrs. 19 mins.
			Non-Operational.
			Flying training was carried out in the early part of the month with Navigation Exercises and Low Level Bombing, But this was very much curtailed owing to the heavy release programme.
			Night circuits and bumps were carried out by four crews.
			Technical.
			The quiet period during the first half of the month enabled 7203 Servicing Echelon to get on top of the job.
			The main snags of the month seemed to be engine failures. Aircraft C blew a cylinder in No. 3 engine on the way to Cawnpore, and had to have a new Power Unit fitted on arrival. Aircraft M was found to have an ancillary bearing failure on No. 2 Engine. The Engine had to be changed. Aircraft S fell due for a Minor and a very considerable amount of work had to be done to render her serviceable. Hold-u[s] are still being experienced due to rain.
			All this caused a slower Minor Inspection turnout than during October.
			Two of the Squadron's veteran aircraft, H and B have now completed their time and are being prepared for dispersal, probably to an Maintenance Unit in India, for onward transmission to the U.S.A.
			Administration.
			The Squadron is taking part in the Soccer activities on the Station. Two Soccer teams are being formed in conjunction with the Station Armoury, by our own squadron Armoury
			The Squadron Christmas Card was an immense success, depicting the squadron crest in brown and gold.
			Personnel and Movements
			Several new crews arrived from the U.K. to replace the Releases and Repats among the Squadron flying personnel.
	7?th. Nov.		F/Lt. L. Smith 112250 left for Worli on Class A. Release, his place being filled temporarily by F/Lt. R. L. Young.
	24th.		F/O. Williams arrived from No. 8 Squadron and assumed the duties of

	Nov.		Squadron Adjutant, relieving F/Lt. R. L. Young.
			Casualties.
			There were no casualties this month.
			W/Cdr.
			Commanding No. 203 Squadron. R.A.F.

December 1945: Form 540

203 Squadron

Place	Date	Time	Summary of events
Kankesanurairai			I. Operations
			The first 10 days of the month were fairly quiet owing to the intense monsoon rainstorms. During this period, however, 4 ferrying trips were made to Yellahanka, and 13 personnel were ferried there.
			The Squadron took part in the Cocos ferrying commitment, and these flights became even more productive with the incorporation of loads both ways. A most satisfactory result was obtained. Seven trips were made in all.
			41 personnel were flown from Cocos to KKS, with full kit. 9 " " " " " Cocos to Negombo, with full kit. 15 " and stores were flown in to Cocos from KKS.
			The ferrying of repatriated and released personnel to Santa Cruz continues, and 17 bodies, with full kit, were carried.
			A mail carrying flight was made to Pegu by one a/c.
			A ferrying trip was made to Delhi with 9 passengers, carrying aircrew for the Kashmir Ckung? course.
			"P"/203 was despatched on a mail carrying trip to Australia, but went u/c to Cocos. It was serviced there, and proceeded to Australia on the 31st.
			A flight was made to Calcutta using Barrackpore airfield, to obtain welfare supplies.
			A photographic flight was made by "P"/203, to obtain aerial photographs of the airfields at Negombo, Koggala, China Bay, and KKS.
			Flying times
			KKS to Cocos 156:55 hrs.
			" Santa Cruz 32:15 hrs.
			" Yellamanma 15:55 hrs.
			Non-Operational
			The ferrying commitments greatly curtailed the training programme. On navigation exercise was carried out. Night circuits and landings were carried out by 4 crews.
			Technical.
			Flying during the month, although not high, was consistent, aircraft being despatched to different places almost every day. The flying carried out maintained a steady flow of aircraft into R. & I. for minor inspections. They are being cleared rather more quickly now, in view of recent postings in. We have recently acquired 3 sergeants and a number of corporals. The position looks much brighter.
			Big snags which have cropped up during the month are, a mainplane change on the Squadron Harvard, the parts re now to hand and the job is well underway: a fuel cell change on aircraft "F" - found collapsed on return from Cocos trip and an engine change on aircraft "P" - found u/s at Cocos and being done there.
			Average serviceability for the month was approximately six. Minor Inspection turnout was 8 aircraft - an improvement on November. Trouble is still being experienced with sparking plugs breaking off during removal. Aircraft "R", "G", and "C" all had to have a cylinder change on account of this snag.
			Weather is not now interfering with the maintenance work to any degree. Five days holiday over the Christmas period made its impression, but with the

		exception of Christmas Day, small parties of airmen had to work on different aircraft, to prepare them for trips on Boxing Day.
		Orders have been received that all Mk.VI. Liberators are to be prepared for disposal, and arrangements are being made for the intake of the new Mk.VIII's.
		Administration.
		Over the Christmas period, a very enjoyable time was had by all personnel. Football matches took place on Christmas Day and Boxing Day, and our own Station Concert Party – "Kristmas Krackers" – gave really fine performances on the 24th., 25th., and 26th. On the same evenings, cinema performances were also given, and all shows were very well patronised.
		the food and beer supplies were appreciated by all personnel, during the Christmas period, and all Station efforts were well rewarded.
		Medical.
		The general health of the squadron has been satisfactory during the month under review. Numbers on sick parade have not been great.
		General hygiene has remained satisfactory and feeding arrangements continue adequate, special commendation being due to the Xmas fare.
		Personnel & Movements.
	4th. Dec.	S/Ldr. D. A. Stewart 41220 assumed command of the Squadron vice W/Cdr. G. R. Brady 37832 who went on leave.
	12th. Dec.	F/O. F. W. Bryant 165378 arrived to take up duties as Loran Leader.
	12th. Dec.	F/O. Chadd 166800 left the Squadron to attend the Jungle Course.
	17th. Dec.	F/O. P. Hill 164853 & F/O. T. Webster 164348 left to attend the Aircrew Mountain Course at Kashmir.
	18th. Dec.	W/Cdr. G. R. Brady reassumed command of the Sqdn. from S/Ldr. D. A. Stewart.
	24th. Dec.	Two new skippers arrived. F/Lt. Hammat, D.F.M. 48465 & F/Lt. Winterschluden 153178.
		Casualties.
		There were no casualties this month.
		for W/Cdr.
		Commanding No. 203 Squadron R.A.F.

January 1946: Form 540

203 Squadron

Place	Date	Time	Summary of events
Kankasanturai			I. Operations
			Operations during a month of uniformly good weather were chiefly taken up with flights to Cocos Is. and the ferrying of the new Mk.8 aircraft down from India. Obsolete Mk.6 aircraft were flown up to Cawnpore. During the month of January 6 (six) Mk. * Liberators arrived on the squadron, the first arriving on January 24th.
			Aircraft P/203, flown by F/Lt. J. Wright D.F.C. reached Sydney, Australia, from Perth on 1/1/1946, proceeded to Kalgoorlie on 5/1/1946, and returned to the Cocos on 11/1/1946. The aircraft arrived back on the squadron on 12/1/1946.
			The squadron took part in the Cocos ferrying commitment as usual, five trips in all were made. In addition three trips were made to Madras, and one to Santa Cruz.
			43 passengers were flown from Cocos with full kit. 4 " " " to " 5 " " " from Madras. 7 " " " to "
			The ferrying of repatriated and released personnel to Santa Cruz continues, during January 14 personnel with full kit were carried.
			Aircraft R/203 carried out a test flight on H/F calibration, on 9/1/1946.
			Flying Times.
			KKS to Cocos 114:30 " to Santa Cruz 9:20 " to Madras 7:30 Australia Flight 61:05
			Non-Operational
			The ferrying of the new Mk.8 aircraft curtailed the training programme. Two navigation exercises were carried out. Night circuits and landings were carried out by two crews.
			Technical
			Flying during the month was sufficient to necessitate 12 Minor inspections on Squadron aircraft. This is considerably higher than preceding months. Besides this considerable amount of time was spent on preparing aircraft for disposal. S, V, P and F went to the breakers yard at Cawnpore, and B, C, J, and G were allotted for use on other flying units.
			Aircraft A was made ready for dispatch and just prior to going was found to have a fuel cell leak. This has been fixed, and it is now awaiting a few spares before being given an air-test. P and F gave trouble on route to Cawnpore. P had an engine change at Mauripur, and F collapsed fuel cells at Chaklala.
			A considerable amount of trouble was experienced during the month with collapsed oil pressure screens on Pratt & Whitney engines. Most trouble was found on engines which have done around 500 hours. Ground staff are now instructed to pay more careful attention to checking of filters, and the trouble seems to have died down.
			The Squadron Harvard became serviceable during the month. It has now been air-tested and found satisfactory without any rigging adjustments, despite the fact that new starboard mainplane and aileron were fitted during repair.
			Four new Mk.8 Liberators were received during the month. All are at present

		undergoing equipment check and maintenance acceptance check. No serious snags have so far been reported on them.
		Administration.
		Considerable interest during the month was centred on the two Station football pitches. Both "A" and "B" league competitions were completed, the respective champions being No 2 Sergeants Mess and Flights. The leagues were succeeded by the knock-out cup competition, the cup having been presented by Pamela Carr. 7203 were successful, beating S.H.Q. in the final.
		Two fine recitals were given by the E.N.S.A. pianist Patrick Cory, in the Station Cinema.
		A welcome innovation was that of "off-ration" beer in the Officers Mess at Sunday lunch times.
		The Station Cricket team commenced a series of matches against the various colleges in Jaffna.
		Medical.
		The general health of personnel on the station during the month was well up to standard. There were no outbreaks of infectious diseases. The Vaccination state is now practically up to 100%. There were no outstanding difficulties regarding Anti-Malaria control, or Hygiene and Sanitation.
		Personnel and Movements.
	3/2/46	F/O. R. A. M. Light, 165730, detached to U.K. on Signals Leader Course.
	4/1/46	P/O. R. H? Adams, 199909, arrived to take up duties as Radar Leader.
	5/1/46	F/O. G. Niven 167362, detached to Jungle School, Bhopal.
	5/1/46	S/Ldr. D. A. Stewart, 41220, assumed command of Squadron vice F/L. Bowler.
	13/1/46	W/Cdr. G. R. Brady, O.B.E. assumed command of Squadron vice S/Ldr. Stewart.
		F/Lt. H. J. O'Brien, D.F.C. 52658, arrived to take up duties as Loran Officer.
	18/1/46	F/O. A. Fitch, 153745, Posted to A.H.Q./Intelligence/Ceylon.
	20/1/46	F/Lt. A. J. Bowler, 127180, F/O. J. G. Green, 190761, and F/O. A. Puller, 165790, detached to Aircrew Mountain Centre, Kashmir.
		Casualties.
		There were no casualties this month.
		W/Cdr.
		O.C. No. 203 Squadron, R.A.F.

February 1946: Form 540

203 Squadron

Place	Date	Time	Summary of events
Kankasanturai			Operations
			Flying during a busy month was once more chiefly taken up by flights to the Cocos Islands, and the ferrying of Mk.6 aircraft to Cawnpore.
			Three more new Mk.8 aircraft were delivered to the Squadron during February.
			The Squadron made five flights to the Cocos as its part of the ferrying commitment.
			Three separate trips were made to Santa Cruz with homebound personnel, and in addition two Mk.6 aircraft, on their way up to Cawnpore, landed at Santa Cruz with release and repat personnel.
			One flight was made to Dum-dum to transport an E.N.S.A. party to Ceylon.
			11 personnel were flown from Cocos.
			28 " " " " to Santa Cruz.
			Flying Times.
			KKS to Cocos 103 hrs. 05 mins.
			" " Santa Cruz 15? hrs. 02 mins.
			" " Chaklala-Salawas 8?2 hrs. 00 mins.
			Non-Operational.
			The heavy ferrying commitments during the month rendered impossible the carrying out of any Navigation Exercises. Towards the end of the month only two crews were on the station at one time.
			Night circuits and landings were carried out by ten crews.
			Technical.
			Flying during the month consisted mainly of the bi-weekly Cocos service and a batch of trips to Santa Cruz with repat. The Mk.8 Liberators were in service, having completed arrival and acceptance checks. Five more Mk.8 Libs. were received and these are all now in service. P, L, M, and T of the old Mk.6's were disposed of, to the breakers yard at Cawnpore. Four are now left, one of which K, we hope to sell to 1346 ASR Flight. The remained we hope to get away quickly, this being considered one of the most satisfactory ways of alleviating the manpower situation. Production for the month consisted of 4 Minor Inspections and 5 acceptance checks.
			No serious snags developed on any of the aircraft, but a somewhat difficult situation arose when one of the Fitter N.C.O.s reported a considerable amount of water in the lubricating oil, being issued fro aircraft use. This was at first thought to be due to condensation, but further investigation revealed that oil containers in some case held almost a quart of water. The consignment concerned was scrapped and a fresh supply obtained. This was satisfactory.
			Aircraft F mentioned as having a fuel cell change at Chaklala, but has been put up for write-off, no spares being available to service it.
			A serious event of the month was the crash of aircraft G, KL471, on the 20th. Investigations have been held and the wreckage is in process of being cleared. Airframe and Engines were written off, but it is hoped that a few parts may be salvaged for further use.
			Failures of oil pressure screens reported for January do not appear to have been so prevalent this month. They are now being regularly checked.

			The squadron Harvard is again U/S with engine oil leaks. New sealing washers for rocker boxes are required and all possible sources are being tried with a view to obtaining new parts.
			Administration.
			This month was fairly quiet from a recreational point of view. Entrants for the two new football leagues were received and both leagues will be larger than previously. These competitions will open during the first week of March. A new hockey league brought to light unexpected enthusiasm for this game, which had not hitherto been played on the station.
			Considerable excitement was caused by a speed-up in demobilisation at the end of the month five groups of aircrew NCO's were being cleared at the same time. Several well known personalities returned home, including F/O. Farrell, the Station Sports Officer. Another noticeable departure was that of S/Ldr. Alexander, Squadron "B" Flight Commander, who, after spending since the middle of December at Kandy Hospital, returned home on Medical Repat.
			Squadron Strength
			Officers 76 Senior NCO's 150 O.R.'s 6
			Medical.
			The general health of the station continues to be good. There was one case of Anterior Polscmyelitiz, and one case of smallpox among the B.O.R.'s. Both were of moderate severity and were immediately isolated at No. 45 I.G.H. Kandy. Vaccination and revaccination, together with the surveillance of the contacts were carried out. All new arrivals are vaccinated, and brought up to date with their T.A.B. and A.T.T. inoculations.
			Personnel & Movements.
	17/2/46		F/O. Evans, Nav/B. returned to U.K. on mid-tour leave.
	10/2/46		One new skipper arrived, F/O. T. E. Kynnerslye, 172759.
			Casualties.
			There were no casualties this month.
			W/Cdr.
			O.C. No. 203 Squadron, R.A.F.

March 1946: Form 540

203 Squadron

Place	Date	Time	Summary of events
Kankasanturai			Operations
			March proved to be the heaviest month for flying since the end of the Japanese War, nearly 500 hours were flown in all. Of these 200 were flown on the eight trips to the Cocos made by the Squadron.
			Four flights were made to Santa Cruz with release and repart. personnel, and in addition six other aircraft landed at Santa Cruz on their way to northern India.
			Four new Mk.8 Liberators were received by the Squadron, and three of the old Mk.6's flown up to India for disposal. Thirteen Mk.8 aircraft are now available on the Squadron, one only of the Mk.6's remaining.
			The second Australia Flight was completed by F/L. A. Bowler. Leaving KKS on 4th. March, he flew via Negombo and the Cocos to arrive at Perth, Australia, on 11th. March. From here the aircraft was flown to Sydney, covering the entire breadth of the continent in a W to E direction, and arriving on 13th. March. The return flight was made over the same route, landing at KKS on 25th. March.
			On 21st. March news was received of a Lancastrian aircraft of the Quantas Airlines missing between Ceylon and the Cocos Islands. Three flights were laid on by the Squadron to assist in the search, further patrols being made from the Cocos by the aircraft on arrival. The search was abandoned by all assisting units on 30th. March, no contacts having been made.
			Flying Times.
			KKS to Cocos 196 hrs. 50 mins. " " Santa Cruz 40 hrs. 40 mins. " " Chakeri – Cawnpore – Chaklala 93 hrs. 30 mins. " " Madras 6 hrs. 45 mins. Australia Flight 68 hrs. 45 mins.
			Non-Operational.
			No navigation exercises were carried out during the month, night circuits and landings were carried out by two crews.
			Technical.
			Flying during the month was mainly composed of trips to the Cocos, Repat runs to Santa Cruz, a few trips to Northern India for the collection of spares, and one to Australia. Total flying times – 500 hrs., higher than for some time. Four new Mk.8 Liberators were received, and three of the old Mk.6's disposed of. Only one Mk.6 is now left, BZ991. This aircraft was made serviceable and one trip to Santa Cruz with repats. On its return and after refuelling, a leak was found in vicinity of the centre section. In view of this the tanks were partially drained, the leaks stopped and the ground crews packed up. The same evening it was reported that the tanks had started leaking again very badly. Inspection revealed that petrol was raining out of the centre section, this was collected in tins as it ran out and emptied into 50 gallon drums. It was estimated that the petrol was leaking at a rate of 7 gallons a minute. Tanks were later removed and it was found that No.1 Port inboard fuel cell had fractured around the booster pump attachment flange. The aircraft is at present awaiting fitment of a new fuel cell.
			Man power during the month remained pretty consistent, release group 37 has now been promulgated and will shortly relieve us of several key men and N.C.O.'s. Production for the month was 6 minor inspections, 3 acceptance

		checks, and 3 engine changes.
		Aircraft F (KL517), appears to have had a hard time during the month.
		Early in the month bearing metal was found in the filters of Nos. 2 and 4 engines. Filters were cleaned and engines ground run, it was decided to change NO. 4 engine as further deposits were obtained. Aircraft was put on Minor inspection and engine changed. After Minor, air test was carried out, during which starboard dinghy hatch flew off. This caused damage to W.T. aerials and to starboard tailplane. These are now under repair. On checking after flight more bearing metal was found in filters of No. 2 engine and that had to be changed. Aircraft C, KL559 on Minor inspection was found to have bearing metal in filters of No. 4 engine. This had to be changed. Apart from engine changes, there were no other serious snags.
		A further batch of oil on being checked during the month was found to have water in it. This has been condemned, and new supplies are at present awaited. This is holding up the clearing of aircraft off Minor inspections.
		The Squadron Harvard has at last become serviceable. Parts were finally obtained by despatching someone to Colombo to search around all units.
		Administration.
		March was a month of numerous departures of well-known squadron personalities. Most notable was that of S/Ldr. D. A. Stewart, the "A" Flight Commander, who returned home on release. A farewell exhibition of his notorious skill at rope-swinging and hypnotism was made on the night of 28th. March. During his period of duty with the squadron, no ENSA party missed at least one joke at the expense of his world famous moustaches. Both of the Flight Commanders at the end of the Japanese War have now returned home.
		Other departures included those of two well-known skippers, F/L. K. Varlow, and F/Lt. A. Bowler, also F/O. R. Harris, one time Mess Secretary, who had been with the squadron for 10 months, and had been standing by for Class "B" release (Police) since July 1945. Releases at the end of the month had reached Group 36 for officers, and 38 for Aircrew N.C.O's.
		F/L. J. Wright, DFC and Bar, Squadron "A" Flight Commander, was awarded the AFC on the January Honours List.
		The numerous releases during the month compelled more than team to withdraw from the "A" Soccer League. However the remaining players have shown enthusiasm for the continuance of fixtures, and one attractive match is being placed every evening. Hockey fixtures continue steadily.
		Squadron Strength.
		Officers 82
		Senior NCO's 163
		O.R.'s 7
		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 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 an average of about 40 a day with a daily fluctuation of 10 to 15.
		Personnel & Movements.
		Releases -
	6/3/46	F/L. R. Lassiter, 129401, Nav/B. and F/L. R. Prudhoe, 120586. Nav/B.
	9/3/46	F/O. S. R. Stevens, 165467, Nav/B.
	29/3/46	S/Ldr. D. A. Stewart, 41220, Pilot. F/L. K. Varlow, 152594, Pilot.

			F/L. A. Bowler, 127180, Pilot., F/O. R. Harris, 164075, Nav/B. F/O. D. T. White, 183062, Wop., F/O. (A/F/L.) W. R. Williams, 184754, F/E.
			Two new skippers arrived --- F/L. A. K. Crawshaw, 131095., F/O. J. H. Parnell, 197549.
			Casualties.
			There were no casualties this month
			W/Cdr.
			O.C. No. 203 Squadron, R.A.F.

April 1946: Form 540

203 Squadron

Place	Date	Time	Summary of events
Kankasanturai			Operations
			In spite of the fact that aircraft, and the Squadron in general were being prepared for the flights to the U.K. in May, the flying times for the month were still in excess of the recent average.
			Three flights were made to Singapore during the month, the last one flown by G/C J. D. Collier, D.S.O., D.F.C. and S/Ldr. J Wright, DFC, AFC., arrive back on 30th. to make the final landing of the final trip of the Squadron's SEAC commitments.
			Seven flights were made to the Cocos Islands, two to Madras, and five to Jodhpur, Dum-Dum, Chakeri and other parts of Northern India.
			Flying Times.
			KKS to Cocos 183 hrs. 35 mins. " " Singapore 64 hrs. 10 mins. " " Madras 5 hrs. 30 mins. " " Jodhrur-Dum-Dum-Chakeri 69 hrs. 20 mins.
			Non-Operational.
			No Navigation exercises were carried out during this month. Night circuits and landings were completed by seventeen crews.
			Technical.
			Flying during the month comprised mainly of flights to the Cocos and Singapore, total hours 350. Commitments were terminated at the end of the third week in order to prepare for the move to U.K. No further Liberator Mk.8's were received and the last of the Mk.6's, BZ991 was dispatched to India for breaking up. Re-equipping is completed and the squadron now has 13 Mk.8 Liberators and one Harvard. The Harvard and Lib. KL477 are being disposed of as only 12 Liberators are to be flown to U.K.
			Two incidents of fire in the air occurred during the month. The first occurred on aircraft "J" on the return from Singapore, due to ignition of a flame-float in rear of the aircraft, presumably due to rain leaking into the case, a number of electrical leads were burned. The second occurred in aircraft "N" also on return from Singapore. Voltage regulator in this case became overheated, causing the DZ system voltage to go up and burn out the transformer in one of the Turbo supercharger amplifiers. All turbo amplifiers were rendered U/S, but remaining three due to burnt out valve which can be replaced. Both cases meant a considerable amount of repair work for Electrical, W/T, and Radar mechanics.
			A further snag which has arisen is in connection with the switches for the Engine fire warning lights. These are of unsatisfactory design and will not withstand normal engine temperatures. Result has been in some cases a false fire warning to the crew of the aircraft. Spares are not at the moment available, and switches are positioned in a very awkward place in the Power unit shroud. Grey hairs are quickly becoming visible among the personnel of the Electrical section.
			Every effort has been made to anticipate as far as possible the requirements connected with the squadron move. Conferences were held and provisional arrangements made early in the month. Bulletins have been issued as soon as any new instructions arrived to keep every one up to date. Aircraft have been sorted out for inspections and are being done in rotation in order to give them

			the maximum number of hours for the trip home. A considerable amount of argument on policy has taken place with ACSEA and AHQ but we seem to be getting our own way to a large extent. So far no major snags which might impede the move have arisen.
			The man-power situation has been affected considerably by a boat-list during the month. About 23 of our ground staff were included and this constitutes no mean drop in our resources. However, having no commitments, and very little flying, we are pulling along reasonably well.
			Administration.
			The increasing temperature of recent weeks has considerably reduced the enthusiasm for football, hockey, and other forms of sport, which had previously been very high on this station. The "A" Soccer League had to be abandoned before the completion of the fixtures, but the "B" League survived and was won by 7160 R & I, by a narrow margin over ASR "B". Nevertheless several attractive matches were watched on Keith Park, also a few hockey fixtures.
			Once again several well-known faces left the squadron to return home including F/L. R. E. Smith, the Squadron Navigation Leader, F/L. R. S. Arrand, and F/O. D. Flanagan who were all with 203 before the end of the Jap war.
			F/L. J. Wright, DFC and Bar, AFC, the Squadron "A" Flight Commander was promoted to the acting rank of S/Ldr. on 1/4/46.
			Two attractive ENSA shows were seen in the Station Cinema during April, rumours that ENSA was closing down appear to be premature.
			Releases by the end of the month had reached Group 40 for Officers and Group 41 for Aircrew N.C.O.'s.
			A report that beer would be un-rationed after 30th. April has yet to be confirmed by experience.
			Squadron Strength.
			Officers 62
			Senior N.C.O's 141
			O.R.'s 185
			Increase in O.R.'s due to amalgamation of 7203 S.E. with the Squadron.
			Medical.
			The general health of the station is well up to standard. With the increase in temperature there has been a few cases of minor heat intolerance, which have not necessitated admission to Sick Quarters. There have been two cases of jaundice of mild nature, one having been to the Cocos Is, and Jodhpur within the last three weeks. The number of major skin complaints continues to remain at lower levels. No outbreak of infectious diseases occurred during this month. There have been no case of Malaria. Sick parade varies between 25 and 40 per day, the number of new patients has been an average of about 5 per day. No flying accidents.
			Personnel & Movements.
			Releases:-
			F/L. R. S. Arrand, 156556, Nav/B., F/O. E. W. Bryant, 165378, Nav/B. F/L. A. K. Crawshaw, 131095, Pilot., F/L. R. A. Emery, 123889, Pilot, F/O. D. Flanagan, 179233, Nav/B., F/L. H. G. Gibbins, 128108, Nav/B., F/O. S. L. Gould, 179002, Nav/B., F/O. J. G. Green, 190761, Nav/B., F/L. H. W. Griffiths, 136798, Pilot., F/O. T. E. Kynnersley, 173759, Pilot., F/L. R. E. Smith, 127275, Nav/B.
			F/L. J. D. Davies, 152370, Nav/B., arrived to take up duties as Sqdn. Nav. Officer.
			Casualties.

			There were no casualties this month
			W/Cdr.
			O.C. No. 203 Squadron, R.A.F.

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