

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.