

215 Squadron RAF

Forms 540

July 1944 to April 1945

Draft Edition
December 2012

Robert Quirk
Winnipeg, Canada

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The original records often are inconsistent in names of personnel, especially their initials. At times more than one spelling of the name of a squadron member appears in the original record.

Robert Quirk
Winnipeg, Manitoba
Canada
December 17, 2012

Table of Contents

July 1944	1
Form 540	1
August, 1944.....	2
Form 540	2
September 1944	4
Form 540	4
October 1944	6
Form 540	6
November 1944	9
Form 540	9
December 1944.....	13
Form 540	13
January 1945.....	16
Form 540	16
February 1945.....	21
Form 540	21
March 1945.....	25
Form 540	25
April 1945.....	35
Form 540	35

July 1944, Form 540

215 Squadron

Place	Date	Time	Summary of Events
			On the 5th of the month, the fourth and final party left for Kolar, where the Squadron's Flying Crews continued to be under instruction in the management of Liberator Aircraft, during the whole of July.
			The Engineer Officer, and certain other ground personnel, were detached to 352 M.U. Phaphaman?, to prepare Liberator aircraft for delivery to the Squadron (Six were delivered during the last 10 days of the month).
			During the month, five new crews were posted to the Squadron, and will proceed to Amarda Road. For Armament Training, very shortly.
			The 'skeleton staff' remaining at Jessore were occupied by an exchange of dispersals and offices with 99 Squadron, as the dispersal pens on the west side of the runway were more suitable for large aircraft, than those on the eastern side. Many alterations to Flight Offices and other administrative buildings had to be undertaken, and this work was still incomplete at the end of July.
			On the 10th July, W/Cdr. J. M. Sindall, who, for some months previously had commanded 'B' Blight, took over Command of the Squadron from W/Cdr. D. M. Cross, who proceeded to the Staff College, Quetta, for a Commanding Officers' staff Course.
Jessore	5/7/44	1919	Fourth party left Jessore, by rail, for Kolar.
	10/7/44	1919	F/Lt. Shaw (Engineer Officer) and ground personnel left for Phaphamau, to prepare Liberator aircraft for delivery to the Squadron.
			POSTINGS
			S/Ldr (A/W/C) J. H. Sindall G.D.(P) Posted from 215 Sqdn. S/Ldr. Flight Commander post to 215 Sqdn. Wing Commander post, w.e.f. 10/7/44.
			P/O K. T. Brown G.D.(Nav.B) Posted to 215 Sqdn. on commissioning.
			F/O W. A. Turner Tech(S) Posted from B.H.Q. Calcutta to F/O signals(G) Post, 215 Sqdn.
			P/O T. E. Taylor G.D.(P) Posted to 215 Sqdn. on commissioning.
			F/O (A/F/L) J. H. Shaw Tech(e) Posted from No. 3 R.F.U. to F/L Eng. Post 215 Sqdn.
			P/O P. R. Fox AMR(Misc)?? Posted to 213 Sqdn (supy) on commisioning.
			P/O N. W. B. Brady? G.D.(P) Posted to B.P.O. Bombay, n/e missing.
			P/O L. A. Leicester G.D.(P) Posted to No. 322 M.U. supy. for ferrying duties.
			P/O F. Solomon GD(WOP/AIR) Posted to 3 R.F.U. for Instructor Duties.
			F/O A. H. G. Price GD(Nav.B) Posted to Sch. For Jungle Self Preservation Training F/Lt. Admin G (Instructor) Post.
			S/Ldr. J. M. Sindall GD(P) Appointed to Acting Rank of Wing Commander, whilst in Command of 215 Squadron.
			F/O R. E. Grouse GD(P) Promoted to Temporary Rank of Flight Lieutenant.

August, 1944, Form 540

215 Squadron

Place	Date	Time	Summary of Events
			August 1944
			During the month, activity continued on the many new buildings required west of the runway at Jessore, particularly at Squadron Headquarters, but these were still incomplete at the end of the month. Many inconveniences, arising from the lack of accommodation had to be overcome.
			On the 30th of August the sixteenth new Liberator aircraft was delivered to the Squadron; ten of these arrived at intervals, during the month.
			On the last few days of August, 12 crews returned from their conversion course to Liberator Aircraft, at 1673 H.C.U, Kolar. 9 crews proceeded to Armada Road for armament training. 6 further crews remained at Kolar, completing their course of instruction.
			All personnel of the Squadron were pleased to hear of the award of the Distinguished flying Cross to three pilots of the Squadron - F/L G. C. Nichols. F/L J. R. Sutton and P/O F. R? Johnston, and the Distinguished flying Medal to F/Sgt. W. Mather (Air Bomber).
			An unfortunate accident at Kolar deprived the Squadron of a popular and efficient officer P/O W. Clemments - who died of injuries received from contact with a rotating airscrew.
Jessore	7-8-44	1100	F/O Fraser & crew, F/O Brodie & crew and Sgt. Brooks and crew left Jessore for Armada Road, for Armament Training.
Jessore	11-8-44	1000	Sgt. Miller & crew left Jessore for Armada Road, for Armament Training.
Jessore	14-8-44	1100	F/S Masengarb and crew left Jessore for Armada Road for Armament Training
			5 Liberator A/C were delivered to the Squadron, from Allahabad.
Jessore	18-8-44		3 Liberator A/C were delivered to the Squadron from Allahabad.
Jessore	23-8-44	0945	F/L Williams in A/C "F" flew to Digri & Chaklala to convey 11 Aircrew from Digri to Chaklala
			1 Liberator A/C was delivered to the Squadron, from Allahabad.
Jessore	24-8-44	1145	F/O Lantike flew to Allahabad in A/C "H" with a spare crew to fly the Squadron's 15th new Liberator A/C to Jessore. This new aircraft arrived during the afternoon.
Jessore	25-8-44	1855	F/L Williams in A/C "F" returned from Chaklala, via Allahabad.
Jessore	30-8-44	1400	S/L Webster and crew in A/C "V" flew to Armada Road for Armament Training.
		1600	P/O Lantire and crew in A/C "O" flew to Armada Road for Armament Training.
		1415	S/L Beadden and crew in A/C "H" flew to Armada Road for Armament Training.
		1100	F/L Williams and crew in A/C "D" flew to Armada Road for Armament Training.
			The 16th new Liberator A/C was delivered to the Squadron from Allahabad.
			POSTINGS
			S/Ldr(A.W.C.) D. H. Cross G.D.(P) Posted from 215 Sqdn to H.Q.A.C.S.E.A. Sup'y while attending 10th Quetta Staff College Course.
			F/Lt(A/S/L) S. Webster G.D.(P) Posted from 1673 H.C.U. to S/Ldr Flight Commander post, 215 Squadron, w.e.f. 4-8-44.

Place	Date	Time	Summary of Events	
			F/Lt R. C. Wallace G.D.(P) Posted from 1673 H.C.U. to 215 Squadron w.e.f. 27-7-44	
			F/O W. A. Turner Tech.(S) Posted from 215 Squadron to 184 Wing F/L signals Post, w.e.f. 27-8-44	
			F/Lt. K. D. Cox G.D.(Nav/B) F/O G. W. Brodie G.D.(P) F/O W. W. Fraser G.D.(P) F/O A. H. Harris G.D.(??) F/O J. M. Potts G.D.(P)	Posted from 355 Squadron to 215 Squadron w.e.f. 16-7-44
			P/O R.C.S. McGee (died 28-2-44) G.D. (A.B.) P/O D. E. James (missing believed killed G.D.(G?))	Posted to 215 Squadron on appointment to the rank of Pilot Officer, on probation.
			P/O A. R. Read G.D. (G) Posted from 355 Squadron to 215 Squadron w.e.f. 16-7-44.	
			P/O C. W. Wheeler G.D.(P?) Posted from 1673 H.C.U. to 215 Squadron for flying duties w.e.f. 4-8.44	
			F/Lt. N. M. Williams G.D.(P) F/O E. G. Faiera G.D. (A.B.) P/O V. J. Godber G.D.(G?)	Posted from 1673 H.C.U. to 215 Squadron for flying duties w.e.f. 27-7-44
			P/O K. T. Brown G.D.(Nav/B) Posted from 215 Squadron to 231 Group NAV School Sup'y for Instructor Duties w.e.f. 26-7-44.	
			P/O E. S. Mason Tech(a) Posted from 215 Squadron to 175? Wing F/Lt. Arm post w.e.f. 1-8-44	
			P/O G. Castellain G.D.(P) Posted from 215 Squadron to S.E.A.C. Commerce?? Flight, for Flying duties w.e.f. 5-8-44.	
			P/O P. R. Fox A&S.D.(misc) Posted from 215 Squadron, sup'y, to No.281 A.M.E.S. F/O Admin post w.e.f. 8-8-44.	
			PROMOTIONS	
			F/O(A/F/Lt) G. C. Nichols G.D.(P) Promoted to the rank of F/Lt. (W.S.) w.e.f. 15-5-44.	
			F/L A. Webster G.D.(P) Appointed to Acting Rank of squadron Leader, while filling S/Ldr. Flight Commander post, 215 Squadron, w.e.f. 4-8-44.	
			F/O R. G. McMichael G.D.(Nav) Appointed to acting rank of F/Lt. Whilst filling F/Lt.(NAV) vacancy at 215 Squadron w.e.f. 5-3-44.	
			P/O W. M. Bassarab G.D.(Nav/B) Promoted to the rank of Temporary Flying Officer w.e.f. 2-2-44.	
			P/O J. Williams G.D.(A.B.) Confirmed in appointment and promoted Flying Officer w.e.f.23-9-43	
			P/O T. W. Moule G.D.(NAV) Confirmed in appointment and promoted Flying Officer (W.S.) w.e.f. 12-1-44.	

September 1944, Form 540

215 Squadron

Place	Date	Time	Summary of Events
			At the beginning of the month Armament Training under the direction of No. 23 Armament Practice Camp commenced at Jessore, for most crews other than those training at Amarda Rd.
			The outstanding event of the month was the move of the Squadron from Jessore to Digri, which was accomplished within four days No. 23 Armament Practice Camp accompanied the Squadron, and the interrupted training program was quickly resumed at Digri. Armament Training for other aircrews continued at Amarda Road, and a further five crews went to Amarda Road for this purpose, during September.
			The arrival of six new crews on the 12th. September brought the Squadron's aircrew strength up to the established figure of 23 crews. The expected establishment for ground staff, after conversion to Liberator Aircraft, was 7 officers and 4765 N.C.O's and B.O.R.s. New personnel continued to arrive, at intervals, throughout the month.
			On the 17th September a new Flight Commander arrived for 'B' Flight; S/Ldr. P. R. O'Connor from 99 Squadron. S/L Webster, who he displaced, took over S/Ldr. O'Connor's duties at 99 Squadron.
Jessore	1.9.44	09.10	F/O Shaw and crew, in a/c 'B' flew to Amarda Road for Armament Training.
		08.00	Armament Training commenced for most crews still at Jessore, under the direction of No. 23 Armament Practice Camp.
	3.9.44	16.15 17.15	F/Lt. M. Williams and crew, in a/c 'F', flew to Amarda Road for armament training.
	5.9.44	09.25 13.30	F/O Clarke and crew in a/c 'H', F/O Downie and crew in a/c 'Q?' and W/O Camaron and crew, in a/c 'M?' practiced formation bombing and fighter affiliation.
	7.9.44	09.55 01.25?	W/Cdr. Sindall and crew in a/c 'E?', F/Lt. R. Williams and crew in a/c 'Q?', F/O Colson? and crew in a/c 'R' and W/O Tindall and crew, in a/c 'U?' engaged in formation bombing and fighter affiliation.
	9.9.44	09.05 13.45	W/Cdr. Sindall and crew, in a/c 'H', F/Lt. R. Williams and crew in a/c 'Q?', and W/O Tindall and crew, in a/c 'R?' engaged in fighter affiliation, and formation bombing practice.
		08.40 19.45	P/O Haycock (of 99 squadron) flew F/O Brodie to Allahabad in the Squadron's Harvard Trainer, for a Court of Inquiry. On the return journey, the pilot lost course in bad weather, and crash-landed after dark in the Sundertana? Owing to shortage of petrol. P/O Haycock suffered extensive superficial injuries, and the aircraft was badly damaged. F/O Brodie baled out from a low altitude, and landed unharmed.
	10.9.44	09.15 13.00	W/Cdr Sindall in 'E' with F/O Howard as passenger, flew to Digri and return, to make preliminary arrangements for the moving of the Squadron.
		09.30 13.50	F/O Downie and crew in a/c 'Q' and W/O Cameron and crew in a/c 'R' engaged in Formation Bombing Practice, and Fighter affiliation.
	11.9.44	09.35 13.45	W/O Tindall and crew in a/c 'R' and F/Lt. R. Williams and crew in a/c 'Q' engaged in Formation Bombing Practice and Fighter Affiliation.
	12.9.44	10.10 14.40	F/O Clarke and crew in a/c 'R' engaged in Formation Bombing and Fighter Affiliation Practice.
		17.30	6 new crews arrived for Kolar, bring the Squadron Strength up to 23 complete crews.
	14.9.44	09.50	The Advance Road Party, in charge of F/O Howard, left Jessore for Digri.
	15.9.44	10.00 17.00	9 a/c of the Air Party flew from Jessore to Digri.
		22.00	The Mail Rail Party, in charge of F/Lt. Cos, left Jessore for Digri.

Place	Date	Time	Summary of Events
Digri	15.9.44	15.30	The Advance Road Party arrived at Digri.
Jessore	16.9.44	06.00	The Rear Road Party, in charge of F/O Harris, left Jessore for Digri.
Digri	17.9.44	18.00	The Rail Party arrived at Digri.
	19.9.44	11.50	The Rear Road Party arrived at Digri.
	20.9.44	11.40 13.00	F/O Clarke in A/c 'G?', W/O Cameron in a/c 'S', and F/Lt. R. Williams in a/c 'E' practiced Formation Bombing and Fighter Affiliation.
	21.9.44	10.30	W/O McPhee and crew flew to Amarda Road, for Armament Training.
		15.30	F/O Graham and crew flew to Amarda Road, for Armament Training.
		15.15 - 17.00	W/O Tindall & crew in a/c 'G?' practiced Formation Bombing and Fighter Affiliation.
	23.9.44	14.15 - 17.23	F/O Colmon and crew in a/c 'E' and F/O Downie and crew in a/c 'S?', practiced Formation Bombing and Fighter Affiliation.
	24.9.44	11.50	S/Ldr. O'Connor and crew flew to Amarda Road for Armament Training.
	25.9.44	09.50 - 13.40	F/O Clarke and crew in a/c 'C?', F/O Colman and crew in a/c 'K?', W/O Tindall and crew in a/c 'C', F/O Downie and crew in a/c 'E?' practiced Formation Bombing and Fighter Affiliation.
	26.9.44	07.10 - 13.40	F/O Downie and crew in a/c 'G', F/O Colson? and crew in a/c 'E', F/Lt. R. Williams and crew in a/c 'C', F/O Clarke and crew in a/c 'C?', W/Cdr. Sindall and crew in a/c 'G?', F/O Brodie and crew in a/c 'E', practiced Formation Bombing and Fighter Affiliation.
	27.9.44	06.30 - 13.10	F/O Tindall and crew in a/c 'E', F/O Clarke and crew in a/c 'C', W/O Cameron and crew in a/c 'P', F/O Coson and crew in a/c 'E', F/Lt. Williams and crew in a/c 'C', and F/O Downie and crew in a/c 'P', practiced Formation Bombing and Fighter Affiliation.
	29.9.44	10.10 - 17.10	Sgt. Miller and crew in a/c 'B', W/O Cameron and crew in a/c 'P', practiced Formation Bombing and Fighter Affiliation.
			POSTINGS
			F/O W. M. Bassarab GD(NAV.B) Posted to B.R.D. Worli, pending embarkation, wef. 30.8.44
			P/O J. Paterson GD(AB) P/O E. L. Silcocks GD(AB) P/O A. E. Smith GD(AB) P/O P. G. Straman GD(AB) P/O L. R. Tancock GD(AB) Posted ex No. 3 R.F.U. to F/O Flying duties 215 Squadron with effect from 7.8.44.
			P/O C.C. Upson Tech(s) Embarked ex U.K. 16.7.44. disembarked ex U.K. and posted to 215 Squadron, supernumerary, with effect from 15.8.44
			P/O E. G. Ossington A&SD(Spec) Posted to 215 Squadron, supernumerary, on commissioning.
			P/O C. C. Upson Tech(s) Posted form 215 Squadron, supernumerary, to F/O Signals (G) wir Squadron, with effect from 27.8.44
			P/O H. Horler GD9P) Posted to 3rd T.A.F. Comm. Squadron, for flying duties, weith effect from 10.9.44.
			P/O E. G. Ossington A&SD(Spec) Posted to 169 Wing, supernumerary, with effect from 6.9.44.
			PROMOTIONS
			F/Lt. (A/S/L) C. Y. Beadon GD(P) Promoted to the rank of S/Ldr. (Temp) with effect from 1.7.44.
			F/Lt. (A/S/L) A. Webster GD(P) Promoted to the rank of S/Ldr. (Temp) with effect from 1.7.44.
			F/O (A/F/L) L. A. Lawrence GD(WOP/AIR) Promoted to the rank of F/Lt. (W.S.) with effect from 18.11.43.
			Appendices 1 to 5 - Weekly Opreps During Training Period/

October 1944, Form 540

215 Squadron

Place	Date	Time	Summary of Events
			This month saw the completion of the aircrew training program in connection with conversion of Squadron to Liberator aircraft. The last crews returned from their armament training course at Amarda Road by the middle of October and during the month, training lectures were given by the flight Commanders, Squadron Intelligence Officer and other specialised affimmers? squadron personnel
			Two long weather reconnaissances extending to the Tenhaserim? Coast were flown early in the month, and from 6th October to 13th October the Squadron participated in a prolonged search for survivors of a missing Liberator A/C in the Bay of Bengal but, although the dinghy was sighted several times, the occupants were unfortunately, not picked up.
			The second half of the month saw the continuation of the final training programs and on the 30th, an Exercise "GLAXO" was carried out - to simulate as near as possible actual operational conditions. This included bombing at Jessor and Amard Road Ranges - simulation bombing of Madras Main Railway Station, and interception by R.A.F. and U.S.A.A.F. fighters.
			On the last day of the month a weather reconnaissance was rendered particularly abortive by engine trouble - the a/c getting safely back to base with no further trouble.
Digri	1.10.44	0615 - 2005	S/Ldr. Beadon and crew in a/c "G", carried out a weather reconnaissance to Phemparie?? Island, and on to Bentinck? Island, over the Bay of Bengal and the Andaman Inner? Sea. The route was flown at 500' - 4000', and a visual reconnaissance of Bentinck? Island was made at 200'. No other a/c, or shipping, was sighted. The weather was bad, with dense cloud down to 200' - 300', and heavy rain. Visibility was never more than half a mile. (See Appendix No. 6).
	5.10.44	0755 - 1815	F/Lt. N. Williams and crew, in a/c 'V', carried out a weather reconnaissance over the Bay of Bengal, to Preparis? Island, and then on to position 14° 30' N, 97° 00' E. The route was flown at 8000', and there were no sightings of aircraft or shipping. The weather was good, with 2 - 6/10ths. Scattered cumulus, base 2 - 3000', top 5 - 6000'. There was a local storm? over Preparis Island. Visibility was good. (See Appendix No. 10).
	6-7.10.44	1608 - 0215	F/O Clarke and crew in a/c 'Q', and F/O Shaw and crew in a/c 'V', were detailed for an Air/Sea Rescue Search for survivors of a missing Liberator (A/C "W" of 159 Squadron), which forced landed in the sea 50 - 60 miles S.E. of Chenera?? Island. At 1940 hrs, position 18° 27' N. 92° 51' E. a/c 'V' sighted a bright light on the sea, flashing "S.O.S." The light was circled until 22.31 hrs. when it extinguished. A/c remained in the area for a further hour. The weather was good.
	7.10.44	1041 - 2105	W/O Cameron and crew in a/c 'Q' and F/O Shaw and crew in a/c 'V', were detailed for an Air Sea Rescue Search commenced the previous day, but returned to base without having sighted the dinghy carrying survivors. The weather continued good.
	7-8.10.44	1830 - 0610	F/O Fraser and crew in a/c 'R' continued the Air Sea Rescue Search commenced on 6th October, but returned to base without having sighted the dinghy. The weather was good.
	8.1.44	0806 - 2100	F/O Lanteke?? And crew in a/c 'V' continued the Air Sea Rescue Search. The weather was changeable, occasional rain squalls reducing visibility to 1 mile. Nothing was seen of the dinghy.
	9.10.44 - 10.10.44	0555 - 0120	F/O Brodie? and crew in a/c 'F', F/Lt. Mazengard?? and crew in a/c 'R', W/O Tindall and crew in a/c 'G', and Sgt. Brooks and crew in a/c 'V' continued the Air Sea Rescue Search. At 16.07 hours, position 18° 25' N 93° 05' E. a/c 'V' sighted the dinghy, greyish in colour, containing 3 men. Unfortunately the dinghy was lost again after 3 - 4 minutes. A/C 'G' may also have seen the dinghy at 16.22 hours,

Place	Date	Time	Summary of Events
			but could not maintain contact. The weather was good.
	9.10.44	1530 - 1630	4 Crews returned from Armament Training at Amarda Road.
	10-11.10.44	0533 - 0215	F/O Shaw and crew in a/c 'Q', F/O Frazer and crew in a/c 'R', and Sgt. Milier and crew in a/c 'F' continued the Air-Sea Rescue Search in generally good weather, but over the sea reduced visibility. No sign of the dinghy was seen.
	11.10.44	0310 - 2150	F/Lt. Grouse?? and crew in a/c 'V", F/O Downie and crew in a/c 'F', F/O Lanke and crew in a/c 'E??' and W/O McPhee?? in a/c 'Q' continued the Air-Sea Rescue Search without result. There were rain storms and heavy showers?? to the W. of the search area, but in the area itself the weather was ????. Visibility was 2 miles, improving during the day.
	12.10.44	04443 - 2229	F/Lt. N. Williams and crew in a/c 'W?', F/O Colson and crew in a/c 'F' and F/S Malengard?? and crew in a/c 'Q' continued the Air-Sea Rescue Search. The weather was good in the area of the search, but a "front" with heavy cloud, thunderstorms and rain was encountered commenced at the Burma Coast extending along the 20th parallel curving S. at the 91st meridian. The dinghy was not sighted.
	13.10.44	0432 - 1824	S/Ldr Beadon and crew in a/c 'H?', Sgt. Brooks and crew in a/c 'Q' continued the Air-Sea Rescue Search in moderately good weather, occasional rainstorms reducing visibility. Visual reconnaissances were made of Foul? Island, Oyster Island and the beaches of Chemaba?? Island, without result. A/c 'H' was struck by a small calibre bullet fired from an unknown position near the southern tip of Cheaira?? Island. The ball turret was damaged but there were no injuries to personnel.
	13.10.44	1545	The fifth and final crew (F/O Graham's crew) in a/c returned from Armament Course at Amarda Road.
	30.10.44	0558 - 1908	F/Lt. Grouse and crew in a/c 'A', F/O Downie and crew in a/c 'F', sgt. Miller and crew in a/c 'H'. F/O Clarke and crew in a/c 'C', F/O Fraser and crew in a/c 'P', and F/Lt. Shaw and crew in a/c 'Q' carried out an exercise "GLAXO" arranged as part of the training programme by the A.O.C. 231 Group. The route was Base - Krishagar - Jessore - Amarda Road - Madras - Base. Practice bombs were carried for bombing attacks at Jessore and Amarda Road ranges, but flood conditions prevented bombing at the former. Interruptions by R.A.F. and U.S.A.A.F Fighters were made at three stages of the route and the attacks were well pressed home. Simulation bombing of Madras Main Railway Station was also carried out A/c 'H' due to excessive petrol consumption dropped out of formation and landed at St. Thomas' Mount, returning to base the following day.
			POSTINGS TO - OFFICERS
			CAN.J6157 F/Lt. K. D. COX GD(Nav.B)
			F/Lt. Staff Nav (P) post 215 Sqdn, w.e.f. 16/10/44. From 215 Sqdn Supny.
			116558 F/O H.E.W. HART Tech(ee)
			P/O Eng (Elect) vacancy 215 Sqdn. with effect from 1/10/44, from 322 M.U.
			185029 P/O G.A. MUNTON? GD(AB)
			215 Sqdn, on commissioning, with effect from 24/10/44.
			185030 P/O H.W. WOOD GD(AB)
			215 Sqdn, on commissioning, with effect from 30/10/44.
			185079 P/O G. GRIFFIN GD(WOP/AIR)
			215 Sqdn, on commissioning, with effect from 30/10/44.
			POSTINGS FROM - OFFICERS
			134552 F/O J. COHEN GD(NAV)
			Posted from 215 Sqdn. to 230 Group Comm. Flight with effect from 18/10/44.
			PROMOTIONS - OFFICERS
			162030 P/O L.A. HUSSELL GD(P)
			Promoted to F/O with effect from 4.6.44.
			NZ4040519 P/O A.R. READ GD(P)
			Promoted to F/O with effect from

Place	Date	Time	Summary of Events
			18/7/44.
			169483 P/O J.A.B.CAMPBELL GD(NAVE.B)
			Promoted to F/O with effect from 5/1/44.
			173056 P/O J.A.H. DALTON GD(W.Op/AIR)
			Promoted to F/O with effect from 30/6/44.
			53246 P/O D.F. NEVILLE GD(P)
			Promoted to F/O with effect from 23/1/44.
			54010 P/O H. JONES Tech(a)
			Promoted to F/O with effect from 20/7/44.
			129122 F/O H.A. SHAW GD(P)
			Promoted to F/L with effect from 14/7/44.
			CAN.J13395 F/O A.H. HARRIS GD(S?)
			Promoted to F/L with effect from 17/8/44.

November 1944, Form 540

215 Squadron

Place	Date	Time	Summary of Events
			A month of unbroken good weather enabled personnel of the Squadron to concentrate on flying activities. Two operations were undertaken during the first week of November but from the 8th to the 21st. a further period of highly concentrated and specialised training was undertaken, with the object of finding the best lead crews for formation attack, and polishing up the squadron formation flying generally. Lead crews were given intensive training in practice bombing, on local ranges, and towards the end of the period full Wing Formation Attack was rehearsed, in collaboration with 99 Squadron.
			The period from the 21st to the 25th November was spent on maintenance overhaul of aircraft, necessitated by the preceding period of very concentrated flying. Three further operational flights were made during the last week of the month.
Digri	2/3/11/44	1818 hrs 2/11/44 to 0745? Hrs 3/11/44	4 a/c were detailed for a Night Bombing attack on Vinn Aerodrome, with Vinn Shipyard as the Secondary Target. All four a/c refuelled at Chittagong, using this as a forward base. Weather was good with no cloud, and slight ground haze. Three a/c located the primary target, and bursts were observed in the runway area, some bombs falling near a small aircraft which was presumably destroyed. The fourth a/c could not pinpoint the aerodrome, and attacked the shipyard, causing a medium sized red fire at the eastern end, visible 50 miles away on the return journey. Very slight and ineffective H.A.A. and small arms fire was encountered over Vinn.
	4/11/44	0635 - 1625 hrs.	6 a/c were detailed for a Day Bombing Attack on In??ein Railway Workshops in company with Liberators of 355 and 356 Squadrons, Taungup?? Dumpts being the secondary target. An escort of 19 P.38's of the U.S.A.A.F. and 8? R.A.F. P.47's was provided. One a/c failed to take off owing to engine trouble, but the remaining five reached and identified the target in good weather, obtaining a good distribution of bursts on the workshop buildings. Moderate, accurate H.A.A. fire was experienced, one a/c sustaining minor damage. 6 - 10 Japanese Army 01's and Hamps attacked our formation over the target, after bombing, obtaining strikes on one of our a/c. F/Lt. L. A. Lawrance in a/c 'D' shot down an 'Oscar' which burst into flames, after diving into the ground. A second 'Oscar' was claimed as damaged by a/c 'C'. All our aircraft returned safely.
	8/11/44	1606 - 1640 hrs	W/O Palmer and crew in a/c 'H' and W/O Tindall and crew in a/c 'F' practiced formation flying.
	9/11/44	0900 - 1400 hrs.	S/Ldr. Beadon and crew in a/c 'N??', F/L Grqune?? And crew in a/c 'B', F/O Colson and crew in a/c 'E?', W/O Hadaway and crew in a/c 'C', F/O Brodie and crew in a/c 'D', F/L N. M. Williams in a/c 'C?', S/L O'Connor and crew in a/c 'V', W/O Cameron and crew in a/c 'S', and W/O McPhee and crew in a/c 'R' practiced formation flying, with range-bombing at Digri and Jessore.
	10/11/44	0900 - 1430 hrs	S/Ldr. Beadon and crew in a/c 'H', F/L R. Williams and crew in a/c 'B', W/O Tindall and crew in a/c 'F', F/O Fraser and crew in a/c 'R', F/L N. Williams and crew in a/c 'O', F/S Brooks and crew in a/c 'S', F/O Clarke and crew in a/c 'C', Sgt Millen and crew in a/c 'D', and W/O Palmer and crew in a/c 'E', practiced formation flying and bombing at Dirgri & Jessore ranges.
	11/11/44	0800 - 1330 hrs.	S/Ldr. Beadon and crew in a/c 'H', F/L Grouse and crew in a/c 'F?', W/Cdr. Sindall and crew in a/c 'F', F/O Clarke and crew in a/c 'H', F/O Colson and crew in a/c 'E', F/L N. Williams and crew in a/c 'O', W/O McPhee and crew in a/c 'Q', F/O Fraser and crew in a/c 'P', F/O Brooks and crew in a/c 'R', F/S Masengarb? And crew in a/c 'S', practiced formation flying, some crews also dropping practice bombs on the range at Digri.
	11/11/44	1015 -	F/O Gilbert in a/c 'U?', practiced circuits and landings.

Place	Date	Time	Summary of Events
		1230 hrs.	
	12/11/44	0800 - 1243 hrs.	W/Cdr. Sindall and crew in a/c 'B', S/Ldr. Beadon and crew in a/c 'H', F/L Grouse and crew in a/c 'C?', W/O Palmer and crew in a/c 'E', Sgt. Miller and crew in a/c 'D', F/L N. Williams and crew in a/c 'U', S/Ldr. O'Connor and crew in a/c 'O', F/O Fraser and crew in a/c 'P', and W/O Cameron and crew in a/c 'S', did formation practice bombing on Digri Range.
	13/11/44	0900 - 1200 hrs.	S/Ldr. Beadon and crew in a/c 'H', F/L Grouse and crew in a/c 'b', F/L r. Williams and crew in a/c 'D', F/O Braham and crew in a/c 'F', W/O Palmer and crew in a/c 'E', F/O Clarke and crew in a/c 'G', F/L Shaw and crew in a/c 'R', F/O Coulin and crew in a/c 'T?', F/S Masengarth and crew in a/c 'U', and W/O McPhee and crew in a/c 'Q', practiced formation bombing on the ranges at Digri and Salbani.
	14/11/44	0900 - 1245 hrs.	W/O Tindall and crew in a/c 'C', F/O Brodie and crew in a/c 'D', F/O Graham and crew in a/c 'E', F/L N. Williams and crew in a/c 'P', W/O Cameron and crew in a/c 'S', and S/Ldr. O'Connor and crew in a/c 'O', flew a cross-country in formation t Ranchi, Amarda Road, and Salbani, with practice bombing on Salbani Range.
	14/11/44	0935 - 1215 hrs.	W/Cdr. Sindall in a/c 'E', Sgt. Miller in a/c 'D' and W/O Madaway in a/c 'G?', flew in formation Base, - Charra - Ranchi - Amarda Road - Base, with practice bombing en route.
	15/11/44	0900? - 1322 hrs.	S/Ldr. O'Connor and crew in a/c 'O', F/L Shaw in a/c 'T', F/S Masengarb and crew in a/c 'S', F/O Frazer and crew in a/c 'P', and W/O McPhee and crew in a/c 'Q' practiced formation flying and range bombing.
	16/11/44	0900 - 1240 hrs.	S/Ldr. O'Connor and crew in a/c 'P', F/L N. Williams and crew in a/c 'Q', W/O Cameron and crew in a/c 'S', F/O Coulin and crew in a/c 'T' and F/L R. Williams and crew in a/c 'D' flew from Base to Charra - Amarda Road - Salbani and back to base, with practice bombing at Amarda Road and Salbani Ranges, and formation changes.
	16/11/44	2105 - 1240 hrs.	W/O Cameron, F/O Coulin and W/O McPhee practiced night take-offs and landings, using a/c 'U'.
	17/11/44	0855 - 1222 hrs.	F/O Brodie and crew in a/c 'D', F/L Grouse and crew in a/c 'B', F/L Shaw and crew in a/c 'V', F/S Masengarb and crew in a/c 'Q', F/O Frazer and crew in a/c 'P', F/S Brooks and crew in a/c 'T', practiced formation bombing and cross-country formation flying.
	17/11/44	2035 - 2110 hrs.	W/O Clarke in a/c 'G', practiced night circuits and landings.
	18/11/44	0930 - 1300 hrs.	W/Cdr. Sindall and crew in a/c 'A', S/Ldr. Beadon and crew in a/c 'H', F/L R. Williams and crew in a/c 'C?', F/O Brodie and crew in a/c 'F', F/L Brouse and crew in a/c 'B', F/L N. Williams and crew in a/c 'U', F/L Shaw and crew in a/c 'R', F/O Coulin and crew in a/c 'T', and W/O McPhee and crew in a/c 'P' flew to Charra - Cuttack - and Amarda Road on formation bombing practice.
	19/11/44	0910 - 1355 hrs.	W/Cdr. Sindall and crew in a/c 'A', S/Ldr. Beadon and crew in a/c 'H', F/L R. Williams and crew in a/c 'G?', F/O Brodie and crew in a/c 'F?', S/Ldr. O'Connor and crew in a/c 'P', F/O Coulin and crew in a/c 'T', F/S Mazengarb and crew in a/c 'O' and W/O Cameron and crew in a/c 'S' practiced Wing Formation, with 99 Squadron, with Range Bombing at Digri and Amarda Road.
	20/11/44	0910 - 1340 hrs.	W/O Tindall and crew in a/c 'F', S/Ldr. Beadon and crew in a/c 'H', F/L N. Williams and crew in a/c 'S', S/Ldr. O'Connor and crew in a/c 'O', F/L Shaw and crew in a/c 'R', W/O McPhee and crew in a/c 'Q', F/O Frazer and crew in a/c 'P', and Sgt. Brooks and crew in a/c 'T', practiced Wing Formation Flight, as on the 19th December.
	21/11/44	0910 - 1350 hrs.	S/Ldr. Beadon and crew in a/c 'H', F/O Clarke and crew in a/c 'C', W/O Palmer and crew in a/c 'B', sgt Miller and crew in a/c 'F', F/L Williams and crew in a/c 'U', F/O Coulin and crew in a/c 'T', F/L Shaw and crew in a/c 'R', F/S Mazengarb and crew in a/c 'O', F/S Brooks and crew in a/c 'P' and W/O Cameron and crew in a/c 'Q', joined in Wing Formation practice, as on previous two days.
			F/L Grouse and crew in a/c 'B' were engaged in practice bombing and Air/Sea Firing.
	26/11/44	0816 -	12 a/c were detailed for a day-bombing attack, in formation, on the Railway

Place	Date	Time	Summary of Events
		1719 hrs.	Station and Sidings at Pyawia. The squadron attacked in four vics of three a/c, line astern. Some bombs fell west of the sidings, outside the target area, but many bursts were observed on the tracks and station buildings, causing a heavy and secondary explosion, with much black smoke. The weather was good, and no opposition was encountered.
	28/11/44	0727 - 1458 hrs.	9 a/c were detailed for a day attack, bombing in formation, on the Marshalling Yards at Mandalay, with Ywataing Locomotive Sheds, and Station Sidings as the Secondary Target. All a/c attacked the primary target, in three vics of three a/c, line astern. A good concentration of bursts were obtained on the yard in the vicinity of the Station Buildings, and amongst rolling stock, debris from which was seen in the air. Meagre anti-aircraft fire was experienced over the target quickly becoming accurate. One aircraft received slight damage from shrapnel. The weather was good, with excellent target visibility.
	30/11/44 to 1/12/44	0824 hrs 30/11/44 to 0815 hrs. 1/12/44	4 a/c were detailed for individual night bombing attacks in Indo-China, in the Manod and Vinh areas. All a/c re-fuelled at Jessore on the outward journey, and 3 a/c re-fuelled at Chittagong, on return. 2 a/c attacked the shipyard at Vinh in bright moonlight, obtaining hits on the yards. One a/c attacked the Japanese Camp at Vinh-Yen. Ground detail there was hard to distinguish owing to low cloud and haze, and it was feared that the bombs undershot, west of the camp. The fourth a/c attacked Gialam Airfield through cloud and was unable to pin-point the bomb-bursts. No opposition was encountered and flying conditions to and from the targets were good.
			POSTINGS -R.A.F.
			F/O J. D. Bingham GD(P) F/O D. F. Neville GD(P)
			Posted from 1673 H.C.U. to 215 Sqdn. (sup'y), for flying duties with effect from 8/9/44
			F/O B. D. Harper Tech(s)
			Disembarked ex U.K. 26/9/44, and posted to 215 Sqdn. to fill F/O Sigs (G) vacancy w.e.f. 25/10/44.
			P/O G. G. Upson Tech(s)
			Posted from 215 Sqdn. to H.Q. A.C.S.E.A.
			P/O L. A. Russell GD(P)
			Posted from 1673 H.C.U. to 215 Sqdn. (sup'y) for flying duties with effect from 2/9/44
			S/L A. Webster GD(P)
			Posted from 215 Sqdn. Flight Commander post to 99 Sqdn. with effect from 12/9/44
			P/O G. W. Wheeler GD(P)
			Posted from 215 Sqdn. to F/O Flying post 99 Sqdn. with effect from 12/9/44.
			S/L P. R. O'Connor GD(P)
			Posted from 99 Sqdn. to Flight Commander post No. 215 Sqdn. with effect from 12/9/44.
			P/O D. Golding GD(Nav.B)
			Posted to 215 Squadron on first commissioning w.e.f. 17/11/44.
			R.C.A.F.
			F/O E. F. Gilbert GD(P)
			Posted from 1673 H.C.U. to 215 Sqdn. (sup'n'y) for flying duties.
			F/O G. M. Brodie GD(P)
			Appointed to acting rank of F/Lt. whilst filling F/Lt. Captain of aircraft vacancy, No. 215 Squadron.
			POSTINGS - R.A.A.F.
			F/Lt R. E. Grouse GD(P)
			Posted from F/Lt. Flying Post 215 Sqdn. to sup'n'y strength 215 Sqdn. with effect from 1/11/44
			R.N.Z.A.F.
			F/O A. R. Read GD(g) P/O J. L. Ross GD(P)
			Posted to B.R.D. Worli with effect from 10/11/44, pending embarkation.

Place	Date	Time	Summary of Events	
			PROMOTIONS - R.A.F.	
			F/O H. E. Melborne GD(Wop/Air)	Appointed to Acting Rank of F/Lt. whilst filling F/L Gunner (S) Signal Leader post, with effect from 6/9/44.
			P/O D. Golding GD(Nav.B)	Appointed to rank of Pilot Officer in R.A.F.V.R. on probation with effect from 31/8/44.
			F/O G. B. Williams GD(Nav)	Promoted to rank of F/Lt.(W.S.) with effect from 31/7/44.
			R.A.A.F.	
			P/O A. R. M. Stephens GD(Nav.B)	Appointed to the rank of Pilot Officer on probation with effect from 19/4/44.
			F/O E. F. Coulin GD(P) F/O A. E. Graham GD(P)	Appointed to Acting Rank of F/Lt. whilst filling F/Lt. Captain of aircraft vacancy 215 Sqdn.
			POSTINGS - R.A.A.F.	
			F/O R. S. Andrews GD(s?)	Posted from 1673 H.C.U. to No. 215 Squadron (Supn'y) for flying duties, with effect from 8/9/44.
			P/O A. R. M. Stephens GD(Nav.B)	Posted to No. 215 Squadron on appointment to commissioned rank with effect from 8/11/44.
			F/L R. D. Williams GD(P)	Posted from supn'y strength of 215 Squadron to F/Lt. Flying Post No. 215 Sqdn. with effect from 1/11/44.

December 1944, Form 540

215 Squadron

Place	Date	Time	Summary of Events
			The Squadron continued to operate regularly during the period up to Christmas, missions blown including one Air-Sea Rescue Patrol, experimental and training exercises, and day bombing attacks against a variety of targets. In the middle of the month, 3 operations were undertaken against the Burma-Siam railway, involving round trips of approximately 2,400 miles, and attacks on difficult, well defended targets.
			Christmas was a season of hard work, mixed with some enjoyment. Once again the Squadron was faced with a "move" - this time to Desballea??, to rejoin No. 175 Wing. Despite the pleasant anticipation of resuming old friendships with personnel of 175 Wing, there were many regrets at leaving Digri, where the squadron had become well establish, and had received all possible co-operation from No. 185 Wing. The usual problems of lack of essential furniture and unsuitable accommodations were again surmounted, and the transfer of personnel, equipment and stores completed by 28th, December. The final three days of the old year were spent in servicing aircraft, and completing all the necessary organization for operations ordered. On the 1st, January 1945. Time was, however, found to organize the usual Christmas festivities - all ranks had a good Christmas Dinner, and the usual additional good cheer. The Third annual squadron Christmas Concert, given on the 24th and 25th, December, was once again a great success. Morale was high, and everyone looked forward to 1945 with confidence, and hope of a highly successful year.
Digri	1/12/44	0001 - 1539 hours.	4 a/c were detailed for an Armed Shipping Reconnaissance for a Japanese Convoy, reported in the Mergui area. The undamaged jetties, docks and adjacent stores area at Mergui were to be bombed if no shipping was sighted. The area of search was divided into two parts, and all aircraft covered their areas thoroughly, reporting no shipping apart from the usual small coastal and native craft present at Mergui. All aircraft attacked stores buildings near the southernmost jetty at medium height. Bursts were seen amongst the buildings, and one bomb caused a big burst of flame to 100 feet, and amongst small craft in the vicinity, which were scattered. Meagre to moderate L/A/A fire was experienced, from positions on the waterfront, one aircraft being hit, with slight damage. The weather was good throughout the trip.
	2/12/44	0650 - 2355 hours	1 a/c was detailed to carry out a A.S.R. search for survivors of a missing B.29 in the Bay of Bengal. The weather was good with slight haze early in the day, decreasing later. The search was completed, as ordered, but there were no sightings.
	4/12/44		4 a/c were briefed for a Night Bombing attack upon objectives in the Hanoi Area, Indo-China, but the operation had to be cancelled due to unsuitable weather conditions.
	5/12/44	1100 - 1830 hours	12 a/c took part, with aircraft of other Squadrons, in an experimental attack known as "Exercise Earthquake". The object was to discover, in co-operation with the Army, the effect of close pattern-bombing upon a given area, with various types of defensive positions, protected by earthworks. A stretch of ground South of Impal was prepared, and crew brief in the usual way, a separate and precise aiming point being given to each formation. The area was well covered by bursts, and Army Officers present expressed satisfaction with the results.
	8/12/44	1002 - 2336 hours	10 a/c were detailed for a Day Bombing Attack against Locomotives and Trains on the Burma-Siam Railway, between Bany Wang Yai and Kanchanaburi Railway Station and the Japanese stores Area to the south being the secondary target. The weather was good wit 2 to 4/10ths cloud at 8,000 feet over the Railway. 8 different targets along the railway were attacked, consisting of separate

Place	Date	Time	Summary of Events
			locomotives and trains. 3 a/c also attacked the secondary target. Much damage was inflicted on rolling stock, and upon the permanent way. Most targets were well strafed by gunners in addition to the bombing attack. 1 locomotive was destroyed by bombs, and others damaged by gun-fire. Two trains were left burning after attack. At Kanchanaburi a large fire was started by bombing, involving 3 long hut-type buildings in the stores area. Considerable opposition was experienced from machine-guns emplaced along the railway, and at one point from rifle-fire. Gunners strafed several of these gun-posts, silencing one of them. L.M.G. fire and meagre inaccurate Light A/A was seen at Kanchanaburi. Two of our aircraft were holed by bullets, but all returned safely, one aircraft landing at Chittagong to re-fuel, on its way to base.
	10/12/44	0832 - 2312 hours	9 a/c were detailed in good weather, to repeat the operation of the 8th, December, the object being to cause further disruption of this vital supply route for Japanese forces operating in Burma. Owing to the previous day's attacks, still more congestion was found on the railway and 13 different objectives were subjected to 31 separate bombing and strafing attacks. At least 5 locomotives received heavy damage, and 3 Diesel-Truck Locomotives were well shot up, in addition. Four trains were set alight, and one of these was seen to explode violently almost an hour after the original attack. Kanchanaburi Railway Station and Stores Area was again attacked by 2 aircraft, burst being seen amongst rolling stock on the tracks, and in the stores area, with a direct hit on one building. The opposition was even heavier on this occasion, machine gun-fire being experienced at many points along the railway. 3 a/c were hit, two receiving heavy damage. F/Sgt. Geason???, Flight Engineer of a/c 'V' was wounded in the leg at M/S 179, and at Kanchanaburi, Sgt. Day, Rear Gunner of a/c 'L' was killed by shrapnel from a small-calibre shell, fired from the ground.
	13/12/44	0932 - 2326 hours.	8 a/c were detailed for a Day Bombing attack on Bridge 286, over the Manden Chairi River, on the Burma-Siam Railway. The target was covered by heavy cloud at 8,000 feet, with misty rain, bombing runs being below cloud base. Two boxes of four a/c attacked the eastern and western piers of the bridge respectively, in formation. No major damage to the bridge was observed, although bursts were seen on the eastern and western approaches. Much smoke obscured the target, after bombing, from damaged buildings just south of the western end of the bridge. No opposition was encountered.
	16/12/44		12 a/c took part in "Exercise Guinness" a group training flight to give squadrons practice in long distance formation flying, and cross-country navigation. The route flown was from Base to Nagpur, on to Poona, Bombay, Bhopal, and return to Base. Simulation bombing attacks were made on the Railway Stations at Nagpur, Poona, and Bombay. Practice bombs were dropped on the range at Bhopal.
	18/12/44		11 a/c repeated "Exercise Guinness" exactly as on the 16th, December, 1944.
	17/12/44	0700 hours.	The Advance Party consisting of F/O H. L. Howard?, F/Sgt. Fanthorpe, G.C. and Lac. Brown left Digri for Dhubalia?, by road, to prepare the new Headquarters, Technical, and Domestic Sites for the reception of the Squadron, after Christmas.
Dhubalia	19/12/44	1400 hours.	The Advance Party arrived at Dhubalia, and immediately began their duties, which were made no easier by the extreme shortage of furniture and accommodations, on the new Station. Some anxiety was felt as to the safety of the southern dispersal site to be occupied by 'A' flight, pending construction of new hard-standings suitable for heavy aircraft.
	21/12/44	0533 - 1317 hours.	12 a/c were detailed for a Day Bombing Attack on the Taungup stores Dumps. The secondary target was the Royal Lake Dumps, Akyab In good weather conditions, all aircraft identified the primary target area, the main concentration of bursts falling on Dump No. 4. No special damage was observed, although one crew saw flashes on the ground, after bombing suggestive of ammunition exploding No opposition was encountered.
	22/12/44	1700 - 1900 hours.	Advance Party "B", consisting of 1 Corporal, 4 Ac's and 8 Enrolled Followers traveled to Dhubalia by road.
	23/12/44	0514 -	12 a/c were detailed for a Day Bombing attack on Taungup Dumps, with the

Place	Date	Time	Summary of Events
		1326 hours.	Royal Lake Dumps, Akyab, as the secondary target. All aircraft attacked the primary target in good weather, bombing in 3 boxes of 4 aircraft. The target area was well covered with bursts and incendiaries, causing several secondary explosions, after bombing, with much smoke to 3,000 feet. No opposition was encountered and the weather was good.
	27/12/44	1930 hours.	The main rail party of 45 Officers, 45 Warrant Officers, 160 S.N.C.O's 290 B.O.R's (Corporal and Ac's), 9 I.O.R'S and 128 Followers left Chandrakona Road Railway Station.
	28/12/44	0950 - 1510 hours.	The Air Party flew from Digri to Dhubalia, consisting of 16 Liberator Aircraft and 1 Harvard. A crew of 4 was carried in each Liberator, and a total of 5 S.N.C.O's and 97 Corporals and Ac's were carried as passengers.
Dhubalia	28/12/44	1710 hours.	The main rail party arrived, the train being unloaded within one hour, and all ranks given a hot meal, and hut accommodation already prepared for them.
Digri	28/12/44	0540 hours.	The M.T. and equipment train of 45 wagons, with escort, left Chandrakona Road Railway Station.
		0910 hours.	The Rear Party left Digri by road, arriving at Dhubalia late in the evening on the same day.
		1930 hours.	The Equipment Party left Chandrakona Road Railway Station, by rail in charge of P/O Silcocks.
Dhubalia	29/12/44	0830 hours.	The M.T. Train arrived at Dhubalia, unloading being commenced at once, and completed by 1000 hours.
		2110 hours.	The Equipment Train arrived at Dhubalia Railway Station. Owing to lack of light, unloading had to be postponed until first light on the 30th, December.
			POSTINGS - R.A.F.
			164352 P/O J. M. Nesbitt GD(AB) 154357 P/O J. R. T. Nicholas GD(AB) 163728 F/O A. W. Pink GD(AB)
			Posted from No. 355 Squadron for flying duties w.e.f. 1/12/44. to No. 215 Squadron.
			112340 F/Lt. H. U. Sao GD(Wop/Air)
			Posted from No. 357 Squadron for flying duties w.e.f. 8/12/44 to No. 215 Squadron.
			163616 F/O C. R. S. Forbes GD(AB) 164295 P/O J. Johnstone GD(AB)
			Posted from No. 159 Squadron for flying duties w.e.f. 23/12/44 to No. 215 Squadron.
			155410 F/O C. P. J. Diacome? GD(P)
			Posted from 231 Group (Unit) for flying duties w.e.f. 22/12/44 to No. 215 Squadron.
			185030 P/O M. W. Wood GD(AB)
			Posted to No. 6 R.F.U. from No. 215 Squadron w.e.f. 1/12/44.
			149629 F/O A. F. Colson GD(P)
			Posted to B.H.Q. Calcutta w.e.f. 28/11/44 from 215 Squadron.
			POSTINGS - R.A.A.F.
			A414684 F/O (A/F/Lt) F. D. Boughton GD(Nav.B)
			Posted to No. 6 R.F.U. from 215 Squadron w.e.f. 1/12/44.
			A11323 F/O S. R. Clarke GD(Pilot)
			Posted to B.R.D. Worli (supernumerary) from 215 Squadron pending embarkation w.e.f. 22/12/44
			POSTINGS - S.A.A.F.
			207168Y Lt. T. J. Hawkins GD(P)
			Posted from 231 Group to No. 215 Squadron for flying duties w.e.f. 7/12/44.
			PROMOTIONS - OFFICERS
			53781 P/O V. J. Godber GD(G)
			Promoted to F/O w.e.f. 27/2/44.
			49549 F/O J. D. Bingham GD(P)
			Promoted to F/Lt. w.e.f. 16/7/44.

January 1945, Form 540

215 Squadron

Place	Date	Time	Summary of Events														
			Although the Squadron only arrived at Dhubalia on the 28th December 1944, operations commenced on the 1st January 1945, as ordered, after only three days preparation, and in spite of a shortage of necessary furniture and other equipment. These difficulties are mentioned in the reports of various sections, attached as appendices to this months diary. By depriving 275 Wing Enrolled Followers of their charpoys, it was just possible to provide all British personnel with a bed to sleep on. Only 37 "Cots Newar" were detained for the use of 58 Officers, but the balance were able to use the camp beds contained in their Kit. The Officers, Sergeants, and Airmen's Messes were equipped with the bare minimum of furniture, and for many days amateur carpentry was going on in al parts of the camp. Ammunition boxes were found to be easily adapted into useful writing desks, tables, seats and so forth. RS 34,000 of furniture was on order to remedy these deficiencies, and was not expected for some weeks. Many of the billets were already fitted for electric light, but the remainder could not be wired owing to a shortage of switches, joint-boxes, and other necessary gear.														
			Bombing Operations were undertaken during the month. Unsuitable weather conditions on the 6th, 7th, and 24th resulted in the cancellation of attacks arranged for these dates. Three sorties in January were against objectives on the Burma-Siam Railway, where the steep hills on either side of the line form ideal sites for Japanese defensive weapons. On the 1st January, S/L Seadon's aircraft was hit over Shiyfyit??, being set on fire, and the Rear Gunner Sgt. A. D. Harding, was killed. On the 3rd January, A/C 'D' was shot down at the same place, by fire from the ground, and was seen to crash in flames, with little hope of survival for the crew. Their names were:														
			<table border="0"> <tr> <td>F/L C. R. Brodie (Captain)</td> <td>W/O A. L Reid (Gunners)</td> </tr> <tr> <td>F/O J. A. Potts (2nd pilot)</td> <td>F/L T. Sao</td> </tr> <tr> <td>F/L E. D. Cox (Navigator)</td> <td>Sgt. W. D. Adams</td> </tr> <tr> <td>P/O J. H. Nickott (Bomb-Aimer)</td> <td>F/S. W. L Washbrook</td> </tr> <tr> <td>F/S H. Dawson (Flight Engineer)</td> <td></td> </tr> <tr> <td>F/L A. H. Harris (1st W/Op)</td> <td></td> </tr> <tr> <td>W/O H. O Irvine (2nd W/Op)</td> <td></td> </tr> </table>	F/L C. R. Brodie (Captain)	W/O A. L Reid (Gunners)	F/O J. A. Potts (2nd pilot)	F/L T. Sao	F/L E. D. Cox (Navigator)	Sgt. W. D. Adams	P/O J. H. Nickott (Bomb-Aimer)	F/S. W. L Washbrook	F/S H. Dawson (Flight Engineer)		F/L A. H. Harris (1st W/Op)		W/O H. O Irvine (2nd W/Op)	
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W/O H. O Irvine (2nd W/Op)																	
			These casualties were deeply felt, especially by our Canadian personnel who lost six compatriots in the same aircraft - Brodie, Potts, Cox, Harris, Irvine, and Washbrook. On the 8th January, at the same place F/O Nevile's aircraft got into difficulties, and the Ball Gunner, F/S Reekes, baled out, being seen to land amongst trees.														
			In spite of these losses, and the difficulties of operating from a temporary site on an unfinished airfield, morale on the Squadron continued at a high level.. The daily reports of progress against the enemy, in Europe and in this theatre, were most heartening, and all ranks were encouraged by the announcement of a possibility of "home leave". The advent of Australian meat in the messes and the final disappearance from the menu of the infamous "Soya Links" (Imitation Sausages) was greatly appreciated.														
Dhubalia	1/1/45	0959 - 2316 hours	6 a/c were detailed for a day bombing attack upon Locomotives and Trains on the Burma - Siam Railway, from a point 40 miles south of Thandyuzayat??. To a point 10 miles north of that town. Rolling Stock, Tracks and Installations were the secondary target. Very little rolling stock was seen on the railway, and only one complete train. The locomotive attached to this train was destroyed by bombing, from medium height, and the train shot up by air-gunners. Only one other small concentration of rolling stock was attacked, without success. 3 further atacks were upon bridges, being the Karapy?? Bridge on the Ye Branch Line. Attacks were														

Place	Date	Time	Summary of Events
			also made on Sidings and Railway Stations in the allotted area. Visual and photographic reports were disappointing. But in one case a long delay bomb (one of which was carried by each aircraft) was seen to strike near stores Buildings at Kandan??, and it is possible that other delay bombs inflicted additional damage at other points, later in the day. The weather was good, with little cloud. Light Anti-Aircraft and intense and accurate Machine-gun fire was reported at four points on the railway. A/C 'N?' piloted by S/L C. V. Seadon (O.C. 'A' Flight) was hit in the tail, and set on fire, and the rear gunner Sgt. A. B. Harding was killed. The co-pilot W/O A. C. Combes, after using extinguishers finally put out the fire by beating with clothing and throwing drinking water on the flames. The aircraft was successfully landed 'wheels down' at base, in spite of extensive damage to the tail and rear control surfaces.
	3/1/45	0704 - 2040 hours	8 a/c were detailed for further attacks on the Burma-Siam Railway. 4 aircraft bombed Bridge 19 (8 miles south of Thanbyuzaiat?), as briefed, the remainder being ordered to attack Locomotives and Trains, if seen. Rolling stock, Tracks and Installations were secondary objectives for all aircraft. One aircraft failed to take off owing to engine trouble. Bridge 19 sustained no direct hits, but craters were seen within 20 feet, and the bridge structure was much damaged by blast. The single-track line was cut in two places north of the bridge. Two other bridges were attacked, with damage to the approach in each case. The railway junction 1 1/2 miles south of Thabyuzayat was also attacked, with probable damage to tracks. Meagre but accurate L.A.A. Fire was encountered at Miles 6 3/4 and 37. One aircraft was hit by bursting L.A.A., and was seen to crash, with little chance of survival for the crew. A second aircraft received damage to two engines prior to bombing and jettisoned its bombs, returning safely to Cox's Bazaar. No trains or locomotives were seen on this mission. The weather was good.
	6/1/45		A Day-Bombing attack upon the Railway Sidings 2 1/4 miles south of Thabyuzayat was planned but had to be abandoned owing to unsuitable weather over Southern Burma.
	7/1/45		The proposed operation against Prome Supply Dumps was cancelled owing to adverse weather.
	8/1/45		9 aircraft were detailed to attack the Railway and Road Cutting at Mileston 54 south of Thanyuzayat??, on the Burma-Siam Railway. 1 aircraft failed to take off owing to engine trouble. A second aircraft's engines cut out a few minutes before reaching the target and all bombs were jettisoned. The Ball Gunner, F/S H. A. Reekes, bailed out but the engines were eventually re-started, and the aircraft flown back to base. F/S Reskes? Was seen to land amongst trees, near the railway, 37 miles south of Thansyuzayat??. The remaining 7 aircraft bombed the target in one box of four machines, and a vic of three. The concentration of burst was seen just north-west?. Of the narrow cutting, and it is feared that little damage resulted, although one burst demolished a hut-type building at one end of the cutting, near the railway. There was some broken cloud over the target, but on this occasion, no opposition from the enemy was encountered.
	11/1/45	1059 - 2320 hours	Today the Squadron made its first attack upon objectives on the Bangkok-Chien>rai? Manlay?? A rail sweep was made from Pakhanpoh??, to Bhiapreoke?, the primary objective being the eastern Prepaap????, Bridges, with Rolling Stock and Installations as the secondary targets. Attacks were made with 11 second delay bombs, from the lowest possible level. Results were good the span of one bridge being completely down. Heavy damage due to bucking and displacement of girders was caused to a second bridge. Other damage to bridge approaches and tracks was also confirmed. On one run during the successful attack upon Bridge 26 at Paxmampoh??, gunners shot up the railway Water Tower, causing the contents to escape by many holes. Heave A.A. fire was reported from Prome, enroute for the target area, but no damage was sustained. One aircraft received damage by a machine gun firing intermittently from a position near Bridge 26, east??, of Taktampoh??? The weather was good throughout the trip.
	13/1/45	1007 -	8 aircraft were detailed to attack a tactical target at Mandalay, consisting of a

Place	Date	Time	Summary of Events
		1700	concentration of Japanese Troops and supplies in the area of the Police Lines area Training School, the Courts of Justice, and the Football Ground, just southe-east of Fort Dufferin. The weather was good generally, with some haze, probably due to dust, over the target area. Bomb-bursts were concentrated squarely on the target, and three groups of fires, giving off dark smoke, were seen after the attack. Japanese casualties from this attack, and others in the Mandalay area, were subsequently estimate at 1,000 dead by a ground source. Meagre but accurate H.A.A. and Bofors-type fire was encountered from positions at Sagaing and Mandalay, on the run-in, and from the guns at Myinge??, on turning away from the target. No damage was sustained by our aircraft, largely due to energetic straffing of the A/A positions by Thunderbolt aircraft, before and during the bombers attack.
	16/1/45	0910 - 1825 hours	9 aircraft were detailed to attack the airfield at Mayatkwn??, in co-operation with Liberators of 99 Squadron, the object being to crater the main runway, and the ketch strip immediately west. No.'s6 and 8 Supply Dumps at Prome were the secondary targets. The weather en route for the target was good, but over the lower Inrawaddy?, Valley 6-9/10ths cloud impeded observation, and bombing. For this reason some aircraft were unable to pinpoint their bursts, but sticks were seen to straddle the Main runway, and taxi-tracks nearby. The vic of three aircraft attacking the ketch strip bombed through a gap in the cloud, and were able to see their bursts, extending across the runway. No opposition of any kind was encountered - an unusual feature in the Rangoon area, where combats with enemy aircraft frequently occur. An escort of 24 P.38's and 24 P.47's was provided to cover this contingency.
	18/1/45	0926 - 1649 hours	12 aircraft were detailed to attack Meimtila Airfield, with 12 aircraft of 99 Squadron assisting. Some cloud was encountered en route, but conditions over the target were clearer, with 2-4/10ths strato-cumulus at 4-5,000 feet. A fighter Escort of 12 P.38's and 20 P.47's met the bombers at Chiytagong. All aircraft attacked in formation, with the exception of one, which, forced outwards on a turn before reaching the target area, bombed Thymw?? Airfield, obtaining hits on a taxi-track and road. At Meiktila, bombing was concentrated across both runways, several direct hits being scored, rendering the airfield unserviceable. Moderate H.A.A. fire from positions N.E. of Meintila Town was experienced on bombing runs, being accurate at first, but deteriorating later. One aircraft was holed in several places by shrapnel, but there were no casualties, and all aircraft returned safely to base.
	21/1/45	0600 - 1300 hours	12 aircraft were detailed to take part in the combined assault upon Ramee Island by Naval, Air, and Ground Forces. Japanese Coast Defences were first shelled by the Navy. Immediately afterwards aircraft of the Strategic Air Force bombarded gun positions and defensive works at Mont Peter, Kyaumfalon??, and Black Hill, and the Japanese Headquarters Camp Area at Cndaw. During this time, other defensive positions ere attacked by our fighter-bombers, and Landing Craft approached the northern shore, timed to discharge their troops and equipment as soon as the major bombardment ceased. Timing was excellent, and fire ceased from the Naval Units as our bombers made their run upon Mount Peter, from the north. The attack was made in formation, in four vics each of 3 aircraft, and a close concentration of bursts was obtained on the seaward slopes of the hill, which was the aiming-point. No escort was provided, as fighters were operating against ground targets in the area, during the bombers attack. No opposition of any kind was encountered, and the weather was clear.
	24/1/45		An attack was planned against the Railway Cutting at Milestone 54 south of Thansyuzayat, on the Burma-Siam Railway, but the operation was cancelled due to adverse weather conditions.
	25/1/45	0930 - 1607 hours	12 aircraft were detailed for a Day Bombing Attack on Railhead and Industrial Installations at Amarapura, near Mandalay. The weather was goo, and the attack was made as planned, in formation, by four vics of three aircraft each. Bombing was well concentrated the north and north-westerly portions of the target area

Place	Date	Time	Summary of Events
			being well covered with bursts. Three large fires were observed after bombing, and subsequent photographic information revealed heavy damage to barrack-buildings, storage sheds and numerous residential-type buildings. Moderate inaccurate anti-aircraft fire was encountered during the run up, from Myinge???, and Gagaing, and from positions at Mandalay, after bombing. None of our air craft was hit. No fighter escort was provided.
	28/1/45	0640 - 1316 hours	12 aircraft were detailed to bomb Japanese bunker and defensive positions on a hill-feature jus west of Kangaw, in support of an Army attack in the Mykon area. The attack was made in four vics, each of 3 aircraft, unescorted. Bombing was excellent under conditions of good visibility and the defensive area was well covered by bursts. Crew report seeing haulks of timber, (presumably from revetments), flying into the air. An hour before the crews landed, a message of congratulations on the accuracy and effectiveness of the attack was received, from observers in the area. No opposition was encountered.
	31/1/5	0730 - 1508 hours	12 aircraft were detailed for a Day Bombing Attack on Japanese Administrative Headquarters and stores at Kyaukse. The target area was the built-up portion of the town, west of the Zangi River, and a good concentration of bursts was obtained, with some slight undershooting to the north-east. Several buildings and a canal?, bridge were seen to disintegrate. Fires were started in the area, and one large fire gave off black smoke to 3,000 feet. No opposition was encountered and the weather was good.
			Supplementary Reports
			Flying times for month:
			Operational sorties - 105
			Hours flown, Day - 762.18
			Hours flown, Night - 83.12
			Non-operational Flights - 21
			Hours flown, Day - 28.40
			Training Flights - 34
			Hours flown, Day - 26.45
			Hours flown, Night - 11.50
			Number of Bombs Dropped During Month
			1000 lbs - 509
			500 lbs - 657
			250 lbs - 3
			Number of Rounds Fired
			Air Fighting
			Nil - .50
			Nil - .303
			At Ground Targets
			38,561 - .50
			1,848 - .303
			Postings R.A.F.
			186178 P/O H. J. McCarthy GDWop/Air)
			186182 P/O T. G. Vies GD.Wop/Air)
			125162 F/Lt R. H. H. Potts GD.Nav.B
			132021 F/O R. J. Messer GD(A/B)
			39641 S/Ldr P. R. O'Connor GD(P) 66549 F/Lt. N. M. Williams GD(P)
			Postings - R.A.A.F.
			AUS.400609 F/Lt(A/S/L) Williams, R. D. GD(P)
			AUS.413313 F/O R. V. Lantske GD(P)

Place	Date	Time	Summary of Events	
				pending repatriation.
			Postings - R.N.Z.A.F.	
			NZ.411044 F/O S. T. F. Downie GD(P)	Posted to B.R.D. Worli w.e.f. 21/1/45 pending repatriation.
			Promotions - Officers	
			AUS.400609 F/Lt. Williams, R. D. GD(P)	Promoted to rank of A/S/Ldr w.e.f. 5.1.45
			163641 P/O Smith, E. A. GD(A/B)	Promoted to F/O w.e.f. 28/7/44
			163869 P/O Silcocks, K. L. GD(A/B)	Promoted to F/O w.e.f. 11/8/44
			163767 P/O Tancock, L. R. GD(A/B)	Promoted to F/O w.e.f. 11/8/44
			163857 P/O Stracmen?? P. G. GD(A/B)	Promoted to F/O w.e.f. 11/8/44

February 1945, Form 540

215 Squadron

Place	Date	Time	Summary of Events
			The Squadron continued to operate regularly throughout the month, 15 Day Bombing attacks being undertaken. The period from 12th February to 25th February was particularly interesting, as almost daily attacks were made upon Japanese Headquarters, Administrative Buildings & Stores, at the request of the Army, and mainly in areas near to the fighting fronts. In the main, a high level of success was achieved, which was reflected by rapid advances, especially on 4 Corps front the Chauk - Pakekku Bridgehead, where the progress of our ground forces, as reported in daily "Instron?" signals, was watched with great interest by Aircrews and Ground Staff alike.
			The complete disappearance of air opposition by the Japanese, to our sorties over northern and central Burma, was very agreeable evidence of enemy weakness in the air. Only once during the month, at Rangoon, were our aircraft intercepted, and on that occasion a Tony was shot down, before it caused any damage to our formation. During the whole month no casualties were sustained by our crews, on a series of operations which, a year earlier would have been considered hazardous.
			Several new air-crews arrived during February, to replace tour-expired personnel, and other losses. They were quickly given the necessary final training, including lectures on the operational area, and went into action with "old hands". Morale generally continued at a very high level, all ranks being conscious of doing some good jobs of work - a noticeable reaction to any operations in support of our ground forces, when successfully performed.
	3.2.45	08.29 - 23.45	12 a/c were detailed for a Day Bombing Attack on the Railway Yards Jumhhorn??, on the Bangkok -Singapore Railway. The weather was favourable, banks of 7-9/10ths, medium cloud, accompanied by rain, being met south of 20°N latitude. The target area was clear and easily identified, and all a/c attacked, in 4 vics of 3 a/c each. A good concentration of bursts was obtained on the target, and several fires resulted from hits on rolling stock and adjacent areas. Subsequent photographic reconnaissance revealed heavy damage to the tracks, and rolling stock; most wagons which escaped direct hits were derailed, and the only locomotive present sustained heavy damage. No opposition was encountered.
	5.2.45	13.45 - 21.34	12 a/c were detailed for a Day Sortie on an Army Support operation - to attack an enemy stores and administrative headquarters at Madaya, north of Mandalay. The weather was generally good, with some cumulus over the hills, en route. The attack was made in formation, and bursts were distributed over the target area, with two sticks on the railway spur-line to the east. Secondary explosions, with much dark smoke were observed from buildings in the area, after bombing. A/c were routed to avoid the ground defences at Sagaing and Mandalay, and apart from meagre ineffective light machine gun fire from the ground in the neighborhood of the target, no opposition was encountered.
	8.2.45	10.15 - 17.10	12 a/c were detailed for a Day Bombing Attack on Singu Town, to the north of the Ymngiakng??, Chauk Oilfield, in support of 4 Corps bridgehead over the Irrawaddy River, south of Pakkokku?? Weather was generally good, with cloud to 12,000' over the hills en route, as anticipated. 11 a/c bombed the target in formation, on having released its bombs on opening the bomb doors owing to a defect in the bombing apparatus. The entire target area was well patterned with bursts, and several fires broke out, after bombing. Subsequent reconnaissance showed the whole town area devastated. Nickels were also dropped over Singu. Moderate accurate heavy flak was experienced from the Chank-Yenangyaung area, but the approach to, and the departure from, the target area had been calculated to offer the known gun-positions the least possible chance of hits, and no major damage or casualties were sustained.

Place	Date	Time	Summary of Events
	11.2.45	09.24 - 18.02	12 a/c participated in the heaviest bombing attack to date of the Burma war, against the enemy supply dumps north of Lake Victoria, Rangoon. Other Liberators and B-24's of Strategic Air Force participated, together with U.S.A.A.F. Superfortresses. An escort of Thunderbolts, and high cover by P-38s over the target, was provided. The target, already burning fiercely, was attacked simultaneously with a/c of 99 Squadron, in Wing Formation. Most sticks fell across the northern part of the Dump Area, with some to the north and northwest, across the grounds and buildings of the Mental Hospital, reputed to be used as an ammunition and petrol store. Dense black smoke rose to 10,000 feet after the attack, and a new, intense group of fires broke out in the Mental Hospital. Moderate H.A.A. was experienced over the target, and four a/c received slight damage. Three Tony's and one possible Oscar were sighted in the neighborhood of the target; one Tony, which flew under and to the rear of the formation to gain position for a beam attack was destroyed by concentrated fire from our gunners, before any attack developed, the pilot being seen to bale out.
	12.2.45	13.38 - 21.14	7 a/c were detailed for a Day Bombing Attack on Japanese Bun Positions, together with a/c of 99 Squadron, on the left bank of the Irrawaddy River opposite Mydoau?? The target was marked by smoke shells from our artillery across the river, and the attack was made in formation - one box of 4 a/c, and one vic of 3. Most bombs burst within the marked area, and an exceptionally vivid white flash as seen from the ground, during bombing. The weather was good, and there was no opposition. It is interesting to note that, when our troops crossed the river shortly after the attack, not one of the 14 heavy guns in the position bombed, was fired. Japanese documents, captured subsequently, revealed that the air attack had been completely successful.
	15.2.45	08.10 - 15.02	8 a/c were detailed for a Day Bombing Attack upon the Japanese Local Administrative Headquarters at the village of Niaungnun??, north-west of Kyaukse?? The target was attacked, in good weather, by two formations, each of four a/c. The village was straddled, but many bombs overshot, owing to the ordered stick length being too great. Bright explosions were seen in the village, believed to be ammunition, for 20 miles after leaving the target. There was no opposition.
	17.2.45	09.06 - 16.08	8 a/c were detailed for individual day bombing attacks upon Aibmiban?? Airfield. One a/c returned early, jettisoning its bombs owing to engine trouble. A second a/c's bombs released, owing to suspected electrical trouble, when the bomb doors were opened on approach to the target. The target was not very easy to find, but Aunbban?? Village stood out well, and from there, the hangerettes on the airfield could be seen. The two landing strips were well straddled, with many direct hits on both, and other damage to dispersals and taxi-tracks. Meagre, ineffective H.A.A. fire was seen from Heno airfield, to the east, out of range of our a/c. The weather was good throughout the trip.
	18.2.45	08.09 - 14.10	8 a/c were detailed for day bombing of Japanese concentration of armoured fighting vehicles, M.T., and servicing units, at Yenangyaung, a heavily defended area. A/c were routed to, and from, the target so as to expose them for the minimum possible period to accurate fire from the ground. The attack was made from the west at 7,000 feet, in two boxes of four a/c. Smoke and dust from previous attacks obscured the target making results difficult to observe. Some sticks fell south of the target, for the same reason. Moderate H.A.A. was encountered over the target, being reported as fairly accurate, but only slight superficial damage to two a/c was caused by shrapnel. The weather was clear over the sea, and over Burma, with some high and medium cloud over Bengal on both outward and inward journeys.
	20.2.45	08.04 - 14.58	8 a/c were detailed for a Day Bombing Attack on Singainbmyo, to destroy Japanese troops and installations in the town. The target was obscured by dust and smoke from previous bombing, but almost all bombs were believed to fall in the town area. The weather was good, and no opposition was encountered.
	21.2.45	08.05 -	8 a/c were detailed for a Day Bombing Attack upon Japanese occupied areas of

Place	Date	Time	Summary of Events
		14.58	Myittha. 7 a/c bombed the target, in good weather conditions, obtaining a good distribution of bursts over the area. All bombs hung up on the remaining a/c, and were jettisoned about 4 miles south of the target. Two or three L.A.A. bursts were seen, while over the target, and a/c "s" received shrapnel damage to the starboard mainplane.
	22.2.45	08.36 - 15.24	8 a/c were detailed for a Day Bombing Attack on the fortified Pagoda area west of Kaunghmidaw? (Paganyat) in co-operation with other aircraft of Strategic Air Force. The weather was good, and most bombs fell in the prescribed area, which was well covered by bursts. Meagre, inaccurate L.A.A. fire was encountered on bombing runs, from the south approaches of the Ava Bridge.
	23.2.45	0900 - 15.38	8 a/c were detailed for a Day Bombing Attack on Japanese occupied areas of Mahlaing. The weather was good en route, and from, the target, but in the vicinity of Mahlaing 10/10ths. Alto-cumulus, base 12,000 feet, with some rain, was encountered. There was also a slight ground haze. Bombing was good, the area being well covered. Numerous fires broke out. No opposition was encountered.
	24.2.45	08.17 - 15.00	8 a/c were detailed for a Day Bombing attack on Japanese Headquarters, stores etc., in Myingyan. The weather was fair, with a slight ground haze. Owing to a slight error of timing by our Squadron, and a/c of another squadron, on the same target, our a/c were forced to turn away on their first bombing run. On the second run, violent air currents possibly slipstream effect from preceding a/c forced our formation away from the correct line, many bombs falling in the river bed just north-west of the target area. Four sticks, and portions of some others, were, however, squarely on the target. No opposition was encountered.
	25.2.45	08.41 - 15.53	8 a/c were detailed for a Day Bombing Attack upon Japanese Administrative and Stores Areas at Tahnogyi?, on the Hlainguet?? - Lampang Road. Unfortunately, the leading a/c bomb sights became u/s two minutes before bombing, and, as the attack was in formation, only one stick of bombs fell in the area, the remainder being outside to the west. One a/c returned early, owing to engine trouble, jettisoning its bombs in the sea. No opposition was encountered, and the weather was good.
	28.3.45 to 1.3.45	11.14 - 00.34	12 a/c were detailed for a Day Bombing attack on the Railway Yards at Korat, Thailand. Weather was variable - apart from the usual cloud over the Arakan Hills, aircraft had to climb over a belt of cumulus-nimbus east of the Salween, with tops to 12,000 - 17,000 feet. Weather over the target was good, and aircraft readily identified all ground detail, bombing in formation, in one run. An excellent concentration of bursts was obtained on the target, causing heavy damage to the yards and surrounding buildings. No opposition was encountered, and all aircraft returned safely, A/c "Q" re-fuelling at Cox's Bazaar, en route for base.
			Supplementary Reports
			Flying Time For Month
			Operational Sorties - 138 Hours flown, Day - 948.51 Hours flown Night - 164.05
			Non-Operational Flights -24 Hours flown, Day - 19.26 Hours flown, Night - 01.00
			Training Flights - 3 Hours flown, Day - Nil Hours flown, Night - 3.40
			Number of Bombs Dropped During Month
			1000 lbs. - M.C. - 434 1000 lbs. - G.P. - 472 500 lbs. - M.C. - 581 500 lbs. - G.P. - 89
			Number of Rounds Fired
			Air Fighting - .50 - 1,260 .303 - 480

Place	Date	Time	Summary of Events
			At Ground Targets - .50 - 10,108 .303 - 290
			Training - .50 - 500 .303 - Nil
			Postings - R.A.F.
			118490 F/Lt. Wallace, R. C. GD(P) Posted from F/O post 215 Sqdn. to F/Lt. post 215 Sqdn. with effect from 12.2.45.
			164078 F/O. Paterson J. GD(A/B) Posted from B.H.Q. Calcutta (N/E) to 215 Sqdn. with effect from 29.1.45
			134950 P/O. Wade L. D. GD(G) Posted from 215 Sqdn. to B.H.Q. Bombay (N/E pending repatriation) w.e.f. 25.1.45.
			185079 p/o Griffin G. GD(W/Air) Posted from 215 Sqdn. to B.R.D. Worli w.e.f. 21.1.45.
			Postings - R.C.A.F.
			Can. C.21515 F/O Gardner M.M. GD(P) Posted from 231 Group to 215 Sqdn. w.e.f. 12.2.45.
			Postings - R.A.A.F.
			AUS 421166 P/O Clifford J.M.R. GD(A/B) Posted to 215 Sqdn. on first commissioning w.e.f. 2.2.45.
			AUS 412910 F/O Coulin E. P. GD(P) Posted from 215 Sqdn. to R.A.F. Ranchi w.e.f. 25.1.45
			AUS 417202 F/O Kelley F. S. GD(S) Posted from 215 Sqdn. to R.A.F. Ranchi w.e.f. 25.1.45
			AUS 409912 F/O Graham A. E. GD(P) Posted from 215 Sqdn. to R.A.F. Ranchi w.e.f. 25.1.45
			Promotions - R.A.F.
			49238 F/O (A/F/L) Shaw J. H. Tech(E) Promoted to F/Lt. with effect from 1.7.44
			130204 F/O(A/F/L) Milborne H. E. GD(W/Air) Promoted to F/Lt. with effect from 27.8.44.
			133538 F/O Roberts A. W. GD(Nav) Promoted to F/Lt. with effect from 4.10.44.
			132021 F/O Messer R. J. GD(A/B) Promoted to F/Lt. with effect from 9.10.44.
			164357 P/O Nicholas J. R. GD(A/B) Promoted to F/O with effect from 10.9.44.
			Promotions - R.C.A.F.
			Can. J. 34576 F/O Frazer W. W. GD(P) Promoted to A/F/L with effect from 10.1.45

March 1945, Form 540

215 Squadron

Place	Date	Time	Summary of Events
			The Squadron Headquarters, Flight Offices and several sections moved into the new working site, to the west of the runway, on the 14th March, and the solid appearance and spaciousness of these buildings gave much satisfaction, a contrast to the former temporary site. For several days personal were fully occupied in adapting buildings to meet their Section's requirements and considerable latent talent was revealed. Security of material within the offices and workshops has been increased. The new aircraft dispersals are well constructed and facilitate taxiing of aircraft.
			During a Day attack on locomotives and trains on the Burma-Siam Railway on 1st. January, 1945, a/c "H" (Captain - S/Ldr. C. V. Beadon) received a direct hit by a shell fired from a concealed gun position, the explosion killing the rear-gunner (Sgt. Harding A. D.) and setting fire to the aircraft. The courage and skill displayed by the Captain and crew-members in quelling the fire and bringing the badly-damaged aircraft back to base resulted in the award of a Command Mention which is reproduced below.
			The following have been awarded a Command Mention: S/Ldr. C. V. Beadon (33419) No. 215 Squadron. 1285806 W/O Coabe? A. C. do. 548566 Sgt. Morgan D. J. do. 1438347 Sgt. Hindson? R. do. 2206970 Sgt. Bennett do.
			The following is the official citation: - an aircraft of the above squadron was carrying out a sortie against locomotives and bridges on the Moulmein-Bangkok Railway at 16.00 hours on 1st January 1945.
			At milestone 37 the aircraft received a direct hit, at the extreme rear of the fuselage immediately in front of the rear turret, from a concealed Bofors gun site. At the point of entry the fuselage sustained a hole two feet square, and the burst killed the rear gunner, tore away the turret doors, and riddled the fuselage in that area, removed the top turret, damaged the elevators, and started a large fire, which eventually so weakened the structure, that the turret almost fell off.
			Sgts Bennett and Hindson who were manning the beam guns were knocked down by the blast, but immediately, and without thought of the exploding ammunition, went into the flames and endeavoured to remove the rear-gunner. Finding that he was dead, they set about extinguishing the fire. This proved to be extremely difficult and dangerous as ammunition was exploding, and hydraulic oil, the gunner's parachute and equipment and feed belts were all well alight.
			These two were joined by Sgt. Morgan and W/O Cobbe, the latter sustaining burns to the hands while endeavouring to sever the ammunition belts. All extinguishers were used and then bottles of tea and water all exhausted, with the fire still unsubdued.
			The Captain, S/Ldr. Beadon, having the aircraft under control in spite of the extreme nose heaviness due to the damaged elevators, recalled the second Pilot to take over and came back to assess the damage. With the assistance of the ball-gunner he removed the rear-gunner, whose clothing was still alight, and made every effort to extinguish the flames from the hydraulic oil pipes. The parachute was thrown out of the aircraft, as well as other burning material.
			Eventually after three hours, the flames were extinguished and the transfer of fuel from the bomb-bay tank successfully accomplished, and the return journey of over 1,000 miles continued.
			It is considered that the aircrew named above showed courage and coolness in the face of extreme personal danger in attempting the removal of the rear-gunner, and

Place	Date	Time	Summary of Events
			in subduing the fire. At no time was there any shirking of duty, signs of panic as the fire remained uncontrolled, or doubt shown that they would eventually reach base. This confidence in their captain reflects greatly to his credit, and the manner in which he has trained them."
			The squadron sustained a further loss when three Canadians were killed in the Argus which crashed whilst returning to Dhubulia from Calcutta. The occupants were F/O M. Gardner, F/O N. F. Gilbert (R.C.A.F.) and F/O J. ("Smokey") Williams, a Canadian member of the R.A.F. Their untimely deaths were keenly felt by all members of the Squadron where they were so popular, and particularly by their Canadian compatriots.
			The following congratulatory message was received from the A.O.C., Air Commodore F. J. W. Mallarsh, O.B.E., A.F.C., dated 28 February, 1945 :-
			"On completion of the recent sustained effort put out by the Strategic Air Force in support of the 14th Army during their crossing of the Irrawaddy River in their operations for the capture of Mandalay, I want to send you my thanks and congratulations for the really fine show all squadrons have put up. The fact that you have succeeded in meeting all our demands, and have carried out the tasks given you with such skill and precision, has been most gratifying to us personally and reflects the very greatest credit on your personnel, both aircrews and ground crews. I shall be glad if you will pass on my congratulations to all concerned and will bet them know that I realize what a great deal of hard work this has meant for them, and how much I appreciate their efforts"
			This message gave much satisfaction to the squadron, and was reflected in the high standard of work and morale which was maintained.
			On 12th March F/Lt. A. R. Hinman??, who was the Adjutant since April 1943, and F/Lt. J. M. Shaw, the Engineer Officer for the past eight months, left the unit on repatriation to U.K. The vacancies thus created were filled by F/Lt. G. T. Williams and F/O Swain both of whom arrived from U.K.
			The first two operations undertaken in March were night strikes, and taking advantage of a full moon our aircraft attacked Makahan? Railway Workshops on 2-3/3/45 and Bangkok Railway Station on 4-5/3/45. On each occasion "Pathfinder" aircraft were employed and these dropped markers to mark the target, thus facilitating target identification. On 18th?? March aircraft flew to Ma-nien??, to attack the railway yards, inflicting severe damage to installations. All our aircraft returned safely from this long flight of over 2,400 miles.
Dhubulia	2-3/3/45	17.57 - 09.10	10 a/c were detailed for a Night Individual Bombing attack on Manasan?? Railway Workshops, Bangkok, together with a/c of 99, 159, 355, and 356 Squadrons. 2 a/c were employed as "pathfinders" and resultant fires caused the target to be located easily by the main force of bombers. An excellent concentration of bursts was obtained in that target area, a large blue secondary explosion being observed in the West end of the yards after bombing. Numerous fires burning fiercely were visible for 60 miles on the return journey. Subsequent photographic reconnaissance revealed heavy damage to installations and tracks. As our a/c approached the target five or more searchlights came on and although they succeeded in locating 3 a/c, the meagre M/A/A and L/A/A experienced was ineffective, and no damage was inflicted. There was a full moon and weather was good throughout the flight.
	4-5/3/45	18.37 1/2 - 09.05	9 a/c were detailed for a Night Individual Bombing attack on Bangkok Railway Station, together with aircraft of 99, 159, 355 and 356 Squadrons. Aircraft "P" and "D?" were employed as "pathfinders" and on arrival crews found the target illuminated by several fires, which tended to make observation of results difficult. Subsequent photographic reconnaissance revealed damage to the target and adjacent areas, at least 20 direct hits being obtained on the main line and sidings, and 40-50 rolling stock derailed or damaged. Nickels were dropped in the target area after bombing. Opposition was negligible, on or two searchlights were turned on and off periodically and were unable to locate our formation. It is thought they were attempting co-operation with night-fighters, 3a/m radial fighters (believed

Place	Date	Time	Summary of Events
			Tojo) were sighted immediately after bombing, and one crew reported a Tony sighted near Tavoy during the return flight, none of these enemy aircraft attempted interception. Aircraft, flying individually, encountered 5-8/10ths low cloud over the whole route, but the target area was clear, with slight haze.
	7.3.45	08.30 - 18.06 1/2	10 a/c were detailed for a Day Bombing attack on Martaran Jetties Area, together with aircraft of 99, 356 and 356 Squadrons, R.A.F. and 9, 436 and 492 Squadrons, U.S.A.A.F., making a total of 74 aircraft, a full S.A.F. attack, and escorted by 40 P-41's. No enemy fighters were sighted. H/A/A fire described as accurate and of moderate intensity, was directed at our a/c by the hidden batteries in the northern part of Moulemien Town 30 seconds before bombing, but no damage was sustained. Slight L/A/A fire was detected from Martaban, but this was ineffective. A few rounds of H/A/A were fired by 3 guns from positions east of the bridge, as our formation flew near Makpalin?, but these were inaccurate and caused no damage. As our a/c approached the target from the north, a pall of dust and smoke, caused by previous bombing attacks, obscured the bomb-aimer's view. Some ground detail was seen late in the run up. One a/c "a" accidentally released its bombs approximately 6 miles North of the target, but continued in formation and took photographs. The main concentration of bursts was in the northern part of the target area, two sticks overshooting to the west and north-west. C.P.I.C. Damage Assessment Report revealed heavy damage to or destruction of, 4 large transshipment sheds, direct hits on trucks and main road, and subsidiary damage to several small buildings west of the road. The weather was good during the whole flight, with small amounts of broken cumulus to 8,000' over the sea. The target area was hazy, with 2-4/10ths cumulus to 6,000 - 12,000 feet.
	9.3.45	08.14 - 16.43	12 a/c were detailed for a Daylight attack on Rangoon Dumps, Area "B", together with aircraft of 99, 355 and 356 Squadron. The four squadrons flew in Javelin formation with 215 in the lead, a cover of 32 Mustangs being provided. The aircraft rendezvous was over Ramree? Island. Due to complete failure of bombing and sighting mechanism of the lead a/c ("H" S/Ldr. C. V. Beadon) when only 7 miles from the target, leadership of the formation was handed over to No. 2 aircraft ("V" F/O K. F. Gilbert). To avoid low cloud which was then obscuring his view of the ground west of the target, the bomb-aimer of a/c "V" altered course south and when over the western outskirts of Rangoon, again altered course, north. The target was attacked on a general heading of 015°. Despite these difficulties during the run in, bombing was well concentrated and with the exception of one overshoot to the north and one to the north-east, all bombs were well on the target. No enemy fighters were encountered, evidently they considered the opposition too formidable. Whilst over Rangoon, meagre H/A/A fire was directed at the formation, continuing throughout the bombing run. Only one aircraft sustained superficial structural damage.
	11.3.45	07.00 - 15.39	12 a/c were detailed for another daylight attack on Rangoon Dumps, Area "B", together with a/c of 99 Squadron, escorted by 40 Mustangs. No enemy fighters were seen. Due to adverse weather conditions at Salbani, 355 and 356 Squadrons' aircraft were unable to take off, and a/c H O A R U & P of this unit attacked the former squadrons' target. H/A/A batteries in and surrounding the dumps, opened fire on the formation as it crossed the Hlaing River, approaching the target from the west. 4 a/c sustained slight shrapnel damage, and fire was reported as being more accurate and more concentrated than that experienced two days previous, and of moderate intensity. Weather en route for the target was good, the only cloud encountered being between 17° and 15° N. latitude, where 2 - 5/10ths medium cloud being above 1,000' was seen. The target was clear of cloud. A good concentration of bursts was achieved by a box of six of our a/c, who followed 99 Squadron into bomb area "E?". Bursts were seen among buildings, one stick overshoot slightly. The remaining 6 a/c, flying as an independent formation, from Na-obin???. -- the I.P., attacked area "C". with the exception of one stick which overshoot, all bombs fell in the target area. Subsequent photographic evidence revealed the destruction of three buildings in area "C", and probable damage to

Place	Date	Time	Summary of Events
			others, and in area "E", the destruction of 11 buildings and at least 2 others damaged.
	17.3.45	07.25 - 15.55	12 a/c were detailed for a further day attack on Rangoon Dumps - Area "A" being the objective on this occasion. Less H/A/A fire was expected on this trip, from the batteries at Rangoon and Mengladon??, as the target was situated between the two. Of the 50 75 mm. guns in the area mentioned, it was thought that 26 guns would be capable of effective fire, maximum intensity being encountered just before bombing. As our a/c crossed the Hkaing? River west of the target at 15,000 feet, the batteries opened fire. The formation attacked on a course of 078°, to avoid much of the flak as was possible. The bombing formation consisted of 3 squadrons (99, 215, and 355) and 4 a/c of 356 dropping target indicators from 5,000', with simultaneous bombing from 30,000' by B-29's on Dump Area immediately south marked for them by a further four a/c of 356 Squadron, from 4,000'. These tactics apparently confused the defenses, for all crews reported the fire as meagre and inaccurate, trailing away quickly as a/c passed over the target. Many direct hits with bombs, and near misses were reported, with heavy cratering of roads. Experiencing engine trouble a/c "G?" left the formation and attacked the secondary target, (Prome Dump, Area No. 5), scoring bursts along the southern edge of the Dump Area, and starting a large fire. A secondary explosion occurred 5 minutes after bombing. All a/c returned to base, and were escorted by 32 Mustangs. No enemy aircraft were seen.
	19.3.45	07.40 - 23.36	12 a/c were detailed for a day bombing attack on the Railway Yards at Na-ning - Area "C?" (eastern half of the yards), flying independently of 99, 355 and 356 Squadrons who were also attacking the same area at 30 minute intervals. The weather was good, some cloud was encountered south of 13° North. The coast line and rail junction of Jumpnorn? , provided good pick up points en route. On arrival, the target was obscured by cloud and smoke from previous attacks, and the formation led by W/Cdr Sindall in a/c "N?", passed over the area and turned back on a course of 040°, losing height slightly to get under the cloud. A good concentration was obtained on the yards and the landing strip immediately north. Rolling stock and buildings were seen to be hit, and many fires were started, one train burning along its whole length. Subsequent photographic reconnaissance revealed severe damage to all installations in the yard. All through- and side- lines were heavily cratered. Throughout the whole of this long flight of over 2,400 miles, there were no incidents, and all a/c returned safely to base.
	22.3.45	23.59 - 13.21	12 a/c were detailed for a Daylight sweep against locomotives and trains on the Burma-Siam Railway from Thlbiuayay??, to Mileage 100 south east of that town. Secondary target - damage to bridges and tracks. Opposition was encountered at several points along the railway, chiefly L.M.G. fire, and one a/c received slight damage, but none was met with, to or from, to or from, the target. 20 locos were attacked, at least five being damaged and strikes were seen on many of the 130 - 140 rolling stock attacked. A/c "N?" (Captain F/O ?addingnon, ? P.) scored a direct hit on a train of 2 locos and 12 rolling stock at M/S 84 1/2, a burst of flame shot up to 500' - 2 or 3 R/S were observed to have been destroyed. The operation was considered satisfactory in view of the difficulty of attacking such targets by heavy bombers. Our a/c returned safely to base.
	24.3.45	08.54 - 18.31	11 a/c were detailed for a Day Bombing attack on enemy stores and rail dispersal areas at Pa-aik, together with 11 a/c of 99 squadron, and a/c of 355 and 356 Squadrons. Low cloud varying from 2/10ths -5/10ths was encountered on approaching the target, and the Pa-aik area was very hazy, smoke from agricultural fires further impeded target identification. Our a/c bombed in two boxes, one of 6 a/c and the other of 5. A good concentration of bursts was obtained and several R/S were seen to be derailed, but observation of results was difficult. The only opposition encountered was on the return flight to base, whilst our a/c were passing ten miles to the south of Prome at 8,500'. The H/A/A batteries fired at the formation which was then out of range of the guns, wasting ammunition and causing no damage. All a/c returned safely to base.

Place	Date	Time	Summary of Events
	27.3.45	06.23 - 20.19	12 a/c were detailed for a Day bombing attack on stores areas at Xlong Bang Chak, 9 miles north-east of Bangkok. Poor weather conditions at base made take off difficult, a layer of stratus to 1000' hindering the usual form-up procedure, but our a/c were soon in defensive formation. 215, 99, 355, and 356 Squadrons were each given an area of the dump to bomb, followed by the 7th Bombardment Group which dropped incendiaries on all areas. Meage H/A/A fire was encountered from positions in, and north-west of, Bangkok City, but it was ineffective as the formation was out of range. 14 craft were seen on the Menak?, River, three of which were identified as small naval vessels. Flashes were seen from the latter, and some H/A/A bursts were reported after bombing, probably fired from these ships. Whilst in the target area 60 P-51s covered the bombers, but no enemy aircraft were sighted. With the exception of a/c "Q", whose bomb-sight become u/s during the run-up, bombing was excellent, all sticks bursting well on the target. Buildings revetments were seen to disintegrate and there were two large secondary explosions. Many explosions and fires were seen in the other areas attacked. The operation was highly successful.
	29.3.45	08.00 - 16.26	12 a/c were detailed for a Daylight attack on Japanese Army Headquarters in Burma, at Rangoon, together with 12 a/c of 99 Squadron, and a/c of 9, 436 and 492 Squadron U.S.A.A.F. The weather was good throughout the flight, and an escort of P-51s was provided from Ramenee Island, to the target and return, but no enemy aircraft were seen by 215 Squadron As was anticipated, H/A/A of meagre to moderate intensity but accurate was directed at our a/c whilst crossing the Hlaing? River on the bombing run, and these batteries appeared to concentrate on 215 Squadron's formation. Later a battery of guns near the road and rail bridges over the Paneundaung?? Creek was particularly active during the withdrawal from the target. A/c "M?" and "h" were struck by shrapnel, the former being badly holed in the starboard tail-fin and the latter receiving a strike which severed a hydraulic line in the bomb-bay. The Flight Engineer (Sgt. Hindson?) was able to effect a temporary repair to the line with the aid of a piece of corrugated tubing from an oxygen mask, some tape and wire, thereby conserving hydraulic fluid. The a/c made a perfect landing when base was reached. One other a/c sustained slight damage, but all returned to base. The target was bombed first by a/c of the 7th Bombardment Group using fragmentation bombs and then by the R.A.F. Squadrons which dropped M.C. and G.P. demotion bombs. A good concentration of bursts was obtained in the southern part of the target, causing very heavy damage to buildings. The weather ws good and the flight uneventfull, no enemy aircraft being seen.
			Flying Times For Month
			Operational Sorties - 123 Hours flown, Day - 1015.23 Hours flown, Night - 3329.24
			Non-operational Flights - 23 Hours flown, Day - 28.51 Hours flown, Night - 02.00
			Training Flights - 24 Hours flown, Day - 22.16 Hours flown, Night - 01.53
			Number of Bombs Dropped During Month
			1000 lbs. - M.C. - 97 1000 lbs. - G.P. - 181 500 lbs. - M.C. - 674 500 lbs. - G.P. - 328 100 lbs. - Ins. - 156
			Number of Rounds Fired
			Air Fighting .50 - 40 rds .303 - nil

Place	Date	Time	Summary of Events
			At Ground Targets .50 - 37,647 .303 - 1,700
			Training .50 - 500 rds. .303 - nil
			Postings ????? Officers
			163738 F/O Hodge. H. E. GD(A/B) Posted from R.A.F. Karchi?? To 215 Squadron wef 27.2.45
			112236 F/O (A/F/L) Stokes W. C. ??? Posted from 231 Group to 215 Sqdn. ewf. 11.1.45
			148345 F/O Howard H. L. ??? Posted from Supny. 215 Squadron wef. 11.1.45
			????/2276 F/O Narasinhham K. Posted from RAFSMA wef. 12.3.45 to 215 Sqdn.
			173129 F/O Lock T. ? GD(Nav/ Posted from 231 Group to 215 Sqdn. wef. 23.3.45
			147934 F/O Wilson R. A. GD(Pilot) Posted from 358 Sqdn. to 215 Sqdn. wef. 24.3.45
			53334 F/O Roales?? G. Posted ex U.K. to 215 Sqdn. wef. 15.3.45
			51577 F/O Swain? F. M? Tech(e) Posted ex U.K. to 215 Sqdn. wef. 15.3.45
			133538 F/Lt. Roberts A. W. GD(Nav.B) Posted from F/O 215 Sqdn. post wef. 23.3.45
			164108 P/O Grove R. GD(A/B) Posted from 356 Sqdn. to 215 Sqdn. wef. 16.3.45
			160657 F/Lt. Morris R. Medical Posted from 152 Sqdn. to 215 Sqdn. wef. 25.3.45
			127002 F/Lt. McNally M. GD(Wop/A) Posted from Base H.Q. to 215 Sqdn. wef 30.3.45.
			134764 F/Lt. Finch D. GD(Pilot) Posted from 159 Sqdn. to 215 Sqdn. wef. 27.3.45
			151440 F/O Fisher R. GD(Pilot) Posted from 159 Sqdn. to 215 Sqdn. wef. 27.3.45
			55642 F/O Grimshaw L. GD(Pilot) Posted from 159 Sqdn. to 215 Sqdn. wef. 27.3.45
			165278 F/O Bagshaw A. R. GD(Nav) Posted from 159 Sqdn. to 215 Sqdn. wef. 27.3.45
			165593 F/O Dall GD(Nav) Posted from 159 Sqdn. to 215 Sqdn. wef. 27.3.45
			Can J4518 F/O Reid J. GD(A/B) Posted from 159 Sqdn. to 215 Sqdn. wef. 27.3.45
			165254 F/O Pope A. J. GD(A/B) Posted from 159 Sqdn. to 215 Sqdn. wef. 27.3.45
			185029 F/O Manton? G. A. GD(A/B) Posted from 215 Sqdn. to B.R.D. Worli wef. 12.3.45
			112256 F/O (AF/L) Stokes W. C. A&SD?(Int) Posted from 215 Sqdn. to H.Q. 175 Wing wef. 14.2.45.
			148345 F/O Howard H. L. A&SD?(Int) Posted from 215 Sqdn. F/O Int. post to F/Lt. Int. post 215 Sqdn wef 14.2.45.
			AUS406494 P/O Stephens? A. M. M. GD(Nav.B) Posted from 215 Sqdn. to B.R.D. Worli wef. 28.3.45.
			134741 F/Lt. Kerley M. F. GD(Nav.B) Posted from 215 Sqdn. to B.R.D. Worli wef. 30.3.45.
			112441 F/Lt. Lawrence L. A. Gd(?/Air) Posted from 215 Sqdn. to B.R.D.

Place	Date	Time	Summary of Events
			Worli wef. 30.3.45.
			AUS4131919 F/Lt. Grouse. R. K. GD(Pilot) Posted from 215 Sqdn. to B.R.D. Worli wef. 28.3.45.
			119995 F/Lt. Steel-Perkins T. M. Medical Posted from 215 Sqdn. to B.R.D. Worli wef. 15.3.45.
			133538 F/Lt. Roberts. A. W. GD(Nav.B) Posted from 215 Sqdn. F/O post to F/Lt. (Staff Nav Post) 215 Sqdn. wef. 23.3.45
			49238 F/Lt. Shaw J. H. Tech(E) Posted from 215 Sqdn.to 215 Sqdn. (Supny) wef. 15.3.45.
			Promotions - Officers
			134741 F/O Kerley H. F. GD(Nav) Promoted to F/Lt. w.e.f. ?/12.44.
			148345 F/O Howard H. L. A&EM(Int) Promoted to A/F/Lt wef. 14.2.45
			164105 P/O Grove R. GD (A/B) Promoted to F/O w.e.f. 25.8.44
			FLIGHT & SECTION REPORTS
			"A" FLIGHT
			Now that Mandalay has fallen, the main objective for this mont's operations has been Rangoon. The squadron has been congratulated by General stretemayer for its part in the accurate bombing of dumpsi n that area. The squadron has been operation on every second or third day this month, and has participated in the longest formation flight ever attempted. Crews were airborne at an average of 15 1/2 hours. Once again credit is due to the ground crews, sho, working at toop speed in this hot and dusty part of the world, have maintained a high standard of serviceability. The flight recently move from its old rat-infested site into a block of new offices near the Control Tower. These buildings appear to be quite sturdy, and are reasonably cool inside. One large room has been set aside for use by aircrew, so that they will be on hand when required. Unfortunately this room in not in use at present, because no furniture is available. It is hoped that this deficiency will soon be made up. The Squadron billets are at long last being sprayed with the all-powerful D.D.T. It will have a big job of work to do here, as there appears to be more than a fair share of flies and mosquitoes in this area. Snakes, centipedes, scorpions etc., have been observed crawling around inside the billets, but fortunately they have been dealt with before they could do any harm. Despite the fact that both temperature and humidity have risen somewhat alarmingly during this month, football is still popular. At a recent match between Aircrew and ground personal, the flying types proved that they were on the top line, by scoring 6 goals to the other sides 0. Owing to a breakdown in one of the main generators, some billets have had to revert to the primitive oil-lamps. These lamps range from shiny shop bought models to a piece of wick floating in an oil-filed tin. Judging by the amount of mail to be censored each day, it appears that these lamps give sufficient light to see to write by It is suspected that some types sit up half the night writing so as to take full advantage of the free air-mail concession. Station cinema is still doing a brisk trade in the evenings, though it would do better if more fans were available. An E.N.S.A. show was on at the cinema for two evenings, and although it was not a first rate show, it was a pleasant change from the film. On Sunday evenings a program of recorded music, both sweet and low, is broadcast over the cinema's sound system. The rival factions, the Beethoven and Artie Shaw fans, Usually have plenty to argue about after each concert. A few records from outside donors would come in useful. At present a drive is in progress to obtain records from gramophone owners, but if they give them up there will be less music in the billets.
			"B" Flight
			This month has seen a move to the new site, and as far as this is concerned there are several things to be said both for and against. For a start accommodation is much better, as besides the Flight Commander office there is a Crew Room (supplied with furniture), rooms for the gunners and flight-engineers, and a special

Place	Date	Time	Summary of Events
			room for Mail-censoring. The Groundstaff also have two rooms. Another advantage is the marshalling of aircraft. Now on the day previous to an operation there is no need to taxi aircraft to a marshalling strip as previously. As things are at present the "skipper" of the aircraft only needs to know the aircraft he follows out on the morning of take-off, and then comes out of the dispersal pen. Against those points can be set the disadvantages one being that on "running-up" the engines of an aircraft in its bay, not only are clouds of dust blown into the offices behind the dispersal and the roofs liable to be taken off, but the slipstream from the outboard propellers are liable to throw stones around. There have also been one or two squadron alterations in the flight personnel; F/ Sgt. Perace?, has now replaced F/Sgt. Munn?, as N.C.O. in charge of the ground personal. A loss was incurred by the death of Flying Officer Gilbert in a flying accident, however a new crew has arrived the captain being Flying Officer Fisher. This has been a busy month in respect of operations; at the beginning came a different type of sortie in tow night raids on Bangkok, Pathfinders going in first and lighting up the target. Then there have been four visits to Rangoon, another long formation flight to the Kra Isthmus (the target being at Ha-nien), tow raids in the Moreakin?, area (Martaban and Pa-ark), and train-busting on the Burma-Siam Railway.
			Servicing Flight
			At the beginning of the month F/Lt. Shaw, our Engineer Officer for the past 8 months, left the unit on being repatriated to U.K., and about a fortnight later his successor, F/O Swain, arrived from U.K. On 13th March a fatal accident occurred when the Argus FL786, Carrying F/O Gardner, F/O Gilberts and F/O Williams crashed whilst returning from Red Road, Calcutta. Serious discomfort has been caused on frequent occasions this month, owing to lack of water for showering purposes for N.C.Os and airmen after completion of the day's work. No serious shortage of equipment or of maintenance facilities has occurred during the past month continued experience of the Autocar Refuellers has proved them to be quite satisfactory and the present use of 4 Autocars and 2 A.X.O. refuellers has proved equal to the task. Servicing Flight was not affected by the move of "A" and "B" flights to their new dispersals, but this has helped to make the three flights more compact.
			{Table of service flight establishment here in original - not transcribed}
			M.T. Section Comments on Equipment & Servicing
			99 Squadron, Wing and our own M.T. Sections have now amalgamated as far as section stores and vehicle maintenance are concerned. The administrative side is still being carried out by separate sections. As yet there is no noticeable difference in vehicle serviceability, and the repair of vehicles is somewhat slower than when the maintenance and repair was controlled by the section.
			Comments of Welfare (M.T. Section)
			There has been no application for "Blighty" leave from personal. The number of men admitted to the S.S.Q. or hospital has increased, 4 airmen being absent from work with football injury, dysentery, skin disease and leg injury, and what with sending airmen on courses, it is rather difficult at times to find men for normal duties. This deficiency has not affected men who want to go on leave, but has stopped 48 hour passes being granted.
			{Table of M.T. section establishment here in original - not transcribed}
			Electrical & Instrument Sections
			During the month of March there has been a slight improvement in strength of personnel. The sections moved their flight shops into new and better premises and the transport position has greatly improved. The Specialist Section has moved into a shop closer to both flights. Leave continues to be taken and the section in general enjoys good health. On the Domestic Site the Section suffer by lack of lighting facilities and showers due to a break-down in the main generator. The general feeling is that much better results would be obtained if the maintenance of camp lighting equipment was carried out by service personnel.
			W/T Section

Place	Date	Time	Summary of Events
			During the month the Section moved into new quarters and for the past week we have been hard at work constructing stores-racks, benches, erecting aerials and installing power supplies. Wireless Mechanics and Operators have developed unsuspected talent as carpenters, plumbers and brick-layers. Sgt. Watson W (1287058), who has been with the Squadron since it left U.K., has left us to spend his last few months out here as instructor. A number of men in the section are eligible for home leave under the new scheme, but so far none has been lucky.
			{Table of M/T section establishment here in original - not transcribed}
			{unreadable heading}
			The weather became hot at the end of the second week of the month, the temperature averaging between 95 - 100°. There were 3 cases of Malaria E.T., probably all relapses. This gives a Malaria rate of 4.1 per thousand. There were 5 cases of Dysentery, giving a rate of 6.7 per thousand, as compared with no cases last month. Three cases of V.D. were diagnosed. The average daily attendance on Sick Parade was 17.8 or 3% of daily strength. 42 cases were admitted to hospital or S.S.Q.
			Armament Section
			Total number of bomb dropped during March, 1945 1000 lbs. H.C. - 97 1000 lbs. G.P. - 181 500 lbs. H.C. - 574 500 lbs. G.P. - 328 100 lbs. Incend. - 159 Total 354 1/2 tons
			Practice Bombing 8 x 10 lbs. Practice Smoke Bombs were dropped by a/c "K" on 29th March.
			Air Firing - Operations
			Ammunition expenditure for month is as follows: - .50 - 37,687 .303 - 1,700 Of the above totals, 40 rounds (.50) were fired in air combat. The remainder were fired in test bursts and Air-to-Ground firing.
			Training
			The following rounds were fired by a/c "K" on gun-tests during March. .50 - 500.
			Pryo Expenditure
			484 Flame Floats No. 3 Mk.II expended. 138 Flare Lights Mk.IV. expended.
			Section Organization
			The movement of the Armory section to its new building (T.53) has been held back owing to the building not being completed by G.P.W.D. For approximately 4 days this building was left in an incomplete state, and only after repeated approaches to G.P.W.D. was the work re-commenced. It is hoped that, this section will be able to move in on March 5th.
			{unreadable}
			Sport is still a strong pastime of the armourers, a number of games of football have been played and the last three were won by them. A T.T.B. is being held in April for all armourers and Fitter Armourers recommended.
			Squadron Welfare Report
			March was a month of heavy operational commitments and as a result little spare time was available for devotion to welfare matters. During the month two meetings of the welfare committee and Canteen committee were held to discuss improvements and suggestions and also to deal with any complaints regarding the canteen and welfare generally. Up to date it has been customary to hold these meetings under the chairmanship of the Welfare Officer, but it has been suggested that a more efficient system would be to have present at meetings, officers capable of giving immediate answers to queries and complaints raised. Under the present system there is a delay before answers can be given to points raised. The library

Place	Date	Time	Summary of Events
			<p>has been proving popular so among the airmen that the stock of books held is quite inadequate to meet the demand. To ease this situation an appeal was made to all those who had books of their own to donate them to the library and thus increase their usefulness. This measure should help until a further stock of books can be obtained. Lack of furniture still prevents the Quiet Room being put to the fullest use. It is hoped to have this remedied in the near future. The Canteen still remained satisfactory, the main complaints being the lack of small items of stock. With the approach of the hot weather, great interest has been aroused in the equipping of the mess and reading room with fans, of which there are none at present. It is of primary importance that these places be fitted with fans, before the hot weather sets in.</p>

April 1945, Form 540

215 Squadron

Place	Date	Time	Summary of Events
			The month open with normal operational working, but the squadron received a severe shock on being informed it was to convert to Dakotas for transport duties, and although moral was not really affected a certain feeling of discontent was evince among the aircrew.
			Administration problems were aggravated by the hurricane, hospitality being readily extended to the officers of 99 Squadron whose Mess had been destroyed, but the consequent overcrowding raised yet another problem when the inward posting of new aircrews for transport duties commenced. With good will among all parties and much hard work by the Adjutant and others, among whom the two Flight Commanders, S/Ldr. R. D. Williams and F/Lt. Finch deserve special mention, these difficulties, and those arising from the conversion and the move were met and overcome as they arose.
			Thus this month marks an epoch in the Squadron history, as it turns from its task of direct bombing attacks on the enemy forces to that (perhaps no less arduous and essential) of supplying units of our own and other arms with the means to continue the campaign.
			Operational
Dhubulia	2.4.45	09.58 - 00.35	12 a/c were detailed to attack the Railway Yards, Repair Installations and Stores Buildings at Gengkoï, Thailand, together with aircraft of 99, 355, and 356 Squadrons. The weather was good throughout the flight. No flak was expected as a recent photographic cover revealed no A/A positions in the area under attack, and the formation was briefed to avoid the L/A/A positions at Ayuthya and B Tha Rkea. No enemy a/c were sighted, probably due to a fighter sweep against airfields in the vicinity of the target, four hours previous to bombing. 215 Squadron was the first to bomb, and with the exception of a/c "T", whose bombs were seen to burst north of the yards, all sticks were well concentrated on the target, and there were several secondary explosions followed by fires. All our a/c returned safely to base from this long flight of almost 2,400 miles, a/c "K" landing at Cox's Bazaar to refuel.
	5.4.45	08.10 - 16.45	9 a/c were detailed for a daylight attack on Rangoon Supply Dumps, area "K", in conjunction with a/c of 99, 355 and 356 Squadrons. The Group form-up took place over Ramree Island, where a fighter escort was to join the formations, but no fighters were seen. 7/10ths cumulus to 8,000' was encountered on approaching the target and there was considerable ground haze. Our a/c were able to identify the target through a gap in the cloud, but were unable to observe the results of bombing. Meagre but accurate A/A fire was directed at our a/c, but no damage was sustained. On the return flight formation was broken, and a/c returned individually to base.
	8.4.45	05.48 - 16.51	8 a/c were detailed for a daylight attack on Road Bridges in the Bilin Area, with a/c of 99, and 356 Squadrons. The weather was good with patches of cloud en route to the target, where 2-4/10ths strato-cumulus was seen, base 3,000 feet, tops 8,000 feet, but this did not hamper bombing. 4 a/c (K C D & B) attacked the Road Bridge to the north of Rail Bridge No. 64 (near Kaskadut?), and the remaining 4 a/c (H S T & u) attacked the Road Bridge to north of Rail Bridge No. 64. Each a/c, attacking individually, made two bombing runs over its target. A/C "K" saw the first stick of bombs burst in the water and on the bank, near the bridge, blowing out the bracing struts at the eastern end. A/C "d" saw its bombs burst 10 - 20 yards north of the bridge on each occasion, throwing much debris over the structure, which appeared to be undamaged after the attack. A/C "H" saw its second stick undershoot on to the road at the bridge approach, cratering it heavily. After bombing, the gunners strafed 2 covered box cars from low level, on

Place	Date	Time	Summary of Events
			the railway near Tankmudi?. After attacking the most northerly bridge, the crew of a/c "S" observed the bridge to be down in the centre.
			General
	10/4/45	18.20	After tea a light wind spring up from the south-west, and, with little visible warning a hurricane developed. The first indication of anything unusual was a bar of dark cloud on the southern horizon, rapidly approaching, and bringing with it a wind of 60 mph velocity, with frequent gusts to 80-100 mph. When the storm really hit the camp, clouds of dust obscured the declining sun, and empty tar-barrels, bricks, tiles, trees and all kinds of rubbish were seen to be airborne amongst the murk. The electric-light supply failed almost at once, owing to damage to the overhead cables. Within a few minutes, buildings on the Domestic site were being demolished - roofs were ripped off almost all, and many walls caved in. Some billets were entirely destroyed, and all kinds of kit - clothing, bedding etc., - went flying through the air.
			All personnel worked hard, salvaging kit and equipment, and putting out fires which had been lit earlier to heat water for bathing, so preventing the wind carrying live embers amongst the inflammable huts. With the exception of a small "bush-fire", which was quickly extinguished without damage, these efforts were entirely successful.
			As soon as the hurricane began, W/Cdr. J. H. Sindall and the Adjutant (F/Lt. G. T. Williams D.F.M.) with other personnel, left for the airfield. The aircraft were found secure, although many had shifted "into wind", in spite of having a full load of bombs and petrol, and being picketed to heavy weights, in addition. Some damage was inflicted and all aircraft were rendered provisionally unserviceable, for a period of 48 hours, pending a complete check of such damage.
			The new buildings at Headquarters site, and the Flights, weathered the storm fairly well. Some roof damage was inflicted, particularly at "A" Flight Offices and the Squadron Intelligence Room, where a door was also blown in.
			After about 15 minute's high wind, heavy rain fell for a quarter of an hour and the wind velocity decreased. The rain was welcomed as cutting down the fire risk, but it completed the dishevelment of roofless billets and offices. Luckily no member of the Squadron was injured.
			Everyone took this mishap as something as a joke - it was certainly a memorable experience. Those who had comparatively dry places to sleep "took in" the homeless, and hospitality was given to many officers and airmen of 99 Squadron, whose billets and messes had suffered particularly heavy damage by fire, in addition to the devastation caused by Nature's forces, which was common to all.
	11/4/45		General
			The groundcrews and aircrews "turned to" with a will, to straighten out the mess caused by yesterday's storm, and to repair and flight-test damaged aircraft. Spare time was spent in sorting out personal kit, and retrieving odd things from the surrounding landscape.
			Sleeping quarters were again reviewed, advantage being taken of every building with part of a roof still in position. Tents were erected to supplement accommodation in the Senior N.C.Os' section.
	12/4/45		General
			Salvage and repair work continued. All damaged aircraft were again serviceable by nightfall.
	13/4/45		Operational
			W/Cdr. J. H. Sindall announced to air and ground crews the intention to convert to Dakota Transport aircraft, under Combat Cargo Task Force, the training program to begin immediately.
	14/4/45		General
			2 Dakota aircraft arrived on the Squadron.
	15/4/45		Training
			F/Lt. Jenkins, F/Lt. Heedy?, and W/O Gifford, detached from Squadrons of C.C.T.F. for the purpose of training air-crews in the management of Dakota

Place	Date	Time	Summary of Events
			aircraft, arrived at Dhubulia.
			3 Dakota aircraft arrived on the Squadron.
	16/4/45		Training
		11.45 - 16.00	2 crews commenced training, practicing dual circuits and landings, later going solo.
		09.00 - 17.00	Lectures were given to all crews under conversion, on General Transport Command Work, and the fuel, oil, hydraulic, and Fire-extinguishing system of Dakota aircraft.
	17/4/45		Training
		10.40 - 17.55	A further 2 crews reached "solo" standard on Dakotas.
		09.00 - 16.00	Lectures were given to air-crews on Emergency Procedures, Landing and Load Securing.
			Navigators were given preliminary instruction in the use of "Rebecca".
	18-19/4/45		Training
			Squadron still engaged on Conversion Training.
	20/4/45		General
			2 more Dakota aircraft arrived on the Squadron. Training continued.
	21/4/45		General
			A further 11 Dakota aircraft arrived. Training continued.
	22/4/45		General
			1 Dakota aircraft arrived.
			Training
			By this date, 17 effective crews were under training. In addition to cross-country flying, "short-distance" landings, and landings in quick succession, were being practiced.
	23/4/45		General
			4 further Dakota aircraft arrived. Training continued.
	24/4/45		General
			7 Dakota aircraft arrived. Good progress being made with training.
	25/4/45		General
			The Squadron received a visit from Air Commodore P.J.W. Mellerah, C.B.E. A.F.C., Air Officer Commanding No. 231 Group who wished to address the personnel before their departure from his command. In the course of a well chosen speech the A.O.C. expressed his regret at the Squadron's departure, his appreciation of the excellent work they had done, and wished them every success in the future. He also informed the Squadron that he had fought hard, but unsuccessfully, for their retention in Strategic Air Force, whose consistent and accurate bombing had had so marked an effect on the success of the campaign against the Japanese in this theatre. In reply W/Cdr. J. H. Sindall expressed the appreciation of the Squadron, and called for three cheers for the A.O.C., which were given whole-heartedly.
	26/4/45		General
			1 Dakota a/c arrived, making the Squadron strength up to 30 (1 a/c was in the hands of R & S U for major repairs.)
		09.00	The Advance Party (F/Lt. H. E. Milhorne in charge, and F/Lt. R. Morris, Sqdn. Medical Officer, 3 S.N.C.Os. and 41 O.Rs.) in 3 Dakota aircraft left Dhubulia for Tulihal.
			F/O R. S. Anderson, the Squadron Intelligence Officer, proceeded with one section of the party as far as Conilla?, having been instructed to report to H.Q. C.C.T.F., in order to acquaint himself with the operational procedure and reporting methods which will be required.
	28/4/45		General
			Wing Commander T. K. Buchanan arrived to assume command of the Squadron, coming by air in a Dakota aircraft piloted by F/Lt. Jenkins. A party was held on

Place	Date	Time	Summary of Events
			the Officers' Mess that night for the double purpose of extending to him a very hearty welcome, and of celebrating the Squadron's impending departure and new duties.
	29/4/45		General
		15.30	A fire broke out in a billet near the Sergeants' Mess, which could not be controlled by extinguishers. The roof quickly collapsed, and sparks and debris lodged on the roof of the Sgts' Mess and ante-room, setting fire to these buildings. "Beaters" were stationed on the roofs of neighbouring billets, extinguishing sparks, and the fire was eventually controlled, although the Mess buildings were completely destroyed. The furniture and matting from the floor, was recovered before the fire reached the interior of the building, but most unfortunately the months ration of beer and spirits was not among the salvage.
	30/4/45		General
			The main work of the day arose from the posting of surplus and tour-expired aircrew. F/O F. S. Anderson returned to the Squadron by air from Tulihal, having proceeded there from HQ. C.C.T.F., to liaise with the Senior Intelligence Officer of 435 (R.C.A.F.) Squadron.
			Air Commodore F.J.W. Mallerah, C.B.E., A.F.C., Air Officer Commanding No. 231 Group lunched at the Officers' Mess, together with Group Captain Sissons D.F.C., S/Ldr. J. H. Stoney (Senior Admin. Officer) and S/Ldr. Greene (Senior Medical Officer) of No. 175 Wing.
			Flying Times for Month
			Operational Sorties - 29 Hours flown, Day - 260.38 Hours flown, Night - 60.36
			Non-Operational Flights - 10 Hours flown, Day - 18.51 Hours flown, Night - Nil
			Training Flights - 177 Hours flown, Day - 400.56 Hours flown, Night - 16.30
			Number of Bombs Dropped During Month
			1000 lbs. - M.C. - ?? 1000 lbs. - G.P. - ?? 500 lbs. - M.C. - ?? 500 lbs. - G.P. - ?? 100 lbs. - Ind. - ??
			Number of Rounds Fired
			Air Fighting .50 - nil .303 - nil
			At Ground Targets .50 - nil .303 - nil
			Testing .50 - 300 .303 - 5885
			Postings - Officers - To
			Can J 40881 F/O Barton GD(P) Posted from TSTU? w.e.f. 25.4.45
			F/L Binks?? GD(Nav) Posted from TSTU? w.e.f. 25.4.45
			NS? 429333 F/L Hart ?? GD(W/Air) Posted from TSTU? w.e.f. 25.4.45
			13?? F/L Benard???? GD(P) Posted from 31 Sqdn. w.e.f. 27.4.45
			15?? F/O feil?? GD(P) Posted from 31 Sqdn. w.e.f. 27.4.45
			17?? F/O ??tham H. L. GD(P) Posted from 31 Sqdn. w.e.f. 27.4.45
			15187? F/O Woodruff? GD(Nav) Posted from 31 Sqdn. w.e.f. 27.4.45
			176?? F/O Gillings GD(P) Posted from 31 Sqdn. w.e.f. 27.4.45

Place	Date	Time	Summary of Events
			154899? F/O GD(P) Posted from 31 Sqdn. w.e.f. 27.4.45
			163?47? F/O GD(Nav/B) Posted from 31 Sqdn. w.e.f. 27.4.45
			33155? F/O GD(P) Posted from HQ. 229? Group w.e.f. 1.5.45
			Postings - Officers - From
			1??? F/L Williams?? GD(Nav) Posted to H.Q. 222 Group w.e.f. 1.4.45
			??? ?? Harkness??? T. J. GD(P) Posted to 159 Sqdn. w.e.f. 9.4.45
			168???? F/O Dall?? L. GD(Nav) Posted to 159 Sqdn. w.e.f. 8.4.45
			163??? F/O Hodges?? GD(A/B) Posted to 159 Sqdn. w.e.f. 8.4.45
			163767 F/O T??????k GD(A/B) Posted to 159 Sqdn. w.e.f. 8.4.45
			CanJ??74 F/O(A/F/L) F??? W. W. GD(P) Posted to 356 Sqdn. w.e.f. 19.4.45
			CanJ4583 F/O Reid???? J. L. GD(A/B) Posted to 356 Sqdn. w.e.f. 19.4.45
			151628 F/O Faiera E. C. GD(A/B) Posted to AFTU Amarda Road w.e.f. 20.4.45
			162728 F/O Pink A. W. GD(A/B) Posted to R.A.F. Burma w.e.f. 20.4.45
			524573Y Lt. Michelmore D. S. GD(Nav.B) Posted to 221 Group w.e.f. 20.4.45
			165254 F/O Pope A.J. GD(A/B) Posted to 221 Group w.e.f. 20.4.45
			163857 F/O Strasman GD(A/B) Posted to 221 Group w.e.f. 20.4.45
			164188 F/O Grove R. GD(A/B) Posted to 224 Group w.e.f. 20.4.45
			162867 P/O Melia G GD(AA/B) Posted to 224 Group w.e.f. 20.4.45
			165780 F/O Head B.C. GD(A/B) Posted to 99 Sqdn. w.e.f. 26.4.45
			164446 F/O Reid A. J. W. GD(A/B) Posted to 356 Sqdn. w.e.f. 26.4.45
			163869 F/O Silcocks K. L. GD(A/B) Posted to 356 Sqdn. w.e.f. 26.4.45
			163641 F/O Smith A. E. GD(A/B) Posted to 355 Sqdn. w.e.f. 26.4.45
			164295 F/O Johnstone J. GD(A/B) Posted to 355 Sqdn. w.e.f. 26.4.45
			163616 F/O Forbes C. R. S. GD(A/B) Posted to 355 Sqdn. w.e.f. 26.4.45
			NZ.413456 P/O O'Conner P. W. GD(Nav) Posted to BHQ Calcutta w.e.f. 24.4.45
			NZ.416216 P/O McPhee J. A. C. GD(P) Posted to BFD Worli w.e.f. 17.4.45
			Promotions & Appointments
			155764 F/O Guest L. R. GD(Nav.B) Promoted to F/Lt. w.e.f. 2.1.45
			164446 P/O Reid A. J. W. GD(A/B) Promoted to F/O w.e.f. 10.9.44
			163867 P/O Melia C. A. GD(A/B) Promoted to F/O w.e.f. 11.8.44
			164295 P/O Johnstone J. GD(A/B) Promoted to F/O w.e.f. 10.9.44
			AUS414307 W/O Humphrey G. K. GD(Nav/B) Appointed P/O on probation w.e.f. 14.1.45
			AUS417368 W/O Harvey A. W. GD(P) Appointed P/O on probation w.e.f. 14.1.45
			AUS415558 W/O South J. A. R. GD(Nav.B) Appointed P/O on probation w.e.f. 14.1.45
			AUS413650 W/O Nash C. A. GD(A/B) Appointed P/O on probation w.e.f. 17.1.45
			AUS418107 W/O Hadaway J GD(P) Appointed P/O on probation w.e.f. 17.11.44
			AUS423932 W/O Thornton R. H. GD(Nav) Appointed P/O on probation w.e.f. 16.8.44
			Flight & Section Reports
			Engineering Section
			Working from the dispersal points, "A" and "B" Flights found it a great advantage to have the aircraft already marshalled. Work, serviceability and operations were carried on successfully until 10.4.45, when in the evening a violent storm caused havoc amongst the aircraft and technical buildings, despite the aircraft being picketed, chocked and braked, with full bomb load up, ready for the operation the

Place	Date	Time	Summary of Events
			following morning. Some aircraft were turned completely round by the wind and operations the following day were cancelled by the Engineer Officer (F/Lt. F. Swain), due to damage, need for thorough check and air tests on all aircraft. All defects and damage were rectified, due to energetic efforts on the part of Technical personnel and the Squadron was again ready for operations within 48 hours: but apparently we were no longer to be an operational Liberator Squadron.
			At about two hours notice on 12.4.45 the Engineer Officer and 6 S.N.C.Os. were attached to Dum Dum for a period of 2 days to gain "gen" on Dakota aircraft. On their return, Dakota training aircraft were available, and immediate conversion of aircrews commenced, during which time groundcrews went through a period of intensive "genning" on the new types.
			Towards the end of the month the re-inforcement aircraft arrived and despite periodical inspections on all 24 Refors aircraft, picking up information as and when possible, preparing 14 Liberators for dispatch, time was found to start packing equipment for the move of the Squadron to its new base.
			The month as a whole was extremely busy for everyone, but the conversion to Dakotas was carried out successfully without incident, despite training period being shortened.
			An exchange posting of 16 airmen from Delhi, who had previous experience of Dakota aircraft was effected towards the end of the conversion period.
			In conclusion it can be said that the latter half of the month was a busy and harrowing time, carried out successfully due to mainly to a grand spirit of Squadron Co-operation.
			Medical Officer's Comments
			The standard of health remained satisfactory throughout the month of April. There is nothing further to report.