

## July 1945: Form 541

358 Squadron

(Note: Initial, as typed draft transcription)

The Squadron used the standard Form 541, but very rarely did they "fill in the blanks".

The Standard headers are used in this transcription, but in many cases, the text will not match the heading.

Note: Service numbers are very inconsistent in the original records.

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
7.7.45						
Route.	A/C. "P".	Base-2246N 9126E-2258N 9442E-2203N 9845E-Target – R.S.R.				
	"O".	Base-2246N 9126E-2258N 9442E-2203N 9845E-2026N 10018E-2003N 10213E-1851N? 10357E-Target.-R.S.R.				
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight
	P.	20	6	12	1	2436
	O.	20	11	6	2	3963
Opposition,	Nil.					See Ops. Order No. 97
Liberator KH?171 P		F/O. Kearns 151961	Capt.	0610	1510	The a/c took off at time as briefed., carrying 2 Joes, 11 containers and 500 lbs. of nickels. Weather was as briefed on way out, and back, viz. Cu. and Sc., with build ups over hills, Cu. up to 12-15000' over D.Z. cloud was 6/10 Sc. Waited for clear patch and dropped Joes from 1100' above ground, then containers 4?00' and lastly Pkts from 400' (3 runs). All chutes opened. The reception was not exactly as briefed, T in order but letter C instead of W? and no fires. However the Major Parachutist, who has been there before identified it before I let them go. Good D.Z. suitable for night drops if there is a moon. Base safely reached. Nckls. dropped as briefed
		P/O. White 166194	2.P			
		W/O. Sims 656622	(S) P.			
		S/L. McConnell 81938	Nav.			
		Sgt. Freeman 1806307	(S) Nav.			
		Sgt. Holton 1667185	B/A.			
		Sgt. Gibson 1596158	WOP			
		Sgt. Gradwell 3011373	WOP			
		F/O. Mayhew 166168	Desp.			
		F/S. O. Smith Aus424054	(S) W.			
		Sgt. Smith 1545133	Eng.			
Liberator 877 O		F/O. Husband 152553	Capt.	0710	2050	13.40 The a/c was airborne at 0710, climbed to 11000' on track through a thin layer of St. 500' base. Weather en route to D.Z. was fair, 6/10 As. and 1/10 Cu. D.Z.
		F/O. Sanders 161276	2.P			
		P/O. Redfern 166737	Nav.			

		F/S. Newland 1803517	B/A							located at 1331, but reception was not as briefed. 5 runs were made over the D.Z. in the hope that the correct reception would be displayed. At 1413, as the reception remained the same, the aircraft set course for base, landing at 2050. At the de-briefing the crew were informed they had been incorrectly briefed as to reception.
		F/O. Armstrong 166780	WOP							
		W/O. Crighton 424382	WOP							
		Sgt. Cullen	Desp.							
		Sgt. Richards 1405631	Eng.							
		Sgt. Pettman 756274	A/G.							
The weather experienced was generally 5-10 Cu. based at 200' and tops to 10,000'. Further inland and in D.Z. area weather cleared to 7/10 S/Cu. based at 3000' tops to 6000', with fair vis. A/C P was successful in its mission and all stores fell in D.Z. area. A/C O was briefed for D.Z. 874's reception, but were give D.Z. 896's position. This meant that the reception of the D.Z. 896, which they visited, did not coincide with briefed reception. Stores were not dropped on this account, and were returned to base. Both A/C dropped Nickels.										
10.7.45										
Route.	A/C. F..	Base-1948N 9310E-1853N 9720E-1713N 10002E-1710N 10256E-Target-1713N 10002E-1853N 9725E-1948N 9310E-Base.								
	G.	Base-2246N 9126E-2114N 9433E-2025N 10018E-2000N 10152E-Target-R.S.R.								
	O.	Base-2114N 9453E-2026N 10018E-2003N 10213E-Target-R.S.R.								
	N..	Base-1948N 9310E-1853N 9720E-1627N 1011E <sup>1</sup> -D.Z.-R.S.R.								
Load	A/C.	Leaflets	Cont.	Pkts	Bodies	Weight				
	F.	16	11	6	--	4370				
	G.	--	11	6	--	4212				
	O.	16	7	9	4	2616				
	N.	16	6	9	1	2793				
Opposition,	Nil.									See Ops. Order No. 98
Liberator KG877 "O"		F/O. Fforde 160652	Capt.		0655	1835				Take off on time. Weather up to Arakans fair 5-7/10 Cu. enabling climb to 10,000'. Weather Arakan to D.Z. area at first 8-10/10 layer cloud with occasional Cu. &Cb. underneath and rising to 15,000' with 5/10 increasing to 10/10 base 13000'. Weather at D.R. run point poor with C.B. over it. Made D.R. run at 10,000' round CB and found D.Z. with 5/10 Cu. base 3000' tops 6000'. Reception was as briefed, but only discernible through binoculars from as low as to
		G/C. Wightman	2.Pilot							
		F/O. Shipp 169703	3.Pilot							
		Sgt. Murray 1523569	4.Pilot							
		F/O. Smith 165753	Nav.							
		P/O. Brandreth 166787	A/B.							
		F/O. Cooper 166130	WOP.							
		Sgt. Ablack 605649	WOP.							
		F/S. Tracy 1685317	Desp.							
		Sgt. Bo?rg 2223585	Desp.							

<sup>1</sup> This is the entry in the record, but probably incorrect.

		Sgt. Holden 1594862	R/AG.			2000' above. Load was eventually got rid of in nine runs owing to delay with Joes. All chutes observed to open. Joes dropped from 3100 indicated height and rest from 17-2800. D.Z. good, suitable for day drops under 5/10 cloud conditions if base not below 3000'. Suitable for night drops in clear weather. Return journey encountered more Cbs. and thicker overcast of high and medium cloud and thicker Sc. underneath. A/C height on return 12000'. Base reached O.K.
Liberator KH365 "N"		F/O. Manning 185967	Capt.	0552	A/C Missing	
		F/O. James 165942	2.P.			
		F/O. Willcocks 166350	Nav.			
		Sgt. Waring 1079678	B/A.			
		Sgt. Smith 1672616	WOP.			
		F/S. Eaton 1600891	WOP.			
		F/S. Wallis NZ.44805	Desp.			
		Sgt. Drummond 1574010	A/G.			
		Sgt. Mclvor 167939	Eng.			
Liberator 473 "G"		F/O. Ellinor J.20131	Capt.	0645	1725	1040 The aircraft was airborne at 0645. Circled and climbed on track to point A. At 11,000' pinpointed and set course B. Pinpointed at 10,000' through hole and set course C. 10/10 cloud Cb. and layer all the way. We saw point D (D.R. run) at 10,000' – checked pin point on track but 10/10 over D.Z. Ran in from North and descended down in hole and cloud to 5500'. Cloud on
		P/O. Sheppard J.44876	2.P.			
		P/O. Mendelovitch J.47342	Nav.			
		P/O. Steele J.47363	B/A.			
		F/S. Holden A.430657	WOP			
		Sgt. Greig R.268213	WOP			
		P/O. McKenzie J.47454	Desp.			

		Sgt. Stephenson 1817754	R.G.			deck as climbed up to 10,000'. Tried once more, down to 6000', circled ten times then climbed up and set course home. Flew at 11000' 10/10-9/10 Cu. and odd Cb. Let down 100 miles from Base. Flew 800' to base Landed 1725. D.N.C.O. all brought back O.K.
Liberator 274 "F"		F/S. McCulloch 1322931	Capt.	0525	1745	1220 A/C took off at 0525, climbed continuous to 11000', was able to hold this height to D.Z. flying through monsoon rain clouds, Cu. and S.Cu. with heavy rain mostly, there was one break over the Irrawaddy river nothing more to D.Z. weather there was good 4/10 scattered Cu. Sighted D.Z. clearing during D.R. run. No reception until I flew over it on return run, expected this as we were a half an hour early, but D.Z. people saw the A/C and put out ground signals which were as briefed, made two runs and noted all containers and packages landed in middle of clearing. Was over D.Z. area approx. 30 mins. Trip back to base was the same, flying through clouds which had increased in height, saw coast line and was able to let down through cloud over the sea. arrived back at base at 1735. Landed 1745 hrs.
		F/O. Sealy 152103	Pilot			
		Sgt. Newman 1608533	Pilot			
		Sgt. Robinson 1820787	Nav.			
		P/O. Urquhart 167470	Nav.			
		F/O. Kensett 166167	B/A			
		F/S. Nettleton 1682204	WOP.			
		Sgt. Trues 1801720	WOP.			
		F/O. Coxall 166278	Desp.			
		Sgt. Grey 1588425	A.G			
Weather encountered was generally 8/10-10/10 heavy Cu. with isolated Cb., base of cloud 2000' to 12000', with 3-710 Sts., over valleys. In D.Z. area, the cloud cleared to 5/20 Cu. and 7/10 Sc. based at 3-5000'. Vis. 10-12 miles. Two aircraft were successful in their mission, they were A/C's "F" & "O". A/C "N" & "G" were not successful. "G" did not drop although it reached the D.Z. area, which was completely covered by cloud.						
A/C "N" could not establish a good navigational aid, and pin pointing was difficult, as the A/C. was above 10/10. The A/C eventually succeeded in getting a pin point at a position one hour from Target area, as the petrol was low, the Capt. decided to set course for base which he did. The cloud was very low and hindered pin pointing. Because of the lack of fuel, containers were jettisoned in sea, homing was made on Salbani, the A/C. lost height to see position, and finding they were over the coast decided to climb and bail out, but motors cut and the Captain was forced to crash land in mangrove swamp near Dalhouse Point. Credit was give to Captain by crew for a good crash landing, there were two major injuries sustained.						
12.7.45						

Route.	A/C. W..	Base-2246N 9126E-2114N 945E-2026N 10018E-1810N 10304E-1830N 10356E-Target-R.S.R.					
	C.	Base-2246N 9126E-2114N 945E-2026N 10018E-1810N 10304E-1830N 10356E-Target-R.S.R.					
	F.	Base-2246N 9126E-2114N 9453E-1853N 9720E-1627N 10111E-Target-R.S.R.					
	Q.	Base-2246N 9126E-2114N 9453E-1359N 9720E-1713N 10002E-1716N 10256E-Target-R.S.R.					
Load	A/C.	Leaflets	Cont.	Pkts	Bodies	Weight	
	W.	16	4	10	2	1979	
	C.	16	8	10	1	2436	
	F.	--	11	6	--	4287	
	Q.	--	11	5	--	3906	
Opposition,	Nil.						See Ops. Order No. 100
Liberator "C"		F/O. Ellinor J.20131	Capt.	0705	1935	1230 The A/C. was airborne at 0705, and set course climbing to 10,000'. Reached D.Z. at 10,000' and descended in valley. Despatcher dropped three packages, through carelessness 13 miles from D.Z. Others dropped O.K. The A/C. set course for base at 12,000'. Cloud tops 20,000' as deviations all the way home. Steered through the cloud at Chins and arrived at base. Landed at 1935. D.C.O.	
		P/O. Sheppard J.44876	2.P.				
		P/O. Mendelovitch J.47342	Nav.				
		P/O. Steele J.47363	B/A.				
		P/O. Urquhart 167470	Nav.				
		F/S. Holden A.430657	WOP				
		Sgt. Truss 1801720	WOP				
		P/O. McKenzie 47454 <sup>2</sup>	Desp.				
		Sgt. Startin 1391339	R.G.				
Liberator 274 "F"		F/O. Husband 152553	Capt.	0620	1820	1200 The A/C. was airborne 0620, climbed to 10,000' through layer of St. base 500'. The flight to the D.Z. was uneventful, D.Z. was recognised at 12.40, and 2 successful dropping runs were made. The A/C set course for base at 1250, encountering 5/10 Cu., base 6000' height of tops 15000' which made it necessary for the aircraft to make several detours. At 18.15 the aircraft reached base, and landed at 18.20 hrs.	
		F/O. Wilson 166187	Pilot				
		F/O. Duff 182369	Pilot				
		P/O. Redfern 166737	Nav.				
		F/O. Armstrong 166780	B/A				
		W/O. Crighton 424328	WOP				
		Sgt. Adams	WOP				
		F/S. Jackson 2206962	F/E.				
		Sgt. Richards 1405631	Desp.				
		Sgt. Pettman 756274	R.G.				
		P/O. Griffiths	Nav.				

<sup>2</sup> Elsewhere service number is given as J47454, indicating he was RCAF.

		167414				
Liberator "W"		F/S. McCulloch 1322931	Capt.	0710	2130	1420 A/C. took off at 0710 hrs. Climbed to 12,000' held this to D.Z. area, weather en-route good, Chins were clear of cloud, Irrawaddy valley 8/10 Cu., with scattered Cu. up to 20,000'. D.Z. area was 5/10 Cu., but was able to get below this to D.Z. made four runs, dropping personnel on second run, all packages landed on D.Z. opening and one of the other personnel drifted to the edge of clearing (D.Z.) and hung on tree, did not see this person get off tree but he looked O.K. Flew back at 14,000', compasses were reading incorrect, both magnism and B.16 out in readings, got off track to north and after crossing Chins used QDM and Sandro to reach base using gyro compass for heading, getting gyro heading from QDMs box, method. Landed at base at 21.30 hrs.
		Sgt. Newman 1608533	2.P			
		Sgt. Robinson 1820787	Nav.			
		F/O. Kensett 166167	B/A			
		F/S. Nettleton 1682204	WOP.			
		Sgt. Barlow 1455201	WOP.			
		F/O. Coxall 166278 Sgt. Grey 1588425	Desp. R.G			
Liberator KH367 "Q:"		F/O. Fforde 160652	Capt.	0555	1800	
		F/O. Shipp 169703	Pilot			
		F/O. Arscott 166093	Pilot(2)			
		F/O. Smith 165753	Nav.			
		F/O. Brandon 166353	Nav.			
		F/O. Walker 166377	A/B.			
		F/O. Cooper 166130	WOP.			
		Sgt. Ablack 605649 Sgt. Borg 2223585	WOP. Desp.			
		Sgt. Williams 1806723	Desp.			

		Sgt. Stevenson 1817754	R/AG.				packages dropped from approx. 400' above ground. D.Z. good, suitable for day and night drops in comparatively poor weather. Return was made at 12,000' making many small detours to avoid Cb.s, these were very numerous over the Chins. Base reached O.K.
All aircraft were successful and leaflets were dropped by A/S's "W?" & "C". The weather was 5-8/10 Cu. base at 3000' with tops at 10000', with isolated Cb. A/C "?" encountered 10/10 Sta. ?????????????? target area. In D.Z. area weather was improving with 3-7/10 Cu. base at 2000' tops at 8000', Vis. 20 miles. At position 17°18N 9951E A/C "Q" reported a large concentration of workshops and trucks with six river craft. Also a bridge and railway station in track at 1710N 10251E. A landing strip was seen at 1644N 10154E, 800 yds. long, but with no activity. Numerous trucks and shed were seen at 1718N 9954E, while at 1644N 10154E, 800 yds. storage tanks were seen alongside Railway. A/C "F" reports a train of 7 box cars and 5 coaches at 1630N 11243E, also at 1647N 10012E 13 barges were seen being towed up river.							
16.7.45							
Route.	A/C. "K"	Base-2246N 9126E-2114N 9453E-2026N 10018E-1803N 10140E-1600N 10523E-Target-R.S.R					
	"A".	Base-2246N 9126E-2114N 9453E-2026N 10018E-2003N 10213E-Target-R.S.R.					
	"G".	Base-2246N 9126E-2114N 9453E-2057N 9830E-1956N 10142E-Target-2026N 10018E-2114N 9453E-2246N 9126E-Base.					
	"O".	Base-2246N 9126E-2114N 9453E-2026N 10018E-2003N 10213E-Target-R.S.R.					
	"W".	Base-2246N 9126E-2114N 9453E-2057N 9830E-1956N 10168E-Target-2026N 10018E-2114N 9453E-Base.					
Load	A/C.	Leaflets	Cont.	Pkts	Bodies	Weight	
	K.	16	9	10	--	--	
	A.	12	11	6	--	? <sup>3</sup>	
	G.	7	11	6	1	3531	
	O.	16	11	6	--	3451	
	W.	16	8	9	--	2793	
Opposition,	Nil.						See Ops. Order No. 101
Liberator "G"		F/O. Ellinor J.20131		Capt.	0650	1905	10.15 The aircraft was airborne at 0650 and climbed on track to 10,000'. Nothing out of ordinary on way out but 7-10/10Cu. over D.Z. Arrived at 1125 and made three D.R. Runs and fine approaches but Cb. over D.Z. Went to town 30 miles east and dropped nickels then returned and mad a D.R. run but 10/10 – 4'-15000' so set course home at 1240. On track all the way – high layer at 15000' clear
		P/O. Sheppard J.44876		2.P.			
		P/O. Mendelovitch J.47342		Nav.			
		P/O. Steele J.47363		B/A.			
		Sgt. Rees R.277750		1.WOP			
		P/O. McKenzie J.47454		Desp.			
		F/L. Legg 127535		2.Capt			
		P/O. Berresford 166440		2.Nav.			

<sup>3</sup> "?" used in original.

		F/S. McGregor 1549698	2.WOP			below. Landed at 1905 D.N.C.O., all brought back.
		Sgt. Hubbard 1812677	R.G.			
Liberator 271 "K"		F/O. Husband 152553	Capt.	0635	2105	14.30. The aircraft was airborne at 0635, set course and climbed to 10,000' through a thin layer of Sc. en route to the target for most of the distance there was a layer of 10/10 St. below, at the Mekong a line of Cu. was encountered, and after passing that, weather improved to 1/10 Cu. 4000 to 6000'. D.Z. was located at the end of the D.R. run and three successful dropping runs were made. The return journey was uneventful, base reached at 21.00. Landed 2105.
		F/O. Duff 182369	2.P			
		F/O. Redfern 166737	Nav.			
		P/O. Griffiths 167414	2.Nav.			
		P/O. Merriman 167426	B/A			
		W/O. Crighton Aus.424382	WOP			
		Sgt. Barker 1586121	WOP			
		F/S. Jackson 2206962	F/E.			
		Sgt. Richards 1405631	Desp.			
		Sgt. Tuffnell 1674764	R.G.			
Liberator 392 "A"		F/S. McCulloch 1322931	Capt.	0815	1900	1045. A/C. was airborne at 0815 hrs. set course straight from runway climbed to 11,000', weather good all the way made all turning points, fair weather Cu. and Sc. was main clouds. D.S. was clear but after the six minute D.R. run no signals were sighted, tried three runs from river Mekong and one from a village one mile from D.Z., still no signals sighted, did a search of all probable clearings on sides of hills met no success were over D.Z. are 1.00 hr. Trip back to base was completed at 12,000' with no trouble. Arrived at base 18.50 hrs. Landed 19.00 hrs.
		F/O. Sealy 152103	Pilot			
		F/O. Macartney 151403	2.P			
		Sgt. Robinson 1820787	Nav.			
		P/O. Urquhart 167470	Nav.			
		P/O. Summer 167433	B/A			
		Sgt. Brindley 1446070	WOP.			
		P/O. Hillman 166884	Desp.			
		Sgt. Startin 1391339	R.G			
		Sgt. Truss 1801720	WOP.			
Liberator KG877 "O"		F/O. Fforde 160652	Capt.	0705	1735	Take off O.K. Weather on way out 3-5/10 Cu. tops 8000', base 14,000'. Clearest over valleys. In D.R. run area (Mekong) weather poor with 8-10/10, heavy Cu. and Cb.
		Sgt. Murray 1523569	2.P.			
		F/O. Smith 165753	Nav.			



		F/O. Brandreth 166787	A/B.			D.R. run made at 11,000' with detours round C.B. D.Z. located by local landmarks but not apparently in position as briefed. Reception was good and as briefed. Load was dropped in 2 runs, from aprox. 400' above ground 1AS/35. All chutes opened. D.Z. well located and easy to find with more accurate briefing. Suitable for day drops and night only in clear weather due to steep sided valley. Weather over D.Z. 3-4/10 Cu. base 4000 tops 8000'. Vis good except in showers. Return to base made at 12-13000' encountering build up of Cu. and heavy line of Cb. and A/S over Chins. Base reached O.K.
		Sgt. Williamson 1581571	WOP.			
		Sgt. Ablack 605649	WOP.			
		Sgt. Borg 2223585	Desp.			
		Sgt. Holden 1574862	R.AG.			
Liberator KH160 "W"		F/O. Kearns 151961	Capt.	0650	1850	1200. A/C. took off at time briefed. Load, 8 containers, 9 packages, 400 lbs leaflets. Route out as briefed and leaflets dropped at correct position. Weather on way out was as briefed, i.e., 8/10 Cu. over Chins. 5/10 Sc. over Irrawaddy valley. Over Mekong was a large build up of Cu. and Cb. tops 18-20,000', 9/10. Due to bad vis. and extreme turbulence in this cloud it was very difficult to find pinpoint from which to make D.R. run. D.R. run was made and D.Z. area definitely identified. Square search for an hour but unable to find any reception. Return route as briefed, uneventful. Load brought back. As we crossed Siam to F/C. on way out the tail gunner sighted a S.E. aircraft which followed us and closed to approx. 2000 yards. Flew into heavy Cu. and lost him.
		F/O. Smith 169703	Pilot.			
		P/O. White 166194	Pilot.			
		F/O. Brandon 166353	Nav.			
		F/O. Walker 166377	B/A.			
		F/S. Thompson 418312	1.WOP.			
		F/O. Elliott 166127	2.WOP.			
		F/O. Lemont 172808	Eng.			
		Sgt. Stevenson 1817754	A.G.			
		Sgt. Williams 979823	Desp.			

On the outward rout heavy Cu. and Sc. was encountered, 7-9/10, tops 12000' base 5-6000'. In D.Z. areas reasonable clear, on A/C reports up to 7/10 Cu. the other A/C. reported 103/10 Cu. and Sc. Only two aircraft carried out drops, and both report perfect Vis., over D.Z. area. These A/C were O and K. A/C. G did not drop as the surrounding hills were covered by cloud. A/C's W and A reach D.Z. area and identified targets but did not drop due to no reception. All the A/C. dropped leaflets. A/C. G, W and A returned load to base. Crew of A/C. G reported four smoke fires at 2115N 9454E, in a square. A/C. W reported unidentified A/C. that followed W for 25 mins, at a distance of 3000 yds. A/C was first seen in position 2029N 9955E. A/C. O reported much activity along Mekong at position 2025N 10020E.

18.7.45							
Route.	A/C. "Q"	Base-2246N 9126E-2114N 9453E-2026N 10018E-1950N 10134E-Target-2026N 10018E-2114N 9453E-2246N 9126E-Base.					
	"W".	Base-2246N 9126E-2114N 9453E-2026N 10018E-1950N 10134E -Target-2026N 10018E-R.S.R.					
	"A".	Base-2246N 9126E-2114N 9453E-2026N 10018E-1803N 10140E-1600N 10526E-Target-R.S.R.					
	"O".	Base-2246N 9126E-2114N 9453E-2026N 10012E-2003N 10213E-Target-R.S.R.					
Load	A/C.	Leaflets	Conts.	Pkts	Bodies	Weight	
	Q	16	11	6	1	3539	
	W.	6	11	6	--	3444	
	A	10	8	11	--	2881	
	O.	18	11	8	--	3258	
Opposition,	Nil.						See Ops. Order No. 102
Liberator "W"		F/S. McCulloch 1322931	Capt.		0840	1840	1000. A/C took off at 0840 hrs., set course from runway climbed to 12,000' held this height to the Chins where height of clouds were 15,000 to 25,000'. Climbed to 15,000' held this to D.Z. area. Did two D.R. runs to D.Z. sighting nothing of fires or signals after second run started search on top of mountain, found D.Z. in a hollow, signals as briefed, made these three runs which were all successful. Trip to base was uneventful, clouds were same as rout out but less medium cloud so was able to fly between high clod at 11,000'. arrived at base at 1835. Landed at 1840 hrs.
		F/O. Sealy 152103	Pilot				
		F/O. Macartney 151403	Pilot				
		Sgt. Robinson 1820787	Nav.				
		P/O. Urquhart 167470	Nav.				
		P/O. Summer 167433	B/A				
		Sgt. Brindley 1446070	WOP.				
		Sgt. Truss 1801720	WOP.				
		P/O. Hillman 166884	Desp.				
		Sgt. Startin 1391339	R.G				
Liberator 473 "Q"		F/O. Ellinor J.20131	Capt.		0700	1645	9.45. The A/C. was airborne at 0700, and set course, climbed to 9000'. over chins climbed to 11,000'. arrived at D.Z. at 11.40. Made three runs at 5500', 330° 140' 320°. Set course base at
		P/O. Mendelovitch J.47342	Nav.				
		Sgt. Rees R.277750	WOP.				
		F/O. Duff 182369	Pilot				

		P/O. Simon 158544?	Pilot			10,000'. Climbed to 12,000'. arrived and landed 1645. D.C.O. Nothing unusual.
		P/O. Griffiths 167426	Nav			
		P/O. Merriman 167426	B/A.			
		Sgt. Barker 1686121	WOP			
		Sgt. Tuffnell 1674764	R.G.			
		P/O. McKenzie J.47454	Desp.			
Liberator KH392 "A"		F/O. Fforde 160652	Capt.	0625	2045	Hostile/Sevigne. Take off on time. Weather on way out as briefed Cu. and Sc. below, tops 8000', 5/10 As. above, with occasional showers base 300 tops 15-10,000'. Clear over FIC plain. Weather over D.Z., very heavy rain from stratus and NS cloud base 4500'. Vis. 5 miles, but no low cloud. D.Z. located by landmarks and search – not in place where briefed. D.Z. difficult to find and only visible from NW-SE directions as in a gully. Small D.Z. scarcely suitable for night drops except on very clear weather due to hills and limited directions of successful run in. Reception as briefed, load dropped in 3 runs at 130 IAS aprox. 400' above ground. All chutes opened. Return journey encountered build up of Cu. and Cb., but never had to climb above 10,000'. Storms over Chins dissipating (19.00 hrs.) Base was clear and reached OK.
		Sgt. Murray 1523569	2.P.			
		F/O. Smith 165753	Nav.			
		F/O. Brandreth 166787	B/A.			
		Sgt. Williamson 1581571	WOP.			
		Sgt. Ablack 605649	WOP.			
		Sgt. Borg 2223585	Desp.			
		Sgt. Holden 1574862	R/A.G.			
Liberator KG877 "O"		F/O. Foster 55068	Capt.	0710	1810	Take off on time. Sc. from runway climbing at 200'/min. to 10,000'. Small amounts of Cu. over Chins. Over Irrawaddy, on track, hit all turning points. D.R. run from Mekong abandoned on A/C. of cloud, continued on to D.Z.
		Sgt. Hancock 1816403	2.P.			
		P/O. Taylor 166292	Nav.			
		F/O. G-Richards 166030				

		F/O. Lindsay 166373	A/B.					by following river. D.Z. was as briefed, 2 strips to form a T, 3 to form a Roman IV, and 2 smoke fires, 1 N and 1 S of target. Target in a valley between two unmapped spurs, 3500-4000' high – on E. bank of river, 200 yds. N.W. of a village and in a small green pasture. Approach appeared best on heading of 240° doing circuit round E. of spur. All load dropped almost on signals, except 1 which candled and overshot, but was recovered easily, though probable U.S. High mountain 7000' and just to N.E. of D.Z. Not a possible D.Z. for a night. Return trip O.K. lot of Cu. and Cb, but able to dodge round same. Hit all turning SC. and landed at broadcast E.T.A. No A/C. snags. Fuel consumption 157 GPH. 920 galls. left.
		F/S. McGrane Aus435173	WOP.					
		F/S. McGrath Aus430668	WOP.					
		Sgt. Carey 1868443	Desp.					
		Sgt. Beckingham 3006747	R.G					
All A/C. successful Receptions as briefed. Weather encountered en route was 5/10-7/10 Cu. and Cb., base 8-12000' tops 15-25,000'. 10/10 As. with St down to 3000' and heavy showers.								
20.7.45								
Route.	A/C. "G"	Base-2246N 9126E-2114N 9453E-2057N 9830E-2003N 10213E-Target-R.S.R.						
	"P".	Base-2246N 9126E-2114N 9453E-2057N 9830E-2003N 10213E -Target-2003N 10213E-2030N 9830E-2158N 9606E-Fenny Pt.-Base.						
	"K".	Base-2246N 9126E-2114N 9453E-2026N 10018E-1950N 10134E-Target-R.S.R.						
	"O".	Base-Same route as A/C. "G".						
Load	A/C.	Leaflets	Conts.	Pkts	Bodies	Weight		
	O	18	11	6	--	3034		
	G.	16	11	6	--	3083		
	P.	16	11	8	--	3083		
	K.	16	11	6	--	3402		
Opposition,	Nil.							See Ops. Order No. 103
Liberator 271 "K"		F/O. Husband 152553	Capt.		0650	1635		9.45. The A/C. was airborne at 0650, Sc. and climbed to 10,000'. Over the Chin Hills a bank of As. and Ns. was encountered, but easily passed through. The weather cleared, until the D.Z. area was reached, even at there was 8/10 Cu. based on the Hills, tops 10,000'. The D.Z. was located at 1130, through a hole but was lost, it was
		F/O. Wilson 166187	Pilot					
		P/O. Redfern 166737	Nav.					
		F/O. Armstrong 166780	B/A					
		W/O. Crighton 424328	WAG					
		F/S. O-Smith 424054	WAG					

		F/S. Jackson 2206962	F/E.			again located at 1145, the Cu. increasing so a dropping run was made at 1150, and the total load released, from 1500' it being impossible to fly lower. The aircraft S/C for Base at 1200, weather good on return. Base reached at 1630. Landed at 1635.
		Sgt. Richards 1405631	Desp.			
		Sgt. Pettman 756274	R.G.			
Liberator 473 "G"		F/S. McCulloch 1322931	Capt.	0705	1725	1020. A/C. airborne at 0705, set course from runway, climbed to 11,000', held this to D.Z. area. Clouds over Chins mostly Sc. and building up over the valley (Irrawaddy) to Cu. tops 25 to 30,000' this covering the valley and Shan hills, was able to get round most of these. Arrived at D.Z. found 5 t 6/10 cu. covering the area was able to let down to turning point searched the area found D.Z. on top of mountain in a hollow. Did tree successful runs, all landed in area. Return to base was approx. the same found same cloud conditions, trip back was uneventful arrived at base 1720., landed 1725 hrs.
		F/O. Sealy 152103	(S)P			
		F/O. Macartney 151408	2.P			
		Sgt. Robinson 1820787	Nav.			
		P/O. Urquhart 167470	(S)Nav.			
		P/O. Summer 167433	B/A			
		Sgt. Brindley 1446070	WOP.			
		Sgt. Truss 1801720	WOP.			
		P/O. Hillman 166884	Desp.			
		Sgt. Startin 1391339	R.G			
		F/O. Lamont? 172808	F./E.			
Liberator EW171 "P"		F/O. Foster 55068	Capt.	0700	1840	Take off before time. Flew 1000' to Fenny Pt. whence climbed to 10,000' to cross Chins. Hit Irrawaddy on track, A/C. for Yenang to drop leaflets as briefed. Saw 30 vehicle convoy on road at position given to Intelligence going S. Hit other T. Pts. OK. and started St. D.R. from Mekong bend. No joy. Did 2nd. D.R. run from village of San Top Kick (position given to I. Officer) on track 148°T and hit D.Z. after 3 ½ mins. Reception as briefed. 5 mins,
		Sgt. Hancock 1816403	2.P.			
		P/O. Taylor 166292	Nav.			
		F/O. Lindsay 166373	A/B.			
		F/S. McGrane Aus435173	WOP.			
		F/S. McGrath Aus430668	WOP.			
		Sgt. Carey 1868443	Desp.			
		Sgt. Beckingham 3006747	R.G			

		F/S. Johnson 1812330	F/E.			1 hang up. Very tricky D.Z. in narrow valley. No good for night. All cargo went into D.Z. area, 3 on T. Return trip marred by bad weather, but hit Mandalay on return, and at Fenny Pt. Landed 1840.
Liberator KG877 "O"		F/O. Kearns 151961	Capt.	0705	1750	1045. The A/C. took off at 0705 hrs. trip out was uneventful, weather slightly worse than briefed. Route as briefed. D.R. run to D.Z. from Mekong. D.Z. identified by signals and natural features. Two runs made on heading of 030°M. 8 containers and 6 packages dropped on 1st. run. 3 containers (free drops) on 2nd. run. All in D.Z. Return trip uneventful Landed 1750 hrs.
		F/O. Sanders 161276	2.P			
		P/O. White 166194	Nav.			
		S/L. McConnell 97707	(S)Nav.			
		P/O. Booth 187750	(S)Nav.			
		F/S. Newland 1803317	A/B.			
		F/S. Thompson 418312	F/E.			
		F/S. Anderson 1785332	WOP.			
		Sgt. Greeham 1836542	WOP.			
		Sgt. Guntrip 876623	R.G.			
		Sgt. Gibson 1596158	Desp.			
Weather en route 10/10 Sc. and Cu. over Chin Hills then 7/10 Cu. and A/Cu. Base at 2000' tops at 12000'. Lib. "P" reported Cb. on hills and valleys on return with breaks. All A/C. were successful. Weather at D.Z. area was generally 5-8/10 Cu. height of base 5000'. Vis. fair 8-10 miles. All A/C. dropped leaflets.						
A/C. "P" reports at position 2118N 9543E, 30-40 trucks heading South, also at position 2106N9602E, three more trucks heading South, and twenty rolling stock between these two positions.						
21.7.45						
Route.	A/C. "W"	Base-Akyab-1853N 9720E-1542N 10009E-1314N 10341E-Return As Briefed..				
Load	A/C.	Leaflets	Conts.	Pkts	Bodies	Weight
	W	16	--	5	6	1830
Opposition,	Nil.					See Ops. Order No. 104
Liberator KH160 "W"		F/O. Fforde 160652	Capt.	1530	0435	Weather up to Grand Lake. A/S. base 8-11000 with heavy rain at times. S/C. below 6/10. Moon through AS and A.Cu. Encountered line of heavy thunderstorms running in N.S. direction unable to get through so returned to base through similar weather as above.
		Sgt. Murray 1523569	2.P.			
		F/O. Smith 165753	Nav.			
		F/O. Berresford 166440	Nav.			
		F/O. Brandreth 166787	A/B.			
		Sgt. Williamson 1581571	WOP.			
		Sgt. Ablack 605649	WOP.			

		F/S. Tracy 12266344	Desp./A.G.			
		Sgt. Borg 2223585	Desp./A.G.			
		Sgt. Holden 1574862	R/AG.			
This A/C. was unsuccessful owing to unfavourable weather conditions. The D.Z. was not reached due to a line of storms along the Mekong with 10/10 Cb. tops 25,000'. The weather en route was 10/10 As. and 4/10 Sc. from 3-7000' and light rain.						
22.7.45						
Route.	A/C. "Q"	Base-2258N 9442E-2203N 9845E-2057N 9830E-Target-2258N 9442E-Base.				
	K.	Base-2258N 9442E-2203N 9845E-2026N 10018E-1803N 10140E-1600N 10526E-Target-R.S.R.				
	P.	Base-2258N 9442E-2203N 9845E-2026N 10018E-1803N 10140E-1600N 10526E-Target-R.S.R.				
	B.	Base-2203N 9218E-Base.				
Load	A/C.	Leaflets	Conts.	Pkts	Bodies	Weight
	Q.	--	11	6	--	3532
	K.	--	7	10	--	2294
	P.	--	8	8	--	2602
	B.	--	11	6	--	3455
Opposition,	Nil.					See Ops. Order No. 105
Liberator 271 "K"		F/O. Husband 152553	Capt.	0555	2120	1525. The aircraft was airborne at 0555, and encountered Ns. Base 600' tops 5000' immediately. After climbing through these the weather was fair, D.Z. reached and located at 1245, 45 mins early due to actual winds differing considerable from Met. forecast. 3 dropping runs made, and the aircraft S/C. base at 1300. Weather good until E.T.A base when a heavy shower was located and base was not bound, Q.D.M.s could not be obtained until E.T.A. Base and 20 mins. due to ground station being u/s. On receipt of Q.D.M.s Base was reached at 2117, landed 2120.
		F/O. Sealy 152103	2.P			
		F/O. Redfern 166737	Nav.			
		F/O. Urquhart 167470	(S)N.			
		P/O. Summer 167433	B/A.			
		W/O. Crighton 424382	WAG.			
		Sgt. Truss 1801720	WAG.			
		F/S. Jackson 2206962	F/E.			
		P/O. Hillman 166884	Desp.			
		Sgt. Startin 1391339	R.G.			
Liberator EW171 "P"		F/O. Kearns 151961	Capt.	0600	2200	1600. A/C. took off at time briefed. Weather en route 8/10 Cu. and odd Cb. Identified pinpoint on Mekong.
		P/O. White 166194	2.P			
		F/O. Gibbs 166021	Nav.			
		Sgt. Holton 1667185	B/A.			
		F/S. Thompson	WOP			

		418312				
		F/S. Holden A.430657	WOP			
		F/O. Lamont 172808	Eng.			
		Sgt. Gibson 1596158	Desp.			
		Sgt. Gradwell 3011373	R.G.			
Liberator KH367 "Q"		F/O. Shipp 169703	Pilot	0655	1455	0800. Airborne at time briefed, carrying 11 containers and six packages. Heavy rain was encountered just after take off and persisted for first hour of trip. Climbed to 14,000' and just topped the clouds (Cu. & SC.) 10/10 cloud was encountered most of the way. Over D.Z. 8/10 with base on surrounding hill tops. The D.Z. was identified, the reception being as briefed. T of Discs and smoke. The load was dropped on two runs and all were seen to drop around the T. A very good, large D.Z., with good reception. Base safely reached. No nickels carried.
		F/O. Arscott 166093	2.P			
		F/O. Elliott 166127	WOP.			
		F/O. Brandon 166353	Nav.			
		F/O. Walker 166377	A/B.			
		F/S. D'onnelly 1820882	WOP.			
		Sgt. Stevenson 1817754	AG.			
		Sgt. Williams 979823	Desp.			
Liberator EV925 "B"		F/O. Foster 55068	Capt.	0630	0905	D.N.C.O. Aircraft u/s. Would not climb satisfactorily and needed excessive boost and revs. to maintain reg'd IAS and engine overheating. Airframe believed strained. Returned to base from Chins. Cloud 10/10 St. and Sc. Base 300-500'. tops 12,5000. Light rain. Landed with load.
		Sgt. Hancock 1816403	2.P.			
		P/O. Taylor 166292	Nav.			
		F/O. Lindsay 166373	A/B.			
		F/S. McGrane Aus435173	WOP.			
		F/S. McGrath Aus430668	WOP.			
		Sgt. Carey 1868443	Desp.			
		Sgt. Beckingham 3006747	R.G			
		F/S. Johnson 1812330	F/E.			



A/C "B" returned to base after 2 ½ hours due to badly strained airframe and inability to maintain required A/S without excessive boost and revs. A/S's "Q" & "K" were successful but "P" was unsuccessful due to no reception. D.Z. was definitely located. A/C "K" observe 20 freight cars in sidings at Makkaaeng. The weather was very adverse with 10/10 Cu and Sc. base 3-500' 10/10 Ns. base 500-11.000' and 8/10 Cu. from 5-15,000' and later up to 25,000'. There was very heavy rain but vis. at D.Z.s was very good.						
23.7.45						
Route.	A/C. "O"	Base-Akyab-1853N 9720E-1542N 10009E-1314N 10341E-				
Load	A/C.	Leaflets	Conts.	Pkts	Bodies	Weight
	O	1	--	5	6	1830
Opposition,	Nil.					See Ops. Order No. 106
Liberator KG877 "O"		F/S. McCulloch 1322931	Capt.	1105	1325	A/C. took off from base at 1105 hrs., set course from runway, arrived at "Akyab" 1325 hrs. A/C. took off again from Akyab, climbed out to sea to 5,000' then set course climbing to 11,000' held this height to D.Z. weather was mostly large areas of thunderstorms, flew between these, arrived at D.Z. area, found position for blind drop, made two runs over the spot dropping personnel (6), then equipment, all landed safely, left D.Z. set course for base, encountered same weather conditions on the way back, arrived at base at 08.45 hrs.
		Sgt. Newman 1608533	2.P	1115	0845	
		Sgt. Robinson 1820787	Nav.			
		F/O. Smith 165753	2.Nav.			
		F/O. Kensett 166167	B/A			
		Sgt. Brindley 1446070	WOP.			
		Sgt. Barlow 1455201	WOP.			
		F/O. Coxall 166278 Sgt. Grey 1588425	Desp. R.G			
This A/C. carried out mission successfully, (blind drop). The packages were dropped within easy reach of Bodies. The weather was not very favourable on the way out with frequent thunder storms and Vis. at D.Z. was 10-15 miles on return 10/10 cloud above, but clear below and very heavy rain.						
24.7.45						
Route.	A/C. "W"	Base-1441N 9424E-Benterneck Island-1112N 9935E-Target R.S.R.				
	G.	Base-1441N 9424E-Route as Above.				
	R.	Base-2258N 9442E-2203N 9845E-2026N 10018E-2008N 10033E-Target-2203N 9845E-R.S.R.				
	Q.	Base-Route as A/C "R"				
	A.	Base-2258N 9442E-2203N 9845E-2003N 10213E-Target-R.S.R.				
Load	A/C.	Leaflets	Conts.	Pkts	Bodies	Weight
	W.	16	5	7	4	2521
	G.	16	9	6	--	3613
	R.	16	11	6	--	3455
	Q.	16	8	9	--	2793
	A.	16	11	9	--	Not Given
Opposition,	Nil.					See Ops. Order No. 107
Liberator 392 "A"		F/O. Sealy 152103	Pilot	0828	1848	A/C. airborne 0828 – S/C. 0830. Climbed to 10,000', crossed Chinds between layer As. and Sc. – Heavy
		F/O. Macartney 151403	2.P			

		P/O. Urquhart 167470	Nav.			Cu. over Shans, increasing to 8/10-9/10 at D.Z. Later located after 1 D.R. run at 1341. Owing to low cloud on hill tops, only one run practicable – when 8 cans dropped at 1415 hrs. No free drops, owing to further deterioration of weather. S/C. base 1420, - Cu. and Cb. over Shans avoided, - passage over remainder.
		P/O. Sumner 167433	A/B.			
		P/O. Hillman 166884	Desp.			
		Sgt. Truss 1801720	WOP.			
		Sgt. Marlow 1800075	WOP.			
		Sgt. Startin 1391339	A.G			
Liberator 473 "G"		F/O. Husband 152553	Capt.	1251	0146	A/C. airborne 1251, 10/10 above and below min. stratus for most of outward flight. D.Z. sighted 1843, and made one run dropping load. Weather over D.Z. generally good. Set course for Base 1847, similar weather conditions on return.
		F/O. Wilson 166187	2.P			
		F/L. Titchmarsh 151668	Nav.			
		F/O. Redfern 166737	2.Nav.			
		F/O. Armstrong 166780	B/A			
		W/O. Crichton 424328	WOP.			
		F/S. O-Smith 424054	WOP.			
		F/S. Jackson 2206962	Eng..			
		Sgt. Richards 1405631	Desp.			
		Sgt. Pettman 756274	R.A.G.			
Liberator EW287 "R"		F/O. Foster 55068	Capt.	0825	1800	Take off 20 mins Early, hit all turning points. Flew up Nom Ta River to Bau Lao? where a fire was burning. Steered 090 2 mins and hit D.Z. where reception was as briefed. Consider the method of marking (X and fire above) very good, as D.Z is only 2 mins flying time from this guide. Made 2 runs and all packages seen to fall on D.Z. 2 Drifted off t 9 o'clock, unaccountably, but landed only 100' from Target and were retrieved O.K. Best run definitely 280-290° M. Return journey O.K., hit all turning points and landed at broadcast E.T.A. of 1800 hrs.
		Sgt. Hancock 1816403	2.P.			
		P/O. Taylor 166292	Nav.			
		F/O. Lindsay 166373	A/B.			
		F/S. McGrane Aus435173	WOP.			
		F/S. McGrath Aus430668	WOP.			
		Sgt. Carey 1868443	Desp.			
		Sgt. Beckingham 3006747	R.G			
		F/S. Johnson 1812330	F/E.			

Liberator KH160 "W"		F/O. Kearns 151961	Capt.	1130	0215	1445. A/C. took off at time briefed. Load 6 conts, 7 pkgs, 400 lbs leaflets, and 4 Joes. Trip out uneventful, sighted warship, frigate class near Ross Is. (report to Intelligence). Weather, on trip, frontal conditions, heavy showers. Crossed Kia Isthmus, dropped nickels at place briefed. Bound D.Z. as briefed. 1st. Run, 3 pkgs. 2nd. Run – 6 conts., and 4 pkgs. 3rd. run – 3 Joes, 4th. Run, 1 Joe. Made run from D.Z. to town 30 miles S. of D.Z. and circled it for diversion purposes. Return uneventful. Landed at 0215 hrs.
		P/O. White 166194	2.P			
		S/L. McConnell 97707	1.Nav.			
		F/S. M?urton 1566999	2.Nav.			
		F/S. Thompson 418312	1.WOP			
		F/S. Holden A.430657	2.WOP			
		Sgt. Gibson 1596158	Desp.			
		Sgt. Gradwell 3011373	R.G.			
		F/O. Lamont 172808	Eng.			
		Sgt. Holton 1667185	B/A.			
Liberator KH367 "Q"		F/O. Shipp 169703	Pilot	0830	1830	10 hrs. Airborne at time briefed and climbed to 10,000'. Weather, thunderstorms with 9/10 Sc. tops 10,000'. En route leaflets dropped on Keng Tung. (2118 9937). Over the D.R. run and D.Z. area, 5/10 Cu. base 1000' above top of hills. The D.Z. itself was well marked, smoke fires being very prominent and a good guide. Whilst carrying out orientation, F/O. Foster was seen to drop. Later observation found all chutes on D.Z. We made one run dropping 8 conts, and 9 pkgs. All dropped right in D.Z. On making run to view results, all parachutes but two had been collected and laid out on the ground to form O.K. Merci. Best run due to surrounding hills is on a run of 290°. The D.Z. is not suitable for night drops. Weather on return, heavy build up of Cu. 6/10. Weather over Chins good 201/10, light Cu. Few showers. Base good. Landed O.K.
		F/O. Arscott 166093	2.P			
		F/O. Brandon <sup>4</sup> 166353	Nav.			
		F/O. Walker 166377	A/B.			
		F/O. Elliott 166127	WOP.			
		F/O. Wheatley 159976	WOP.			
		Sgt. Williams 979823	Desp.			
		Sgt. O'Rielly 1898963	A.G.			

<sup>4</sup> Name spelt Brnadon in this entry.

Summary							
A/C. "W", "G", "R;" & "Q" were successful but A/C. "A"s mission was only partly completed due to bad weather. A/C. "W" observed at 1710 hrs. at 1208N 9740E a small frigate heading 160 at estimated speed of 8 knots. A/C. "G" observed at 1839 hrs., at 1105N 9930E, 6 two masted schooners and 30 junks standing stationary in River Mouth and 2-4 miles W. of D.Z. Weather encountered was 10/10 As. and Ac. At 12000' with 3/10 Sc. tops 10,000' and 10/10 N.s. above and below, with 8/10 Sc. tops Cu. and Cb. up to 20,000' with heavy rain and squalls. A/C. "W" found T at D.Z. badly placed near large pond had A/C. as first course unsuitable.							
26.7.45							
Route.	A/C. "O"	Base-2446N 9126E-2114N 9453E-2026N 10018E-1810N 10304E-1820N 10356E-Target-R.S.R..					
	A.	Base-2446N 9126E -Route as Above.					
	B.	Base-2446N 9210E-Base.					
	R.	Base-2446N 9126E-2114N 9453E-2026N 10018E-1810N 10304E-1735N 10428E-Target-R.S.R.					
	G.	Base-Route as Above Until 1737N 10428E-1600N 10526E-Target-R.S.R.					
	Q.	Base-2446N 9126E-2114N 9453E-2026N 10018E-2003N 10213E-Target-R.S.R.					
Load	A/C.	Leaflets	Conts.	Pkts	Bodies	Weight	
	O.	16	11	6	1	2707	
	A.	16	11	6	--	2245	
	B.	16	11	6	--	3373	
	R.	16	11	6	--	3482	
	G.	18	8	13		2926	
	Q.	16	11	6	--	3469	
Opposition,	Nil.						See Ops. Order No. 108
Liberator 392 "A"		F/O. Husband 152553		Capt.	0635	1845	12.10. The A/C. was airborne at 0635. S/C and climbed to 10,000'. Weather good en route to D.Z. which was located at 1235, two dropping runs made. S/C last 1250. Weather remaining good except for several Cu. and Cb. over Chins. Base 1840. Landed 1845.
		S/L. Pollock 8745		2.P.			
		F/O. Redfern 166737		Nav.			
		F/O. Armstrong 166780		B/A			
		W/O. Crichton 424328		WAG			
		F/S. O-Smith 424054		WAG			
		Sgt. Richards 1405631		Desp.			
		F/S. Jackson 2206962		F/E.			
		Sgt. Pettman 756274		R.G.			
Liberator 473 "G"		F/O. Ellinor J.20131		Capt.	0545	1945	1400. The A/C. was airborne at 0545, by Pilot U.T., and set course for D.Z. Fair weather to D.Z. and dropped two runs. Set course base at 12,500' and flew home O.K. Weather O.K., except for two bad spots. Landed 1945. Ordinary trip. D.C.O.
		F/O. Sanders 161276		Pilot			
		F/S. Dodds		Pilot			
		P/O. Mendelovitch J.47342		Nav.			
		F/S. Newland 1803317		Nav.			

		P/O. Booth 187750	B/A.			
		Sgt Rees R.277750	WAG.			
		F/S. Anderson 1795332	WAG.			
		Sgt. Greenham 1836542	Desp.			
		Sgt. Guntrip 1876625	R.G.			
Liberator KG877 "O"		F/O. Foster 55068	Capt.	0610	1900	Trip out OK, at 11,000'. Weather fine, all turning points hit OK. Flew up river to D.Z. no reception at first. Reception subsequently as briefed. 3 Runs made. Joe did not want to go, but was "persuaded" by despatcher. All drops, incl. Joe close to signals, all recovered. Trip back uneventful. Landed at E.T.A.
		Sgt. Hancock 1816403	2.P.			
		P/O. Taylor 166292	Nav.			
		F/O. Lindsay 166373	A/B.			
		F/S. McGrane Aus435173	WOP.			
		F/S. Donelly 1820882	WOP.			
		Sgt. Carey 1868443	Desp.			
		Sgt. Beckingham 3006747	R.G			
		F/S. Johnson 1812330	F/E.			
Liberator KH367 "Q"		F/O. Shipp 169703	Capt.	0720	1830	11.10. Airborne at time briefed, and climbed to 9,000'/ Cloud 7-8/10 Cu. tops 8,000'. Same weather conditions continued to D.Z. where it broke up t 5-6/10 Cu. Base 3,000' tops 10,000'. The D.Z. was found exactly as briefed, Identification being a Roman IV and a "T" of strips with two smoke fires. Three runs were made and all the load of 11 containers and 6 pakgs. were dropped.
		F/O. Arscott 166093	2.P			
		F/O. Brandon 166353	Nav.			
		F/O. Walker 166377	A/B.			
		F/O. Elliott 166127	WOP.			
		F/O. Cooper 166130	WOP.			
		Sgt. Stevenson 1817754	A.G.			

		Sgt. Williams 979823	Desp.			Everything was seen to fall in D.Z. with the exception of 2 light packages which drifted to the edge of field – but were easily recoverable. The D.Z is in a valley requiring a steep descent and a sharp climb away. No good for night dropping due to height of surrounding hills. The return journey found 8-10/10 Cu. tops 10-12 thousand to Chins where it became 6-8/10 Ac. breaking up over base. Landed OK. (leaflets dropped on outward journey on position 2042-9830E.)
Liberator EW297 "R"		F/O. Fforde 160652	Capt.	1615	1945	1330 <sup>5</sup> , Weather on way out 4-8/10 Sc. and Cu., base 3000' tops 8-12,000', clearer over valleys. FIC plain 8/10 Sc. and Cu. base 4000 tops 10,000'. Weather over D.Z. as above. Reception as briefed and D.Z. identified by position and landmarks as briefed. Load dropped in 5 runs, height 400' above ground IAS 130-135. One chute failed to open properly. D.Z. suitable for day drops in cloud base as low as 10000', and night drops with moon. return, Similar Weather but Cu. tops 11-12,000' with many Cb. to 25,000'. Base clear on return.
		Sgt. Murray 1523569	2.P.			
		F/O. Smith 165753	Nav.			
		F/O. Brandreth 166787	A/B.			
		Sgt. Williamson 1581571	WOP.			
		Sgt. Smith 1545133	WOP.			
		Sgt. Borg 2223585	Desp.			
		Sgt. Holden 1594862	R.A.G.			
Liberator EV925 "B"		F/O. Sealy 152103	Pilot	0805	1050	A/C. airborne at 0805, Sc. 0807, climbed to 10,000', - owing to unseviceability of A/c. – returned to base at 0930. Landed 1050
		F/O. Macartney 151408	2.P			
		P/O. Urquhart 167470	Nav.			
		P/O. Sumner 167433	A/B.			
		P/O. Hillman 166884	Desp.			
		Sgt. Marlow 1800755	WOP.			

<sup>5</sup> Flight time only makes sense if take off time was 0615 rather than 1615 as shown in record.

		Sgt. Truss 1801720	WOP.			
		Sgt. Startin 1391339	A.G			
		F/S. Bridges 1852499	Eng.			
27.7.45						
Liberator KL273 "G"		F/O. Husband 152553	Capt.	1250	0150	1300. A/C. airborne at 1250., 1 hr. and 20 mins. late due to a tyre-burst on runway. Climbed to 10,000' from base (for increased TAS) through layers of St. and Sc. and no pinpoints were obtained until the Kra Isthmus was reached. The D.Z. was recognised at 1843, 13 mins late, one dropping run made and course set for base at 1855. Weather on return was fair, 6-8/10 Cu. and Sc. and base was reached at 0147. Landed 0150.
		F/O. Wilson 166187	2.P.			
		F/O. Redfern 166757	Nav.			
		F/O. Armstrong 166780	B/A			
		W/O. Crichton 424328	WAG			
		F/S. O-Smith 424054	WAG			
		F/S. Jackson 2206962	F/E.			
		Sgt. Richards 1405631	Desp.			
		Sgt. Pettman 756274	R.G.			
		F/L. Titchmarsh 151668	2.Nav.			
28.7.45						
Route.	A/C. R.	Base-1948N 9310E-1853N 9720E-Target-R.S.R.				
	A.	Base-2446N 9126E -2214N 9458E-2026N 10018E-1952N 10134E-Target-1853N 9720E-1948N 9310E-Base				
	O.	Base-As Above-Base.				
	Q.	Base-2446N 9126E -2214N 9453E-2026N 10018E-2008N 10132E-Target-1853N 9720E-1942N 9310E-Base				
	G.	Base-Route as Above Until 1737N 10428E-1600N 10526E-Target-R.S.R.				
	W.	Base-2446N 9126E-2114N 9453E-2057N 9830E-2003N10315E-Target-2003N 10213E-1853N 9720E-1948N 9310E-Base.				
Load	A/C.	Leaflets	Conts.	Pkts	Bodies	Weight
	R.	16	10	12	--	2823
	A.	16	11	8	--	3373
	O.	16	11	6	--	3200
	Q.	16	11	9	--	2962
	G.	18	7	10		2111
	W.	16	11	7	--	3076
Opposition,	Nil.					See Ops. Order No. 109
Liberator "G"		F/O. Ellinor J.20131	Capt.	0620	2020	1400. A/C. was airborne at 0620. Climbed to 8000'. Cleared cloud so carried on then climbed to 9500', and
		P/O. Sheppard J.44876	2.P.			

		P/O. M'Vitch J.47342	Nav.			arrived D.Z. 1310. Away at 1319, climbed to 10,000' and set course base. Nothing unusual (Second Pilot dropped – easy D.Z.) Arrived base 2030. D.C.O.
		P/O. Steele J.47363	B/A.			
		Sgt. Rees R.277750	WOP.			
		Sgt. Reisterer R.268246	WOP.			
		F/O. Coxall 166278	Desp.			
		Sgt. Grey 1588425	R.G.			
Liberator "A"		F/O. Fforde 160652	Capt.	0755	1740	9.45. Take off on time. Weather on way out, 4-8/10 Cu. base 3000' tops 10,000'. Over D.Z. 6/10 Cu. base 5000-20,000' tops 10-15000'. Viz. 10 miles. 3 miles in showers. D.Z. located by briefed landmarks, reception as briefed. Load dropped in 3 runs, height 3-400 IAS 135. All chutes opened and all fell in D.Z. area. Good D.Z., not suitable for night drops except in clear moonlight. Weather on return 8/10 Cu. and Cb. up to 12-25,000'. Over Bay of Bengal Clear. 2/10 Sc., Base reached O.K.
		Sgt. Murray 1523569	2.P.			
		F/O. Smith 165753	Nav.			
		F/O. Trill 165769	A/B.			
		Sgt. Williamson 1581571	WOP.			
		Sgt. Smith 1545133	WOP.			
		Sgt. Borg 2223585	Desp.			
		Sgt. Holden 159462 <sup>6</sup>	R.G.			
Liberator EW287		F/O. Duff 182369	Pilot	0615	1445	0830. Airborne at time briefed. Climbed to 5,000' for leg over B. Bengal. Climbed to 10,000' on crossing coast. Weather, approx 7/10 Cu. and strats Cu. over sea, Cu. tops to about 8,000'. Cu. and S.Cu. closed in to 8-0/10 over land but cleared to 7/10 over D.Z. Let Down through gap after definitely identifying position at end of D.R. run. Cloud base approx. 5,000'. Identified D.Z. by white triangle and letter N. D.Z. is at the narrow end of a wedge
		P/O. Simon 166544	2.P.			
		P/O. Griffiths 167414	Nav			
		P/O. Merriman 167426	A/B.			
		Sgt. Barker 1586121	WOP			
		Sgt. Adams 1294384	WOP			
		Sgt. Aldridge 1626326	Desp			
		Sgt. Tuffnell 1674764	R.G.			

<sup>6</sup> As listed in this entry, but probably missing a number.



		Sgt. Davidson. 1013215	ENG.			shaped ridge, with a rock ridge approx. 200' higher than the D.Z. at the point of the wedge. The reception was good, a night drop would be impracticable except under perfect conditions. 4 parachute containers were dropped on the first run. 6 free containers and 12 packages on the second. All were seen to drop into the D.Z. All parachutes opened. Landed 14.45.
Liberator KH367		F/O. Shipp 169705	Capt.	0750	1825	1035. Airborne as briefed climbing to 10,000'. Weather on way out fairly ??????. Approx. 6-7/10 Cu. Tops 8000 being encountered en route. Over the D.Z. the cloud was a little more turbulant and tops 10,000', The D.Z. was easily recognised, a cross being placed on the river end of D.R. run and the D.Z. being 3-5 miles due east. The reception was good. On the actual D.Z. there was a Roman IV and a -I- of white strips. Four fires were burning on arrival. The D.Z. is in a deep valley and a smoke fire is placed high on the nearest hill which makes it much easier to find. 11 Containers and 9 packages were carried. On 1st run all free drops were dispatched. On second run the remaining 8 containers and 3 packages was seen to drop in the D.Z. The drop was acknowledged by OK, laid out with chutes. Weather on way back similar to outward journey tops being 10-12,000'. Landed at 1825. A good D.Z. but in steep valley and no good for night drops.
		F/O. Arscott 166093	2.P			
		F/O. Elliott 166127	WOP.			
		F/O. Cooper 166130	WOP.			
		F/O. Brandon 166353	Nav.			
		F/O. Walker 166377	A/B.			
		Sgt. Stevenson 1817754	A/G.			
		Sgt. Williams 979823	Desp.			
Liberator KH160		F/O. Kearns 151961	Capt.	0745	1900	1115 A/C. took off at 0745 as briefed. The weather on way out was good. Cu. and Sc.
		P/O. White 166941	2.P			

		S/L. McConnell 97707	Nav.			<p>over Chins and Shans. Identified D.Z. Reception as briefed. The D.Z. is place on the side of a steep hill and is 3500 ASL. On North side of D.Z. is hill 5500 ASL and on South side is a long ridge 4700' ASL. there is a valley leading up to D.Z. on a heading of about 080°M. at end of valley, about ¼ mile from D.Z. is a sheer hill 7000' ASL. We circled D.Z. and decided on a run of 084°. Made run at 4300' indicated. As we drooped cans and packages on D.Z. I opened up 2500 RPM and Turbo 10, making a turn to right. The engines din not respond for a second or two after I opened up. My speed was then 130 MPH. Turned right over ridge but could see we would not clear it, so pulled A/C over top at 90 mph. As we cleared top of hill we clipped off a few feet of our starboard wing. Got A/C. under control and flew back to base. Due to lack of control at any speed less than 155 mph, I flew over aerodrome and ordered 5 of my crew out by chute. All landed safely. We landed A/C. OK. Capt., 2.P., and Nav. in it.</p>
		Sgt. Holton 1667185	B/A.			
		F/S. Holden A.430657	WOP			
		F/S. Thompson 418312	WOP			
		Sgt. Gibson 1596158	Desp.			
		Sgt. Gradwell 3011373	Eng.			
Liberator KG877 "O"		F/O. Foster 55068	Capt.	0745	1900	<p>1115. Airborne at time briefed. Climbed to 7000' on leg past Fenny Pt. Climbed to 11,000' on crossing coast. Weather at base and on way out, 4-8/10 Cu. Base 3000' tops 10,000'. Isolated tops 12-15,000'. Over D.Z. area, Cu. and Cb. base 4000', tops 15-10,000'. Rain and thunderstorms. D.Z. not seen, although six D.R. runs made each way, owing to weather. Brought back load.</p>
		P/O. Taylor 166292	2.P.			
		F/O. Sanders 161276	Nav.?'			
		F/S. Dodd 1673299	Desp.?			
		F/S. Newland 1803517	WOP.?			
		P/O. Booth 187750	2.Nav.?			
		F/S. Anderson 1785332	Eng.?			
		Sgt. Cullum 1616881	WOP.?			

		Sgt. Greenham 1836542	R.G.?				Weather on return 8/10 Cu. and Cb. 12,000-18,000'.
		Sgt. Guntrip 1876623	A.G.?				Towards coast broken Sc. 2/4/10. Over base 2/10 Sc. 2000'. Base reached safely and landed with load.
<p>All these A/C were successful except A/C "O" which encountered heavy thunderstorms over D.Z. with CPO – 17-18,000'. The other A/C dropped without incident except "W" which ripped off 3-4' of starboard wing and damaged port fin and nose and A/C. returned to base and landed successfully after 5 of Crew baled out over base. The pilot recommended that this D.Z. was totally unsuitable for Libs. due to the nature of the terrain. The weather encountered by all A/C was 5-8/10 Cu. from 4000-14000' and rising to 25,000' over the Chins. There was 4/10 Cb. with low St. and Sc. Lib "G" reported that their D.Z. was unsuitable for dropping Bodies and observed 2 airfields 8-10 miles from Lampay, bearing 160° where 2 A/C. were at dispersal on smaller of 2 airfields.</p>							
30.7.45							
Route.	A/C. "Q".	Base-2440N 9126E -2114N 9453E-2026N 10018E-2008N 10034E-Target-2026N 10018E-R.S.R.					
	A.	Base-2446N 9126E -2114N 9453E-2026N 10018E-1810N 10304E-1737N 10428E-Target-R.S.R.					
	R.	Base-2446N 9126E -2114N 9453E-1853N 9720E-Target-2114N 9453E-2246N 9126E-Base.					
	O.	Base-2446N 9126E -2214N 9453E-2057N 9830E-Target-R.S.R.					
	G.	Base-2446N 9126E -2214N 9453E-2057N 9830E-Target-2114N 9453E-2246N 9126E-Base.					
Load	A/C.	Leaflets	Conts.	Pkts	Bodies	Weight	
	Q.	16	11	9	--	2235	
	A.	24	12	6	--	3564	
	R.	12	11	5	--	4035	
	O.	16	11	10	--	3231	
	G.	16	11	5	--	3737	
Opposition,	Nil.						See Ops. Order No. 110
Liberator KG877 "O"		F/O. Duff 182369	Pilot	0610	1435		Airborne at 0610. Climbed to 5,000' through cloud from approx. 1000' to 3,000'.
		P/O. Simon 166544	2.P.				Weather en route, 1st leg Strato Cu. Tops 3-4000' 4/10
		P/O. Griffiths 167414	Nav				Cu. 3/10 tops to 8,000'. Over Schins closed to 8/10 Strato
		P/O. Merriman 167426	A/B.				Cu. and Cu. tops 11,000'. East of Irrawaddy 10/10
		Sgt. Barker 1586121	WOP				Strato Cu., and Cu. tops to 15,000'. Over D.Z. cleared to
		Sgt. Adams 1294384	WOP				2/10-4/10 Strato Cu. On return same as outward until
		Sgt. Aldridge 1626326	Desp				West of Irrawaddy then started building up. At the
		Sgt. Tuffnell 1674764	R.A.G.				Sunderbands heavy Cb. 9/10, thunderstorms heavy

<sup>7</sup> The "?" marks after the crew positions in this entry are part of the original record.

		Sgt. Davidson. 1013125	ENG.			rain. Base at ground level, height unknown extreme turbulence. Base 10/10 overcast at 1,500'. Landed at 14.35. -- Dropped 11 containers and 1 parachute package on first run. All chutes opened. On second run free packages dropped. All were seen to land on D.Z.
Liberator KL473 "G"		F/O. Ellinor J.20131	Capt.	0820	1510	6.50. The A/C. was airborne at 0820 hrs. and climbed on track to 10,000'. Arrived D.Z. and one run then set course base at 11,500'. Landed 1510. D.C.O.
		P/O. Sheppard J.44876	2.P.			
		P/O. M'vitch J.47342	Nav.			
		P/O. Steele J.47363	B/A.			
		Sgt. Rees R.277750	WOP.			
		Sgt. Reisterer R.268246	WOP.			
		F/O. Coxall 166278	Desp.			
		Sgt. Grey 1588425	R.G.			
		S/L. Pollock 87457	(S)P.			
Liberator EW287 "R"		F/O. Sanders 161276	Capt	0820	1715	Took off base as briefed. Climbed to 5000'. Sc. at 1000' over base about 2/20. Level flight to Fenny Pt. 6/10 Sc. at 3000'. Cu. base 4500' tops 8-9000' over land. Isolated Cb. 12,000'. Cu. lower to 9000' 10/10 from 92.00E 2200N. Over Irrawaddy 1-2/10 Sc. 3000'. Over D.Z. 8-9/10 Cu. tops 8-9000'. Base 4000'. D.Z. seen through odd break in clouds, but could not get down to it owing to surrounding heights being obscured by cloud. After circling 1 ½ hrs., decided to try run up river at 5000' but had 1/10 climb out of valley owing to cloud base being too low. Did not drop load. Set course for Base at 1326. Leaflets dropped on specified area. Landed at base at 1715.
		F/S. Dodd 1673299	2.P.			
		F/S. Newland 1803517	Nav.			
		P/O. Booth 187750	B/A.			
		F/S. Anderson 1785332	WOP.			
		Sgt. Cullum 1616881	WOP.			
		F/S. Thompson 1821704	ENG.			
		Sgt. Guntrip 1876623	R.G.			
		Sgt. Greenham 1836542	Desp.			

Summary						
<p>All A/C.<sup>8</sup> were successful except "R" who couldn't drop due to 8-8/10 Cu. and Sc. covering tops of hills at D.Z. Base 3500'. They located the D.Z. but the odd breaks were not large enough to get in a drop. A/C. "Q" reported that the D.Z. was u/s for night drops. All A/C. found the ground obscured for the major part of their trips and encountered 6-9/10 Cu. and Sc. between 4-10,000' rising later to 18000', and accompanied by heavy rain.</p>						

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<sup>8</sup> Note that crews and details are not given in the record for two of the aircraft.