

June 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.

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
1.6.45						
Route	A/C. F.	Base-2246N 9126E-2114N 9453E-2026N 10018E-1810N 10304E-1710N 10402E-1600N 10526E-D.Z./R.S.R.				
	X.	Base-Akyab-1551N 9424E-0730N 9820E-0300N 10115E-0202N 10353E-0156N 10407E-D.Z./R.S.R.				
	C.	Base-2246N 9126E-2114N 9453E-2026N 10018E-1810N 10304E-1710N 10403E-1600N 10526E-D.Z./R.S.R.				
	N.	Base-1551N 9424E-1345N 9816E-1323N 10000E-D.Z./R.S.R.				
	W.	Base-2246N 9126E-2114N 9453E-2626N 10012E-1810N 10304E-1710N 10402E-1600N 10326E-D.Z./R.S.R.				
	R.	Base-Cheduba Is.-1839N 9505E-1737N 9850E-D.Z.1.-D.Z.2.-1930N 9700E-Meiktila-Base.				
	Q.	No route as R.T.B.				
Load	A/C.	Leaflets	Cont.	Pkgs	Weight	Bodies
	F.	16	5	16	2526	--
	X.	8	3	3	716	--
	C.	16	8	10	2946	3
	N.	16	9	7	2721	--
	W.	16	5	14	2555	--
	R.	10	10	10	2632	--
	Q.	No load given as R.T.B.				
Opposition. Nil.						
Liberator KH394 "W"		F/L. Roe E. G. 24255	Capt.	1905	0925 (2.6.46)	Take off was on time, encountered an average of 8/10's cu. On arrival at D.Z. area only one fire was lit. Circled some distance away to allow time for ground personnel to complete recognition reception. Rain and low stratus made visibility poor. Letter "V" was flashed and a/c commenced dropping. Made 3 runs and dropped 5 containers 14 pkts. Was in area 15 mins. Weather on return was fail (7/10) cu. Arrived at base at 0925.
		F/O. Jorgensen R. J44391	2.P.			
		F/O. McDiarmid B. J45808	Nav.			
		F/O. Lord P. G. T. J43618	A/B			
		F/S. Trudel V. E. R260751	WOP			
		F/S. Tracey W. A. R266344	WOP			

		F/S. Kajel J. R200188	A.G.			
		F/S. Lund. G. M R285099	A.G.			
		F/S. Kabynuik J. R287435	A.G.			
		Sgt. Hobbins H. M. 1800614	Nav.			
Liberator "F"		F/L. Castle M. E. 128470	Capt.	1900	0605	DNCO Weather as briefed en rout, with heavy C.B. build up over Shan Hills. Aircraft used half of available petrol after 2/3 of outward route was completed. At this point the weather settled to broken cu. tops approx. 9-10,000 ft. Turned and set course for Base. was now at 0400 hrs. and then up the river and finally landed with approx. 200 galls of petrol at ¹ . Refuelled and took of for base at 11.00 hrs.
		F/O. Smith J. 165753	Nav.			
		F/O. Trill C. S. G. 165769	A/B			
		Sgt. Wilson P. A. 1605359	2.P.			
		Sgt. Peaston 1820047	R/G.			
		Sgt. McConnell 624884	(S). Desp.			
		Sgt. Cooke E. R. 1800719	1.WOP			
		Sgt. Smith F 1545133	2.WOP			
		Sgt. Kirk K. R. 1897990	M.U.G.			
		Sgt. Burton D. 1566999	2.Nav			
Liberator KH252		F/O. Wilson I. N. 164419	Capt.	1715	1500	2145 DCO. Weather cleared S. of 87°N. and was fine over the D.Z. The reception was as briefed and the load was dropped in one run no difficulty being experienced over the flat terrain. Nickels were dropped on return. The D.Z. is easy t locate and the run in presents no difficulty.
		F/S. Larcombe J. R. Aus.436648	2.P.		(2.6.45)	
		F/O. Field E. P. 146307	Nav.			
		F/O. Kay T. 164074	A/B.			
		F/S. Bateman J. E. Aus.424944	1.WOP			
		F/S. Ashby A. F. Aus.424012	2.WOP.			
		F/S. Cosh. A. M. 653388	Eng.			
		F/S. Fedrick H. G. 1853345	Desp.			

¹ Location not given in record.

Liberator EV930 "C"	F/O. Stuart J. L. 184293	Capt.	1900	0815	D.C.O.
	F/S. McCalister J. 1566861	2.P.			
	W/O. Ball 581493	Nav.			
	F/O. Mees? 164186	A/B			
	F/S. Blackburn S. 1020030	1.WOP.			
	Sgt. Vickers R. E. 1817431	2.WOP.			
	W/O. Pepper B. S. 631789	A/G.			
	P/O. Edwards F. S. 185307	A/G.			
	Sgt. Taylor V. 2219471	A/G.			
Liberator EW287	F/S. Gwinnell 1542488	Capt.	0545	1415	Route as briefed encountering Cu. ord ² lt. at first turning point. 8-9/10 S.C. At first D.Z. carried out series of D.R. runs from village and river and square search for D.Z. No reception. 6-7/10 S.C. at second D.Z. Reception seen at once, two runs made, all drooped on D.Z. Proceeded North on Met. stooge, reported from five of the six positions, S/L. went for base encountering continuous line of Cu ord lt. over mountains, could not top or find way through at 16000' so landed at Meitktilu. Refuelled and took off for base at 0600 hrs., landed 0900 hrs.
	Sgt. Evans-Hughes 1522067	2.P.	0600	0900	
	F/O. McBeath 165931	Nav.			
	F/O. Petherbridge 166159	B/A			
	Sgt. Clark 1681143	1.WOP.			
	Sgt. Quinn 685063	2.WOP.			
	Sgt. Tolson 1585737	M.U.G.			
	Sgt. Webb 1339774	R/G			
Liberator KH365 "N"	F/L. McCulloch D. J. 1322831	Capt.	19.00	09.10	Take off on time. Trip across the sea was fair flew at 1000 ft., just off to the port of track along the coast from base to about four hrs. flying was the I.T.F. from South of Rangoon to the D.Z., weather was fair with 6/10 cu. base 3000 ft., flew underneath this and found the D.Z. pretty clear with a few isolated patches of
	Sgt. Newman R. P. S. 1608533	2.P.			
	Sgt. Robinson D. S. 1820789	Nav.			
	F/O. Kensett R. G. 166167	B/A			
	Sgt. Brindley H. 1446070	WOP.			

² This is the "word" typed in the original.

		Sgt. Barlow P. E. 1455201	WOP.				Stratus. D.Z. was in a good position, reception was as briefed, the best runs from between 160 & 180 and reciprocals, on these runs of 160 & 180 you get a 1000 ft. mountain on your port side approx. ¼ mile away and a 2000 ft. mountain on stbd. side approx. ½ mile away, able to get down to 300 ft. above ground easily.
		Sgt. Tracy R. 1685317	M.U.G.				
		Sgt. Jeffery S. 1893325	R.G				
1.6.45							
Seven aircraft were detailed for operations. Two were briefed for targets in Thailand, three in F.I.China, one Malaya, one Burma. Of these aircraft, four were wholly successful, one was partially successful, being able to drop at one D.Z. instead of two as briefed as no reception had been laid out. Liberator "Q" returned to base after 2 hrs. 48 mins. flying owing to suspected cylinder trouble on No. 2 engine. Aircraft "F" returned because of technical and air frame trouble. This aircraft almost reached the D.Z. flying altogether 11 hrs. 05 mins. This made a total of 2 a/c unsuccessful. Weather en route to targets in the East was bad with very large cumulus, 8 to 9/10 and isolated thunderstorms. These conditions prevailed from Bay of Bengal to 105°E. Fronts were met at 17°N-8°N on the operation to Malaya.							
4.6.45							
Route.	A/C. G.	Base-2246N 9126E-2256N 9442E-2203N 9845E-2147N 10105E-2003N 10213E-1655N 10442E-D.Z.-R.S.R.					
	C.	Base-2246N 9125E-2248N 9442E-2203N 9845E-2003N 10313E-D.Z.-R.S.R.					
Load	A/C.	Leaflets	Cont.	Pkgs	Weight	Bodies	
	G.	16	6	12	2355	--	
	C.	16	8	10	3056	--	
Opposition,	Nil.						See Ops. Order No. 77
Liberator KL473 "G"		F/O. Stuart J. C. 184293	Capt.	02.45	17.05		8/10 S.Cu. and cumulus on most of the route. Very low cloud covering D.Z. On return to Base 9/10 Cu. and Cu. Nimbus. Did not complete operation.
		F/S. McAlisten? J. 1566861	2.P.				
		F/O. Husband R. 152553	Pilot				
		W/O. Ball E. T. 581493	Nav.				
		F?/O M?ees 64186	A/B				
		Sgt. Blackburn 1020030	1.WOP.				
		P/O. Edwards F? S. 18?5307	A/G				
		Sgt. Taylor V? 2219471	A/G.				
		P/O. Rodfern F. H. M. 166737	Nav.				
		W/O. Wrighton Aus.525382	W/A/G				

Liberator EV930 "C"		F/O. Wilson L. N. 164419	Capt.	10.45	22.30	Weather as briefed en route with 7-8/10 S.C. over most of the route and cumbus building up over the hills. Over the D.Z. was 7/10 cumulus cloud up to 10,000 ft. and down to tops of hills. The load was dropped on the first run and the agents ³ on the second. The D.Z. would be impossible in any worse cloud conditions Nickels were dropped on return.
		F/S. Larcombe J. Aus.436642	2.P.			
		F/S. Moon	⁴			
		F/O. Field K? P. 146307	Nav.			
		P/O Kay J. 164079	B/A.			
		F/S. Barberman?? Aus.424944	WOP.			
		Sgt. Potern?? J. F? 1853933	M.U.G.			
		Sgt. Fedrick H. C. 1853345	R.G.			
		Sgt. Coo?k A. H. 653388	F/E.			
		F?/O Gibbs K. W. 166021	Nav.			
		F/S. Bevan? R. G. 1652?528	W/A/G			
4.6.45						
Two aircraft were detailed for operation. Both targets in F.I.China. One aircraft was successful but the other was unsuccessful owing to very low cloud covering the D.A. The unsuccessful aircraft took off at 0200 hrs. and met 8/10 S.C. and Cumulus on most of the route and on return, (9/10 cu. and cu. nimbus). The other a/c took off at 2230 hrs. and met clear weather and about 7/10 cu. over centre of rout. The load was dropped in one run, and Nickels were released on return. Under any worse cloud conditions, the drop would have been unsuccessful.						
5.6.45						
Route.	A/C. W.	Base-2120N 9158E-Base				
Load	A/C.	Leaflets	Cont.	Pkgs	Weight	Bodies
		--	11	6	4880	--
Opposition. Nil.						
Liberator KH394 "W"		W/O. Jones 527725	Capt.	0515	0825	Aircraft encountered cu. and cu. nimbus along rout and forced to fly 400 feet over sea. Aircraft forced to return to base due to extremely violent electrical storms. Did not complete operations.
		F/S. Yeates A477245	2.P			
		F/S. Murphy 922489	Nav.			
		F/L. Williams 132808	B/A			
		Sgt. Donnely 1820882	1.WOP			
		Sgt. Fletcher 1589917	2.WOP			
		Sgt. Lock 659147	M.U.G.			
		Sgt. Mansfield 2213867	R/G			
		Sgt. Manning	Desp.			

³ But the previous part of the report said that no "bodies" were part of the load.

⁴ Duties not listed in record.

		2220479					
5.6.45							
One a/c was briefed for an operation and to also carry out a met. flight. The a/c was forced to turn back at 2120N 9158E owing to bad weather. Cu. and cu. ninbus along route and the a/c was forced to fly at 400 ft. over sea. The cloud was from 400 ft – 20,000 ft. solid with violent electrical thunderstorms. 3 hrs. 10 mins flying time was made.							
6.6.45							
Route.	A/C. K.	Base-1800N 9426E-1737N 9651E-D.Z.-R.S.R.					
	W	Base-Foul Is.-Giva Bay-Hensada-Toungoo-D.Z.-Magwe-Naf. Pt.-Base.					
	X	Base-1711N 9431E-1800N 9640E-1827N 9705E-D.Z.-1818N 9730E-Cheduba Is.-Base.					
	N	Base-Purian Pt.-1532N 9740E-1616N 9841E-D.Z.-R.S.R.					
	C	Base-1454N 9342E-1325N 9417E-0730N 9820E-0632N 101.16E-D.Z.-R.S.R.					
	T	Base-N/A.					
	F	Did not leave base area.					
	Q	Ditto					
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight	
	K	16	14	6	--	4459	
	W	16	11	5	--	4270	
	X	--	11	5	--	4500	
	N	16	10	6	--	4498	
	C	--	2	7	3	4180	
	T	16	11	6	--	2539	
	F	16	9	6	--	4313	
	Q	16	11	6	--	2400	
Opposition,	Nil.						See Ops. Order No. 78
Liberator KH394 "W"		F/L. Castle M. E. 128470		Capt.	0405	1245	D.C.O.
		Sgt. Wilson P. A. 1605459		2.P			
		F/O. Smith J. 165753		Nav.			
		F/O. Trill C. S. G. 165769		A/B			
		Sgt. Smith F. 1541533		1.WOP			
		Sgt. Cook C. R. 1800718		2.WOP			
		Sgt. Peaston J. 1820047		R/G			
		Sgt. Murphy J. 1595616		Desp.			
		Sgt. Kirk K. A. 1897990		M.U.G.			
Liberator EV930 "C"		F/O. Wilson I. N. 164419		Capt.	0750	1955	1205 D.N.C.O. Low was encountered the whole of the outward journey, descending to 200 ft. and visibility being reduced to zero in rains. About the latitude of Clara Island of the Tenusserin
		F/S. Larcombe J. Aus.436648		2.P			
		F/O. Field E. P. 146307?		Nav.			

		F/O. Kay J. 164079	B/A			coast a solid wall of cloud down to the sea level and up to 15-20,000 ft. was met and after flying East and West along it unsuccessfully to find a gap the mission was abandoned. The a/c had met headwinds of 50-60 mph en route and was by this time 1 ¾ hrs. behind time. This would have put T.O.T. in darkness if it had been possible to get through the cloud. The a/c land at an ALG. on return with on C.S.U. u/s.
		F/S. Bateman Aus.424944	WOP			
		F/S. Ashby Aus.424012	WOP			
		Sgt. Peters J. F. 1853933	R.G.			
		Sgt. Cosh A. M. 653388	F/E			
		F/O. Outram A. R. 152137	Pilot			
Liberator 392 "F"		F/S. McCulloch D. J. 1322931	Capt.	0055	0600	5.05 hrs. A/C took off at 0055 in lieu of 23.59 hrs. due to weather. We were able to climb up to 9500 ft. and clear the storms. On reaching this height which took nearly 1 hr. 30 mins. we did a fuel check and found we had used fuel to an excessive amount, then to hold 145 Mph at our height we needed 32" & 2200 revs. At this rate we hadn't sufficient fuel for trip so we returned to base arriving back at approx. 0445 hrs. flying round area of base to lessen our load, landed at 0600 hrs, with all containers and packages on board.
		Sgt. Newman 1608533	2.P			
		Sgt. Robinson 1820787	Nav.			
		F/O. Kensett 166167	B/A			
		Sgt. Brindley 1446070	1.WOP			
		Sgt. Barlow 1455201	2.WOP			
		F/O. Coxall 166278	Desp.			
		Sgt. Grey J. W. 1588425	R.G.			
		Sgt. Tracey J. J. 1685317	(S)Desp			
Liberator 365 "N"		F/S. Room 1839782	Capt.	0055	1350	1255 A/C took off 56 mins. late due to weather s/c 1000'. Flew underneath I.T.F. 500', climbed to 6000' to clear Dawnarence Range. Two D. R. runs made to target, and fourth search carried out. D.Z. underneath cloud lying on top of which, unable to drop, searched for 45 mins. Nickels dropped on return at Kyeik-Ywa. Descended to 800' cut across Irawaddy delta and returned to base.
		Sgt. Mitchell 1815270	2.P			
		F/O. Gibbs 166021	Nav.			
		F/O. Barnett 166021{check}	A/B			
		F/S. Bevan 1652928	1.WOP			
		F/S. Armit 1566629	2.WOP			
		Sgt. Murphy 974735	Desp.			
		F/S. Farmer 1823062	Eng.			
		Sgt. Priest? 2205526	A.G.			

Liberator 358 "K"		F/O. Husband 152553	Capt.	0255	1245	9.50 The aircraft was airborne at 0255 hrs. and flew at 2000 ft. to the coast where a pin point was obtained at 18°N. Climbed to 8000' above 7/10 Sc. to the D.Z. area, the D.Z. being located in a long valley after 15 mins. search, 3 successful runs being made. On the return broken Cu. was encountered, being topped at 12000'. Base reached at 1240, landed 1234 hrs.	
		F/O. Wilson 166181	2.P				
		F/O. Redfern 166737	Nav.				
		F/O. Armstrong 166737{check}	A/B				
		W/O. Crighton 424382	1.WOP				
		F/S. O. Smith 424054	2.WOP				
		F/O. Jackson 2206962	Eng.				
		Sgt. Richards 1405631	Desp.				
		Sgt. Pettman 756274	R.G.				
Out of 8 a/c briefed 2 were successful and 6 unsuccessful. Three of the unsuccessful a/c reached the D.Z. area, but cloud obscured targets. Two a/c turned back owing to bad weather over route. The remaining a/c returned to base owing to the artificial horizon being u/s after one hours flying. Thunderstorms were met over the Bay of Bengal. Cloud over Burma was 5-10/10 Cu. and Cu-nim. with base of 1000 ft. and tops 20000 ft. These conditions also persisted in Thailand.							
7.6 ⁵ .45							
Route.	A/C. B.	Base-2246N 9126E-2114N 9453E-2026N 10018E-1710N 10402E-DZ-R.S.R.					
	K.	Base-Cheduba-1738N 9650E-1853N 9720E-DZ-2003N 9458E-2043N 9221E-Base.					
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight	(Stores)
	B.	--	11	6	--	3400	
	K.	14	12	12	--	2436	
Opposition.	Nil.						See Operations Order No. 79
Liberator 925 "B"		F/L. McCulloch 1322931	Capt.	2330	0445	5.15 Aircraft took off at 2330 hours. Good weather was encountered until 2 ½ hrs. out from base, when over the Chins there was 10/10 St. At this point the aircraft turned back to base due to failure of the Fuel transfer system. The pressure relief valve was leaking and 50% of the fuel was lost during attempt to transfer from the Bomb Bay tanks. For this reason no attempt was made to transfer fuel from the auxiliaries. Landed at 0445.	
		Sgt. Newman 1608533	2.P.				
		Sgt. Robinson 1820787	Nav.				
		F/O. Kensett 166167	B/A				
		Sgt. Brindley 1446070	1.WOP.				
		Sgt. Barlow 1455201	2.WOP.				
		F/O. Coxall 166278	Desp.				
		Sgt. Grey 1588425	R.G				
Liberator 392 "K"		F/L. Roe J24255	(S)Capt.	0435	1435	1000 Airborne at 0435 and climbed to 1000' on track.	

⁵ Original says 7.7.45; this obvious error has been corrected.

		F/O. Anderson. J20943	Capt.				Scattered Sc. 4/10 at 1500'. Climbed to 10000' on reaching coast, 6 to 8/10 Sc. over Shan Hills, No. 1 D.Z. completely covered with S/c and after 2 hrs. searching was unable to locate secondary D.A. Weather similar on return trip with exception of few heavy cu. building up to 15000'. Landed at 1435. Dropped Nickels as briefed.
		P/O. Silverthorne J44519	2.P				
		F/O. McDiarmid J45808	(S)Nav.				
		Sgt. Storrar 149361	Nav.				
		Sgt. Bond R.260658	1.WOP				
		F/S. Tracey R266344	(S)WOP				
		F/S. Lund. R285099	(S)Desp.				
		Sgt. Maxwell R.281890	A.G.				
		P/O. Elford J.45996	B/A.				
		F/S. Kajel R200188	A.G.				
7.6.45							
The weather encountered by both these aircraft was fairly good. There was 10/10 St. over the Chins, 6 to 8/10 Sc. over the Shan Hills and A/c "K" encountered heavy Cu. up to 15000' on return. Both sorties were unsuccessful A/C "B" had to return to Base due to failure of the Fuel Transfer System. A/C. "K" was unable to locate both primary and Secondary D.Z.s on account of 10/10 Sc., having searched for two hours.							
8.6.45							
Route.	A/C. W.	Base-2246N 9126E-2114N 9453E-2026N 10018E-1710N 10402E-DZ-R.S.R.-Akyab-Base					
	Q.	Base-1852N 9344E-1711N 9740E-1642N 9914E-DZ-Base. R.S.R.					
	T.	Base-2044N 9221E-2006N 9455E-1815N 9720E-Targets-Cheduba Island-Base.					
	G.	Base-2246N 9126E-2114N 9453E-2036N 10018E-1710N 10402E-DZ-Base. R.S.R.					
	K.	Base-1852N 9344E-1711N 9740E-1642N 9914E-DZ-Base. R.S.R.					
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight	
	W.	--	11	6	--	4313	
	Q.	24	11	6	--	4373	
	T.	24	11	8	3	3940	
	G.	--	11	6	--	2355	
	K.	16	11	6	--	4180	
Opposition.	Nil.						See Operations Order No. 80
Liberator KH394 ⁶ "W"		F/L. Castle 128470	Capt.		2355	1215	D.N.C.O.
		Sgt. Wilson 1605359	2.P				
		F/O. Smith 165753	Nav.				
		Sgt. Cook 1800718	1.WOP				
		Sgt. Sanderson 1595020	A.G.				
		F/O. Trill 165769	A/B				
		Sgt. Kirk 1897990	M.U.G.				
		Sgt. Hobson	A.G.				
		Sgt. Murphy 1595616	A.G.				
Liberator KH367		F/S. Staines 1541974	Capt.		2350	1050	D.N.C.O.

⁶ Original gives serial number as VH394, an obvious error.

"Q"						
		Sgt. Hinds 1805742	2.P.			
		F/S. Rose 1418696	Nav.			
		Sgt. Simpson 1435147	1.WOP			
		Sgt. Humphreys 1418118	2.WOP			
		F/O. Ede 166160	B/A			
		Sgt. Crosse 1399835	A/G			
		Sgt. Crossley 2202911	A/G			
		Sgt. Reynolds 1574421	A/G			
Liberator KH350 "T"		F/S. Hodgson 1493778	Capt.	0600	1355	D.N.C.O.
		Sgt. Crighton 1607295	2.P.			
		F/O. G?rayton 165993	Nav.			
		F/O. Lex?ington 166166	A/B			
		Sgt. Crosby 1565487	W/AG			
		Sgt. Priestley 1681685	W/AG			
		F/S. Davis 2215224	F/E			
		Sgt. Freeland 1827315	A/G			
		Sgt. Murray 1827503	A/G			
Liberator KL478 "G"		F/S. Room 1839782	Capt.	0240	0620	After take off flew 40' for ½ - 1 mile A/S 135mph., unable to climb or increase speed, coped eventually. Climb from 1-10000' 37" 2400 R.P.M. Unable to climb at 155 I.A.S. for climb 134-150 MPH. 10000' maintained height 32" 2200 R.P.M. at 151-153 mph. We eventually reached 11000'. Boost and revs. same. Checked all wheels, flap, hatches bomb bays after take off. Could not be sure of returning to relief field if unable to drop. Did not wish to jettison containers, so returned to base.
		Sgt. Mitchell 1816270	2.P			
		F/O. Gibbs 166021	Nav.			
		F/O. Barnett 166158	A/B			
		F/S. Bevan 1652928	1.WOP			
		F/S. Armit 1566629	2.WOP			
		Sgt. Murphy 974735	Eng.			
		F/S. Farmer 1823062	Desp.			
Liberator 392 "K"		F/O. Husband 152553	Capt.	2345	1100	11.15 The aircraft took off at 2345, climbed to 2000' and flew the route as briefed. On reaching the coast at 18°N. a
		F/O. Wilson 166187	2.P			
		F/O. Redfern 166737	Nav.			

		F/O. Armstrong 166780	A/B				pinpoint was obtained. From this point, there was 10/10 St. below, no further pinpoints could be obtained. Similar conditions existed at D.R. posn of D.Z. area, the aircraft searched for 1 hr. but was unable to pinpoint of locate D.Z. On return a pinpoint was obtained over the Salwen. Cu and Cb made it necessary to fly at 12000' with several alterations of course. Base at 1050 cloud base 400 ft., with 10/10 St. Landed 1100.
		W/O. Crichton 424382	1.WOP				
		F/S. O. Smith 424054	2.WOP				
		F/O. Jackson 2206962	F/Eng.				
		Sgt. Richards 1405631	Desp.				
		Sgt. Pettman 756274	A/G.				
Two A/C. "W" & "Q" were unsuccessful due to the weather over the D.Z. areas. (Low cloud over hills and valleys). A/C "Q" was obliged to return due to high petrol consumption. A/C "T" was also using an abnormal amount of fuel, so that Met. flight was cut short, and was unable to carry out its mission due to low cloud. A/C "K" was equally unsuccessful due to similar weather conditions. Cu. and Cb were also present at D.Z. area up to 20000'.							
9.6.45							
Route.	A/C. "K".	Base-2039N 9221E-2004N 9458E-1853N 9720E-Target-1853N 9720E-1737N 9652E-1852N 9344E-Base.					
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight	
	K	16	13	23	--	2436	
Opposition. Nil.							
Liberator 392 "K"		F/O. Anderson.	Capt.	0540	1520		9.40 airborne at 0540. Climbed on track to 1000'. 4/10 Sc. at 500' over sea. On reaching coast we climbed to 10000' to clear hills. 8/10 Sc. over hills, large valleys quite clear of cloud. D.Z. area same as previous trip almost 10/10 Sc. Located secondary D.Z. after searching an hour. This D.Z. is in a very deep valley and should not be entered unless weather conditions are very good. Dropped nickels as briefed. Drop over D.Z. was successful, most containers overshot the field but looked like the could easily be picked up. Cu. built up to 15000 ft. over hills on return trip. Descended on reaching coast, clear over sea. Landed 1520.
		P/O. Silverthorne J44519	2.P				
		Sgt. Storrar 1459361	Nav.				
		P/O. Elford J.45996	B/A.				
		Sgt. Bond R.26008	1.WOP				
		Sgt. Robertson 1800541	2.WOP				
		Sgt. Vaudner R284637	Desp				
		Sgt. Maxwell R.281890	R.G.				

The weather experience was 4/10 Sc. at 500' over the sea, 8/10 Sc. over hills and D.Z. area almost 10/10Sc. Secondary target was located after searching an hour. The D.Z. was in deep valley, and pilot recommends that no A/C. should enter this unless weather conditions are favourable. The leaflets were dropped as briefed, and most containers overshot the D.Z. but could easily be recovered. Heavy Cu. up to 15000' was encountered over hills on return.						
10.6.45						
Route.	A/C. "W".	Base-1602N 9411E-1440N 9510E-1532N 9740E-Target Area-Double Island-Cape Necri-1700N 9410E-Mingaladan.				
	T.	Base-2246N 9126E-2114N 9453E-2076N 10018E-1810N 10304E-1710N 10402E-Target-R.S.R. via Hathakari.				
	Q.	Base-1531N 9414E-1532N 9740E-Target-1655N 9658E-Cheduba-Base.				
	A.	Base-2044N 9221E-2006N 6455E-1845N 9720E-Target-1845N 9720E-1737N 9651E-1800N 9426E-Base.				
	R.	Base-1719N 9432E-1737N 9651E-Target-R.S.R.				
	G.	Base-2246N 9126E-2114N 9453E-2020N 10018E-2003N 10213E-Target-R.S.R.				
	N.	Base-2246N 9126E-2114N 9453E-2026N 10018E-1810N 10304E-1710N 10403E-Target-R.S.R.				
	Y.	Base-2246N 9126E-2114N 9453E-2020N 10018E-2003N 10213E-Target-R.S.R.				
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight
	W.	10 (16 Matches)	11	6	--	4180
	T.	6	10	6	--	4313
	Q.	16	11	6	--	4373
	A.	16	9	9	5	3949
	R.	16	11	--	--	3365
	G.	16	11	8		2997
	N.	16	10	6	--	3680
	Y.	--	8	10	2	3028
Opposition.	Nil.					See Operations Order No. 81
Liberator KH350 "T"		F/S. McCulloch 1322931	Capt.	0500	1700	(1200 hrs. OPs. 1.15 for diversion) The trip to D.Z. was fair, was able to top clouds at 11,000' (Statocumulus) altering course around storm clouds and 15000' Cu. and Cb. Found a clear patch over flat ground 30 mins. from D.Z. area let down to 1500' flew round thunderstorms and rain, got to the position on
		Sgt. Newman 1608533	2.P.			
		Sgt. Robinson 1820787	Nav.			
		F/O. Kensett 166167	B/A			
		Sgt. Brindley 1446070	1.WOP.			
		Sgt. Barlow 1455201	2.WOP.			
		F/O. Coxall 166278	Desp.			

		Sgt. Grey 1588425	R.G			the lake for our D.R. run, setting off on the heading 200° compass straight away ran into light rain and 9/10 Strato Cu. up to 5 mins. run, then the weather closed right in completely covering the D.Z. area: tried to get behind it but had no success. Weather was particularly bad on home run, towering Cu. and Cb. all the way, tops up to 30000', lowest part was 15000' heavy rainstorms down to the ground, no chance of going underneath. Had to put down at "Harhgari" just north of Chittagong for fuel shortage. Returned to base at 1900 hrs.
Liberator EW215 "Y"		F/O. Wilson 164419	Capt.	0550	1710	D.C.O. The weather was usual en route with Sc. in the valleys and Cu. on the hills. They were topped at 11000'. The D.Z. was located by a D.R. run, from the Melong and the briefed reception was awaiting. The D.Z. was in a valley between two ridges and was hidden by a mound on each side. The first run was northerly and the agents were dropped first. The second run was on a reciprocal and the remainder of the stores were dropped the chutes opening and the load landing in the area. Nickels were dropped on the return journey.
		F/S. Larcombe Aus436648	2.P.			
		F/S. Urwin 1671892	Nav.			
		F/O. Kay 164079	B/A			
		F/S. Bateman Aus424944	WOP.			
		F/S. Ashby Aus424012	WOP.			
		F/S. Cosh 653388	F/Eng			
		F/S. Fedrick 1853345	R.G.			
		F/S. Peters 1853933	M.U.G.			
Liberator KH287 "R"		F/S. Gwinnell 1542488	Capt.	0540	1500	Route as briefed with slight diversion to avoid weather. Dropped nickels as briefed, and proceeded to D.Z. Proceeded through 9/10 Cu. to position for D.R. run to D.Z. A thunderstorm covered the hill on which the D.Z. was situated – we flew round the vicinity for twenty mins. but the storm showed no signs of
		Sgt. Evans-Hughes 1522067	2.P.			
		F/O. McBeath 165931	Nav.			
		F/O. Petherbridge 166159	B/A			
		Sgt. Quinn 1685063	WOP.			
		Sgt. Clark 1681143	WOP.			

		Sgt. Williams 1595989	Desp.			abating. Returned to base encountering numerous Cb. clouds on the way.
		Sgt. Webb 1339774	R/G			
		Sgt. Taylor	M.U.G.			
Liberator KH394 "W"		F/L. Castle 128470	Capt.	0605	1855	D.N.C.O.
		Sgt. Wilson 1605359	2.P			
		F/O. Smith J. 165753	Nav.			
		F/O. Trill 165769	A/B			
		Sgt. Smith F. 1545133	1.WOP			
		Sgt. Cook 1800718	2.WOP			
		Sgt. Sanderson 1595020	R.G.			
		Sgt. Murphy 1595616	Desp.			
		Sgt. Kirk 1897990	M.U.G.			
Liberator KH367 "Q??"		F/S. Staines 1541974	Capt.	0620	1805	D.N.C.O.
		Sgt. Hines 1805742	2.P.			
		F/S. Rose 1418696	Nav.			
		Sgt. Simpson 1435147	WOP			
		Sgt. Humphries 1418118	WOP			
		F/O. Ede 166160	A/B			
		Sgt. Crosse 1399835	A/G			
		Sgt. Crossley 2202911	A/G			
		Sgt. Gardner 751451	A/G			
Liberator KH392 "A"		F/O. Outram 152137	Capt.	0730	1805	Aircraft airborne at 0730 hrs. flew on route as briefed to D.Z. area, arriving at 1140 hrs. Difficulty in locating D.Z. through low cloud but eventually made successful drop on both. Set course for base on Met. flight at 1215 hrs. Flew at 10000' with heavy Cu. building up all around. Landed at base at 1805 hrs.
		F/L. Manning 130218	2.P.			
		F/O. Richards 166030	Nav.			
		F/O. Taylor 166162	B/A			
		F/S. Holden A430657	1.WOP			
		Sgt. Creasy 1581989	2.WOP			
		F/O. Cooke 166005	Desp.			
		Sgt. O'Reily 1898963	A.G.			
Liberator KH365 "N"		F/S. Room 1839782	Capt.	0455	1645	1150 Took off, climbed gradually to 8000' to clear Chins, climbed again to go

		Sgt. Mitchell 1816270	2.P			over Cu. on route 12,000'. Last pinpoint made on last turning point on Mikong. Unable to get nearer than 30 miles to D.Z. owing to Cb., unable to over, under or round. On return climbed to 15,000' to clear Cu. Large numbers of Cbs. about, climbed to 17,000' over chins. Hemmed in and forced to descend through cloud, breaking cloud at Chittagong. No. 3 engine failed, flew descending gradually to 1000' made 3 engine landing containers and packages on board.
		F/O. Gibbs 166021	Nav.			
		F/O. Barnett 166158	B/A			
		F/S. Be?van 1652928	1.WOP			
		F/S. Armit 1566629	2.WOP			
		Sgt. Murphy 974735	Desp.			
		F/S. Farmer 1823062	Eng.			
		Sgt. Priest 2205526	A.G.			
Liberator KL473 "G"		F/O. Husband 152553	Capt.	0550	1630	1040 The aircraft was airborne at 0550, climbed to 2000', on crossing the Sunderbuns it was necessary to alter course to avoid Cb. and descend to 800', heavy showers being encountered. At the coast weather was clear, pinpoint obtained at 2?3°N, 6/10 to base 5000' at the D.Z. area, and the D.Z. being located at the end of the D.R. run, 2 dropping runs were made, the return flight was made at 15000' over 8/20 Cu. with several alterations of course to avoid Cb. over the Shans. Base at 1625. Landed 1530.
		F/O. Wilson 166187	2.P			
		F/O. Redfern 166737	Nav.			
		F/O. Armstrong 166780	B/A			
		W/O. Crichton 424382	1.WOP			
		F/S. O. Smith 424054	2.WOP			
		F/O. Jackson 2206962	Eng.			
		Sgt. Richards 1405631	Desp.			
		Sgt. Pettman 756724	A.G.			
three A/C "Y", "A" & "G" were successful. The weather encountered was fair with Cu. up to 15000' and scattered Cb. in the heavy showers. Low cloud covered most of the valleys. The drops were uneventful. The other five A/C were unable to complete their missions due t 9/10 – 10/10 Cu. over the D.Z. with low stratus. They experienced particularly bad weather on the way home with Cb. up to 30,000'.						
11.6.45						
Route.	A/C. X.	Base-2110N 9250E-Base.				
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight
	"X"	24	10	5	--	4500
Opposition.	Nil.					
This operation was not completed due to impenetrable weather conditions. A front was building up in Northern Bay of Bengal stretching ENE/WSW with Cu. and Cb. down to 2/300', and tops 10/15000' accompanied by heavy rain storms.						
12.6.45						

Route.	A/C. "F".	Base-2130N 9100E-2215N 9150E-Base.						
	H.	Base-2246N 2126E-2114N 9453E-2026N 10018E-1810N 10304E-1710N 10402E-Target-R.S.R.						
	G.	Base-2044N 9221E-2006N 9455E-1711N 9740E-DZ-Base-R.S.R.						
	A.	Base-2044N 9221E-2006N 9455E-1853N 9720E-1470N 10008E-DZ-Base-R.S.R.						
	N.	Base-2246N 2126E-2114N 9453E-1810N 10304E-1803N 10140E-1650N 10216E-DZ-Base-R.S.R.						
	Y.	Base-2246N 2126E-2114N 9453E-1810N 10304E-1803N 10140E-1650N 10216E-DZ-Base-R.S.R.						
	O.	Base-2246N 2126E-2330N 9300E-R.S.R.						
	R.	Base-2246N 2126E-2258N 9442E-2300N 9530E-Base-R.S.R.						
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight		
	F	16	11	6	--	3388		
	H.	16	8	6	--	3680		
	G.	16	11	6	--	4373		
	A.	16	10	5	--	2600		
	N.	16	11	6	--	4337		
	Y.	16	11	6		4319		
	O.	16	10	6	--	4313		
	R.	16	14	6	--	3983		
Opposition.	Nil.							See Operations Order No. 82
Liberator EW215 "Y"		F/O. Wilson 164419		Capt.	0240	1525	D.C.O. The weather over the Chins was violent on the outward journey and the hills could be crossed at 16000'. There was top layer of A/S from which rain was falling as the target was neared as layer of stratus at 700'. the D.Z. was in a flat area and no difficulty was experienced on the runs. The fires were good and after 34 mins. run from the Salween the area was seen to the starboard side of the nose of the a/c. The load was dropped in 3 mins. – a hang up the first run and then two successful runs. The load dropped well in the area all chutes opening. Nickels were dropped on the return journey and the rest of the return was uneventful with the exception of built up Cu. and Cb. over the Chins.	
		F/S. Larcombe Aus436648		2.P.				
		F/O. Kearns 151961		2.Capt				
		F/S. Urwin 1671892		Nav.				
		F/O. Kay 164079		B/A				
		F/S. Bateman Aus424944		WOP.				
		F/S. Ashby Aus424012		WOP.				
		F/S. Cosh 653388		F/Eng				
		F/S. Fedrick 1855345		R.G.				
		F/S. Peters 1853933		M.U.G.				
		F/S. Johnson 1801375		Nav.				
		F/S. Thompson A418312		WOP.				
Liberator 365 "N"		F/O. Husband 152553		Capt.	0400	1645	1245 The aircraft took off at 0400, climbed to 10,000', to top As, at height the aircraft was clear of cloud and flew direct to pinpoint for D.R. run toe D.Z. area for 45 mins.	
		F/O. Wilson 166187		2.P				
		P/O Newman 166744		Nav.				
		F/O. Redfern 166737		(S)Nav.				

		F/O. Armstrong 166780	B/A			finally locating D.Z. Set down to 1500' below 6/10 Sc, and completed successful drop. On return the aircraft climbed through layers Sc. and As. to 10.000', flying round several Cu on reaching the Shan Hills the aircraft climbed to 14000' to top Cu. and altering of course were necessary to avoid Cb. In the Sunderbans area thick St. was encountered, base 1500', with frequent showers. Base 1640. Landed 1645.
		W/O. Crichton 424382	1.WOP			
		F/S. O. Smith 424054	2.WOP			
		F/O. Jackson 2206962	Eng.			
		Sgt. Pettman 756724	A.G.			
		Sgt. Richards 1405631	Desp.			
Liberator 167 "A"		F/S. McCulloch 1322931	Capt.	1300	2359	1100 A/C tok off at 1300 hrs. climbed to 12,000' to top clouds and the Chins. Was able to hold course all the way due to the High Cumulus being scattered and was able to fly between these. Over Irrawaddy Valley was 9/10 Cu. gradually decreasing to 4/10 then over Shan's the conditions were even better, about 30 mins. from D.Z. the weather began to close in with very heavy rain storms and low Cloud covering an area of approx. 50 miles then over D.Z. area was violent thunderstorms covering the whole area. The trip back was fair was able to fly between two layers of cloud at 12,000' missing all storms, arrived at base 23.45. Landed 23.59 hrs.
		Sgt. Newman 1608533	2.P			
		Sgt. Robinson 1820787	Nav.			
		F/O. Kensett 166167	B/A			
		Sgt. Brindley 1446070	1.WOP			
		Sgt. Barlow 1455201	2.WOP			
		F/O. Coxall 166278	Desp.			
		Sgt. Grey 1588425	A.G.			
Liberator 473 "G"		F/O. Outram 152137	Capt.	0530	1945	1415 A/C took off at 0530 hrs. flew first leg at 2000' then climbed to 9000' to top cloud over mountains. Arrived D.Z. at 1200 hrs. making runs and trying to get in until 1400 hrs. but u/s due to heavy low cloud. During this period, leaflets were dropped. Climbed to 1500' for return, to miss large Cu. had to alter course frequently due to Cb. Over base 1940 hrs. Landed 1945 hrs.
		F/L. Manning 130218	2.P.			
		F/O. Richards 166030	Nav.			
		F/O. Taylor 166162	B/A			
		F/S. Holden A430657	1.WOP			
		Sgt. Creasy 1581989	2.WOP			
		F/O. Cooke 166005	Desp.			
		Sgt. O'Reilly 1898968	R.G.			

Liberator 274 "F"		F/O. Ellinor J20131	Capt.	0715	1050	0335 The aircraft was airborne at 0715 and climbed on track to 6500'. Hit coast and pinpointed – proceeded on track. Fifteen minute we hit solid cloud bank 500' to unlimited tops. Proceeded through it to 21°N the turned on reciprocal. Came out and tried again at 500' cloud down to water and heavy rain – turned on reciprocal and climbed to 2000' headed 090°. Looked for a way through till we hit coast twenty miles south of Chittagong. Returned to base and landed with containers and packages at 1050.
		P/O. Sheppard ⁷ J44876	2.P.			
		P/O. M'vitch J.47342	Nav.			
		P/O. Steele J.47363	B/A.			
		Sgt. Reece R.277750	1.WOP			
		Sgt. Reisterer R.268246	2.WOP			
		P/O. Mckenzie J.47454	Desp.			
		P/O. Moore J.47446	R.G.			
		F/S. Murphy 922489	(S)Nav.			
		F/S. Donelly ⁸ 1820882	(S)WOP.			
Liberator 124 "H"		F/O. Anderson. J.20943	Capt.	0515	1955	1440 Airborne at 0515 and climbed out on track to 10,000'. Almost 10/10 Sc. all the way making it very hard to pinpoint. Some Cu. were building up to 15,000'. 10/10 Sc. at 4000' just before reaching target area. Carried out a search and found target at 11.40. Drop was successful (11.48 hrs.) Topped most cloud on return at 10,000'. Altered course twice to avoid heavy Cu. Very few pinpoints and broke cloud on let down, North of track. Came in to base on Q.D.M.
		P/O. Silverthorne J44519	2.P			
		Sgt. Storrar 1459361	Nav.			
		P/O. Elford J.45996	B/A.			
		Sgt. Bond R.260658	1.WOP			
		Sgt. Robertson 1800541	2.WOP			
		Sgt. Vaudner R284367	Desp			
		Sgt. Maxwell R.281890	A.G.			
A/C.s "H", "Y" & "N" carried out their missions successfully. Map reading was hampered by layers of Sc. and AS up to 10/10. All three a/c. had to climb 10/14000 to top Cu. on return trip. A/C.s "O", "R" & "F" were unable to complete their duties due to the bad weather conditions. They encountered heavy rain and the Cu. and Cb. increased from 5/6 t 10/10 over Burma, and the predominance of layer cloud aggravated the position further. A/C "O" was also handicapped by very high fuel consumption. A/C "A" reached the D.Z. area but were unable to drop due to low Sc. and Cu. stretching from ground level to 20,000'. A/C "G" reached the D.Z. successfully, but received no reception, and thus were unable to fulfil their allotted task.						
14/6/45						
Route.	A/C. "Q".	Base-1853N 9344E-1810N 9400E-Base.				
	O	Base-1719N 9437E-1719N 9500E-R.S.R.				
	G	Base-1720N 9410E-Base				
	N	Base-1800N 9426E-1730N 9540E-R.S.R.				

⁷ Entry has two "p's" in it.

⁸ Elsewhere it is spelt with one "n: and two "l's".

	Y	Base-1719N 9432E-1737N 9651E-D.Z.					
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight	
	Q	--	11	6	--	4472	
	O	16	11	6	--	3365	
	G	16	11	6	--	4086	
	N	--	9	6	--	4446	
	Y	--	11	7	--	--	
Opposition. Nil.						See Operations Order No. 83 & 84	
Liberator KL473 "G"		F/O. Ellinor J20131	Capt.	0530	1210	0640 The aircraft was airborne at 0530. Climbed on track at 1000'. Pinpointed at coast and proceeded on track at 1200'. At 0700 hrs. climbed to 5000' and altered course for turning point. At 18°N and Burma coast a/c entered Cb. and some Cu. Tried to weave between but got caught - owing to sever turbulence pilot turned in reciprocal. Headed south to 17°N and tried again between cloud at 8500'. Again got caught in solid cloud. Aircraft ascended 2000' a minute at 200 mph. with nose 40° down. The aircraft ended up at 11,500' on reciprocal. Looked for another hole the set course for base at approx. 9.20. 1100 hrs. descended to 1000' and map read to base. Landed 1210 D.N.C.O.	
		P/O. Sheppard ⁹ J44876	2.P.				
		P/O. M'vitch J.47342	Nav.				
		P/O. Steele J.47363	A/B.				
		Sgt. Rees ¹⁰ R.277750	W.A.G.				
		Sgt. Reisterer R.268246	W.A.G.				
		P/O. McKenzie J.47454	Desp.				
		P/O. Moore J.47446	A.G.				
Liberator 365 "N"		F/O. Husband 152553	Capt.	0525	1325	0800. The aircraft was airborne at 0525, climbed to 1000', keeping below 8/10 St. until over the coast, then as the cloud base had lifted, the aircraft climbed to 2000' at 18°N an attempt was made to cross the coast but it was impossible due to Cu. and Cb. with base 200' and tops above 20000', icing was encountered at 16000'. Two further attempts were made, 15 miles and 30 miles South	
		F/O. Wilson 166187	2.P				
		F/O. Redfern 166737	Nav.				
		F/O. Armstrong 166780	A/B				
		W/O. Crighton 424382	WOP				
		F/S. O. Smith 424054	WOP				
		F/S. Jackson 2206962	Eng.				
		Sgt. Richards 1405631	Desp.				

⁹ Entry has two "p's" in it.

¹⁰ Spelt Reece in previous entry.

		Sgt. Pettman 756274	R.G.			but similar conditions were encountered, so the aircraft returned to Base, landing at 1325.
Liberator KH367 "Q"		F/O. Stuart 184293	Capt.	0540	1155	D.N.C.O.
		F/O. Forster	2.P			
		W/O. Ball 581495	Nav.			
		P/O. Taylor 2219471	A.G.			
		P/O. Lindsay				
		F/S. Blackburn 1020030?	WOP.			
		F/S. McCrane Aus435175	WOP.			
		Sgt. Carey 18681043??	A.G.			
		Sgt. Beckingham 3006747	A.G.			
Liberator KG877 "O"		F/O. Kearns 151961	Capt.	0535	1345	D.N.C.O. Weather on this trip was typical monsoon over the Bay of Bengal. Cloud base 800' and down to 300' in showers. Long line of cu. and Cb. all down Arakan Coast. A/C. turned inland at Bawini Bay and tried to penetrate at 4000' this was impossible so came out and tried again at 16000'. Again extreme Cb. turbulence and rain prevented progress. The crew tried further south with the same results. Returned to base.
		P/O. White 166194	2.P			
		F/S. Johnson 1801375	Nav.			
		Sgt. Holton 1667185	A/B			
		F/S. Thompson Aus418312	1.WOP			
		Sgt. Cullam 161681	2.WOP			
		Sgt. Gibson 1596158	Desp.			
		Sgt. Gradwell 3011373	R.G.			
None of these operations were successful due to very severe weather conditions, and also in A/C "Q" No. 4 engine was overheating. A.. a/c. met up to 10/10 St. Sc. CU. and Cb., rising in places to 16000' and higher. There was heavy rain, and severe turbulence. The Pilot of a/c "G" reported that with his a/c in a 30° diving attitude, 2000' of height was involuntary gained in 30 secs. at an airspeed of 200 mph. A/C "Y" was compelled to make a belly landing in a marsh on the coast about 70 miles S. of Akyab. This was accomplished successfully. The weather was closing in so rapidly that the pilot was unable to penetrate it and return to Base.						
16.6.45						
Route.	A/C. K.	Base-1852N 9344E-1737N 9651E-1853N 9720E-Target-2006N 9455E-2044N 9221E-Base.				
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight
	K	--	11	6	--	4417
Opposition.	Nil.					See Operation Order 85
Liberator 392 "K"		F/O. Anderson.	Capt.	0525	1420	8.55 Airborne at 0525 and climbed on track to 1000'.

		P/O. Silverthorne J44519	2.P				5/10 C. over sea with some Cu. building up to 17,000'. 10/10 Sc. over land with a few broken patches of valleys. 8 to 9/10 Cu. over target area but we found a hole on E.T.A. and let down to safely height. After 3 minutes sighted D.Z. with proper reception. Made a successful drop, and set course for base 1050 hrs. Weather was the same on return with one large Cb. on coast near Akyab. Landed at 14.20.
		Sgt. Storrar 1459361	Nav.				
		P/O. Elford J.45996	B/A.				
		Sgt. Bond R.260658	1.WOP				
		Sgt. Robertson? 1800541	2.WOP				
		Sgt. Vaudner R284367	Desp				
		Sgt. Maxwell R.281890	R.G.				
17.6.45							
Route.	A/C. "K".	Base-1551N 9424E-1505N 9816E-Target-R.S.R.					
	C.	Base-1641N 9414E-1607N 6434E-1632N 9746E-Target-R.S.R.					
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight	
	K	--	8	--	--	2350	
	C	20	3	1	4	649	
Opposition.	Nil.						See Operation Order 86
Liberator 271 "K"		F/O. Husband 152553	Capt.	0705	1950		12.45 The A/C was airborne at 0705, set course at 2000' and reached pinpoint for the commencement of the D.R. Run to D.Z. at 1413. Then 10/10 low stratus (base down to 200') with heavy showers which reduced visibility to ¾ mile was encountered. The aircraft searched for 50 min. but was unable to reach the D.Z. area. Course was set for base at 1515, at 1900 MFB., was received diverting the aircraft to Akyab, the aircraft landed there at 1950.
		F/O. Wilson 166187	2.P				
		F/O. Redfern 166737	Nav.				
		F/O. Armstrong 166780	B/A				
		W/O. Crighton 424382	1.WOP				
		F/S. O. Smith 424582 ¹¹	2.WOP				
		F/S. Jackson 2206962	Eng.				
		Sgt. Pettman 756724 ¹²	R.G.				
		Sgt. Richards 1405631	Desp.				
Liberator EV930 "C"		F/O. Wilson	Capt.	1200	1721		10/10 Sc. and Alto Cu. 1000' base. Occasional rain en route. At D.Z. Raining, 9-10/10 St. Cu. and St. Base 1000'. Mission completed.
		F/S. Larcombe	2.P.				
		F/S. Urwin	Nav.				
		F/O. Kay	B/A				
		F/S. Bateman	1.WOP.				
		W/O. Ashby	2.WOP.				
		F/S. Cosh	F/Eng				
		F/S. Fedrick	A/G.				

¹¹ Different service number than given previously.

¹² Different service number than given previously.

		F/S. Peters	Desp.				
A/C "C" was successful on its mission. A/C "K" was unable to carry out its mission due to weather over target. The weather encountered by both A/C was 10/10 Sc. and 10/10 A/c with 8/10 Cu. down to 1000' with heavy rain. Over D.Z. 10/10 S. and s/c down to 100'.							
18.6.45							
Route.	A/C. "R".	Base-2044N 9221E-a930N 9221E-1930N 9700E-1853N 9720E-D.Z.-1734N 9701E-1737N 9551E-1852N 9344E-Base.					
Load	A/C.	Leaflets	Pkgs	Cont.	Bodies	Weight	
	R	16	6	11	--	3328	
Opposition. Nil.							
Liberator "R"		F/L. Castle	Capt.	0625	1545	9.20	
		Sgt. Wilson	2.P				
		F/O. Smith	Nav.				
		F/O. Trill	B/A				
		Sgt. Smith	WOP				
		Sgt. Murphy	WOP				
		Sgt. Cook	Eng.				
		Sgt. Sanderson	A/G.				
Weather en-route 10/10 Cb. and low cloud over N. part of Bay, clearing by Akyab. 10/10 Cu. up to 10,000' over remainder of route but clear above and good flying. 10/10 Cu. on mountains and 6/10 in valleys in D.Z. area Mountain Peak to S.W. 3300' high seen. Cloud was on top of ridge near this beak. Could not safely get below this cloud. Ground features west of D.Z. area and mountain ridge recognised on arrival. Weather did not permit drop. 16 pkts of leaflets were dropped successfully on the following towns from 9000'. Allanmyo, Myitkyo, Waw, Pyu, Prome. D.N.C.O.							
19.6.45							
Route.	A/C. "C".	Base-1719N 9432E-1607N 9545E-1345N 9816E-Target-1551N 9424E-Base.					
	A.	Base-1899N 9426E-1737N 9651E-Broker Pnt-Rangoon-Target-1737N 9651E-1806N 9424E-Base.					
	Q.	Base-1631N 9414E-1607N 9545E-1532N 9740E-Target-R.S.R.					
	F.	Base- " " " " " " " " " "					
	H.	Missing from operations.					
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight	
	C.	16	7	8	2	4000	
	A.	16	10	7	--		
	Q.	--	7	4	--	2964	
	F.	--	10	8	--	3275	
Opposition. Nil. See Operations Order No. 87							
Liberator 367 "Q"		F/S. McCulloch 1322931	Capt.	0325	1850	A/C was airborne at 0325 hrs. set course straight off runway climbed to 1000' and held this height all the way across the sea, weather was poor, rainstorms all across the sea, was able to get underneath most of this, climbed at coast south of Rangoon to 8000' held this to	
		Sgt. Newman 1608533	2.P				
		Sgt. Robinson 1820787	Nav.				
		F/O. Kensett 166167	B/A				
		Sgt. Brindley 1446070	1.WOP				
		Sgt. Barlow 1455201	2.WOP				

		P/O. Coxall 166278 Sgt. Grey 1588425	Desp. R.G.			D.Z. area, broken Cu. over D.Z. position but clear below 3000', found the clearing in D.Z. area as briefed but there was no reception, made three D.R. runs and two searches, left area – after 50 mins having to abandon search, approx. half an hour after arriving over area 15 fires were lit. Weather back was approx. the same as the trip out except it had moved out to sea towards the N.W. landed at 1850 hrs.
Liberator 124 "H"		F/O. Anderson. J.20943	Capt.			Missing from Operations.
		P/O. Silverthorne J44519	2.P			
		Sgt. Storrar 1459361	Nav.			
		P/O. Elford J.45996	B/A.			
		Sgt. Robertson 1800541	1.WOP			
		Sgt. Bond R.260658	2.WOP			
		Sgt. Vaudner R284637	Desp			
		Sgt. Maxwell R.281890	R.G.			
Liberator 274 "F"		F/O. Outram 152137	Capt.	0435	1735	1300 A/C airborne 0435 hrs. Climbing on track for run over sea. Climbed to 10,000' to top clouds over hills, and made D.R. run to D.Z. Found same and good reception, but believe briefed position at fault. F=Reported much activity at Tau aerodrome and building of bridge across river south of drome. Returned to base through heavy weather, and landed 1735 hrs.
		F/L. Manning 130218	2.P.			
		F/O. G. Richards 166030	Nav.			
		F/O. Taylor 166162	B/A			
		F/S. Holden 430657	1.WOP			
		Sgt. Creasy 158989 ¹³	2.WOP			
		F/O. Cook 166005	Desp.			
		Sgt. O'Reilly 1898963	R.G.			
		F/S. Johnson 1812330	F.E.			
Liberator "A"		F/O. Kearns	Capt.	1215	0015	1200 A/C airborne 1215 hrs. Visibility to Rangoon nil in showers. Improved over Rangoon and to D.Z. Cloud base ground level, tops 15,000' 10/10 St. Briefed position identified after
		P/O. White	2.P			
		P/O. Chapman	Nav.			
		Sgt. Holter	B/A			
		F/S. Thompson	1.WOP			
		Sgt. Cullam	2.WOP			

¹³ Service number previously given as 1581989

		Sgt. Gibson	A.G.								search, but had reception.
		Sgt. Cradwell	A.G.								Mission completed and returned to base. Landed at 1735 hrs.
Liberator "C"		F/O. Wilson	Capt.	1210	0020						1210 A/C. airborne 1210 hrs. Visibility nil. Map reading difficult to D.Z. area, river (un-Named on map), helped to pinpoint position. Repeated run at different heights, D.Z. area definitely reached. but 10/10 Cu. base covering hills and valleys, St. Cu. tops 5,000' above a layer of St. and occasional Cu. Briefed position could not be seen. Operation not completed.
		F/S. Larcombe	2.P.								
		F/S. Urwin	Nav.								
		F/O. Kay	B/A								
		F/S. Bateman	1.WOP.								
		F/S. Ashby	2.WOP.								
		F/S. Cook	Eng								
		F/S. Fedrick	M.U.G.								
		F/S. Peters	Desp.								
A/C. "A" & "F" were successful. A/C "C" located D.Z. but the area was covered with 10/10 Cu. with base over the hills and valleys, and Sc. with tops of 500' above a layer of S.T. and therefore the briefed position could not be seen. A/C "Q" made three runs on D.Z. but received no definite reception after searching, 14 fires were seen in the area. On return trip two Oscars were sighted at 1530N 10130E at 8000' but did not see the Liberator. Weather encountered by all A/C was up to 10/10 Cu. tops up to 15,000', St/Cu. 10/10 down to 3000'.											
20.6.45											
Route.	A/C. "R".	Base-1800N 9426E-D.Z.- Cheduba Is.-Base.									
	O.	Base-2147N 9150E-1803N 10140E-1710N 10402E-Meiktila-Base.									
	K.	Base-1800N 9426E-1803N 10140E-D.Z.-R.S.R.									
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight					
	R.	24	11	6	--	4557					
	O.	--	6	5	--	2520					
	K.	--	6	6	--	2657					
Opposition.	Nil.										See Operations Order No. 88
Liberator EW287 "R"		F/O. Fforde 160652	Capt.	0545	1530						D.C.O.
		Sgt. Hancock 1916403?	2.P.								
		P/O. Faulkner 166698	Nav.								
		P/O. Brandreth 166787	B/A.								
		Sgt. Williamson 1581571	WOP.								
		Sgt. Ablack? 605649	WOP.								
		Sgt. Berg 2223585	Desp.								
		Sgt. Holden 1594862	R.G.								
Liberator 271 "K"		F/O. Husband 152553	Capt.	0325	1700						1335 The aircraft was airborne at 0325, set course at 800' due to low stratus, ceiling lifted over the coast to
		F/O. Wilson 166187	2.P								
		F/O. Redfern 166737	Nav.								

		F/O. Armstrong 166780	B/A			2000'. Several heavy rain showers were encountered, the D.Z. was reached at 1008, reception as briefed, the drop made at 1010, and the aircraft set course for base at 1011. Weather was excellent in the D.Z. area and on the return flight. Base reached at 1655, landed at 1700 hrs.
		W/O. Crighton 424382	1.WOP			
		F/S. O. Smith 424054	2.WOP			
		F/O. Jackson 2206962	F/Eng.			
		Sgt. Pettman 756274	A.G.			
		Sgt. Richards 1405631	Desp.			
Liberator "O"		F/L. Castle	Capt.	0330	1700	1200 A/C. airborne at 0330, set course for D.Z. Cu. to 14000' along coast and Chins. Cleared Mekong. Reached D.Z., visibility 6 miles. 5/10 Cu. 2000-7000'. Drop made approx. 1000 hrs., then set course for Base. Landed at Meiktila 1530 hrs.
		Sgt. Wilson	2.P			
		F/O. Smith	Nav.			
		F/O. Trill	B/A			
		Sgt. Cook	WOP			
		Sgt. Smith	WOP			
		Sgt. Sanderson	R.G.			
		Sgt. Murphy	Desp.			
All aircraft were successful, A/C "R" was unable to locate primary D.Z. due to weather, but secondary D.Z. was located. The weather encountered, over Bay of Bengal 10/10 St. at 1500', over entire route 6/10 Cu. from 4000' to 10,000'. A/C "O" encountered CB west of Meiktila.						
21.6.45						
Route.	A/C. Q.	Base-1719N 9432E-1607N 9545E-D.Z. R.S.R.				
	A.	Base-2246N 9126E-2258N 9442E-2203N 9845E-D.Z. Base.				
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight
	Q.	16	8	--	--	1700
	A.	15	11	7	--	? ¹⁴
Opposition. Nil.						See Operations Order No. 89
Liberator 392 "A"		F/S. McCulloch 1322931	Capt.	0605	0525 ¹⁵	9.20 A/C was airborne at 0605 hrs. Climbed to 10000' to top of clouds and mountains which were at a level height of 9,700' all the way. Pinpointing was difficult due to this cloud being 10/10 all the way with just small openings of not more than 50 yds wide. On the D.Z. area found break over valley
		Sgt. Newman 1608533	2.P			
		Sgt. Robinson 1820787	Nav.			
		F/O. Kensett 166167	B/A			
		Sgt. Brindley 1446070	1.WOP			
		Sgt. Barlow 1455201	2.WOP			
		F/O. Coxall 166278	Desp.			

¹⁴ "?" mark is in original.

¹⁵ Original shows 0525, but write up says 1525, which is probably the correct time.

		Sgt. Grey 1588425	A.G.			about 6 miles from D.A. was able to fly up the valley and reach the D.Z. position, finding no reception we searched the whole area still without success and as the opening in the clouds was closing in had to abandon the search. Flew back at 15000' as the clouds had built up, noticed violent thunderstorms and Cu. nimbus over the area of Bay of Bengal the edge ending approx. 20 miles from base. Landed at 1525 hrs.
Liberator 473 "Q"		F/S. Room 1839782	Capt.	0945	2250	1305/ The a/c was airborne at 0945 and set course at an altitude of 1000' which altitude was maintained for the greater part of the trip. Occasionally the a/c was taken down to 500' to get beneath rain or thunderstorms. Leaflets were dropped successfully, over Pyapon on the outward trip at 1359 hrs. When within sight of the D.Z. island a diversion almost due W. was carried out for ten mins. and reciprocal for a like time which brought a/c over CZ at 3 mins. before TOT. A single run in was made – reception identified and the load dropped satisfactorily. The a/c landed at 2255 hrs.
		Sgt. Mitchell 1816270	2.P			
		F/O. Gibbs 166021	Nav.			
		F/O. Barnett 166158	B/A			
		F/S. Bevan 1652928	1.WOP			
		F/S. Armit 1566629	2.WOP			
		F/S. Farmer 1823062	Desp.			
		Sgt. Preece ¹⁶ 2205526	A.G.			
		Sgt. Murphy 974735	Eng.			
A/C. "Q" was successful but fires on headlands at reception were out, possible due to rain, but party and boats were recognised. A/C "A" reached D.Z. but after searching found no reception, and no sign of life. They sighted HAA. gun positions ½ mile N. of Mongyang, but apparently not manned. At S. of Mongyang was a hutted camp with several hundred troops in the vicinity. The weather encountered by both a/c was A/S patch up to 15,000' and patchy S/C based at 1000' with occasional Cu and Showers.						
22.6.45						
Route.	A/C. C.	Base-Akyab-1551N 9424E-1305N 9815E-1042N 10311E-1103N 10648E-D.Z. R.S.R. via Akyab.				
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight
	C.	16	--	5	6	782
Opposition.	Nil.					See Operations Order No. 90.

¹⁶ Name is given as "Priest" elsewhere.

Liberator EV930 "C"		F/O. Wilson 164419	Capt.	1305	0600	1655, D.C.O. The weather en route was typical monsoon weather over the Bay of Bengal with cloud base at 1000' descending to 300' in showers. Over the Taneserin Hills there was a layer of A.S. at 1000' and low cloud in the valleys. Towards D.Z. Cu and Cb. clouds in rows began to appear with heavy lightening and considerable turbulence. There was 8/10 low stratus over the target and a descent was made through a gap. This low cloud made the drops very difficult and the second party had to be dropped 2 miles SW. of the first party. In the first stick of three agents the last man hung by his static line from the a/c and his webbing shoulder strap had to be cut a little with a knife to release him. His chute opened all right and though he didn't drop with the others he was in the area. The weather was building up on return and was becoming quite violent over the Teneserin ¹⁷ Hills.
		F/S. Larcombe Aus436648	2.P.			
		F/O. Foster 55068	Screened			
		F/S. Urwin 1671892	Nav.			
		F/O. Kay 164079	B/A			
		F/S. Bateman Aus424944	WOP.			
		Sgt. Beckingham 3006747	R.G.			
		F/S. McGrane Aus435173	WOP.			
		F/S. Cosh 653388	F/E.			
This A/C was successful and D.Z. was recognised but it was a blind drop. Cloud obscured D.Z. of first drop, so rest dropped on paddy field, 2 miles S.W. One agent hung up but Despatcher cut him free and chute opened normally. Was not seen where they landed due to low cloud based at 400'. The general weather situation, S/C down to 500' with St. and thick A/C at 10,000;, frequent Cb. and violent storms.						
23.6.45						
Route.	A/C. "G".	Base-1719N 9432E-1550N 9532E-1568N 9536E-1557N 9429E-Base.				
	F.	Base-1719N 9432E-1607N 9545E-D.Z.-R.S.R.				
	N.	Base-1719N 9432E-1607N 9545E-1323N 10000E-D.Z.-R.S.R.				
	Q.	Base-1719N 9432E-1607N 9545E-1323N 10000E-D.Z.-R.S.R.				
	A.	Base-1948N 9310E-2057N 9830E-2203N 9845E-D.Z.-2203N 9845E-2246N 9126E-Base.				
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight
	G.	16	7	5	6	2250
	F.	12	10	9	--	2877
	N.	4	11	6	--	4346
	Q.	--	11	6	--	4190
	A.	16	11	7	--	3817
Opposition.	Nil.					See Operations Order No. 91

¹⁷ Note that in the same report two different spellings are used.

Liberator EW274 "F"		F/O. Ellinor J20131	Capt.	0450	1620	1130 The aircraft was airborne at 0450, setting course immediately. 700' pin-pointed coast and continued on track. At ID 'A' we climbed to 11000 and set course ID 'B'. Dogging between cloud we hit ID 'B' at 12000' and set course ID 'C'. Arrived on E.T.A. and set course target. Dropped on two runs and set course ID 'C' at 8000'. Climbed to 12000'. Arrived at 'C' set course 'B', descended to 1500'. At 'B' set course for 'A' at 600'. Map read across Burma and set course 500' Base. Pinpointed on track and arrived and landed 16.20. D.C.O. all on.
		P/O. Sheppard J44876	2.P.			
		P/O. Mendelovitch J.47342	Nav.			
		P/O. Brandreth 166787				
		Sgt. Rees A.277750	1.WOP			
		Sgt. T. Reisterer K.268246	2.WOP			
		P/O. McKenzie J.47454	Desp.			
		P/O. Moore J.47446	A.G.			
Liberator KL473 "G"		W/C. Farr P. G. D. 39936	Capt.	1245	2220	¹⁸
		F/O. Manning 185967	2.P			
		S/L. McConnell 81938	Nav.			
		F/O. Willcock 166350	B/A			
		F/S. Eaton 1600891	2.WOP			
		F/S. Wallis N.Z.44805	A.G.			
		F/S. Fenbow 1672757	Desp			
		F/S. Nettleton 1682204	1.WOP			
Liberator KH365 "N"		F/O. Kearns 151961	Capt.	0415	1735	Weather over Bay of Bengal quite usual, 800' base with showers, flew through front south of Cheduba Is. Cleared over Rangoon plain. Low cloud over Mataban. Climbed to 10000' over Peresserin Hills to clear cloud. Made D.R. run on D.Z. from mouth of a river near Smut Songkhrum. Found D.Z. very
		P/O. White 166194	2.P			
		F/S. Thompson Aus418312	1.W.A.G.			
		Sgt. Cullam 1616881	2.W.A.G.			
		Sgt. Holton 1667185	B.A.			
		Sgt. Gibson 1596158	Desp.			
		Sgt. Gradwell 3011373	R.G.			

¹⁸ No details given.

		Sgt. Burton 1566999	Nav.			god reception. Hills on east and S.E. of D.Z. up to 1500' on W. of D.Z. high Range up to 5 to 6000'. All packages and containers cropped in clearing. Return journey uneventful
Liberator KH367 "Q"		F/L. McCulloch 1322931	Capt.	0420	1745	1325. A/C. took off at 0420, set course from runway held 1000' across sea to South of Rangoon, then held 5000' to clear Arakan, let down to 2000' to D.Z., arriving at 1101 over the reception area which was as briefed, made two runs 312° and 140° at 500' indicated good drop. Flew back on the same course as flying out, the weather either way was fair, rain storms across sea but not too heavy. cleared everything at the heights stated.
		Sgt. Newman 1608533	2.P.			
		Sgt. Robinson 1820787	Nav.			
		F/O. Kensett 166167	B/A			
		Sgt. Brindley 1446070	1.WOP.			
		Sgt. Barlow 1455201	2.WOP.			
		F/O. Coxall 166278	Desp.			
		Sgt. Grey 1588425	A.G			
Liberator KH392 "A"		F/O. Outram 152137	Capt.	0525	1515	9.50 A/C. airborne at 0525. Climbed on track to cross sea at 1000'. On landfall climbed to 8000'. Sighted D.Z. clearly and had good reception. Good drop around T, then climbed for dropping leaflets. Returned to base at 12,500', and had to continually alter course due to heavy cloud. Thunderstorms and lightening over bay and flew round them at 800'. Landed 1515 hrs.
		F/L. Manning 130218	2.P.			
		F/O. G-Richards 166030	Nav.			
		F/O. Trill 165769				
		F/S. Holden 430657	1.WOP			
		Sgt. Creasy 1581989	2.WOP			
		F/O. Cook 166005	Desp.			
		F/S. Johnson 22206952	F/E.			
		Sgt. O'Reilly 1898963	A.G.			
All A/C. except "G" were successful. A/C. "G" met a front down to S.L. running from N. to S. on 9620E mer: which was impenetrable. The other four A/C. received reception as briefed, and all had good drops. The general weather encountered was 5/10 S/C. down to 1000' with Cu. up to 15000' building up, with general rain storms.						
24.6.45						
Route.	A/C. "R".	Base-1719N 9432E-1750N 9618E-1750N 9618E-Toungoo-D.Z.-2044N 9221E-Base.				
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight
	R	14	14	6	--	4990
Opposition.	Nil.					See Operation Order No. 92.
Liberator EW297 "R":		F/O. Husband 152553	Capt.	0525	1640	11.15 The aircraft was airborne at 05.25, set course at 1000' below 9/10 St.

		F/O. Wilson 166187	2.P				
		F/O. Redfern 166737	Nav.				
		F/O. Armstrong 166780	B/A				
		W/O. Crichton 424380	1.WOP				
		F/S. O. Smith 424054	2.WOP				
		F/S. Jackson 2206962	Eng.				
		Sgt. Richards 1405631	Desp.				
		Sgt. Pettman 756724	A.G.				
The a/c made a successful drop and D.Z. located without difficulty. The weather was 4-5/10 cu., and N.B./ST with showers with tops up to 15-20,000'. 9/10 st. and St/C. base 500' clearing to 3/10 base 2500'							
25.6.45							
Route.	A/C. "O".	Base-1719N 9432E-1607N 9545E-1532N 9740E-1512N 10009E-1600N 10526E-Target-R.S.R.					
	"G"	Base-Akyad ¹⁹ -Base					
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight	
	O	--	7	7	--	3332	
	G	Nil.					
Opposition.	Nil.						See Operation Order No. 93.
Liberator KG877 "O"		F/O. Outram 152137	Capt.	5.45	21.15	15.30 A/C. airborne at 0545 hrs. Crossed sea below cloud at 800-1000', visibility ½ - 5 miles. Climbed over mountains to 10,000' and made good track to D.Z. Good reception and drop. Climbed to 12,000' and altered course often for heavy weather. Descended south of Rangoon and continued through severe bumpy conditions and heavy rains. Landed Akyab 21.15 hrs. Returned to base 27/June. Landed 1045 hrs.	
		F/L. Manning 130218	2.P.				
		F/O. G. Richards 166030	Nav.				
		P/O. Walker 166377	B/A				
		F/S. Holden 430657	1.W.				
		Sgt. Creasy 158989	2.W.				
		F/O. Cook 166005	Desp.				
		Sgt. O'Reilly 1898963	R.G.				
		F/S. Johnson 1812330	F.E.				
Liberator KL473 "G"		F/S. McCulloch 1322931	Capt.	1230	1520	5.05 hrs. A/C. took off at 1230 hrs, set course for Akyab as staged, weather was bad across the bay and on reaching Akyab the Base of rain and clouds was 100' and less, managed to land at Akyab but unable to continue due to weather, couldn't take off due to this	
		Sgt. Newman 1608533	2.P.	1545	1800		
		Sgt. Robinson 1820787	Nav.				
		F/O. Kensett 166167	B/A				
		Sgt. Brindley 1446070	1.W.				

¹⁹ As stated in record – should be Akyab.

		Sgt. Barlow 1455201	2.W.			and met report was unfavourable for the rest of the trip to be carried out if we had been able to take off. Awaited further instructions from base, which was to return to base as soon as possible this being the 27.6.45, landed at base at 18.00 hrs.
		F/O. Coxall 166278	Desp.			
		Sgt. Grey 1588425	A.G			
A/C. "G" did not carry out the operation due to adverse weather and landed at Akyab, the base of rain and clouds was 100' and less. A/C "O" was successful in spite of very bad weather. Weather encountered low St. with heavy rain, with 6/10 cu. base at 3000' to 8000' giving severe turbulence. Military camp seen at 1545N10220E and at 1548N 10159E and 1615N 10425E, two landing strips, were seen with scattered buildings and signs of activity, but no A/C.						
26.6.45						
Route.	A/C. "K".	Base-1719N 9432E-1853N 9720E-D.Z.1-1653N 9645E-1532N 9740E-D.Z.2.-1607N 9545E-1719N 9432E-Base.				
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight
	K.	13	17	4	--	3327
Opposition. Nil.						See Operation Order No. 94.
Liberator KH271 "K"		F/O. Foster 55068	Capt.	0600	2010	Weather at Bay 500' base with frequent heavy showers. Weather from 18N 9430E inland to Mawchi - base 300' tops 10000 - ???. Climbed to 10,000 en route pin pointed Salwenbent N. of Nammehk and did 6 D.R. runs for D.Z. but cloud over whole area. Did 4 runs to secondary D.A. with same result. Time spent in search, 1 hr. Flew in cloud S. to Nyaunhlebin area,
		Sgt. Hancock 1816403	2.P.			
		P/O. Taylor 166292	Nav.			
		Sgt. Graham 2201282	A/B.			
		F/S. McGrane Aus435173	1.W.			
		F/S. McGrath Aus430668	2.W.			
		Sgt. Carey 1868443	Desp.			

		Sgt. Beckingham 3006747	R.G				descended to 300', base of cloud 100-400', and proceeded out to sea as briefed. Landfall made at 500' on Kalegauk Is. and Hope Pt. followed rail to Ye, dropped 5 nickels on Ye, turned E up Ey R., dropping 8 nickels on vellages en route, then N up tributary t Minhla. D.Z. area found O.K. and checked by the U.S. conducting officer, cloud base 1500', approach up River O.K. for 90 mins, and explored other possible D.Z.s. Return trip uneventful, cloud base 30400', with very frequent heavy showers, down to deck. Sunderbunds particularly bad. N.B. 5' N of Ye, sighted what appeared to be a convertible lorry on the railroad proceeding N. Signs of unloading activity at Ye, where 6 freight cars were dispersed. Personnel seen to disperse rapidly and seek cover.
This A/C. met weather conditions with almost continuous low cloud from 1-400' and Cu. and Layer cloud up t 10,000', with constant heavy showers. At D.Z. 1 & 2, position definitely located but weather prevented dropping. D.Z. No. 3 definitely located but no reception or ground signals after flying over area for 2 hrs. 5 mins. 5 covered wagons were observed at Ye, and 20-30 believed Japs were seen t dive for cover. 1 convertible rail/road lorry was moving Northwards on Rly. line, N. of Ye.							
29.6.45							
Route.	A/C. "B".	Base-1800N 9426E-1803N 10140E-1600N 10526E-Target-R.S.R.					
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight	
	B.	--	6	--	6	--	
Opposition.	Nil.						See Operation Order No. 95.
Liberator KG877 "B"		F/O. Foster 55068	Capt.	19.35	12.50 (30.6.45)		Flew below cloud over Bay at 500', made 1st. land, all O.K. Pinpointed Kalegauk Is. as briefed, climbing inland to 8500'. Vis. 10-15 miles. Made P.P. on Mekong and made D.R. run. P.P. Hill 4 miles Nor. of D.Z. on which was laid a triangle of 3 fires, visible 15 miles away. D.Z. well defined. Reception as briefed in full T of 5 fires and
		Sgt. Hancock 1816403	2.P.				
		P/O. Taylor 166292	Nav.				
		Sgt. Graham 2201282	A/B.				
		F/S. McGrane Aus435173	1.W.				
		F/S. McGrath Aus430668	2.W.				

		Sgt. Carey 1868443	Desp.				flashing "A". Made 4 runs. All chutes opened and load dropped safely at base of T. D.Z. flashed Thanks as we left. Journey back uneventful, weather fairly good. Observed 3 aircraft on a single 1500 N-S. Strip and reported position and details to intell. Fuel carried 2860. Used 2350. – 136 G.P.H. 1.15 AMAG.
		Sgt. Beckingham 3006747	R.G				
This operation was not completed due to engine trouble. On reaching point 85 miles SE. of Base, Engines 1 & 2 were overheating, so A/C. returned to base. ²⁰							
30.6.45							
Route.	A/C. "K".	Base-2246N 9126E-2114N 9453E-1803N 10140E-1600N 10576E-Target-1803N 10140E-2114N 9453E-2246N 9126E-Base.					
	Q.	Base- 1712N 9428E-1532N 9440E-1605N 10019E-1613N 10344R-Target-1542N 10009E-1545N 9740E-1551N 9424E-Base.					
	O.	Base-1551N 9424E-1532N 9740E-1542N 10009E-1600N 10526E-Target-R.S.R.					
	G.	Base-1551N 9424E-1532N 9740E-1542N 10009E-1600N 10526E-Target-R.S.R.					
	N.	Base-1551N 9424E-1532N 9740E-1542N 10009E-1600N 10526E-Target-R.S.R.					
	B.	Base-2246N 9126E-2114N 9453E-1821N 9735E-1639N 10014E-1347N 10556E-D.Z.-1409N 10510E-Hmawbi.					
Load	A/C.	Leaflets	Cont.	Pkgs	Bodies	Weight	
	K.	--	6	9	--	2026	
	Q.	16	11	5	--	4263	
	O.	--	8	6	--	2484	
	G.	--	7	7	2	2398	
	N.	15	7	7	--	3160	
	B.	--	--	6	6	--	
							See Operations Orders Nos. 95 & 96
Opposition.							
A/C. "B" attacked by 3 fighters whilst circling 4-5000' over D.Z. Identified by R.G. in moonlight as Oscars, chiefly by the shape of the tail. A/C. took evasive action for 1 hr. 45 mins, and dived into cloud continuously when enemy A/C. opened fire between 500-800 yards but no hits were received, and flew on a westerly course. The action commenced at 0155. At 0200 Captains gave preliminary order to stand by for emergency. This was checked and rechecked until 0415 when action broke off. Between 0200 and 0340 2nd Pilot and 1.Wop went aft to see the six passengers awaiting order to jump, and Dispatcher wearing his parachute, whilst A/C. was taking evasive action between 3000-10000'. The Captain decided to break and run. At 0340 Captain ordered load to be jettisoned. At 0345 Captain was unable to contact dispatcher on Intercom, so 1st. Wop went back and found all the passengers and dispatcher (F/O. W. N. Cook) had bailed out.							
Liberator 925 "B"		F/O. Outram 152137	Capt.	1715	0810	1400 A/C. airborne at 1715 hrs. Track as briefed. At approx. 1930 hrs, developed a leak in pipe-line, from Starboard bomb bay tanks. Opened bomb doors, slightly and bound pipe-line with adhesive tape from First Aid	
		F/L. Manning 130218	2.P.				
		F/O. G. Richards 166030	Nav.				
		F/O. Walker 166377	B/A				
		F/S. Holden 430657	WOP				

²⁰ This is what the record says, but it obviously does not refer to the above mentioned flight.

		Sgt. Creasy 1581989	WOP			Kit. Continued through moderate weather hitting
		F/O. Cook 166005	Desp.			

		Sgt. O'Reilly 1898963	R.G.		<p>clouds 10/10 above and below for about 3 hours. Navigator did excellent work on D.R. Storms just before target so climbed and circled same. Pin-pointed on Yekong and started D.R. run to target. At 0154 hrs. (E.T.A.), descending to sight D.Z., a rocket was fired from Plicker, and a second one about 15 seconds later. Immediately after this, three aircraft were sighted above, breaking for attack.(Oscars). Only cloud cover was about fifteen miles away, so headed for same doing constant evasive action as fighters began firing. Their method of attack was from 7 & 5 o'clock up, turning in at 600 yds. Gained cloud cover with fighter turning with us at almost 400 yds. Flew in cloud at varying heights, breaking cloud in different positions but found fighter above on every occasion. At 0240 hrs., decided t make a break for clouds sighted aprox. N.W. 10-15 miles, as lightening and rain very heavy all around us, and fighters had commenced to follow us in cloud. Ordered B/A., to jettison load before breaking and checked with crew again that they were ready and standing by in case of emergency. Broke cloud and fighters again commenced attacks at 5, 7, & 9 o'clock. Avoided their fire by violent evasive action, telling rear-gunner not to fire till he was certain of a hit, as we carried only one rear turret with 303 guns, and did not want E/A to know this unless really necessary. Entered cloud but fighters continued to attack until 0415 hrs. Despatcher and passengers bailed out during attack, time believed to be 0340, reason unknown. Landed at Hmawbi, no hits registered. Target had been sighted as attack commenced.</p>
			35		

Liberator 271 "K"	F/S. McCulloch 1322931	Capt.	2235	1310	A/C. took off at 2235 set course from runway climbing to 10,000', held this height till 1 ½ hrs. from D.Z. Weather en route was fair, flew through Alto Cu. for three hrs, no bumbiness encountered arrived at D.Z. area at approx. 0525 hrs., made D.R. run which took us a little to far south, sighted no smoke or signals, E.T.A. was up so decided on another run, this on heading of 256° C. to the previous 255° C, did map reading on the way and pinpointed small rivers and roads as placed on map, sighted a clearing answering the description but nothing was seen on it, E.T.A. was up once more so decided to run back from the definite point on the map, I.E. "B.Bung", following back along this road or track. The white "T" was sighted, I turned the A/C and sighted the letter "A" flashed twice on a lamp, (colour white). Made two runs over this target which was a paddy field, difficult to see the "T" on both runs, no smoke fires and "T" among trees, the drop was good and everything was being carried away on our run over D.Z. en route base. Flew back from D.Z. approx. 0710 hrs. Height 10000' weather back approx. the same. Arrived at base landed 13.10 hrs.
	Sgt. Newman 1608533	2.P.			
	Sgt. Robinson 1820787	Nav.			
	F/O. Kensett 166167	B/A			
	Sgt. Barlow 1455201	WOP.			
	Sgt. Brindley 1416070	WOP.			
	F/O. Coxall 166278	Desp.			
	Sgt. Grey 1588425	A.G			
Liberator 473 "C"	F/O. Ellinor J.20131	Capt.	²¹		
	P/O. Sheppard J.44876	2.P.			
	P/O. Mendelovitch J.47342	Nav.			
	P/O. Steele J.47363	B/S.			
	P/O. Elliot	WOP			

²¹ No times or details given in record.

		Sgt. Reisterer R.268246	WOP			
		P/O. McKenzie J.47454	Desp.			
		Sgt. Drummond 1574010	A.G.			
Liberator 365 "N"		F/O. Husband 152553	Capt.	0600	2220	The aircraft was airborne at 0600, set course and climbed through a thin layer of St., base 100' to 1500', crossed the Burma Coast at 15° 30'N, climbed to 10000' there being 6/10 Cu. base 6000, top 10,000, D.Z. located at 1349, and one successful dropping run completed at 1355. Course set for base at 1400. The flight from then on was uneventful until again crossing the Burma Coast at 17°N when a line of Cb. was encountered, and the aircraft had to make several diversions before passing through at a height of 400'. Base reached at 22.15. Landed 22.20.
		F/O. Manning 185967	2.P			
		P/O. Redfern 166737	Nav.			
		F/O. Armstrong 166780	B/A			
		W/O. Crighton 424382	WOP			
		F/S. O. Smith 424054	WOP			
		F/S. Jackson 2206962	F/Eng.			
		Sgt. Pettman 756274	A.G.			
		Sgt. Murphy 974735	Desp.			
		Sgt. Waring 1079678	(S)B/A			
All these A/C carried out their missions successfully, with the exception of A/C "B" due to enemy action. All made good drops without incident. The weather met by all A/C was 6/10 St. and Sc. down to 500', and 5/10 – 10/10 A.S. with base 10,000-12,000, with 5/10 – 9/10 Cu. between 2000' and 8000", and scattered showers.						