

## Appendix No. 18

From:- Officer in Medical Charge 358 Squadron R.A.F.

To:- Officer Commanding 358 Squadron R.A.F.

Ref:- 358S/2022/Med.

Date:- 8th. May, 1945

Operations Record Book. F540  
Squadron Medical History

During this period under review (April 1945) the numbers on Sick Parade were as follows:-

	No on Sick Parade	No of Visits During Period.	Average No of Visits Per Person.
Officers	17	29	1.7
N.C.Os (Air)	35	67	1.9
All Ground Personnel	199	467	2.3
Totals	251	563	2.2

The average no. on the daily Sick Parade was 20, and the average no. of new cases seen every day was 9 (corresponding figures for last month were 20 and 8). There were 26 detained in S.S.Q. for 24 or 48 hours (or excused duty for that period) and of these many were of gastro-intestinal origin. The other common causes were common colds, inflammations of the throat and upper respiratory tract, pyrexia of unknown origin, and skin diseases. There were several cases of mild heat exhaustion, but none of a serious nature. Ten air-crew were taken off flying duties for periods varying from one to seven days, the most common causes being upper respirator infections, external otitis, and otitis media, though the latter was always of a minor degree.

The admissions to Hospital and S.S.Q. and were:-

	Officers	N.C.Os.(Air)	Ground Personnel
S.S.Q.	3.	3	26
Hospital	3	4	10
Totals	6	7	36

The corresponding totals for last month were:- Nil : 10 : 42, so that there has been a minor decrease in this direction, which is not indicative of any particular trend. Sick Parade totals were of a comparable nature also, so that to date the increasing heat has had no effect on the Sickness Rate.

The following list shows the numbers of each disease admitted:-

Venereal Disease : 3 cases (against 8 last month)

Malaria : 5 " ( " 2 " " )

Dengue : 3 " ( " 2 " " )

Skin Disorders : 3 " ( " 9 " " )

Dysentery: Clinical : 1 cases (against 0 last month)

Bacillary: -- " ( " 0 " " )

Amoebic: 2 " ( " 1 " " )

Gastro-Intestinal : 9 " ( " 3 " " )

It will be observed that the incidence of Malaria, Dengue and Dysentery has increased, whilst that of V.D. and Skin disease decreased sharply. Placing of the Brothel Area of Jessore "Out of Bounds", and the 0100 hrs Curfew have undoubtedly been responsible for the improvement in the V.D. state.

There was one unusual case – that of a fish-sting, which an officer pilot got while bathing at Cox's Bazaar. The stings were on both legs and hips, but mostly on the right thigh. He had no serious reaction until after take-off, when severe pain and shock made him hand over to the 2nd. pilot, and the patient went back to the beam to lie down, for a feeling of paralysis of the legs and arms set in, along with the pain in the back and abdomen. In spite of these symptoms he took over again at base and successfully landed the aircraft. He was given preliminary treatment at S.S.Q., and then sent to No. 9 R.A.F. Hospital as he was very collapsed and in great pain. Transfer was effected by air. Recovery was uneventful.

#### Psychological Disorders

There were two cases of Neuropsychosis among air-crew personnel. One officer developed an acute depression, was referred to the Specialist in Neuropsychiatry, and has since been granted sick leave pending a Medical Board. A sergeant air-gunner, after c/o various somatic disorders was sent to the Neuropsychiatrist, and a diagnosis of Obsessional Neurosis made, with a recommendation for posting to U.K. Three suspected cases have happily not progressed, and they are being closely observed for signs of deterioration, and two of these have been granted leave.

#### Sanitation and Hygiene

This work continues as noted in previous reports, but there is still very little evidence of the beginning of many repair and other maintenance works advised in February. Whilst a certain delay is probably inevitable before sanction to begin many of these jobs it is considered that much more should have been done by this time. Inquiry reveals that several matters are reputedly in hand. More generous supplies of D.D.T. earlier would have ensured that all billets on this unit would have been sprayed, but now that supplies have become available the work is proceeding and many billets have received their "coat". With the more generous supplies of D.D.T. which have been promised it is hoped to frequently spray all billets and cookhouses etc.

The present Malarial incidence of this Squadron points to the early exhibition of Suppressive Mepacrine Treatment, should this rate continue. F/Lt. Douglas, Group Anti-Malarial Officer visited the Station during the month and a Station Meeting was held to discuss the best methods of ensuring Anti-Malarial discipline. The Squadron Anti-Malarial Officer, through the medium of posters, notices in Unit Routine Orders etc., draws continuous attention to the methods of prevention of Malaria. Lectures have been given to all personnel by the Medical Officer, on the early recognition and methods of prevention of Heat Stroke, Venereal Disease, Dysentery and Malaria.

#### Flying Accidents.

One flying accident occurred during the month, on the night of 30th April-1st. May, when F/Lt. Robinson and crew had to ditch in the sea off Cheduba Island in the Bay of Bengal. Only four members of the crew have survived – three of these were in the beam at the time of ditching, the other, the 1st. W/Op. being on the flight-deck. The Captain and Navigator are as yet missing, along with one gunner. Full particulars of the accident are not available here yet, but it is known that the 2nd. Pilot (who has since died) swam ashore, and the 2nd W/Op. brought ashore one of the gunners who died as they got within reach of the beach. The "ditching" was apparently a "heavy" one.

(R. Halliday.) F/O

Officer in Medical Charge, 358 Squadron, R.A.F.

## Appendix No. 19

From:- Engineer Officer, 358 Squadron  
To:- Officer Commanding, No. 358 Squadron  
Date:- 6 May 1945  
Ref:- 358S/R.1652/3/ENG.

Form 540 – Engineer Section – April, 1945.

The Squadron carried out 117 sorties involving 1272 hours flying during the month. During the period 6 operational failures occurred, none of which were attributable to faulty maintenance, and six engines were changed by Squadron personnel. The reserve holding enabled these engine changes to be effected with minimum delay.

2. During the month work was commenced to modify the aircraft for paratroop dropping. In all four aircraft were modified and the first "bod-dropping" operation was carried out on 26th April. Other work put in hand was the fitment of blister windows for pilot and co-pilot, removal of all armour plate and complete stripping of front turret. As an experiment the camouflage paint was removed from engine nacelles upper wing surface, bomb doors and wheel fairings on one aircraft to reduce drag.

3. The heat increased at the beginning of the month and sickness went up with it. New working hours of 07.00 to 12.00 and 16.00 to 18.00 hours were commenced on 11th April and the worst hours were thus avoided. Sickness combined with absence on leave (local and to U.K.) and on courses and repatriation of tour expired personnel caused a heavy drain on squadron personnel; if the new reduced establishment is effected the squadron serviceability and flying hours will inevitably be curtailed.

Postings out to bring the squadron down to the new establishment were commenced during the month, but the case was put up to Group and the postings are in abeyance for the time being.

4. Reinforcement aircraft received were either old series or repaired aircraft and a great deal of unproductive work had to be carried out on them. On aircraft in particular, EV991, came to the squadron after 250 hours on 1673 H.C.U., did one trip and had to be allotted away for 3 engine changes for high oil consumption and starboard fuel cell change.

5. Generators and C.S.U's caused much trouble throughout the month and two aircraft were always A.O.G. for this reason.

6. High winds and rain caused damage to aircraft and buildings and interfered with evening work.

8.<sup>1</sup> On 28th the programme was changed to 6 aircraft each day instead of 12 alternate days.

(C. G. Moore). F/Lt.  
Engineer Officer.  
358 Squadron.  
Royal Air Force, SEAAF

---

<sup>1</sup> Record states "8"; there is no point "7" in the record.

## Appendix No. 20

From:- Signals Officer, 358 Squadron  
To:- Officer Commanding, No. 358 Squadron  
Date:- 6th May 1945  
Ref:- 358S/955/Sigs.

## Form 540 – Signals Report – April 1945.

The allocation of Signals and Radar personnel as shown in the revised Squadron establishment is considered inadequate, and a recommendation has been put forward as a suggested minimum for present requirements. The present establishment makes no provision for W/Op's, and it is Group policy to post these W/Op's at present on Squadron strength, and attached to S.H.Q., to R.A.F. Jessore.

The Radar Section have now installed independent test and inspection benches in the Station Radar Workshop, where a mains supply is available. The Squadron Radar Workshop is now used solely a a Flight Office and for minor Flight Maintenance. A Radio Vehicle, Type 422, has been received and is in use by the Radar Section.

A high standard of serviceability has again been maintained throughout the month, though Workshop Maintenance in both Radar and Signals Sections is being carried out under difficult conditions due to the shortage of Petrol Electric Sets for charging purposes.

Interphone positions for the Flight Engineer on both the Flight Deck and the Sports Deck have now been fitted in the aircraft, a Type 29 socket and Press-to-talk switch having been provided in each case, in parallel with the Bomb-bay Jack Box.

Fitting of Loran in Squadron aircraft was completed by the middle of the month, and all sets have been re-tuned and set up for operational working. Replacement aircraft, which have since arrived have, however, not been equipped with Loran, and consequently 13/15 aircraft were fitted with this equipment at the end of the month.

A training installation was set up in the Navigation Section at the beginning of the month for the training of Navigators in Loran, and good use was made of it for the two weeks preceding the heavy operational flying period. But, until further charging power is made available, the installation can now no longer be used.

The Squadron's I.F.F. overall operational efficiency has been calculated by H.Q. Eastern Air Command as 95%, and represents a high standard which compares favourably with that for other Squadrons in 231 Group.

On the night of the 30th April 1945, aircraft X/312 was returning to base from an operational sortie, when the port-outer engine went u/s about 600 miles from base. Full details as to the cause of distress, position and height were immediately transmitted to Group Control at 2205 hours and a E.T.A. for Cox's Bazaar given. The Wireless Operator continued to pass further messages on the Communications Wave, giving revised positions of the aircraft, and in between these messages, obtained D/F assistance on the D/F wave. Further messages were received at 2312 and 2345 hours, reporting that a course had been set for a nearer airfield, and giving the E.T.A. for the airfield concerned. At 0005 hours it was reported that 2 engines were now u/s, and a further position of the aircraft was given. A fix was then obtained on the D/F wave, and a final position report was given in plain language, before the S.O.S. signal was transmitted, on which a fix of the ditching position was obtained. This is considered a commendable achievement on the part of the two W/Op's, F/O Bartlett and Sgt. Andrews, and enabled two Air Sea Rescue aircraft to locate the position and rescue the majority of the crew.

F/O.  
Signals Officer.  
358 Squadron.