

Appendix No. 15

From: Engineer Officer, No. 358 Squadron.
To: Officer Commanding, No. 358 Squadron. (3 Copies.)
Date: 4th. August, 1945
Ref: 358S/R.1652/3/ENG.

Form 540 Engineer Section – July 1945

The number of flying hours for the month was below the Squadron average this being accounted for by the small number of aircraft available.

Flying hours totalled 840, average aircraft on charge: 10, aircraft average serviceability, 70%.

1 aircraft KH160 (W) received from 82 R.S.U.

1 aircraft EW274 (F) crashed after take off.

1 aircraft KH365 (N) forced landed after running out of petrol.

1 aircraft EV960 (N) detached from Station, bomb bay cells removed and used for training.

Decision to install Rebecca by Group necessitated the removal of Bomb Aimers armour plate.

During the month 2 operational failures occurred: one due to excessive trim required: the other due to surging boost, both failures on (B) EV925.

159 Squadron detachment arrived for period of 14 days.

Introduction of maintenance scheme, whereby major inspections, and category A and AC work to be carried out by Unit.

Servicing renamed R. and I. and the Flights assume Daily Servicing responsibilities. New establishment to meet the new maintenance scheme received, but considered to be inadequate for the increased demands on ground personnel.

All I.O.R. tradesmen posted.

Electrical Officer arrived as a temporary measure, after representations to the Group Electrical Officer.

F/Lt. W. H. Coast. arrived ex, U.K. to relieve F/Lt. C. Moore. due for repatriation.

(W. H. Coast.). F/Lt.
Engineer Officer,
No. 358 Squadron,
R.A.F.

Appendix 16

From:- 358 Squadron Navigation Officer
 To:- Officer Commanding No. 358 Squadron.
 Date:- 13th August 1945

Monthly Record F540
 July 1945

Operations.

Operations were resumed towards the end of the raining¹ period; the first being on July 10th. From then on operations were carried out every other day, weather permitting. Owing to a shortage of aircraft however, the maximum sorties flown on any one day was six.

All operations were S.D. in character, being carried out by individual aircraft. The average length of trip falling to about eleven hours, nearly all of which were during the hours of daylight. However, two sorties flown in the moon period, involved a seven hours return flight at night.

Statistics show that July was the Squadrons most successful month to date, the total success being over 80% of sorties flown. The chief reason for the increased successes was obviously a weakening of the monsoon, which we fear will not continue to enable us to make August a record month.

Training.

A number of newer crews were given air training in the form of nine daylight and six night training flights. These included a number of EL sorties the most important of which were probably those of the 27th and 28th in the Pegu Yomas area. On these two days getting on for one on nickels were dropped. Extra navigators and instructors were carried on the night cross countries for the purpose of Loran training and was quite successful. Unfortunately one Loran instructor from R.A.F. Station Jessore was killed when W/O Sims crashed on take off for a cross country flight.

Loran ground training was continued when possible, but we were handicapped during the latter half of the month owing to a breakdown in the Station electric supply, which rendered the Loran trainer unserviceable. Two lectures were given at the beginning of the month.

A number of other lectures were also given, subjects covered being:-

Dinghy Drill and Equipment	Security
Oxygen and its uses	D.R. Compass
Technical Equipment in Liberators	Intelligence
Fighter Tactics	Meteorology

We were honoured by the visit of a number of navigators from the Empire Air Navigation School, Shawbury, who gave us a very interesting talk which was appreciated by all.

Instruments

The compass adjusters Sergeants Llewellyn and Ggett carried out 22 ground swings, assisted on three occasions by a navigator. No serious snags were encountered.

The following were also carried out:-

Loop Swings – 1
 Alignment of drift sights – 6
 Calibration of A.S.I. – 21

Equipment

The situation is now satisfactory, since eight new astro watches and some trueline protractors were received to fill outstanding orders. Maps and Charts are kept in stock, although supplies were short at times.

¹ On the microfilm the left side of this report has been "cut off", and some words are therefore unknown; "?" marks indicate where the word could not be transcribed.

Personnel

No navigators were tour expired during the month, but two new navigators arrived with complete crews. These were F/O Boreham and F/O Evans. They will be fully trained early next month.

We regret to report the loss of Sgt. Freeman – killed in crash of aircraft on take off for a training cross country at night. Fortunately no extra navigators were carried on this occasion.

Miscellaneous

The duties of Squadron Navigation Officer were taken over by F/L. T. Titchmarsh on the 8th July.

The standard of navigation appears to be average plus in a number of cases, which is most satisfactory. There have been, however, a couple of bad navigational errors, which we trust will not occur again.

(T. Titchmarsh) F/L
Squadron Navigation Officer

Appendix No. 17

From: Signals Officer, 358 Squadron.
To: Officer Commanding, 358 Squadron.
Date: 6th August 1945
Ref: 358S/955/Sigs.

Operations Record Book – Form 540.
Signals Section, July 1945

In spite of continued adverse conditions due to the Monsoon, by which dampness and even occasional flooding of components has made servicing more difficult, the W/T and Radar Serviceability has been maintained at a high standard.

All "KH" and "KL" aircraft have been fitted with V.H.F. Equipment and crystalised on Channels B, C, and D. Early in the Month, practice homings were obtained during Training Flights from the V.H.F. D.F. Tender now installed at Jessore. Ranges obtained were, however, poor due to the lack of a V.H.F. Transmitting Mast at sufficient height at the Ground installation and instructions have therefore been issued that this facility should not be relied on returning from Operational Sorties.

All Aircraft have now been fitted with Packard-Bell Pre-Amplifiers, thus eliminating entirely the necessity of Aircrew having to draw American-type headsets and microphones when flying in aircraft not fitted Packard Bell.

The long-awaited timber, necessary for the Column 7 fitting of the S-phone installation has been received and eight aircraft are now completely fitted S-phone. Training of W/OPs (Air) in the use of this equipment is in progress.

All major items of the Rebecca Equipment on the U.K. Task have now arrived, but large quantities of fittings are still awaited. Two members of the Fitting Party are already attached to the Squadron, and others have been promised as soon as all equipment has been received and fitting of Rebecca into Aircraft can be started.

The increase in the establishment of the Radar Section has been confirmed this month, and Sgt. Cowling has been recommended to fill the F/Sgt. vacancy. One corporal and one mechanic are at present attending the Loran Course at No. 51 Radio School.

F/O.
Signals Officer,
358 Squadron, R.A.F.

Appendix No. 18

From: Signals Leader, No. 358 Squadron.
To: Officer Commanding, No. 358 Squadron.
Date: 1st. August, 1945
Ref: Sigs. Leader.

July 1945. Operations Record Book – F.540.

It was noted with satisfaction that weather security in Burma was relaxed so standardising and making the position clearer for W/OP's Air when requesting Meteorological reports.

The table appended to S.S.I. No. 2. Ref. 321G/S.3333/1/Sigs., further clarified Meteorological broadcasts and will prove useful to this Squadron's aircraft returning over Burma and the Bay of Bengal.

It was considered that the change over of various stations from the Bomber Strike H/F. D/F. frequency to the Air Sea Rescue frequency left the H/F. D/F. distress frequency short of facilities for an initial distress call.

(J. Brace) F/LT.,
Signals Leader,
No. 358 Squadron, R.A.F.

Appendix No. 19

Bombing Section Return. F.540, July, 1945.

Training

Hours flown on Practice Dropping.....9 hrs. 35 mins.
 Number of Containers Dropped.....110
 Hours flown on Cross Country.....Day. – 65 hrs. 45 mins.
 (Map Reading) Night. –28 hrs. 20 mins.

Ground Instruction was given from 1.7.45 to 14.7.45 in the following subjects:-

Bomb-sight. Bombing Gear. Bombs & Components. Pyrotechnics.

S.D. Operations General. Cannister and JO dropping.

Security & Escape.

Liberator Aircraft & Emergency Procedure. 'K' Type Dinghy. Flying in this Theatre. Navigation.

At the conclusion B/A's categorised with the Following results.

Class "A". – 7
 Class "B". – 13
 Class "C". – 1

Operational.

Total number of Supplies and JO's dropped confirmed by "Field Reports" to date:-

125 Containers. 50 Packages. 4 JO's.

Total Dropped Outside D.Z.

3 Containers. 10 Packages. 3 JO's.

Known Accuracy.....(Containers & Packages. 92%
 (JO's..... 25%

U. McDonald. F/O.,
 Bombing Leader,
 358 Squadron, R.A.F.