

Appendix 21

From:- Officer in Medical Charge No. 358 Squadron.
 To:- Officer Commanding 358 Squadron.
 Date:- 19th July 1945
 Ref:- 358S/2022/Med.

Operations Record Book : F540
 Squadron Medical History

During the month of June the numbers in the daily sick book were as follows:-

	No on sick parade	No of visits during period.	Average No of Visits per person.
Officers	30	51	1.6
S.N.C.Os (Air)	62	109	1.7
Ground Personnel	167	364	2.1
Totals	251	524	2.0

These figures indicate an increase in the sickness rate, to be expected at this stage with humidity and heat at their peak, though this is no justification for the fact that just under one third of the squadrons total strength should have reported sick as some time or other during the month. It is felt that this figure is too high, and could be measurably decreased by the application of methods of sanitation and hygiene so often expressed and suggested in the past.

The total number of admissions to Station Sick quarters and hospitals was 59, made up as in the following tables :-

	Officers	S.N.C.Os.(Air)	Ground Personnel
S.S.Q.	10.	13	21
Hospital	6	4	5
Totals	16	17	26
Dysentery.	3	--	7
Malaria.	3	4	2
Enteritis.	1	1	--
N.Y.D. Fever.	2	1	--
Dengue.	2	--	--
Others.	5	11	16
Totals	16	17	26

There was a sharp rise in the numbers of officers and aircrew N.C.O's hospitalised (figures for the preceding month were 17 : 7 respectively), and a decrease in the number of ground personnel hospitalised (37 for the preceding month). an overall increase of 8 occurred.

Sanitation and Hygiene

This still remains in its former state i.e. many new latrines require to be built, and present ones (already condemned) destroyed; messes and kitchens require white-washing; and monsoon drains in latrine and mess

vicinities require to be cleaned. (they are a persistent source of flies and mosquitoes. The present incidence of gastro-intestinal disorders may be largely attributed to the latter.

Anti Malarial Measures

On the first of June this unit was put on Suppressive Mepacrine Therapy due to the anticipated high incidence of malaria in the ensuing three months. by this means, plus the usual precautions, malaria should be stamped out within a few weeks.

Flying Accidents.

Difficult flying weather and the many new and inexperienced crews on the squadron, may be two of the reasons why during the month of June 4 aircraft were lost.

On 13.6.45. F/Sgt Staines flew into the ground killing five of the crew and injuring two; on the 14th F/Sgt. Gwinnel made a crash landing on a beach and escaped with the remainder of the crew all alive; on 19.6.45. F/O Anderson and crew went missing on an operational flight – seven missing believed killed; and on 12.6.45, F/Sgt Hodgson crashed on take off. All the crew (8) were killed. F/O Cook a member of F/O's Outram's crew, was found to be missing after an operational flight during which Jap fighters chased them for two hours approximately. No reason is known and it can only be presumed that he baled without instruction. The aircraft was not damaged.

Psychological Disorders

Two first pilots and one navigator were removed from flying during this period, and declared to be tour expired – prematurely – because of flying fatigue, and were dealt with under the terms of A.M. Letter S.61140/111/S.7 (a) dated 17th November 1944, rather than under A.M. Letter S.61141/S.7 (d) dated first of November 1945¹, which it was felt would have been a harsh judgement in these cases.

No other cases were seen.

(R. Halliday.) F/O
Officer in Medical Charge,
No. 358 Squadron R.A.F.

¹ Record states "1945", but this should probably be "1944".

Appendix 22

From:- 358 Squadron Navigation Officer
To:- Officer Commanding No. 358 Squadron.
Date:- 14th July 1945
Ref:- 358S/S.100/Air.

Operations Record Book – F540 – June 1945

Personnel:

The following navigators were added to our strength during the month of June:-
P/O. Brandon. F/O. Willcocks. Sgt. Sterrar. P/O. Faulkner.
P/O. Taylor. P/O. Mandelovich. P/O. Newman. Sgt. Freeman.
F/Sgt. Newland P/O Renmand. P/O. Griffiths.

Two navigators became tour expired being F/O. Field and F/O. McDiarmid.

We also suffered the loss of the following navigators on operations:-
F/Sgt. Ross, F/O. Grayton. Sgt. Storrar.

Operations and Training.

As previously, sorties were carried out individually but the average duration, increased to about 17 hours. The majority of sorties again being carried out in daylight, and as in May, operations were carried out nearly every other day.

With little time there was to spare, was utilised for further lectures and demonstrations on Loran, whilst lectures were also given by "E" Group, and Intelligence on the country, type of operations, and escape.

Air training took the form of six daylight cross countries and four night cross countries for the benefit of the new crews. Others were arranged, but had to be cancelled owing to inclement weather. A loran cross country provided satisfactory results.

Fortunately we came through the month once again with no known navigational failures. June analysis returns have not, as yet, been received from Group, so that no comparison can be made of the navigation on the various Squadrons. It is believed, however, that the standard of the previous month was maintained. Improvements are expected during July as the navigators gain further operational experience.

During the absence of F/O. Field who fell sick, P/O. Shaw, from S.H.Q., Jessore, took over duties as Squadron, Navigation Officer, as usual, assisted by F/Sgt. Burton.

Appendix No. 23

From: Armament Officer, 358 Squadron
 To: O.C. 358 Squadron
 Ref: 540

June 1945

1.	Total number of Containers loaded during month	816
	" " " dropped " "	289
	" " of Packages dropped " "	644
	" " " dropped " "	224

2. With the breaking of the Monsoon there has been a decrease in the percentage of Containers successfully dropped. The fixtures being Containers 35.4%, packages 34.7%.

3. there is still no arrival of Bomb Trolleys, but the question has been raised with Group Headquarters, and it appears that B.A.F.S.E.A. have routed them to the wrong M.U. and they should arrive during July.

4. Owing to the inability to return Mid-upper and Ball Turrets it necessitates employing three armourers full time on servicing them. However, they have not to be returned through R.& S.U. so they should start moving soon.

5. Removal of Ball and Mid Upper turrets is still proceeding and all A/c, now have them removed. Group Headquarters are endeavouring to have all turrets and Guns which are removed from S.D. A/c. executed prior to despatch to the Squadron.

Appendix No. 24

From: Engineer Officer, No. 358 Squadron.
To: Officer Commanding, No. 358 Squadron.
Date: 9th July, 1945
Ref: 358S/R.1652/3/ENG.

Form 540 – Engineer Section – June 1945

The amount of flying during June was considerably less than in previous months, chiefly because of bad weather, shortage of aircraft and crews. Flying Hours numbered 807, the average number of aircraft on charge during the month being only 12, out of which the average serviceability was 10, a reasonable figure in view of the interference with work of bad weather. Five aircraft were modified with paratroop slide during the month and mid upper turrets removed and replaced by the new type of blanking plate which is fitted with an escape hatch. three sets of 3rd Bomb Bay Cell fittings (jettison type) were manufactured during the month but only one set was installed in aircraft. On account of bad weather many trips which normally require one BBC now required two to allow the aircraft to fly around the worst weather.

At the beginning of the month the squadron moved up onto the new marshalling yard near the runway and the new site was found to be a great improvement in all ways on the old scattered dispersals.

An epidemic of burnt lead ends caused considerable trouble during the month; excessive ground running when the free air temperature is high was the probable cause.

Towards the end of the month the first fully modified S.D. aircraft was received from 322 M.U. in exchange for an unmodified aircraft.

During the month 3 operational failures occurred, only one of which was unavoidable; of the other two one was due to finger trouble on the part of a ground N.C.O. and the other to mishandling by a pilot.

Two aircraft were lost during the month's operations.

On 30th June, 159 Squadron detachment arrived to take over operational duties during the 14 days training programme to be carried out at the beginning of July.

The issue of mecaprin tablets, commenced on June 1st, cut down completely the incidence of malaria.

(C. G. Moore). F.Lt.
Engineer Officer,
No. 358 Squadron,
RAF. SEAAF.

Appendix No. 25

From: Signals Officer, No. 358 Squadron.
To: Officer Commanding, No. 358 Squadron.
Date: 10th July 1945
Ref: 358S/955/Sigs.

Signals Section Operations Record Book – Form 540.

With the advent of the Monsoon the W/T and Radar serviceability has suffered several failures of Equipment being experienced due to the flooding of various components.

With the arrival of many new crews the loss of trailing aerial weights has reached alarming proportions, and the A.O.G. system had to be adopted to make all aircraft serviceable.

The non arrival of the timber which was demanded as an I.O.R. during May has delayed still further the installation of S.Phone equipment, in this Squadron's aircraft.

Rebecca equipment for fitment to this Squadron's aircraft has started arriving from the U.K. but at present in irregular quantities and at irregular intervals.

A Radar Mechanic returned from a Course of training in the maintenance of Loran equipment, held at No. 51 Radio School. His training has proved invaluable during the month and the granting of a vacancy for the course commencing 30th June was welcomed.

(Ogden F/S)
N.C.O. i/c.- Signals,
358 Squadron,