

TOP SECRET
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HEADQUARTERS, AIR COMMAND, SOUTH EAST ASIA

BRIEF HISTORY OF CLANDESTINE AIR OPERATIONS IN THE SOUTH EAST ASIA
THEATRE OF WAR.

(Written and Compiled by Squadron Leader G. L. Coleman).

PERIOD 1ST JUNE, 1942 TO 31ST AUGUST 1944.

GENERAL

1. The history of clandestine air operations in this Theatre falls into three distinct phases:-
 - (a) Operations by aircraft of the Air Landing School from 1st June, 1942 to 31st May, 1943.
 - (b) Operations by No. 1576 S.D. Flight, Chaklala, from 1st June, 1943 to 31st January, 1944.
 - (c) Operations by No. 357 S.D. Squadron, Digri, from 1st February, 1944 to 31st August, 1944.

In addition, there were a number of beach infiltration operations by Catalina aircraft of both No. 240 G.R. Squadron and No. 628 S.D. Squadron based at Redhills Lake, Madras.

Operations by Aircraft of the Air Landing School, 1st June, 1942 – 31st May, 1943.

2. After the withdrawal of our fighting forces from Burma early in 1942 it became urgently necessary to obtain intelligence of the enemy movements in preparation for their anticipated attack on India. Infiltration by agents overland into Burma was a long and arduous task calling for very highly trained jungle trekkers. Consequently, in May 1942 a proposition was put to the Air Staff at A.H.Q. India by I.S.L.D. to drop agents by parachute.
3. The proposition was approved by the Air Staff and during the following month a Hudson of the Air Landing School, then at Delhi, proceeded to Dinjan, Assam, to carry out the first clandestine air operation from India. Two agents were dropped at night by moonlight and, from the R.A.F. standpoint, the operation was a complete success.
4. Stringent security measures were requested by I.S.L.D. which resulted in no official R.A.F. record of this operation being kept. In fact, throughout the twelve months that Air Landing School aircraft were used for this work no detailed information was kept either at the School or at Air Headquarters.

5. This initial success caused I.S.L.D. and G.S.I.(k) (later to become Force 136) to plan a series of operations of a similar nature, to be carried out during the moon periods of the ensuing months. Unfortunately, unsuitable weather conditions, and the difficulties of operating single aircraft from A.L.G's 1,300 miles from base severely handicapped the R.A.F's co-operative intentions. Nevertheless, out of the ten sorties attempted between 1st June, 1942 and 31st May, 1943, six were entirely successful.

Operations by No. 1576 S.D. Flight, Chaklala, 1st June, 1943 – 31st January, 1944.

6. The successes obtained by the pilots of the A.L.S. encouraged the Clandestine Services to plan air operations on an ever increasing scale. It was obvious that small detachments of aircraft from the A.L.S. would be quite inadequate for regular monthly operations. Also the primary role of the School would be adversely affected by the continual withdrawal of aircraft and crews.

7. Therefore, on 1st June, 1943, No. 1576 S.D. Flight consisting of 6 Hudson Mark III aircraft was formed at Chaklala under the command of Squadron Leader J. R. Moore, who had been serving as Chief Flying Instructor at the Air Landing School.

8. The directive to No. 1576 Flight instructed all concerned that the Unit had been established with the object of providing resources for the operations required by I.S.L.D. and G.S.I.(k) without prejudice to the normal functions of the Air Landing School. All R.A.F. responsibilities for undertaking the training and operations required by these organisations, henceforward, devolved upon No. 1576 Flight. The normal forward bases used by aircraft of the Flight was Dum Dum airfield at Calcutta. Once operations had been approved the planning and execution of the air side became the responsibility of the Flight Commander.

9. The range of the Hudsons Mark III, even when fitted with overload bomb bay fuel tank, restricted operations for all practicable purposes to areas in Burma. Adverse weather conditions prevailing over Burma during the S.W. Monsoon, and the necessity for conducting all operations by moonlight due to navigational difficulties, placed further restrictions upon the scale of operations.

10. During the first four months after the formation of No. 1576 Flight weather conditions over Burma were particularly bad. Only four operations were attempted during this period, two in June and two in August. In June one agent was successfully dropped and in August a container was released. The two other sorties were abortive.

11. In October 1943 three Hudsons attempted eight operations involving nine sorties. All were completely successful from the R.A.F. standpoint.

12. November, 1943 proved a bad month from the weather point of view. Only four operations were attempted of the twelve requested. Two of these four sorties were successful.

13. The need for extension of operations to areas outside Burma was fully appreciated and, after long negotiation, the addition of three Liberator Mark III to the establishment of 1576 flight was agreed to by Air Ministry in November, 1943. In addition, it was agreed that nine Catalina aircraft due to arrive from West Africa should be earmarked for special operations.

14. The three Liberators arrived modified to M.E. S.D. requirements which were considered unsuitable for the type of native agent peculiar to this theatre. Lengthy experiments were put in hand to modify the aircraft with a slide exit similar to that on the Hudsons.

15. Six operations by Hudsons were attempted in the December 1943 moon period, all of which were successful. January, 1944, however proved a blank month as unfavourable weather prevented any operations being attempted.

Operations of No. 357 S.D. Squadron, 1st February, 1944 – 31st August, 1944.

16. On 1st February, 1944, No. 1576 S.D. Flight was re-formed as No. 357 Squadron. Liberators 6; Hudsons 3; Catalinas 6 plus 3. "A" Flight, consisting of Liberators and Hudsons, were to be based at Digri, and "B" Flight (Catalinas) at Redhills Lake, Madras. The aircraft establishment was initially filled with Liberators 3, Hudsons 7 and Catalinas 4.

17. It was soon apparent that it would be impossible to operate Flights consisting of fundamentally different aircraft and situated 900 miles apart under one Commander. Therefore, Air Ministry approval was obtained to throw off the Catalinas as a separate Squadron to be known as No. 628 S.D. Squadron.

18. No. 357 Squadron was not installed at Digri until 20th February, 1944 but the Hudson aircraft operated from Dum Dum during the moon period from 5th February to 17th February, 1944. During this time, although only four nights were available, they successfully attempted eight sorties.

19. March 1944 was an epoch making month for S.D. Operations in this theatre. Firstly, six modified Liberators were delivered to No. 357 Squadron and carried out the first two clandestine operations to Siam. Both were successful although two attempts were required in one case. Secondly, this month saw the largest air effort yet put into clandestine operations in this theatre. Twenty three sorties were despatched of which twenty were successful from the air standpoint. Unfortunately, this success was marred by the loss of a Hudson which crashed in Kokang on the Burma/China border killing five of the six crew. This was the first aircraft lost on S.D. operations in this Command. Thirdly, Flight Lieutenant Graham, 357 Squadron's Medical Officer, although he had not previously dropped from an aircraft, volunteered to be parachuted to the rescue of the only surviving member of the Hudson crew, who was seriously injured. The rescue was successfully accomplished and the doctor was awarded the D.S.O. for his gallant action.

20. In April, 1944, an attempt was made to stage a Liberator operation to French Indo-China using Kunming as an A.L.G. The attempt met with disaster. One aircraft fully loaded made a wonderful forced landing on the tiny fighter strip at Fort Hertz. The second aircraft, after being reported missing, was eventually found to have crashed in North China killing 13 R.A.F. personnel. This was undoubtedly due to inexperienced crews attempting what is accounted to be one of the most difficult flights in the world – over "the Hump" from India to China. On other operations Hudsons claimed six successful sorties out of eight and Liberators five successful out of six.

21. During the May 1944 moon period, seven out of eleven Hudson sorties were successful but only five out of twelve Liberator sorties achieved success. One Liberator crashed on return twenty minutes flying time from base due to lack of fuel. Bad weather, including electrical storms and 10/10ths cloud was experienced by most crews during this month's operations.

22. Monsoon weather was at its worst during June, 1944 resulting in only six Hudson and one Liberator successful sorties out of fifteen and nine attempts respectively. Thirteen of these sorties were directed to one particular area but only one aircraft was able to deliver its load due to 10/10ths cloud over the D.Z. Similar conditions were experienced in July, 1944 resulting in three successful out of nine attempted Hudson sorties. Liberators only made two sorties both of which were successful.

23. Owing to monsoon conditions no operations could be carried out from base during the August, 1944 moon period, but a number of emergency sorties from A.L.G's were successfully carried out. In addition Liberators continued to ferry P.O.L. and stores into Kunming for future operations. Hudsons made three sorties from Dinjan, Assam; two of which were successful, one from Kylhet and one from Kunming.

Operations by Catalina Flying Boats of Nos. 240 & 628 Squadrons from 22nd April, 1943 to 31st August, 1944.

24. The first Catalina Flying Boat S.D. operation in this theatre was attempted by two boats of No. 240 G.R. Squadron on 22/23rd April, 1943. both aircraft were stripped of special equipment and one carried a small bombload to carry out a diversionary raid. The landing attempt was unsuccessful owing to a heavy swell in the selected alighting area. However, a second attempt on the night 25/26th April proved entirely successful. The second aircraft circled Tavoy to bomb the airfield as it had done on the previous attempt.

25. Lack of submarine transport for agents coupled with the obvious advantage in speed caused the clandestine organisations, particularly I.S.L.D. to plan a large number of Catalina operations following the initial success. However, G.R. Catalinas were fully committed in their normal role and it was not until January, 1944 that a second operation of this nature was attempted.

26. On the 15th January, 1944 two Catalinas of No. 240 Squadron set out for Island¹ off the S. Burma coast to carry out I.S.L.D's operation Buzzard. The operation was successfully completed despite the fact that the starboard blister of the landing aircraft was smashed and she had to take off with two feet of water flooding the blister compartment. The Catalina was nearly three hours on the return journey before most of the water had been baled out. The agents put ashore for this operation were successfully picked up by Catalinas of 240 Squadron on the night of 14/15th February, 1944. Both operations were excellently carried out.

27. Although formed on 1st February, 1944, No. 628 Squadron did not attempt its first S.D. operation until May 1944, mainly due to bad sea and weather conditions in the selected target area. On the night 2/3rd May, a number of agents with kit were put ashore in the Bangkok area. a reconnaissance on 10/11th May failed to make signal contact with the party. During the same month a S.O.S. was received from an I.S.L.D. party in the Basssein area of Burma. A Catalina was sent to their rescue but was unable to make contact although remaining waterborne for over two hours whilst an I.S.L.D. Officer went ashore in an endeavour to find the fugitives.

28. Monsoon conditions prevented further flying boat operations until September, 1944.

Conclusions

29. The demands for air transport for the Clandestine Organisations for their operations has ever been in excess of the amount which could be conveniently allocated. However, future plans of both the R.A.F. and the Organisations have now been aligned and it is hoped that, with the co-operation of all concerned, clandestine air operations in this theatre will reach proportions at least comparable to those in other theatres of war.

30. Detailed chronological lists of operations are attached at Appendices "A", "B" and "C", to certain copies.

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12 Jan 45

¹ Name of the island is not given in the record.

S.D. Operations by Aircraft of the Air Landing School, Chaklala

Date	Code Name & Sponsor	Area	A.L.G	Load		No. & Type of aircraft	Results & Remarks.
				Agents	Stores		
1942 June 24th	? ¹ I.S.L.D.	N. Burma	Dinjan	4	Kit	1 Hudson III	Successful.
Novr Night 19/20	Bat I.S.L.D.	Maymyo	Dum Dum	2	200 lbs	1 Hudson III	Successful.
22/23	Brass I.S.L.D.	Rangoon	Dum Dum	4	250 lbs	1 Hudson III	Successful.
25/26	Brazen I.S.L.D.	S. of GWA	Dum Dum	2	? ²	1 Hudson III	Successful.
1943 Jany Day 20	Flimwell Force 136	N.Brassin	Dobazari	2	6 Con- tainers	1 Hudson III	Successful. Dropped in two runs.
Feby 19	Harlington I Force 136	Toungoo	Dum Dum	4	W/T Set & Gener- ator	1 Hudson III	Successful.
25	Harlington I Force 136	Toungoo	Dum Dum	--	6 Con- tainers	1 Hudson III	Unsuccessful. Failed to locate D.Z.
26	Harlington I Force 136	Toungoo	Dum Dum	--	6 Con- tainers	1 Hudson III	Unsuccessful. Ground mist obscured D.Z.
March 1	Harlington I Force 136	Toungoo	Dum Dum	--	6 Con- tainers	1 Hudson III	Unsuccessful. Oil supply to starboard engine failed. Engine cut and aircraft force landed safely N.W. of the Mouth of the River Hooghly.
April Day 19	Harlington II Force 136	Toungoo	Dum Dum	6	6 Con- tainers	1 Hudson III	Unsuccessful. Returned after half an hour as A.S.I. and altimeter u/s. Bad flutter on port wing. Operation laid on for 21st and 25th April but cancelled just prior to take-off owing to technical failures on aircraft.

¹ "?" mark is in original record.

² "?" mark is in original record.

Operations of No. 1576 Flight, R.A.F.

Date	Code Name & Sponsor	Area	A.L.G	Load		No. & Type of aircraft	Results & Remarks.
				Agents	Stores		
1943 June Night 14/15	Mahout I Force 136	Rangoon	Dum Dum	1	1 W/T Set	1 Hudson III	Successful.
16/17	Harlington II Force 136	Toungoo	Dum Dum	6	6 Con- tainers	1 Hudson III	Unsuccessful. Sortie abandoned owing to bad weather encountered.
August 16/17	Hiccups G.S.I(d)	Toungoo	Dum Dum	--	1 Con- tainer	1 Hudson III	Successful. Parachute seen to open.
16/17	Harlington II Force 136	Toungoo	Dum Dum	6	6 Con- tainers	1 Hudson III	Unsuccessful. Sortie abandoned owing to bad weather conditions.
Octr 11/12	Blade I.S.L.D	Prome	Dum Dum	1	--	1 Hudson III	Successful.
11/12	Dilwyn Force 136	Bhamo	Dum Dum	2	4 Con- tainers	1 Hudson III	Successful. Dropped in one run.
12/13	Harlington II Force 136	Toungoo	Dum Dum	3	1 Con- tainer	1 Hudson III	Successful.
13/14	Mahout Force 136	Myingyan	Dum Dum	2	--	1 Hudson III	Successful.
14/15	Harlington III Force 136	Toungoo	Dum Dum	2	4 Con- tainers	1 Hudson III	Successful.
16/17	Falam Force 136	Falam	Dum Dum	--	21 Con- tainers	3 Hudsons III	Successful. All parachutes seen to open.
Night 18/19	Brass Force 136 Pigeons I.S.L.D.	Bassein Akyab	Chittagong	-- --	1 Con- tainer Pigeons	1 Hudson III	Successful. Parachute seen to open. Pigeons satisfactorily released.
Novr 12/13	Spiers Force 136	Meng Peng	Dum Dum	4	6 Con- tainers	1 Hudson III	Unsuccessful. Weather good and target area was found but owing to very hilly and rough nature of ground the pilot decided not to drop his people; this was substantiated by conducting officer. In addition, the maps of that particular area were found to be inaccurate.
13/14	Harlington Force 136	Toungoo	Dum Dum	--	7 Con- tainers	1 Hudson III	Successful. Dropped in two runs.
16/17	Fathead Force 136	Akyab	Dum Dum	1	2 Con- tainers	1 Hudson III	Successful.

18/19	Harlington Force 136	Toungoo	Dum Dum	3	5 Containers	1 Hudson III	Unsuccessful. Aircraft encountered 10/10ths Strato Cumulus cloud, tops 13,000 feet, with base in the hills. Operation abandoned.
Decr 7/8	Bird I.S.L.D.	Moulein	Chittagong	? ¹	?	1 Hudson III	Successful. All parachutes seen to open.
8/9	Harlington Force 136	Toungoo	Dum Dum	3	Containers	1 Hudson III	Successful. All parachutes seen to open.
Night 9/10	Spiers Force 136	Meng Peng	Dum Dum	--	5 Containers	1 Hudson III	Successful. All parachutes seen to open.
9/10	Dilwyn Force 136	Bhamo	Dum Dum	--	16 Containers	2 Hudsons III	Both Operations Successful. Each aircraft dropped 8 containers. All parachutes seen to open. Reception signals very good.
15/16	Spiers Force 136	Meng Peng	Dum Dum	--	4 Containers	1 Hudson III	Successful. All parachutes seen to open.

¹ "?" marks in original record.

Operations of No. 357 S.D. Squadron.

Date	Code Name & Sponsor	Area	A.L.G	Load		No. & Type of aircraft	Results & Remarks.
				Agents	Stores		
1944 Feb Night 6/7	Spiers IV Force 136	Bhamo	Dum Dum	--	1052 lbs	1 Hudson III	Successful. All parachutes opened and estimated that all containers and the package dropped on the D.Z.
11/12	Bantam/Bulbul I.S.L.D.	Kokang	Dum Dum	2	1161 lbs	2 Hudsons III	Both Successful. signal received from ground indicating drop had been a success.
12/13	Dilwyn IV Force 136	Bhamo	Dum Dum	--	2072 lbs	2 Hudsons III	Both Successful.
	Blow I I.S.L.D.	Katha	Dum Dum	4	426 lbs	1 Hudson III	Successful. Bombing cover was made on Katha and bursts were observed in the Katha area. Flashes of a hand torch observed from ground.
	Backhand G.S.I(d)	Rangoon	Dum Dum	1	295 lbs	1 Hudson III	Successful. All parachutes seen to open. Safe landings observed.
14/15	Blast I I.S.L.D.	Bassein	Dum Dum	2	--	1 Hudson III	Successful. Parachutes opened but touch-down not observed owing to haze.
March 5/6	Dilwyn VIII Force 136	Bhamo	Dum Dum	5	547 lbs	1 Hudson III	Successful. All parachutes opened and hand torches flashed by the Reception Committee were seen by the Navigator.
6/7	Spiers V Force 136	Bhamo	Dum Dum	3	2997 lbs	3 Hudsons III	Two aircraft Successful. One aircraft Unsuccessful. Reception lights not recognised despite a one-hour 20 minutes search of D.Z. area.
	Appreciation I Force 136	Bangkok	--	3	519 lbs	1 Liberator III	First Liberator Operation in SEAC. Unsuccessful. Unable to pin-point D.Z. owing to cloud and mist around river Dhaehin. Area searched for 25 minutes from 3,000 down to 1,500 feet, but aircraft still in cloud at that height. Because of the 2,000 ft hill in vicinity, pilot was obliged to abandon search.
	Sun I.S.L.D.	Bangkok	--	5	1101 lbs	1 Liberator III	Successfully dropped. This was a long outstanding operation. Unfortunately the agents were captured soon after landing.

7/8	Spiers V Force 136	Bhamo	Dum Dum	3	664 lbs	1 Hudson III	Successful. Pilot observed the prearranged signal on the ground and the flashes of a hand torch.
	Buffin I.S.L.D.	Bhamo	Dum Dum	--	1060 lbs	1 Hudson III	Successful. Pilot clearly saw prearranged signal on ground. Rear Gunner saw all parachutes open but parachute of first stick appeared to flap considerably; this may indicate that the bundle became detached from parachute.
10/11	Bug III "A" I.S.L.D.	Bassein	Dum Dum	2	96 lbs	1 Hudson III	Successful. Agents and containers dropped in one stick. Rear Gunner reported that all parachutes were seen to open.
	Blow I.S.L.D.	Bhamo	Dum Dum	--	Con- tainers	1 Hudson III	Unsuccessful. Pilot was over the dropping zone from 2330 to 0005 hours but did not receive any pre-arranged ground signal. Having instructions not to drop unless he received this signal, he returned with the containers.
11/12	Spiers VA Force 136	Bhamo	Dum Dum	--	1711 lbs	2 Hudsons III	One aircraft Successful. Dropped in two runs. Rear Gunner reported that he saw all parachutes open and actually land. One aircraft Partially Successful. Two containers dropped in error some miles from D.Z. One other parachute failed to open.
12/13	Dilwyn IX Force 136	Bhamo	Dum Dum	--	985 lbs	1 Hudson III	Successful. All parachutes opened and developed normally.
13/14	Bug IIIB I.S.L.D.	Bassein	Dum Dum	2	330 lbs	1 Hudson III	Successful. all parachutes were seen to open and develop normally except Container No. 3.
	Blow I.S.L.D.	Bhamo	Dum Dum	--	446 lbs	1 Hudson III	Successful. All parachutes opened and developed normally.
14/15	Dilwyn IX & X Force 136 Appreciation I Force 136 Buffin I.S.L.D.	Bhamo	Dum Dum	--	2952 lbs	3 Hudsons III	All three Successful.
		Bangkok	--	3	519 lbs	1 Liberator III	Successful. All parachutes were seen to open.
		Bhamo	Dum Dum	--	830 lbs	1 Hudson III	Unsuccessful. This aircraft failed to return from this operation. subsequently a signal was received by I.S.L.D. to the effect that a R.A.F. aircraft had crashed at approximately 0300 hours at 23° 44'N 98° 48'E., four people were dead and two seriously injured and the services of a doctor were urgently required.

15/16	Dilwyn XI Force 136	Bhamo	Dum Dum	--	2105 lbs	2 Hudsons III	Both Successful. All the parachutes seen to open and develop normally.
16/17	Buffin I.S.L.D.	Bhamo	Dum Dum	Rescue	Attempt	1 Hudson III	Successful. F/Lt. Graham, Medical Officer No. 357 Squadron dropped to attend to personnel injured in crash on night of 14/15th March. Also F/Sgt. White, Parachute Instructor, to assist M.O. and to identify the personnel who were killed in the same crash. Seriously injured Navigator, F/Sgt. Prosser, brought out overland to Kunming.
April Night 4/5	Appreciation Force 136	Nagorn Sawarn	--	3	5 Con- tainers	1 Liberator III	Successful.
Day 5	Aggressive I I.S.L.D.	Hue via Kunming	Chabua	2 Maint. Person- nel	W/T, stores & Kit	2 Liberators III	Unsuccessful. Aircraft containing party forced landed at Fort Hertz due to bad weather. Eventually flown out and returned to base with party on 19/4/44. Second aircraft with 8 aircrew and 5 R.A.F. ground personnel crashed and burnt out near Chautuang, 180 miles NNE of Kunming. Thirteen bodies found in wreckage.
Night 5/6	Spiers VII Force 136	Bhamo	Dum Dum	1	881 lbs	1 Hudson III	Unsuccessful. Unable to locate D.Z. because of electrical thunderstorms and 10/10 cloud.
6/7	Bug III I.S.L.D.	Bassein	Dum Dum	--	120 lbs	1 Hudson III	Successful. Parachutes seen to open and the containers land safely.
7/8	Blow I.S.L.D.	Katha	Dum Dum	--	840 lbs	1 Hudson III	Successful. All parachutes seen to open and develop normally.
8/9	Spiers Force 136	Bhamo	Dum Dum (Hudsons)	--	3230 lbs + 12 Con- tainers	3 Hudsons III 1 Liberator III	All four aircraft Successful.
10/11	Buffin III I.S.L.D.	Bhamo	Dum Dum	--	931 lbs	1 Hudson III	Unsuccessful. The flight had to be abandoned when aircraft was half an hour from the D.Z. because of extremely bad weather.
12/13	Appreciation III Force 136	Nagorn Sawarn	--	--	600 lbs	1 Liberator III	"Appreciation" Unsuccessful. Extreme ground haze prevented signals being observed.
	Seraphim G.S.I(d)	Toungoo	--	--	90 lbs		"Seraphim" Successful. Ground signals were clearly seen and the parachute on the container was seen to open and develop normally.
	Buffin I.S.L.D.	Bhamo	Dum Dum	--	900 lbs	1 Hudson III	Successful.

Day 22	Hainton Force 136	Kunming	Chabua	5	2000 lbs	1 Liberator III	Successful.
Night 25/26	Hainton Force 136	Kunming	Chabua	--	800 lbs	1 Liberator III	Successful.
May Night 5/6	Spiers VIII Force 136	Bhamo	Dum Dum	--	1150 lbs	2 Hudsons III	One aircraft Successful. Other aircraft abandoned as Crew unable to find gap in cloud through which to descend in vicinity of D.Z.
6/7	Spiers Force 136	Bhamo	Dum Dum (Hudson only)	--	12370 lbs	3 Liberator III 1 Hudson III	Hudson Successful but all three Liberators Unsuccessful owing to extremely bad weather. 10/10ths cloud and electrical thunderstorms. One Liberator crashed at Burdwan on return due to lack of fuel. Three of crew killed.
	Appreciation III Force 136	Nakorn Sawarn	--	--	997 lbs	1 Liberator III	Successful. Dropped in two runs.
9/10	Spiers Force 136	Bhamo	--	--	7680 lbs	2 Liberator III	Both Successful. All parachutes seen to open and develop normally.
	Belief Force 136	Lao Kay	--	1	1200 lbs	1 Liberator III	Unsuccessful. this operation had to be abandoned because after just over one hour's flying the automatic pilot became unserviceable.
10/11	Belief Force 136	Lao Kay	--	1	1200 lbs	1 Liberator III	Unsuccessful. No ground signals received so sortie abandoned.
9/10	Dilwyn XIII Force 136	Bhamo	Dum Dum	--	1050 lbs	1 Hudson III	Successful. Containers dropped in two runs. All parachutes seen to open.
	Blow I.S.L.D.	Bhamo	Dum Dum	--	950 lbs	1 Hudson III	Unsuccessful. Reception Committee not at Rendezvous.
11/12	Spiers VIII Force 136	Bhamo	--	--	8680 lbs	1 Hudson III 2 Liberator III	One Liberator Successful. Other two aircraft abandoned due to bad weather.
	Blow I.S.L.D.	Bhamo	Dum Dum	--	950 lbs	1 Hudson III	Unsuccessful. Reception fires obscured by fog; drop not made.
13/14	Spiers VIII Force 136	Bhamo	--	--	8610 lbs	2 Liberator III 1 Hudson III	Hudson and one Liberator Successful. Other Liberator unable to locate the D.Z.
	Blow I.S.L.D.	Bhamo	Dum Dum	--	950 lbs	1 Hudson III	Successful. Containers dropped in two runs.
14/15	Bittern/Buffin I.S.L.D.	Bhamo	Dum Dum	2	1650 lbs	2 Hudson III	Successful. All parachutes seen to open.
June Night 1/2	Buffin I.S.L.D.	Bhamo	Dum Dum	1	2000 lbs	2 Hudson III	One aircraft Successful. Other sortie abandoned owing to cloud obscuring target area. Agent not dropped.
2/3	Dilwyn Force 136	Bhamo	Dum Dum	--	950 lbs	1 Hudson III	Successful. Dropped in two runs.

5/6	Belief Force 136	Vin Yeun	--	--	1760 lbs	1 Liberator III	Unsuccessful. Automatic pilot would not engage and Captain decided to fly without. After about ¾ hour's flying the automatic pilot kept engaging on its own accord. On one occasion the aircraft lost 3,000 feet over the Chin Hills in a diving turn to port, and it took both pilots to pull the aircraft out of this dive.
	Buffin I.S.L.D.	Bhamo	Dum Dum	--	8 Containers	1 Hudson III	Unsuccessful. Sortie abandoned. Fault developed in bomb bay petrol tank installation.
	Hainton Force 136	Mandalay	Dum Dum	3	4 Packages	1 Hudson III	Unsuccessful. Sortie abandoned. Reception lights not visible through valley fog.
Day 6	Hainton Force 136	Menglien	--	--	3840 lbs	1 Liberator III	Unsuccessful. Returned from Barrackpore at 2007 hours as No. 4, and afterwards No. 2, engines were cutting out.
Night 6/7	Hainton Force 136	Menglien	--	--	3840 lbs	1 Liberator	Unsuccessful. Despite a one hour search for the River Salween pinpoint and the D.Z. neither could be located because of 10/10ths cloud, tops 10,000 ft.
6/7	Blow I.S.L.D.	Bhamo	Dum Dum	--	2100 lbs	2 Hudson III	One aircraft Successful. One aircraft returned early owing to excessively high oil temperature on starboard engine.
	Hainton Force 136	Mandalay	Dum Dum	3	4 Packages	1 Hudson III	Successful. All parachutes seen to open.
7/8	Blow I.S.L.D.	Bhamo	Dum Dum	--	8 Containers	1 Hudson III	Unsuccessful. Sortie abandoned owing to starboard engine cutting when switched over to Bomb Bay tank.
8/9	Blow I.S.L.D.	Bhamo	Dum Dum	--	8 Containers	1 Hudson III	Unsuccessful. Sortie abandoned due to extremely bad weather in Central valley.
	Hainton Force 136	Mandalay	Dum Dum (Hudsons only)	--	7680 lbs + 7 Packages & 9 Containers	2 Hudson III 2 Liberator III	All sorties abandoned owing to extremely bad weather conditions, and one Liberator with engine trouble.
10/11	Hainton or Spiers Force 136	Mandalay	Dum Dum (Hudson only)	--	4920 lbs	1 Hudson III 1 Liberator III	Hudson Successful in Spiers area. Liberator abandoned owing to 10/10ths cloud at D.Z.
¹	Spiers Force 136	Bhamo	--	--	3840 lbs	1 Liberator III	Successful. Dropped in one run.
Night 11/12	Blow I.S.L.D.	Bhamo	Dum Dum	--	900 lbs	1 Hudson III	Successful. All parachutes developed normally.
	Hainton Force 136	Bhamo	Dum Dum	--	7 Containers	1 Hudson III	Unsuccessful. Reception lights not visible due 10/10ths low stratus. Sortie abandoned.

¹ Date not given in record.

29/30	Hensingham Force 136	Bhamo	Dum Dum	1	--	1 Hudson III	Successful. Parachute observed to open.
July 30 JN/ 1 JY	Blow I.S.L.D.	Bhamo	Dum Dum	--	10 Containers	1 Hudson III	Unsuccessful. Crew came to the conclusion that the reception party had been compromised therefore did not drop.
1/2	Blow I.S.L.D. Buffin I.S.L.D.	Bhamo Bhamo	Dum Dum Dum Dum	-- --	10 Containers 8 Containers	1 Hudson III 1 Hudson III	Unsuccessful. Sortie abandoned owing to bad weather conditions. Unsuccessful Unable to locate D.Z. owing to low stratus down on hills. Sortie abandoned.
Day 4	Mule I.S.L.D.	Nanning	Kunming	4	1200 lbs	1 Liberator III	Successful.
Night 5/6	Dilwyn Force 136 Belief II Force 136	Bhamo Lang Son	Dum Dum Kunming	-- 3	1100 lbs 6 Containers	1 Hudson III 1 Liberator III	Successful. All parachutes except two seen to develop. Successful. All parachutes seen to develop. No signal received from ground after drop.
Night 6/7	Hainton Force 136	Mandalay	Dum Dum	--	1150 lbs	1 Hudson III	Unsuccessful. Sortie abandoned when East of Irrawaddy owing to extremely bad weather on hills.
7/8	Hainton Force 136	Mandalay	Dum Dum	--	8 Containers	1 Hudson III	Unsuccessful. Sortie abandoned owing to 10/10ths cloud obscuring target area.
Day 18	Buffin I.S.L.D.	Bhamo	Dum Dum	1	1150 lbs	1 Hudson III	Unsuccessful. Sortie abandoned because of 10/10ths cloud. after 40 minutes' search, no signal was observed.
25	Hainton Force 136	Menglien	Sylhet	--	5700 lbs	1 Liberator III	Successful. Dropped in two runs.
27	Buffin I.S.L.D.	Bhamo	Dinjan	1	1150 lbs	1 Hudson III	Unsuccessful. Operation abandoned owing to bad weather with 10/10ths cloud and visibility nil.
28	Buffin I.S.L.D.	Bhamo	Dinjan	1	1150 lbs	1 Hudson III	Successful. All parachutes seen to develop normally.
Night 29/30	Belief III Force 136	Hanoi	Kunming	--	2059 lbs	1 Liberator III	Successful.
Augt MIDay 13	Buffin I.S.L.D.	Bhamo	Dinjan	--	1050 lbs	1 Hudson III	Successful. All parachutes seen to open and develop normally.