

**August 1945: Form 541**

357 Squadron

Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
			All times	GMT	
Liberator Mark VI KH391 "Y"	C1490 S/Ldr. O. A. H. Sims (Capt)	Fighter 9	2nd	2nd	This operation was successful. Pin-pointed at 06.29'N 99.49'E and made a DR run to the primary DZ (06.12'30"N 100.49'45"E) where a T of parachutes and a C of panels were found. 3 bodies were dropped on t this DZ, which was half under water. The stores were dropped on the secondary DZ which was at 06.10'30"N 100.49'E, and the 7 containers and 5 packages were dropped in two dropping runs. One of the container parachutes tore and tangled with another chute, although it is thought that they landed correctly. The target areas were left at 1044 hrs, and the return flight to China Bay was uneventful. The aircraft was airborne for 17 hours 57 minutes and flew 2538 air miles. The weight of stores dropped was 2565 lbs. The following report has been received from the field: "Bodies and stores all received in good order except container containing S-phone. On leaving plane this container opened and all contents scattered. Many thanks RAF for painstaking drop."
	R195421 Sgt. N. A. Gray (2nd pilot)		0234	2031	
	C4277 S/Ldr. E. D. Wilson (Nav)				
	F/Sgt. D. J. Howkins (2nd Nav)				
	J48177 P/O. A. Fitzmaurice				
	J47453 P/O. G. M. Hercus				
	P/O. Flanagan				
	F/Lt. J. Reed				
	F/Sgt. P. Kershaw				
	R285229 Sgt. A. M. Hutchinson				
Liberator Mark VI EW119 "P"	F/O. G. H. March (Capt)	Sergeant 23	2nd	3rd <sup>1</sup>	This operation was completed successfully. After pin-pointing at 06.29'N 99.49'E a DR run was made to the DZ (06.24'30"N 100.34'E) where a T of fires and a letter "A" in strips was found waiting for the aircraft. The load of 7 containers and 5 packages were dropped in three runs, and were seen to land near the reception. Several other Liberators were seen in the vicinity. The DZ area was left at 0938 hours, and the return flight was uneventful The aircraft was airborne for 17 hours 30 minutes, during which 2455 air miles were flown. The weight of stores dropped was 2697 lbs. No report has been received from the field concerning this operation.
	F/Sgt. J. McMurchie (2nd pilot)		0150	1920	
	F/O. W. H. Lewer (Nav)				
	F/Sgt. D. M. Hamiton				
	F/Sgt. R. Simmonds				
	F/Sgt. J. W. Dickson				
	Sgt. G. R. Davies				
	Sgt. J. Thompson				

<sup>1</sup> Record says "3rd", but more probably should be "2nd".

Liberator Mark VI KH401 "V"	F/O. D. Powell (Capt)	Carpenter 56	3rd	4th	This operation was uncompleted as no reception was seen. The coast of Malay was crossed at Batu Pahat (01.50'N 102.56'E) and a DR run was made to the DZ area (01.44'30"N 103.42'E). No reception was seen, so the position was checked by other DR runs from 01.39'N 103.56'E at a height of 1000 to 1700 ft. No reception of lights could be seen anywhere, however, and the sortie was abandoned at 1424 hrs. The load of 4 containers and 4 packages was returned to base after the aircraft had been airborne for 21 hours, 47 minutes during which 3050 air miles were flown. The weather over the target area was only fair with considerable low stratus and ground mist forming. As another aircraft was successful and a third one also unsuccessful at the same time, it must be assumed that rolling mist happened to obscure the reception whilst this aircraft was over it.
	P/O. J. Whatnough (2nd pilot)		0353	0140	
	Sgt. D. Still (Nav)				
	P/O. G. S. Heaps				
	F/Sgt. J. W. Roper				
	Sgt. J. Bradley				
	Sgt. J. Hunter				
	Sgt. G. M. Evans				
Liberator Mark VI KH114 "U"	J26150 F/O. A. G. Buzza (Capt)	Carpenter 57	3rd	4th	This operation was completed successfully. The coast of Malaya was crossed at the usual point – Batu Pahat – and after a DR run to the DZ (01.44'30"N 103.42E) the briefed reception of a V of fires and a flashing letter C was seen. The load of 4 containers and 4 packages was dropped in one run at 1349 hrs, and the target area left two minutes later. There were patches of ground fog all round the area, and it became partially obscured from time to time. The return flight was uneventful, and the aircraft landed after having been airborne for 21 hours and 50 minutes during which 3110 air miles were flown. The weight of stores dropped was 1677 lbs. The following report was received from the field concerning this sortie. (The other two sorties which were unsuccessful – Carpenter 56 and 59 – were over the target area at the same time) "One plane only on 3rd. Dropped 4 containers only. All OK on DZ."
	R200770 Sgt. R. R. Frame (2nd pilot)		0340	0130	
	J47367 P/O. V. I. MacNaughton (Nav)				
	J47311 A. E. R. Thomarat				
	J47452 P/O. J. H. Stott				
	F/Sgt. F. J. Thrush				
	Sgt. D. F. Jackson				
	Sgt. J. Scott				
Liberator Mark VI KH310 "Z"	F/O. F. Coker (Capt)	Carpenter 59	3rd	4th	This operation was uncompleted as no reception was seen. Jason Bay, on the East coast of Malaya, was reached at 1342 hrs, and a DR run made to the DZ (02.03'30"N 104.01'30"E). the whole area was searched and a second DR run made from the same pin-point after which the area to the North and West of the briefed position was
	Sgt. F. W. A. Mellows (2nd pilot)		0330	0133	
	F/O. D. E. Jack (Nav)				

	P/O. R. W. J. Pryor				searched. The Captain of the aircraft has been to this area before, and states that there was definitely no reception present. Whilst over the target area, considerable R/T interference was heard in Japanese on 6440 kc/s. The second pilot of the aircraft has a rough knowledge of the language as he had lived for a while in Japan and had travelled extensively before the war, and was able to pick up the general trend of the conversation, which was to the effect that 3 aircraft were in the area, and the lights of one of them could be seen over 'the Bay'. As the aircraft was over Jason Bay at the time, the 'lights' referred to might have been the turbos. It appeared that some ground station was trying to contact some other station which was not working satisfactorily. No bearings were taken to enable a fix to be made. The target area was left at 1416 hrs, and the aircraft landed at China Bay after being airborne for 22 hours 3 minutes, during which 3102 air miles were flown. The load was returned to base.
	A420174 W/O. J. Delaney				
	A432841 F/Sgt. C. M. Millar				
	Sgt. A. P. Game				
	Sgt. P. C. Halliday				
Liberator Mark VI KH114 "U"	F/O. K. E. Roberts (Capt)	Tideway 15	5th	5th	This operations was successfully completed. After making a run in from the coast of Malay, a pin-point was obtained at 02.30'N 103.47'E and a DR run made to the DZ (02.40'30"N 102.59'E) and the reception was found after a short search at 1020 hrs. The reception found consisted of a very indistinct T of flares and a letter H in panels with no flashing letter G, as briefed. However, the passengers were prepared to accept this reception, so the drop was made, the load of 2 bodies, 4 containers and 2 packages being dropped in two runs. Two of the container parachutes are thought to have tangled, but should have landed correctly. The DZ was rather small and oblong in shape, with trees on every side so that a circuit has to be made at 2000 ft at least, or else the reception is obscured by the foliage. The target area was left at 1042 hrs, and the aircraft returned to base after being airborne for 20 hours 47 minutes and flying 3420 air miles. The weight of stores dropped was 1270 lbs. No report has been received from the field concerning this operation.
	W/O. R. B. Swift (2nd pilot)		0053	2140	
	P/O. E. F. Kirby (Nav)				
	P/O. L. L. Samuel				
	A434865 F/Sgt. T. Pacey				
	F/Sgt. T. Richardson				
	Sgt. J. Sanders				
	Sgt. J. J. Reid				
Liberator Mark VI KH320 "D"	F/Lt. G. Smith (Capt)	Tideway 19	5th	5th	After map-reading from Cape Richardo to the DZ (02.40'30"N 102.59'E) a letter H in panels was seen with no fires. The surrounding area was searched, and on

	P/O. R. F. Taylor (2nd pilot)		0045	2240	returning at 1056 hrs a T of fires was seen in addition to the letter H. No flashing letter G, which had been given at the briefing, was seen but the passengers were quite willing to accept this reception, so the drop was made. Three dropping runs were made to release the load of 4 bodies, 1 container and 6 packages, and all the parachutes were seen on the DZ after the last run. The DZ was left at 1108 hrs, and the aircraft set course for base via Cape Richardo. On the outward flight a small patrol vessel had been sighted in position 02.33'N 101.58'E, apparently at anchor. It had been painted grey and 1 gun was visible on the bows. On the return flight, therefore, preparations were made t "shot it up" but by the time the aircraft had reached the original position, the vessel had moved on and could not be seen, much to the annoyance of the crew. The aircraft landed at China Bay after being airborne for 21 hours 54 minutes, during which 3392 air miles were flown. The weight of stores dropped was 920 lbs. No report has been received from the field concerning this operation.
	W/O. H. Smith (Nav)				
	J45348 F/O. W. O. McDougald				
	W/O. L. J. Powell				
	W/O. G. Smith				
	F/Sgt. J. Tate				
	F/Sgt. J. Stott				
Liberator Mark VI EW119 "P"	W/O. S. A. Tuddenham (Capt)	Funnel 70	5th	5th	After the coast of Malaya had been crossed at 0912 hrs at 04.25'N 100.36'E a DR run was made to a pin-point at 04.00'N 101.24'E past a very large fire. This had the appearance of being controlled, as though an area just to the North of a camp area was being cleared. About three miles further inland from this fire an unidentified structure was seen consisting of two brick buildings with red tile roofs, in the vicinity of which was a contraption, about 25-30 ft square, consisting of numerous silver metal tubes forming a square metal frame. To quote one member of the crew, 'it looked like a mixture
	F/O. S. W. Smith (2nd pilot)		0104	2035	
	F/O. T. B. Bostock (Nav)				
	F/O. J. B. Howell				
	F/Sgt. R. E. Long				
	F/Sgt. F. E. Johnson				
	Sgt. M. E. Ford				
	Sgt. W. D. H. Grant				

					of a Grid sub-station and a water cooling apparatus.' After the pin-point had been reached, an attempt was made to fly up a valley to the DZ, but owing to cloud, the area was eventually reached by fling over the hills to the North of the pin-point. The reception was easily found in the briefed position (04.05'N 101.26'15"E) and consisted of a T of fires and panels and a flashing T. No letter J was seen (as was briefed), but after a check of the position, this reception was accepted. Numerous natives and other people in jungle-green uniforms were seen in the area, waving their arms violently, and one person arrived in a rickshaw during the drop. The first run, in which 4 containers and 2 packages were dropped, undershot by about 100 yards due to a sudden change of wing, but the remaining load ( 3 containers and 2 packages) landed on the DZ, which was very small. All the load was picked up by the ground party. The DZ was left at 0955 hrs, and the aircraft returned to base, landing after being airborne for 19 hours 31 minutes, during which 2591 air miles were flown. The weight of stores dropped was 2415 lbs. No report has been received from the field concerning this operation.
Liberator Mark VI KH310 "Z"	C1490 S/Ldr. O. A. H. Sims (Capt)	Humour 20?	6th	6th	This operation was successfully completed. The coast of Malaya was crossed at 0945 hrs in position 02.25'N 101.56'E and after map-reading to Kuala Pilah (02.45'N 102.15'E) a DR run was made to the DZ (02.50'30"N 102.08'15"E). A very poor reception of fires in no special layout with a very small letter J in panels was found in a very small DZ which had a 3000 ft. hill immediately to the West, and in order to use the longest length of the DZ, it was necessary to fly down this hill, droop, and level out sharply. The load of 4 containers and 7 packages (including one free drop) was dropped in two runs, and the DZ was left at 1026 hrs. The return flight was uneventful, and the aircraft landed after
	R195421 Sgt. N. A. Grey (2nd pilot)		0039	2125	
	C4277 S/Ldr. E. D. Wilson (Nav)				
	F/Sgt. D. J. Howkins				
	F/Lt. J. Reed				
	J48177 P/O. A. Fitzmaurice				
	J47457 P/O. J. M. Flanagan				
	J47453 P/O. G. M. Hercus				

					being airborne for 20 hours 46 minutes during which 3063 air miles were flown. The weight of stores dropped was 1927 lbs, and the following report has been received from the field concerning this operation. It also refers to Humour 21, which is reported below, whilst the third plane referred to operated from Minneryia. "First plane arrived 0930 GMT. Too early for security but superb drop. All stores recovered. 2nd plane too high, some packages still missing. Saw third plane but he failed to find DZ."
Liberator Mark VI KH391 "Y"	F/O. R. N. Forrest (Capt)	Humour 21	6th	6th	The coast of Malaya was crossed at 0910 hrs at position 02.39'N 101.33'E, and a DR run was made to the DZ area after map-reading to Kuala Pilath (0245'N 102.15'E).
	F/O. G. D. Chapman (2nd pilot)		0035	2048	The reception was found after a short search and consisted of a few fires in no particular shape and a J of strips which was very small and appeared to consist of a T of strips with a 'hook' at the base made out of a rather dirty cloth. The load of 4 containers and 7 packages was dropped in two runs on a North/South heading as this enabled a left-hand circuit to be made round a hill, although it necessitated drooping across the narrow length of the DZ. The DZ area (02.50'30"N 102.08'15"E) was left at 0925 hrs, and the aircraft set course for base, landing at China Bay after being airborne for 20 hours 13 minutes and flying 1926 air miles. The total weight of stores dropped was 2058 lbs. The field report given above under Humour 20 applies to this operation.
	Sgt. H. Forshaw (Nav)				
	F/O. M. King				
	F/Sgt. A. R. Littlewood				
	Sgt. D. Ashe				
	Sgt. E. Temperton				
	Sgt. F. E. Johnson				
Liberator Mark VI KH401 "V"	F/O. D. Powell (Capt)	Galvanic 22	8th	8th	This operation was successfully completed. Landfall was made at 03.20'N 101.15'E, and this was followed by a DR run to the area of the DZs (03.21'30"N 101.38'45"E for the stores and 03.24'30"N 101.40'00"E for the bodies) where good and clear reception could be seen on both targets simultaneously. The load of 7 containers and 5 packages was dropped on the primary DZ in three dropping runs, and the 5 bodies were dropped in one run on the secondary. The area was left at 1125 hrs, and the return flight to China Bay was uneventful. The aircraft was airborne for 19 hours 21 minutes, and flew 2691 air miles. The weight of stores dropped was 2607 lbs. No report has been received from the field concerning this operation.
	P/O. J. Whatnough (2nd pilot)		0145	2106	
	Sgt. D. Still (Nav)				
	P/O. G. S. Heaps				
	F/Sgt. J. W. Roper				
	Sgt. J. Bradley				
	Sgt. J. Hunter				
	Sgt. G. M. Evans				
	R285229 F/Sgt. A. M. Hutchinson				
	R77617 F/Sgt. T. Patterson				

Liberator Mark VI KH320 "D"	F/O. G. H. March (Capt)	Galvanic 23	8th	8th	The coast of Malaya was crossed at Kuala Selangor and a DR run made to the DZ (03.21'30"N 101.38'45"E). Here the briefed reception of a T of lights, and the letter Y in strips and flashing was found waiting for the aircraft, and the load of y containers and 4 packages was dropped in one run at 1128 hrs. The DZ was left immediately after the droop, and the aircraft landed after being airborne for 19 hours 25 minutes, during which 2740 air miles were flown. The weight of stores dropped was 2535 lbs, and no report has been received from the field concerning this operation.
	F/Sgt. J. McMurchie (2nd pilot)		0150	2115	
	F/O. W. H. Lewer (Nav)				
	F/Sgt. D. M. Hamilton				
	F/Sgt. R. Simmonds				
	F/Sgt. J. W. Dickson				
	Sgt. G. R. Davies				
	Sgt. J. Thompson				
Liberator Mark VI <sup>2</sup>	F/O. F. Coker (Capt)	Pontoon 20	8th	8th	This operation was successfully completed, and after making a landfall at 93.48'N 100.48'E, mapread to 03.45'30"N 102.23'E, which is easily recognisable by a bend in the Pahang River, and made a DR run from that point to the DZ. Here the correct reception of a T of fires and a letter H in strips was found and the load of 2 bodies and 5 packages was dropped in three dropping runs. Owing to a misunderstanding, the 3 containers were released 1 ½ miles due North of the DZ, and a message attached to a flame float,
	Sgt. F. W. A. Mellows (2nd pilot)		0045	1945	
	F/O. D. E. Jack (Nav)				
	P/O. R. W. J. Pryor				
	A420174 W/O. J. Delaney				
	A432841 F/Sgt. C. M. Millar				
	Sgt. A. P. Game				
	Sgt. P. C. Halliday				

<sup>2</sup> No code or serial given in record.

					was dropped on the DZ giving the position. The target area was left at 1027 hrs, and the return flight was commenced. At 1251 hrs, when the aircraft was in position 05.32'N 96.48'E, flying at 2000 ft. on a course of 285°T the tail gunner sighted an unidentified aircraft at 9 o'clock flying low over the coast. It climbed up slowly and followed the Liberator for about 15 minutes, but took no action. The aircraft could not be identified, even though it approached to within 100 ft at one time, but was believed to be twin-engined. The weather at this time was fair with an overcast, and it was rapidly growing very dark. Eventually the aircraft broke away, and the remainder of the flight was uneventful. The aircraft landed at China Bay after flying the 2751 air miles in 19 hours and 5 minutes. The following report has been received from the field:- "One plane. Bodies & stores safe. One H type container had only one section attached to chute."
Liberator Mark VI KH114 "U"	F/Lt. G. Smith (Capt)	Carpenter 68	9th	10th	This operation was completed successfully. Landfall was made at Tohore Point, and then flew on to 01.38'N 103.56'E where a pin-point was obtained before flying on to Jason Bay. a DR run was made from the northern tip of the bay to the DZ (02.01'45"N 104.01'30'E) and the briefed reception of a T of fires and a flashing letter K was easily found. The load of 4 containers and 4 packages was dropped in one run at 1357 hrs, and the aircraft set course for base immediately after the drop, landing back at China Bay after being airborne for 22 hours 28 minutes. 3340 air miles were flown, and the weight of stores dropped was 1702 lbs. No report has been received from the field concerning this operation.
	P/O. R. F. Taylor (2nd pilot)		0247	0115	
	W/O. H. Smith (Nav)				
	J45348 F/O. W. O. McDougald				
	W/O. L. J. Powell				
	W/O. G. Smith				
	F/Sgt. J. Tate				
	F/Sgt. J. Stott				
Liberator Mark VI EW119 "P"	F/O. K. E. Roberts (Capt)	Fighter 10	11th	11th	This operation was successfully completed. The coast of Malaya was crossed at 06.23'N 99.50'E and a DR run was made to the primary DZ (06.12'30"N 100.49'45"E) where the correct reception of a T and V in strips was found. The 2 bodies were dropped on this DZ, and the stores were dropped in three dropping runs on the secondary DZ (06.10'30"N 100.49'E) which would be seen from the primary. The load consisted of 7 containers and 5 packages, of which all except 4 packages fell on the actual DZ which was rather small. The 4
	W/O. R. B. Swift (2nd pilot)		0118	1913	
	P/O. E. F. Kirby (Nav)				
	P/O. L. L. Samuel				
	A434865 F/Sgt. T. Pacey				
	F/Sgt. T. Richardson				

	Sgt. J. Saunders				packages fell about 400 yards from the target owing to a misunderstanding. The target area was left at 0932 hrs after the last drop, and the return flight to base and landed at China Bay after being airborne for 17 hours 55 minutes, during which 2578 air miles were flown. The weight of stores dropped was 2776 lbs. A report referring to Rebecca reception (which did not work) has been received from the field, but the actual drop was not mentioned.
	Sgt. J. J. Reid				
Liberator Mark VI KL552 "R"	J26150 F/O. A. G. Buzza (Capt)	Fighter 11	11th	11th	This operation was unsuccessful owing to weather conditions prevailing over the target area. The Langkawi Islands were pinpointed and a DR run was made in to the approximate position of the DZ (06.10'30"N 100.49'E). On reaching position 06.20'N 100.20'E, however, the weather deteriorated and over the target area, there was 10/10ths Cu and SCu above the aircraft with 8/10ths Stratus below the aircraft at 2000 ft, with heavy rain. The aircraft left the target area at 0900hrs, (20 minutes before the second aircraft on Fighter 10, reported above, arrived. This aircraft also found similar weather conditions, but they were not quite so bad). The load was returned to base, and the aircraft landed after flying for 17 hours 1 minute. 2878 air miles were flown. No report has been received from the field concerning this operation.
	R200770 Sgt. R. R. Frame (2nd pilot)		0122	1823	
	J47367 P/O. V. I. MacNaughton (Nav)				
	J47311 A. E. R. Thomarat				
	J47452 P/O. J. H. Stott				
	F/Sgt. F. J. Thrush				
	Sgt. D. F. Jackson				
	Sgt. J. Scott				
Liberator Mark VI KH391 "Y"	F/O. R. N. Forrest (Capt)	Sergeant 27	12th	12th	This operation was successfully completed. The coast of Malay was crossed at Bunting Island (05.53'N 100.20'E) and a DR run made to the DZ (05.56'45"N 100.56'45"E). This was reached at 1015 hrs, and the correct reception of 2 fires and a letter X in strips was found waiting. The load of 3 bodies, 7 containers and 8 packages was dropped in 4 dropping runs, as it was not a good DZ, and the surrounding trees encroached upon the DZ clearing which was itself rather small. The target area was left at 1031 hrs, and the aircraft set course for base. The return flight was uneventful except for the sighting of an identified aircraft flying South-Westwards in the vicinity of Penang. The aircraft landed after flying for 19 hours and 4 minutes, during which 2780 air miles were flown. The total weight of stores dropped was 2572 lbs. No report has been received from the field concerning this operation.
	F/O. G. D. Chapman (2nd pilot)		0211	2115	
	Sgt. H. Forshaw (Nav)				
	F/O. M. King				
	F/Sgt. A. R. Littlewood				
	Sgt. D. Ashe				
	Sgt. E. Temperton				
	Sgt. F. E. Johnson				

Liberator Mark VI KH401 "V"	F/O. G. March (Capt)	Carpenter 69	12th	13th	This operation was successfully completed. The coast of Malaya was crossed at Batu Pahat, and a DR run was made to Jason Bay on the East coast. From here, another run was made to the DZ (02.01'45"N 104.01'30"E) where the briefed reception of a T of fires and a flashing letter K was found. The load of 4 containers and 3 packages was dropped in 2 runs, and the aircraft set course for base at 1320 hrs. The return flight was uneventful and the aircraft landed at China Bay after being airborne for 22 hours and 5 minutes. 3165 air miles were flown, and 1489 lbs of stores were dropped. No report has been received from the field concerning this operation.
	F/Sgt. J. McMurchie (2nd pilot)		0225	0030	
	F/O. W. H. Lewer (Nav)				
	F/Sgt. D. M. Hamiton				
	F/Sgt. R. Simmonds				
	A.436522 W/O. D. C. Jolley				
	Sgt. G. R. Davies				
	Sgt. J. Thompson				
Liberator Mark VI KH114 "U"	W/O. S. A. Tuddenham (Capt)	Carpenter 78	12th	13th	This operation was successfully completed. A DR run, in which the course was checked by map-reading, was made from Roepat Island to Tanjong Tenggara (02.16'N 103.58'E), from where another DR run was made southwards to the actual DZ (02.01'45"N 104.01.30"E). Here the briefed reception of a T of fires and a flashing letter K was found waiting, and the load of 4 containers and 4 packages was dropped in 2 dropping runs. The aircraft left the target area at 1333 hrs, and returned to base. It had been airborne for 22 hours 5 minutes, and had flown for 3115 air miles. The weight of stores dropped was 1489 lbs. No report has been received from the field concerning this operation.
	F/O. S. W. Smith (2nd pilot)		0245	0050	
	F/O. T. B. Bostock (Nav)				
	F/O. J. B. Howell				
	F/Sgt. R. E. Long				
	F/Sgt. F. E. Johnson				
	Sgt. M. E. Ford				
	Sgt. W. D. H. Grant				
Liberator Mark VI KL552 "R"	F/O. F. Coker (Capt)	Tideway 25	13th	13th	This operation was completed successfully. Landfall was made at Cape Richardo, and was followed by a DR run to 102.37'N <sup>3</sup> 102.45'E. from this pin-point, another DR run took the aircraft to the DZ. The reception of a T of fires and the letter H in panels was found approximately 1 mile south of the briefed position (02.40'30"N 102.59'E) and surrounded by trees so that the approach has to be made at least at 2000 ft or the reception might be obscured. The load of 3 containers and 4 packages was dropped in two dropping runs, and the target area was left at 0959 hrs. The return flight was uneventful, and the aircraft landed
	Sgt. F. W. A. Mellows (2nd pilot)		<sup>4</sup>		
	F/O. D. E. Jack (Nav)				
	P/O. R. W. J. Pryor				
	A420174 W/O. J. Delaney				
	A432841 F/Sgt. C. M. Millar				
	Sgt. A. P. Game				
	Sgt. P. C. Halliday				

<sup>3</sup> This is the coordinate given in the record, but is obviously wrong. perhaps it should be 02.37'N.

					at China Bay after flying 3049 air miles in 19 hours 50 minutes. The weight of stores dropped was 1303 lbs. The following report has been received from the field:- "Sortie on the 13th very good drop. Thanks."
Liberator Mark VI KH162 "W"	R134124 W/O. T. P. Brondum (Capt)	Sergeant 30	14th	14th	This operation was successfully completed. A DR run was made from the Northern tip of Langkawi Island to the DZ (06.24'20"N 100.34'E) where the reception of a T of fires and a letter "A" in strips was easily seen. The load consisted of 7 containers and 7 packages, and this was dropped in two runs. All the stores landed on the DZ except for one which landed slightly to the East of the area, and one other which landed on the DZ without its parachute which did not open correctly. The target area was left at 1100 hrs, and the aircraft set course for base which was reached after flying for 17 hours 40 minutes. A total of 1465 lbs of stores were dropped, and 2996 air miles flown. An aircraft from 8 Squadron was also on the same target and the following report from the field refers to both aircraft:- "Load in the jungle due to very limited visibility at T.O.T. We have got so far 14 containers and 8 packages. Four packages still missing."
	P/O. W. H. Edwards (2nd pilot)		0230	2010	
	R168813 F/Sgt. J. H. Upton (Nav)				
	P/O. R. M. Cartman				
	F/Sgt. T. Laird				
	R271246 Sgt. L. A. Wadell				
	R142231 Sgt. R. H. Bear				
	R269876 Sgt. J. T. Phillips				
	Sgt. V. A. Chevalier				
	On August 14th the Japanese accepted the terms of the Potsdam Conference, and Allied Operations against the Japanese Ceased.				
Note:-	Although the Japanese technically accepted the terms of the Potsdam conference on 14th August, 1945, it was not until an appreciable time after that date, that any indication of the intentions of the Japanese in the South-East Asia theatre was given. Therefore, normal S.D. Operations continued and the field parties were asked to find ways and means of contacting the local Japanese commanders when the time came.				
Liberator Mark VI KH391 "Y"	F/O. D. Powell (Capt)	Tideway 12	14th	14th	This operation was successfully completed. The coast of Malaya was crossed at the mouth of the Linggi River (02.23'N 101.58'E) and the target was reached by map-reading. On arrival at the target area (02.40'30"N 102.59'E) a good reception of a T of smoking fires and the letter H in strips was found, although it was partially obscured by ground fog and Stratus and ASt which had formed over the DZ. The load of 3 bodies, 2 containers and 5 packages was dropped in 3 runs, and the
	P/O. Whatnough (2nd pilot)		0015	2145	
	Sgt. D. Still (Nav)				
	P/O. G. S. Heaps				
	F/Sgt. J. W. Roper				
	Sgt. J. Bradley				
	Sgt. J. Hunter				
	Sgt. G. M. Evans				

<sup>4</sup> No times given in the record.

					bodies were seen hauling in their parachutes and waving after they had landed. All the remaining load was also seen on the DZ except for 1 container and 1 package which hung in the trees at the South-East end of the DZ. The target was left at 1027 hrs, and the return flight was uneventful. The aircraft flew for 21 hours and 30 minutes and covered 3540 air miles. The weight of stores dropped was 1004 lbs. The following report has been received from the field concerning this operation, but it seems possible that there is some misunderstanding, as the crew report and the field report do not 'tie up' completely:- "Sortie 14th incredibly bad drop. All bodies and stores landed in jungle." As some of the bodies were seen pulling in their parachutes and waving, the reference to everything dropping off the DZ is not understood. A 'check and repeat' has been requested from the field, but no answer has been forwarded to this unit.
Liberator Mark VI KH114 "U"	F/O. K. E. Roberts (Capt)	Carpenter 74	15th	15th	This operation was completed successfully. After making a landfall at Tohore Point, the aircraft flew to Jason Bay, and then made a DR run to the DZ (02.01'45"N 104.01'30"E). The briefed reception of a T of fires and a flashing letter K was found waiting, and the load of 4 containers and 5 packages was dropped in two dropping runs. The target area was left at 1310 hrs, and the aircraft returned to base China Bay was reached after flying for 21 hours 14 minutes, during which 3590 air miles were covered. The weight of stores dropped was 1735 lbs. A report has been received from the field concerning this operation and Carpenter 73, and is given after the following report.
	W/O. R. B. Swift (2nd pilot)		<sup>5</sup>		
	P/O. E. F. Kirby (Nav)				
	P/O. L. L. Samuel				
	F/Lt. J. Reed				
	F/Sgt. T. Richardson				
	Sgt. J. Sanders				
	Sgt. J. J. Reid				
Liberator Mark VI KH401 "V"	C1490 S/Ldr. O. A. H. Sims (Capt)	Carpenter 73	15th	16th	This operation was successfully completed. As with the previous aircraft, landfall was made at Tohore Point. After map-reading across Malaya to Jason Bay, a DR run was made to the DZ (02.01'45"N 104.01'30"E) where the briefed reception was waiting. The load of 4 containers and 4 packages was dropped in 2 runs, and the target was left after the last run at 1304 hours. The aircraft's return flight was uneventful, and it landed after being airborne for 21 hours 38 minutes, during which 3550 air miles were
	R195421 Sgt. N. A. Grey (2nd pilot)		0230	0010	
	C4277 S/Ldr. E. D. Wilson (Nav)				
	F/Sgt. D. J. Howkins				
	A418500 F/O. K. Buchanan				

<sup>5</sup> No times given in the record.

	J48181 P/O F. E. Draper				flown. The weight of stores dropped was 1620 lbs. The following report has been received from the field concerning Carpenter 73 & 74:- "Please thank RAF for super drop on 15th."
	J47457 P/O. J. M. Flanagan				
	J47453 P/O. G. M. Hercus				
	W/C. P Gaskell				
Liberator Mark VI EW119 "P"	W/O. S. A. Tuddenham (Capt)	Beacon 10	17th	17th	This operation was successfully completed. The coast of Malaya was reached at 0924 hrs, and was crossed at 09.47'N 100.48'E. Kubu Bahru (03.34'N 101.39'E) was reached, and the aircraft then flew through The Gap (03.42'N 101.45'E) to the Raub valley, and then along a secondary road running Northwards to the Lipis River Valley in which the DZ was situated. The reception was reached after map-reading along the valley to the DZ (04.01'N 101.42'30"E), which was situated across the valley, so that the dropping runs had to be made by dropping down a hill followed by a steep climbing turn after the drop. The load of 7 containers and 8 packages was dropped in three runs, and were all seen on the DZ except for 3 packages which were about 15 yards off the cleared area. The target area was left at 1020 hrs, and the aircraft set course for base. It landed after being airborne for 19 hours and 30 minutes, during which 3150 air miles were flown. The weight of stores dropped was 3009 lbs. The following report has been received from the field concerning this operation:- "Thank RAF for grand drop."
	F/O. S. W. Smith (2nd pilot)		0046	2016	
	F/O. T. B. Bostock (Nav)				
	F/O. J. B. Howell				
	W/O. C. Price				
	F/Sgt. R. E. Long				
	F/Sgt. F. E. Johnson				
	F/Sgt. B. Page				
	Sgt. M. E. Ford				
	Sgt. W. H. D. Grant				
Liberator Mark VI KH114 "U"	F/O. R. N. Forrest (Capt)	Carpenter 77	18th	19th	
	F/O. G. D. Chapman (2nd pilot)		0311	0007	
	Sgt. H. Forshaw (Nav)				
	F/O. M. King				
	F/Sgt. A. R. Littlewood				
	Sgt. D. Ashe				
	Sgt. E. Temperton				
	Sgt. F. E. Johnson				

Liberator Mark VI KH310 "Z"	J26150 F/O. A. G. Buzza (Capt)	Carpenter 79	18th	19th	This operation was successfully completed. The DZ (01.58'N 103.27'30"E) was reached after a DR run had been made to the area from Tohore Point and the briefed reception of a T of fires was found waiting. The load of 4 containers and 4 packages was dropped in 1 dropping run, and all except one package (which had not landed by the time the aircraft left) were seen in the DZ clearing. The DZ area was left at 1341 hrs and the aircraft landed at China Bay after having been airborne for 20 hours 29 minutes, during which 3640 air miles were flown. The weight of stores dropped was 1700 lbs. A report concerning this operation is given under Carpenter 88 below.
	R200770 Sgt. R. R. Frame (2nd pilot)		0331	0103	
	J47367 P/O. V. I. MacNaughton (Nav)				
	J47311 A. E. R. Thomarat				
	J47452 P/O. J. H. Stott				
	F/Sgt. F. J. Thrush				
	Sgt. D. F. Jackson				
	Sgt. J. Scott				
Liberator Mark VI KH320 "D"	R134124 W/O. T. P. Brondum (Capt)	Carpenter 88	18th	19th	A pin-point was obtained at Tohore Point (01.52'N 100.42'E) and a DR run made to the DZ (01.58'N 103.27'30"E) where the correct briefed reception was found. The lights were not visible, however, throughout the circuit partially as they were being switched on and off and partially due to trees obscuring the reception when the aircraft was at its furthest point from the DZ. The fact of the reception being obscured was responsible for three extra runs between the two dropping runs. This aircraft was the last to the over the target area, and it is possible that the field were wondering if there security might have been imperilled. It was pointed out to Force 136 that the practice of switching off the reception between drops was comparatively common in the 'Carpenter' area and that it only keeps the aircraft in the area for a longer time than necessary. The difficulties of the field, however, were fully appreciated by the aircrews. The load of 4 containers and 4 packages was dropped in two runs and the aircraft set course for base immediately after the last run at 1420 hrs. The Liberator landed after being airborne for 22 hours 25 minutes during which 3700 air miles were flown. The weight of stores dropped was 1610 lbs. The following report has been received from the field, and concerns this operation and also Carpenter 77 & 79:- "For R.A.F. Lovely dropping. Majority chutes on DZ some actually on fires. The reading matter dropped was the first for 2 months. Many thanks. Come and have a drink with us in Kluang soon."
	F/O. W. H. Edwards (2nd pilot)		0340	0205	
	R168813 F/Sgt. J. H. Upton (Nav)				
	F/Sgt. T. Laird				
	R271246 Sgt. L. A. Wadell				
	R142231 Sgt. R. H. Bear				
	R269876 Sgt. J. T. Phillips				
	Sgt. V. A. Chevalier				

Liberator Mark VI KL552 "R"	F/O. F. Coker (Capt)	Humour 24	18th	19th	This operation was successfully completed. The coast of Malaya was crossed at 02.13'N 102.10'E and a DR run made to the DZ (02.55'45"N 102.41'30"E) checking the track with known pin-points. The DZ was finally found after a short search in a position approximately 5 miles NW of the briefed position. A T of fires and a flashing letter D was found waiting, and the fires kept flaring up as though paraffin was being poured over them. This DZ is quite a good one, although there are a few trees on it, but has the disadvantage that it is a long way from any definite pin-point and requires a long DR run over country mainly noticeable for its absence of major features. The load of 4 containers and 4 packages was dropped in two runs at a rather high speed as the hydraulic system was faulty and the flaps could not be used. The aircraft left the DZ at 1434 hrs, and returned to base which was reached after having been airborne for 2 hours 40 minutes during which time, 3452 air miles were flown, The weight of stores dropped was 1558 lbs. The following report has been received from the field:- "Our thanks to pilot and crew for finding DZ under difficult conditions. Still searching for 2 packages, one of which believed smashed."
	Sgt. F. W. A. Mellows (2nd pilot)		0432	0112	
	F/O. D. E. Jack (Nav)				
	P/O. R. W. J. Pryor				
	A432841 F/Sgt. C. M. Millar				
	A420174 W/O. J. Delaney				
	Sgt. A. P. Game				
	Sgt. P. C. Halliday				
Liberator Mark VI KH391 "Y"	F/O. D. Powell (Capt)	Beacon 11	20th	20th	This operation was successfully completed. Landfall was made at 03.47'N 100.43'E followed by a DR run to Kubu Bahru where a dried-up river bed is conspicuous. Map-read through the Gap to Raub, and then Northwards to Kampong Batu Talam, followed by a DR run to the DZ which was easily found in an "S" bend in the river. A T of fires and a letter F in strips was found waiting as briefed, and the load of 1 body, 7 containers and 7 packages was dropped on 4 runs. The body was seen to land slightly to the north of the DZ, but after the drop, no parachutes were seen in the trees, and the aircraft left the area at 1005 hrs. It landed back at China Bay after being airborne for 20 hours 50 minutes, during which 3360 air miles were flown. The weight of stores dropped was 2938 lbs. The following report has been received from the field concerning this operation:- "Thank RAF for good drop." A later report stated:- "All stores recovered. Thanks."
	P/O. J. Whatnough (2nd pilot)		0025	2115	
	Sgt. D. Still (Nav)				
	P/O. G. S. Heaps				
	F/Sgt. J. W. Roper				
	Sgt. J. Bradley				
	Sgt. J. Hunter				
	Sgt. G. M. Evans				
	F/Lt. K. Emmott				
	F/Sgt. C. Knight				
	(screened pilots)				

Liberator Mark VI KH401 "V"	F/O. G. A. March (Capt)	Carpenter 89	21st	21st	This operation was successfully completed. Tothore Point (01.52'N 102.42'E) was reached at 1215 hrs, and a DR run was made to the DZ (01.45'N 103.44'30"E) where the briefed reception of a T of fires and a flashing letter J was found waiting. Ground mist obscured the reception from some directions whilst on the circuit, but the load of 3 containers and 5 packages was dropped in one run without difficulty. The DZ area was left at 1249, and the aircraft landed at China Bay after it had been airborne for 21 hours 20 minutes during which 3480 air miles were flown. The weight of stores dropped was 1458 lbs, and the following message has been received from the field;_ "Thanks for drop. Will report later." No further report has, however, been received by this squadron.
	F/Sgt. J. McMurchie (2nd pilot)		0235	2355	
	F/O. W. H. Lewer (Nav)				
	F/Lt. J. Reed				
	F/Sgt. D. M. Hamiton				
	F/Sgt. R. Simminds				
	Sgt. G. R. Davies				
	Sgt. J. Thompson				
Liberator Mark VI KH310 "Z"	W/O. S. A. Tuddenham (Capt)	Carpenter 91	21st	22nd	This operation was successfully completed. The coast of Malaya was crossed at the usual point – Tohore Point – and a DR run made to the DZ area which was reached at 1304 hrs. As ground mist obscured the reception, another check DR run was made from Kota Tinggi (01.44'N 103.55'E) to the target, where the reception was seen in the briefed position (01.45'N 103.44'E). One dropping run was made and 1 container and 2 packages released, but ground mist again closed in and another DR run from the same pin-point was necessary before the reception could be relocated and the remainder of the load dropped. In all, 4 containers and 4 packages were dropped and the aircraft set course for base after the last drop at 1345 hrs. It landed after having been airborne for 22 hours and 22 minutes, during which 3640 air miles were flown. The weight of stores dropped was 1384 lbs. A message from the field which concerns this operation has been quoted above under operation 'Carpenter 89'.
	F/O. S. W. Smith (2nd pilot)		0303	0125	
	F/O. T. B. Bostock (Nav)				
	F/O. J. B. Howell				
	A436522 W/O. D. C. Jolley				
	F/Sgt. R. E. Long				
	F/Sgt. F. E. Johnson				
	Sgt. M. E. Ford				
Liberator Mark VI KH320 "D"	C1490 S/Ldr. O. A. H. Sims (Capt)	Carpenter 92	24th	25th	This operation was successfully completed. A pin-point was obtained as the aircraft crossed the coast of Malaya at Tohore Point, and a DR run was made to the DZ (01.44.30"N 103.42'E) where the briefed reception of a V of flares and a flashing letter C was waiting. The load of 4 bodies, 1 container and 5 packages was dropped in three runs, and although the bodies were not seen on the ground owing to the
	R195421 Sgt. N. A. Grey (2nd pilot)		0353	0138	
	C4277 S/Ldr. E. D. Wilson (Nav)				
	F/O. J. M. Flanagan				

	J48177 P/O. A. Fitzmaurice				darkness, two additional lights were seen flashing from the edge of the DZ after they had dropped. The Aircraft set course away from the target at 1414 hrs, and returned to base. It was airborne for 21 hours 45 minutes, and flew 3600 air miles. The weight of stores dropped was 788 lbs. The following message has been received from the field:- "Bodies OK. Some packages still not found, also some without chutes which were smashed."
	J48181 P/O F. E. Draper				
	J47453 P/O. G. M. Hercus				
	F/Sgt. D. J. Howkins				
Liberator Mark VI KL552 "R"	J26150 F/O. A. G. Buzza (Capt)	Carpenter 93	24th	25th	This operation was successfully completed. Reached the coast of Malaya south-west of Batu Pahat, and flew coastwise to Benut (01.37'N 103.16'E) and inland to Johore Inlet. A DR run was made to the DZ (01.42'15"N 104.05'E) from 01.38'N 103.57'E and the briefed reception of a T of 5 fires and a flashing letter A was found. The load of 4 containers and 5 packages was dropped in two runs, and all were seen to be dropping in the vicinity of the DZ except for one package in the first run which hung up and fell off about 2 ½ miles south-west of the DZ. The area was left at 1407 hrs, and the aircraft returned to base. It landed at China Bay after being airborne for 21 hours 8 minutes, during which 3540 air miles were flown. The weight of stores dropped was 1660 lbs. A report which has been received from the field is given after the summary of operation Carpenter 94, below.
	R200770 Sgt. R. R. Frame (2nd pilot)		0342	0050	
	J47367 P/O. V. I. MacNaughton (Nav)				
	J47311 A. E. R. Thomarat				
	J47452 P/O. J. H. Stott				
	F/Sgt. F. J. Thrush				
	Sgt. D. F. Jackson				
	Sgt. J. Scott				
Liberator Mark VI KH401 "V"	F/O. K. E. Roberts (Capt)	Carpenter 94	24th	25th	This operation was successfully completed. The coast of Malaya was crossed at the usual point – Tohore Point – and a DR run made to the Johore River. Another DR run was made from this river at 01.39'N 103.56'E to the DZ (01.42'15"N 104.05'E) where the correct reception was waiting. The drop was completed successfully although 3 containers hung up and were released by jettisoning them. It is thought that they landed on the DZ correctly. The actual load dropped consisted of 4 containers and 5 packages, and the aircraft set course for base immediately after the third dropping run at 1432 hrs. Over Malay several reddish fires were seen, including
	W/O. R. B. Swift (2nd pilot)		0358	0104	
	P/O. E. F. Kirby (Nav)				
	P/O. L. L. Samuel				
	J47456 F/O. R. M. Cartman				
	A418500 F/O K. Buchanan				
	F/Sgt. T. Richardson				
	Sgt. J. Saunders				

					two unusually large ones at 01.56'N 103.42'E and 01.37'N 103.33'E. They were definitely not bush fires, and it is possible that they were Japanese denial measures being taken before our troops took over the country. A similar large fire, apparently oil or petrol, was seen in Sumatra at 05.28'N 95.45'E (approx). The aircraft landed at China Bay after being airborne for 21 hours 6 minute, during which time some 3490 air miles were flown. The weight of stores dropped was 1710 lbs. The following report has been received from the field, and concerns both this operation and 'Carpenter 93' which was summarised on sheet 25:- "23 containers were dropped on the DZ and 2 found 2 miles away."
Liberator Mark VI KH114 "U"	R134124 W/O. T. P. Brondum (Capt)	Galvanic 42	24th	24th	This operation was successfully completed. Landfall was made at the lighthouse just North of Kuala Selangor and a DR run was made from there to the DZ (03.22'N 101.38'E) which was conspicuously situated in a yellow sandy area. The briefed letter F in strips was present, but no T of fires was visible, possibly because of a recent shower. The load of 7 containers and 8 packages was dropped in 3 runs, and were all seen to be on the DZ, including three packages which had been free-dropped. The aircraft set course for base at 1009 hrs, and returned to China Bay. It landed after being airborne for 19 hours 52 minutes, during which 3170 air miles were flown. 2761 lbs of stores were dropped. No report has been received from the field concerning this operation.
	F/O. W. H. Edwards (2nd pilot)		0040	2032	
	R168813 F/Sgt. J. H. Upton (Nav)				
	F/Sgt. T. Laird				
	R142231 Sgt. R. H. Bear				
	R271246 Sgt. L. A. Waddell				
	Sgt. V. A. Chevalier				
	R269876 Sgt. J. T. Phillips				
Liberator Mark VI EW119 "P"	F/O. G. A. March (Capt)	Hebrides 31	27th	27th	This operation was successfully completed. The coast of Malaya was crossed at Bunting Island (05.53'N 100.20'E) at 0825 hrs and flew to Baling, changing course several times on route in order to avoid cloud formations. The original route (through Kroh to Grik) could not be completed owing to this cloud, so the crew flew southwards to Chenderoh Lake (04.59'N 100.58'E) and made a DR run to the DZ from there. On arrival at Grik, various flags, including a Union Jack, were seen on housetops, and finally the reception was lit, consisting of a T of very weak fires, and five parachutes with a letter H in panels in the briefed position (05.24'N 101.09'E). The load of 1 body, 7 containers and 7
	F/Sgt. J. McMurchie (2nd pilot)		0113	1950	
	F/O. W. H. Lewer (Nav)				
	W/O. L. Raymor				
	F/Sgt. D. M. Hamiton				
	F/Sgt. R. Simminds				
	Sgt. G. R. Davies				
	Sgt. J. Thompson				
	Sgt. C. Jobson				
	Sgt. P. Schneider				

	Sgt. W. Curtis				packages was dropped in 5 runs, and were all seen on the DZ except for one package which stuck on the top of the slide on the 3rd run, and whilst the next circuit was being made, it was hung on to by the despatchers although it was half out of the aircraft, but was finally release about one mile south of the DZ. One other parachute on a package failed to open, and although the package hit the ground very hard, it did not burst. The DZ was left at 0937 hrs, and weather again forced the aircraft to fly south to Chenderoh Lake and out through the Taiping Pass before it could set course for base. China Bay was finally reached after the aircraft had been airborne for 18 hours 37 minutes, during which 3025 air miles were flown. the weight of stores dropped was 2926 lbs. The following report has been received from the field concerning this operation:- "Drop received on 27th August O.K."
Liberator Mark VI KH114 "U"	W/O. S. A. Tuddenham (Capt)	Beacon 12	27th	27th	This operation was successfully completed. The coast of Malaya was crossed at 03.47'N 100.48'E and the aircraft flew to Kabu Bahru. The pass through the hills (The Gap) was cloud-filled, but was eventually flown over at 5000 ft, and the Raub Valley was clear. Flew north to the Lipis River and ten map-read along to the DZ, where the reception of a T of fires and a letter M in panels lit as the aircraft arrived. The load of 6 containers, 6 bodies and 3 packages was dropped in 4 runs, and apart from one container which came loose from its parachute and landed in a mud patch, and disappeared completely from view, all the load was seen in the vicinity of the DZ. The passengers were Gurkha support troops, and thoroughly enjoyed the flight. The act of dropping out flame floats pleased them greatly, and the only moment when their presence caused a mild panic amongst the crew was when one dropped a hand grenade out of his pocket, and it bounced along the floor toward the tail turret. The Dz was left at 0826 hrs, and the aircraft landed after being airborne for 19 hour 47 minutes. 1935 lbs of stores were dropped, and a report concerning this operation is given under 'Beacon 13' below.
	F/O. S. W. Smith (2nd pilot)		0028	2015	
	F/O. T. B. Bostock (Nav)				
	F/O. J. B. Howell				
	F/Sgt. R. E. Long				
	F/Sgt. F. E. Johnson				
	Sgt. M. E. Ford				
	Sgt. W. D. H. Grant				
Sheet 208 of the records appears to be missing from the microfilm?					
Continuation of record on sheet 209					

	R266024 F/Sgt. J. C. Bale				dropped in two runs, and the target area left at 1312 hrs. On the return flight to the coast, a certain amount of motor traffic was seen moving northwards along the Singapor/Ayer Hitam road, suggesting that the Japanese were undertaking considerable movement out of Singapore before the British occupation forces arrived. The aircraft landed at China Bay after flying 3600 air miles in 21 hours 11 minutes. The weight of stores dropped was 1560 lbs, and the following report has been received from the field concerning this operation"- "lousy drop. Most of comforts and W/T equipment smashed to pieces. God knows what went wrong but 5 chutes on first run dropped half a mile beyond DZ and all damaged. Did you free drop anything as many packages were found without chutes. (second message) W/T station and generator smashed on drop, both chutes failed to open." (Note:- The reference to 5 chutes on the first run is incorrect, as only 4 packages were dropped. There were no free drops.)
	F/Sgt. F. J. Thrush				
	R77617 F/Sgt. T. Patterson				
	Sgt. D. F. Jackson				
Liberator Mark VI KH320 "D"	F/O. D. Powell (Capt)	Mastiff Singapore 4	29th	30th	This Operation was the first drop of a medical team and stores to Allied prisoners of war in Japanese hands in Malaya. Curing the previous days, leaflets had been dropped giving instructions to the Japanese guards and prisoners, and this and all subsequent Mastiff operations followed on these instructions. After an uneventful flight to Malays, the DZ (Changi airfield 01.22'N 103.59'E) was reached but no reception was visible. After the first dropping run, however, lights came on in the station buildings near the intersection of the runways. In all, 6 bodies, and 5 packages were dropped, and after the drop, they were all seen waving and standing near a truck which was at one end of the runway. The POW camp at Changi Jail was brilliantly lit, and although the large mental hospital which was used as a camp was also seen, no signs of actual activity could be seen in either camp. The target area was left at 2252 hrs, and the aircraft returned to base after flying for 3745 air miles in 22.20 hours. The weight of store dropped was only 508 lbs, but this does not include the very considerable amount of personal kit carried by the six 'bodies'
	P/O. Whatnough (2nd pilot)		1235	1055	
	Sgt. D. Still (Nav)				
	P/O. G. S. Heaps				
	F/Sgt. J. W. Roper				
	Sgt. J. Bradley				
	Sgt. J. Hunter				
	Sgt. G. M. Evans				

Liberator Mark VI KH401 "V"	F/Lt. F. Coker (Capt)	Mastiff Tideway 29	29th	30th	This operation was partially completed as although the load was dropped on the primary DZ, the secondary was obscured by mist. The coast of Malaya was reached at 03.00'N 101.20'E at 2124 hrs, and as dawn was still some way off, the aircraft "stooged" along the coast and finally commenced a DR run to the primary target (02.09'45"N 102.57'E) from Batu Pahat. This target was reached at 2249 hrs, and a T of fires and letter H in panels found waiting. 2 bodies were dropped on this DZ, and after the drop the aircraft set course for the secondary DZ (02.0'45"N 103.01'E), but although a search of the area was made, ground mist surrounding the nearby hills obscured the reception. The captain flew back to the primary, but the reception there had been removed, and so the load of 2 containers and 4 packages was brought back to base. The DZ area was left at 2326 hrs, and the return flight to China Bay commenced. At 0134 hrs in position 04.05'N 98.41'E a possible dinghy and wreckage was seen from 1400 ft, and was immediately reported to Group by W/T. At 0204 hours, in position 04.40'N 97.55'E, whilst over Sumatra, 6 trucks full of people who had the appearance of troops were seen together with a considerable amount of other transport, all moving south. 3 trains one behind the other were also seen moving southwards along the nearby railway, all consisting of heavily-laden trucks. This is the route from Sabang down to the southern part of Sumatra, and seems to indicate withdrawal of Japanese forcers from places where occupying forces might be expected to land in the near future. The aircraft finally landed after being airborne for 21 hours 55 minutes during which 3570 air miles were flown. The following report has been received from the field:- "Bodies arrived safely. Plane flew over DZ1184 (The secondary DZ) but rain and fog made visibility nil."
	Sgt. F. W. A. Mellows (2nd pilot)		1240	1035	
	F/O. D. E. Jack (Nav)				
	P/O. R. W. J. Pryor				
	A432841 W/O. C. M. Millar				
	A420174 W/O. J. Delaney				
	Sgt. A. P. Game				
Liberator Mark VI KH118 "G"	F/Lt. K. Emmott (Capt)	Mastiff Medan 1	30th	30th	This operation was the first supply drop to prisoner of war camps in Sumatra, although during the previous few days aircraft of other squadrons had been over the area dropping leaflets giving instructions both to the Japanese and the internees. The aircraft pin-pointed at Diamond Point and map-read down to Medan town. The target
	F/O. A. Coulson (2nd pilot)		0048	1807	
	F/Sgt. P. Kershaw (Nav)				

	F/Lt. H. J. Richardson				was the POW camp situated on the outskirts of the actual town, and although no reception was laid out, the DZ was easily found and the load dropped either on the camp itself or on a playing field adjacent to the camp. 7 containers and 6 packages were dropped in 4 runs, and the aircraft finally left the target area at 0830 hours. Crowds of people were seen round the prison gates, and on Medan airfield more people were seen round the control tower, whilst some 22 probable Vals and numerous other S/E aircraft were seen dispersed around the runways. Between Medan town and the coast a Red Cross train was seen moving Eastwards. The aircraft landed at China Bay after being airborne for 17 hours 19 minutes during which 2900 air miles were flown. 2592 lbs of stores were dropped. No report has been received concerning this operation from Medan.
	F/Sgt. E. Knight				
	F/Sgt. A. R. Anstay				
	Sgt. J. D. Clare				
	Sgt. W. Sidebottom				
Liberator Mark VI KH970 <sup>6</sup> "X"	R134124 W/O. T. P. Brondum (Capt)	Mastiff Mint	30th	30th	This operation was successfully completed. A pin-point was obtained at Tohore Point, and a DR run made from there to the DZ (01.44'N 103.44'E) Here the correct reception of a T of fires and strips with the letter R flashing was found, and the load of 3 containers and 6 packages dropped in 2 runs. One parachute failed to open, but all the others were seen to land on the DZ. The aircraft set course for base at 1025 hrs and landed after flying for 21 hours 25 minutes. 1530 lbs of stores were dropped and 3540 air miles flown. No report has been received from the field.
	F/O. W. H. Edwards (2nd pilot)		0040	2205	
	R168813 F/Sgt. J. H. Upton (Nav)				
	F/Sgt. T. Laird				
	F/Sgt. V. A. Chevalier				
	R142231 Sgt. R. H. Bear				
	R271248 Sgt. L. A. Waddell				
	R269876 Sgt. J. T. Phillips				
Liberator Mark VI KL552 "R"	W/O. S. A. Tuddenham (Capt)	Beacon 15	31st	31st	This operation was successfully completed. After crossing the coast of Malaya at 03.53'N 100.44'E at 0827 hrs, the aircraft flew to Kubu Bahru and then through The Gap to Raub. From here, the aircraft flew northwards to the Lipis River, which was flown along until the DA was reached. The DZ (04.10'N 101.41'E) has been used before, and although it is situated in hilly country, it is quite good to use and stands out a light green against the surrounding jungle. The correct reception of a T of fires
	F/O. S. W. Smith (2nd pilot)		0050	1930	
	F/O. T. B. Bostock (Nav)				
	F/O. J. B. Howell				
	F/Sgt. R. E. Long				
	F/Sgt. F. E. Johnson				

<sup>6</sup> Record gives serial as kH970; this is not a Liberator serial. This was probably KG970.

	Sgt. M. E. Ford				and the letter M was found and the 1 body, 4 containers and 6 packages were dropped in 3 runs, and were seen being picked up by the ground party after the drop. Set course for base at 0929 hrs, and landed after being airborne for 18 hours 40 minutes during which 3140 air miles were flown. The weight of stores dropped was 1953 lbs, and no report has been received from the field concerning this operation.
	Sgt. W. D. H. Grant				
Summary of Operations for August 1945					
This is the first month that the China Bay detachment of 357 S.D. Squadron has been operating for the full period, and when it is realised that there is only an established strength of 10 aircraft, the number of 45 sorties mounted represents a considerable effort. The official end of the war also caused a number of last-minute cancellations and changes which tended to reduce the actual number of sorties which could have been flown.					
Number of sorties attempted:- 45					
" " " successful:- 41 ½					
Percentage of success:- 92.2%					
Total weight of stores dropped:- 80,737 lbs or 40.3 short tons.					
Total hours flown on operations:- 919 hours 21 minutes					
Total air miles flown:- 144,219 = 3204.6 air miles per sortie					
Total number of containers dropped:- 197					
" " " packages " :- 214					
" " " passengers " :- 51					
(These figures include 'Mastiff' sorties.)					