

**July 1945: Form 541 China Bay**

357 Squadron

Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
			All times GMT		
Liberator Mark VI - KL602?? ? "R"	J?2962? F/Lt J. A. King (Capt)	Funnel 34	12th/03?00	12th/2115	This operation was the first to be completed by 357 Squadron detachment, China Bay, and was flown in conjunction with Funnel 35 (reported below) and some other aircraft operating from Minneriya. A rendezvous arranged with these aircraft failed to materialise, and R/357 flew to the DZ area alone, arriving at 1131 hrs after map-reading from the Malayan coast just north of the Perak River. The correct reception was found on the primary DZ (04.08'30"N 101.19'E) although the reception flashing letter was very gad, Dropped 7 agents in two dropping runs and after the drop, flew on to the secondary (04.10'N 101.22'E) where a T of five fires, a letter J in strips and a flashing J were found. This reception was correct and 5 containers were dropped. By the time it was to dark to continue dropping owing to the proximity of the hills, so the remaining four packages were dropped on the primary DZ, where a T of fires was put out for the drop. The weather over the target area was fair, with a considerable cumulous build-up over the hills and visibility reduced by a thick haze from bush fires to 2-3 miles. Left the DZ area at 1200 hrs, the return flight being uneventful. The aircraft was airborne for 18 hours 15 minutes, and flew 3128 air miles. Weight of load dropped:- 3684 lbs. No report from the field referring to this sortie has been received.
	J44512 F/O Oddson (2nd pilot)				
	J.45067? F/O Stevans (Nav)				
	J45844 F/O Jordan				
	J46025 F/O Sanderson				
	F/O Forrest				
	R256795 F/Sgt Tingley				
	F/Sgt Johnson				
	Sgt Johnson				
Liberator Mark VI - ??120? "D"	W/O Tuddenham (Capt)	Funnel 35?	12th/0310	12th/2140	The operation was uncompleted owing to what, in the Captain's Opinion, constituted an incorrect reception. The aircraft arrived at the primary DZ (04.08'20"N 101.19'E) at 1145 hrs after an uneventful flight, and found a T of 5 lights and a flashing T. A T of white strips was also seen, but the briefed red panels could not be seen although this may have been due to the gathering darkness. Circled the area for a
	F/O Smith (2nd pilot)				
	F/O Bosteak? (Nav)				
	F/O Howell				
	F/O Ritchie				
	F/Sgt Johnson				

	Sgt Ford				considerable time waiting for the correct letter ("K?") to be flashed, but this was not done and the reception was extinguished at 1155 hours. The secondary DZ (04.10'N 1010.22'E) was not visited as it was in the hills and the darkness and generally deteriorating weather inland made any attempt seem inadvisable. One agent sat on the floor and refused to budge on arrival at the DZ. He did not appear to be well, and even if the correct letter had been received and the drop been possible, he probably would not have jumped without some "persuasion". Left the area at 1204 hrs and returned to base. The aircraft was airborne for 18? hours 50 minutes and flew 3143? air miles.
	Sgt Grant				
	Sgt Long				
Liberator Mark VI – KH401 "V"	W/O Coker (Capt)	Carpenter	13th/02?0	14th/0110	This operation was completed successfully and the flight was uneventful. The aircraft arrived over the target area, which was ?1.??.??"N 104.05?'E after making a D.R run from Jason Bay, on the East coast of Malaya. The correct reception of a T of torches and a flashing A was waiting, and Rebecca was also picked up at a range of 9 miles at 2000 ft., although the keying was ba. The load of 4 containers and 3 packages was dropped in one run, and appeared to be a slight over-shoot. After the drop the aircraft set course for base, and the return flight was uneventful. No report from the field concerning this operation has been received. The aircraft was airborne for 21 hours 40 minutes and flew 3528 air miles. the weight of the load was 1646 lbs.
	Sgt Mallows (2nd P)				
	P/O Jack (Nav)				
	F/O R. W? J. Pryer				
	F/Sgt C. M. Millar, Aus422841				
	R29?5024 F/Sgt J. C. ?als				
	Sgt A. P Game				
	Sgt P. C. Halliday				
Liberator Mark VI – EW164 "Q"	R124124 W/O T. P Brendum (Capt)	Funnel 52?	15th/0104	15th/2015	This operation was completed successfully. Reached the rendezvous point (Perak Island) at 0836 hrs., and saw one other aircraft circling. It was learned by R/T that the other two aircraft had arrived considerably before ETA, and had continued on to the DA without waiting. After pin-pointing at 04.57'N 100.57'E, flew up the river valleys to the DZ area, and the reception of a T of fires and a letter H in panels was seen at 09?26 hrs. The two preceding aircraft were dropping when Q/357 arrived, and owing to the local topography did not start dropping until the other two aircraft
	J44824 P/O W. H. Edwards (2nd P)				
	R168612 F/Sgt. J. N. Upton (Nav)				
	F/Sgt T. Laird				
	R14?238 Sgt. R. H. Bear				
	Sgt. V. A. Chevaliar?				
	R289876? Sgt. J. T. Phillips				

	F/O C. Duff?				had finished. All their drops appeared to be satisfactory, and "Q" dropped it's load of 4? agents, 5 containers and 4 packages in 4 runs on the DZ (04.56'.30"N 101.17'E). It was rather small, but all the parachutes were seen on the ground in the vicinity of the reception. The weather was generally fair, with Cumulus forming on the surrounding hills. Left the DZ area at 1015 hours and returned to base. The aircraft was airborne for 19 hors 11 minutes, and flew 3126 air miles. The weight of the load dropped was 3404 lbs. No report from the field referring to this operation have been received.
Liberator Mark VI – KL???	W/O L. M. Hodges (Capt)	Carpenter ??	16/0355	16/1410	This operation was uncompleted due to adverse weather en route. The aircraft reached position 06.51'N 92.43'E, but the weather there was impassable, with cumulus and cumalo-nimbus reaching from sea level upwards, and rain storms etc., in the area. It might have been possible to have flown around the weather, but as the amount of fuel carried did not permit much deviation from the briefed route, it was decided to cancel the operation at 0835 hrs. The entire load – 4 containers and 4 packages – was returned to base. The aircraft was airborne for 10 hours 15 minutes, the distance flown being 172?0 air miles. The following report from the field was received:- 'No repeat No drop last night. Plane passed overhead, fires and signal were OK. If possible send plane tonight.'
	F/Lt J. Morley				
	Aus412255? F/O M. D. Seale (Nav)				
	Aus412?500? F/O K. Buchanan				
	F/O J. Ritchie				
	F/O D? Powell				
	P/O G. S. Heaps				
	F/Sgt V? Karshaw?				
Liberator Mark VI – K?W?210 – "Z"	J26150 F/O A. G. Bussa? (Capt)	Carpenter 25?	16th0358?	17th0200	This operation was successfully completed and both the outward and return flights were uneventful. The target area was reached at 1338? hrs and a pin-point obtained on the Johore River at 01.45'N 102.46'E. From there, a D.R. run was made to the actual D.Z. (position 01.46'20"N 102.45'26" E) where the correct reception of a T of fires and a flashing letter "F" was waiting, and the aircraft set course for base immediately after dropping the load of 4 containers and 3 packages. This was dropped in one run at 1450 hrs, an although they all appeared to be dropping correctly, the
	R200770 Sgt R. F. Frome? (2nd P)				
	J47267 P/O V. I. McNaughton (Nav)				
	J47311 P/O A. E. R. Thonarat?				
	J47452 P/O J. R. Scott				
	Sgt D. F. Jackson				
	F/Sgt F. J. Thrush				

	R272141 Sgt. G. W. Skett				parachutes were not actually seen on the ground owing to a thin ground mist which was forming during the drop. Weather over the DZ and Malaya generally was good, but between Sabang and the Nicobar Islands, there were storms and low cloud. No report concerning this drop has been received from the field. The total weight of stores dropped was 1582 lbs, the aircraft being airborne for 22 hours 2 minutes, during which period 3712 air miles were flown.
Liberator mark VI – KH320 – "D"	F/O G. H. March (Capt)	Beacon 6	18th0105	18th2010	This operation was unsuccessful owing to fuel shortages. The outward flight was uneventful, and the aircraft crossed the Malay coast at the mouth of the Bernham? River and flew to 03??23'N 10.39'E (near Kub?i Bahru) as it had been suggested at briefing that the aircraft should attempt to fly through a pass known as the "Gap", instead of flying up over the mountains. The Gap was reached at 0910 hrs, but it was found to be completely blocked by a very large forest fire. By the time attempts had been made to get through, the fuel remaining would not have permitted the aircraft to fly over the mountains to the target and return with any safe margin, so it was decided to abandon the sortie and the aircraft set course for base at 0957 hrs. The Gap was definitely identified by local topography and by bearings taken on coastal features such as river mouths which were visible over the coastal plain. Another aircraft on the same target ( Beacon 7, reported below was successful, and it was very unfortunate that this particular aircraft happened to find their way blocked and then to have insufficient fuel to attempt to find another route in. The load was returned to base, and the aircraft was airborne for 19 hours 5 minutes, during which period 3184? air miles were flown. The relative field report is given under "Beacon 7" below.
	F/Sgt. J. McMurchie (2nd pilot)				
	F/O W. H. Lower? (Nav)				
	F/Sgt R. Simmonds				
	F/Sgt J. W. Dickson				
	F/Sgt. D. M Hamilton				
	Sgt. O? R. Davies				
	Sgt. J. Thompson				
Liberator KH401 – "V"	F/O R. N? Forrest (C)	Beacon 7	18th 0100	18th 2158	This operation was successfully completed. After an uneventful outward flight, the Gap at Kubu Bahr?? (03.33'N 101.39'E) was passed after some difficulty caused by a large forest fire which was centred in the pass. Arrived at
	F/O G. D. Chapman (2nd pilot)				

	Sgt. H. Forshaw (Nav)				Kuala Lipis at 0905 hrs and from there mad a DR run to the target area. On arrival the T of fires and letter H in panels was found in position, and although no Rebecca was briefed, the aircraft set was switched on prior to arrival at the target "just in case" there was anything to be picked up. Nothing was picked up, and the set caused some confusion by catching fire as the aircraft arrived at the target. No damage, however was caused to the aircraft. The DZ was very small, and as there were numerous bush fires in the vicinity, the actual reception was hard to see. The load of 6 containers and 5 packages was drooped in two dropping runs, and some of the load of 6 containers and 5 packages was dropped in two dropping runs, and some of the load was seen being picked up by the ground party. Finally set course for base from Kuala Lipis at 1019 hours and returned to China Bay, having been airborne for 20 hours 58 minutes. The air mileage was 3502 miles, and the weight of stores dropped 2482 lbs. The following message was later received from the field concerning this drop and "Beacon 6":- One plane only arrived. 7 containers, 4 packages. It is amazing how the RAF consistently drop everything right on this DA which is only the size of a pocket handkerchief. What a grand lot they are."
	F/O J. King				
	Sgt. D. Ache				
	Sgt. F. E. Johnson				
	Sgt A. R. Littlewood				
	Sgt. E. Temperton?				
Liberator mark VI - KH162 - "W"	W/O S. A.. Tuddenham	Sergeant 17	19th 025?0	19th 2040	This operation was successfully completed. After reaching the coast of Malaya north of track due to compass error, flew south along the coast, and finally reached Kangar, from where a DR run was made to the DZ area. This appeared to be further in to the hills than the briefed position, and was situated in a narrow river bed. The correct reception of a T of fires and a letter U in strips was waiting when the aircraft arrived ato 1030? hours. The load was dropped in three runs, 4 personnel going in the first
	F/O S. W. Smith (2nd pilot)				
	F/O T. B? Bestock?				
	F/O J. B. Howell				
	F/Sgt F. E. Johnson				
	Sgt. W. H. D. Grant				
	Sgt M. E. Ford				

	Sgt. R. E. Long				run and the remaining 4 containers and 7 packages going in the following two runs. The bodies were seen walking about after the drop, and the aircraft left the area (06.27'N 100.32'E) at 1055 hours. On the way out, the other 357 Squadron aircraft was seen heading towards the DZ and as the gathering cloud might have made DZ identification difficult, R/T silence was broken to inform the other aircraft that his target was straight ahead. The return flight was uneventful, and the aircraft was airborne for 17 hours 41 minutes, flying a total of 2798 air miles. The weight of the load dropped was 2892 lbs. The following report was received from the field concerning this drop and Sergeant 15, which is reported below:- "All arrived safely. Congratulations to pilot for perfect dropping. Worked 10 hours to get one body down from very high tree."
Liberator mark VI – KH210 <sup>1</sup> – "Z"	J.26?15?0 F/O A. G. Buzza (Capt)	Carpenter 25	035?/?/16t h	0200?/17t h	This operation was successfully completed, and both the outward and return flights were uneventful. The target area was reached at 1338 hrs and a pinpoint obtained on the Johore River at 01.45'N 103.46'E. From there, a DR run was made to the actual DZ (position 01.46'N 103.45?'24"E) where the correct briefed reception of a T of fires and a flashing letter Y? was waiting. 4 containers and 3 packages were dropped in one run at 150 hrs, and although they all appeared to be dropping correctly, they were not actually seen on the ground owing to a thin ground mist which was forming during the drop. Weather over the DZ and Malaya generally was good, but between Sabang and ??????coba? Islands there were storms and low cloud. No report concerning this drop has been received from the field. The total weight of stores dropped was 1583?? lbs, the aircraft being airborne for 22 hours 2 minutes during which 3712 air miles were flown.
	R20?0770 Sgt. R? Frاند? (2nd pilot)				
	J47367 P/O V. I. McNaughton? (Nav)				
	J47311 P/O A. E. R. Thomarar				
	J474582? P/O J. H. Scott				
	Sgt. D. F. Jackson				
	F/Sgt. F. J. Thrush				
	R272141 Sgt. G. W. Skatt?				
Liberator mark VI – KH320 – "D"	F/O G. H. Mars?h (Capt)	Beacon 6	0105/18th	2010/18th	This operation was unsuccessful owing to fuel shortage. The outward flight was uneventful, and the aircraft crossed the Malaya coast at the mouth of the

<sup>1</sup> KH210 did not serve with 357 – is this KH216? – but missing 8.7.45??(Oughton)

	F/Sgt. J. McMurchie (2nd pilot)				P??r?glan River and flew to 03.33'N 101.39'E (near Kunu Bahru?) as it had been suggested at briefing that the aircraft should attempt to fly through a pass known as The Gap, instead of flying over the mountains. The Gap was reached at 0210? hrs, but was found to be completely blocked by a very large forest fire. By the time attempts had been made to get through, fuel remaining would not have permitted the aircraft to fly over the mountains to the target, and return with any safe margin, so it was decided to abandon the sortie, and the aircraft set course for base at 0957 hrs. The Cap was definitely identified by local topography and by bearings taken on coastal features such as river mouths which were visible over the coast plains. Another aircraft on the same target (Beacon 7) reported below was successful, and it was very unfortunate that this particular aircraft happened to find their way blocked and then to have insufficient fuel to attempt to find another route in. The load was returned to base and the aircraft was airborne for 19 hours 5 minutes, during which period, 31??? air miles were flown. The relative field report is given under Beacon 7 below.
	F/O W. H. Lawer? (Nav)				
	F/Sgt. R. Simmonds				
	F/Sgt. J. W. Dickson?				
	F/Sgt. D. M. Hamilton				
	Sgt. G. R. Davies Sgt. J. Thompson				
Liberator mark VI – KH401 – "V"	F/O R. M. Forrest (Capt)	Beacon 7	18?/010?0	18th /2158	This operation was successfully completed. After an uneventful outward flight, the Gap at Kuba Bahru (03.33'N 101.39'E) was passed after some difficulty caused by a large forest fire which was cantered in the target area. Arrived at Kuala Lipis at 0905 hrs and from there made a D.R. run to the target area. On arrival the T of fires and letter H? in panels was found as briefed, and although no Rebecca was briefed, the set was switched on prior to arrival at the
	F/O G. D. Chapman (2nd pilot)				
	F/O J. King				
	Sgt. H. Farshaw? (Nav)				
	Sgt D. Ashe?				
	Sgt F. E. Johnson				

	Sgt A. R. Littlewood				target "just in case" there was anything to be picked up. Nothing was picked up, and the set was the centre of some confusion as it caught fire at the same time as the aircraft arrived over the reception. The D.Z. was very small, and as there were numerous fires etc., in the vicinity, the actual reception was hard to see. The load of 6 containers and 5 packages was dropped in two dropping runs, and some of load was seen being picked up by the ground party. After the drop the aircraft left the D.Z. at 0955 hrs and set course for Kuala Lipis and from there set course for base at 1019 hrs. The aircraft was airborne for 20 hours 58 minutes during which 3484 air miles were flown. The following report has been received from the field "one plane only arrived 7 containers – 4 packages. It is amazing how R.A.F. consistently drop everything right on this D.Z. which is only a pocket handkerchief. What a grand lot they are". This report also refers to Beacon 6 above.
	Sgt E. Temperton				(this is a repeat of previous entry, very slightly different))
Liberator mark VI – KI3?52 – "R"	R134124 W/O T. P. Broniam? (Capt)	Sergeant 15??	19th 0313	19th 2106	This operation was successfully completed, in spite of one or two anxious moments on the outward flight, when the aircraft reached position 08.04'N 93.30'E at 0753 hrs, LAA and MG fire was experienced from the area of Nan?cowery Harbour. The aircraft was flying at 1000 ft and the fire was from at least two miles to port, so that most of the tracer from the machine guns could be seen falling away short, but although only a comparatively few shots were fired, the aircraft was holed in four places, but continued with the sortie undeterred, as there were no casualties and the flying characteristics of the aircraft were unimpaired. The coast was
	J448?24 P/O W. H. Edwards (2nd pilot)				
	R162613 F/Sgt J. H. Upton (Nav)				
	J45192 P/O A. E. Duff				
	F/Sgt T. Laird				
	R?271246 Sgt L. A. Waddell				
	R142238? Sgt. R. H. Bear				
	R268376? Sgt. J. T. Phillips				

	Sgt V. A. Chevalier?				finally crossed at Kangar after pin-pointing at Langkawi Island. The D.Z. (06.27'N 100.22'E) was finally reached at 1113 hrs after a short search necessitated by the cloud which was building up in the area, and the correct briefed reception was found. The load of 4 agents, 4 containers and 7 packages were dropped in four dropping runs, and the aircraft left the target at 1141 hrs. The return flight was uneventful, and the aircraft landed after having been airborne for 18 hours 53 minutes during which 2880 air miles were flown. The weight of stores dropped was 28?87 lbs. The following message has been received from the field concerning the drop:- "All arrived safely – congratulations to pilot for perfect dropping. Worked 10 hours to get one body down from very high tree. (This report also applies to Sergeant 17).
Liberator mark VI – K?391? – "K??"	F/Lt G. Smith (Capt)	Carpenter Mint 31	19th 0412	20th 0210	This operation was carried out for Inter-Services Liaison Department, although the reception and field arrangements were in the hands of the usual Force 136 ground party. The operation was successfully completed, and both the outward and return flights were uneventful. After making a D.R. run from Batu Pahat the correct reception of a T of fires and a flashing letter D ws found in the correct position (01.45'N 103.44'E) at 1414 hrs. The load of 5 agents and 6 packages were dropped successfully in 3 dropping runs, and the D.Z. was left at 1427 hrs, when the aircraft set course for base. The aircraft was airborne for 21 hours 58 minutes and covered 3620 air miles, the weight of the load dropped being 1571 lbs. The following report has been received from the field concerning this, and two other operations, on of which is reported below (the other aircraft was operating from Minneryia):- "3 planes OK last night. Than R.A.F. for stout effort."
	P/O R. F. Taylor (2nd pilot)				
	F/Sgt H. Smith (Nav)				
	J45248 F/O W. O. McDougald				
	F/Sgt L. J. Powell				
	F/Sgt G. Smith				
	R272141 Sgt G. W. Skett?				
Liberator mark VI – K??2?10 – "Z"	F/O A. F. Coker (Capt)	Carpenter Mint 32	19th 0430	20th 0237	This operation was successfully carried out for Inter-Services Liaison Department, although the reception were arranged by Force 136 ground party. The outward flight was uneventful, and the Malayan coast was crossed at 01.56'N 102.44'30"E) from that point. The correct reception of a T of fires and a flashing
	Sgt. F. W. A. H?ellows (2nd pilot)				

	P/O D. E. Jack (Nav)				letter P lit as the aircraft approached at 1439 hrs, and the load of 3 containers and 7 packages were dropped in two runs. The reception was turned off after each dropping run which made correct dropping difficult. The D.Z. was left directly after the 2nd dropping run at 1449? hrs and the return flight to Ceylon was again uneventful The aircraft was airborne for 22 hours 7 minutes during which 3620 air miles were flown, whilst the weight of the stores dropped was 1613 lbs. A report from the field concerning this drop has been received and was reported under the heading of operation Carpenter/Mint 31 above.
	F/O D. Powell				
	P/O R. W. J. Pryor				
	A4328?41 F/Sgt C. M. Miller				
	R268024 F/Sgt J. C. Bails				
	Sgt A. P. Game Sgt P. G. Halliday				
Liberator	C148?0 S/Ldr O. A. H. Sims (Capt)	Galvanic ??	21st/0624	22nd/014 0	This operation was completed successfully, and the outward and return flights were uneventful. The coast of Malay as crossed at 02.31'N 101.15'E and a D.R. run of 23 miles was made to the first D.Z. (02.21'2?0"N 101.37'.30"E) where the correct briefed reeption of a V of fires and a flashing letter X were found. The 6 agents were dropped in one run at 1537 hours, on this D.A., and the sotes (5 containers and 4 packages) were dropped on the secondary D.Z. at 03.22'N 101.33?E. The position of the stores relative to the D.Z. could not be seen as the parachutes were camouflaged, an d after the agents had been dropped, a confused flashing on torches was seen. The target was left at 1542 hrs, and the aircraft set course for base, landing after being airborne for 19 hours 6 minutes, during which 3130 air miles were flown. The weight of stores dropped was 3494 lbs, and no report has been received form the field concerning the drop.
	R19?5421 Sgt. N. A. Gray (2nd pilot)				
	C4277 S/Ldr E? D. Wilson (Nav)				
	F/Sgt. D. J. Hewkins? (2nd Nav)				
	J42121 P/O F. E. Drapier				
	J42?177 P/O A. Fit?????ries				
	J47457 P/O J. M. Flanagan				
	J47453 P/O G. M. Hera?us				
Liberator mark Vi – KH210 – "Z"	F/Lt. A. G. Fenwick (Capt)	Galvanic 9	21st 0655	22nd 0235	This operation was completed successfully, and after crossing the coast of Malay at 03.20'N 101.15'e a D.R. run was made to the D.Z. area. The reception on both D.Z's (primary: 03.21'?0"N 101.37'30"E, secondary 03.22'N 101.32?E) could be seen simultaneously, and after a survey of the area in order to decide which was the best dropping direction etc., the 6 agents were dropped at 1626 hrs, and the remaining load of 5 containers and 4
	F/Sgt G. C. Whale				
	F/O W. N. McStea (Nav)				
	F/Lt J. Reed				
	J48124 F/O G. F. MacKalvie				
	A436522 F/Sgt D. C. Jolley				

	Sgt. Simmonite?				packages (weight 3420 lbs) were dropped 8 minutes later. The parachutes were not seen on the ground, but the bodies were seen flashing torches after they had landed. The aircraft set course for base at 1635 hrs and landed after an uneventful return flight being airborne for 19 hours 40 minutes. The air miles covered were 3134 and no report has been received from the field concerning this drop.
Liberator mark VI – KH320 – "?"	F/O R. N. Forrest (Capt)	Galvanic 11	21st 0701	22nd 0234	This operation was successfully completed, and after crossing the Malay coast at 03.20'N 101.15'E a D.R. run was made to the target area. On arrival at the D.Z. (which was in the same position as the D.Z for Galvanic 8 & 9 reported above) the reception was not fully organised. After some milling around amongst the ground party, however, the correct reception of a V of lights and a flashing letter X was laid out on the primary target, and on the secondary, the correct T of fires and flashing letter Z could be seen. The 6 agents were dropped in two runs as the last man of the stick was sick at the critical moment, and a second run had to be made specially for him. The rest of the load – 5 containers and 4 packages weighting 3468 lbs, was dropped in a further two runs. Al the load appeared to be dropping correctly, although, the last stick of 3 packages was probably rather spread out, owing to a failure of the signal light in the aircraft. The aircraft left the target area at 1618 hrs, and returned to base. It was airborne for 19 hours 33 minutes, and flew 3277 air miles. No report from the field has been received concerning this drop
	F/O G. D. Chapman (2nd pilot)				
	Sgt H. Forshaw (Nav)				
	F/O M. King				
	Sgt. D. Ashe?				
	R26602?4 Sgt. J. C. Baile				
	Sgt. A. B. Littlewood				
	Sgt. E. Temperton				
Liberator mark VI – KH391? – "Y"	F/O A. F. Coker (Capt)	Carpenter 38?	22nd 0414	22nd 1725	At 10.22 hrs a W/T message was received from Headquarters 222 Group when in position 06.12'N 96.09'E recalling the aircraft. It was later learnt that this recall was sent out at the request of Force 136 who had received information from the field that the drop could not be accepted. This report is as follows:- "Sorry about last night. Two Libs. arrived but we could not accept. Panic caused by presence large body Jap troops in jungle South. Until located
	Sgt. F. W. A. ?ellows (2nd pilot)				
	P/O D. E. Jack (Nav)				
	P/O R. W. J. Pryer				
	A.420174 W/O J. Dalaney?				

	4228?41 F/Sgt C. K? Millar				such parties are our greatest menace for cannot repeat cannot tell where they will pop up next. Hence the pyramids complicated. Moving away and situation although still a bet tense is under control. Please apologise to R.A.F. Hope all got back safely. Can accept drops again if R.A.F. do not repeat not mind possibility of cancellations". This report also refers to Carpenter 36 & 37, also flown from China Bay, whilst the two aircraft referred to as having arrived are presumably from Minneryia, as all the 357 Squadron aircraft received the recall message.
	Sgt. A. P. Game?				
Liberator mark VI – KH114 "U"	F/O K. E. Roberts (Capt)	Carpenter 37	22nd 0400?	22nd 1744	A recall message was received from Headquarters 222 Group at 1037 hrs. when the aircraft was in position 05.22'N 97.09'E and the aircraft returned to China Bay with it's load. This recall message was sent on the advice of Force 136 who had received a message from the field. This message has already been reported under operation Carpenter 38 above.
	F/Sgt R. B. Swift (2nd pilot)				
	P/O E. F. Kirby (Nav)				
	A4342?65 F/Sgt T. Pacey				
	F/Sgt J. Richardson				
	Sgt J. Saunders				
	Sgt. J. J. Reid				
Liberator mark VI – KH?401 – "V"	J22963 F/Lt J. A. King (Capt)	Carpenter 36	22nd 0343	22nd 2158?	This aircraft was also recalled from it's operation, but for some reason, the first recall message was not picked up. they therefore flew down the Malacca Straits, and when in position 04.10?'N 98.58'E at 1100 hrs an enemy aircraft attacked from 90° flying at the same height as the Liberator (1000 ft), and tracer was seen passing below the latter aircraft, which descended to 500 ft. Whilst attention was engrossed in this aircraft two more fighters attacked from high frontal position but were not seen to fire. After these passes, the three fighters peeled away and flew off towards Sumatra. They were camouflaged deep blue with
	J44612 F/O J. Oddson? (2nd pilot)				
	J45987 F/O W. K? Stevens (Nav)				
	A413?590?? F/O K. Buchanan				
	J35244 P/O D. K. Jordan				
	J45936 P/O H. F. Wagner				

	R256795 F/Sgt R. B. Tingley				<p>unidentified yellow markings on the tails and cowlings, and did not have any Japanese roundels visible. The Liberator was not touched, and no claims were made by the rear gunner of the aircraft, who managed to fire off a few rounds. As the rear turret formed the only armament of the aircraft, it was just as well that the attacks were not pressed home, and it can only be assumed that the enemy aircraft were nearing their P.L.E. or else were only training aircraft. The aircraft were identified by the crew as 2 "Hamps" and a Zeke 52, but it seems more that they were actually Oscars. Hamps and Zekes are primarily Japanese Naval aircraft, and they have not been sighted before operating from North Sumatra, the nearest Naval – controlled area being Singapore.</p> <p>During this attack, another recall message was picked up, but was somewhat naturally missed during the confusion reigning inside the aircraft, and it was not until 1147 hrs that a recall message was finally picked up, by which time the aircraft was in position 03.07'N 100.13'E. It set course for base immediately and the return flight was uneventful. The aircraft was airborne for 19? hours 15 minutes, during which 2996 air miles were flown. The reason for the recall is the same as for Carpenter 37 and 38 reported previously.</p>
Liberator mark VI – KH114 – "U"	F/O D. Powell? (Capt)	Funnel 56	24th 0103	24th 1925	<p>After an uneventful flight over the Bay of Bengal and the Malacca Straits, crossed the coast of Malaya at 0927? hrs in position 04.25'N 100.35'E and map read from there to Tapah, which was reached at 0946 hrs. From Tapah (04.12'N 101.16'E) a D.R. run was made to the D.Z. area (briefed position 04.10?.30"N 101.22'E) but no reception was to be seen. The further D.R. runs were made on to the area from Bidor? (04.17'N 101.17'E) but although there was no doubt</p>
	P/O J. Whatnough? (2nd pilot)				
	Sgt D. Still (Nav)				
	P/O G. S. Heaps				
	F/Sgt J. W. Roper				
	Sgt J. Bradley				
	Sgt J. Hunter				

	Sgt G. M. Evans				that the area was definitely reached, no reception could be seen, and the aircraft finally set course for base at 1029 hrs. On the return flight, a sighting of some interest was made by the rear gunner – a type of railway engine shelter similar to those used by the Japanese in Burma in approximate position 04.075'N 101.16'E, camouflaged green and long enough to hold an engine and several coaches. It was solidly built, with thick sides and a roof which appeared to be formed of railway sleepers. This is the first time an engine shelter has been seen in Malaya, and if it is the first of several, it would point to some uneasiness on the part of the Japanese as to the safety of their rolling stock against Allied strafing attacks, an uneasiness born of bitter experience in Burma. The load of 7 containers and 4 packages was returned to base after the aircraft had been airborne for 18 hours 22 minutes, during which 2977 air miles were flown. A message was later received from Force 136 stating: "For your information, definitely no reception was present".
Liberator mark VI – E?W119 ? – "P??"	F/O G. H. March (Capt)	Funnel 55	24th 0110	24th 1940	After reaching the coast of Malaya at 04.25'N 100.37'E a D.R. run was made to Tapah, followed by another D.R. run to the D.Z. area (04.18'30"N 101.22'E), which was reached at 1038 hrs. The whole area was thoroughly searched, but no reception could be seen, and the area was finally left at 1053 hrs. The aircraft set course for base, and landed with its full load of 7 containers and 4 packages after having been airborne for 18 hours 30 minutes, during which 3022 air miles were flown. At a later date a message was received from Force 136 concerning this operation, stating "For your information, definitely no reception was present".
	F/Sgt J. McMurchie? (2nd pilot)				
	F/O W. H. Louer? (Nav)				
	F/Sgt R. Simmonds				
	F/Sgt J. W. Dickson				
	F/Sgt P. Karshaw?				
	F/Sgt D. M. Hamilton				
	Sgt G. R. Davies				
Liberator mark VI - ??310 "Z?"	F/Lt G. Smith (Capt)	Carpenter 49?	25th 0325	26th 00?55	This operation was completed successfully. After crossing the coast of Malaya at 02.03'N 102.34'E at 1417 a D.R. run was made to the D.Z. (01.58?N 103.27'E) finding the correct reception of a T of fires and a letter A flashing as the
	Sgt. R. F. Taylor (2nd pilot)				

	F/O S. W. Smith (Nav)				aircraft arrived. The load of 4 containers and 4 packages (weighing 1634 lbs) was dropped in one run, and the aircraft set course for base at 1435 hrs. The return flight was uneventful, and the total airborne time was 21 hours 20 minutes, during which 3460 air miles were flown. A report concerning this operation has been received from the field and is given below under Carpenter 41.
	J45348? F/O W. O. Macdougald				
	F/Sgt L. J. Powell				
	F/Sgt H. Smith				
	Sgt J. Tate				
	Sgt J. Stott				
Liberator mark VI - KH2?91 - "Y"	F/O K. E. Roberts (Capt)	Carpenter 47?	25th 043?0	26th 0030?	This operation was successfully completed. The Malay coast was crossed at 02.03'N 102.34'E (Mauh?) where several rectangular buildings, apparently factories, were seen to be brilliantly lit, and a D.R. run made to the D.Z. (01.52'N 103.57'E). The reception was waiting for the aircraft and the load of 4 containers and 2 packages (1?50 lbs), was dropped in one run. The area was left immediately after the drop at 1430 hrs, and the return flight was uneventful. The aircraft was airborne for 20 hours 50 minutes and flew 3413 air miles. The following messages have been received from the field concerning this drop and Carpenter 40 reported above. The other two aircraft referred to were presumably operating from the Cocos Islands. The message was received in tow parts, and the connection between the two is not quite clear:- " 4 planes dropped successfully night 25th. All stores in jungle. Approx. 12 chutes not yet found. Search continues. (2nd report) Wizard navigation night 25th. Chutes well grouped. Out 250 yards to N.W. Better luck next time. All the best and good hunting".
	F/Sgt R. B. Swift (2nd pilot)				
	P/O E. F. Kirby (Nav)				
	P/O L. L. Sammel??				
	A4348?56 F/Sgt T. Pacay				
	F/Sgt Richardson				
	Sgt J. Saunders				
	Sgt J. J. Reid				
Liberator mark VI KH1?2 "W?"	F/O D. Powell (Capt)	Fighter 8	27th 0200?	27th 1910	This operation was uncompleted owing to adverse weather over the target area. The weather was good over most of the route except for scattered SCu, until latitude 99°E was reached, and at that point the weather deteriorated quickly into 10/10ths St, Cu and Cb down to 500
	P/O J Whatsough (2nd pilot)				
	Sgt. D. Still				

	{balance of crew not listed on original}				ft with heavy showers reducing visibility to under a mile in places. A Pin-point was, however, obtained on the Langkawi Islands and the Malay coast was crossed just North of Alor Star ( 06.07'N 100.22'E) in the vicinity of which was a clear patch of weather. Attempted to fly around the cloud and after searching for a way at cloud base level (1500 ft) for some time, it was finally decided to set course for base at 1024 hrs. The weather to the South appeared to be much clearer, but fuel shortage precluded any attempts to fly around the clouded area and approach the D.Z. from the South or East. The return flight was uneventful, and the aircraft was airborne for 17 hours 10 minutes, during which 2862 air miles were flown. The load of 3 agents 3 containers and 9 packages was returned to base.
Liberator mark VI – EW164 "Q"	W/O S. A. Tuddenham (Capt)	Fighter 8	27th 0155	27th 2056	This operation was uncompleted owing to weather over the target area. The bad weather commenced just West of the Langkawi Islands. A pin-point was obtained at 06.29'N 99.40'E and a D.R. run was made from there to the coast. At latitude 100.40'E however, cloud building up in the hills forced the aircraft to fly southwards. Weather at this point was Cu and Cb with St over the hills, down to 200 ft. in places, and showers reducing visibility to below a mile. The Muda river was reached, and the valley was flown up, but although the aircraft must have been within 5 miles of the D.Z. area, weather conditions proved to be impassable, and the sortie was abandoned at 1125 hrs. The load of 3 agents, 3 containers and 2 packages was returned to China Bay, and the aircraft was airborne for 19 hours 1 minute, 29?28 air miles were flown.
	F/O S. W. Smith (2nd pilot)				
	F/O T. B. Bostock (Nav)				
	F/O J. B. Howell				
	F/Sgt F. E. Johnson				
	Sgt W. D. H. Grant				
	Sgt M? E. Ford				
	Sgt R. E. Long				
Liberator mark VI – EW119 – "P??"	F/O F. Coker (Capt)	Sergeant 28	28th 0130	28th 1913	The operation was successfully completed. Pin-pointed on Bunting Island at 0930 hrs and flew North of track owing to bad weather on the coastline of Malaya. Recognised a village at 06.04'N 100.46'E visually as the Captain has been to this area before, and flew southwards from there to 05.50'N 100.53'E. From this pin-point a D.R. run
	Sgt. F. W. A. Mallows?? (2nd pilot)				
	P/O D. E. Jack (Nav)				

	P/O R? W. J. F?ryer				was made to the DZ (05.55'N 100.58'E) and the reception was found slightly out of position, the estimated position being 05.53'N 100.57'E. The load of 2 bodies, 5 containers and 4 packages were dropped in three dropping runs, and after the drop, the bodies were seen on the DZ waving. Left the DZ at 1026 hrs, and set course for base. The return flight was uneventful except for sighting a Thelma at 1041 hrs in position 06.52'N 100.20'E. This aircraft was flying due south, 5 miles to the West of the Liberator, and no action was taken by either aircraft. The aircraft was airborne for 17 hours 45 minutes, flying 2990 air miles. The weight of stores dropped was 1749? lbs. The following report has been received from the field concerning this droop – (1st report) "Bad visibility over target. We prayed mighty hard for that crew and trust that they got back safely. Report on drop tomorrow." (2nd report) " The two bodies safe. Sincere congratulations to the pilot and crew for first-class drop. They were lucky as flight of Jap Zero planes crossed the DZ while Lib was turning for un in."
	A420174 W/O J. Delaney				
	A43?2241 F/Sgt G? M. Millar				
	Sgt. A. P. Game?				
	Sgt. P. G. Halliday				
Liberator mark VI – KH114 – "U?"	F/O G. H. Marsh? (Capt)	Carpenter 45	28th 042?5	28th 0935	Immediately after take-off the automatic pilot went u/s, and after attempts had been made to repair it, it was decided to abandon the sortie. This decision was arrived at in view of the probable length of the sortie (21 hours 30 minutes estimated), a large part of which would have had to be flown at night. The load was therefore jettisoned on the load DZ at China Bay, and after the aircraft had flown around until sufficient fuel had been expended to reduce the all-up landing weight to a safe level, it landed at China Bay.
	F/Sgt J. McMurchie (2nd pilot)				
	F/O W. H. Lester? (Nav)				
	J47456 P/O Cart??n				
	F/Sgt J. W. Dickson				
	F/Sgt ? Simmonds				
	Sgt J. Thomson?				
	Sgt G. R. Davies				
Liberator mark VI – KH?2?91 – "Y?"	F/Lt A. G. Fenwick (C)	Carpenter 44	28th 0425	29th 0300?	This operation was successfully completed. The coast of Malay was crossed at Batu Pahat at 1512 hrs. and the Johome? River reached at 1553 hrs. at position 01.30?N 103.56'E and a D.R. run was made from this point to the DZ (01.44'N 103.42'E) and the correct reception of a V of fires and a flashing letter C recognised. This reception had
	A3429674? F/Sgt D. Still (Nav)				
	F/O W. W? McStan?				

	J45134 F/O G. F. McKelvis?				actually been seen on the run across from the coast, but as the letter had been unintelligible, no drop had been made, and it was decided to check the position of the target. The load of 3 containers and 4 packages was made in two dropping runs, one of the packages being free dropped. This DZ is situated amongst very high trees and if the aircraft descends to the correct height for free dropping, the reception is completely obscured by trees. Two other packages were inadvertently released approximately 3? miles East of the DZ owing to a failure of the signal light. The aircraft set course for base immediately after the drop at 1612? hrs., and landed at China Bay after having been airborne for 23 hours 25? minutes during which 3625 air miles were flown. The weight of stores dropped was 1672 lbs. A message has been received from the field, and reads as follow:- "one plane dropped 5 containers. Congratulations to crew for excellent drop. All chutes on DZ. Keep up this good dropping. Many thanks."
	A412853? W/O D. I Graham				
	A345522? F/Sgt D. C. Jolley				
	F/Sgt W. F. Ayto?n				
	Sgt. F. Simmonits				
Liberator mark VI – KH2?? "D??"	F/O. R. H? Forrest (Cap)	Carpenter	29th 04???	29th 0140??	The coast of Malaya was crossed at Batu Pahat and the aircraft set course for Jason Bay on the East coast. A DR run was made from Jason Bay to the DZ (02.03'N 104.01'30?"E) arriving there at 1451 hrs. On arrival, the ground party were seen running arrond getting the reception organised, and after one circuit had been made the correct reception of a T and 5? lights and a flashing letter K was completed. After one drop had been made, on which 4 containers had been released, the reception <sup>2</sup> and another dummy run had to be made before the
	F/O G. D. Chapman (2nd pilot)				
	Sgt H. F?orshaw (Nav)				
	F/O M. King				
	Sgt D. Ashe?				
	Sgt. F. E? Johnson				
	Sgt A. E. Littlewood?				

<sup>2</sup> There may be a line missing from the record here.

	Sgt. E? Tamperton?				remaining 4 packages could be dropped. The practice of extinguishing receptions in between dropping runs has occurred several times on Carpenter operations, and whilst the security of the field is fully appreciated by aircrews, a continuous reception would enable the aircraft to dispense with making un-necessary runs over the area, and thus the props could be carried out more quickly and the security of the field increased. This suggestion was forwarded to Force 136 on their copy of the sortie report for this operation. After the drop, the aircraft set course for base, and landed after being airborne for 21 hours and 29 minutes during which 3550 air miles were flown. The weight of stores dropped was 1693 lbs. The following report has been received from the field concerning this operation, two other aircraft being on the same DZ and operating from Minneryia;- "Drop and security OK. One and two planes drop excellent. Third plane too high. Still looking for chutes from first plane. First drop two chutes failed to open. (2nd report) Chutes now found."
Liberator mark VI - K?????? ???	R124124? W/O T. P? Breadan? (Capt)	????? 14	30th 0102	30th 2140?	This operation was completed successfully. Pin-pointed on the Malay coast at 02.43?N 101.24'E and commenced flying towards Se?enban? (02.42?'N 101.57'E) On the way, the aircraft passed over Imris?? Landing ground, sighting two possible "Zekes" on the ground. The arrival of the Liberator caused no little consternation on the ground, and people were seen pointing and running in all directions, which was perhaps understandable as the Liberator was flying at 100? ft. As the crew were enjoying the confusion they had caused, an aircraft was sighted one mile to the North, flying due West and probably
	P/O W. H. Edwards (2nd pilot)				
	R??? F/Sgt J. N? Uptok? (Nav)				
	P/O R. W. J. Pryer?				
	F/Sgt T. Loard??				
	R1422??8? Sgt. ? ? Bear?				
	R2????78? Sgt. J. T. Phillips				

	Sgt. V. A. Chevalier??				going to Morib. This was, however, identified as a Thelma and no action was taken by either aircraft. Seremban was reached at 1012 hours and the aircraft then flew up a valley in which the DZ was situated, and found the reception after a short search approximately 1 mile West of the briefed position (02.45'30"N 102.01'15"E). The load of 3 bodies, 3 containers and 5 packages was dropped in two dropping runs, although the aircraft was over the target area for nearly half an hour, owing to rain showers which put out the reception fires at one time. The DZ was left at 1104 hrs., and set course for base, the return flight being uneventful. The aircraft was airborne for 20 hours 38 minutes and flew 3130? air miles. The weight of stores dropped was 1872 lbs. The following report has been received from the field concerning this drop:- "Fair drop. First part in jungle. Second just off DZ. All stores OK except one which dropped several miles from DZ over road. Planes circled DZ for 50? minutes. Japs arrived soon after." (Two other aircraft were on the same target at approximately the same time on ??????? 12 and 13).
Liberator mark VI - EW189? ?? - "P"	F/O D. Powell (Capt)	Galvanic 18?	30th 0713	31st 0323	This operation was completed successfully. The coast of Malay was crossed at Kuala Selangor (03.20'N 101.15'E) at 1552 hrs and a DR run was made to the D.Z. area. On arrival at the D.Z. at 1605 hrs, 5 lights in no particular formation were seen, together with a flashing "C". In order to check the position, the aircraft flew to Kuala Lumpur and made a DR run from there back to the D.Z. but the reception remained unchanged. Made 3 further runs from the
	P/O Whatnough J. (2nd pilot)				
	Sgt D. Still (Nav)				
	P/O G. S. Heaps?				
	F/Sgt J. W. Hoper?				
	Sgt J. Bradley				
	Sgt. J. Hunter				

	Sgt G. M. Evans				same pin-point, but there was no change observed. It was decided, however, that the reception was acceptable, but as Stratus partially obscured the area by this time, the drops could not be made until a 4th DR run had been made from Kuala Lumpur. The load of 6 containers and 4 packages (weight 2275 lbs) was dropped in one run at 1648? hrs., and the aircraft set course for base at 1651 hrs., the return flight being uneventful. The aircraft was airborne for 20 hours 11? minutes, and 3252? air miles were flown. No report has been received from the field concerning this drop.
Liberator mark VI - "Z" <sup>3</sup>	F/O R. N? Farrett (Capt)	Carpenter 50	31st 0318?	1st 0127	This operation was partially successful. The coast of Malaya was crossed at 1222 hrs at Tohor?e Point (01.52'N 102.42'E) and a DR run made to the Briefed D.Z. position (1.45'N 103.44'20"E). No reception was seen so two check runs were made from 01.38'N 103.57'E, but still no reception could be seen. Another reception could be seen, however in position 01.42'N 103.44'E with a V of fires and a flashing letter "H", so it was decided to drop the load on to that reception. The load of 4 containers and 4 packages was dropped in two dropping runs, and a third run was made in order to release a free drop. This caused the reception to scatter very hurriedly! The D.Z. was left after this run, and the aircraft returned to base after being airborne for 22 hours 9 minutes, during which 3813 air miles were flown. The following report has been received concerning this drop and Carpenter 53 (reported below):- "Congratulations to both pilots and their crews on very good drooping. All chutes found and only three fell off the D.Z. First plane crew especially good. They came in on approximate bearing as given in my signal No 29. Please ask RAF to come in low on this bearing as gives best drop."
	F/O G. B? Chapman (2nd pilot)				
	Sgt. W. For???				
	F/O M. ???				
	Sgt. ???D. Ashe				
	Sgt. F. E. Johnson				
	Sgt A. ? Littlewood?				
	Sgt E?				
	{no more given on next frame}				

<sup>3</sup> No serial number given in the original record.

Liberator mark V – KH114 – "U"	J26150? F/O A. G. Buzza (Capt)	Carpenter 51	31st 0340	1st 0200?	This operation was unsuccessful as no reception was seen in briefed position. Tohor?e Point (01.52'N 102.42'E) was reached at 1247 hrs and a DR run was made to the D.Z. area. The position was checked with another DR run from the Johore River at 01.38'N 102?. 57'E. Another reception was seen in the vicinity (Note:- This is the reception that was seen and dropped by Carpenter 50 reported above), but as this was not the briefed reception for this sortie, it was not used. A few lights were seen in the approximate briefed position (o1.45'N 103.44'E) at 1236 hrs, but after investigation it was decided that it did not constitute a reception, and the aircraft set course for base at 1403? hrs. The entire load of 4 containers and 4 packages weighing 1627? lbs was returned to base after the aircraft had been airborne for 22 hours 20? minutes during which 3644 air miles were flown. No report has been received from the field concerning this sortie.
	R280?770 Sgt. H? R. Frame? (2nd pilot)				
	J47367 P/O V. I. MacNaughton (Nav)				
	J47311 P/O 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 52	31st 0349	1st 0145	This operation was unsuccessful, as no reception was seen in the briefed position (01.45'N 103.44'30?"E) Tohgre Point was reached at 1255 hrs, and a DR run made to the D.Z. area followed by two further DR runs from the Johore River at 01.38'N 103.57'E. This was followed in turn by a square search of the area, and although another reception of a V of fires was seen in position 01.42'N 103.44'E the briefed reception was not found. The aircraft left the area at 1421 hrs and returned to base with the load of 4 containers and 3 packages which weighed 1640? lbs. The aircraft was airborne for 21 hours 56 minutes and flew 3537 air miles. No report has been received from the field concerning this operation.
	F/Sgt R. B. Swift (2nd pilot)				
	P/O E. F. Kirby (Nav)				
	P/O L. L. Samual??				
	A424265 F/Sgt T. Dacey?				
	F/Sgt T. Richardson				
	Sgt J. Sanders Sgt J. J. Reid				
Liberator mark VI – KH200? – "D?"	W/O S. A. Tuddenham? (Capt)	Carpenter 53	31st 0425	1st 0245	This operation was completed successfully. After a DR run from Tohore Point, the DZ was reached at 1412? hrs, and the briefed reception of a V of fires and a flashing letter "C" was seen in position 01.42'N 103.44'E. The load of 4 containers and 5 packages (of which one
	F/O S. W. Smith (2nd pilot)				

	F/O T. B. Bosteck? (Nav)				<p>was a free drop) was dropped in two dropping runs. The field had previously reported that there was no high ground within 6 miles of the DZ, so the Captain flew fairly low (400 ft) for the free drop and as a result missed a hill by approximately 40 ft which, owing to darkness, could not be seen until the aircraft was upon it. Free dropping at night does not seem to of much use, as an aircraft cannot be expected to descend to the correct height in darkness, and the chances of the field finding any package (or it's remains) after being dropped from 500 ft or more seem slight. The DZ area was left at 1430 hrs and the aircraft set course for base. The weight of stores dropped was 1678 lbs, and the aircraft was airborne for 22 hours 20 minutes, during which 3550 air miles were flown. A report has been received from the field and has been previously reproduced under Carpenter 50.</p>
	F/O J. B. Howell				
	F/Sgt R. E. Long?				
	F/Sgt F. E. Johnson				
	Sgt M. E. Ford				
	Sgt. W. D. H. Grant				
		Unless otherwise stated, all operations have been carried out for Force 136.			
		All times given are G.M.T.			
		Summary of Operations for July			
	Total Number of operations attempted:- 34				
	Total Number of operations successful:- 21				
	Percentage of successes:- 61.7%				
	(Note:- Of the 34 sorties flown, three were recalled by Headquarters 222 Group at the request of Force 136, and two other operations – Funnel 55 & 56 – were unsuccessful as no reception was present, although the aircraft did reach the target area. The number of operations which could have been successful is therefore reduced to 27??, which gives a success percentage of 77.7%.)				
	Total weight of stores dropped:- 47,7781? lbs.				
	Total number of bodies dropped:- 57?				
	Total number of containers dropped:- ?0?				
	Total number of packages dropped:- 93?				
	Total operational hours flown:- 650? hours 38? minutes				
	Total air miles flown on operations:- 104,718?				
	Average duration of each sortie:- 19 hours 2? minutes.				
	Average length in air miles of each sortie:- 3079?.9				
	First operation was flown from China Bay on 12th July, and the figures quoted only refer to sorties flown by 357 Squadron detachment, China Bay between 12th and 31st July. Some crews and aircraft were still based at Minneryia when the flight commenced operating, and thus it has not been operating at full strength all the month.				
	Compiling Officer (B. Gibson) F/Lt. Squadron Intelligence Officer.				