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DESPATCH COVERING OPERATIONS CARRIED OUT BY

221 GROUP

DURING THE FIRST PHASE OF THE ADVANCE INTO BURMA

UP TILL THE CAPTURE OF MANDALAY AND MEIKTILA

BROM

1st AUGUST 1944 - 31st MARCH 1945

BY

AIR VICE MARSHAL S.F. VINCENT, C.B., D.F.C., A.F.C.

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FROM

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BY

AIR VICE MARSHAL S.F. VINCENT, C.B., D.F.C., A.F.C.

LOCATIONS OF GROUP HEADQUARTERS.

Headquarters, No. 221 Group, under my Command, were for the first period - 1st August, 1944 to 31st December, 1944 - situated in the IMPHAL Valley in the State of MANIPUR - now famous because of the "Siege of IMPHAL" referred to in my last Despatch.

2. For the period 1st January, 1945 to 9th February, 1945 the Group was split. Air Staff, along with a bare minimum of Administrative services, was at INDALINGGYI at the southern end of the LABAW Valley in Northern BURMA, where a Combined XIVth Army/221 Group Headquarters was set up. A Rear Headquarters left at IMPHAL dealt with the Administrative commitments of the Group.

3. From the 9th February, 1945 to 31st March, 1945, the Group came together again and the Combined XIVth Army/221 Group Headquarters was moved forward, for this third period to MONYWA on the River CHINDWIN.

GROUP FUNCTION.

4. As pointed out in my last Despatch, Group were then working, first with 4 Corps and later with 33 Corps. This continued until the 1st December, 1944 when XIVth Army moved from COMILLA to a new Headquarters site, close to Group at IMPHAL. Group having thus reached their proper status of working with Army, as opposed to Corps, a new establishment was provided by Air Command, South East Asia.

WING ORGANISATION.

5. In October, 1944 the Servicing Echelon system came into being. The several Wings have under their control a number of Squadrons, and, in order to give maximum efficiency, the Engineering side of each Squadron was formed into an Echelon, and the Echelons in the Wing formed a composite whole under the Wing Engineering Officer, so giving centralised control. In practice this has been found to prove successful. One Engineering Officer and a few airmen only were left with Squadrons to supervise daily inspections, etc.

A. S. S. U.

6. In December, 1944 Air Support Control Units (A.S.C.) - R.A.F. Units which provided the communications to forward troops and airfields for direct support operations for the Army - were disbanded. They were superseded by Air Support Signals Units (A.S.S.U.), Army organisations.

LOCATIONS OF WINGS AND SQUADRONS.

7. The locations of Wings and Squadrons and the dispositions of the ground troops as at 18th August, 1944, 24th January, 1945 and the 31st March, 1945 are shown in Appendix "A".

8. It will be noted that on the 18th August, 1944 there were only eight operational Squadrons directly under the control of Group. This was attributable to the monsoon which was then prevailing. Many strips were "kutcha", i.e. rolled earth, therefore Squadrons had been taken out until the monsoon was over, leaving the bare minimum to do the necessary strenuous work from the few "All Weather" strips available.

9. However, by the 11th January, 1945 the Group was operating eighteen Squadrons, whose locations are shown in the later plans, in conjunction with the dispositions of ground troops, in Appendix "A".

PERSONNEL.

10. Appendices "B", "C" and "D" record the names of the Officers in charge of Sections at Group Headquarters, Wings and Squadrons respectively. Appendix "E" details the decorations awarded to personnel of this Group during the period under review.

OPERATIONAL AREA.

11. The Group Operational Area given in detail in my MANIPUR Despatch remained in force until new Directives were issued by 3rd T.A.F. or E.A.C. (SEA) in September, December and February. The last left the area unchanged and was still in force on the 31st March, 1945.

OPERATIONS.

12. During the British offensive which followed the IMPHAL Siege the enemy dead ran into many thousands and he lost approximately one third of his guns. Despite the typical full monsoon which was prevalent at the commencement of the period it was imperative the Japanese should be given no respite, and all Squadrons in the Group flew through incredibly bad weather conditions on every day but one.

13. Japanese morale was low and the XIVth Army, supported by Group, drove the enemy back month by month until the capture of MANDALAY and MBIKTILA, over 150 and 210 air miles from IMPHAL respectively. The final battle of Central BURMA at the end of the period under review was a crushing defeat of the Japanese and is considered to be the main and final battle for BURMA.

14. Sorties carried out by the Group, together with the individual efforts of the Squadrons, are tabulated in Appendix "F". Following the attacks on the transport aircraft

in November (see para. 27) the escorts and the defensive screen of patrols were greatly increased and totalled nearly 10,000 sorties during the last five months. That is practically 30% of the total sorties flown during the period. Photographic and Tactical Reconnaissance sorties amount to just over 10% and direct support to over another 30% of the total Group effort.

15. It would be invidious to single out individual Squadrons during the period under review. The work of the Spitfires and Hurribombers remained at a very high level. The newly introduced Thunderbolts, after initial troubles arising from a shortage of drop tanks, fully justified their reputation. The Mosquitos, due to structural defects, were grounded for a short period, but once this trouble was overcome their operations, together with those of the Beaufighters, have been of immense value in hampering and destroying movement by the enemy.

16. The nature of the country precludes any accurate assessment of the damage inflicted in direct support, but the ready acknowledgment of our work by ground troops stresses how closely our operations are associated with the Army successes. (See Appendix "K"). Possibly the best perspective of the general situation and the tactical results of both close and indirect support is obtained from a month by month review.

AUGUST.

17. TAMU fell on the 4th August, 1944. Thus was recaptured the first of the Group's strips to be lost during the Japanese advance five months before.

In 1942 the monsoon offered cover to the British retreat, but the retreating Japanese did not have this advantage. Despite the weather conditions, all Lines of Communication East from MANIPUR and South from MOGAUNG were strafed and bombed without respite. This meant flying over jungle covered mountains up to a height of 9,000 feet. A total of 250 tons of bombs was dropped on camps and communication targets and 175 tons in direct support.

SEPTEMBER.

18. The monsoon still hampered air operations. The main direct support was on the TIDDIM Road and both Hurribombers and Spitfires were successful in denying the use of that and other roads to the enemy during daylight hours. Long range offensive operations were also kept at maximum pressure. The Thunderbolts made their debut operating mainly in the MAWLAIK and MALEWA areas.

OCTOBER.

19. Improved weather conditions brought an increase in direct support. A total of 380 tons of bombs was dropped, exceeding by a small margin those dropped on targets further afield. TIDDIM, HAKA and FALAM were all overrun during this month and the occupation of each was preceded by many bombing attacks, which may be said, to all intents and purposes, to have captured them.

NOVEMBER.

20. Signs of enemy air activity diverted the Thunderbolts to the task of neutralising the Central BURMA airfields. It is fair comment to say that the enemy had not even local superiority over his own air bases. Spitfires and Hurribombers were putting up 150 sorties daily with particular concentrations around KENNEDY PEAK, VITAL CORNER and KALEWA.

DECEMBER.

21. The first object of the combined ground and air offensive had been achieved. The enemy, routed completely in Northern BURMA, was pulling right out of the CHIN Hills. This demanded increased attention to the Japanese lines of Communications. Mosquitos, fully operational once again, were especially active on all routes North and North West from MANDALAY. Local direct support was concerned to a large degree with the consolidation of the LAING-SHWEGYIN bridgehead at KALEWA.

JANUARY.

22. Away from targets in jungle covered mountains and in good weather easier conditions were possible for the pilots, and their effort exceeded that of the previous month by one third, and bombs dropped by an even greater ratio. Airfields, particularly in the MEIKTILA area, were constantly bombed, while road, rail and river transport was relentlessly attacked. On one mission alone a Beaufighter attacked 70 M.T. Towards the end of the month the first IRRAWADDY bridgehead was established at KYAUGMYAUNG by 19 Div, and the close support supplied made this another joint triumph by Army and Group.

FEBRUARY.

23. The enemy reacted strongly to the 19 Div bridgehead and the month started with continued attacks against their infantry and gun positions until opposition virtually ceased on the 7th. The main air attacks were then switched to SEIKPYU and MYINMU and the establishment of the 20 Div crossing at MYAUNGU. Finally, concentrated attacks were put on all focal points on the routes to MEIKTILA. A total of 3823 sorties was flown in direct support and 1049 short tons of bombs were dropped. Behind the enemy's battle fronts Mosquitos, Beaufighters and Hurricanes flew over 500 rhubarbs covering road, rail and river. More than 170 tons of bombs were dropped during these missions.

MARCH.

24. During this month both the number of sorties flown and the weight of bombs dropped constitute records for the Group, and these undoubtedly paved the way for the fall of MEIKTILA and MANDALAY. Four squadrons of NB. 905 Wing of 224 Group were placed under the operational control of 221 Group, also four squadrons of B.25's of the 12th Bombardment Group, U.S.A.A.F.

The Thunderbolt Squadrons of 224 Group each did over 1000 hours operational flying during the month and carried out valuable and reliable work.

Any attempts at regrouping by the Japanese in the MEI TILA area was immediately harassed by a continuous "cab rank" or ground controlled strikes. Re-established road blocks at TAUNGTHA and MAHLAING were hammered prior to ground attacks, while combined attacks with the ground forces finally joined together the MYINTU and NGAZUN bridgeheads.

On the 33 Corps front air strikes preceded the push through MADAYA and a concentrated effort was put on FORT DUFFERIN - the last enemy stronghold in MANDALAY - until it fell on the 20th following a particularly successful bombing attack on the wall by Thunderbolts. Immediately afterwards the enemy build-up in the SINGAINGMYO-KYAUKSE area was heavily attacked, leading to a hurried withdrawal of the enemy 31st Div South-Eastwards along the ZAWGYI and PANLAUNG routes.

This month, therefore, saw the complete defeat of the Japanese in Central BURMA which was a triumph for close support and combined operations between XIVth Army and 221 Group.

MISSIONS.

25. Group missions, as opposed to close support tasks, were mainly L. of C. targets, enemy Headquarters and dumps. The final routing of the enemy East of the CHINDWIN is illustrated in the "Game Bag" figures for all types of transport during January, February and March. The claims of pilots, being usually very conservative, are nevertheless a reflection of the minimum damage inflicted and, as such, appear in Appendix "J". During the eight months approximately 900,000 leaflets were dropped on the enemy, the CHINS and BURMESE; the increasing antipathy of the last two to the defeated Japanese added greatly to his difficulties.

12th BOMBARDMENT GROUP, U. S. A. A. F.

26. The close co-operation of the 12th Bombardment Group has been invaluable in releasing aircraft of this Group for their primary function of tactical bombing and strafing. Whenever opportunities occurred, and they have been numerous, the B.25's have flattened Japanese Headquarters, stores dumps and heavily defended gun zones with devastating effect. Notable targets for them were the guns facing the KYAUKMYAUNG bridgehead, YWATHIGYI, WUNDWIN, KYAUKSE, MANDALAY and the defended areas of MEI TILA and YENANGYAUNG. Specified key railway targets such as the SHAW switch and the ELA and THAWATTI Road and railway bridges have also been continually kept out of commission. I cannot speak too highly of their whole-hearted co-operation and operational ability.

J. A. F. OPPOSITION.

27. The Japanese Air Force were disappointingly sparing in their appearances, despite the return of the fair weather. The pattern of their activity again remained a two or three days offensive followed by a period of masterly inactivity. September and early October saw Dinahs active over the BURMA and MANIPUR Valleys; all were intercepted and shot down by our Spitfires and no further operations by this type of aircraft were made for the rest of the year. In November a surprise attack by fighters was partly successful against the transport aircraft operating over the KAWAW Valley,

but probably due to our patrols and the damaged state of their airfields the enemy failed to follow up this attack. Lilies appeared in late November and early December, but damage sustained was negligible. On the 12th of December, however, Oscars and Tojos carried out the first of a series of fighter sweeps. Their objectives were troops and grounded aircraft, but their limited successes offered poor compensation for the severe losses they sustained.

28. For the rest of the period under review there was a number of 'tip and run' raids both by day and night, during which time we suffered some casualties to personnel and a few of our aircraft were destroyed or damaged on the ground. The enemy, however, lost eight destroyed and five damaged and finally ran for their lives on sighting considerably smaller numbers of Spitfires. At night two of the aircraft destroyed were shot down by one Beaufighter in one sortie. Appendix "G" sets out in detail enemy air activity, and Appendix "H" the enemy's losses sustained thereby.

R.A.F. REGIMENT.

29. The R.A.F. Regiment has continued to afford both ground and light anti-aircraft protection to forward airstrips and A.M.E. Stations of the Group, and during the period the strength has been increased from 3 Field Squadrons and 15 A.A. Flights to 9 Field Squadrons and 5 A.A. Squadrons (officially the A.A. Flights were disbanded on the 31st July, 1944, but the last of them did not leave this Group until the 22nd September, 1944). 6 Flights from Field Squadrons were temporarily attached to Army Infantry Units engaged on patrol duties. Experience thus gained has been invaluable to them in this very important branch of their activities.

30. Light A.A. Squadrons have been in action against enemy aircraft on 12 occasions. One probable "kill" is claimed in addition to hits during seven of these engagements. Field Squadrons on two successive nights at ONBAUK encountered, and successfully disposed of, enemy infiltration parties. They were also engaged in very active operations at MEINTILA when the enemy troops had succeeded in establishing themselves on the edge of the airstrip. More detailed accounts of these actions are given in Appendix "L".

31. I consider it probable that the Group could not have occupied airstrips as far forward as we did, with consequently better close air support for the Army, had I not been confident that the R.A.F. Regiment could have maintained the necessary security.

SUPPLIES.

32. No. 230 Group maintained the supply of replacement aircraft at a high percentage and their R & S.U.'s and A.S.P.'s with the Group worked hard and well under very difficult conditions. 221 Group owes a great deal to this support.

MOBILITY.

33. To emphasize the mobility of the Group in this period, the Group Headquarters moved twice, while the Wings carried out 15 and the Squadrons no less than 75 moves.

CASUALTIES.

34. The gratifying results obtained by the Group during this period were paid for by the inevitable toll of personnel.

Casualties within the Group are detailed in Appendix "I". Briefly they are as follows :-

Flying-Operational: Killed in Action 10 (incl: 1 passenger)
Killed on Active Service 31, Missing 55,
Wounded 23, of whom 2 died.

Flying - Non-Operational: Killed 4, Missing 4 (including
1 passenger), Injured 12.

Non-flying, but enemy action: Killed 23, Wounded 62.

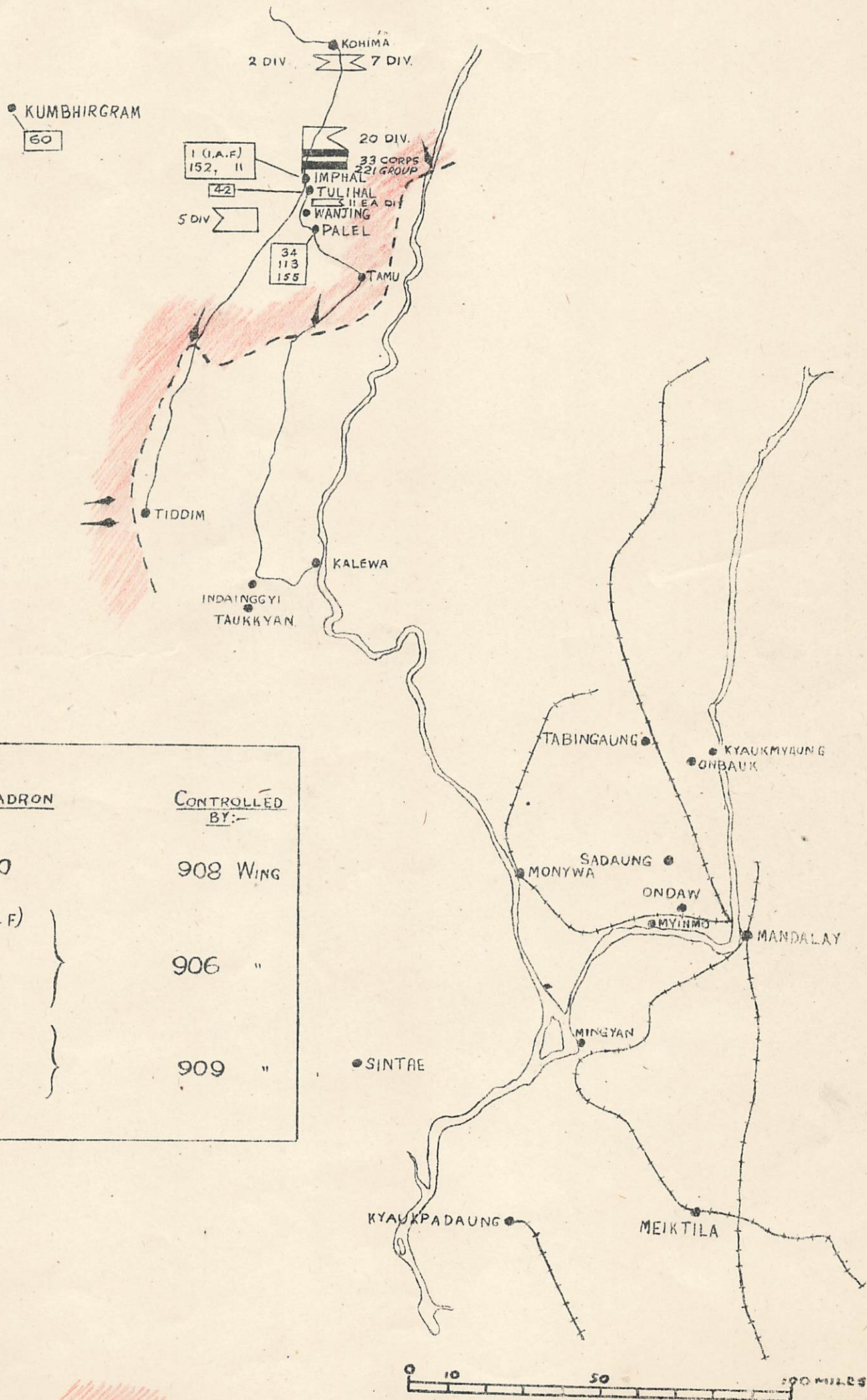
HONOURS AND AWARDS.

35. As the period of this Despatch covers the capture of MANDALAY and MEIKTILA and the defeat of the Japanese in the decisive battle in Central BURMA, a number of Officers and Airmen are recommended for Honours and Awards as a recognition of their considerable share in this victory. These are listed in Appendix "I", sent only to Air Command, South East Asia and Eastern Air Command, SEA. (Copies No. 2 & 9).

APPENDICES.

- "A" Army situation and R.A.F. dispositions as at 18th August, 1944, 24th January, 1945 and 31st March, 1945.
- "B" Group Staff Officers.
- "C" Wing Officers.
- "D" Squadron Officers.
- "E" Awards Received.
- "F" Sorties flown, and weight of bombs dropped.
- "G" Enemy air activity over 221 Group Operational Area.
- "H" Enemy air casualties.
- "I" 221 Group Casualties.
- "J" Game Bag.
- "K" Strawberries.
- "L" Enemy infiltration at ONBAUK 7/9th March and enemy offensive action at MEIKTILA 16th March, 1945.
- "M" Signals.
- "N" Air Formation Signals.
- "O" Medical.
- "P" Recommendations for Honours and Awards (To: A.C.S.E.A. and E.A.C. (SEA) only).

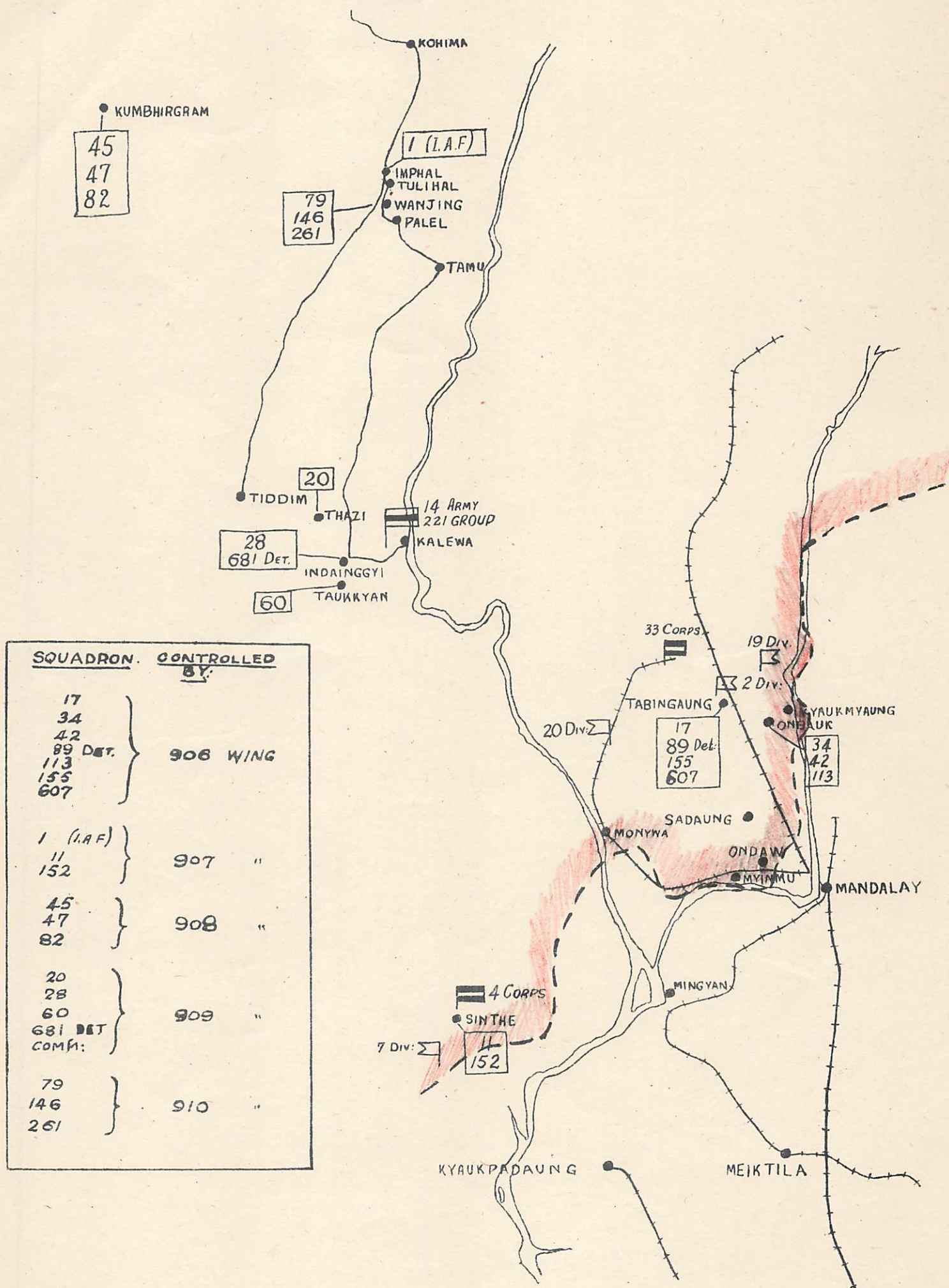
DISPOSITIONS AS ON 18TH AUG. 1944



SQUADRON	CONTROLLED BY:-
60	908 WING
I (I.A.F.)	906 "
II	
42	
152	909 "
34	
113	
155	

--- Approx. front line 18TH Aug. 1944.

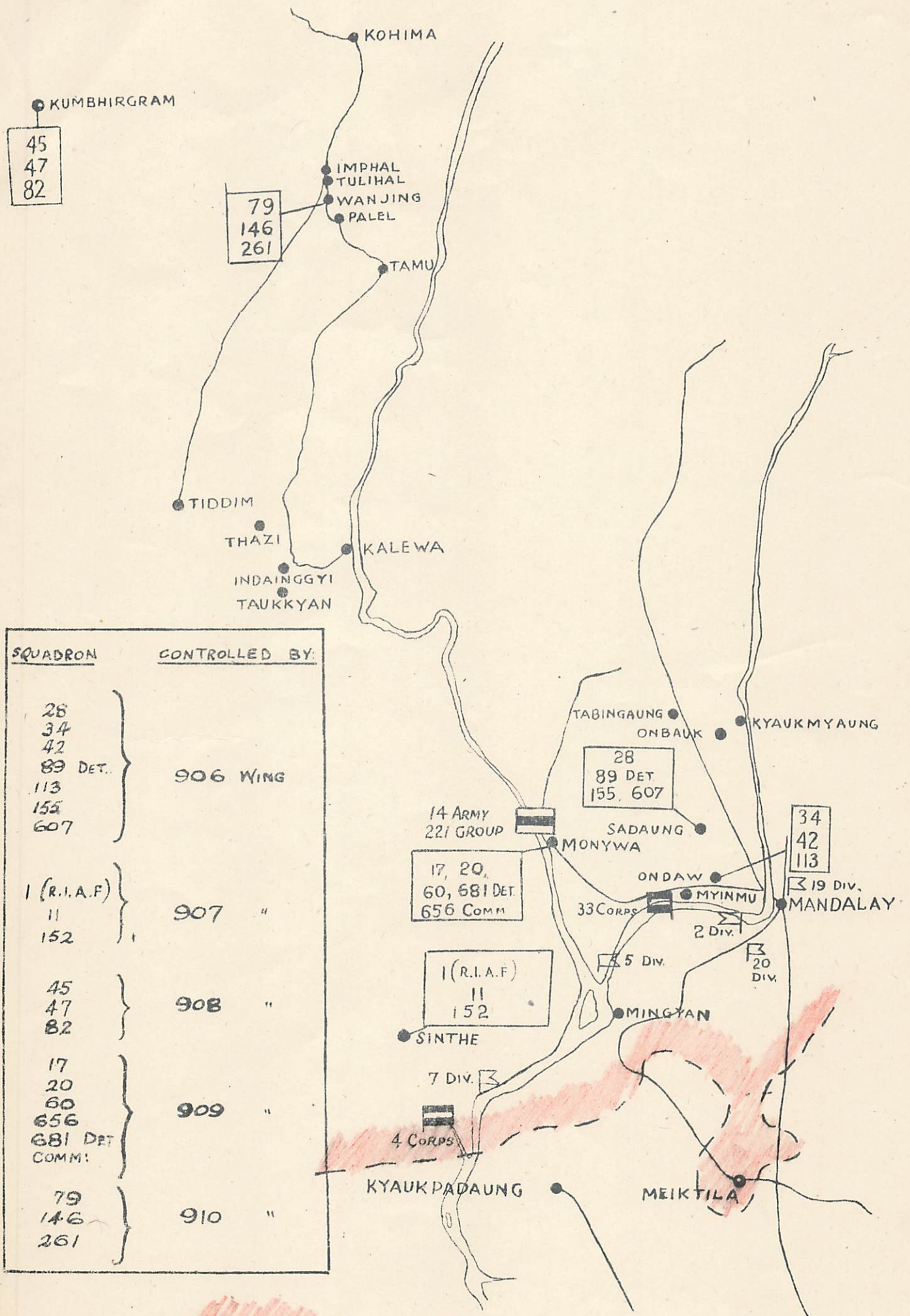
DISPOSITIONS AS AT 24TH JANUARY, 1945.



SQUADRON.	CONTROLLED BY
17	906 WING
34	
42	
89 Det.	
113	
155	
607	
1 (I.A.F.)	907 "
11	
152	
45	908 "
47	
82	
20	909 "
28	
60	
681 Det. COMB.	
79	910 "
146	
261	

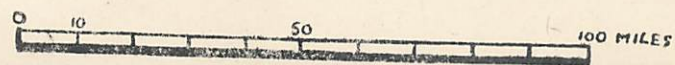
----- Approx: front line 24th Jan: 1945
 Approx: Scale 1:2,000,000.
 0 10 50 100 MILES

DISPOSITIONS AS AT 31ST MARCH, 1945



----- Approx. front line 31ST March, 1945

Approx. Scale 1: 2,000,000



221 GROUP.APPENDIX "B"STAFF OFFICERS.

A.O.C.		Air Vice Marshal S.F. VINCENT, C.B., D.F.C., A.F.C.,
P.A. to A.O.C.		F/L. W.J. SHAW.
<u>AIR.</u>		
S.A.S.O.		G/Capt. G.N. WARRINGTON.
	succeeded by	G/Capt. A.S. FORBES, O.B.E., D.F.C.
	succeeded by	A/Cdre. G.H. VASSE.
G/Capt. Ops "A"		G/Capt. A.S. FORBES, O.B.E., D.F.C.
	succeeded by	G/Capt. R.T. GETHING, O.B.E. A.F.C.
G/Capt. Ops "B"		Col. H.A. SCHMID (U.S.A.A.F.)
Army Corps Liaison	G/Capt.	G/Capt. R.T. GETHING, O.B.E. A.F.C.
	succeeded by	G/Capt. W.A.L. DAVIES.
		G/Capt. W.G. WELLS, D.S.O..
W/Cdr. Ops "F".		W/Cdr. S.N. NOPSIS, D.F.C.
	succeeded by	W/Cdr. H.G.F. LARSEN, D.F.C.
W/Cdr. Ops "B".		W/Cdr. L.F. PENNY, D.F.C.
C.S.O.		W/Cdr. J.A. ROBINSON
G.I.O.		W/Cdr. S.A. HARGROVE.
Air Trg. & Tactics		S/Ldr. G. KERR, D.F.C.
	succeeded by	S/Ldr. A.G. CONWAY, D.F.C.
Air Plans.		S/Ldr. A.M. GILL, D.F.C.
	succeeded by	S/Ldr. R.A.C. WEIR,
Flying Control		S/Ldr. J. HEWITSON.
Accidents		F/Lt. S.S. JOSEPH.
Navigation		F/Lt. T. FRAWLEY.
	succeeded by	F/Lt. L.V. RYAN.
	succeeded by	F/Lt. G.H. ALLEN.
G.D.O.		S/Ldr. R.H.A. GARNER.
	succeeded by	W/Cdr. H.S. MILLS.
	succeeded by	W/Cdr. J.H. GEM.
<u>ADMINISTRATION.</u>		
S.O.A.		W/Cdr. I.W. MITCHAM.
	succeeded by	A/Cdre. R.L. MILLS, O.B.E.
A.O.A.		
Org.		W/Cdr. J.W.B. VERNON.
Admin. Plans.		S/Ldr. J.L. CURD.
S.P.S.O.		S/Ldr. F.T. BISHOP.
	succeeded by	S/Ldr. M.J. EDWARDS.
Accounts.		S/Ldr. P. NUTTALL.

S.M.O.	succeeded by	W/Cdr. I.V. McNABB. W/Cdr. J.B. METHVEN.
C.T.O.	succeeded by	S/Ldr. T. VAUGHAN-EDMUNDS. W/Cdr. T.E. LEICESTER.
C.E.O.	succeeded by succeeded by	S/Ldr. J.C. CRACROFT-RICE. S/Ldr. G. LEITCH. W/Cdr. R.F. FOLLEY.
G. Arm. O.	succeeded by	S/Ldr. E.F. PRICE S/Ldr. G. EDWARDS, D.F.C.
Group M.T.O.		F/L. J. ADAMS.
A.F.S.	succeeded by	Lt.Col. E.C. THOMPSON O.B.E. Lt.Col. J.D.L. MORRIS.
Cyphers.		F/L. N.A. BROTHERS.
Camouflage.	succeeded by	F/O. G.L. HAWTHORNE. F/L. R.R. CHANDRA.
Catering.	succeeded by	F/L. G.W. CUMMINGS. F/L. W.H. MUSGROVE.
Met.		F/L. R. MURRAY.
Welfare		S/Ldr. W.T. STAGG.
Education.		S/Ldr. W.A. BEISTOW.
Gas/Fire.	succeeded by	F/L. H.R. STATHAM. F/L. A. BOUNTON.
Photos.	succeeded by	F/L. W.R. GILES. S/Ldr. J.C.S. BUTEMENT.

WING STAFFS.

<u>BRANCH</u>	<u>HEAD OF SECTION.</u>
<u>AIR.</u>	
Commanding Officer.	G/Capt. H.G. GODDARD, D.S.O., D.F.C., A.F.C.
Flying.	W/Cdr. P.H. LEE, D.F.C.
Intelligence.	F/L. J.H. BUICK.
<u>ADMINISTRATION.</u>	
S/Ldr. Admin.	S/Ldr. R.W. LANGRISH.
Adjutant.	F/O. C.L. METHUEN.
succeeded by	F/L. G.S. AINSWORTH.
<u>SERVICES.</u>	
Accounts.	F/L. L.S. EASTER.
Armament.	F/L. D.A. TAUNT.
Engineering.	S/Ldr. J.S. DUFFY, M.B.E.
Equipment.	F/L. A.P. OBANK.
Catering.	F/O. J. ATKINSON.
succeeded by	F/L. J.G. LEACH.
Medical.	(S/Ldr. E.M. NEWMAN. F/L. J.G. FEE.
Signals.	F/L. R. BROMLEY.
M.T.	F/L. B.W. LOCKE.
succeeded by	F/O. S. FOLLEY.
Flying Control.	F/L. S.A. BECKETT.

NO. 907 WING.

APPENDIX "C" (CONT'D)

WING STAFFS.BRANCH.HEAD OF SECTION.AIR.

Commanding Officer, W/Cdr. T.P.A. BRADLEY, D.S.O., D.F.C.
 succeeded by G/Capt. G.A.L. MANTON.

Flying. S/Ldr. R.H.D. RIGGALL
 succeeded by W/Cdr. T.P.A. BRADLEY, D.S.O., D.F.C.

Intelligence F/L. J.D. BLAKELY.

ADMINISTRATION.

S/Ldr. Admin. S/Ldr. L. ABRAHAM.
 succeeded by S/Ldr. H.C.R. MARTEN.

Adjutant. F/L. B.W. JAMES.
 succeeded by F/L. S. TYAS.

SERVICES.

Accounts. F/L. A.L. MONKHOUSE.

Armament. F/L. O. McCULLOCH.

Engineering. F/L. W.J. CROOK.
 succeeded by F/L. E.W. COOPER.

Equipment. F/L. E.J.H. STANTON, M.B.E.
 succeeded by F/L. E.J. MAJOR.

Catering. F/O. L.P. BLACKWELL.

Medical. S/Ldr. D.S. NAPIER.
 succeeded by S/Ldr. G.T.B. MACKINNEL-CHILDS.

Signals. F/L. J. BELL.

M.T. F/L. A.C. HESS.
 succeeded by F/O. A.L.R. BURNHAM.

Flying Control. F/L. L.A.M. RUSHTON.

NO. 908 WING.

APPENDIX "C" (CONT'D).

WING STAFFS.

<u>BRANCH</u>	<u>HEAD OF SECTION.</u>
<u>AIR.</u>	
Commanding Officer.	G/Capt. E.A. WHITELEY, D.F.C.
Flying.	
Intelligence.	S/Ldr. J. CHIRNSIDE.
succeeded by	S/Ldr. M.H. NELSON.
<u>ADMINISTRATION.</u>	
S/Ldr. Admin.	S/Ldr. H.C.R. MARTEN.
succeeded by	S/Ldr. J.S. ORR.
Adjutant.	F/L. W. CHESTNUT.
succeeded by	F/L. H.H. WILLIAMS.
<u>SERVICES.</u>	
Accounts.	F/L. N. GIBSON.
Armament.	F/L. A.H. BIBBY.
succeeded by	F/L. W.F. HORNER.
Engineering.	S/Ldr. S.J. DAVIES, G.M., M.B.E.
Equipment.	F/L. J.E. RUTHERFORD.
succeeded by	F/L. T.R.E. OGER.
Catering.	F/O. C.R. YOUNG.
succeeded by	F/L. C.E. CLINCH.
Medical.	S/Ldr. W.F. WALTON.
succeeded by	S/Ldr. F.N. SHUTTLEWORTH.
Photographic.	F/O. B.F. ROBINSON.
succeeded by	-
Signals.	F/L. P. KADER.
M.T.	F/O. G. THOMSON.
succeeded by	F/O. H. BINNEY.
Flying Control.	F/L. H. MILLER.
Education.	F/O. H.C.P. WILLIAMS.
succeeded by	F/L. W. LOCKHART.

NO. 909 WING.

WING STAFFS.

<u>BRANCH.</u>	<u>HEAD OF SECTION.</u>
<u>AIR.</u>	
Commanding Officer.	W/Cdr. F.B. SUTTON.
succeeded by	G/Capt. D.O. FINLAY, D.F.C., A.F.C.
Flying.	S/Ldr. G. MARSLAND.
Intelligence.	F/L. L. FAWKE.
succeeded by	F/L. I.H. JONES.
Flying Control.	F/L. S.L. MEADOWS.
<u>ADMINISTRATION.</u>	
S/Ldr. Admin.	S/Ldr. H.S. FENDER.
succeeded by	S/Ldr. B.P. JONES.
Adjutant.	F/L. I.E. EDWARDS.
Accounts	F/L. P.O. ASH.
Armament.	F/L. R. SHORE.
succeeded by	F/L. V. UDALL.
succeeded by	S/L. D.A. O'DELL.
Engineering.	S/L. J.W. McCOMBIE; M.B.E.
succeeded by	F/L. H.A. CROOK.
Equipment.	F/L. R.H. WURR.
Catering.	F/O. W.E. McMILLAN.
Medical.	S/Ldr. R.M. MUNRO.
succeeded by	S/Ldr. R.W.S. MARSHALL.
Signals.	F/L. R. SIMPSON.
succeeded by	F/L. J.E. SMAIL.
M.T.	F/L. W. MOORE.
succeeded by	F/O. A.W. BEAMENT.
Cyphers.	F/L. C. SMITH.

NO. 910 WING.

APPENDIX "C" (CONT'D)

WING STAFFS.

<u>BRANCH.</u>	<u>HEAD OF SECTION.</u>
<u>AIR.</u>	
Commanding Officer.	G/Capt. B.A. CHACKSFIELD.
Flying.	W/Cdr. R.N.H. COURTNEY, D.F.C.
Intelligence.	F/Lt. M.H. NELSON.
succeeded by	F/O. P.D. GREEN.
<u>ADMINISTRATION.</u>	
S/Ldr. Admin.	S/Ldr. E.R. FELL.
Adjutant.	F/Lt. J.C. EVANS.
<u>SERVICES.</u>	
Accounts.	F/L. J.R. ROBERTSON.
Armament.	F/Lt. O.B. PARKER.
Engineering.	
Equipment.	F/L. J.G. GASLICK.
succeeded by	F/O. C.W. POWELL.
Catering.	F/L. H.F. THOMAS.
Medical.	S/Ldr. W.G.F. GIBSON.
Signals.	F/O. R.G. LITTLE.
Flying Control.	F/O. R.E. EBSWORTH.
M.T.	F/O. F. HARDISTY.

NO. 181 SIGNALS WING.WING STAFFS.

<u>BRANCH.</u>	<u>HEAD OF SECTION.</u>
Commanding Officer.	W/Cdr. W.D.A. SMITH.
Adjutant.	F/Lt. G.W. WEBB.
succeeded by	F/O. R. ROOTES.
S/Ldr. Admin.	S/Ldr. W. MCGREGOR.
succeeded by	S/Ldr. G.W.G. ASHBY.
Accounts.	F/Lt. A.D. BODMAN.
Equipment.	F/Lt. H.A. BONE.
Medical.	F/Lt. S.M. RIGG.
succeeded by	F/Lt. D.O. BOWES.
Signals.	S/Ldr. L.T. EDEN.
succeeded by	S/Ldr. M.F. WHITNEY.
Radar.	S/Ldr. J.A. ELLIOTT.
succeeded by	S/Ldr. E.F. MACEY.
M.T.	F/L. C.A. CAPON.

S.O.D.N.	COMMANDING OFFICER?	ADJUTANT	FLIGHT COMMANDER	FLIGHT COMMANDER	INTELLIGENCE OFFICER	MEDICAL OFFICER
1	(PIAF)S/L. Arjan Singh DFC/D.F.C.	L. P.N. Patwardham	E/L. R. Rajaram D.F.C.	F/L. H. Raza	F/O. J.C. Kakar.	F/L. H.P. Gnanaolivu.
	S/L. R. Rajaram. D.F.C.	F/L. H.N. Chatterjee	F/L. N.E. Ullah	F/L.M.A.Rahman		
11	S/L.D.J.T. SHARP,DFC.	F/L. E.N. HARVEY	F/L.V.D. PAGE,DFC.	F/L.J.N.HUBBARD.	F/O. J.D. BLAKELY	F/L. B.A.D. STOCKER
	S/L. G.A.BUTLER,DFC.	F/L. J.S.HUMPHRIES	F/L.W.J.MURPHY	F/L.H.E.HOLLAND.	F/O. F.J.W.COOK.	F/L. S. WETHERALL.
		P/O.T.G.W. THOMPSON.	F/L. D.S.SCOFFHAM.	F/L.R.H.IRELAND.		
17	S/L.J.H.LACEY, DFM.	F/L. J.L. GRESSWELL	F/L. D.C.HINDLEY	F/L.E.H.MARSHALL D.F.C.	F/O. R.E.G.BRITTON	F/L.F.S.JACKSON.
		P/O.F.BROWN			P/O. A. LYTH.	
20	S/L.A.P. MILLER, D.F.C.	F/O. M.G. Lewis.	F/L.R.C. COBLEY	F/L.P.L.McNILLAN	P/O. J. CRAWFORD.	F/L.J. O'BRIEN.
			F/L.J.M.PARQU-HARSON,DFC.			
28	S/L.H.G.F.LARSEN,DFC.	F/L.E.R. ADAMS	F/L.K.McVICAR, D.F.C.	F/L.R.G.JOHNSON.	-	F/L. K.M. FOX.
				F/L.I.A.S.GIBSON.		
34	S/L.J.A.BUSBRIDGE.	F/L.R.J.W. COLLINSON.	F/L.W.R.RICHMOND.	F/L.K.C.ROLLS,DFC.	F/O. W.A.RUMBLE	F/L. J.G. FEE.
		P/O. R.R. LENG.	F/L. M. PADDLE	F/L. J. NOBLE	P/O.G.A. Gritchley	F/L. T.J.G.PRICE.
42	S/L.G.MAY,DFC.	F/L.C. OLDHAM	F/L.R.H.HUNTER.	F/L.JG.FOGG,DFC.	F/O.A.K.DeDENNE.	F/L.I.B.RIEMENS.
	S/L.G.G.FOGG,DFC.	F/O. C.B. STUART.	F/L.R.A.VINCENT.	F/L.R.O.SMITH,DFC		
	S/L.R.E.STOUT.	F/O.L.G.BLUNT.	F/L.R.J.RILEY.	F/L.F.H.SPROULE.		
45	W/C.R.J.WALKER.	F/L.H.H. WILSON.	S/L.D.S.EDWARDS.	S/L.N.L.BOURKE.	F/O.J.E.ARNOLD.	F/L.G.W.BALFOUR.
			S/L.V.S.DUCLOS.	S/L.A.TORRANCE.	P/O.R.B.SERGEANT.	F/L.T.H.REDFERN.
47	W/C.W.D.L.FILSON-YOUNG,DFC.	F/L.E.W. HUNTER.	S/L.L.H.SKINNER.	MAJ.A.R.A.PEARS.	F/O.E.T.NORRIS.	F/L.W.E.BAMFORD.
			F/L.A.E.STOTT.			

SQDN.	COMMANDING OFFICER.	ADJUTANT.	FLIGHT COMMANDER.	FLIGHT COMMANDER.	INTELLIGENCE OFFICER.	MEDICAL OFFICER.
60.	S/L.M.3.J.WILTON. S/L.J.S.HUMPHREYS.	F/L.J.C.EVANS.	F/L.C.M.DENNEHY.	F/O.J.W.RUTHERFORD. F/L.G.A.BUTLER. F/L.G.E.TRIBNER. F/L.E.R.ROBERTSON.	F/O.C.A.SHEPERD. P/O.G.K.SKIDMORE.	F/L.R.B.WALKER.
79	S/L.D.O.CUNCLIFFE. S/L.R.D.MAY.	F/O.E.W.WIMBLE.	F/L.D.C.MACLEAN.	F/L.K.G.HEMINGWAY.	F/O.K.T.J.FOWLER.	F/L.R.W.CARR. F/L.R.C.RYLANCE. F/L.P.A.H.FOSTER.
81.	S/L.J.V.MARSHALL, DFC.	F/L.CAUNCE.	F/L.R.W.DAY.	F/L.R.F.NOBLE.	P/O.E.HANNEY.	F/L.F.RILEY.
82.	W/C.F.W.SNELL, DFC.	F/L.G.E.FOX.	S/L.A.TOOTH.	S/L.G.L.GOTCH.	F/O.P.D.GREEN.	F/L.P.DAWS.
113.	S/L.R.N.H.COURTNEY. DFC.	F/L.S.S.BAILEY. F/O.H.T.H. GODWIN.	F/L.E.M.FROST. F/L.S.N.CHILTON.	F/L.J.D.HOPKINS. F/L.E.SLINGER.	F/O.C.S.MARSHALL. F/O.K.MACKENZIE.	F/L.M.J.HACKETT.
	S/L.J.RCSE, DFC.	F/O.W.MOONEY, DFC.	DFM.			
146.	S/L.J.M.O'LEARY. S/L.R.A.C.WEIR.	F/L.H.W.M. TELLING. F/O.D.A.WOODWARD. P/O.DEVIN.	F/L.T.B.MORRA. F/L.H.A.EVANS. F/.R.T.WALKER.	F/L.R.A.C.WEIR. F/L.S.J.PRENTICE. F/L.H.A.BENSON.	F/O.S.R.KINSEY.	F/L.G.F.STAMP.
152.	MAJOR W.L.HOFFE. S/L.G.KERR, DFC.	F/L.S.TYAS. F/O.C.M.C. ALBRECHT.	F/L.B.T.SAUNDERS. F/L.M.C.FOLKARD, DFC F/L.J.G.FRANCIS.	F/L.M.S.JONES, DFC.	F/O.J.DRAKEFORD- LEWIS. P/O.R.G.CATTERALL.	F/L.D.M.KELLEHER. F/L.D.MORRIS. F/L.G.R.BERNARD.
155.	S/L.I.R.AROHN, DFC.	F/O.B.W.HEAP. F/O.J.A.E. INKSTER. F/O.A.HOLLAND.	F/L.T.H.MEYER. F/L.L.T.HUNTER. F/L.H.TAYLOR, MBE.	F/L.S.J.MADLE. F/L.R.BROWN.	F/O.H.DUFF.	F/L.D.J.FRAME.
261.	S/L.R.E.I.MASON. S/L.R.H.FLETCHER.	F/L.J.HOPE. F/O.H.J.A. ROBINSON. P/O.M.H.JAMES.	F/L.R.H.FLETCHER. F/L.T.S.SHEPERD.	F/L.A.H.GIBSON. F/L.H.D.NAPIER.	F/O.A.W.W.GARNER. F/O.G.D.CARTER.	F/L.J.A.DUNCAN.
607.	S/L.G.A.DAVIS.	F/O.R.L.COLLINS. P/O.W.C. BAINBRIDGE.	F/L.M.W.COOMBES. F/L.R.F.NOBLE.	F/L.J.L.BRIGGS.	F/O.A.J.BENJAMIN.	F/L.W.E.GRAHAM.

AWARDS RECEIVED

AVM. S.F.	Vincent, DFC, AFC.	A.O.C.	C.B.
S/Ldr. J.D.	Ford.	857 AMES.	O.B.E.
G/Capt J.B.	Black, DFC.	168 Wing.	O.B.E.
W/O. R.H.	Hopkins.	110 Sqdn:	M.B.E.
W/O. C.C.E.	Poynter.	110 Sqdn:	M.B.E.
F/O. W.S.M.	Allen.	60 Sqdn:	M.B.E.
F/Lt. A.	Skene.	5 Sqdn:	M.B.E.
F/Lt. R.C.	Philp.	569 AMES.	M.B.E.
F/O. J.S.	Duffy.	42 Sqdn:	M.B.E.
P/O. P.W.	Hancock.	34 Sqdn:	M.B.E.
W/O. R.	Minter.	42 Sqdn:	M.B.E.
Sgt. N.J.	Turnbull.	181 Wing.	B.E.M.
S/Ldr. G.	Kerr.	42 Sqdn:	D.F.C.
F/Lt. A.B.	Dunford.	155 Sqdn:	D.F.C.
S/Ldr. R.C.	Lindsell.	60 Sqdn:	D.F.C.
P/O. K.L.	Smith.	113 Sqdn:	D.F.C.
W/O. R.J.	Lockwood.	113 Sqdn:	D.F.C.
F/O. W.A.	Goold.	607 Sqdn:	D.F.C.
P/O. B.	Christison.	155 Sqdn:	D.F.M.
F/O. Ramachandra Rao.		1 Sqdn: (IAF)	D.F.C.
F/Lt. R.H.	Hunter.	42 Sqdn:	D.F.C.
F/O. A.	Pandit.	1 Sqdn: (IAF)	D.F.C.
S/Ldr. J.R.	Krohn.	155 Sqdn:	D.F.C.
F/Lt. K.C.	Rolls.	34 Sqdn:	D.F.C.
F/Lt. E.M.	Frost.	113 Sqdn:	D.F.C.
F/Sgt. L.	Smith. (now P/O).	152 Sqdn:	D.F.M.
F/O. D.N.	Ewing.	45 Sqdn:	D.F.C.
W/Cmdr L.F.	Penny, DFC.	110 Sqdn:	Bar to D.F.C.
F/Lt. V.D.	Page, DFC.	11 Sqdn:	Bar to D.F.C.
F/O. J.M.	Farquharson.	20 Sqdn:	D.F.C.
S/Ldr. C.T.	Doudy.	221 Group.	D.F.C.
F/Lt. W.J.	Murphy.	11 Sqdn:	D.F.C.
F/Lt. H.E.	Holland.	11 Sqdn:	D.F.C.
F/Lt. G.E.	Tribner.	60 Sqdn:	D.F.C.
F/O. M.N.	Bulsara.	1 Sqdn: (IAF)	D.F.C.
F/O. K.N.	Kak.	1 Sqdn: (IAF)	D.F.C.
F/O. P.S.	Gupta.	1 Sqdn: (IAF)	D.F.C.
F/O. O.A.	Parry.	11 Sqdn:	D.F.C.
F/O. C.H.	Anderson.	11 Sqdn:	D.F.C.
F/O. W.W.	Rathwell.	17 Sqdn:	D.F.C.
F/O. W.M.	Johnson.	60 Sqdn:	D.F.C.
F/O. J.W.	Rutherford.	60 Sqdn:	D.F.C.
P/O. H.F.	Edwards.	11 Sqdn:	D.F.C.
P/O. J.J.	O'Donnell.	11 Sqdn:	D.F.C.
P/O. T.J.R.	Large.	11 Sqdn:	D.F.C.
P/O. H.V.	Sole.	34 Sqdn:	D.F.C.
P/O. P.L.	Connolly.	34 Sqdn:	D.F.C.
W/O. R.H.	Gibson.	11 Sqdn:	D.F.C.
W/O. F.	Tomlinson. (now P/O).	11 Sqdn:	D.F.C.
W/O. K.A.	Mackenzie.	11 Sqdn:	D.F.C.
Major. W.H.	Hoffe.	152 Sqdn:	D.F.C.
S/Ldr. R. A.	Rajaram.	1 Sqdn: (RIAF)	D.F.C.

MONTHLY TOTAL OF SORTIES FLOWN AND BOMBS DROPPED.

	No of Sorties	Weight of Bombs (Short tons).
AUG	3373	447
SEP	2399	256
OCT	4686	762
NOV	5353	756
DEC	4874	754
JAN	6349	1135
FEB	7826	1294
MAR	8745	1579
Total	<u>43605</u>	<u>6983</u>
<u>Squadron</u>		
1	2850	
7	30	
11	3687	477
17	1999	
20	1065	
28	1592	
34	3785	846
42	3974	970
45	1056	662
47	383	
60	3824	885
79	1609	628
81	21	
82	623	288
89	121	
113	4268	1001
146	1948	560
152	3258	
155	3044	
177	47	
261	1796	653
607	2443	1
615	157	
Wellington Dett.	13	12
170 Wing	1	
906 Wing	5	
909 Wing.	6	
Total	<u>43605</u>	<u>6983</u>

ENEMY AIR ACTIVITY OVER NO. 51 GROUP AREA 1ST AUGUST 1944
TO 31ST JANUARY 1945.

Date.	Time First Plot.	No. of aircraft.	Area Concerned.
24 Sept	1700	1 DINAH	KHULBHIRGRAL/PINLEBU.
25 Sept	0826/34	2 RECCE	IMPHAL/CHINDWIN.
4 Oct	1042	2 RECCE	KOHILA/UKHRUL.
7 Oct	1358	1 RECCE	N.E. IMPHAL.
5 Nov	0533	9+ OSCARS	TAMU.
6 Nov	0635	1 OSCAR	TAMU
8 Nov	0935	12 OSCARS	*KALEMYO AREA.
	1505	12 OSCARS	*YAZAGYO AREA.
12 Dec	0935	5 OSCARS	KALEWA
	0936	3+ OSCARS	TAMU
23 Dec	1330	2 LILIES	KALEWA
31 Dec	0910	12 OSCARS	KADUMA.
	1315	6 OSCARS	KADUMA.
	1600	6 OSCARS	TAZE
7 Jan	0700	12 OSCARS) 6 TOJOS)	YE-U
10 Jan	0520	2 OSCARS	HQ KABO WEIR.
	0530	1 OSCAR	YE-U
11 Jan	0510	1 LILY	YE-U
	0730	12 OSCARS) 4 TOJOS)	SHWEBO
12 Jan	0705	1 LILY	SHWEBO
	0930	12 OSCARS	THABEIKKYIN
	0950	12 OSCARS	ONBAUK & SHWEBO
18 Jan	0935	8 OSCARS	THABEIKKYIN
27 Jan	0358	2 LILIES	ONBAUK
31 Jan	2035) 2123)	2 LILIES	KALEMYO/ONBAUK.
1 Feb	0451	1 LILY	TABINGAUNG.
13 Feb	1935	1 T/E E/A	SINTHE
15 Feb	1100	1 DINAH	MYITTHA.
15 Feb	0748	8+ OSCARS	MYINMU
17 Feb	1720	8 OSCARS	PAKOKKU.
18 Feb	1548	DINAH/ IRVING	MONYWA
19 Feb	0440	LILY	MYAUNG (PK.85).
19 Feb	0735	7+ OSCARS	MYINMU-MONYWA
19 Feb	0825	RECCE(possible)	S.TWINGYE.
24 Feb	1430	12+ OSCARS	MONYWA (PP.64).
25 Feb	0300	1 BOMBER (LILY)	MAUNGU.
25 Feb	1520	U/I Fighter (poss. JACK)	MEIKTILA-MYINGYAN.
25 Feb	1611	RECCE	WUNDWIN
26 Feb	1050	6+ OSCARS	LAHLAING-MEIKTILA.
27 Feb	1425	RECCE	SADAUNG
27 Feb	1632	RECCE	MYOTHA-PAKOKKU.
3 Mar	0200	1 LILY	INDAINGGALE
3/4 Mar	0005) 0438)	2/5 SALLYS	ONBAUK/SADAUNG
12 Mar	2018	U/I(LILY)	KYIGON.
14 Mar	1955/2021	2/3 BOMBERS	MEIKTILA.
20 Mar	1308	RECCE(poss)	S.W.MANDALAY.
20 Mar	2014	1 BOMBER	MEIKTILA.

* Supply dropping aircraft.

ENEMY AIRCRAFT CASUALTIES.1st AUGUST 1944 to 31st MARCH 1945.MONTHLY TOTALS:

	<u>DESTROYED.</u>	<u>PROBABLES</u>	<u>DAMAGED.</u>
AUGUST	1	-	-
SEPTEMBER	2	-	2
OCTOBER	2	-	5
NOVEMBER	6	1	6
DECEMBER	3	1	6
JANUARY	2	-	8
FEBRUARY	3	2	6
MARCH	-	2	1
Totals	19	6	34

DETAILS BY SQUADRONS:

	<u>DESTROYED.</u>	<u>PROBABLES.</u>	<u>DAMAGED.</u>
No. 1 (RIAF) Sqdn	-	-	1
No.17 Sqdn	1	2	1
No.45 "	3	-	4
No.79 "	2	-	9
No.82 "	-	-	3
No.89 "	-	2	-
No.146 "	3	2	3
No.152 "	5	-	9
No.155 "	4	-	2
No.261 "	1	-	2
Totals	19	6	34

221 GROUP CASUALTIES.KILLED IN ACTION:

C. 101326	W/O.	Verrier, C.R.	146	Squadron.
1259412	Sgt.	Brew, J.F.	60	"
1032070	W/O.	Southworth.	113	"
1385052	F/S.	Griffiths.	60	"
1348370	W/O.	Dickson, A.V.P.	60	"
1564683	Sgt.	Mackay, J.M.	11	"
1802532	Sgt.	Taylor, R.	34	"
	F/O.	Smyth, B.T.	113	"
IND/1669	F/O.	Eduljee, D.F. (A.F.C.)	1	" (RIAF)
409500	F/O.	Liddiard.	221	Group (passenger)

KILLED ON ACTIVE SERVICE:

158740	P/O.	Holden, F.T.	515	Squadron.
CAN.R/123039	W/O.	Fairles.	11	"
1575397	W/O.	Hill.	11	"
136489	F/O.	Botbill, K.	45	"
85644	S/L.	Edwards, D.S.	45	"
136497	F/O.	Sandifer, E.L.	45	"
A. 408855	P/O.	Lewy, J.M.	45	"
A. 406193	F/O.	Cargill, H.J.	45	"
1581593	Sgt.	Jackson.	607	"
1375762	W/O.	Buck, G.F.	607	"
A. 412808	F/L.	Evatt, G.A.L.	28	"
NZ. 412248	W/O.	McQueen, J.S.	45	"
132269	W/O.	Edwards, W.P.	45	"
162094	F/O.	Merrett, C.E.	28	"
142363	F/O.	Tibbetts.	34	"
1523877	Sgt.	Bullimore.	79	"
700912	F/S.	Cattell, E.A.	146	"
1079625	W/O.	Davison, J.S.	607	"
IND/1642	F/O.	Rajendra Singh.	1	" (RIAF)
1338398	Sgt.	Collett, A.A.	60	"
J. 88876	P/O.	Wilson.	45	"
1294222	W/O.	Hayward.	45	"
	W/O.	Thomas.	47	"
	W/O.	Bashford.	47	"
	Sgt.	Pettit.	34	"
1164957	Sgt.	Biggs, S.C.	11	"
173232	F/O.	Hayes, G.G.	82	"
1588358	Sgt.	Black, R.J.	82	"
AUS/414103	P/O.	Thynne, E.W.	82	"
1894193	W/O.	Flatt, W.F.	82	"
J. 88627	P/O.	Reed, D.M.	113	"

MISSING:

1219463	F/S.	Challender, A.	60	Squadron.
A. 414875	W/O.	Adcock, R.J.H.	152	"
J. 29543	F/O.	Easton, R.W.	11	"
1800761	Sgt.	Parkinson.	11	"
1398559	Sgt.	Sands.	11	"
16841515	Sgt.	Richardson.	11	"
1386950	W/O.	Mullar, J.R.	34	"
1322067	F/S.	Orton, K.J.	146	"
907568	F/S.	Foster, W.E.	152	"
60769	F/L.	Proctor, G.H.	45	"
1582355	Sgt.	Bargh, G.W.	45	"
A. 404317	S/L.	Bourke, N.L.	45	"
A. 407055	F/O.	Dumas, K.R.	45	"

MISSING (cont.)

1673071	Sgt.	Whitaker, F.	42	Squadron.
415073	F/O.	Veitch, P.M.C.	11	"
1386480	W/O.	Gentry, C.W.	155	"
1382843	W/O.	Ball, H.J.	113	"
1377711	W/O.	Partridge, R.F.	89	" Det.
1180363	F/S.	Bowen, R.J.	89	" "
141891	F/O.	Entwhistle, C.	155	"
1330225	W/O.	Clapham, A.C.	89	" Det.
1603544	F/S.	Roberts, N.V.	89	" "
A. 410218	W/O.	Cambridge, T.K.	261	"
A. 402431	F/O.	Wilson, J.J.	82	"
A. 152679	F/O.	Dorricott, K.J.	82	"
123113	F/L.	Goodwin, C.R.	45	"
136488	F/O.	Potts, S.	45	"
1387925	W/O.	Holman.	20	"
903692	W/O.	Brown, R.A.	155	"
177417	P/O.	Rees, R.L.	261	"
85652	S/L.	Skinner, L.H.	47	"
139991	W/O.	Laing, H.F.	47	"
1335460	W/O.	Daden, E.A.	47	"
1451677	W/O.	Lorains, M.	47	"
32837	Lt.	Hall, M.B.	79	"
1530598	F/S.	Burkhill, R.F.	20	"
1622404	F/S.	Ashworth.	45	"
1342807	W/O.	Pinkerton, R.L.	45	"
206581(V)	Lt.	Croad. (SAAF)	152	"
1452618	W/O.	Newsam, R.H.	607	"
J. 13718	F/L.	Hunter, R.H.	28	"
A. 420063	W/O.	Saisell.	34	"
40744	F/L.	Paddle.	34	"
1504552	W/O.	Rutledge, J.	60	"
1239294	W/O.	Heeley, P.J.	155	"
1072866	F/S.	Best, R.	82	"
1565930	Sgt.	Lorimer, A.S.	82	"
76309	F/L.	Draper.	45	"
1385481	W/O.	James, P.R.	45	"
170430	F/O.	Bailey.	20	"
131412	F/S.	Phillips.	261	"
	P/O.	Farquharson, R.L.S.	28	"
1039475	W/O.	Holmes.	45	"
1581189	F/S.	Austen.	45	"
	Lt.	Potgieter. (SAAF)	152	"

WOUNDED:

1178832	W/O.	Silvester, R.		Comm. Flight.
163002	W/O.	Gardner, D.H.	155	Squadron.
1581824	Sgt.	Ingram, J.	11	"
1457371	F/S.	Poppleton.	152	"
1521029	Sgt.	Conner, J.	607	"
114334	F/L.	Hindley, D.C.	17	"
A. 421559	W/O.	Black, N.A.	152	"
J. 22950	F/O.	Ives, H.M.P.	79	"
1231904	W/O.	Clarke, J.R.	155	"
F/Lt.	F/Lt.	Gotch.	82	"
	F/S.	Felsenstein.	82	" (Died)
IND/2663	P/O.	Norris, C.O.	1	" (IAF) (Died)
129340	F/O.	McKnight, F.	221	Grp. Comm. Sqdn.
139990	F/O.	Jackson, R.B.	42	Squadron.
52548	F/L.	Douglas.	60	"
1801012	F/S.	Johnson, D.G.	221	Grp. Comm. Sqdn.

WOUNDED (cont:)

J. 5820	F/L.	Sproule, F. H.	42	Squadron.
1430153	F/S.	Bourn, R. D.	146	"
1457261	F/S.	Wilkinson, H. C.	11	"
J. 91002	P/O.	Hardy.	17	"
151867	P/O.	Lidgit.	17	"
39915	W/Cmd.	Walker, R. J.	45	"
138060	F/O.	Maude, A. F.	82	"

FLYING NON-OPERATIONAL:KILLED:

A. 37259	W/O.	Hopper, J. A.	34	Squadron.
1623541	Sgt.	Cumberland, G. S.	146	"
185343	P/O.	Kinnel, D.	82	"
1577808	W/O.	Lambert, H. P.	82	"

MISSING:

1601266	F/S.	Hewitt.	221	Grp. Comm. Sqdn:
1685583	Sgt.	Barwise.	221	Grp. Comm. Sqdn:
161664	F/O.	Shaw, J. R.	607	Squadron.
	Lac.	Snowden. (passenger)	221	Grp. Comm. Sqdn:

INJURED:

591517	F/S.	Rickard, F. W.	261	Squadron.
88720	S/L.	Mason, R. E. A.	261	"
A. 409879	W/O.	Cowper, D. D.	261	"
127912	F/L.	Pichord, W. P.	152	"
A. 414091	W/O.	Sandarlands, S. J.	221	Grp. Comm. Sqdn:
1264495	W/O.	Williams, J. S.	79	Squadron.
1396634	Sgt.	Lambert, M.	221	Grp. Comm. Sqdn:
NZ. 42463	W/O.	Glue, D. G.	155	Squadron.
1625138	Sgt.	Hewitt, J. C.	17	"
152335	F/O.	Salter, I. K.	221	Grp. Comm. Sqdn:
139990	F/O.	Jackson, R. B.	42	Squadron.
	P/O.	Ashley.	P. R. O.	

NON-FLYING PERSONNEL - CASUALTIES DUE TO ENEMY ACTION:KILLED:

932715	Lac.	Burnell, E. W. G.	7152	Servicing Echelon.
1812042	Lac.	Chappell, R. S.	"	" " "
1157211	Cpl.	Elvidge, J. H.	"	" " "
1064912	Lac.	Halliday, R. B.	"	" " "
1196000	Cpl.	Noad, W. C.	"	" " "
972056	Lac.	McRobert, G.	"	" " "
1510045	Ac2.	Walker, E. R.	"	" " "
325228	Lac.	Swift, R. E.	"	" " "
921417	Lac.	Davis, R. W.	2945	R. A. F. Regt. Sqdn:
1060843	Lac.	Wilkinson, A. M.	2708	" " "
1406342	Lac.	Turner, T.	"	" " "
1657256	Lac.	Rees, B.	"	" " "
1086314	Lac.	Roberts, T. H.	"	" " "
1407007	Lac.	Moore, D. C.	"	" " "
1503912	Lac.	Johnson, G. H.	"	" " "
929042	Cpl.	Trebilcock, A. C.	"	" " "
925827	Lac.	Brown, R. D.	2963	" " "
1279868	Lac.	Allen, L. F.	"	" " "

NON-FLYING PERSONNEL (cont:)
KILLED(cont:)APPENDIX "I"(cont:)

108159	W/Cmdr.	Lander.	1307 R.A.F.Regt. Wing.
1474336	Cpl.	Wait, R.	2963 " " Sqdn:
145125	F/O.	Henry, J.	2708 " " Sqdn:
1348027	Lac.	Dakers, W.	" " " "
IND/26257	Lac.	Umar Khan	1 M.P.B.U.

MISSING:

NIL

INJURED OR WOUNDED:

347822	Cpl.	Eaves, S. W.	7152 Servicing Echelon.
1551258	Ac1.	McLarty, P. C.	" " "
1619267	Lac.	Morris, T. W.	" " "
1202206	Cpl.	Salisbury, E.	" " "
971552	Cpl.	Sheppard, E.	" " "
649051	Cpl.	Taylor, R. J.	" " "
1432504	Lac.	Wheeler, J. H.	" " "
1457077	Lac.	Cartwright, W. J.	" " "
610423	Cpl.	Dalzell, P. W.	" " "
1550017	Lac.	Donechy, M.	" " "
2228175	Ac1.	Gill, J.	" " "
1423636	Lac.	Handy, G. W. F.	" " "
1879195	Ac1.	Harland.	" " "
1279150	Cpl.	Harveymb, C. S.	" " "
1663692	Ac.	Hodson.	" " "
947384	Lac.	Maloney, J.	" " "
1479572	Ac1.	Marriott, B. J.	" " "
1541284	Lac.	Norris.	" " "
1443786	Cpl.	Povey, E.	" " "
1528197	Lac.	Redrup, B. B.	" " "
980591	Lac.	Ringrose, J. L.	" " "
1006871	Cpl.	Robertson, R. C. M.	" " "
1045628	Lac.	Sellers, E.	" " "
325228	Lac.	Swift, R. E.	" " "
1103155	Cpl.	Taggart, W.	" " "
1011454	Lac.	Webb, T. C.	" " "
1250597	Lac.	White, R. J.	" " "
1800031	Lac.	Yates, B. R.	" " "
	Lac.	Collier.	" " "
1550017	Lac.	Donechy, M.	" " "
1312495	Ac1.	Stephens.	" " "
IND/18120	Lac.	Natwarsingh.	1 Squadron (RIAF)
IND/25665	Lac.	Barve.	" "
IND/15817	Ac.	Mujumdar.	" "
IND/25218	Ac.	Singh, D.	" "
IND/11026	Ac.	Sul, R. M.	" "
IND/13828	Ac.	Venketaraman.	" "
IND/19418	Ac.	Marthua.	" "
IND/15115	Ac.	Roy, K. N.	" "
IND/35967	Ac.	Jagat Singh.	" "
1555266	Lac.	Bell, J. C.	2945 R. A. F. Regt. Sqdn.
1503520	Lac.	Armitage.	" " " "
1472389	Lac.	Cruse, C. J.	" " " "
1266921	Cpl.	Gauntlett, A. G.	25 A. A. S. C.
1408185	Sgt.	Gerrish.	2708 R. A. F. Regt. Sqdn:
1443336	Lac.	Beam.	" " " "
961585	Lac.	Williams.	" " " "

NON-FLYING PERSONNEL (cont:)INJURED OR WOUNDED (cont:)

1409768	Lac.	Williams.	2708 R. A. F. Regt. Sqdn:
1158579	Lac.	Stephenson.	" " " "
1047256	Lac.	Griffiths.	" " " "
1499312	Lac.	Wilks.	" " " "
1795730	Lac.	Burr.	" " " "
1661404	Lac.	Towker.	" " " "
1348027	Lac.	Dakers, W.	" " " "
1409739	Lac.	Morjish, F. H.	2963 " " "
1430121	Lac.	Bellard, P.	" " " "
1389965	Lac.	Dagnall, R.	3207 Servicing Commando.
1272177	Lac.	Dickson, W.	" " " "
1307455	Lac.	Dyer.	2708 R. A. F. Regt. Sqdn:
958429	Cpl.	Saunders, W. E.	" " " "
	Rev.	S/L. Corner.	Chaplain, No. 231 Group.
109405	F/L.	Wootton, W. H.	2708 R. A. F. Regt. Sqdn:

GAME BAG.

AUGUST 1944 - MARCH 1945 (INCLUSIVE.)

A. DESTROYED or KILLED.
B. DAMAGED or WOUNDED.

MONTHLY TOTALS.

	<u>M.T.</u>		<u>A.T.</u>		<u>ELEPHANTS</u>		<u>LOCOS.</u>		<u>R.S.</u>		<u>BASHAS.</u>		<u>DUMPS.</u>		<u>BRIDGES.</u>		<u>STEAMROLLERS.</u>		<u>RIVERCRAFT.</u>				<u>TANKS.</u>		<u>BUILDINGS.</u>	
	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	<u>LARGE</u>	<u>SMALL.</u>	A.	B.	A.	B.		
																			A.	B.	A.	B.				
AUG.	89	229	72	24	8	1	-	1	1	25	240	166	11	13	6	6	-	2	9	13	59	289	2	2	39	28
SEPT.	35	143	4	5	1	-	-	2	1	33	73	68	3	15	2	1	-	-	1	1	-	52	-	-	21	56
OCT.	14	88	7	13	2	-	-	5	1	79	165	196	4	5	8	6	-	-	1	3	40	492	-	-	29	74
NOV.	16	140	7	16	4	2	1	3	10	63	135	144	9	15	35	20	1	-	1	3	12	145	-	-	14	82
DEC.	25	44	5	6	-	-	2	12	2	76	138	100	4	5	3	5	-	3	-	12	7	101	-	3	40	54
JAN.	35	78	156	161	20	-	3	12	10	45	131	109	19	5	1	-	-	-	5	20	131	952	-	2	40	53
FEB.	82	176	28	124	-	-	5	34	4	80	291	389	16	15	2	10	-	-	2	1	43	260	13	3	24	63
MAR.	143	264	70	142	1	-	1	38	31	215	445	512	30	58	14	23	-	-	-	-	67	117	2	-	98	151
	439	1162	349	491	36	3	12	107	60	616	1618	1684	96	131	71	71	1	5	19	53	359	2408	17	10	305	561

G A M E B A G.

SQUADRON TOTALS. - AUGUST 1944 - MARCH 1945 (INCLUSIVE.)

SQDN.	M.T.		A.T.		ELEPH- ANTS.		LOCOS.		R/STK.		BASHAS.		DUMPS.		BRIDGES.		RIVERCRAFT.		TANKS.		STEAM ROLLERS.		BLDGS.		SQDN.		
															LARGE.	SMALL.											
1.	4	60	16	53	7	3	-	-	-	-	18	25	2	10	-	-	-	-	21	43	-	-	-	2	1.		
7.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.		
11.	133	407	160	75	3	-	-	1	3	11	252	252	17	20	5	1	5	2	115	571	2	3	-	11	32	11.	
17.	4	3	3	25	-	-	1	1	8	19	3	8	4	-	-	-	-	-	-	1	-	-	-	-	17.		
20.	92	87	19	30	1	-	-	5	11	58	30	74	19	46	1	6	-	-	30	85	14	3	-	8	15	20.	
28.	19	10	5	34	20	-	-	1	6	5	20	28	4	2	-	-	1	-	15	34	-	-	-	3	7	28.	
34.	2	5	29	6	1	-	-	-	-	-	133	149	8	3	6	6	-	-	19	25	-	-	-	23	33	34.	
42.	-	15	11	22	-	-	-	-	-	-	162	145	3	3	35	15	-	1	1	8	-	-	-	36	38	42.	
45.	36	76	6	19	-	-	11	62	11	249	31	32	3	1	10	22	1	22	30	701	-	2	-	31	55	45.	
47.	34	16	6	20	-	-	-	8	-	43	64	22	7	3	-	2	-	1	2	24	-	-	-	21	66	47.	
60.	3	2	4	1	-	-	-	-	-	-	334	263	3	1	4	4	-	1	21	26	-	-	-	41	51	60.	
79.	-	6	-	3	-	-	-	-	2	16	73	89	2	2	1	4	1	1	7	56	-	1	-	11	29	79.	
81.	-	2	2	-	3	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	81.	
82.	30	73	11	80	-	-	-	23	10	59	26	42	5	8	3	1	3	7	13	212	-	-	-	26	40	82.	
89.	30	174	-	4	-	-	-	-	1	1	6	2	1	2	-	-	-	-	-	3	-	-	-	1	4	89.	
113.	2	6	14	5	-	-	-	-	-	-	242	230	7	10	3	3	-	-	3	19	-	-	-	41	28	113.	
146.	5	7	1	17	-	-	-	1	3	20	121	123	1	3	1	1	1	1	2	45	1	-	1	2	33	64	146.
152.	10	8	-	3	-	-	-	-	3	30	5	13	6	9	-	-	4	4	14	186	-	-	-	1	12	152.	
155.	12	14	14	34	-	-	-	4	1	76	11	76	1	4	1	5	-	2	25	240	-	-	-	5	23	155.	
176.	13	15	-	-	-	-	-	1	1	5	-	-	-	1	-	2	4	-	43	-	-	-	1	-	-	176.	
261.	1	2	-	33	-	-	-	-	-	16	84	105	3	1	-	-	-	2	34	44	-	-	-	1	8	60	261.
607.	6	13	31	21	-	-	-	-	-	2	3	3	-	-	1	-	-	-	4	8	-	-	-	4	-	-	607.
615.	2	2	12	6	1	-	-	-	-	6	-	2	-	1	-	1	5	3	35	-	-	-	-	-	2	-	615.
Well Dett. 906 Wing.	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Well Dett. 906 Wing.
	439	1162	349	491	36	3	12	107	60	616	1618	1684	96	131	71	71	19	53	359	2408	17	10	1	5	305	561	

APPENDIX III (cont.)

"STRAWBERRIES"

During the eight months of operations over 120 congratulatory messages were received from the forward troops. Included therein were the following :-

- 7 Aug 44. 25 ASC. Following received from forward troops ref. today's attack on bunker position RP 029269. "Attack 100% successful and exactly as required." (attacks by 34 and 113 Squadrons).
- 18 Oct 44. 1st. DOGRAS. "1 DOGRAS wish to congratulate the RAF on their successful liberation of TIDDIM and consider it is an honour to have co-operated."
- 30 Oct 44. 25 BRIGADE. "Results of air strike Point 1149 RU 619526 KAR report 4 bomb craters in middle of enemy positions and other near misses. One unexploded bomb found. One Jap blanket found stained with blood also one set AOR's equipment pierced by bullets. (Strike by 113 & 34 Squadrons). 28 Oct 44.
- 3 Nov 44. 123 BRIGADE. "All yesterday's efforts excellent but special thanks to Squadrons for strike on VITAL CORNER. Best bombing seen. Please pass." (60, 113 & 34 Squadrons On 2 Nov 44.)
- 3 Nov 44. 21 BRIGADE. "Result of bombing 895355 was good but many bombs fell on sides of knife ridge and Japs were sitting on top. Between us we accounted for 20 dead from bodies found. Thank aircraft boys for excellent support this phase; hope for as good in next." (Position RP 895355 bombed by 34, 42, 60 and 113 Squadrons.)
- 5 Nov 44. COMMANDER MAWKU area. (via 25 A.S.S.U.) "Thank you for magnificent air support you are affording us without which positions in this precipitous country would be impossible capture without incurring very heavy casualties. The very summit is the place for the bombs. First three strikes 3 Nov were masterpiece
- 12 Nov 44. 25 A.S.C. From forward troops TIDDIM area. "Many thanks excellent co-operation 11th. Oct. Everything asked for was carried out with maximum efficiency. All attacks up to 1200 hours today excellent. Everything going well."
- 5 Nov 44. 5 DIV. MAIN. Personal Vincent from Warren. "On reaching KALEMYO all ranks of 5 DIV thank you and those under your Command for the truly magnificent co-op and help we have received from you. May I add my personal congratulations to the pilots on the determination and accuracy with which our targets were engaged. I have watched most of the targets myself and have never seen the like before."

"STRAWBERRIES"

- 22 Jan 45. 20 IND DIV. Gracey to Vincent :-
 " All ranks 20 DIV thank you for magnificent support resulting in speedy capture of MONWA and MYINMO. Would be grateful if you could pass on to all your staff and Squadrons."
- 2 Feb 45. 100 BRIGADE. " Destroyed enemy LETKAPIN THAYABAUNG. 35 bodies recovered in village including 18 charred presumably by fire bomb strike 23 bodies in nearby small wood. 24 enemy complete with arms and equipment took off into IRRAPADDY - infantry watched them drown - WIZZO !! Infantry agree success largely due good aircraft attacks. Own casualties whole operation - two wounded. Lt Col. 9 says that this is finest victory and best killing own Div. so far these operations Brown jobs to RAF types. Thank you." (Attack carried out by 60 Squadron).
- 5 Feb 45. Cdr. 2 DIV. " Glad if you will inform pilots concerned details operations 31 Jan/4 Feb. YWATHITGYI LF 2459 and KYAUKSE LF 3365 captured minimum estimate 140 Japs killed. 4 prisoners 3 guns captured. 2 guns destroyed. Own casualties 21 killed 51 wounded."
- 19 Feb 45. 20 DIV. " Nippon Hardware Corporation has gone bust. Nice work 20 Squadron. Tanks repeat tanks a million." (This was received after 20 Squadron had destroyed 13 Japanese tanks in one day.)
- 28 Feb 45. 5 IND BDE. " Personal from number 9. All ranks 5 BDE wish to thank all Air Force personnel for the magnificent support they gave us during our fight for the bridgehead and the capture of NGAZUN."
- 12 Mar 45. 19 DIV. Tps Comd. says: " All bombs on target which was camouflaged and completely wiped out. Lots of bits of clothing and humanity found. Posn. occupied without firing a shot. Success due accurate air strike. Comd. sends thanks." (This message refers to an attack carried out on the 12th. March against Jap dug-in positions on a feature East of Mandalay.) (Attack by 42 Squadron.)

APPENDIX "K" (cont:)"STRAWBERRIES"

21 Mar 45. 32 BDE.

" Trps report strike 18 Mar excellent. Occupied with very slight opposition and report many dead Japs. More than 23 bodies found in burnt-out bashas". (Attack by 113 Sqdn - N.W. corner of KANSWE LF 5236).

23 Mar 45. Lt.Col.
Walker,
Commanding,
4/8 Gurkha
Rifles.

Extract from letter to OC 11 Sqdn:-
" I am writing to thank you for the superb support you gave us before our attack on MILAUNGBYA on the 18th & 20th. March. I have personally visited the "battlefield" and seen the destruction you wrought. The bombing was exceedingly accurate and the strafing was exactly where we wanted it. It is impossible to estimate the casualties you inflicted on the Japs but I can testify to very many stray arms and heads lying about, and an almost direct hit on a 105 mm gun. The morale effect was terrific. We ourselves killed and counted 96 dead Japs on the 18th and 11 (including 2 Officers) on the 20th. Unfortunately for us, on the 20th, the Jap fled in panic as soon as he saw we were about to assault the position. The number of guns destroyed was three 75's, two 37's and 2 MMG's on the 18th. and one 105 mm. on the 20th. I am sending you one or two trophies as a token of our great appreciation for the magnificent support given us by your Squadron. I'm afraid the flags are a bit grubby, which is not really surprising as the battle was a pretty bloody one - for the Jap. On behalf of all ranks of this Battalion may I again say - thank you."

ENEMY INFILTRATION AT ONBAUK AIRSTRIP ON THE NIGHTS
OF 7/8th AND 8/9th MARCH, 1945.

ONBAUK is 12 miles due East of SHWEBO. On the night of 7/8th March, 1945 suspicious noises were heard in thick scrub some sixty yards from the perimeter. A fighting patrol of two Sections of 2945 Field Squadron was, therefore, sent out under F/O. Hollingdale.

2. The patrol succeeded in surprising a party of Japanese, estimated strength twelve, bivouaced about four hundred yards from the Airstrip. The enemy scattered in the darkness, leaving a considerable quantity of arms, ammunition, stores and valuable documents, and the patrol captured one prisoner.

3. Efforts to contact the disposed enemy failed owing to the darkness and the thick scrub, and the patrol, with their prisoner and captured equipment, began their return to the Airstrip by a different route.

4. On the journey, the patrol was ambushed by another party of enemy and three grenades were thrown, which killed one and wounded three Airmen. Fire was returned, one of the enemy being killed and the remainder then dispersed, the patrol finally returned to the Airstrip without the prisoner, who had been killed in the ambush.

5. On the following night, 8/9th March, a small enemy patrol infiltrated into the Airstrip and was fired on by a Bren Gunner of 2960 L.A.A. Squadron. The patrol retired and it is thought that at least one Jap was hit. Some hours later, one man was seen and fired on by the same Bren Gunner, and at first light his body was found. Documents in his possession proved that he was the Officer-in-Charge of the party engaged on the previous night.

OFFENSIVE ACTION AT MEIKTILA AIRSTRIP, 16th MARCH, 1945.

6. The strip was unoccupied at night as all R.A.F. Regiment and Army troops were withdrawn to form a defensive 'Box' during the hours of darkness by order of the Army Commander, under whom the R.A.F. Regiment were operating.

7. In the small hours of the morning of the 16th March, the sound of digging was heard at the North end of the Airstrip.

8. At first light, two Flights of 2708 Field Squadron were sent out to search and clear the Airstrip area. The second Flight to cross the strip came under heavy mortar and machine-gun fire, but succeeded in crossing under the covering fire of the first Flight.

9. The third Flight of the Squadron was returning to the strip after an all night Standing Patrol and, hearing the firing, joined the two Flights already engaged. An attack was then put in against the enemy, who were thrown out of

APPENDIX "L" (cont:)

out of/

their dug-in positions and driven back some three hundred yards.

10. The Squadron then commenced a fire fight and kept the enemy pinned to the ground until an attack could be put in by tanks and a company of Infantry. This attack, which took one and a half hours to mount, was successful and the enemy were finally liquidated.

11. The enemy force comprised two Infantry companies in strength and 2708 Squadron was officially credited with enemy dead "20 plus" and enemy wounded "20 plus", our casualties being seven killed and twelve wounded.

12. As a result of outstanding bravery during this action, Sergeant Gerrish has been recommended for the award of the D.C.M.

SIGNALS ORGANISATION AND DEVELOPMENT1st August, 1944, to 31st March, 1945.MOBILITY AND THE M.S.U.'S.

1. In the latter part of 1944, with the static phase of the Imphal campaign concluded and all units preparing for moves, the Group Signals Staff was fully occupied with the building up of the Mobile Signals Units.
2. M.S.U.'s have proved their value, and now that the equipment - especially the vehicles - has improved, it is possible to move from one area to another and be fully operational within a few hours of reaching the new site in the case of 'A' and 'B' M.S.U.'s, and in much less time in the case of the smaller M.S.U.'s.
3. One drawback to the flexibility of the Signals organisation was that the Operations Rooms and Filter Rooms were not provided with Mobile Signals Units and it therefore took appreciably longer to put an Operations Room, or a Filter Room, on the air at a new site. This has been adjusted and M.S.U.'s allotted to Operations and Filter Rooms are now becoming available.
4. In November, 1944, 221 Group had an 'A' type M.S.U. only, with reinforcing M.S.U.'s. The lack of a 'B' type M.S.U. with Group was soon made apparent when the Group H.Q. moved forward. To allow the Group H.Q. to open at a new site while maintaining all Signals communications at the old site, the 'B' type M.S.U. of 909 Wing was transferred to Group. This left 909 Wing without a 'B' type M.S.U. In addition 910 Wing was not allotted a 'B' type M.S.U. until early in 1945, and this, by March 31st, had not been fully equipped.
5. The fact that two of the five Wings were without a 'B' type M.S.U. proved a serious inconvenience at the commencement of operations, and considerably hampered signals arrangements during moves. The Group was also without any Mobile Signals Servicing Unit which, if established, would have been of great assistance.

FORWARD DIRECTOR POST.

6. Early in November, 1944, when No. 7 Operations Room was operating at Tamu, it was decided to open a Forward Director Post at Yazagyo to extend the operational control of aircraft to the area where the forward troops were operating. At this time no such unit existed in 221 Group, and it was, therefore, necessary to build one up, and in order to make it as mobile as possible three vehicles - one 3-ton, two 15-cwt - were made available from M.S.U. resources. V.H.F. and H.F. transportable equipment was installed in the 3-tonner to work with aircraft and No. 7 Operations Room respectively. In addition a G.C.I. and an L.W.S. set were sited alongside the F.D.P. and the unit as a whole operated very satisfactorily until No. 8 Operations Room opened at Indainggyi and released the F.D.P.
7. As a result of this experiment, and in view of future requirements, demands were submitted for equipment with which to build up two Forward Director Posts.

APPENDIX "M" (cont:)

This equipment has now been made available, with the exception of the necessary vehicles, and has been allotted to the two forward Wings for deployment when the need for an F.D.P. arises.

VISUAL CONTROL POSTS.

8. In November, 1944 the Group Signals Section was supplied with six Jeeps and three trailers, together with the Signals equipment detailed below, and instructed to build up three Visual Control Posts:-

1 H.F. Army Type 22 Set.

1 V.H.F. Pack-set, TR.1143.

1 221G V.H.F. Man Pack-set,

and necessary Power Units and Accumulators.

9. As the Signals Section had had no previous experience in the operation of V.C.P.'s, the Jeep and trailer lay-out was designed so as to house all the V.H.F. equipment in the trailer and the H.F. equipment in the Jeep. This type of V.C.P. was used during the early stages of the operation, but it soon became apparent that the V.C.P., as designed, was not suitable, and that the equipment should be disposed in such a way that the V.C.P. could operate on the move. The lay-out was therefore modified so that all equipment was installed in the Jeep itself, with the accumulators charging off the Jeep generator. With this modification the V.C.P.'s have worked well and few failures have been experienced with the equipment.

10. As an alternative to the TR.1143 and Type 22 Sets, an American AN/RC-1 (H.F. and V.H.F. set) has been used, and this also has proved satisfactory.

221G V.H.F. MAN PACK-SET.

11. This set was developed by a Squadron Signals Officer in 221 Group to overcome the difficulties presented by the requirements of communications between ground forces and aircraft. The V.H.F. TR.1143 Mule Pack-set was too heavy for the purpose for which it was required, and in addition needed a great deal of maintenance. This new set, the 221G, weighs only 18-lbs and can be carried by one man and operated while on the move. The design was accepted by A.C.S.E.A. and the set is now in production. It has been in considerable use during the past six months with satisfactory results, and is now a normal item of equipment for the V.C.P.

FILTER/OPERATIONS ROOMS.

12. To increase the mobility of Operations and Filter Rooms, and to ensure that the Operations Rooms obtained immediate warning of the approach of hostile aircraft from Radar Stations, combined Wing Operations/Filter Rooms were developed early in 1945.

13. Each of the three Fighter Operations Rooms in Group was allotted one G.C.I. and two L.W.S. Radar Stations and provided with a nucleus of Filter Room personnel. No. 4 and No. 12 Main Filter Rooms continue to operate and plot to Operations Rooms, but the three combined Wing Operations/Filter Rooms can now move forward, operate independently over their own operational area and provide their own Radar cover.

APPENDIX "M" (cont:)SIGNALS COMMUNICATIONS.

14. The Signals Traffic naturally increased during the intensive operations and Cypher Traffic showed a corresponding increase. This was caused to a very great extent by complete lack of reliable telephone communications to Wings and Units and also to E.A.C. etc. further back. The development of a large Telegram Distribution Section was found to be essential, and it was only possible to build up this Section by the unavoidable misemployment of Wireless Operators and Teleprinter Operators as clerks, since no establishment existed in the Group for a T.D.S.
15. In order to decrease the amount of Signals Traffic within the Group an extensive Air Letter Service was also organised in co-operation with 14th Army, and this carries Signals Traffic, when electrical channels are overloaded, and airgram mail within the Group. This A.L.S. has proved invaluable and, after more experience is gained in its operation, should considerably relieve Signals congestion.

AIR FORMATION SIGNALS.

Prior to Sept 1944 No. 6 (I) Air Fmn Sigs had been fully occupied with the provision of R.A.F. and C.C.T.F. communications in COMILLA, the Silchar Valley and the Imphal Valley. The Unit was not equipped or trained for mobile operations.

From Sept 1944 onwards preparations were made for the advance into Burma. Responsibility for Comilla was handed over in Oct 1944 and for the Silchar Valley in early Jan 1945. By February the Unit's responsibility was confined to the 221 Group Area. Vigorous steps were taken to improve the M.T. situation and certain sections were re-equipped with a high proportion of Jeeps and Trailers to render them air transportable. Plans for movement by air were made and tested by exercises without aircraft.

The first airborne move from Tulihall to Tabingaung proved very successful. Since then the air transportation of the mobile elements of Sections has become a natural occurrence.

The only really exciting move was into Meiktila. Here a detachment of 204 (I) Wing Sig. Sec. flew in with the Airborne Bde. Pending the securing of the airfield for 17 Sqn this detachment was employed on the Transport strip and to link up the Radar Stations. In the fighting they suffered two casualties (wounded) and had 9 Japs (killed) to their private and undisputed credit.

LANDLINES.

The outstanding development from a landline point of view has been the introduction of the American AN/TRC3 equipment by Army Signals. This apparatus has provided speech and telegraph facilities where landlines would have been impossible. R.A.F. have had a proportion of all such circuits and these have proved reasonably reliable. There are some doubts as to their security from interception.

The main difficulties encountered were:-

1.

Shortage of M.T.

In spite of vigorous action through R.A.F. and Air Fmn Sigs channels the Unit was still slightly short of its entitlement at the end of March 1945.

2.

Shortage of Multi - Core Cable.

Lack of 7 pr V.I.R. Cable necessitated the laying of heavy routes (e.g. 60 prs to Transmitters at GP H.Q.) in field cable. The waste of time and materials was considerable.

3.

Lack of Carrier Equipment.

Only 2 out of 28 Carrier Units were held. This doubled the landline construction on certain long routes where 1 carrier could have been employed (e.g. Tabingaung - Ondaw. Monywa - Alon).

4. Changes of Plans.

Owing to the changes in the Army situation, unexpected difficulties encountered by airfield engineers, lack of adequate transport for R.A.F. formations etc, the R.A.F. plans had to be modified at short notice. Air Fmn Sigs have to start work on a strip 72 hours (7 days is preferable) before an airfield becomes operational. Consequently a considerable quantity of time and material was expended on strips which were, in fact, never used. Other urgent commitments always precluded the recovery of materials thus expended.

MEDICAL APPENDIX.
Period 1st August 1944 - 31st March 1945.

1. Incidence of Principal Diseases. - Incidence of principal diseases (ratio per 1000 per month) is shown in the Table hereto. No particularly noteworthy disease has occurred with the possible exception of "Scrub" Typhus. It will be seen that the major problems were Malaria and Dysentery which are hyper-endemic in various areas. The incidence of Scrub Typhus was low but was naturally associated with a certain degree of alarm. Three R.A.F. other ranks, two of whom unfortunately died and three Enrolled Followers contracted the disease.

The general standard of health in the Group was high.

2. Medical Arrangements - (a) Sick Quarters - It was evident that all Units in the Group would become highly mobile and that all Units would ultimately be living under field conditions. It was therefore necessary to introduce a Medical Organisation which would be highly mobile and self contained.

Consequently a 20-30 bed tented Station Sick Quarters was formed at each Wing Headquarters, and Tented Medical Inspection Rooms at each Unit. In this way Wing Medical centres were established and permitted of "pooling" medical resources, thus largely overcoming shortages of medical personnel.

(b) Hospitals - No.60 Mobile Field Hospital was located at Imphal till 20th February 1945 when it was transferred to Monywa. As far as possible R.A.F. Casualties were treated in this hospital, road and air evacuation from Units being used. Cases unsuitable for treatment in Field Hospitals were transferred by returning transport aircraft to Base Hospitals ex-Group.

No.62 Mobile Field Hospital left Shillong on 27th October 1944 for Comilla subsequently returning to Imphal on 23rd April 1945 and No.63 Mobile Field Hospital left Kumbhirgram for 224 Group on 25th November 1944.

(c) Mobile Surgical Team - On 6th February 1945 an emergency call was received from Kumbhirgram for Surgical aid for a member of an Aircrow who had sustained a fractured skull in a Jeep accident. The Surgical Team with its equipment was flown by C.47 from 60 Mobile Field Hospital Imphal to Kumbhirgram. The call was received at 10.05 hours and the team was landed at 12.30 hours. Unfortunately the patient was moribund upon arrival of the team.

3. Hygiene Sanitation and Malaria Control - As the Group was becoming mobile it was necessary to consider ways and means of providing full sanitary arrangements; fly-proof kitchens etc; under field conditions. Normal Engineering services are not available in Army areas, consequently alternative arrangements had to be made. In September 1944 a large self-supporting Mobile Hygiene and Malaria Control Section was formed from Group resources. Intensive training of 75 Enrolled Followers was commenced under the two Group Sanitary Assistants and Malaria Control N.C.O's. A carpenter and brick-layer were also made available. The Section was organised in such a way that it could be broken up into self-supporting Units as commitments arose. The Section has operated at Tamu, Yazagyo, Kalemyo, Tabingaung, Onbauk, Taukkyan and Monywa. The Section carried forward constructional tools and equipment, pre-fabricated latrine seats, gauze, and hessian for fly-proofing combined kitchens constructed on the "Meccano" principle. Such supplies are virtually non-existent in battle scarred areas. Full facilities can be prepared in approximately 7 days for a camp of 1000 personnel. The importance of having

/constructional work

APPENDIX "D" (cont:)

constructional work finished prior to the arrival of Main parties is obvious. Such work associated with the use of D.D.T. by trained personnel goes a long way to combat the fly menace. Malaria control measures are closely linked with full preparation of a camp site and are easily instituted in conjunction with sanitary control. The clearing of a camp site is also most important in reducing the risks of Scrub Typhus.

4. Casualty Air Evacuation - (a) Early Specialist treatment not only of many diseases but also of battle casualties is a well known necessity not only to save life but also to prevent prolonged non-effectiveness. In a country such as Burma L of C evacuation is a prolonged and difficult operation necessitating delays in treatment with consequent adverse affect upon morale of casualties and also on others. The introduction of facilities for Air Evacuation of Casualties is one of the greatest single measures in the preservation of life and the early recovery of casualties for front line duties.

(b) Two Casualty Air Evacuation Units have been operating on Transport Airstrips in this Group since February 1945 and have "staged" all casualties brought in by Light Aircraft from forward strips and un-loaded the unsuitable types of cases for retention in the Forward Area Hospitals into Transport Aircraft for evacuation to Base Areas. Many hundreds of casualties both R.A.F. and Army have passed through these Units.

(c) Light Aircraft - (Sentinels MK.I and MK.II Ambulance Types). Seven Sentinel Aircraft of "C" Flight 194 Squadron were detached to this Group for Casualty Evacuation purposes. Results, obvious from the almost negligible death rate from wounds and diseases and the amount of essential freight and reinforcements flown in speak for themselves. Prior to March 1945 the Flight was forming and setting up its ground organisation and ferrying in aircraft. Consequently casualty evacuation was naturally on a reduced scale and their activities were rather curtailed by the fact that only two Sentinel Aircraft MK.II (Ambulance) were available. Five pilots were available and serviceability of aircraft was high but spares were not readily available. During the period 5th March 1945 to 31st March 1945, however, a total of 155 Sorties were flown, carrying in 59 reinforcements and medical supplies and other equipment, whilst a total of 204 casualties were evacuated necessitating 282 hours flying. The Flight's performance from 17th March to 29th March inclusive when they were the only aircraft flying into Meiktila during the height of the Battle was outstanding. On several occasions the last sortie of the day necessitated night flying.

TABLE TO MEDICAL APPENDIX.
INCIDENCE OF PRINCIPAL DISEASES.
(Ratio for 1000 per month)

MONTH.	MALARIA.	DYSENTERY.	V.D.	HEAT EFFECTS.	RESPIRATORY DISEASE.
	R.F. - I.A.F.	R.F. - I.A.F.	R.F. - I.A.F.	R.F. - I.A.F.	R.F. - I.A.F.
1944.					
August.	39.49. - 36.95.	14.76. - 5.91.	2.97. - 2.96.	0.38. - -	6.21. - 1.48.
September.	27.27. - 29.45.	16.74. - 2.56.	3.37. - -	0.13. - -	9.72. - 1.28.
October.	19.01. - 13.14.	11.14. - -	3.14. - -	0.24. - -	7.14. - 2.92.
November.	11.88. - 20.91.	8.84. - 3.92.	1.89. - 6.54.	- -	4.10. - -
December.	10.10. - 19.95.	4.90. - 1.17.	2.55. - 1.17.	- -	3.43. - 3.52.
1945.					
January.	8.85. - 11.58.	2.68. - 1.15.	1.96. - 3.47.	- -	3.21. - 1.15.
February.	5.64. - 6.05.	3.59. - 1.21.	2.05. - 4.84.	- -	3.59. - 2.42.
March.	Statistics not yet available - confirmation of diagnoses awaited.				