

Corrections/discrepancies and additions to the Air-Britain book

"The Liberator in Royal Air Force and Commonwealth Service"

by James D. Oughton with John Hamlin and Andrew Thomas

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My intention in compiling this list was initially just to comment on errors and discrepancies found in the first edition of the book. In addition, however, I thought it worthwhile to offer further material such as enhanced details on specific aircraft losses and some additional fuselage letter codes not listed in the book.

Bold typeface generally pertains to definite book errors or possible errors, including explanations of discrepancies with other sources. My non-error/discrepancy-related details follow the Further info: lead-in (and similar lead-ins), in a non-bold typeface.

My interests focus mainly upon RAF Liberators in Southeast Asia, with some associated spillover to the Middle East and elsewhere. Most of my corrections and comments are in reference to these Far East aircraft and Liberator units. I still have many SEAC airframes to research, and so it has not been possible for me to comment on every Liberator loss in the Far East. I do not have access to as much primary source material as I would like, such as all Operations Record Books, and I have not had a chance to visit the UK for research in several years.

For the sake of simplicity, I will refer to this book as James Oughton's work. John Hamlin, in his Editor's Note on pg 5, explains that "*What you see is not my work, it is mostly Jim Oughton's*", although Mr. Hamlin did, in his words, "*enhance some of the individual aircraft histories from other sources*" and add a few photos. Though the project was more than just Mr. Oughton's work, then, it is my decision to refer to the authorship in the singular, for convenience and simplicity.

I absolutely mean no disrespect to James Oughton. I clearly recognize the magnitude of his decades-long project and am personally thrilled that he has offered the public the results of his focused research. I see his book as a tremendous gift to those, like myself, who have a passion for Liberator history. Mr. Oughton has provided a vital foundation upon which grateful researchers and enthusiasts can build. With tens of thousands of tidbits of book data, though, it is natural that such a work contains errors and anomalies. To take Mr. Oughton's research to the next step, I felt it productive to correct some mistakes, to introduce conflicting details, to suggest tweaks to the presentation of info, and to offer further material to expand upon his own. I am sorry if this approach is seen as offensive.

No doubt many errors and discrepancies can be traced back to official records such as squadron Operations Record Books and Air Ministry Form 78s. The ORBs, for example, can be superbly detailed in some places, general or vague in other places, and characterized by voids in the data that are terribly frustrating for researchers. Add to that the fact that simple typographical errors appear frequently.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

I have benefited from access to some Lib squadron ORBs, mainly courtesy of researcher Robert Quirk. To date I have fully compiled a list of Lib serial numbers recorded in only one unit's ORB – 215 Sqn. My analysis of this ORB has been incorporated into this review of the Oughton data. The 159 Sqn ORB is especially frustrating to work with due to many typos, frequent failure to list full serial numbers, and missing Sortie Reports and other data. Nevertheless, some of my notations to follow are the result of limited 159 Sqn ORB analysis. In the future I hope to tackle the entire 159 Sqn ORB and untangle the mess to reveal, as best I can, as complete a list of Libs flown by this squadron as possible...that is, if I don't abandon the project due to sheer frustration.

With limited time lately to devote to my ongoing review, I decided to post this work-in-progress now, so that others might benefit sooner rather than later. Hopefully future updates, marked with a current date, will allow me to improve this first version.

Some of my own offerings will conflict with book info. I sometimes do not know which source is erroneous, and no doubt the book data will occasionally prove to be the correct info. I also keep catching my own typos and poorly-worded sentences. My work will evolve for the better over time.

My corrections/comments are often very trivial in nature. Again, no insult to Mr. Oughton is intended. I am simply taking this opportunity to point out what I see as blemishes and/or discrepancies, however small or inconsequential, and to add more detail – often far more than could be printed in the book due to format and space limitations. I am not an elitist, just a very amateur, unpublished researcher, and I offer my contributions with gratitude and respect to Mr. Oughton.

Examples of the trivial nature of some of my comments can be seen in my notes on Liberator nose art. I have endeavored to refer as precisely as I could to names as they were painted on the aircraft, i.e. all caps, in single quote marks, in double quote marks, etc. This is meant to enlighten the purists among us, to whom such facts are very important. An individual Liberator's nose art did sometimes change over time, and a lack of photos admittedly hampers my best attempts to correct or add to the record. I have only scratched the surface, as far more RAF and Commonwealth Liberators were named and/or adorned with nose art.

My thanks go to my friends, fellow Liberator researchers Robert Quirk and Gary Fowkes, for hosting this on their separate RAF Liberator-related websites:

Robert: www.rquirk.com/history.html
Gary: www.rafb24.com/ .

The Oughton narrative has errors in unit histories, but I have not addressed all of them due to a lack of time, and expertise. The 159 Squadron history is most familiar to me.

Selected abbreviations used in this report:

AFTU	Air Fighting Training Unit	MU	Maintenance Unit
APC	Armament Practice Camp	ORB	Operations Record Book
B	Bomber variant of the Liberator	OTU	Operational Training Unit
BARU	British Airways Repair Unit	RFU	Refresher Flying Unit
BBOC	Brought back on charge	SOC	Struck off charge
FTU	Ferry Training Unit	Sqn	Squadron
GR	General Reconnaissance variant of the Liberator		
HCU	Heavy Conversion Unit		
Mk	Mark (as in Mk.III, a model of the Liberator)		

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GENERAL NOTE #1: If there is a future printing of the book...The Oughton book uses the odd notation – "*which see*" – in the few cases where there are references to photos. For example, review the BZ747 individual aircraft history on pg 125. This expression "*which see*" is a very confusing choice of language to me – an American, at least. I've never heard the expression before. A more widely understood phrase is "*see photo*". Furthermore, in each case the reader is given no link to the page where the actual photo can be found – a great frustration if the photo is not on the same page or an adjoining page.

GENERAL NOTE #2: Likewise, if there is a revised printing...In all cases throughout the book it would have been very helpful to cross-reference each serial number's individual aircraft history to the page where a related photo (if not on the same page) or side-view drawing is found. And to cross-reference each caption to the individual aircraft history or, where more than one photo or graphic pertains, at least to the page where a second image or a drawing is found.

For example, take EW267. On pg 170 a photo and the individual aircraft history can be found, but pg 278 has a second photo of EW267 and pg 150 has a color side-profile. Yes, a serial number in a photo caption allows one to cross-reference to the EW267 individual aircraft history on pg 170, but when viewing pg 170's photo caption or individual aircraft history, a reader does not know that there is a second photo on pg 278 or a side-profile on pg 150.

Another example: KL654. The individual aircraft history is on pg 237. One full-page photo is on pg 238 – a separate non-adjacent page from the aircraft history. A second photo is on pg 56. Throughout such a massively detailed book simple cross-referencing text notes would have been most useful. The easiest solution: treating the individual aircraft history text entry as the "anchor", and only noting here the pages where photo(s) and side-profile artwork can be found. In such a format the EW267 aircraft history on pg 170 would contain a brief notation such as: (*photos, pgs 170 & 278; profile, pg 150*).

GENERAL NOTE #3: In the individual aircraft histories, 1584 Flight/Heavy Conversion Unit is referred to in five ways (that I have found):

- Flt
- Flt/CU
- Flt/HCU
- CU
- HCU.

See my notes pertaining to the pg 64 history of 1584 for an explanation of variation in names.

GENERAL NOTE #4: The logbooks of 41 different airmen have been consulted in preparing this analysis of the Oughton book. My separate list of Liberator serial numbers, as found in these 41 logbooks, can be found at Robert Quirk's website at:

www.rquirk.com/RAFLiberators/Serials/Lib%20serials%20from%20logbooks.pdf

It is also found on Gary Fowkes' site, as well. In most cases, below, where I have cited data gleaned from a logbook, I have only listed the airman's name. Where known, the full names, service numbers and ranks of these 41 airmen are listed at the beginning of my logbook serial numbers document.

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Logbooks vary in accuracy and cannot be blindly taken as gospel. Just peruse my serial numbers document, and you will see exactly what I mean. Another important point to keep in mind is that just because an airman flew in a particular serial numbered Liberator while attached to a particular squadron or unit does not prove that the aircraft was truly attached to that squadron/unit.

A case in point is KH196, entered into the logbooks of two airmen from 357 Sqn. KH196 was an 8 Sqn aircraft. The two 357 Sqn airmen were simply aboard this 8 Sqn Liberator for a local flight in Ceylon.

Thus, some of the Oughton book's discrepancies, when matched against logbook entries, may not be inaccuracies at all.

GENERAL NOTE #5: I realize that I have not cited all references. I started out thinking this project would be just a few pages, at most, and really only for myself, but it grew and grew. I recognize now that anyone studying this document will have reason to be wary of some of my unreferenced comments. Sorry...in future updates perhaps I can add sources in some form, where they are lacking.

GENERAL NOTE #6: I do not wish to be the point-of-contact for all things Liberator. Unfortunately, I lack the time or energy for too much of this, not knowing what "too much" means. However, . . .with my ongoing focus upon RAF Liberators in the Far East, and the Far East Lib squadrons' previous legacies in the Middle East, I would **greatly appreciate** hearing from anyone with additional details to share on these Liberators.



ERRORS, DISCREPANCIES, AND ADDITIONS:

Pg 4: Photo caption: **Omission of useful info:** It would be beneficial to the reader if the caption mentioned that KN751 is now on display at the Royal Air Force Museum, Hendon.

Pg 7: **Error in abbreviation:** "AFTU" stands for Air Fighting Training Unit, not Air Firing Training Unit.

Pg 7: **Missing abbreviation:** "CdN" is not in the list, but it appears in the individual aircraft histories for several of the early Libs which ended up in French hands: AL514, AL522, AL552, AL592, AL603, and AM920 (if not more that I missed).

Pg 18: **Very minor typos:** In the *Serial batches* list the first two entries in column 2, *Make or Model*, should change *LB-30/Mk.II* to *LB.30/Mk.II* (punctuation change). The fourth entry should change *LB.30BMk.I* to *LB.30B/Mk.I* (adding the /). Picky, picky, picky!

Pg 33: Photo caption: **Minor nose art error:** Should be *commando* (all lower case text), not *Commando* (upper case "C" only). The lower-case *commando* is seen in photos taken prior to conversion to single-tail. However, the photo on pg 97 reveals that the nose art name was *Commando* and not *commando* after the conversion. A close-up of the artwork (which was applied to both sides of the fuselage) when it was *commando* is found on pg 275.

Pg 38: **PROBLEMS IN THE AIR COMMAND SOUTH EAST ASIA WRITEUP:** I will address some of them, not all of them. In general, it is a disjointed chronological history of Liberator use in the theater. The info on Heavy Conversion Units in the Far East is particularly misleading and confusing. Not only is the wrong number – 1653 – given three times for 1673 HCU (at Salbani, India, and then Kolar, India), but the writeup completely fails to mention the earlier 1584 HCU at Salbani, or the even earlier unnumbered Liberator conversion flight which was part of 159 Sqn. Of the Liberator units which specifically trained Far East aircrew, 5 OTU (in British Columbia) is mentioned first, out of chronological order; 5 OTU was not formed until April 1944 – after the Liberator-equipped conversion units based in India: 1673 (again, not 1653), the earlier 1584, and its predecessor conversion flight on 159 Sqn at Salbani.

Perusing the individual HCU descriptions on pages 64 and 65 will help sort out some facts, though I have major corrections / comments to these, as well. See my separate pp 64/65 comments, below, for these notes.

Correction, first column: 358 Sqn was formed from the instructors and students of 1673 (not 1653) HCU.

Correction, first column, next-to-last paragraph: The information is far too general and misleading. A more detailed discussion of paint schemes is found in the book "*Eyes for the Phoenix, Allied Aerial Photo-Reconnaissance Operations South-East Asia 1941-1945*" (Geoffrey J. Thomas), especially pg 189's *India Command and SEAC Markings*, pg 227's details on RAF reconnaissance Liberator markings, the Appendices, and the color section.

What follows assumes the accuracy of this book source, though I cannot confirm that it is 100% error-free.

In general, RAF Liberator paint schemes and markings in the ACSEA sphere of operations evolved from the early days in late 1942 when 159 Sqn Mk.II Libs arrived from previous Middle East bomber service wearing matte black undersides, fuselage sides, and rudders, and upper surfaces of alternating green and brown camouflage. The Mk.III bombing-variant Liberators were olive drab/pale grey, although the 160 Sqn Mk.III Libs used for the Special Flight (Japanese radar/radio transmission investigations; transferred to 159 Sqn in 1944) were matte black undersides / fuselage sides (as seen in the photo of BZ938 on pg 136 of Oughton's book); I'm not quite sure of the upper-surface paint scheme. The Mk.VI bombing-variant Libs were olive drab/pale gray into 1945, when they, and all later Marks, arrived in India as bare metal with an olive drab anti-glare panel on the top forward fuselage, in front of the cockpit.

Mk.II and V Libs of 160 Squadron, the first GR RAF Lib unit in the Far East, wore a standard Temperate Sea Scheme on upper surfaces (grey and green camouflage bands) and glossy white on under-surfaces, merged into matte white on the sides and rudders. In November 1943 a revision in the paint scheme directive for GR Libs called for extra dark sea grey upper surfaces and glossy white undersides, sides, and rudders. Aircraft painted in this design began arriving in the Far East some months later.

Roundels evolved from the early standard yellow/red/dark blue/white design, which was changed due to confusion with Japanese aircraft markings. On 24 June 1943 Air HQ India proposed the introduction of new white-and-blue

roundels and rudder flashes for all operational aircraft east of 60 degrees E Longitude. The initial designs evolved, as well, and on 29 Sept 1943 revised markings were adopted. In the following weeks the new markings were applied to all aircraft in India and Burma.

Corrections, bottom of first column, top of second: The facts about 159 Sqn's famous Penang mining raids are filled with errors. On the morning, not night, of 27 Oct 1944 159 Sqn sent fifteen, not twelve, Liberators from Digri to mine Penang harbour, returning after flights lasting an average of 18 hours and 17 minutes, not 17 hours. (They landed in the morning of the 28th.) A repeat performance was not given on 10/11th January 1945. Instead, there were two more Penang mining ops: one on 26/27 Nov 1944 and one on 24/25 Jan 1945. Each of these followup raids was flown by sixteen Libs from 159 Sqn. Poor weather on the Nov flight brought very disappointing results, but 159 Sqn again succeeded spectacularly on the Jan op.

Omissions: There is a listing of 231 Group bomber squadrons (first column), and a listing of Lib squadrons on 21 Aug 1945 (second column). In-between there is text describing Lib activities. However, there is an error of omission. 354 Squadron, flying Liberators in the theater since late Aug 1943, is not mentioned anywhere in the ACSEA summary. 292 Squadron also is not mentioned; they had several Libs for Air/Sea Rescue work, starting in Dec 1944.

Pg 40: PROBLEMS IN THE MIDDLE EAST AIR FORCE WRITEUP:

Errors in second paragraph: Mistaken facts, mistaken chronology. A vast improvement would be the following:

"Liberator deliveries to the Middle East were slow. 160 Squadron had arrived in Palestine in June 1942, in time to participate in Operation 'Vigorous', the failed relief convoy that returned to Alexandria on the 16th after falling short of resupplying Malta. A second Liberator squadron, 159 in Egypt, and then Palestine, commenced bombing ops in June. Frequent operations were carried out by 159 and 160 over the next months. In mid-September 159's Middle East contingent began a migration to India, slowly, with its last Liberator departing on 2 November. From 16 September until this last departure, 159 Squadron personnel in Palestine were attached to 160 Squadron. Before long 160 also departed for India, leaving behind a detachment under the control of 205 Group until it was absorbed into 178 Squadron in January 1943."

Pg 44: Photo caption: Misleading info: The lower photo's caption fails to mention that the two Libs in the center, carrying the "X" marking on the rudder, were from RAF 356 Sqn. Only 99 Sqn is mentioned. Aircraft "P" on the left and the Lib on the right were from 99 Sqn; 99 Sqn rudders carried a telltale dot unit marking.

Pg 45: Photo caption, middle: Discrepancy with other source; might the photo identification of this crashed Lib be incorrect? My guess is that Oughton is correct. The book "Royal Air Force Bomber Losses in the Middle East and Mediterranean, Vol 1: 1939-1942" (David Gunby & Pelham Temple, 2006), states for AL574 that on 22 Feb 1942, "On takeoff, 0230, Fayid, . . . the engines were throttled back and the undercarriage retracted too soon. The aircraft crashed and was destroyed by fire." The photo clearly does not show an aircraft destroyed by fire. However, Oughton's individual aircraft history for AL574 seems to better match the photo: ". . .on take-off from Fayid 22.2.42, landing gear was retracted

before flying speed had been reached; crash-landed and caught fire; repairs attempted but aircraft SOC 26.3.43." If not AL574, then possibilities from my sources (there may be other possibilities) are: AL531, AL552, AL553, AL580, and AL603. "Chocks Away!", the memoir of AL531's skipper, S/Ldr John Leighton Beck DFC & Bar, presents a particularly good match; see my separate comments for AL531 further below. I cannot ID the location from the photo alone.

Pg 47: **PROBLEMS IN THE 159 SQUADRON WRITEUP:**

First paragraph:

Suggested improvement, not an error, to first sentence: Replace "*This squadron reformed at Molesworth. . .*" with "*This squadron, which existed for only five weeks in 1918, reformed at Molesworth...*" Most reference to 159 Sqn don't even know of the 1918 incarnation and just say 159 was formed in Jan 1942.

Major errors, first sentence: Replace "*but in February changes of policy found its ground personnel on the way to the Middle East by sea.*" with the following: "*but policy changes led to its ground personnel departing the UK by sea on 1st March, destined for the Middle East, via Durban, South Africa. They disembarked in Egypt for service at Fayid on 15 April.*"

Minor change, second sentence: Having made the above change, the next sentence needs a tweak. Replace "*There, at Fayid, the ground crews serviced...*" with "*There the ground crews serviced...*"

Major revision, third and fourth sentences: The following is erroneous and very misleading: "*In July, 159 Squadron began to receive its own Liberators Mk.II at St Jean in Palestine. After rapid training, long-range bombing raids on targets in Greece, Italy and North Africa began from Malta on 1st August, when one aircraft attempted to bomb four ships in Navarino Bay, Greece.*"

The reality is that starting either on or around 20 June 1942, 159 Sqn began its bombing ops from Fayid, Egypt in Mk.II Liberators its own aircrews ferried from the UK. The 159 Sqn ORB is missing for June and July, but there certainly were ops in these months, with sometimes strong enemy opposition. I have copies of two logbooks (Harry Reid and H.C.S. Cotton) which prove that 159 Sqn Libs participated in at least six ops in June and various ops throughout the month of July. The targets were primarily in Benghazi and Tobruk in Libya. Memoirs by S/Ldr John Leighton Beck DFC & Bar and G/Capt John Musgrave DSO TD – two of 159 Sqn's pilots during this time frame – support these facts. St Jean was a base of operations after Fayid, though the point of departure and return for ops varied – depending on the logistics required – between Fayid, St Jean, Aqir, and Malta. Ops continued throughout August and did include the inconsequential one-aircraft mission from Malta on 1 Aug, mentioned in the Oughton book. (It was a failure; bombs were accidentally dropped prematurely, per the 159 Sqn ORB. Harry Reid was aboard AL579 for this op. Having taken off from Malta, the Lib landed at Fayid). Aqir did become the base of operations on 12 August, and bombing continued from there into September.

Errors in the sixth sentence: As printed, the sentence reads, "*Operations against Greek and Italian targets continued until the end of September, when the squadron completed its move to India, setting up its base at Salbani at the end of that month.*"

Firstly, the targets also included Libya several times. Secondly, the squadron did not complete the move to India by the end of September. From 16 Sept 159 Sqn's aircraft and crews commenced to operate temporarily under 160 Sqn at Aqir. Also on this date W/Cdr C.G. Skinner, C.O. of 159 Sqn, departed for Salbani, India, initiating 159's piecemeal air echelon transfer there. A ground echelon had much earlier (10 May) departed Egypt for India, arriving on the 24th. They arrived at their new base at Salbani on 27 September, three days before W/Cdr Skinner in AL544 arrived. Back at Aqir, 159 Sqn aircrew continued with bombing ops, still under the jurisdiction of 160 Sqn, but one-by-one 159 Sqn aircraft and crew (including some ground personnel) departed the Middle East in their Liberators for a new posting with 159 Sqn at Salbani. The last of the five Libs to leave for India, AL531, departed on 2 Nov (S/Ldr J.L. Beck at the controls).

Second paragraph:

Error in the first sentence: The timeframe "*the next two and a half years*" is too short, with its end equating to May 1945 – three long months before hostilities ended. 159 Sqn's wartime operational span extended beyond May; as mentioned two paragraphs later, 159's last offensive operation was 7 Aug 1945. The geographic extent of 159's reach is wrong, also. So, adding a couple of other changes yet, a more accurate first sentence is:

"Operations against the Japanese began on 17th November 1942, and for the next 33 months bombing, anti-shipping, mining, reconnaissance and even a small number of Special Duties sorties were carried out over a wide expanse including Burma, Siam, Malaya, Northern Sumatra, and the waters of the Bay of Bengal, Andaman Sea, Strait of Malacca, and Gulf of Siam."

Errors in the second sentence: The most glaring: The original squadron Libs were replaced by the Mk.III, but not the Mk.V; 159 Sqn did not fly the Mk.V, with the exception of the Special Flight's two examples (described at the end of the paragraph). Also, the explanation of when the changes were made to new Marks of Liberators is poor. A much-improved rewrite, based primarily upon the 159 Sqn ORB:

"The original Liberators Mk.II were flown on ops through 24th July 1943. The first Mk.III arrived on 28th July 1943, followed in August by further examples. The last Mk.III op was 8th/9th June 1944. The operational tenure of the long-serving B.VI commenced in early January 1944 and ended on the 29th of July 1945. The first B.VIII models began operational sorties in June 1945."

Problems in the final sentence: Delete: "*Two Liberators Mk.V formed the equipment of this Flight, one of them being lost in November and replaced by a Mk.VI aircraft.*" Replace with: "*Two Liberators Mk.V initially formed the equipment of this Flight. One was lost in November 1944 and the second in late January 1945. Only the first was replaced, by a Mk. VI aircraft.*"

Pg 47: Top right caption: **Minor text error:** Should be **VERNON THE VILLAIN** (all caps), not *Vernon the Villain*. Although this name is not in the pg 47 photo, it can be seen (to the left of the cartoon villain) at the following website: www.rquirk.com/159photos/150nose1.htm .

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Pg 47: Bottom right caption: **Caption errors:** MINOR change first: Should be **EARTHQUAKE MCGOON (all caps)**, not *Earthquake McGoon*. MAJOR errors next: **EARTHQUAKE MCGOON** was EV962 of 355 Sqn, not BZ992 of 159 Sqn. Furthermore, the Aug 1944 date of the photo is wrong. J/45098 F/O William A. Cosway RCAF (Nav) designed and painted the **EARTHQUAKE MCGOON** nose art (based on American cartoonist Al Capp's character by the same name), and he did not join 355 until Dec 1944, per his memoir and logbook. Three photos in Bill's book show the same nose art as in the Air-Britain book. For more details see my pg 144 notes, below, concerning EV962's individual aircraft history. Bill's logbook proves his long association with EV962 "V".

Pg 48: Photo caption: Further info: BZ939 was coded "Y" and was named *Yippee* (wording apparently not painted on the fuselage). This should not be confused with *Y'vonne Yippee!*, which was Liberator KH327 (see photo on pg 213).

Pg 50: Photo caption (top photo): Further info: It is worth noting why "/G" was added to the end of the serial number on the rear fuselage and rudder of KH342. The caption to the top photo on pg 377 of *"Air War for Burma"* (Christopher Shores) explains this: *"Like a number of other aircraft she carried the inscription 'Snake' on the rear fuselage, together with the /G addition to the serial which indicated that the aircraft should be kept under guard, usually because of secret electronic equipment on board."* In the Oughton book, in addition to the pg 50 photo of KH342, this same "/G" application can also be seen in the photos and/or photo captions for BZ880 (pg 132), KH331 (pg 213; same photo as in the Shores book), KH409 (pg 217), KL542 (pg 229), KL561 (pg 231), and KN753 (pg 243). (Like the KH409 photo, the BZ880, KL561, and KN753 photos clearly show the "/G". It is less legible in the KH331 photo. The KL542 photo is the least legible.) The true serial numbers of these Liberators, it should be noted, do not include the "/G".

Pg 56: Photo caption: Further info: See second photo of KL654 on pg 238.

Pg 60: Second column: **Text error:** Should be **"Air Fighting Training Unit"**, not **"Air Firing Training Unit"**.

Pg 61: Caption, lower photo: **Text error:** Should be **"Air Fighting Training Unit"**, not **"Air Firing Training Unit"**. Further aircraft identifications: In this image it is possible that "C" is EW243 and "F" is KG840. These both flew with AFTU as aircraft "C" and "F", respectively (see their individual aircraft histories), but the serial numbers are not legible in the photo. Occasionally airmen flew one of their own squadron's Liberators to Amarda Road for use during the extent of their AFTU courses (such as a Bombing Leader's course or a Gunnery Leader's course). Then, upon completion, the Lib was returned to its original squadron by the same crew, or another crew from the same unit. Thus, the identities of the "C" and "F" Liberators in the photo cannot be known for certain. The original print might be sharp enough to reveal fuselage serial numbers.

Pg 64: **Errors / discrepancies / additional corroboration in the writeups for 1584 (Heavy Bomber) Conversion Flight/Unit and 1673 Heavy Conversion Unit:**

Clarification on ops flown by 1584 crews: Oughton's statement, "...23rd July 1943. A limited number of operations over Mandalay and Myingyan were then carried out by trained crews..." is not completely accurate. The word "then" implies that these few ops were flown soon after 23 July, but at least some ops were flown five and six months later. While I lack access to the records of 1584 HCU, I do have copies of five logbooks which reveal ops flown as part of 1584 HCU in Dec 1943 and Jan 1944, from Salbani, West Bengal, India. An additional target was Monywa, Burma, while Mandalay was bombed in error, per the logbook of 1584 HCU instructor pilot John Musgrave. The breakdown:

Per the logbook John Musgrave:

20 Dec 1943 Liberator BZ902 [Mk. III]
Target: Monywa, Burma

Per logbooks of Michael Davis and Clem Church:

20 Dec 1943 Liberator BZ849 [Mk. III]
Target: Monywa, Burma

Per logbooks of John Musgrave and Johannes Lentz:

21 Jan 1944 Liberator BZ951 [Mk. III]
Target: Myingyan, Burma, but Mandalay bombed (in error, per Musgrave's logbook)

Per logbook of Anthony Black:

21 Jan 1944 Liberator BZ909 [Mk. III]
Target: Myingyan, Burma, but Mandalay bombed

Per logbooks of Michael Davis and Clem Church:

23 Jan 1944 Liberator BZ909 [Mk. III]
Target: Myingyan, Burma.

I do not know how many other ops were flown by 1584 HCU crews, if any.

Likewise, I do not know how frequently 1673 HCU sent out aircraft on ops, but it did happen. See my comments for BZ951, below. This 1673 HCU Liberator was lost over Burma on 23/24 Feb 1944. This is the only op by a 1673 HCU Liberator that I am aware of, at present.

Error, misconceptions regarding Marks of Liberators flown at 1584: Oughton writes, "...the unit's Liberators, which were an assortment of Mk.I, III, V and VI. On 9th November 1943 the unit moved to Kolar and disposed of the Mk.I aircraft, and there the later Marks were used to convert crews from twin-engined types such as the Wellington to the Liberator, which was to become the standard heavy bomber and reconnaissance aircraft in the Far East."

(Oughton's reference to 1584 moving to Kolar as of 9 Nov 1943 will be addressed further below, as a separate topic.)

There were no Mk.I Liberators on 1584; The Mk.II Liberator was the earliest model used. In fact, as far as I can tell from Oughton and elsewhere (including logbooks), 1584 had only a single Mk.II – AL550, and John Musgrave's logbook shows that AL550 was still flying with 1584 at Salbani on 9 Jan 1944. Without a doubt there were several Mk.III Libs on 1584, starting in Oct or Nov 1943. The logbooks of Clem Church and Michael Davis show that at least one Mk.V, BZ945, was on 1584 HCU; this may have been the only Mk.V on 1584. I have seen no logbook links to Mk.VI Liberators at 1584 HCU, but 1584 had at least one – BZ989, per Oughton.

Oughton's "*the later Marks were used to convert crews*" is misleading, since all Marks, starting with the Mk.II Lib, were utilized by the unit to convert crews from whatever they'd flow before to the Liberator. That's why the unit existed, from the start – to convert aircrew to Libs.

Oughton's statement attributed to post-9 Nov 1943, "...the Liberator, which was to become the standard heavy bomber and reconnaissance aircraft in the Far East", is misleading. The Lib already was the standard heavy bomber used by the RAF in the Far East, starting in late 1942.

Errors, clarification in 1584 HCU and 1673 HCU dates and locations: Oughton's statement, "On 9th November 1943 the unit moved to Kolar", is very much wrong. Clearly 1584 HCU maintained its base of flying operations at Salbani until redesignated as 1673 HCU at that location on 1 Feb 1944. Logbooks prove this, as well.

At the "Air of Authority" website www.rafweb.org/Stations/Stations_Overseas.htm most RAF Stations have been chronicled. Salbani and Kolar, where the HCU's in India were based, are both listed, and the information is very good, though imperfect. The following is found for Salbani :

Heavy Bomber Conversion Flt/Unit: 1 Sep 1942 – 23 Jul 1943
No 1584 Heavy Bomber Conversion Flight: 23 Jul – 9 Nov 1943
No 1584 Heavy Bomber Conversion Unit: 9 Nov 1943 – xx xxx xxxx
No 1673 Heavy Conversion Unit: 1 Feb – 13 Apr 1944

The same source offers the following details for Kolar:

No 1584 Heavy Conversion Unit: 9 Nov 1943 – 1 Feb 1944
No 1673 Heavy Conversion Unit: 4 Apr – 8 Nov 1944

Note the subtleties in the naming of the units, and the fact that 1584 is listed as existing at both Salbani and Kolar after 9 Nov 1943. This, I am guessing, existed mostly on paper, or perhaps with some personnel being moved to Kolar to help prepare the airfield for the influx of the senior leadership, instructors, students, and groundcrews necessary to run a full-time HCU. My hunch, not proven yet, is that the 1584 / 1673 HCU flying activities were based at Salbani until early April 1944, at which time the flight training switched exclusively to Kolar.

To further explore this:

In the 1990s a researcher sent me photocopies of the ACSEA-only extracts of Issues 42 and 43 of the official publication "S.D. 161, Location of Units in the Royal Air Force". These monthly summaries, held in the RAF Museum archives, were dated 1 Feb and 1 March 1944. I only have these two dates. I believe I erred in annotating the photocopies – mixing up which issue was from 1 Feb and which was from 1 March, because, per my notes, their listings for the Heavy Conversion Units then at Salbani are chronologically backward:

Issue 42 (1 Feb): 1673 Heavy Conversion Unit
Issue 43 (1 Mar): 1584 Heavy Conversion Unit.

I must, for the time being, assume that the correct unit designations were printed as:

Issue 42 (1 Feb): 1584 Heavy Conversion Unit
Issue 43 (1 Mar): 1673 Heavy Conversion Unit.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

This would make sense and would also tie in with the logbook info summarized below; in these logbooks all India-based HCU flights through 30 Jan 1944 (the last date until 6 April) are recorded as being with 1584 HCU.

Neither Issue 42 nor 43 listed an HCU at Kolar!

It is my guess that 1584 HCU did not operate a functioning HCU training flight at Kolar until early April 1944.

Further info on the variations in the 1584 Heavy Conversion Flight/Unit name: Per ten flight logbook copies in my possession, airmen identified their heavy conversion unit in varying ways. Again, note these differing identifications (listed in roughly chronological order):

- 1584 H.C. Flight
- 1584 H.C. Unit
- No. 1584 (H.B.) Conversion Flight R.A.F.
- 1584 C.U.
- 1584 (HB) Conversion Unit Salboni
- 1584 Con Flt
- 1584 "HB" Con Flt
- 1584 H.C. Unit
- 1584 H.C.U.
- 355 Sqdn attached 1584 Con' flight
- 1584 Heavy Conversion Unit

Note that in the Oughton book's individual aircraft histories 1584 is referred to in five ways (that I have found):

- Flt
- Flt/CU
- Flt/HCU
- CU
- HCU.

1584's name did evolve, or at least was referred to in different terms until "HCU" became standard. 1673 seems to have been referred to as "Heavy Conversion Unit" from its inception, and this is supported by entries in four logbooks I have seen.

Specifically, here are the references to 1584, and 1673, in the logbooks of ten airmen (in roughly chronological order). The first one is especially interesting, as it contains a standard form used at 1584:

149321 F/Lt Johannes H.H. LENTZ (Pilot): Dates of conversion training: 28 Nov 1943 – 23 Jan 1944. At the beginning of the course, he wrote "**Commenced Flying 1584 H.C. Flight**". End of course stamp says "**1584 H.C. Unit**". The pre-printed part of his Solo Certificate form is marked at the top with: "**NO. 1584 (H.B.) CONVERSION FLIGHT R.A.F.**" All of his conversion training flights were from Salbani.

111946 F/O John MUSGRAVE (Pilot) (retired as G/Capt, DSO TD): Partial dates of conversion instructing (he sent me logbook excerpt only): 10 Dec 1943 - 30 Jan 1944. Includes summary box for Dec 1943, in which unit is given as "**1584 C.U.**" Where identified, several flights took off and/or landed at "**SALBONI**".

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

John Robert "Jack" O'BRIEN (air gunner): Partial dates of conversion training (his son forgot to send the beginning logbook page): 28 Dec 1943 – 7 Jan 1944. Heading of logbook page: **"1584 (HB) Conversion Unit Salboni"**. Inked info at bottom of page to identify signatures: **"1584 Con Flt"** and **"1584 'HB' Con Flt"**.

Anthony BLACK (pilot): Partial dates of conversion training (his son forgot to send the beginning Dec 1943 HCU logbook page): 2 Jan – 21 Jan 1944. Bottom of page (summary of his flying with 1584): **"1584 H.C. Unit"**.

410452 W/O Clem CHURCH RAAF (W/Op/AG): Dates of conversion training: 17 Dec 1943 – 23 Jan 1944. Only info from logbook identifying unit: at end of training he wrote **"1584 H.C.U."**

J/86883 F/O Michael Ludlow DAVIS RCAF (AG): Dates of conversion training: 20 Dec 1943 – 23 Jan 1944. Top of logbook page: **"355 Sqdn attached 1584 Con' flight"**. Bottom of same page (summary of his flying with 1584): **"1584 Heavy Conversion Unit"**.

404534 F/O Joseph Nolan CULLETON RNZAF (Obs/AG): Dates of conversion instructing: 6 Apr – 28 Sep 1944. He identified the unit as **"1673 Heavy Con Unit India"**. His flights show that he was there for the move from Salbani to Kolar. On 6 April he flew from Salbani to Kolar, which became his base.

1584886 F/Sgt Cyril GEESON (F/Eng): Dates of conversion training: 12 Jun – 6 Jul 1944. He identifies each logbook page in this period as **"1673 HCU Kolar"**.

AUS 421484 Arthur R. WILLIAMS (wireless operator/air gunner): Dates of conversion training: 25 April – 21 June 1944. Summary info at bottom of logbook page: **"1673 HCU Kolar"**.

AUS 434612 F/Lt Colin BOWDEN (pilot): I only have a typed-up logbook summary, not a copy of the original, so I don't know how he really marked his page. The typed summary shows the dates of conversion training as: 26 Aug – 23 Sept 1944. The posting is identified as **"1673 HCU Kolar"**.

I have no logbooks with HCU entries prior to 10 Dec 1943.

Further 1673 HCU info: I don't know how frequently 1673 HCU sent aircraft out on ops, but it did happen. See my comments for BZ951, a 1673 HCU Lib lost over Burma on 23/24 Feb 1944. This is the only op by a 1673 HCU Liberator that I know of, at present.

Pg 67: **Missing unit synopsis:** 144 Maintenance Unit is not listed by Oughton. The logbook of A.D. Smith shows upwards of 40 flights as pilot of AL555 and 6 in AL551 while attached to 144 MU in November 1943 through January 1944.

Pg 82: Photo captions: **A major mess!** In both captions the year the photo was taken is wrong. 1944 should be 1945, based on the fact that not one of the photographed Libs had been taken on strength of 5 OTU until 26 April 1944, and the last of these aircraft were not on strength of 5 OTU until 1945 (probably Jan, but Oughton's KH288 individual aircraft entry on pg 211 says 28 May 1944). EW211 is listed twice in the caption, once as "A" and once as "N". I think EW211 was "N", and "A" might be EW218 but might be "U"; it is "A" in the lower caption but "U" in the individual listing on pg 167! In the upper caption "BK" is identified as KK239, but "BK" is KH288 in the bottom caption. KK239's individual aircraft history on pg 219 lists it as "BK", later "VX", on 5 OTU, but "BK" is also the 5 OTU

identification for KH288's entry on pg 211. Was "BK" given to KK239 or KH288, or both (at separate times)? Are the captions correct, with the upper photo (allegedly 12 April 1945) showing KK239 and the lower photo (allegedly 21 March 1945) showing KH288? If the captions are correct regarding "BK", then the bottom photo on pg 82 – which allegedly predates the top photo by 3 weeks – would presumably show KK239 before its code changed from "BK" to "VX".

Pg 84: Third paragraph, left column: **Further info, to clear up misleading text details about ex-Indian Air Force Lib HE877:** The text says, "*Named Pima Paisano, this aircraft became the only complete B-24J in the USA.*" Perhaps this was true in 1969, but today there are two other B-24-Js in the US: KH191 (see pg 207) and KH401 (see pg 215). Also, *Pima Paisano* was the name given to the Lib for the ferry flight, with nose art of a roadrunner, but this nose art is long gone. Today the starboard side carries the aircraft's old Indian Air Force markings and also nose art of a flying sea dragon, the insignia of 6 Sqn, IAF. (I don't know if this nose art is authentic for HE877. However, this dragon is seen in the photo of KN820 / HE773 on pg 271 and also that of KH401 / HE771 on pg 216.) On the port side, at some point HE877 was painted to represent *SHOOT YOU'RE COVERED*, a USAAF 7th Bomb Group, 9th Bomb Sqn, 10th Air Force aircraft (44-40282) based in India during World War II. Later the port side acquired the markings and nose art of *RED ASS* (all caps), B-24H 42-95203 of the USAAF's 446th Bomb Group, 704th Bomb Sqn, 8th Air Force. The nose art depicted a horse or donkey astride a bomb and the name. Apparently for political correctness, this name was changed to its current *BUNGAY BUCKAROO* (all caps), but the horse/donkey astride a bomb was retained. The new name is spurious; there was no *BUNGAY BUCKAROO* in the 446th BG.

Pg 97: Heading to the list of Royal Air Force serials (first column): **Major error of omission:** The first subset listed is a combination of Model LB.30 Liberators and Mk.II Liberators. Omitting the Mk.II identification is a fundamental mistake. The correct heading should be: "*139 Model LB.30 Liberators and Liberators Mk.II serialled AL503 to AL641*".

Pg 97: AL504: **Minor nose art error:** Should be *commando* (all lower case text), not *Commando*, in photos taken prior to conversion to single-tail, such as that on pg 33. However, the photo on pg 97 (bottom photo) reveals that the nose art name was *Commando* and not *commando* after the conversion. A close-up of the artwork (which was applied to both sides of the fuselage) when it was *commando* is found on pg 275.

Pg 97: AL506: **Discrepancy in squadron assignment:** The logbook of A.D. Smith lists a 178 Sqn op to Yugoslavia in this Lib on 31 Jan 1943, but Oughton lacks a 178 Sqn connection.

Pg 99: AL510: **Minor discrepancy in unit assignment, but not an Oughton error:** Oughton says this Lib was with "X" Flight as of 22 Feb 1943, but that it then went to 148 Sqn as of 14 March 1943. The logbook of A.D. Smith, however, lists AL510 flights on 17 and 19 March 1943 when assigned to "X" Flight. Problem with Oughton? No, according to pg 69's "X" Flight synopsis: "*However, on 30th March it was redesignated 148 Squadron, retrospective to 14 March 1943.*" So Smith's logbook, technically speaking, is wrong, and he was with 148 Sqn for these flights. **Further info:** Oughton notes only that AL510 was "W" on 108 Sqn and then later on 148 Sqn. A.D. Smith's logbook shows that AL510 was also "W" on the Special Liberator Flight and on "X" Flight.

Pg 99: AL511: **Further info:** Carried Dumbo the flying elephant nose art, per photo in "*Flights of the Forgotten, Special Duties Operations in World War Two*" (Kenneth A. Merrick, 1989).

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 100: AL513: **Discrepancy in unit assignment:** Per Oughton, AL 513 was on 1445 Flt as of 24 Oct 1942 and 301 Ferry Training Unit as of 3 Nov 1942. However the logbook of Victor Whitehall specifically lists his AL513 flights between 10 Nov 1942 and 15 Dec 1942 (when AL513 crashed in Spain) as being part of 1445 Flt. Further info: Took off from Lyneham at 0120 hrs for Gibraltar on the first leg of a planned delivery trip to India. An in-flight engine fire contributed to problems resulting in the decision to land in a field short of their destination. The aircraft was torched before the uninjured crew were captured, in order to prevent secrets from being shared with German agents in Spain. Crew of 11 interned in comfort at a spa in Alhama de Aragón, repatriated to the UK in Jan and Feb 1943. Pilot: F/Sgt J.L. O'Sullivan.

Pg 100: AL517: **Discrepancy in unit assignment:** The logbook of A.D. Smith lists 20 flights in AL517 while attached to BARU Heliopolis, between 01 April 1943 and 19 May 1943. Oughton does not mention BARU. Further info: Smith's logbook verifies Oughton's "J" letter code for AL517 on 160 Sqn. Smith also notes "J" as the code for two of his 20 BARU Heliopolis flights; for the others he gives no code.

Pg 100: AL520: Further info: First incident of damage, loss: On 31 May or 1 June 1942 AL520 was involved in a Coastal Command friendly fire incident in which 1382776 Sgt Thomas O'Shea, air gunner, died. Details on this are described in the latter part of my notes on AL553, below; AL553's book info seems to be confused, in part, with the AL520 incident. Additional details on AL520's loss on 30 Dec 1942: Crashed on a ferry flight from the UK to join 159 Sqn at Salbani, India. Skipper was 405244 F/Sgt Allan Feisst, RNZAF. Crew of eight died. Remains buried at the crash site were recovered in the 1950s and interred in Collective Grave Q.126-127 in Damascus Commonwealth War Cemetery, Syria. The crash site distance from Amman varies in sources; a Lat/Long for the site is given in records as 32°18' N, 36°37' E.

Pg 101: AL526: **Minor error: date of loss is off by a day:** Per 159 Sqn records, this Lib took off at 1 am on the 7th, and was lost on the 7th. Further loss info: The skipper was 64282 F/O James Crighton Stevenson DFC. All nine crewmen died and are missing, no known graves. The operation was in support of British Army activities. AL526 may have carried nose art depicting Goofy, the Walt Disney cartoon dog. Per photo evidence, the nose art of Goofy adorned the port forward fuselage of a Mk.II Liberator on 159 in India – presumably a "G"-coded Liberator. There are two possibilities: AL526 "G" (lost 6/7 April 1943) or AL579 "G" (survived the war). In 1944 a second 159 Sqn Liberator wore the same-design nose art: a Mk.VI model, serial number BZ980 "G". The word 'GOOFY' (all caps, in single quotes; not *Goofy*) was carried on BZ980 but not on the earlier Mk.II.

Pg 103: AL530: **Discrepancies in unit assignments:** The logbook of A.D. Smith says his 18 Jan 1943 flight in AL530 was with 178 Sqn, but Oughton says this Lib was with the Special Liberator Flight at that time. Smith lists his 25 and 27 Feb 1943 flights in AL530 as being with the Special Liberator Flight, but Oughton says that the Special Liberator Flight had been redesignated "X" Flight on 22 Feb 1943. Further info: Smith's logbook gives AL530's letter code as "Z" for his one flight on 178 and for his Special Liberator Flight duties; the latter confirms Oughton's info.

Pg 103: AL531: **Error in date of departure to India from ME:** Should be 2.11.42, not 10.42. Since 16 Sept 1942, 159 Sqn's AL531 had been flying temporarily under the command of 160 Sqn. On 2 Nov 1942 S/Ldr John Leighton Beck DFC & bar and his 2nd pilot, P/O Jack Evans departed the ME (Aqir, Palestine?) for a posting to 159 Sqn's new base at Salbani, India. The 160 Sqn ORB erroneously lists their Lib as AL630, but the 160 ORB also shows that AL630 continued flying on ops with 160 after Beck's departure. It is certain that Beck's aircraft was AL531 when he departed the ME on 2 Nov and when it crashed at Karachi on 4 Nov. Beck's memoir did say there was no intermediate stop, but either he is

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

wrong, the date of departure is off in the 160 Sqn ORB, or the date of the crash should be 3 Nov. Further loss info: Beck's logbook is missing, but his memoir, with no serial number given, describes the 4 Nov 1942 prang well. He and Evans were the only crew aboard for the crash; all others, including groundcrew passengers, successfully bailed out. The starboard undercarriage had stuck halfway down after the ram which forces the wheels down had snapped. In the landing attempt the starboard wing dropped and the outer engine dug into the ground, ground looping the aircraft. There was no fire, but AL531 was a write-off – the frame being badly twisted. Aircraft not repaired.

Pg 103: AL534: Further loss info: Took off from St Jean, Palestine to attack harbor & shipping at Benghazi, Libya. Two killed, 5 POWs. Among the captured was the pilot, F/O R.A. Malcolm. The remains of R/100329 F/Sgt James Sherman Peterson RCAF are buried in Benghazi War Cemetery, Libya, while 751642 F/Sgt John Henry Hogg was never found.

Pg 103: AL536: **Discrepancy in squadron assignment: 159 Sqn connection. The logbook of 159 Sqn air gunner Harry Reid shows one flight in AL536 on 2 July 1942 with his normal 159 Sqn skipper (F/Lt J. Dyer) from St. Jean, Palestine to bomb Tobruk. Presumably the entire crew was from 159 Sqn. Oughton does not mention 159 Sqn. Another discrepancy in unit assignment: The logbook of A.D. Smith lists a 30 April 1943 flight in AL536 while attached to BARU Heliopolis, but Oughton does not specifically mention this assignment.**

Pg 103: AL537: Further loss info: Specifically, AL547 took off from St Jean, Palestine to bomb Tobruk harbor and shipping. Skipper: 1166524 F/Sgt Frank Deane Hamilton-Wilkes DFM. After being hit by flak, AL537 was seen losing height with smoke and debris coming from the aircraft. Crew of eight killed. Seven are missing, but one crewman (1199711 Sgt Daniel Thomas Jones) is buried in Knightsbridge War Cemetery, Acroma, Libya.

Pg 104: AL540: **Discrepancy in unit assignment: The logbook of A.D. Smith lists a 17 July 1942 flight in AL540 with 1653 HCU, but Oughton does not mention 1653 HCU.**

Pg 104: AL541: **Notation error: The statement "took part in last 159 Sqn Liberator II operation 30.7.43" is incorrect. The last 159 Sqn Lib II op was in AL553 on 24 July 1943, per the 159 Sqn ORB. Unit assignment/delivery date confusion: I'm not sure when AL541 was taken on strength of 159 Sqn, but the date of actual delivery to 159 Sqn's base at Salbani, India was 2 June 1943. Ferried from UK to India by 175022 F/Sgt Kenneth Warren Jones & crew. They departed RAF Lyneham on 4 April 1943 – the date Oughton says AL541 became a 159 Sqn aircraft – and arrived at 159 Sqn's base at Salbani on 2 June, after mechanical difficulties in the Middle East and damage from a bird strike at Karachi. Furthermore, the logbook of Tom O'Donohue, the navigator for the Jones ferry flight, lists a 28 March 1943 flight in AL541 assigned to 301 FTU. O'Donohue listed no unit designation for the actual transit flights starting on 04 April 1943. Further info: Several airmen's logbooks show that AL541 was "K" on 159 Sqn.**

Pg 104: AL542: Further info: F/Sgt F.P. Russell, P/O E.P. Mahoney, and crew were aboard when the nosewheel collapsed. Not sure which was pilot and which was 2nd pilot, but Russell is listed first – presumably as pilot – in "Royal Air Force Bomber Losses in the Middle East and Mediterranean, Volume 1: 1939-1942" (David Gunby & Pelham Temple).

Pg 104: AL544: **Minor error in date: Technically speaking, AL544 took off on 19 April 1943 and was damaged by fighters on this date but crashed at 0230 on the 20th after being badly shot up in a 50 minute running battle with fighters. Vague unit designation clarified: Oughton writes, "1445 Flt for ME; to Hurn 12.6.42; 159 Sqn [B]", so he does not give a date for the switch to 159 Sqn. The logbook of Harry Reid starts listing 159 Sqn flights in AL544 on 05 June 1942. Further info on 19/20 April 1943 action and crash: Damage from fighter attacks: Rear turret unserviceable. Bomb doors shot away. Front starboard petrol tanks**

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

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holed, hydraulic system shot up. On fire after the crash with two bombs still aboard. On the following afternoon a Hurricane of 146 Sqn came in too fast and hit the Liberator. AL544 skipper: 45712 F/O S.A. Sharpe; second pilot: 84686 F/Lt Louis Patrick Massey DFC. Six other crewmen aboard. No injuries. The Liberator was attacked by what are believed to have been two Ki-43 Hayabusas (Oscars) of the Japanese Army Air Force's 64th Sentai (Flying Regiment), piloted by Lt Kurosawa and Sgt Hirano. Sgt E.W. Rochford, rear gunner, claimed one fighter as shot down. Per researcher Hiroshi Umemoto's *"Burma Air War, Vol. 1"*, there were no JAAF losses from the encounters that night. Neither Kurosawa nor Hirano were killed in the action, and no other pilots were killed that night, per *"Japanese Army Air Force Fighter Units and Their Aces, 1931-1945"* (Ikuhiko Hata, Yasuho Izawa, & Christopher Shores). Earlier AL544 air combat damage: On the night of 25 Nov 1942 two Oscars of the 64th Sentai attacked four Libs of 159 Sqn, including AL544, over Rangoon. The first Oscar, piloted by the legendary ace and leader, Yasuhiro Kuroe (30 kills, roughly), was damaged in the attack and had to break off. Nine or so bullet holes were counted in Kuroe's fighter. The second attacker, Yoshito Yasuda (10+ victories), was hit by defensive fire and bailed out, badly burned. After landing in a marsh, he was picked up the following day – to fly and fight again. Three Libs were damaged, including AL544. Three airmen wounded, two seriously.

Pg 104: AL547: **Discrepancy in unit assignment:** The logbook of A.D. Smith lists a 15 Oct 1943 flight in AL547 while attached to BARU Heliopolis, but Oughton does not specifically mention BARU Heliopolis.

Pg 105: AL548: Further loss info: The attack was on Maleme, Crete airfield, on the night of 27/28 Oct 1942. Per *"Royal Air Force Bomber Losses in the Middle East and Mediterranean, Volume 1: 1939-1942"* (David Gunby & Pelham Temple): Captured German records show that it was shot down near Maleme. 401256 F/Lt Eric Clarence Cox RNZAF (pilot) was killed with his seven crewmates. All are buried in Suda Bay War Cemetery, Greece.

Pg 105: AL550: **Naming error in both the individual listing and the photo caption:** This Lib's nose art included the name *Monica Drops Them!* (with the exclamation point), not Mabel Drops Them (no exclamation point), per clear photo evidence in my collection. The nose art painted alongside the aircraft's name was of a scantily-clad woman holding a downward-pointing bomb in her right hand. Clarification in 159 Sqn assignment: Oughton implies that AL550 was not on 159 until India. This is in error. Per the 159 Sqn ORB, AL550 was flown on ops by 159 Sqn in the Middle East, and then from India after 159's relocation there. 24 Aug 1942 appears to be AL550's first mention in the ORB, although the July records are missing. The logbook of Harry Reid records a 30 Aug 1942 operational flight in AL550 with 159 Sqn then stationed in Palestine. **Discrepancy in unit assignment, 1584 HCU link:** The logbook of John Musgrave shows one flight in AL550 from Salbani, India while he was a pilot instructor at 1584 HCU: 9 Jan 1944. I have no other 1584 references for AL550. Further info: After ops in the Middle East, AL550 departed for India on 26 Oct 1942. At Salbani, India on 27 April 1943 AL550 crashed into a shelter due to lack of brake pressure while taxiing. Not flown again until 12 May.

Pg 105: AL551: **Discrepancy in unit assignment:** The logbook of A.D. Smith lists 77 flights in AL551 while attached to BARU Heliopolis, between 7 April 1943 and 26 Oct 1943, but Oughton does not specifically mention BARU Heliopolis. On 20 and 21 Jan 1944 Smith's logbook lists five more flights in AL551, but the unit assignment is not clear. It may have been 144 MU, per his logbook entries in late 1943.

Pg 105: AL552: **Discrepancy in squadron assignment:** Although the 160 Sqn ORB shows AL552's 160 Sqn connection in May and June 1942 (including its temporary detachment to 120 Sqn as a 160 Sqn aircraft), the book *"Royal Air Force Bomber Losses in the Middle East and Mediterranean, Volume 1: 1939-1942"* (David Gunby & Pelham Temple) links it to 159 Sqn, not 160 Sqn, when it crashed on 2 July 1942. Also, an undated version of the Air-

Britain serials list in my possession gives AL552's affiliation with 159, but not 160, and no further squadrons after 159 (which is wrong). This may have been corrected by now in Edition 2 of the Air-Britain publication, "*Royal Air Force Aircraft BA100 to BZ999*", by James J. Halley; I do not have this book.

Unfortunately, the 159 and 160 Sqn ORBs are no help in clarifying which squadron held AL552 at the time of the prang, as they are lacking Middle East entries for July 1942. AL552 is not listed in any of the surviving 159 Sqn ORBs, and it was last mentioned in the 160 Sqn ORB on 8 June, prior to the squadron's Middle East posting.

In support of the 159 Sqn link is the following: According to Gunby & Temple, the pilot of AL552 was *P/O N.B. Pattie RAAF* and only one crewman is listed: *F/Sgt H.E. Birk RAAF*. Also according to Gunby & Temple, on 15 July 1942, 13 days later, 159 Sqn Liberator AL566 was shot down on an op. The skipper was *P/O J.C. Pottie RAAF*, and *F/Sgt H.E. Birk RAAF* was a crewman. It seems highly likely, then, that N.B. Pattie and J.C. Pottie were one and the same, and flew with H.E. Birk aboard AL552 on 2 July and AL566 on 15 July, both times flying for 159 Sqn.

Delving deeper into the pilot's name, per the World War 2 Nominal Roll at www.ww2roll.gov.au there were two RAAF members named *Pattie* – a sgt and an LAC. Neither was the Liberator pilot. Per the Nominal Roll there was no *N.B. Pottie*, either, but there were two Pottie brothers in the RAAF: *401195 F/Lt Norman Charles Pottie* and *402134 P/O John Campbell Pottie*. The latter's RAAF casualty file (held by the National Archives of Australia) reveals that both brothers were in the Middle East at the same time, and that *J.C. Pottie* did, indeed, die while skippering AL566 for 159 Sqn on 15 July 1942.

My analysis supports AL552's link to 159 Sqn at the time of the crash on 2 July 1942. Although AL552 was definitely a 160 Sqn aircraft in May and June 1942, could it be that AL552 was officially a 159 Sqn aircraft in July? At this time 159 Sqn was a separate Middle East entity from 160 Sqn. It was not until 16 September 1942 that 159's aircraft and crews in the Middle East commenced to operate temporarily under 160 Sqn at Aqir.

Further info on the 2 July 1942 crash: The crash damage resulted from a hard landing-caused undercarriage collapse during night landing training. The pilot was inexperienced and the aircraft was 2,000 lb over maximum landing weight, per Gunby & Temple.

Pg 105: AL553: **Discrepancies:** The Oughton info conflicts badly with details in the 159 Sqn ORB. Per Oughton, AL553 was on 159 Sqn on 30 April 1943. However, the 159 ORB notes that AL553 arrived as a reinforcement aircraft from the UK on 25 June 1943 – nearly two months later! Another ORB entry says that on 3 July "*Liberator II aircraft AL553 taken on strength of Sqdn.*"

Clearly AL553 was on 159 Sqn in India in July, Aug, and Sept 1943, per the ORB and also the logbooks of Bob Ustick and Victor Whitehall. Ustick's shows a flight on 2 July (the day prior to being taken on strength of 159 Sqn, per the ORB), while Whitehall's book lists 7 flights between 9 Aug and 17 Sept.

Note that Oughton says the struck off charge date was 31 July 1944, not 1942. An Air-Britain serial reference to AL553, however, says it was SOC 31 July 1942; however, my A-B serial database is an outdated version. 159 Sqn's ORB and the Ustick and Whitehall logbooks show that A-B's SOC date is clearly wrong.

Oughton's info also conflicts with "*Royal Air Force Bomber Losses in the Middle East and Mediterranean, Volume 1: 1939-1942*" (David Gunby & Pelham Temple), but David Gunby has reviewed his research (Feb 2009) and concluded that their two entries linked to AL553 are likely in error. A Vol. 1 errata/addendum list will be included with their Vol. 2 book, currently in work.

An explanation of the Vol. 1 entries is worthwhile. The Gunby & Temple details for 15 June 1943 include the following:

159 Squadron, Liberator II, [no serial number given], Op: Convoy Escort. Sgt W.J. Wilson RAAF, crew. Took off, Fayid, and on return from escorting a convoy from Alexandria to Malta, crash-landed short of Fayid, one gunner, not yet identified, being reported killed. No verification of this loss has been found by AHB [UK Ministry of Defence Air Historical Branch], but the aircraft may be AL553, SOC on 31 July.

The Gunby & Temple details for 31 July 1942 include this entry:

159 Squadron, Liberator II, AL553, Unknown [description of last flight]. SOC. NFD. See entry for 15 June.

I believe Gunby & Temple confused an apparent Egypt incident – aircraft identification unclear – with a very similar incident involving a 160 Sqn Liberator, AL520, in Coastal Command on either 31 May or 1 June 1942. In the AL520 crash the second pilot (per the 160 Sqn ORB) was a Sgt Wilson – who I believe is the J.W. Wilson mentioned as pilot in the Gunby & Temple book. This Coastal Command incident is correctly mentioned in the AL520 individual aircraft history on pg 100 of Oughton's book. Further details from the 160 Sqn ORB (which gives the date as both 31 May and 1 June discrepancy in the date):

Form 540, May 1942: "31.5.42. AL520 W.O. Adam and crew carried out convoy escort. Aircraft fired on by convoy. Sgt O'Shea killed. Aircraft returned to Tiree [Scotland] damaged. Casualties signals and letters sent in respect of Sgt O'Shea."

Form 541, June 1942: "1st June 1942. Liberator AL520. Crew: W.O. Adam [pilot], Sgt Wilson [2nd pilot], [six more crew listed, including Sgt O'Shea, who is next-to-last (usually an air gunner's position in listings)]. Convoy escort. Time up: 0500. Time down: 1345. Remarks: Carried out convoy escort. Aircraft fired on by convoy. Sgt O'Shea killed. Aircraft returned to Tiree. Damaged."

Form 540, June 1942: "2.6.42. W/O Adam and crew returned by Hudson from Tiree. 3.6.42. W/Cdr McNair and Sqn Engineer Officer proceeded to Tiree by Hudson to examine AL520. 4.6.42. Sgt. O'Shea's body delivered by Hudson from Tiree. 5.6.42. Sgt O'Shea was buried at Glenavy."

Note that the 160 Sqn ORB has nothing about a crash, only a mention of damage and a dead crewman. The CWGC lists the casualty as 1382776 Sgt Thomas O'Shea, 160 Sqn air gunner, who died 1 June 1942 and buried in Glenavy.

Note, also, that Wilson is listed as second pilot, not skipper. The W.J. Wilson mentioned in the Gunby & Temple book, upon further research, was 404125 F/Lt William James Wilson DFM. His scanned A9300 RAAF personnel file can be viewed on the National Archives of Australia website, via www.naa.gov.au, by searching on the service number and hitting the "View digital copy" icon.

Wilson was definitely a Liberator pilot whose postings & movements were: 160 Sqn N. Ireland 20 May 1942 followed by 160 Sqn Middle East 16 July 1942. Apparently, then, he was in 160 Sqn -- on detachment with 120 Sqn, which was dispersed in Northern Ireland and Scotland. This links him, in terms of squadron and unit, to the 1 June crash in Scotland. His RAAF personnel file shows that he was not in the Middle East at the time of the alleged 15 June 1942 Lib crash.

Furthermore, the citation for his DFM is given in the RAAF records: *"June 1942 was pilot of aircraft engaged convoy escort duties. In course of task aircraft damaged but Wilson flew it safely back and effected masterly landing in circumstances of great difficulty. Skill mainly responsible for saving valuable aircraft and crew."* Unfortunately, the info is vague: no day of the month, no aircraft type, no serial number, no further detail on damage, death, or injuries. The National Archives of Australia does not hold an A705 RAAF Casualty File for Wilson; the incident apparently did not warrant the creation of such a file. The National Archives of Australia does hold an RAAF biographical file on "WILSON William James 404125", but it has not yet been digitized and, thus, cannot be viewed on-line. Possibly there is additional info in this file concerning the damaged aircraft he brought back from the June 1942 convoy escort op.

The citation implies that he was pilot, not co-pilot. This conflicts with the 160 Sqn ORB info.

It seems, then, that Gunby & Temple mixed up two separate incidents: the known AL520 convoy incident with a crewman killed and the aircraft damaged, and an unresolved aircraft crash short of Fayid, Egypt aerodrome 15 days later. Further details on this latter incident remain uncertain.

Pg 105: AL554: Further loss info: Liberator II AL554 - took off from Fayid, Egypt, at 1340 captained by 43046 F/Lt Norman Edward Sharp DFC and was attacked by a fighter over the target, although whether damage was inflicted during the engagement is unknown. On returning to Palestine, fuel began to run out and the number one engine cut. Unable to locate St Jean, a new course was set for Lydda, to the south near Tel Aviv, but while attempting an emergency landing en route at about 2255 AL554 crashed at Hadera, some 20 miles south of Haifa. Six of the crew were killed and another died of injuries the following day, leaving a seriously injured wireless operator (F/Sgt Cullen) as sole survivor. The dead are buried at Khayat Beach War Cemetery, Haifa, Israel.

Pg 105: AL555: Discrepancy in squadron assignments: Oughton lists AL555's service with 160 Sqn prior to 159 Sqn. However, the logbook of A.D. Smith lists two flights in AL555 with 159 Sqn (22 and 27 Sept 1942), and then five flights in AL555 with 160 Sqn (between 1 Oct and 28 Nov 1942). Further discrepancy in unit assignment: Oughton lists AL555 with only 178 Sqn after its 159 Sqn service. However, A.D. Smith's logbook lists 43 flights in AL555 between 8 Nov 1943 and 19 Jan 1944, but his unit assignments are confusing. Certainly they are not with 178 Sqn. His Oct 1943 monthly logbook summary lists BARU Heliopolis, where he flew AL551, while his Nov 1943 monthly summary says 144 MU Algiers. The logbook doesn't indicate the point where he switched from BARU Heliopolis to 144 Maintenance Unit at Maison Blanche, Algeria. All his flights in Nov were in AL555, making me think that he was with 144 MU for the entire month. At the end of his Dec 1943 entries there is a summary for 1943 which says "Bomber Command ME" and "Ferry Command ME", which confuses things further. Starting with Jan 1944, his logbook has no mention of unit served, at all; no monthly summaries, for example. Presumably he continued flying with the same unit as in late 1943 until his 2nd tour was completed on 21 Jan 1944. Further info: A.D. Smith's logbook lists AL555 as aircraft "O" on 159 Sqn and 160 Sqn; Oughton lists no letter code for its 159 Sqn tenure.

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 105 /106: AL557: **Minor nose art error: Should be MAID OF ATHENS (all caps), NOT Maid of Athens. Above the English is the Greek equivalent. See photo, pg 66, in "B-24 Liberator at War" (Roger Freeman). Further info:** J.N. Culleton's logbook lists AL557 as "Z" on a 2 Sept 1943 flight; Oughton lists no letter code for its 159 Sqn tenure.

Pg 106: AL560: Further loss info from the 159 Sqn ORB: *"The aircraft crashed while flying on 3 engines. An unsuccessful landing had been attempted and an effort was made to complete another circuit and come in again when the aircraft was seen to crash from a height of approx. 200 ft."* Pilot was J/16279 P/O Stanley Linwood Pettingale, RCAF. Crew of 7 killed, including a groundcrewman along for the ride. They are buried in Ranchi War Cemetery, India. Time of crash: 1100, approx.

Pg 107: AL564: Further loss info: Crashed during pilot training overseen by F/Lt Terry Towell DFM. Three other pilots aboard. When tire burst, aircraft swung and starboard landing gear collapsed. Damaged Beyond Repair. No injuries. Further info, nose art: Nose art painted by Towell's navigator, F/Sgt Bertie Coates.

Pg 107: AL565: **Discrepancy in squadron assignment:** Oughton writes, *"to Hurn 21.6.42; 160 Sqn [C]; loaned to 159 Sqn 8.42; retd to 160 Sqn 9.42"* This differs from the logbook of Harry Reid, which notes three flights in AL565 as a member of 159 Sqn: 2 June 1942 (Prestwick, Scotland to Lyneham, UK, prior to delivery to Egypt), 4 July 1942 (Fayid, Egypt to St. Jean, Palestine), and 6 July 1942 (St. Jean to Fayid).

Pg 107: AL566: **Discrepancy on cause of crash:** Fighter attack also a factor, and one source says a U-boat's AA fire was responsible. Per casualty file of 402134 P/O John Campbell Pottie, RAAF, AL566 was in the leading three-aircraft formation (six RAF Libs total). Heavy and accurate flak was encountered over the target, and just after bombing AL566 was seen to fall out of formation and lose height. Immediately a fighter dove to attack, and AL566 made a steep turn to port, away from the formation. The two aircraft circled each other for a short time, and then AL566 was seen to spiral into the sea. S/Ldr J.L. Beck & crew in the lead Lib believed that AL566 was hit by flak after or during bombing (like their own aircraft), causing it to fall out of formation. In taking the violent evasive action of steep turns, AL566 must have stalled out, thereby causing a spin. None of Beck's crew saw the fighter actually firing. U-boat claim for AL566's loss: Perhaps in the darkness the unseen U-boat did fire on the Liberator. The following info was found at www.uboat.net/history/aircraft_losses.htm : *"U561 15 July 1942. Aircraft attack, aircraft shot down: British Liberator Mk.II AL566 (159 Sqdn RAF, pilot W/O W.S. Pottie). At 22.07 hours, the boat fired with its 20mm AA guns at the approaching Liberator (misidentified as Sunderland) east-northeast of Port Said. The Germans observed hits on the aircraft, which passed over the boat without dropping bombs. U-561 then crash-dived, but was again attacked when surfacing at 23.15 hours. Again scoring hits with the AA guns, the Germans observed how the aircraft caught fire, jettisoned the bombs and crashed into the sea. All 7 crewmen were lost. (Sources: Franks/Zimmerman)"* Further discrepancy vs the official record, regarding survivors of AL566's attack: Officially no RAF aircrew saw anyone exit AL566 by parachute, but Pottie's brother Norman, also an RAAF officer in the Middle East [401195 F/Lt Norman Charles Pottie], was told by others on this operation (unidentified in report) that parachutes were seen to open from AL566 and that, thus, there was hope that some crewmen were taken prisoner. These unofficial statements did not reconcile with the official conclusion of "Missing believed killed." A casualty file document stated that the RAF was unable to confirm the report of open parachutes seen by American aircrew also bombing Benghazi. The document also noted that 159 Sqn's C.O. (unnamed in a document) considered this American evidence unlikely, as the US bombers were flying *"considerably higher than British aircraft at the time"*. Even further discrepancy with official record: A note in the Pottie casualty file, dated 16 Sept 1942, said that *"N/Kin also stated that N/Kin of other members formerly reported*

missing believed killed had now been informed in past day or so that they are P.O.W." A note in the Pottie casualty file dated 12 May 1943 stated that a Pottie next of kin (unidentified) had received unofficial advice that the name of P/O Henry Leiske [402036 Henry Leisk – not Leiske – from the AL566 crew] was mentioned during the month of April on a Rome or Vatican broadcast as being a POW. However, after a thorough search of the broadcast file, the Australian D.P.S. Casualty Section officer who penned the note was unable to trace any mention of Leisk being a POW. Could the details regarding parachutes and POWs have been, in actuality, referring to AL534's loss on 23 July 1942 – eight days after AL566's loss – during another Benghazi bombing op? From AL534 five of eight crewmen became POWs. Further AL566 loss info: Took off from St. Jean, Palestine. One body (402634 F/Sgt Hillary Eldred Birk, RAAF) washed ashore near Guilana (Benghazi) and is buried in Grave 6.E.20, Benghazi War Cemetery, Libya. Six crewmen have no known graves. Further background info: F/Sgt Birk –and probably P/O J.C. Pottie – were involved in another incident – a crash on 2 July 1942; see AL552 notes for an explanation.

Pg 108: AL573: **Minor nose art errors:** Per researcher Bob Livingstone, should be **KANGAROO KATE** (all caps) on the left side and **GOPHER GUS** (all caps) on the right. Also per Bob, the two names were on the aircraft at the end of its tenure with 317 TCG. Consairway then took it over and returned it to the US, but once it went into the Nashville, Tennessee shop both nose art names were removed.

Pg 108: AL574: **Discrepancy in crash details:** The book "*Royal Air Force Bomber Losses in the Middle East and Mediterranean, Vol 1: 1939-1942*" (David Gunby & Pelham Temple, 2006) states for AL574 that on 22 Feb 1942, "*On takeoff, 0230, Fayid, . . . the engines were throttled back and the undercarriage retracted too soon. The aircraft crashed and was destroyed by fire.*" The photo on pg 45 of the Oughton book, however, clearly show an aircraft which was not consumed by fire. Technically speaking, even if AL574 was not consumed by fire, it may have been damaged beyond repair by the prang and the resulting fire. Oughton's individual aircraft history for AL574 seems to better match the photo; "*repairs attempted but aircraft SOC 26.3.43.*" certainly implies that the crashed Lib stood a chance at being salvaged. If not AL574, then possibilities from my sources (there may be other possibilities) are: AL531, AL552, AL553, AL580, and AL603. "*Chocks Away!*", the memoir of AL531's skipper, S/Ldr John Leighton Beck DFC & Bar, presents a particularly good match; see my separate comments for AL531 further below. I cannot ID the location from the photo alone. Further crash info: Per Gunby & Temple, AL574's crash occurred while taking off for a daylight Mediterranean reconnaissance op. Pilot: P/O F.H. McDonald.

Pg 108: AL577: **Misinformation on casualties:** Of the 19 men on board 14 were killed in the wreck and four subsequently died. Furthermore, there was one survivor: 79508 F/O James Robert Anderson DFC, who survived comparatively unhurt. Further loss info: The skipper was 39918 W/Cdr Richard John Wells DFC. This aircraft carried air and ground crews to the UK to collect Liberators for delivery to 108 Sqn in Egypt, which was converting to Liberators. Took off at 1655 on 15 March and crashed the following morning. Per "*B-24 Liberator at War*" (Roger Freeman): "*An Irish labourer, preparing to leave home for work in Dundalk, saw a large aircraft flying low in a northerly direction. There was a heavy mist at the time and a few minutes later he heard a crash followed by two dull explosions. A party of Irish police and soldiers later located the site in a mountain bog on Slieve na Glough, a desolate spot. From one of the badly injured survivors it was learned that the Liberator's radio was not working and they were off course and low on fuel searching for an airfield when the crash occurred. The aircraft had failed to clear the mist-shrouded summit of the 1,024 ft hill by only 30 feet. Of the 19 men on board 14 were killed and four subsequently died; only Flg Off J.R. Anderson [79508 F/O James Robert Anderson DFC] survived comparatively unhurt. The blow to morale at 108 was understandably severe. Wells in particular, a popular and greatly admired commander, was deeply mourned. He had come through 73 operational sorties only to die in this particularly tragic accident.*"

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 108: AL578: **Minor nose art error in both the individual listing and the photo caption:** *Marco Polo* should be **MARCO POLO** (all caps), with the "M" and "P" being larger than the other letters. Chinese (or pseudo-Chinese) script was added at a right angle to the English. See photos, pgs 66 and 67, in "*B-24 Liberator at War*" (Roger Freeman).

Pg 108: AL579: **Letter code discrepancy:** The link of serial numbers to letter codes is sparse in the 159 Sqn ORB in 1942, but AL579 "G" is listed several times. Per two separate logbooks (Tom O'Donohue on 19 Aug 1942 and J.N. Culleton on 24 Aug 1942), the AL579 letter code was then "A". A.D. Smith's logbook shows that AL579 was "G" on 29 Sept 1942. Oughton says that this aircraft was initially "G" of 159 Sqn but then became "N" with 159 in India – and he does not mention the "A" code. The ORB only lists AL579 once in 1943, minus the letter code. Thus, I have no evidence of the "A" code for AL579 other than the two logbooks, or the "N" code. Further info: Oughton says, "...159 Sqn [G] to Salbani 7.11.42; 159 Sqn [N] 12.42; damaged 6.12.42; general duties with ACSEA; retd to UK;..." Five airmen's logbooks list non-operational flights in AL579 on 159 Sqn in Aug and Sept 1943. Possible nose art info: After ops in the Middle East, AL579 departed for India on 15 Oct 1942. AL579 may have carried nose art depicting Goofy, the Walt Disney cartoon dog. Per photo evidence, the nose art of Goofy adorned the port forward fuselage of a Mk.II Liberator on 159 in India – presumably a "G"-coded Liberator. There are two possibilities: AL526 "G" (lost 6/7 April 1943) or AL579 "G" (survived the war). In 1944 a second 159 Sqn Liberator wore the same-design nose art: a Mk.VI model, serial number BZ980 "G". The word 'GOOFY' (all caps, in single quotes; not *Goofy*) was carried on BZ980 but not on the earlier Mk.II.

Pg 108: AL581: Further loss info: First RAF B-24 lost in Burma/India. The pilot was 29148 W/Cdr Clifford George Skinner, C.O. of 159 Sqn. Crew of 9 killed. No known graves. The English language propaganda newspaper "Greater Asia", printed in Rangoon, reported this loss, saying that the Liberator was shot down "*on the early dawn of February 23rd*". The British, it was written, denied any loss, but the Japanese found the wreckage, bodies, and the ID card of Hubert Brimble McCreery, date of birth 25 Apr 20, issued from the 159 Sqn orderly room on 25 Jan 1943. His rank was given as Sgt Major. [551364 Hubert Brindle McCreery was a F/Sgt.] The bodies of the crew were reportedly buried near the scene of the crash. A photo of one of the oval rudders being examined on the ground after the shootdown was printed in the May 1943 issue of *Koku Asahi* magazine in Japan. According to the text, this plane was downed during a raid on Rangoon which took place on February 24, 1943. Oddly, the Commonwealth War Graves Commission's Internet "Debt of Honour Register" gives a 23 Feb death for all AL581 crewmen, with one exception – McCreery, who is listed as dying on the 28th.

Pg 109: AL582: Further info: Oughton says, "...to Hurn 14.7.42; 159 Sqn [Q]; 160 Sqn [Q] 9.42; 178 Sqn [Q] 15.1.43..." The logbook of A.D. Smith shows a 159 Sqn flight in AL582 "Q" on 19 Sept 1942 followed by 160 Sqn flights on 10 Oct (no letter code given), 29 Oct (2 flights, one listing the letter code as "Q") and 29 Dec 1942 (letter code "Q" noted).

Pg 109: Caption to AL583 photo (lower photo): **Minor nose art error: Should be *Santa Maria* (no quote marks), not "*Santa Maria*".**

Pg 109: AL584: **Discrepancy in squadron assignment:** Oughton makes no mention of 159 Sqn. However, the logbook of H.C.S. Cotton lists seven flights – all ops – in AL584 while with 159 Sqn between 20 June and 9 July 1942. An eighth op in AL584 is also noted for 18 July 1942, but this is a logbook error; instead, the Lib serial was AL554 and the date of the flight was actually 19 July. (Cotton was 2nd pilot for the delivery flight of AL584 to the Middle East with 1445 Flight in June 1942.) The logbook of Harry Reid lists one flight, an op, in AL584 with 159 Sqn on 19 July 1942.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 109: AL588: Further loss info: Fighter affiliation training. The tail broke off during evasive maneuvering as a Spitfire carried out a mock attack. All aboard the Liberator were killed. I have not found a list of all victims yet, but a pilot who died aboard AL588 was 1312342 F/Sgt Bryn Williams.

Pg 111: AL592: **Minor error in an abbreviation**: "CdeN" should be "CdN" to match the abbreviation used for five other Libs (if not more that I missed) which were in French hands: AL514, AL522, AL552, AL603, and AM920.

Pg 111: AL597: **Discrepancy in unit assignment**: Oughton writes, "301 FTU 6.11.42". However, in an indirect way the logbook of Victor Whitehall lists his AL597 flight on 6 Nov 1942 as being with 1445 Flight. His first logbook was lost in the crash in Spain of AL513 on 15 Dec 1942. A record of his flight in AL597 was noted in the reconstructed part of his replacement logbook, and the page actually makes no reference to a flying unit. The only reference to 1445 Flight is on a "Record of Service" logbook summary page which simply states that his units around this time were as follows: 1653 CU (July – Aug 1942), 1445 Flight (Aug – Dec 1942), and 301 FTU (Feb – June 1943).

Pg 111: AL603: **Missing 160 Squadron assignment**: AL603 was noted in the 159 Sqn ORB as arriving on 14 Sept 1942, and as flying only one op – on 16 Sept. From 16 Sept AL603 (along with 159 Sqn's other Middle East aircraft and crews) commenced operating temporarily under 160 Sqn at Aqir. The 160 Sqn ORB noted that AL603 participated in four ops between 22 Sept and 11 Oct, but Oughton makes no mention of 160 Sqn. **Another missing unit assignment?** After listing 159 Sqn, Oughton immediately wrote, "to Transport Command, ACSEA 27.4.44", but its whereabouts are a mystery between 11 Oct 1942 and 27 April 1944. There is no mention of AL603 after 11 Oct in either the 159 or 160 Sqn ORBs. Clearly AL603 did not fly ops in India with 159 Sqn. Further info: Details on AL603's last known flight on 160 Sqn: On the night of 11 Oct 1942 AL603 "T" was detailed to attack an enemy convoy southwest of Crete. A square search for the target was made for 64 minutes, but nothing was seen. Instead, AL603 decided to bomb the lighted runway at Heraklion, Crete (35°29' N: 29°09' E). The aircraft was previously attacked and damaged that night by an Me 110 and a Ju 88. The 160 ORB notes "engine cut on landing, crashed. Crew safe." The extent of the damage is not recorded.

Pg 113: AL620: Further loss info: 81057 F/Lt Peter Price (skipper) and his crew in aircraft "S" were detailed to attack road junction Square Q.35/36 (Target Map T/5) – Tripoli. Crew of eight failed to return from operations. Collective Grave 13.B.16-20 at Tripoli War Cemetery holds the remains of seven of the eight, but Sgt W. Smith (AG) is not listed by the Commonwealth War Graves Commission as having died in 1943. His fate is unknown to me.

Pg 113: AL625: **Minor date discrepancy**: Oughton says "159 Sqn, India, 1.8.43". However, AL625 departed RAF Lyneham on 1 July 1943 on the first leg of the delivery flight to India and arrived at 159 Sqn's base at Salbani on 6 Aug. This info is per the logbook of Victor Whitehall, 2nd pilot to F/O Swabey on the ferry trip.

Pg 114: AL630: **Minor chronological juxtaposition**: Oughton writes, "SAL – 1445 Flt 4.9.42 for ME; to Hurn 14.8.42; 159 Sqn;" The first two should be switched. AL630 went to Hurn in August and then to 1445 Flt for delivery to the Middle East in Sept 1942. The logbook of A.D. Smith chronicles this delivery flight and its initial use on 160 Sqn. Further info: The 159 Sqn ORB notes that AL630 arrived on 159 Sqn on 14 Sept 1942 and flew one op, on 16 Sept. The serial does not appear again in the 159 Sqn ORB. From 16 Sept AL630 (along with 159 Sqn's other Middle East aircraft and crews) commenced operating under 160 Sqn at Aqir. Unlike some of these 159 Sqn Libs, AL630 remained with 160 Sqn, flying numerous ops with this unit in Sept, Oct, Nov, Dec, and through 10/11 Jan 1943 (its final mention in the 160 Sqn ORB).

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1

16 AUG 2009

MATT POOLE

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Per Oughton, it then went to 178 Sqn. The 160 Sqn ORB erroneously lists AL630 as departing the Middle East on 2 Nov 1942 to join 159 Sqn in India. Pilot: S/Ldr J. L. Beck. This is a clear mistake. AL630 continued to fly numerous Middle East ops with 160 after this date, starting on 2/3 Nov. S/Ldr Beck and crew took off, not in AL630, but in AL531, which crashed at Karachi on 4 Nov. See the AL531 entry for more.

Pg 114: AL633: **Minor naming error:** The last known version of the name and nose art consisted of the words *SEVENTH HEAVEN* (all caps) surrounding a circle, within which was painted the number 7 piercing a US star-with-red center insignia. The words *CENTRAL PACIFIC* (all caps) were painted in smaller letters underneath, in a straight line. Per Bob Livingstone & photo evidence.

Pg 115: AL637: **Errors in aircraft names:** The *Seventh Heaven* name applied to AL633, not AL637 (see AL633 entry for more). Per Bob Livingstone, AL637 was "*Miss Behavin*" (in quotes, not with a single apostrophe at the end) with the 6th Bomb Group, 397th Bomb Sqn (per photo evidence).

Pg 115: AL638: **Discrepancy in squadron assignment:** Oughton writes, "*160 Sqn (ME Detachment) [X] 16.9.42; damaged on landing after operation 6.10.42 due to enemy action; repaired and loaned to Special Liberator Flt; brakes failed on landing and nosewheel collapsed in ditch 7.12.42; repaired; 178 Sqn [X] 15.1.43.*" However, the logbook of A.D. Smith lists two flights in AL638 on 160 Sqn on 1 Jan 1943. The first was an "*engine and airframe test*" at Aqir. The second was "*Aqir to Shandur, returning A/C to squadron.*" Smith was clearly with 160 Sqn in this timeframe. Oughton, then, fails to note the return of AL638 to 160 Sqn after the loan to Special Liberator Flight. Further info on 6 Oct 1942 damage: From the 160 Sqn ORB, on 6 Oct Libs in formation made a dummy bomb run on an enemy convoy, followed by a command to turn to starboard. AL638 (F/O K.S. Jenner, pilot) did not hear the direction and fell out of formation. Attacked and damaged by 2 Me 110s. Bombs salvoed. Aircraft crashed upon landing. W/Op Sgt J.B. Elliott was hit in leg by bullet while holding bomb bay doors open. This was a 159 Sqn crew on detachment to 160.

Pg 118: AM914: **Minor discrepancy in unit assignment:** Oughton writes, "*ret'd to 511 Sqn 2.11.42; loaned to USAAF 1.6.43; SAL for repair and overhaul 6.4.44;*" The logbook of Anthony Johnstone records one Circuits & Bumps flight (as a passenger) in AM914 on 3 March 1943. This page of his logbook is headed "ADU 216 Group" and lists nine flights between 1 and 19 March 1943 – with all being aboard Wellingtons except the AM914 Liberator flight. The AM914 flight was at LG 224. Johnstone's time at ADU 216 Group interrupted his Wellington transiting from the UK to India. His "Record of Service" logbook page, summarizing each unit with whom he flew, does not list ADU 216 Group.

Pg 121: AM927: **Major error:** "*loaned to Fantasy of Flight Museum, Polk City, FL, wef 7.9.94*" is wrong. There was no such loan. AM927 has remained with the Confederate Air Force / Commemorative Air Force, though currently its home is at the Cavanaugh Flight Museum in Addison, Texas. **Nose art error in individual aircraft history:** Should be *DIAMOND 'LIL'* (all caps, second word in single quote marks), not *Diamond Lil*. However, as of the spring of 2007, AM927 has worn new nose art: a cartoonish Liberator and the name "*OI 927*" (in quotes, upper case letter "O", lower case letter "I", no apostrophe after the "I"). Further info: The new name and nose art application were part of a restoration at Midland, Texas over the winter and spring of 2006/2007. "OI 927" is now much closer in appearance to its original B-24A bomber configuration.

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 121: Caption to bottom photo: **Minor nose art error:** Should be *DIAMOND 'LIL'* (all caps, second word in single quote marks), not *"Diamond Lil"* (caps/lower case within double quote marks). **Further text error:** Yes, this airframe is still extant, but the Confederate Air Force has become the Commemorative Air Force, and *DIAMOND 'LIL' nose art has been replaced by "OI 927"* (in quotes, upper case letter "O", lower case letter "I", no apostrophe after the "I").

Pg 123: BZ711: **Minor discrepancy in aircraft's name:** The pg 123 individual aircraft history gives it as *Seb'n com Leb'n* (lower case "c", no exclamation point at end), while the pg 278 listing spells it as *Seb'n Com Leb'n!* (upper case "C", exclamation point at end).

Pg 124: BZ721: **Minor omission:** Page 52 has a photo of BZ721's nose art (a shark raised mostly out of the water and skewered through by an arrow). Following other examples of known nose art, the BZ721 individual aircraft history should have mentioned this.

Pg 126: BZ765: **U.S. serial number error:** Per Australian researcher Bob Livingstone, the correct BZ765 serial is 42-40444, not 42-40587, which is the U.S. serial for BZ757. (On pg 125 Oughton correctly identified BZ757 as 42-40587). **Further info:** Oughton does not give a loss date, but Livingstone says that BZ765 was lost 21 Aug 1943. On the web at www.w2talk.com/forum/war-air/14528-59-squadron-20-august-1943-a.html the date that BZ765 of 59 Sqn went missing is given as 20 Aug 1943, the previous day.

Pg 129: BZ815: **Discrepancy in serial number and unit assignment:** The logbook of S/Ldr James W. Bradley DFC lists one training flight in "815" at Dorval, Montreal, Canada on 8 Nov 1943, in preparation for the Canada-to-India delivery of another Lib, BZ922. Bradley notes that the "815" flight was with No. 45 Atlantic Transport Group. Oughton does not show this unit in BZ815's individual aircraft history. In fact, the correct serial is a mystery. This Lib is either BZ815 (a Mk.V) or EV815 (a Mk.VI), but there is uncertainty as to which; Bradley's logbook does not note the full serial or the Mark. "BZ" and "EV" are the only two choices that can be correlated with "815". Unfortunately, the date of Bradley's flight does not quite match Oughton's info for either aircraft. Per Oughton, BZ815 was at Beaulieu, UK flying anti-sub patrols on 53 Sqn at the time of Bradley's flight at Dorval. Also per Oughton, EV815 was not delivered to Dorval (from its manufacture in the US) until 28 Nov 1943 – twenty days after Bradley's "815" flight from Dorval. So it seems that Oughton's aircraft history is wrong for either BZ815 or EV815. Eric Cocks, Bradley's 2nd pilot from at least Aug 1943 until late May 1944, was not on the 8 Nov 1943 flight in "815", per his logbook. Cocks recorded no flights at all in "815".

Pg 130: BZ828: **Minor correction on distance, and discrepancy in rank of skipper:** Based on the 160 Sqn ORB Appendix, the Lat/Long of the ditching site was at position 09°15' N, 82°05' E, which is 74 miles from Trincomalee, not 60. The same Appendix includes a report by the skipper, C4456 F/O S.D. (Doug) Turner – not F/Lt, as in Oughton. **Further loss info:** Per F/O Turner's report, BZ828 ditched at 0907 local time a mile ahead of the *Tabian*. Six of the eight crewmen exited the aircraft with little trouble. The 1st W/Op, struggling while caught in control cables, spotted daylight and escaped through the hole in the bottom of the fuselage where the radar spinner had been. The F/Eng was trapped in the rear fuselage with a broken hip and a gashed face. He cut himself free with a knife passed to him and was aided in exiting to the wing. Alive in two dinghies, the crew was safely aboard the merchant vessel soon thereafter.

Pg 130: BZ833: **Missing unit assignments:** Also flown as an HCU aircraft in India. Listed as a 1584 HCU aircraft four times in three logbooks I have seen (Salbani, India): 29 and 30 Dec 1943 (Clem Church) and 19 Jan 1944 (John Musgrave, instructor pilot; and Johannes H.H. Lentz, pilot under training). Listed as a 1673 HCU aircraft (Kolar, India) once, on 6

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

April 1944, in the logbook of J.N. Culleton. Further info: Culleton's logbook on 6 April 1944 lists BZ833's letter code as "H" at 1673 HCU. BZ833 is mistakenly noted in 159 Sqn's ORB as being a Mk.V – a recording error which is understandable, given that, per Oughton, this was the first Mk.III to arrive on 159 Sqn; unfamiliarity likely led to the recording error.

Pg 130: BZ834: **Missing history after 159 Sqn:** The DBR incident did not involve an operation with 159 Sqn, per the 159 Sqn ORB. BZ834 may have gone to 159, but it never flew ops and, anyway, would have been long gone from the squadron by 31 Aug 1944, being a Mk.III.

Pg 130: BZ835: Further info: On 9 April 1944, while on 355 Sqn, BZ835's cockpit perspex was struck by a large bird on an air test. 1550925 AC1 Alexander Muir suffered fatal injuries. He is buried in Ranchi War Cemetery, India.

Pg 130: BZ836: **Correction to 159 Sqn date:** Oughton writes, "*arr Karachi 9.8.43; 159 Sqn [X] 11.43;*" Entries in the logbooks of J.N. Culleton and Bob Ustick show 14 flights in BZ836 on 159 Sqn one month earlier in Oct 1943, starting on the 17th.

Pg 130 / 131: BZ837: **Missing one unit assignment, error in date of another unit assignment:** Oughton writes, "*1673 HCU 12.43; undercarriage collapsed on landing at Salbani, 9.3.44; SOC 11.4.44.*" If BZ837 really arrived at the HCU at Salbani in Dec 1943, then it was with 1584 HCU until 1584 HCU essentially became 1673 HCU at Salbani on 1 Feb 1944. So I am guessing Oughton's book should read, "*arr Karachi 27.8.43; 1584 HCU 12.43; 1673 HCU; undercarriage collapsed on landing at Salbani, 9.3.44; SOC 11.4.44.*" BZ837 does not appear in any of the logbook copies I have. (See my notes to pg 64 earlier in this report for more HCU background info.)

Pg 131: BZ838: **Corrections to crash description:** The Lib was not on approach to Salbani; it crashed after overshooting a landing upon return from a night practice bombing flight. A construction flaw was suspected. From the logbook of Anthony Johnstone, 2nd pilot: "*Three attempts made to land, but unable to line up with runway. On fourth attempt, overshoot, hit tree and crashed. Plane written off (one engine repairable on unit).*" The Lib munched into scrub and low trees, not a single tree. Further loss info: The time was 0056 hrs. No. 2 engine – the inner engine/prop on the port wing – was functioning, with its propeller still turning, after the aircraft came to a halt; two exiting crewmen, in shock, barely missed the prop. The port wing, immediately outboard of the No. 2 engine, had broken away. On the starboard wing No. 3 engine was in place, devoid of its propeller, while the outer engine and wing were torn away. The forward fuselage was upright, while the fuselage aft of the wings was broken off and lying on its side. The pilot, F/Lt F.G. (Freddie) Stokes, sustained a compound fracture of the left lower leg and faced a prolonged recuperation. Sgt Dennis Stokoe (beam gunner) received a fracture of the left hand, but he made a recovery and returned to flying duties with 159. Johnstone's flying career ended due to a perforated eardrum. The other four members of the crew escaped with cuts, abrasions and shock. (Johnstone's logbook lists, by name, the crew of seven – one more than are listed in the 159 Sqn ORB.)

Pg 131: BZ839: **Minor nose art error in both the photo caption and the individual aircraft history:** The nose art lettering should be ***DUMBO DELIVERS!*** (all caps, with exclamation point), not ***Dumbo Delivers!*** . Further info: The Disney elephant-inspired artwork was painted by Bill Kirkness DFM, a wireless operator/air gunner on 159 Sqn. Three photos of this aircraft are found on the RAF Liberator Squadrons website at:

- http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=201
- http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=241
- http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=303 .

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

The first one shows Kirkness painting the nose art. BZ839 only flew one op with 159, per the ORB, on the night of 2/3 Oct 1943. Then it apparently became a full-time 1584 HCU, then 1673 HCU training aircraft. Note that upon close inspection of the BZ839 photo caption on pg 131, nine bomb symbols (seven outlined in light paint and two dark bombs on the right) are evident. These bomb symbols were not on the fuselage when photographed in mid-Dec 1943 or into Jan 1944 (per 159 air gunner Donald Willshire, whose 1584 HCU crew photo – the third one in the above list – was taken in front of the nose art in this general timeframe). Possibly BZ839 flew the rare HCU op, or possibly the bomb symbols were for practice bombing; the logbook of 111946 G/Capt John Musgrave DSO TD (Pilot) reveals that BZ839 was flown for practice bombing on 2 Jan 1944 (1584 HCU). The logbook of 410452 W/O Clem Church RAAF (W/Op/AG) shows that BZ839, attached to 1584 HCU flew a 4 hour 15 min round-trip between Salbani and Chittagong (very much close to the action) on 24 Dec 1943.

Pg 131: BZ840: Further info: The last mention of this serial in 159 Sqn's records was 18/19 Feb 1944, but possibly BZ840 flew its last 159 Sqn op a month earlier, on 16/17 Jan. BZ840 carried nose art of a flying eagle carrying a bomb, all within a large background circle. See www.rquirk.com/159photos/150nose2.htm for a photo.

Pg 131: BZ841: Further loss info: A page one story on the downing of BZ841 was printed in the English language propaganda newspaper *Greater Asia* (published in Rangoon) on 12 Oct 1943. The story reported that Hayabusa (Nakajima Ki-83, or Oscar) fighter pilot Sergeant-Major Daisuki Nishizawa shot down the Liberator. The newspaper also printed a photo of the crashed Lib's rear fuselage/rudder/turret. It is clearly a Lib, but there is no definitive proof that this photo is of BZ841. BZ841 was the only Lib lost over Burma at the time; there are no other possibilities. Per Japanese researcher Hiroshi Ichimura, BZ841 was caught in searchlights when Nishizawa made two head-on attacks. The Liberator, in flames, exploded in mid-air. Killed in the aerial encounter were 84686 S/Ldr Louis Patrick Massey DFC & Bar and his seven crewmates; they are buried in Rangoon War Cemetery, Burma. Sgt Maj. Nishizawa was a Ki-43 (Oscar) pilot with the Japanese Army Air Force's 64th Sentai (Flying Regiment). He was killed over Rangoon in another encounter with Liberators, on the night of 27/28 Nov 1943.

Pg 131: BZ842: **Major error in aircraft's fate: "Reported to have been shot down 9.10.43 (captain S/Ldr L P Massey)", is wrong and, in fact, refers to the loss of BZ841 during a raid on Mingaladon airfield, near Rangoon, Burma. BZ842 was "P" of 159 Sqn and was not shot down. Per 159 Sqn ORB BZ842 arrived at Salbani, India (159's base) on 23 Aug 1943, where it flew many ops. Last 159 Sqn operation was 16/17 Jan 1944 from Digri. Flown again 18 Jan 1944 from Digri to Jessore and back. No further 159 ORB entries. Missing unit designation: BZ842 was with 1673 HCU on 1 May 1944 (per logbook of J.N. Culleton) and 5 and 7 June 1944 (per logbook of Arthur Williams).**

Pg 131: BZ843: **Error in source of info: The entry "but 159 Sqn records show a BZ843 as on charge and coded E" is accurate, but the 159 Sqn records were in error. BZ843 was, in fact, EV843; there was no BZ843 on 159. The "EV" was sometimes recorded incorrectly as "BZ" in the squadron records. The flight logbook of air gunner Jack O'Brien confirms that EV843 is the correct code.**

Pg 131: BZ844: Further crash info: BZ844 was returning from a two-aircraft op to Bangkok to the Advanced Landing Ground at Dohazari, India. The weather was extremely bad, contributing to the crash. The flight engineer was seriously injured.

Pg 131: BZ846: Further info: A logbook entry by Jack O'Brien on 6 Jan 1944 gives the letter code "Q" to BZ846 at 1584 HCU. Oughton has no letter code for this Lib.

Pg 131: BZ849: Further info: A logbook entry by Jack O'Brien on 28 Dec 1943 gives the letter code "Z" to BZ849 at 1584 HCU. Oughton has no letter code for this Lib.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 131: BZ850: **Minor error in date: "159 Sqn 9.43" is slightly in error and should be changed to 8.43. The 159 Sqn ORB reveals that on 28 Aug 1943 "The following reinforcement aircraft and crew arrived on the Squadron. Liberator Mk. III BZ.850..."** **Missing 1584 HCU reference: While it was likely at 1673 HCU, as stated, it had also previously flown with 1584 HCU. Five airmen's logbooks which I've seen record 1584 HCU flights in BZ850 between 12 Dec 1943 and 3 Jan 1944.** Further info: A logbook entry by J.N. Culleton on 8 Sept 1943 gives the letter code "T" to BZ850 on 159 Sqn. I have seen no other references to this Lib as "T". I believe BZ850 flew no ops with 159. Culleton's logbook entry for this Lib was for a search for a ditched aircraft. The logbook of Fred Smith shows one 159 Sqn air test flown in BZ850 on 29 Sept 1943. I have found no other references to this aircraft in 159 Sqn records.

Pg 131: BZ851: **Missing 1584 HCU reference: It had flown with 1584 HCU prior to 1673 HCU. In four airmen's logbooks which I've seen 1584 HCU flights aboard BZ851 are recorded between 3 Jan and 24 Jan 1944. In another airman's logbook (Cyril Geeson) 12 and 13 June 1944 entries show that BZ851 was, indeed, with 1673 HCU after 1584.** Further info: A logbook entry by Jack O'Brien on 7 Jan 1944 confirms Oughton's link of BZ851 to letter code "M" at 1584 HCU.

Pg 131: BZ852: Further info: The aircraft's collapsible bomb bay tanks were being filled prior to an op when a sheet of flame erupted. It appeared that the initial flame had come from the bomb release gear, which may have arced and ignited fumes in the bomb bay. Two groundcrew escaped unharmed from within, but 1667482 AC2 Kenneth William Howse, in the nose, was unable to escape in time and died from burns the following day.

Pg 131: BZ855: **Naming error: This Liberator was named "BUTCH" (all caps, in quotes), not Beefeater. Existing nose art photos depict what looks like a bulldog in an oversized cowboy hat, and in US wild west gunslinger gear and stance. "BUTCH" was painted to the left of the character, at least on the port side fuselage; I have seen no photos of the starboard fuselage. Fred Powers, an engine mechanic assigned to BZ855, even commissioned an oil painting of "BUTCH" in flight. The Beefeater reference corresponds to the caricature painted as nose art on BZ898 "Y", which was known as Yeoman; the US serial on a photo of this artwork matches up to BZ898. For photos of both "BUTCH" and Yeoman, see www.rquirk.com/159photos/150nose1.htm .**

Pg 133: BZ863: Further loss info: Taking off on a shipping escort operation, BZ863 had gained height to 200 feet when power was lost on all engines. A belly landing was made in a paddy field just beyond the end of the runway, with only one injury: a sprained ankle. In the 160 Sqn ORB the skipper of the 9-man crew was listed as "P/O Marshall", but this is in error. Further review of the ORB reveals this man to be 420227 P/O Charles William Marshall RAAF, navigator. It appears that the true skipper of BZ863 on 1 Oct 1943 was F/O D.K. Horner, who went on to fly many ops as an aircraft captain with 160 Sqn.

Pg 133: BZ864: Further loss info: The Lib had taken off on a dark, starry night on an operational diversion sortie. Shortly after takeoff BZ864 lost height and swung to port. In doing so, the port wheel struck an anti-aircraft gun site near the end of the runway, and the aircraft crashed into low trees about 100 yards away. Two crewmen in the rear of the bomber extricated themselves dazed but otherwise unhurt. Before the fire became too intense, four men were rescued alive but unconscious, but owing to the heat it became impossible to continue further rescue attempts. Consequently three bodies had to be recovered and identified later. Two of the injured died in transit to hospital and one died two hours after admission. Of the nine men aboard, then, three survived but six were killed, including the skipper, 42378 S/Ldr John Frederick Percival. The deceased men are buried in Colombo (Liveramentu) Cemetery, Sri Lanka.

Pg 133: BZ865: **Minor typo in unit abbreviation:** Change *AFDU* to *AFTU* (for "Air Fighting Training Unit").

Pg 133: BZ866: **Probable missing squadron and letter code history, versus BZ886:** Researcher Robert Quirk's findings are that BZ866 was a 354 Sqn Lib. His website contains a transcription of the 354 Sqn ORB. On pg 25 he added a footnote which reads, "*Throughout the records of 354 Squadron, the serial number of BZ886 is used for 'P'. This is incorrect; the correct serial number is BZ866 and this has been changed in the transcript. BZ886 never served with 354 Squadron, although it was on 160 Squadron for a brief period. Proof of the fact the aircraft was BZ866 comes from the logbook of J. Badgley and the records of 160 Squadron.*" A link to the pdf of the 354 Sqn ORB is found at www.rquirk.com/354.html. Further info: Robert's website has photos from the collection of pilot Jim Badgley, which are available for viewing as a pdf file on the same website. On pg 16 of this Badgley photo pdf there are two images of *Patsy*, Badgley's Liberator on 7 March 1944, which is wearing the letter "P" on the fuselage. Unfortunately, the images are just from photocopies, and only the "BZ" of the serial is clear, in the top photo. The nose art was of a woman standing with her back to the viewer but looking at the viewer over her left shoulder (very similar in design to the *Daring Diana* nose art on BZ962 (as described in my notes below). Robert Quirk's ORB file – corrected to show that "BZ886" in the records should have been "BZ866" – does reveal that Badgley flew on 7 March 1944 in BZ866, coded "P".

Pg 133: BZ868: **Further loss info:** Per the 160 Sqn Association's *Ad Lib* newsletter, Edition #2, the loss occurred while returning from a mining op to Singapore. Three perished, including the pilot, C/1218 S/Ldr Douglas Gordon Mackenzie Joy RCAF. Mortally wounded, he died in the water about 10 minutes after ditching. J/29252 F/O James Duncan Alexander Robertson DFC RCAF (Nav) died after being thrown through the windscreen. 414878 W/O Percy Richard Arscott RAAF (W/Op/AG) was badly wounded and died in the water. Their bodies were never recovered. Of the five survivors, only one was uninjured. The aircraft sank after 20 minutes. The main dinghies failed to release and the survivors clung to a small 'K' type dinghy. Despite injuries, including lacerations, the survivors were able to ward off upwards of 40 sharks by beating the water for some six hours. Aircraft of the Royal Netherlands Navy located the missing crew. They were eventually picked up by the crew of a corvette, who shot many of the sharks.

Pg 133: BZ869: **Error in date:** The logbook of S/Ldr James W. Bradley shows that he piloted BZ869 on two flights at 111 OTU, on 4 Sept and 13 Sept 1943, predating the 21 Sept date of arrival at 111 OUT, as printed in Oughton's book.

Pg 133: BZ884: **Discrepancy in squadron assignment:** Oughton lists no link to 159 Sqn. However, the logbook of Harry Fryer records two flights in BZ884 on 14 Jan 1946. The 159 Sqn ORB does not mention BZ884, and it makes no sense that a General Reconnaissance-model Lib would have been on 159, which flew Bomber-variants Libs. Possibly Fryer & crew were ferrying this aircraft to 322 Maintenance Unit at Chakeri, near Cawnpore, where many Libs were scrapped in 1946 and 1947, and that BZ884 was in no other way associated with 159 Sqn.

Pg 133: BZ885: **Further loss info:** Airborne 0520 on an anti-sub search. Crashed two minutes later. The takeoff was normal, but at 600 feet the aircraft, in a starboard turn, dove into the jungle and burned out. Per the 160 Sqn ORB, depth charges exploded, but the diary of 160 Sqn member Les Dawson gives a slightly different report: "*7th December. 'L' crashed on take off killing all the crew including my friend 'Fergie' [R/131186 W/O II Alan Egerton Ferguson (W/Op/Lib) RCAF]. We went to the crash site to help with the bodies and live ammo was exploding all around us and the depth charges were still smouldering. Funerals took place the next day.*" All eight crewmen (Skipper 130977 F/O Douglas Gordon Davie) are buried in Kandy War Cemetery, Sri Lanka.

Pg 133: BZ886: **Confusion, probable errors in aircraft's history, versus BZ866: See my notes for BZ866, above.**

Pg 133: BZ887: Further loss info: This aircraft was coded "D". Took off in the dark on a shipping escort operation and made one circuit, climbing to about 800 feet. Its navigation lights were then seen to dive suddenly, and it crashed about five miles from the aerodrome. The Lib caught fire immediately, and the entire crew of nine were killed. 122399 F/O Charles Lionel Moody was acting as the screen captain on the flight. He was a member of 160 Sqn's detachment to 354 Sqn. All nine victims are buried in Madras War Cemetery, India.

Pg 134: BZ890: **Possible major errors in aircraft history; seems to have had a Far East connection: Per Oughton, BZ890 was never assigned to a Far East unit. However, there is evidence that it flew with 159 Sqn and 1354 DDT Flight out of India. 159 Sqn assignment: BZ890 shows up twice in one 159 Sqn airman's logbook in my possession (Jack Dey's successive ops on 22 and 31 Jan 1944 in "890"), once in another 159 Sqn airman's logbook (Bob Ustick's non-operational flight of 14 Feb 1944 in "BZ890"), and briefly in the 159 Sqn ORB. The ORB lists BZ890 "V" on the 22/23 Jan 1944 op, matching Jack Dey's logbook. Then the ORB for 31 Jan/01 Feb 1944 lists Jack Dey & crew aboard BZ980 "V", not BZ890 "V", yet clearly BZ980 was "G" in the ORB both before and after this op. Logbooks also clearly show that BZ980 was "G" on 159 Sqn. Thus there is a serial number typo in the ORB for the one op, with 890 being recorded by mistake as 980. BZ890 is not mentioned again in the ORB, and I conclude that this serial numbered Lib flew, as "V", on only the two squadron ops listed in Jack Dey's logbook. It was a short tenure with 159. Furthermore, Jack Dey's logbook notation "890" could not have matched up to EV890, a Mk.VI which did not leave Canada for the UK (following manufacture in the US) until 1 March 1944 (per Oughton) – after the Dey and Ustick dates in the logbooks. The fact that Ustick listed his BZ890 flight as being in a Mk.III – which BZ890 was – suggests that, yes, there was a BZ890 on 159 in late Jan through mid-Feb 1944. 1354 DDT Flight assignment: On 7 and 14 Aug 1945 BZ890 shows up in the logbook of L. Myland, an airman flying for 1354 DDT Flight out of Digri, India (where 159 Sqn was based).**

Pg 134: BZ893: **Discrepancy, and probable logbook error: The logbook of Michael Davis lists two flights in BZ893 at 1584 HCU (Salbani, India) on 26 Dec 1943, but Oughton says that this aircraft was not in the Far East. It is likely that Davis erred in recording his flights, with the correct serial probably being BZ895, a known HCU aircraft at Salbani, India.**

Pg 134: BZ895: **Missing unit assignment: Missing 1584 HCU reference. While it likely flew with 1673 HCU (I have no logbook info in support), it had also previously flown with 1584 HCU. Five airmen's logbooks which I've seen record 1584 HCU flights in BZ895 between 16 Dec 1943 and 26 Jan 1944.**

Pg 134: BZ898: Further info: Four logbooks and the 159 Sqn ORB show that BZ898 was coded "Y". The nose art was of a stereotypical English yeoman, or beefeater. This Lib was known as *Yeoman*, although the name was not painted upon the fuselage. The American serial number is visible on the nose art photo in my collection. See www.rquirk.com/159photos/150nose1.htm for a photo (not as sharp as my print). Oughton apparently thought that this nose art went with BZ855, but as described in BZ855's notes, above, this was an error.

Pg 134: BZ900: Further info: "C" carried the word *Crusader* alongside a painting of a crowned knight with shield in left hand and sword in right. Two Japanese "kill" flags also adorned the fuselage. See www.rquirk.com/159photos/150nose2.htm for a photo.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

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Pg 134: BZ906: Further info: The nose art was of a dapper gent with a cape, cane, white gloves, monacle, and tophat. His name, *Algy*, was painted alongside. Instead of a bomb symbol to signify each sortie flown, a playing card was added. After BZ906 departed 159 Sqn another Lib, Mk.VI serial BZ983, was christened *Algy*, with a dapper gent added. It was different artwork, however, and I don't know if the playing card symbol was used on BZ983 instead of bomb symbols, as on BZ906. A close-up of BZ906's gent caricature (but with the "Algy" text cropped out) can be viewed at www.rquirk.com/159photos/150nose1.htm.

Pg 134: BZ908: Further info: Caught in searchlights over Rangoon, attacked by Ki-43 Oscar fighters on the night of 29 Feb / 1 March 1944 during Mahlwagon Rail Yards op. Category II damage to port and starboard wings, no injuries. Pilot: 420188 F/Sgt Gilbert Halcrow RAAF.

Pg 131: BZ909: Further info: 28 Dec 1943 logbook entries by Johannes Lentz and Jack O'Brien give the letter code "R" to BZ909 at 1584 HCU. Oughton has no letter code for this Lib.

Pg 135: BZ922: **Slight error: The note "Cairo – Habbaniya 12.12.43 (and FC crew retd)" is in error. Then-F/Lt (later W/Cdr) James W. Bradley, per his logbook, piloted BZ922 all the way from Canada to its point of delivery at Mauripur Road, Karachi, India. His eight crewmates traveled with him the entire route. Only W.C. Nelson, the wireless operator, was returned to Montreal; the eight others were posted to India. The written order for this ferry flight, with the crew listing and instructions on postings, is found in Bradley's logbook. Discrepancy in unit designation: The flights from Dorval, Canada to Mauripur Road, India were with 45 Atlantic Transport Group, per the logbooks of Bradley and his 2nd pilot, Eric Cocks. Oughton does not list 45 ATG.**

Pg 135: BZ926: Further loss info: Nose art was a winged horse whose design was based on the Socony-Vacuum Corporation's Mobilgas (later Mobil Oil) logo. BZ926 was known as *Pegasus* but did not carry this text as part of the nose art. Second of two 159 Sqn Liberators (the first being BZ962) shot down on 29 Feb 1944 by Hiroshi Takiguchi and Bunichi Yamaguchi, Ki-43 Oscar fighter pilots of the Japanese Army Air Force's 204th Sentai (Flying Regiment). The Oscars, attacking from behind BZ926 (one 500 meters above the other), had been working in cooperation with the searchlights. BZ926 continued to fly in flames as at least six of nine crewmen bailed out and reached the ground alive. Officially the wreckage and three crewmen, including the skipper, 114064 F/Lt Edward James Douglas Stanley, were never found. Of the six captured crew, two died in Rangoon Jail and the other four were liberated there on 3 May 1945. On 1 March 1944 the commander of the JAAF's 5th Air Division, Lieutenant General Noboru Tazoe, presented rare written certificates to Takiguchi and Yamaguchi, in praise of their exploits in downing two Liberators the previous night. The story was broadcast by radio and printed in newspapers in Japan and Rangoon. The English language propaganda newspaper *Greater Asia* in Rangoon carried the Takiguchi / Yamaguchi story and a photo of wreckage (identifiable as a B-24, and now believed to be BZ962) on page one of the 2 March 1944 edition. The radio broadcast was heard by the Allies in India; a 1944 letter from S/Ldr J.P. Hopkins DFC, the 159 Sqn C.O., to a BZ962 crewman's family confirms this.

Pg 135: BZ928: **Crash detail correction: The engine failure (port outer) occurred about 30 minutes after takeoff from Maison Blanche (Algiers, Algeria), not on approach to land.** Further loss info: Pilot 47557 F/Lt Donald James Sclater turned back for Maison Blanche but while rejoining the landing circuit in a turn to port (into the dead engine) the heavily laden plane, stalled and side slipped into the ground, about 5 miles short of the runway. It caught fire and exploded upon impact. The crew of five plus ten passengers died, including a G/Capt, a W/Cdr, and five S/Ldrs.

Pg 135: **BZ938: Discrepancy in squadron assignment**: The logbook of S/Ldr James W. Bradley records BZ938 flights on 18 Feb 1944 and 17 April 1944 while attached to 160 Sqn. Then he lists 26 and 28 May 1944 flights aboard BZ938, but the unit has become 185 Wing. Starting on 24 Aug 1944, Bradley's flights in BZ938 are with 159 Sqn. Oughton does not list the 185 Wing connection. Minor date change: Per researcher Robert Quirk, who has perused the 160 and 159 Sqn records, the date that the Special Flight (Liberators BZ938 and 939) officially became part of 159 Sqn was 30 June 1944, not 21 July 1944. Minor BZ938 nose art reference error: The word *WOTTAWITCH!!* on the port fuselage was in all caps with two exclamation points, as in the photo on pg 136. An error of omission worth noting: BZ938 crew fates, a notorious atrocity & a George Cross award: The pilot was S/Ldr Bradley, CO of 159 Sqn's Special Flight (C Flight). According to Bradley's memoir, BZ938 was attacked by a night fighter approx. 40 mi SW of Rangoon, but there are no other sources which have been able to verify this, including the 1990s recollections of 147114 F/O Allan Graham Jeffrey, the navigator. If not a fighter attack, then it was mechanical trouble which led to the loss of BZ938. Of the nine-man crew, it was believed that all bailed out successfully, but only six were able to make contact on the ground. Post-war investigation found that local villagers saw one man, trailing an unopened parachute, plummet into a mangrove swamp, never to be found. The two other missing airmen are believed to have drowned after landing just short of the coast. The six survivors, betrayed by the local village head, was turned over to the Japanese. Eventually Bradley and Jeffrey, the officers, were separated from the four NCOs and moved to Rangoon Jail. They survived. The NCOs were tortured and ultimately beheaded by the Japanese on 7 Feb 1945 near Myaungmya, Burma. They were: 710193 F/Sgt Leslie Bellingan (2nd pilot); 1234723 F/Sgt Robert James Snelling (F/Eng); 1803337 F/Sgt John Derek Woodage; and 1393806 F/Sgt Stanley James Woodbridge. The last to die, Woodbridge, was the senior technical W/Op on this special radar and radio-snooping crew. Despite being singled out because of his expertise, and knowing the three others had been beheaded, he refused to reveal secrets prior to his execution. When local eyewitnesses came forward after the war, the graves of the four men were located, exhumed, and reburied in Rangoon War Cemetery, Burma. Woodbridge was posthumously awarded the George Cross in 1948. Six of the Japanese involved in the atrocities (those who had not died in the war) were put on trial in Rangoon in 1947 and convicted with the invaluable help of Woodbridge's father, who saved the prosecution's case by proving the fallacy of the defense's time line. Three were hanged, and three were sentenced to terms of rigorous imprisonment.

Pg 135: BZ939: Name omission: Should have mentioned the nose art name, *Yippee*, since there is a photo on pg 48. (The name was apparently not painted with the nose art.) This should not be confused with *Y'vonne Yippee!*, which was Liberator KH327. Discrepancy in unit designation: BZ939 was delivered from Mauripur Rd, Karachi, India to Sigiriya, Ceylon by James W. Bradley (pilot), Eric Cocks (2nd pilot), and crew between 21 and 24 Dec 1943. The logbooks of Bradley and Cocks each list these flights as part of 45 Atlantic Transport Group, but 45 ATG is not mentioned by Oughton. Discrepancy in squadron assignment: From 15 Jan 1944 through 17 April 1944 the logbooks of Bradley and Cocks record BZ939 flights as being attached to 160 Sqn. Then from 30 April through 21 May 1944 each logbook lists the flights aboard BZ939 as now being with 185 Wing. Starting on 8 Sept 1944, Bradley's and Cocks' flights in BZ939 were with 159 Sqn. Oughton does not mention 185 Wing. Further info on loss: Takeoff 1515 to investigate Japanese radio and radar emissions in the Rangoon – Moulmein – Mergui areas of Burma. Missing, nothing else known. 153104 F/O John William Underhill (skipper) and his eight crewmates have no known graves. Further info on BZ939 delivery to Ceylon: After delivery to Karachi by an unknown crew, BZ939 was taken over by 84656 F/Lt James W. Bradley (later W/Cdr) and his crew (including seven of the eight with whom he ferried BZ922 from Canada to Karachi). Bradley & crew then flew BZ939

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

from Mauripur Rd, Karachi to Palam, Delhi (21 Dec 1943); Palam to St. Thomas Mount, Madras (23 Dec 1943); and St. Thomas Mount to Sigiriya, Ceylon (24 Dec 1943). Here they reported for duty with 160 Sqn, where Bradley was a founding officer of the Special Flight (radar and radio detection ops). He became it's C.O. and remained so as the Flight was relocated to Digri, India. It was incorporated into 159 Sqn on 30 June 1945.

Pg 136: BZ945: **Major discrepancy between Oughton and two logbooks:** Per Oughton, this aircraft was not in the Far East. However, per airmen's logbooks BZ945 was flown at 1584 HCU (Salbani, India) on 31 Dec 1943 (logs of Clem Church and Michael Davis) and 14 Jan 1944 (log of Clem Church). This was at the same time that, per Oughton, BZ945 was being used in the UK. Either Oughton's individual aircraft history for BZ945 is completely wrong, or the Church and Davis logbook serials are erroneous. I don't know which is accurate.

Pg 136: BZ950: **Unit designation typographical error:** "1675 HCU" should be "1673 HCU". 1675 was in the Middle East, but BZ950 was in India before (1584 HCU) and after (160 Sqn) its "1675 HCU" stint. Further info: A logbook entry by Jack O'Brien on 30 Dec 1943 gives the letter code "T" to BZ950 at 1584 HCU. Oughton has no letter code for this Lib. Further loss info: 0623 takeoff. When it crashed, the pilot was 421734 P/O John Patrick Hynes RAAF. Seven minutes after takeoff the aircraft reported the failure of #1 engine. An emergency landing was requested. Approx. three miles out, at 1000 to 1500 ft altitude, the port wing was observed to drop. The aircraft turned to port almost at right angles to its line of approach, plunged steeply, and crashed into the jungle, killing the nine aircrew and 10 groundcrew aboard (including 1 Australian and 3 Canadians). The Court of Inquiry concluded that the main cause of the accident was the feathering of #2 propeller while on approach to land, after the failure of #1 engine. The Lib was en route to the Cocos Islands on a photo recon detachment. Among the victims was the Squadron Intelligence Officer, 146518 F/O Walter Sykes, who had been attached to the squadron since its early days at Sigiriya, Ceylon.

Pg 136: BZ951: **Errors in loss date and the nature of the operation:** BZ951 "Y" of 1673 HCU was lost in an air explosion over Sinde, Burma on the night of 23/24 Feb 1944 during a bombing op, not "on navigational exercise 25.7.44" as Oughton indicates. An official 1944 report, "Review of the Night Operations of 231 Group, Strategic Air Force, Eastern Air Command (17th February - 16th March, 1944)" lists the following info:

<u>Missing Aircraft</u>					
<u>Date</u>	<u>Target</u>	<u>Defences</u>	<u>A/C</u>	<u>Av. Ht. Of Sqdn</u>	<u>Cause</u>
23/24.2	Sinde	Nil	Y/1673	10,000	Air explosion seen.

The serial number of "Y" was not listed. However, through the Commonwealth War Graves Commission Debt of Honour Register, I have derived the names of most, if not all, of the missing crew. One was a Canadian, and the book "They Shall Grow Not Old" clarifies details nicely:

O'DONNELL, ERNEST WILLIAM P/O (AG) J86852/R62897. From Bathurst, New Brunswick. Killed In Action Feb.23/44 age 22. #1673 Heavy Conversion Unit. Liberator aircraft # BZ951 failed to return from bombing operations over Sinde, Burma. Nine of the crew, not Canadians, missing believed killed. Pilot Officer Air Gunner O'Donnell has no known grave, his name is inscribed on the Singapore War Memorial, Malaya.

Edition 2 of the Air-Britain book "RAF Serials BA100 to BZ999" gives the loss date for BZ951 as 25 Feb 1944.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

Pg 136: BZ952: **Further loss info:** The skipper was 1087865 F/Sgt Frederick Sullivan. The deceased, comprising thirteen 357 Sqn aircrew and groundcrew, are buried in Graves II.D.1 through 13 at Sai Wan War Cemetery, Hong Kong, China. The purpose of the flight was to deliver sufficient petrol into the stores at Kunming, China to allow RAF Special Duties ops from India to refuel at Kunming before continuing into Siam during the monsoon season, whenever the normal routes were impassable. Per the recollections of P/O Keith Buchanan RAAF (357 Sqn W/Op) in *"Beyond the Irrawaddy and the Salween, RAF Special Duty Missions in the South East Asia Theatre of War 1944-45"* (Dickson G. Morris): *"It was the American custom to use radio telephony to communicate with their aircraft, while the RAF used morse code on CW, and therein lay part of the cause of the trouble, the other part was the natural distrust of the Yanks by the RAF boys. . . Sergeant Sullivan and his crew were warned that the weather was bad, and that it would be advisable to hold off until the next day, but as it was their first important trip with 357, they decided to press on. The weather became violent, the further they went the worse it got, the result was they became hopelessly lost, and started to call Kunming by CW [Morse Code], finally R/T. Kunming could hear them, and tried to get an answer for one and a half hours, eventually sending up an aircraft to try to get close to them, so that they could be guided into the Kunming airport, or one of the other strips nearby. When there were no further calls from the lost aircraft, all flying was suspended for the rest of the day. The following day, aircraft were advised to look out for evidence of a crash. At Digri, we received the news that they were missing, a week later a cable from the British Military Mission to China that the aircraft had been found by a missionary nearly two hundred miles north of Kunming, crashed on the side of a mountain with all crew dead. The photographs of the crash scene had quite an effect on those who saw them. The 'plane was a complete wreck, the nose and cockpit buried into the ground and the wings scattered around in various directions, but the sight of the tail gunner hanging from the turret was the worst of all."*

Pg 136: BZ955: **Time discrepancy (off by a day):** In his book *"Survival of the Fortunate"*, the 2nd pilot in the incident, 418236 F/O John McCredie DFC RAAF, gave the time and date of the crash as 2 am on 1 May, having taken off on 30 April. **Further loss info:** McCredie believed fuel starvation was the result of the engines being put "through the gate" in an emergency reaction to a looming mountain, while returning from bombing Mandalay in the dark. The skipper, 407533 S/Ldr Joseph Morphett DFC & Bar, RAAF, crash landed the bomber after the crew had bailed out; he was seriously injured, but he recovered. Melville, the flight engineer, suffered a broken leg. Other injuries were minor.

Pg 136/137: BZ956: **Spelling error: Should be Fort Hertz, not Fort Herz.** **Further info:** The book *"Beyond the Irrawaddy and the Salween, RAF Special Duty Missions in the South East Asia Theatre of War 1944-45"* (Dickson G. Morris) confirms Oughton details on pg 77. BZ956 had flown into the same weather system as did BZ952; see BZ952 notes, above, for more background on why 357 Sqn was flying to China. Quoting from the book: *"Hap Moreland had taken off just after Sullivan, and flew into this same storm. . . The perspex of the nose of the aircraft had burst open, rain was pouring in, the pounding was so severe that rivets were popping out of the wings, and the fuselage was being twisted out of shape. The escape hatch became warped, all loose gear was siphoned out, and the bomb-bay doors were ripped off. Eventually, they came out of the worst of the storm, completely lost over jungle and mountains, and while making up their minds which course to set, they spotted a small strip through a break in the clouds, and dived through to prepare to land. They were indeed fortunate as it was an emergency fighter strip at Fort Hertz [Burma], an American out-post, in fact the most northern strip in the whole of the American organisation. It was only 400 yards long, and they just managed to pull up at the end of the runway. When they arrived back at Digri a month later, the Engineer WO took one look at the twisted wreck and wrote it off."* The Oughton book's reference to hitting a tree during a Nam Lwi (French Indo-China) supply drop, 1 Nov 1944, needs to be researched further.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

Pg 137: BZ959: Further info, 16 June 1944 accident: From the book *"Beyond the Irrawaddy and the Salween, RAF Special Duty Missions in the South East Asia Theatre of War 1944-45"* (Dickson G. Morris), comes RAAF wireless operator P/O Keith Buchanan's recollection of the 16 June 1944 collision with a lorry at Digri: ". . . Jack Brand [Buchanan's skipper] with his vast technical store of knowledge tried to pass some of this information on to others, and became unpopular for his trouble. Some thought that he was trying to show off, then he was referred to as Binder Brand because he would find equipment which was not working properly, and demanded that it was made serviceable. The erks felt that they had enough to do without all the extra work Jack was requiring of them. One example of this occurred during May. We had given BZ959, the 'plane we had flown from Canada, an air-test, and after landing Jack complained that the brakes were faulty and were not arresting the 'plane as quickly as they should. The ground crew worked on them, could not find any further trouble, the 'plane was marked serviceable, and a Sergeant Pilot was given the task of testing the brakes on the runway. He taxied down the strip at about forty mph, applied the brakes at the end and stopped; taxied back along the strip a little faster, stopped again. The pilot decided to do another couple of runs this time a little faster, set off along the runway at ninety mph, but near the end he applied the brakes and they failed. At that critical moment, a public works department truck loaded with natives was crossing the end of the strip, the 'plane was unable to stop, the port propeller sliced through the unfortunate natives cutting several to pieces, the 'plane did a ground loop and ended up in scrub. I was in the tower at the time and saw the lot. The Sergeant was suspended from flying to await a court martial, six natives lost their lives, a few others were injured, all because it was felt that Binder had been mistaken in his opinion. After this sad affair, whenever Jack designated that a 'plane was u/s, the ground crew respected his opinion."

Pg 137: BZ960: Further info: Sustained Category 1 damage when attacked by Ki-43 night fighter over Rangoon, night of 1/2 April 1944. The pilot was P/O F.P.A. Heynert, a Dutchman in the RAF. Rear gunner hit, survived. The Lib made it back to India without further incident and was repaired.

Pg 137: BZ962: **Minor nose art error: On the port-side fuselage (per photo evidence), the name was applied as "Daring Diana."** (in quotes, and also with the period). Further loss info: Nose art of a scantily-clad young lady, back turned to the viewer, but teasingly looking at the viewer over her left shoulder. BZ962 was the first of two 159 Sqn Liberators (the second being BZ926) shot down by Hiroshi Takiguchi and Bunichi Yamaguchi, Ki-43 Oscar fighter pilots of the Japanese Army Air Force's 204th Sentai (Flying Regiment). The Oscars, attacking from behind BZ962 (one 500 meters above the other), had been working in cooperation with the searchlights. BZ962 exploded at low altitude and scattered wreckage near Ledaunggan village several miles south of Rangoon. All nine crewmen died (including 420112 F/Sgt Allan Arnold, RAAF, skipper). Seven sets of remains were buried by villagers, exhumed in 1952 by the British, and reburied in separate unnamed graves in Rangoon War Cemetery, Burma. On 1 March 1944 the commander of the JAAF's 5th Air Division, Lieutenant General Noboru Tazoe, presented rare written certificates to Takiguchi and Yamaguchi, in praise of their exploits in downing two Liberators the previous night. The story was broadcast by radio and printed in newspapers in Japan and Rangoon. The English language propaganda newspaper *Greater Asia* in Rangoon carried the Takiguchi / Yamaguchi story and a photo of wreckage (identifiable as a B-24, and now believed to be BZ962) on page one of the 2 March 1944 edition. The radio broadcast was heard by the Allies in India; a 1944 letter from W/Cdr J.P. Hopkins DFC, 159 Sqn C.O., to a BZ962 crewman's family confirms this. To see an image of the nose art, go to www.rquirk.com/159photos/150nose2.htm.

Pg 137: BZ963: **Modification Center number (MCn) error: I have a photo of this aircraft, and it shows clearly the MCn 29-1 on the forward fuselage, not 29-4.**

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 137: BZ964: **Missing aircraft history, or logbook error?** Oughton writes, "**crashed in USA before delivery**", with no other history. However, the logbook of S/Ldr James W. Bradley records one flight in this aircraft at 111 OTU, Bahamas on 27 Aug 1943. Is this an erroneously recorded serial in his logbook, or was BZ964 repaired after it crashed at Cincinnati, Ohio, prior to delivery to the RAF?? Further info: Per the US aircraft record card for B-24J serial number 42-64061 (which was RAF serial BZ964), "Date Received 9-30-43 [month-day-year.] To BRITAIN. Vultee Mod. Centr. (By air) 10-3-43. Washout at Cincinnati per D.P.R. 11-17.43". Per UK Air Ministry Form 78, BZ964 "crashed in U.S. en route ACSEA". The date looks like "14.7.45", which is wrong in month and year, if not also day!

Pg 137: BZ968: **Discrepancy vs logbook and 159 Sqn ORB: Oughton must be correct.** Bob Ustick recorded this serial in his logbook for 15 and 26 April 1944 flights with 159 Sqn in India, including the latter date's 10 hr 40 min bombing op to Mandalay, Burma. The 159 Sqn ORB also noted this serial as BZ968, aircraft "Q". This is a mistake – it should be EV968. The BZ/EV recording error was very common in the 159 Sqn records. One exception is the sortie report for 16 Aug 1944, when A/C "Q" EV968 was accurately recorded.

Pg 138: BZ973: Further loss info: Per the recollection of engine mechanic Fred Powers: After a petrol tank change had been completed, the APU (Auxiliary Power Unit - generator) was started, igniting fumes in the bomb bay. Afterwards, the sergeant rigger in charge committed suicide.

Pg 138: BZ978: **Minor error: "Chienghai" should be "Chiengmai", one of the variations of what is now most commonly spelled "Chiang Mai"**. Further info: Nose art was Winnie (caricature of Churchill in hat and smoking a cigar) and the Modification Center number (MCn) was 30-13, both per photos. BZ978 was attacked by enemy fighters over the target, killing one and wounding three of the crew of eight. The skipper was 1550526 W/O John McKinnon (on his last-scheduled op), and his second pilot was 1338538 F/Sgt. L.J. Roper. See www.rquirk.com/159photos/150nose1.htm for a photo of the nose art. Also see photo SUK12705 in the on-line Australian War Memorial collections database, via www.awm.gov.au/database/collection.asp. Further loss info: With two engines knocked out, the crippled Liberator managed to escape the fighters and remain airborne for three or more hours after the attacks. The bomber limped back as far as the Bay of Bengal, but inevitably McKinnon and Roper ditched BZ978 in the water off the enemy-held coast of western Burma. Only three reached a dinghy: Roper, 1891770 Sgt. Sid Hill (flight engineer), and R/184955 F/Sgt Harry Frederick Richardson (seriously injured rear gunner). Though the dinghy was spotted on more than one occasion over the next few days of intense RAF air and sea searches, the rescuers failed to reach the survivors. The three men fell into Japanese hands in Burma and were sent to Rangoon Jail, where Richardson died on 28 Oct. Roper and Hill survived to be liberated. Richardson and the five who died in the air combat and ditching have no known graves.

Pg 138: BZ980: Further info: Nose art was of Goofy, the Disney cartoon dog. 'GOOFY' (all caps, single quote marks; not *Goofy*) was painted, too. This was essentially the same artwork applied to an earlier Mk.II Lib of 159 Sqn (either AL579 or AL526), except for the addition of the name on BZ980. See www.rquirk.com/159photos/150nose2.htm for a photo. Also see pg 391 of "LIBERATOR, America's Global Bomber" by Alwyn T. Lloyd.

Pg 138: BZ982: Further info: A photocopied photo sent to me by 421048 F/Lt William S. Quinn DFC RAAF (Pilot) shows what he said was "T" for Tommy after a prang. It shows a Mk.VI Lib with a collapsed port landing gear. This aircraft is very likely BZ982 following its 20 March 1944 accident.

Pg 138: BZ983: **Erroneous fuselage letter code, squadron assignment: "356 Sqn [G]; took part in first 356 Sqn operation 27.7.44"** refers not to BZ983, but to EV983. It is clear from cross-referencing photos, 159 Sqn's ORB, and various logbooks that BZ983 was "A" (nose art *Algy*) on 159 Sqn in 1944 – both before and after Oughton says it flew as "G" on the 356 Sqn op of 27 July. 159 Sqn records show that it was flown on a daylight op on 26 July 1944 by pilot W/O Murphy – the day before the first 356 Sqn op. Aircraft "A" (serial not recorded) then flew on a 159 Sqn op on 28 July 1944 (pilot F/Lt Barlow). F/Lt Robertson flew "983 A" on a 13 Aug 1944 op. 159 Sqn pilot Bill Quinn's logbook shows that he flew "983 A" 20 times prior to 27 July 1944 and 7 times after. So, Oughton's information is wrong; it was a 159 Sqn bomber during 1944 and was coded "A". The last clear 159 Sqn reference to it that I have is a night op, 24/25 Sept 1944. As to its post-159 Sqn usage, perhaps Oughton's info is accurate. Further info: For a photo of the nose art, see pg 390 of "LIBERATOR, America's Global Bomber" by Alwyn T. Lloyd.

Pg 139: BZ989: Further info: This entry is unusual for listing two different name designations for the conversion flight numbered 1584: "1584 Flt 1.9.43" and then "1584 HCU 9.11.43". Refer to Pg 64 notes at the beginning of this report for an explanation on naming confusion for 1584.

Pg 139: BZ992: **Major error in nose art details: BZ992 of 159 Sqn was aircraft "E", but it was not Earthquake McGoon.** BZ992's name and nose art (if any) are unknown. *Earthquake McGoon* was, in fact, EV962 of 355 Sqn. The correct name, painted by J/45098 F/O William A. Cosway RCAF (Nav), was in all-caps: *EARTHQUAKE MCGOON*. See my EV962 comments, below, for more detail on the nose art description, which corrects the errors printed in the BZ992 entry. Note, also, that the photo on pg 47 of Oughton's book is wrongly attributed to BZ992, instead of the correct EV962. Further loss info: Takeoff 0001 hrs. Detailed to attack Bangkok-Chiang Mai railway targets in daylight at low level. At approximately 0615 hrs ground fire from the defense of Ban Dara Bridge, Siam ignited the aircraft. The skipper, 417002 W/O Leo Arthur Barr RNZAF, gained height to about 800 feet and five, including W/O Barr, were able to bail out and land safely. The other four members either died in the aircraft or in the resultant crash; they have no known graves. Local villagers turned the five survivors over to the local police, with no ill treatment. Japanese soldiers tried to persuade the Thai police to turn over the prisoners, but in the confusion of a Liberator attack the police spirited the airmen to safety. Turned over to the Siamese army on 7 Oct, the men were sent to internment in Bangkok where they were released on 20 August 1945. They were treated well in Thai custody.

Pg 139: BZ996: **General confusion over this serial:** Oughton has errors, the 159 Sqn ORB has an error, and logbooks I've seen have errors. These make it difficult for me to arrive at the letter coding and history of BZ996 and EV996.

Confusion in date with 1673 HCU: Oughton simply gives a June 1944 date for 1673 HCU, which is not necessarily the month the Lib joined 1673 HCU. Per logbooks, possibly BZ996 was with 1673 HCU in April and May 1944. However, each 1673 HCU-associated logbook entry has the wrong two-letter prefix: the non-existing "BU" prefix in one case and "EV" for eight others; EV996, per Oughton, never went to India, and BZ996 is the only other candidate.

Discrepancy in squadron assignment: Oughton has no 215 Sqn listing for BZ996. However, the logbook of Cyril Geeson records two quick hops in BZ996 on 12 April 1945 while attached to 215 Sqn: a 35 minute flight from Dhubalia to Jessore, and a 30 minute return flight. 159 Sqn was at Digri, while 215 was finishing up its tenure at Dhubalia. Geeson's logbook page is clearly marked with 215 references. **Another discrepancy in squadron assignment:** The logbook of Fred Smith has two "EV996" training flights listed with 159 Sqn: 18 and 20 April 1945. Oughton says EV996 was not in India, and we know for certain that BZ996 was in India. Did Smith err in recording the "EV" prefix? The

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

"996" part of the serial? Oughton says BZ996 was a 159 Sqn aircraft, but he lists its 159 usage chronologically prior to its 1673 HCU assignment, not after (as in the Smith logbook). But he gives no date for its 159 Sqn arrival or usage. Adding to the confusion is the lack of even one BZ996 or even EV996 entry in the 159 Sqn ORB. There is one "996"-coded Lib serial in the ORB, though: KH996 "X", a participant on the 6/7 March 1945 op. Problem: no KH996 Liberator serial number existed. Discrepancy in letter codes: Oughton says BZ996 was "X" on 159 Sqn, then "N" on 1673 HCU. As just explained, the 159 Sqn ORB's only "996"-coded Lib was the non-existent KH996, wearing the "X" letter code. The logbook of J.N. Culleton records two different 1673 HCU letter codes for the same EV996 serial: two flights in "B" (11 and 15 May 1944) and three in "N" (29 June, then 11 and 12 Sept 1944). Again, EV996, per Oughton, was not in the Far East, so Culleton may have erred with the EV prefix instead of BZ.

Summary of confusion with BZ996 vs EV996:

Per Oughton:	BZ996:	arr Karachi 23.12.43; 159 Sqn; 1673 HCU 6.44; SOC 11.4.46
	EV996:	NOT IN FAR EAST
Per 159 Sqn ORB:	BZ996:	NOT LISTED
	EV996:	NOT LISTED
	KH996:	Listed for 1 flight (6/7 March 1945) as "X", but no KH996 Liberator serial number ever existed.
Per Logbooks:	BU996:	1673 HCU: 25 April 1944; but no BU996 Liberator serial number ever existed.
	EV996:	1673 HCU: 11 May 1944 – 12 Sept 1944
	BZ996:	215 Sqn: 12 April 1945 (2 non-operational flights)
	EV996:	159 Sqn: 18 – 20 April 1945
Letter codes:	BZ996:	Per Oughton: 159 Sqn: "X" 1673 HCU: "N"
		Per logbooks: No logbook letter code for BZ996 was recorded for the one BZ996 entry I have seen.
		Per 159 Sqn ORB: BZ996 is not listed in the ORB.
	EV996:	Per Oughton: EV996 NOT IN FAR EAST.
		Per logbooks: 1673 HCU: "B": 11 – 15 May 1944 "N": 29 June 1944, 11 – 12 Sept 1944 "A": 9 Sept 1944
	KH996:	Per 159 Sqn ORB: "X"; mentioned only once, for the 6/7 March 1945 flight.

Pg 139: BZ997: Discrepancy in unit assignment: Missing Air Fighting Training Unit (AFTU) affiliation? Per Oughton, BZ997 was not attached to AFTU. However, the logbook of Cyril Geeson records two flights in BZ997 while he was on the staff of AFTU: 7 and 9 June 1945. A logbook-referenced correspondence from AFTU Gunnery Leaders Course instructor Ron Bramley (AG) gives 997 as one of his Libs flown at AFTU. Perusing all Lib serials in the Oughton book leads me to conclude that Bramley, like Geeson, flew in BZ997 at AFTU. Possibly this AFTU connection should be added to the BZ997 individual aircraft history on pg 139. What is uncertain is whether BZ997 was taken on charge by AFTU, or whether it was brought there temporarily by a group from 356 Sqn who were essentially providing their own training aircraft for their short AFTU course of flying. Such an arrangement is known to have occurred, although by this time in 1945 AFTU had been long-established with its own Liberators.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

Pg 139: BZ998: Further loss info: The crash occurred while BZ998 was at 322 Maintenance Unit. Presumably it was still assigned to 357 Sqn and was just at 322 MU for repairs/overhaul. Pilot: 88643 F/Lt Arthur Howard. The navigator was the only other aircrew, though there were seven groundcrew aboard. All nine died and are buried in Delhi War Cemetery, India.

Pg 139: EV813: Further loss info: 175021 P/O Cecil Harold Cox, having completed his 159 Sqn tour of ops, had been sent on his so-called "rest" period to 1673 HCU at Kolar as a pilot instructor. He died in EV813's crash. In his Internet memoir, ex-159 Sqn Navigator A.S. "Sam" Bourque RCAF wrote of paying his respects to Cecil Cox's parents while in England on his return to Canada: *"Another family whom I visited were the parents of Cecil Cox who were living in Tiverton. Cecil was their only child. He was the pilot on the crew of the aircraft in which I left England for India in 1942. I had flown with him on many "ops" over Burma. He was a loner, a very sober type, a very good pilot, and he and I got along very well. He also was killed in an air crash at Kolar. My visit lasted 3 days, and, for Mrs Cox especially, it was heartbreaking, to hear the details of the crash and how her son had died. Despite this, they were both very thankful and appreciative that I had gone to visit them. I corresponded with them through the years and in 1977 Jacqueline and I went to visit them in Sidmouth, where they had retired. Mr Cox died soon after our visit and Mrs Cox died in 1986. After her death I was advised by her executor that I would receive 250 pounds, the equivalent to 500 dollars from her estate. It was a most thoughtful and touching gesture."* See www.lrgl.uqam.ca/personal/bourque/page8.html.

Pg 139: EV814: Further crash info: Was on a cross-country and "circuits & landings" night training flight at the time of the crash. Starboard tire burst during a normal landing, and when braking was applied the port tire burst. Starboard landing gear collapsed after hitting the soft earth just off of the starboard side of the runway. Crew of four: F/O Ian Vincent Hyndman (skipper), second pilot, navigator, wireless operator. No injuries, no blame assigned to pilot or groundcrew.

Pg 139: EV815: **Discrepancy in serial number and unit assignment**: The logbook of S/Ldr James W. Bradley DFC lists one training flight in "815" at Dorval, Montreal, Canada on 8 Nov 1943, in preparation for the Canada-to-India delivery of another Lib, BZ922. Bradley notes that the "815" flight was with No. 45 Atlantic Transport Group. Oughton does not show this unit in EV815's individual aircraft history. In fact, the correct serial is a mystery. This Lib is either BZ815 (a Mk.V) or EV815 (a Mk.VI), but there is uncertainty as to which; Bradley's logbook does not note the full serial or the Mark. "BZ" and "EV" are the only two choices that can be correlated with "815". Unfortunately, the date of Bradley's flight does not quite match Oughton's info for either aircraft. Per Oughton, BZ815 was at Beaulieu, UK flying anti-sub patrols on 53 Sqn at the time of Bradley's flight at Dorval. Also per Oughton, EV815 was not delivered to Dorval (from its manufacture in the US) until 28 Nov 1943 – twenty days after Bradley's "815" flight from Dorval. So it seems that Oughton's aircraft history is wrong for either BZ815 or EV815. Eric Cocks, Bradley's 2nd pilot from at least Aug 1943 until late May 1944, was not on the 8 Nov 1943 flight in "815", per his logbook. Cocks recorded no flights at all in "815".

Pg 140: EV837: Further loss info: Skipper: 938440 W/O Robert Douglas Stow. 2350 takeoff. After a takeoff considered normal, the aircraft reached a height of perhaps 1000 feet. In commencing a circuit to the right, back toward a track parallel to the runway, the Liberator stalled. Eyewitnesses saw the sudden appearance of flame coming from the aircraft, followed immediately by the scream of engine and the subsequent crash and explosions of petrol and depth charges. The Lib hit the jungle in a shallow dive with the starboard wing down about 30 degrees. All 8 aboard were killed instantly. The remains were recovered the following day, along with two unexploded depth charges. After studying the wreckage, S/Ldr J.N. Stacy, 160 Sqn Officer Commanding "B" Flight, told the Court of Inquiry, *"As far as we would [sic] see there was nothing to suggest fire in the air either internally or externally. As far as external appearances went there was nothing to suggest any mechanical failure."* It was assumed by the Court that the

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

statements by witnesses of fire in the air could be explained by the peculiar egg-shaped balls of fire which were produced from the turbo-superchargers of Liberators when the engine throttles were fully opened (the pilot's response to a stalling aircraft). Court of Inquiry's finding: a stall of the aircraft due to W/O Stow's inexperience in night flying. The Gyro Horizon on the Liberator instrument panel, known to give misleading readings in slow turns, may have contributed to the pilot's difficulties. The crew remains were buried in Colombo (Liveramentu) Cemetery, Sri Lanka.

Pg 140: EV840: **Discrepancy in unit assignment:** Per Oughton, EV840 was not attached to 1673 HCU. However, the logbook of Cyril Geeson records one flight in EV840 during his training at 1673 HCU, on 25 June 1944. **Another discrepancy in unit assignment:** Per Oughton, EV840 was not with 159 Sqn. However, the logbook of Bob Ustick records one 30 minute local flight in EV840 on 26 Jan 1944. The 159 Sqn ORB shows that BZ840 on 159 was flown both before and after the Ustick entry date of 26 Jan 1944; the 26 Jan Ustick flight was not recorded in the ORB because it was not a combat operation. Therefore, it is possible that Ustick flew in BZ840 and erroneously recorded "EV" instead of "BZ". His choice of "EV", however, seems deliberate; it was his first flight in an EV-coded Lib, and he was meticulous in compiling his logbook. My guess is that EV840, newly arrived in India, was taken aloft by 159 Sqn's S/Ldr Jack Evans as pilot (with Bob Ustick tagging along) but was not assigned to 159 Sqn.

Pg 140: EV843: Further info: The reason it was struck off charge is known. Shot up by Ki-43 attacking from rear, over Rangoon, on night of 1/2 Apr 44. Seriously damaged, rear gunner killed by bullet to head. EV843 took violent evasive action and escaped the fighter after dropping from 10,000 ft to 800. Port inner engine out, no hydraulics, gas tanks hit and petrol pouring into the bomb bays. Crashed at Chittagong, India – now in Bangladesh – at a forward airfield on the eastern shore of the upper Bay of Bengal; the Lib could not make it all the way home due to the fighter damage. Written off after hitting a brick wall with no brakes. No further injuries. Pilot: F/Lt John Gauntlett, on his last-scheduled op of his 159 Sqn tour. His longtime rear gunner, 1314663 F/Sgt Cyril "Willie" Kirby, had already completed his tour of ops but had volunteered to fly on 1 April as an expression of loyalty to his much admired skipper. Kirby yelled "Fighter, rear!" and immediately took a bullet to the head. After exiting the crashed EV843, Gauntlett cried in anguish over Kirby's death. Kirby is buried in Grave 6.E.4, Chittagong War Cemetery, Bangladesh. Very likely EV843 was attacked by 204th Sentai ace Hiroshi Takiguchi, who claimed three Libs shot down that night; only EV843 and two other Libs from 159 (EV870 and BZ960) were attacked by fighters that night, with EV843 and EV870 written off after landing accidents.

Pg 140: EV844: Further loss info: Pilot was 409896 W/O Reginald August Peterson Crowley RAAF. He and his five crewmates were killed when the Liberator crashed at 0620, five minutes after taking off on a minelaying operation to the Pakchan River estuary near Victoria Point in southernmost Burma. They are buried in Ranchi War Cemetery, India.

Pg 141: EV845: Further info: Per the logbook of Rowland Totham, 19 and 23 April 1945, EV845 was aircraft "A" on 6 RFU.

Pg 141: EV846: **Discrepancy in unit assignment:** Oughton writes, "*arr Karachi 30.12.43; 1673 HCU [S]; 358 Sqn 8.11.44; crashed on overshoot at Kolar during night-flying training 23.11.44; crew of five killed; SOC 25.11.44.*" Per Court of Inquiry (documents held by the National Archives of Australia), EV846 was involved in 6 Refresher Flying Unit training when the crash occurred. Further loss info: Airborne at 2026 hrs on solo night circuits and landing practice. At about 2045 hrs the Liberator made an approach to land but it appeared that a problem with No. 4 engine had swung the aircraft to starboard. In response, the pilot aborted the landing and opened the engines at about 150 feet height, deciding to go round again instead of continuing with the landing. He held the Lib straight and climbed for some time; control at this point seemed satisfactory, as if three engines were functioning. The undercarriage was raised (proving that No. 3 engine was then running and working the hydraulics), but an analysis of the

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

wreckage suggested that No. 4 engine failed and No. 3 engine was feathered by mistake. From that point the aircraft gained no more height and only did starboard turns, opposite to a normal circuit. The turn to the south away from the runway was probably involuntary and the result of feathering the wrong engine. In the excitement the pilot forgot about the position of the hills and then took desperate action to avoid them, resulting in a loss of height and misjudging of height which proved fatal. For about 1000 yards before crashing the Liberator had been only 10 – 15 feet above ground and flying on a slight swing to starboard. The aircraft struck trees, broke up, and burst into flames. 425353 F/Sgt Forbes Porter RAAF (skipper) and his four crewmates were killed and are buried in Madras War Cemetery, India.

Pg 141: EV851: Further loss info: Took off at 2346 on night circuits & landings training, overseen by instructor 655082 W/O Arthur William Denton, an ex-159 Sqn pilot. Within a minute the aircraft lost height, hit a tree, and crashed. All six crewmen were killed, including two pilots under instruction: 428820 F/O Ernest Owen Walter McConnel RNZAF and J/25821 F/O Noel Harvey Moysey RCAF. The six were buried in the American Mission Hospital cemetery at Kolar, India and they rest today in Graves 4.C.11-16 of Madras War Cemetery, India. In his book "*Tales of a Liberator Squadron*" 428492 F/Lt Roy Stuart Andrews RAAF, 215 Sqn W/Op/AG, wrote of the crash: "14th [Aug 1944, off by one day]. *A momentous day. One of the Libs hit a tree whilst taking off, pranged and burned. All six of the crew were killed. I heard that the navigator had tossed up with the Bomb Aimer to see who would go. They don't think any of them were alive when she burned, but how would they know. I couldn't believe how little remained after she'd burned. The nav lost the toss, and yet he won! . . . We went to look over the charred remains of the pranged kite. What a mess. I found a fellow's keys lying there.*" In his Internet memoir (www.lrgl.uqam.ca/personal/bourque/page8.html), ex-159 Sqn Navigator A.S. "Sam" Bourque RCAF wrote of fulfilling a promise while in London during his return to Canada from the Far East: "*My only means of contact with the Denton family was with a daughter who was employed at Canadian Army Headquarters in London. When I arrived at headquarters and requested to see Miss Denton, the soldier on duty did not believe my story: that I did not know Miss Denton, that she had never heard of me, that I did not want to make a date, and that I really wanted to meet her family. I finally suggested to the soldier that he be present while I talked with Miss Denton. He agreed and I was able to make arrangements to meet her parents. The meeting went well. The family, although sad, did not cry and were very proud that their son had died for the cause of democracy and for his country.*"

Pg 141: **Probable minor nose art errors in EV865 photo caption and EV865's individual aircraft history:** There is just enough detail in the photo to see that the nose art name (on the bomb, and partially hidden by the officer in the middle) must have been **DOUBLE B** (all caps, no hyphen) – not **Double B** (caps/lower case, no hyphen), as shown in the caption, and not **Double-B** (hyphenated) as recorded in the individual listing. My guess is that the "D" was larger than the next five letters, and the "B" was the same size as the "D". Further nose art info: The cartoon character holding the beer straddled a large bomb.

Pg 141: EV863: **Correction in date of loss:** EV863 went missing on **22 April 1945**, not the 23rd, per "*Burma Liberators*" by John R.W. Gwynne-Timothy. He based much of his book upon RAF Liberator squadron ORBs, so presumably his information came directly from the 354 Sqn ORB. Gwynne-Timothy lists the names of the five men who perished in the ditching, and for each the Commonwealth War Graves Commission's Debt of Honour Register gives a **22 April 1945 date of death**. Further loss info: On 22 April three Liberators carried out an anti-shipping sweep from Moulmein to Kalegauk Island, Burma. All the aircraft attacked and severely damaged a coaster south of Amherst, Burma. The vessel's steering gear was put out of action and the crew jumped overboard. Aircraft "J", EV863, failed to return to base. A faint SOS was heard by a station in south India, and a two-day search by aircraft and surface craft succeeded in locating wreckage and five survivors at 18°25' N, 88°01' E, 200 miles

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

southeast of Cuttack, India. An Air/Sea Rescue Catalina landed and picked up the survivors, who were suffering from exposure and injuries. It was learned from the survivors that all four engines of EV863 had cut out, and the aircraft was ditched immediately. J/27799 F/Lt. Lloyd Elwin Taylor RCAF (skipper), the navigator, and three air gunners perished and have no known graves.

Pg 141: EV867: **Minor error in loss date: Should be night of 28/29 Aug 1944. Minor nose art error: Should be 'BATTLIN' BITCH' (all caps, with apostrophe, and within single quote marks), not Battlin' Bitch. These two words comprised the nose art; there was no painting of a woman, for example. See photo on pg 273. Further info:** Oughton gives no letter code for EV867 on 159 Sqn. Per the 159 Sqn ORB and logbooks, EV867 was "B" (with nose art to match the code). **Further loss info:** 88614 F/O Quentin Garden (pilot) and his 7 crewmates took off in EV867 at 1502 hrs on an op to mine Port Blair harbor, South Andaman Island, off the west coast of Burma. Missing, no known graves. The operation was timed to be carried out immediately after dark at 2000 hrs local time, making maximum use of the moon (in its first quarter). Intense and accurate anti-aircraft fire was experienced over the target area. At 2007 aircraft "D" observed a large reddish orange explosion believed to be over land, in the air, and at low altitude just north of Chatham Island. It looked like an aircraft exploding. At the same time aircraft "S" saw a similar explosion in the same area, but described it looking like an exploding 2000 pound bomb. At 2006 "H", approaching Port Blair Bay from the west, observed a large red flash lasting two or three seconds, seen low down, believed on the water in the Flat Bay area. Only EV867 failed to return. The official conclusion: it was considered that EV867 received a direct hit from A.A. when in the vicinity of Chatham Island (Port Blair) and either exploded in mid-air or on the ground. However, W/Cdr James Blackburn, 159 Sqn's C.O., considered the evidence and believed the explosion witnessed was almost certainly due to a mine falling on land. Info subsequently received from a secret source of fair reliability reported that an aircraft was shot down in the Andamans on this night. No info was received regarding survivors, if any. One document in the RAAF casualty file of 411604 W/O Victor William Arthur Pivott notes "*Lost at Sea*". The US serial, 42-64224, is legible on surviving photos, and it matches Oughton's book. See photo SUK12704 in the on-line Australian War Memorial collections database, via www.awm.gov.au/database/collection.asp. A better version of this photo, showing the uncropped nose art, is image CI.677 in the collection of the Imperial War Museum.

Pg 141: EV868: **Probable errors: EV868 was almost certainly not Battlin' Bitch, unless there were two SEAC Liberators with this name, and with consecutive serial numbers. Liberator EV867 of 159 Sqn was definitely painted as 'BATTLIN' BITCH' (all caps, with apostrophe, and within single quote marks). (Whether or not any nose art was applied to EV868 has not been established.) Further info:** Oughton gives no letter code for EV868 on 159 Sqn. Per the 159 Sqn ORB and logbooks, EV868 was "Y".

Pg 141: EV870: **Erroneous aircraft loss info, missing squadron assignment: Oughton writes, "arr Karachi 5.2.44; missing on delivery flight 7.4.44; SOC 30.4.44." Not true. EV870 was "T" of 159 Sqn, although the 159 ORB listed it as BZ870; the EV/BZ error was not uncommon in the ORB. Documentation in the RAAF casualty files of 416627 W/O Clive Symes Swan (nav) and 420992 F/Sgt Arthur Robert O'Malley (air gunner) reveal the correct serial number (but not the "T" letter code): EV870. EV870, with Swan and O'Malley aboard, was shot up by a Ki-43 over Rangoon on the night of 1/2 April 1944 during a raid on Kemmendine Rail Station, Rangoon. Two air gunners were wounded during the attack. On landing at Alipore (Calcutta), the port landing gear collapsed and the aircraft spun off the runway in a spectacular crash. Physical injuries were minor, amazingly, but the Lib was a total write off. There was no fire, possibly because the petrol tanks were almost dry. Further info:** The logbook of Elwyn Jones, aboard EV870 when it crashed at Alipore, gives the serial & letter code as UV870 "T". The "U" should be "E", but the letter code "T" is correct. The pilot on 1/2 April was 1321484 F/Sgt Raymond A. Quaife, who went on to complete his full tour of ops with 159. The second pilot, 1550526 F/Sgt "Jock"

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

McKinnon, later died as skipper of BZ978. Five photos of the EV870 crash aftermath are known to exist. The attacker over Rangoon may have been 204th Sentai ace Hiroshi Takiguchi, who claimed three Liberators shot down in the Rangoon area that night. Three Liberators – EV870, EV843, and BZ960, all from 159 Sqn – were victims of fighter attacks.

Pg 143: EV900 Further info, nose art: Christened *HELLCAT*, this was aircraft "H". It carried nose art of a falling cat, legs outstretched, tail straight, eyes wide open, jaw agape, and wearing a flying helmet with goggles. EV900 mid-upper gunner John Tutty gave me a small color drawing of this artwork, which also included the name *HELLCAT* (all caps). A small black cat symbol signified each op flown. Further info, letter code: The logbook of Jack O'Brien confirms that EV900 was "H", while other logbooks record just 900 "H". The 159 Sqn ORB is wrong (5 or 6 examples that I have found) every time it lists the full serial number for this aircraft, choosing BZ900 instead of EV900 (a common ORB error). Usually the ORB only lists 900 "H".

Pg 143: EV901: **Discrepancy in squadron assignment: Oughton gives no 159 Sqn affiliation. However, the logbooks of L. Myland and Bill Cosway record one non-operational flight each while attached to 159 Sqn. Myland's logbook lists a 30 minute local flight in EV901 on 30 March 1945. Cosway's logbook lists his practice bombing sortie in EV901 "F", 159 Sqn, on 11 April 1945. In my quick perusal of the 159 Sqn records, I have found no operational flying record of EV901; practice flights were not recorded in 1945 when Myland and Cosway were on the squadron. It is likely that EV901 "F" was not truly a 159 Sqn aircraft, or at least did not fly any 159 Sqn ops. Perhaps it was "borrowed" by 159 Sqn temporarily (for practice flights only) while visiting Digri from 6 RFU or another unknown unit. Oughton lists it as "F" on both 1673 HCU and 6 RFU.**

Pg 143: EV902: Further loss info: Of ten aboard, seven died. Three were captured, and they survived Rangoon Jail POW camp. Skipper (killed): 297176 F/Lt Ernest Philip Jeffrey Gray, RAAF. Target: Maymyo Railway Station, Burma. EV902 flipped on its back and crashed, location approx. 21°31' N, 95°09' E.

Pg 143: EV911: Further info: Oughton gives no letter code for EV911 on 159 Sqn. However, the logbook of William Anderson notes that this was "S" when with 159 Sqn. The 159 Sqn ORB confirms this.

Pg 143: EV915: Further info regarding 4 Sept 1944 accident: Detailed to lay mines on Goh Sichang Harbor, Siam. Pilot: Sgt R.A. Clift. There were no deaths, and probably only minor injuries, at worst.

Pg 143: EV919: **Discrepancy: Oughton writes "no record of service" after arriving in Karachi 8 March 1944. Could this be the Lib recorded as "EG919" in 99 Sqn pilot John McCredie's book, "Survival of the Fortunate, An Airman's Story"? He was skipper of, as he recorded it, "EG919" on 1 Jan 1945 when it was hit by flak over Kalegauk Island, Burma. McCredie made a successful landing at Cox's Bazaar with a wounded 2nd wireless op, and he wrote that "EG919" was written off "the next day" when hit by a landing or taxiing aircraft which, years later, he learned was a Wellington. However, there was never an EG919-coded Liberator. Most likely McCredie's Liberator on 1 Jan 1945 was KG919, which the Air-Britain book says was "F" of 99 Sqn, hit by Wellington HZ173 while parked at Cox's Bazaar on 10 Jan 1945 (see page 197 of Oughton book). There is a chance, though, that Air-Britain is in error and that McCredie piloted EV919. I doubt it, though.**

Pg 143: EV921: **Minor nose art error: Should be *DAUNTLESS DONALD* (all caps), not *Dauntless Donald*.** Further nose art info: The Donald Duck character sat inside the bottom half of an egg shell wearing flying gear and holding a downward-pointing bomb.

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 143: EV924: **Possible unit assignment clarification:** Per Oughton, there is no record of EV924's service after it's arrival in Karachi, India on 13 May 1944. Did it show up on 159 Sqn briefly? The 159 Sqn ORB, which is very poor in many of it's 1944 Liberator code entries, does not clarify the issue. However, 159 Sqn veteran Don Willshire (air gunner) provided info which may link EV924 to 159 Sqn. Don did not actually photocopy or scan his logbook for me; instead, he just wrote out a list of his flights and serial numbers for his Libs, with selected dates only, and with no pilot names or flight times given. He wrote that he flew in "924" on 159 Sqn, and that it was a J (Mk.VI) model carrying the letter code "B1". His "924" reference is without a date or dates; he may have flown more than once aboard this Lib. It may have been BZ 924 "F", but BZ924 was a) a Mk.III, not a J (Mk.VI), and b) coded "F", not "B1". EV924 is the other possibility for this; it was, indeed, a J model, and it was in the Far East.

Pg 143: EV925: **One typographical error, one mileage error:** Hawbi is a misspelling of Hmawbi, a known wartime airfield approximately 15 miles NNW of Mingaladon (and a still-functioning military airfield).

Pg 144: EV940: **Slight error in date:** Lost on 6.10.44, not 8.10.44. Further loss info: Low-level dive bombing attack on locomotives in the Uttaradit rail station, Siam. EV940 pulled up sharply after dropping bombs across the target and was hit by fire from a machine gun nest just beyond the target. Crashed in flames 7 to 8 km north (or northwest) of the target. Of the eleven-man crew, nine were killed in the aerial combat or crash, including the skipper, 1575095 F/Sgt Harold Norman "Darky" Harrison. They are buried in Collective Grave 4.G.67-75 at Kanchanaburi War Cemetery, Thailand. Three crewmen bailed out, but one died when his parachute failed to open. The two others were captured, imprisoned in Bangkok, and liberated in 1945. They are 3025036 Sgt Raymond Arthur Thompson (Mid-upper gunner) and 1603067 Sgt F.H. Knight (Rear gunner).

Pg 144: EV942: Further loss info: J/22965 F/O William Alexander Manyuk RCAF and his seven crewmates were airborne in EV942 "K" from Minneriya, Ceylon at 1138 hrs on 29 Dec 1944. They failed to return from an anti-submarine patrol of the Inner and Outer Shipping Lanes. The last plot of its position, time 300228 FG [30 Dec at 0228 hrs, but the meaning of "FG" is uncertain], was 06°59' N, 82°12' E. Search efforts by Air/Sea Rescue aircraft, including two Libs of 354 Sqn, were negative. The eight missing airmen have no known graves.

Pg 144: EV945: Updated loss info: "Believed to have ditched" can be updated to "known to have ditched". Hit by flak while cruising over Nicobar Island group, Bay of Bengal, at 1,000 feet. #4 engine dead, #3 burning. Skipper: J/14340 F/Lt Franklin A. Riffle RCAF. At approx. 1030 hrs the Lib ditched 12 - 15 miles west of Ketchal Island in rough seas. Three of the ten men comprising the crew were lost in the ditching, and burn injuries to one airman were incurred when a navigation flame-float ignited and caused the floating gasoline and oil to catch fire. The seven survivors, in a dinghy, made landfall on the northern tip of Ketchall Island at 2000 hrs. Betrayed by natives, the seven were captured and imprisoned in Imperial Japanese Navy custody on Comorta Island. Three died as POWs; their remains lie in Madras War Cemetery. Four were informed in late August that the war was over and were rescued by an Indian sloop on 6 October. An image of this aircraft is among the scanned photocopies of 354 veteran Jim Badgley's photo collection found in a pdf file at www.rquirk.com/354.html. There is an 8-ball (pool ball) below the pilot's window, but there appears to be no text for 'Eight-Ball'. The fuselage letter code, "L", matches the code given in the Oughton book's EV945 individual aircraft history.

Pg 144: EV954: **Major discrepancy in unit assignment:** Per Oughton, this Lib had no Far East service. In the book "*Signed with their Honour*" (355/356 Squadrons Register), 355 Sqn F/Eng Ken Pollitt is quoted as saying that EV954 was damaged in a severe storm which hit Salbani on 18 May 1944. Per Pollitt, "*On the 18th May 1944 a cyclone hit Salbani.*

. . .The next day our crew was detailed to take Wing Commander Dobson to Peshawar. We flew in EV954. This Liberator had been examined after the cyclone and had been declared serviceable. After we took off we had difficulty getting the undercarriage to lock in the retracted position but eventually managed to do so. . .As we touched down the starboard main wheel folded up and we slid the length of the runway on the fuselage. EV954 was left at Peshawar. . ." I do not have easy access to the 355 Sqn ORB, but I do have the ORB summary written after the 18 May 1944 storm. In this source EV954 is not one of four Libs listed as damaged: "EV991, undergoing a retraction test and loaded to 56000 lbs was being lowered and partially supported by the undercarriage when the gale sprang up. The aircraft jumped off the jacks and subsequent heavy side loads imposed caused port oleos to bend. . . In addition bending of oleos occurred through side loads imposed by the high velocity winds to Liberators BZ957, EV971 and EV940. All four aircraft were placed in category A/C and transferred to 135 R & SU." Could the Pollitt reference to EV954 be in error? My guess is that the reference is correct and that any damage incurred during the storm, if any, had been deemed very minor, unlike the four other Libs mentioned in the ORB. I can find no definitive answer regarding the Far East service of EV954. Access to the 355 Sqn ORB for further searching should solve this.

Pg 144: EV957: Discrepancy in struck off charge date: Oughton writes, "6 RFU; SOC 31.3.45." However, the logbook of Rowland Totham shows a training flight in EV957 at 6 RFU on 18 April 1945, nearly three weeks after the SOC date given by Oughton. Further info: Totham's 18 April logbook entry notes that EV957 was aircraft "K". This Lib was also one of four listed as damaged in the storm of 18 May 1944; see my comments on EV954, above, for more details of this damage.

Pg 144: EV959: Discrepancy in squadron designation: Per Oughton, this Lib was in the Middle East and then with 178 Sqn (Italy), nowhere near 215 Sqn in the Far East. The 215 Sqn ORB, however, has EV 959 "K" listed six times between 21 Dec 1944 and 16 Jan 1945. Most likely this is a typographical error in the 215 ORB and should be EV 989 "K", which is listed 19 times as a 215 Sqn aircraft in these records (between 18 Dec 1944 and 19 March 1945).

Pg 144: EV962: Major error in aircraft history: EV962 was *EARTHQUAKE MCGOON*, fuselage code "V", of 355 Sqn from at least Dec 1944 into April 1945. J/45098 F/O William A. Cosway RCAF (Nav) has proven these facts (including the serial number) via his logbook and his book, titled "*Earthquake McGoon, a Memoir of the 'Forgotten War' in S.E. Asia*". He painted the nose art himself – exactly the art shown in the misidentified photo on page 47. The art is erroneously described under the BZ992 details on page 139. The nose art was, indeed, a likeness of American cartoonist Al Capp's character by the same name, with all-caps letters added. However the description on page 139 refers to a four-leaf clover. Wrong. It was a burst of smoke, like a small explosion outward toward the viewer. It could easily be confused for a clover. In addition, per Bill Cosway's own words: "I painted...for special effect, lovely red lips around the close-by exhaust pipe of the auxiliary power unit (APU) which usually puffed out blue smoke rings when used for aircraft start up." Smaller in size relative to the painted "explosion" smoke, the lips are not visible in the photo on pg 47. The position of the lips was several feet to the rear and below this painted explosion symbol. Finally, each op flown was signified by a small round bomb with a fuse.

Pg 144: EV963: Missing unit designation at time of incident? Per the 215 Sqn ORB, EV963 was flown constantly between 26 Nov 1944 and 8 April 1945. No question of the 215 Sqn connection. Oughton writes, "215 Sqn; listed as missing 23.4.45, but BBOC [brought back on charge] 21.6.45 in ACSEA census;". While I have no idea of the reason EV963 was listed as missing, I know that 215 Sqn flew it's last Liberator operational flight on 5 April 1945. Thereafter 215 flew Dakotas operationally. There are only two more Liberator-

related entries in the 215 Sqn ORB after 5 April. One, a summary of April activities on 215, states that 14 Liberators were being prepared for despatch (delivery elsewhere) that month. The second, highlighting the squadron's activities in May, stated that 215 on 6 May still had at least two Liberators being prepared for despatch. Was EV963 still officially on strength of 215 Sqn as of 23 April 1945, when this mystery "missing" reference is dated? It is possible, but certainly the absence in the detail-oriented ORB of even the simplest mention of a Liberator incident on or after 23 April suggests that EV963 was gone from 215 by 23 April. Further info: Oughton does not give a fuselage letter code for EV963's tenure with 215 Sqn. However, the 215 Sqn ORB notes EV963 as "S" on 31 dates between 26 Nov 1944 and 8 April 1945. The ORB also records the letter code as "R" on one date, 3 Jan 1945, in the post-op Sortie Report and Form 541 listing. (The pre-op Battle Order listed "S".) The ORB erroneously lists this serial as EX963 "S" (1 Jan 1945) and as EW963 "S" (1 Dec 1944, and 13 & 16 Jan 1945).

Pg 150: EW267 side-view drawing: **Minor caption error in nose art name:** Should be ***WANDERING WITCH***. (all caps, and including period at end), not *Wandering Witch* (caps/lower case, minus the period at end).

Pg 156: HE834 side-view drawing: **Minor suggestion:** It would be useful to add its RAF serial number, **KL629**, to the caption.

Pg 158: Aircraft serial number 600 side-view drawing: **Minor caption error in nose art name:** Should be ***NANNETTE*** (all caps), not *Nannette*. **Minor caption omission:** add the unit designation, **10 (BR) Sqn RCAF**.

Pg 160: **Minor caption error in nose art name:** Should be ***DIAMOND 'LIL'*** (all caps, with second word in single quote marks), not *Diamond Lil*. It currently sports nose art of a cartoonish Liberator and the name "*OI 927*". That's an upper case letter "O" and a lower case letter "I", and with no apostrophe after the "I".

Pg 161: EV968: Fuselage letter codes, further info: Per Oughton, EV968 was "Z" on 159 Sqn. The logbook of Harry Fryer confirms this for 159 Sqn flights between 22 April and 8 July 1945. EV968 is also listed in the 159 Sqn ORB as "Z" around this time. However, EV968 also flew as "Q" on 159 Sqn for a considerable time in 1944, per the 159 Sqn ORB and the logbook of William Anderson.

Pg 161: EV 969: **Probable error in squadron designation:** Oughton writes, "*arr Karachi 10.4.44; 215 Sqn; 99 Sqn; SOC 11.4.46*". The 215 Sqn ORB does list EV 969 "K" once, in a Battle Order for the 16 Dec 1944 op. However, the post-op Sortie Report for this date records this serial number as EV 989 "K". And the ORB also shows that EV 989 "K" flew frequently with 215 Sqn (18 Dec 1944 through 19 March 1945). Thus, through the Sortie Report correction and the lack of any other EV 969 entries in the ORB, it is probable (but not proven) that EV 969 was not on 215 Sqn.

Pg 161: EV983: **Discrepancy in unit assignment:** The logbook of Clem Church shows one 90 minute air test in EV983 on 5 July 1944, during his tour with 159 Sqn. His pilot on the air test, F/Lt Gordon Pendleton, was also from 159. Oughton only links EV983 to 356 Sqn in India, with no date, after its 22 April 1944 arrival at Karachi, India.

Pg 161: EV989: **Discrepancy in unit assignment:** The logbook of Cyril Geeson shows two flights in EV989. One was while training at 22 APC (26 Aug 1944). The second was on 27 Aug, when Geeson and his crew (skipper: Sgt Brooks) flew from 22 APC's base (Amarda Rd) to rejoin 215 Sqn at Jessore. It is unclear if EV989 had been delivered to 215 Sqn prior to Geeson's 22 APC course, then flown by a 215 Sqn crew (not Geeson's) to Amarda Rd for the course, and then returned by Geeson's crew to 215 Sqn. The 215 Sqn ORB's first

listing of any Lib serial number is not until 4 Nov 1944, and EV989's first entry is 18 Dec 1944. Was EV989 really a 22 APC Lib, or was it just a 215 Sqn Lib used by 215 Sqn crews sent to 22 APC for a course? The Geeson logbook and 215 Sqn ORB do not provide the answer. Minor nose art error in individual aircraft history: Should be *ICE-COLD KATE* (all caps, with hyphen), not *Ice-Cold Kate*, per the photo evidence on pg 165. Major nose art discrepancy: The individual aircraft histories for both EW176 and EV989 name the Liberator as *Ice-Cold Kate*, as does the photo on pg 165. The nose art list, pg 275, links this name (minus the hyphen) to only EW176. Regarding this name/nose art, either EW176 or EV989 must be wrong, but I don't know which. Possibly the name was associated with the letter code "K", as in "Kate", but this is not a sure thing. EV989 clearly flew as "K" on 215 for a long time on 215 Sqn; it is mentioned as "K" in the 215 Sqn ORB on 19 different dates between 18 Dec 1944 and 19 March 1945. EW176, on the other hand, was "G" for a long stretch with 215, per the ORB: on 17 dates between 1 Dec 1944 through 17 Feb. Then EW176 disappears until April 1945, when it flew three ops, now wearing the "K" letter code. (When it returned to 215 Sqn for ops, the "G" had already been allocated to another Lib, KH118; hence, the "K" code for EW176.) So I'd say that it was more likely that EV989, not EW176, was *ICE-COLD KATE*, due to EV989's longer history on the squadron as aircraft "K". This is mere speculation, though. The photo caption mentions the location as Dhubalia. 215 Sqn was there from 28 Dec 1944 through 4 May 1945, during which both EW176 and EV989 were present. Because the photo on pg 165 showing the nose art does not reveal a fuselage letter code or serial number, it is unclear from this photo alone which of the two Libs is *ICE-COLD KATE*. Further info: The 215 Sqn ORB lists EV989 "K" on 19 dates (between 18 Dec 1944 and 19 March 1945), EV989 "A" once (5 Feb 1945), EV989 "H" once (15 Feb 1945), EW898 "K" once (24 Jan 1945), EV969 "K" once (16 Dec 1944), and EV959 "K" six times (between 21 Dec 1944 and 16 Jan 1945). I believe only EV989 "K" is accurate, with the others being recording errors.

Pg 161: EV990: Correction to 6 RFU date info: Oughton writes, "6 RFU [B] 5.45". However, the logbook of Rowland Totham shows one flight in EV990 "B" on 13 April 1945, one month before Oughton's date.

Pg 161: EV991: Major discrepancy in date of service and squadron assignment: Oughton writes, "to India; arr Karachi 23.5.44; 1673 HCU [Z]; 358 Sqn 8.11.44; SOC 11.4.46." However, although I have not accessed the full 355 Sqn ORB, I do have an excerpt describing an 18 May 1944 storm and the damage that resulted, and EV991 is listed. Note that this is three days before Oughton says EV991 arrived in India: "At approximately 1800 hours a heavy thunderstorm broke over the aerodrome accompanied by heavy winds which increased to cyclonic force. Liberator VI aircraft EV991, undergoing a retraction test and loaded to 56000 lbs was being lowered and partially supported by the undercarriage when the gale sprang up. The aircraft jumped off the jacks and subsequent heavy side loads imposed caused port oleos to bend. A three ton lorry standing ten feet in front of the nose was turned over and hurled against the port side of the nose causing extensive damage to the bombardiers compartment. In addition bending of oleos occurred through side loads imposed by the high velocity winds to Liberators BZ957, EV971 and EV940. All four aircraft were placed in category A/C [Cat A and C?] and transferred to 135 R & SU." The book "Signed With Their Honour" (355/356 Squadrons Register), quotes from the 355 Sqn ORB but lists the damage as Category II. Further perusal of the ORB may clarify whether EV991 is the correct serial. Another discrepancy in squadron assignment: The logbook of 421484 Arthur R. Williams RAAF (W/Op/AG) shows three flights in EV991 at 159 Sqn: 16, 22, and 23 July 1944. One of these, however, was with 427494 F/Lt William R. Anderson RAAF (Pilot), whose logbook I also have. Anderson lists this 22 July formation training flight as being in "911 'S' ". Since EV911 is a known 159 Sqn Liberator, I will assume Williams simply made errors in recording "EV991" instead of "EV911".

Complicating matters, slightly, is the fact that for the 22 July entry, Williams' last digit is a "5" and a "1" together – a correction. Did he mean EV991 or EV995?? Since EV995 was not even in the Far East (per Oughton), the assumption is that Williams meant EV991...which is probably EV911 !

Pg 161: EV993: **Error in year of joining 159 Sqn:** Per logbooks and the 159 Sqn ORB it is a certainty that EV993 "X" was with 159 Sqn for approximately six months in 1944. Oughton erroneously writes, "*159 Sqn [X] 5.45*". He is off by one year. Aircraft 993 "X" (incomplete serial number only) first shows up in the 159 Sqn ORB on 2 June 1944. 993 "X" is a regular on ops after that through 21 Nov 1944. Most frequently it is identified as 993 "X", but three times the full EV993 "X" serial number/letter code is recorded in the ORB, for ops of 13 Aug, 12 Sept, and 17 Sept 1944. Four times the two-letter prefix is erroneously listed as EW, but there was no Liberator with an EW993 serial number. Only one logbook that I've seen has the full, correct EV993 serial: Arthur Williams, in his flight with 159 Sqn on 21 July 1944. Carl Fristrom of 159 Sqn records 993 "X" four times in Oct 1944, while Jack Dey of 159 Sqn records 993 "X" for one op in Oct 1944.

Pg 161: EV996: **Major discrepancy in aircraft history:** Per Oughton, EV996 was nowhere near the Far East. However, four airmen's logbooks link EV996 to service in India: with 1673 HCU in 1944 and with 159 Sqn in 1945. Arthur Williams lists 1673 HCU flights on 25 April, and 11 & 14 June 1944; he recorded no letter code. J.N. Culleton lists 1673 HCU flights on 11 & 15 May (aircraft "B"), 29 June (aircraft "N"), and 11 & 12 Sept ("N") 1944. Colin Bowden lists one 1673 HCU flight on 9 Sept 1944 (aircraft "A"). That makes three different letter codes for the same Lib at 1673 HCU. Then the logbook of Fred Smith records two 159 Sqn practice bombing flights in EV996 on 18 & 20 April 1945; he recorded no letter code. Arthur Williams had also listed one flight at 1673 HCU in BU996 on 25 April 1944, but there is no such Liberator serial. It is possible that some, or all, of the above-listed "996" logbook entries were for BZ996, which was, indeed, in India with the RAF. But was EV996 in India flying with the RAF? Despite the logbook evidence, I do not feel confident saying yes. For more, see my comments for BZ996, above.

Pg 162: EW110: **Further info:** Oughton gives no letter code for EW110 on 159 Sqn. The 159 Sqn ORB lists this Lib frequently as 110 "B", and once or twice as just "B", but never with the "EW" prefix. The logbook of Clem Church lists flights in EW110 (no letter code) on 10 and 30 Sept 1944, while the logbook of Carl Fristrom lists flights in 110 "B" (no "EW" prefix) on 28 & 29 Nov and 11 Dec 1944. It is safe to conclude, then, that EW110 was "B" on 159 Sqn.

Pg 162: EW114: **Further loss info:** Crew of 10 died, buried in Collective Grave 28.F.8-17 in Taukkyan War Cemetery, Burma. 567123 F/Sgt John James Collins was the pilot.

Pg 162: EW116: **Missing unit assignment:** Oughton writes, "*arr Karachi 7.4.44; 356 Sqn [J]; SOC 11.4.46*". The logbook of L. Myland shows an additional connection to 1354 DDT Flight; he was airborne in EW116 twice, on 9 and 10 Nov 1945 and records the unit as 1354 DDT Flight.

Pg 162: EW118: **Possible missing 357 Sqn assignment:** The logbook of 357 Sqn air gunner Gordon Hercus lists one flight aboard "118" (no letter code noted) with 357 Sqn on 3 Sept 1945. The last op of his 357 tour, it was a 21 hr 25 min trip from China Bay, Ceylon to Singapore and back. He wrote, "*Took first ariel [sic] photos of Island.*" Assuming Hercus recorded the number accurately, there are only two possibilities for this airframe: EW118 and KH118. Neither is listed as a 357 Sqn aircraft by Oughton. Per Oughton, following 159 Sqn service, EW118 was with 1347 Flight in India and Burma, starting in June 1945. Per Oughton, KH118 was attached to 215 Sqn and 356 Sqn after arriving in

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

India on 21 Aug 1944, but no dates are given for 215 and 356. The 215 Sqn ORB notes KH118 numerous times between 1 Jan and 5 April 1945. 215's last Liberator op was 8 April 1945. The logbook of J.L. Gilbert verifies 215 Sqn tenure (one flight, 5 April 1945). I don't see any 118-serialized Libs in the few 357 Sqn ORB extracts I have.

Pg 162: EW124: Further loss info: Took off 0333 hrs and crashed for unknown reasons (weather-influenced, perhaps, as the Bay of Bengal monsoon weather was known to have been poor that night) on the outbound leg of a Special Duties supply drop to Northeast Siam. EW124 impacted in a dense jungle-covered valley below the 3761-foot hilltop named Taung Ni, the highest relief feature in the area. The crash site is located 11 miles inland, and due east of the coastal village of Kyeintali, Burma. The crew of eight (six RCAF, two RAF) presumably died in the crash. The wreck was reached by an army search team on 15 Nov 1945 after a challenging two-day trek. The aircraft was clearly identified by its painted serial number and its individual "H" letter code, clearly seen on the exterior rear fuselage. Four unidentified bodies were buried on site by the search team, and a highly detailed report was written, but inexplicably the remains were never moved to a Burma war cemetery at a later date. Pilot: J/20943 F/Lt Arthur Erick Franklin Anderson RCAF.

Pg 162: EW125: Further info: Per Oughton, EW125 on 215 Sqn was "P". The 215 ORB lists EW125 "P" on a total of 26 dates between 13 Jan and 5 Apr 1945. EW125 "R" was entered once (4 March 1945, in the Form 541 only), and EW125 "U" was entered once (2 March 1945, all squadron records). I believe the latter two letter codes are in error.

Pg 162: EW132 and EW133: Discrepancy, uncertainty in individual letter codes for these two (assuming that Oughton is correct): There were certainly both an EW132 and an EW133 Liberator on strength of 5 OTU. In his logbook Bill Cosway recorded one flight in "133 F", and one flight in "133 R"; clearly there is an error. The Oughton book says that EW132 was "F" of 5 OTU, and that EW133 was also a 5 OTU aircraft with an unknown letter code. Researcher Jim Fail's data agrees with Oughton's. Despite his extensive 5 OTU research, Jim has been unable to link an "R" code to any individual 5 OTU Liberator. If EW132 was "F", as per Oughton and Fail, then EW133 might very well have been "R". I am assuming, for the time being, that:

1. On 4 Sept 1944 Bill erroneously wrote "133 F". He must have meant either Liberator EW132 "F" or Liberator EW133 "R"; the truth is lacking.
2. On 13 Sept 1944 Bill accurately wrote "133 R" for Liberator EW133 "R".

Pg 163: EW150: Mistake in loss date: Correct date: 12 June 1945. Further loss info: Aircraft EW150 "C" crashed into a hillside 6 miles north of Foul Point, Burma during op. Crew of 8 buried in collective grave 10.J.1-9 at Taukkyan War Cemetery, Burma. Pilot: J/28564 F/O Floyd Reginald Ross.

Pg 163: EW151: Discrepancy on unit assignment; complicated: Oughton writes, "*re-allocated to India 21.4.44; 215 Sqn; 355 Sqn [P]; took part in 355 Sqn's last bombing operation, 7.8.45;*". Oughton does not tie EW151 to 22 APC (Armament Practice Camp) at Amarda Road, India. Should 22 APC be mentioned in Oughton's individual aircraft history? Should 215 Sqn be mentioned in EW151's history before and after 22 APC is listed? The logbook of 215 Sqn flight engineer Cyril Geeson shows one flight in EW151 from 215 Sqn's base to 22 APC's base for a training course, followed by one flight in EW151 while on the 22 APC course. In Aug 1944, when 215 Sqn at Jessore, India was converting from Wellingtons to Liberators, 215 Sqn aircrew, including Geeson, were sent to 22 APC for training. Most likely EW151 arrived on 215 Sqn in late July or early August; the 215 ORB, lacking Lib serial numbers until 4 Nov 1944, only says that its first six Liberators (unidentified in the ORB) were posted to the squadron in the last ten days of July, and that ten more unidentified Libs were delivered in August. Geeson's logbook shows that he and his crew (Sgt Brooks, skipper) flew in EW151 from Jessore to Amarda

Rd on 7 Aug 1944 for their nearly three-week 22 APC course. He flew aboard EW151 on 13 Aug 1944 as part of the course. On 27 Aug 1944, at the end of their course, Geeson & crew flew back to Jessore, but aboard a different Lib, EV989. The problem: Did another crew fly EW151 back to 215 Sqn to rejoin the squadron, or did EW151 remain at 22 APC indefinitely? The 215 Sqn ORB is vague in not listing serial numbers, only individual aircraft letter codes, until 4 Nov 1944. And then the first mention of EW151 is not until 5 Feb 1945, when it began frequent ops. It is not known, then, when EW151 returned to 215 from 22 APC. Further info: Oughton lists no letter code for EW151 on 215 Sqn. However, the 215 ORB lists EW151 as "U" on 17 different dates (between 5 Feb and 8 April 1945), plus erroneously as "S" (18 Feb 1945 in both the post-op Sortie Report and Form 541) and "P" (2 March 1945 in all squadron records). The logbook of J.L. Gilbert matches the ORB for a 2 April 1945 op in EW151 "U".

Pg 163: EW154: Further info: Phaphamau is in India (Allahabad).

Pg 163: EW155: Further loss info: 420481 F/Lt Felix Andrew McCormick RAAF, skipper. Crew of eight killed, buried in Ranchi War Cemetery, India. Took off from Salbani on the 28th at 1735 hrs on an op to bomb Hnong Pladuk rail target, Siam. On gathering speed for takeoff, No 1 engine started to over-rev and emitted a noise described as "Harvard-like". The pilot took off and went straight ahead, gaining very little height and neglecting to retract his undercarriage while struggling to correct the over-revving engine. An unusual amount of smoke was observed coming from the port wing area. The engine problem could not be corrected. A flat turn to port was commenced (into the troublesome engine), as though trying to return to base, and the bombs were jettisoned. The undercarriage was in the act of being retracted when the inner wing violently stalled and the aircraft fell earthward. After more than half a roll it impacted upside-down, starboard wing down, at a steep angle, and with very little forward speed. The wreckage was completely burned out approx six miles west southwest of the Salbani aerodrome, and all the crew were killed. On the day of the accident EW155 had completed a Group Inspection. All four Constant Speed Units had been removed and replaced by serviced units from Maintenance, but no flight test had been made after fitting these CSUs.

Pg 163: EW163: **Probable typographical error in unit number:** Per Oughton, EW163 went to the Far East. The only unit named is "1675 HCU", but 1675 was in the Middle East. Presumably "1675 HCU" should be "1673 OTU", which was in India.

Pg 163: **Minor nose art error in both the photo caption and the EW173 individual aircraft entry:** This should be **BETTY!** (all caps, and including the exclamation point), not *Betty*.

Pg 163: EW172: Further info: Oughton has no letter code for EW172 at 1673 HCU. Per Colin Bowden's logbook entries of 29 Aug and 14 Sept 1944, EW172 was "T" at 1673 HCU.

Pg 164: Caption: **Errors, unresolved question:** The lead aircraft was not EW216 "P". It was a "K"-coded aircraft. Presumably, one should switch the caption order for the first two Libs so that EW137 "K" leads and EW216 "P" follows. The next-to-last Lib was another "K"? This next-to-last Lib actually looks like a two-letter coded Lib. IDs are suspect.

Pg 165: EW175: **Discrepancies in aircraft history, unit assignment:** The Oughton book says EW175 was struck off charge on 29 Sept 1944, and then BBOC (brought back on charge) on 21 June 1945, but the book "*Signed with their Honour*" by the 355/356 Squadrons' Register says that EW175 dropped supplies on Rangoon Jail POWs on 3 May 1945. This would have been in the void between its first SOC and its BBOC dates. I have not seen the 356 Sqn ORB's details, which could solve this. **Names discrepancy:** Was

Madame X the name of two different Liberators of 356 Sqn? In addition to EW175, aircraft KH115's individual aircraft history on pg 201 lists the name *Madame X*. The name given to two 356 Sqn Libs may be correct; 159 Sqn, for example, had two successive Liberators named *Algy* : BZ906 and BZ983...but not at the same time.

Pg 165: EW176: **Minor nose art error in photo caption and individual aircraft history:** Should be *ICE-COLD KATE* (all caps, with hyphen), not *Ice-Cold Kate*, per the photo evidence on pg 165. **Major nose art discrepancy:** The individual aircraft histories for both EW176 and EV989 name the Liberator as *Ice-Cold Kate*, as does the photo on pg 165. The nose art list, pg 275, links this name (minus the hyphen) to only EW176. Regarding this name/nose art, either EW176 or EV989 must be wrong, but I don't know which. Possibly the name was associated with the letter code "K", as in "Kate", but this is not a sure thing. EV989 clearly flew as "K" on 215 for a long time on 215 Sqn; it is mentioned as "K" in the 215 Sqn ORB on 19 different dates between 18 Dec 1944 and 19 March 1945. EW176, on the other hand, was "G" for a long stretch with 215, per the ORB: on 17 dates between 1 Dec 1944 and 17 Feb 1945. Then EW176 disappears until April 1945, when it flew three ops, now wearing the "K" letter code. (When it returned to 215 Sqn for ops, the "G" had already been allocated to another Lib, KH118; hence, the "K" code for EW176.) So I'd say that it was more likely that EV989, not EW176, was *ICE-COLD KATE*, due to EV989's longer history on the squadron as aircraft "K". This is mere speculation, though. The photo caption mentions the location as Dhubalia. 215 Sqn was there from 28 Dec 1944 through 4 May 1945, during which both EW176 and EV989 were present. Because the photo showing the nose art does not reveal a fuselage letter code or serial number, it is unclear from this photo alone which of the two Libs is *ICE-COLD KATE*. Further info; letter code clarification: As explained above, EW176 was at first "G" on 215 Sqn, and later "K". Per Oughton, it's 215 Sqn letter code was only "K". The switch from "G" to "K" is not an ORB error. Further info on flying incident: During an 8 Jan 1945 op to attack Burma-Siam Railway targets southeast of Thanbyuzayat, Burma, EW176 suddenly suffered complete loss of engine power minutes before reaching its target. The aircraft began to drop rapidly. Bombs were immediately jettisoned, and a warning to prepare for bailout was relayed to the crew by the skipper, F/O D.F. "Dizzy" Neville. When engines were eventually restarted, a crewman gave a thumbs-up signal to 1853242 F/Sgt Hubert A. "Wilbur" Reekes, the ball turret gunner, who was positioned by the rear floor escape hatch. In a shocking moment of poor communication and confusion, Reekes misinterpreted the hand gesture as the signal to jump. He landed safely and was quickly in Japanese custody. Surprisingly, though captured along the notorious railway built, in part, by POW laborers, Reekes did not join their ranks. Instead, he was sent northward to Rangoon Jail by rail, surviving a strafing attack of the train enroute. His recounting of the Liberator incident to his fellow Rangoon Jail prisoners was worked for laughs – a fond memory, decades later, for his ex-POWs. After his liberation, Reekes was not punished by his superiors for his errant jump.

Pg 165: EW177: **Minor nose art error:** Should be *YOGI* (all caps), not *Yogi*, per photo on pg 279.

Pg 165: EW178: Further info: Oughton gives no letter code for EW178 on 215 Sqn, but the 215 Sqn ORB lists EW178 as "T". The EW178 serial number only appears once in the ORB, on 26 Nov 1944. Where it went after this date is a mystery, but it certainly was not mentioned again in the very detailed 215 Sqn ORB.

Pg 165: EW183: **Discrepancy in unit assignment:** Oughton writes, "*arr Karachi 26.4.44; no record of service; SOC 11.4.46*". However, the logbook of Rowland Totham lists flights in EW183 "L" at 6 RFU on 16 and 17 April 1945. He also lists one flight in EW83 "L" or possibly "C" at 6 RFU on 2 April 1945; he did not record the first digit of the serial, and the letter code on my copy of the logbook is probably an "L" written atop a "C". The logical conclusion is that he flew in EW183 "L" on 2 April 1945.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 165: EW184: **Minor discrepancy in squadron assignment:** There is no 159 Sqn affiliation mentioned in the Oughton book. However, the logbook of 159 Sqn air gunner Fred Smith shows one flight in EW184 on 8 April 1945 – a 40 minute jump from Dhubalia to Digri as a passenger. It is safe to say this was not a 159 Sqn aircraft, in agreement with Oughton.

Pg 165: EW185: Further info: This is almost certainly aircraft "C" of 354 Sqn. A photo marked "354 C185 7 Feb 45 F/O Watt and crew" is found among the scanned photocopies of 354 veteran Jim Badgley's photo collection, available as a pdf download from www.rquirk.com/354.html .

Pg 165: EW188: Further loss info: Detailed for a Special Duties op over central French Indo-China. Not seen after takeoff from Jessore, India. An ETA signal was received from the aircraft while returning and was believed to have been sent from a position over northern Burma. Later a Liberator was reported crashed in the Chin Hills of Burma, but an investigation by a 358 Sqn Liberator identified it as an American aircraft (identity unknown). However, the remains of the eight-man crew of EW188 (skipper: J/24817 F/O Louise Philippe Cloutier RCAF), together with six other sets of British deceased, were located at Phu Log, French Indo-China by an American Searcher Detachment and brought back to Hong Kong for burial. Individual identification was not possible. The EW188 casualties lie today in Graves VII.D.4 – 11 of Sai Wan War Cemetery, Hong Kong, China.

Pg 167: EW218: **Letter code "U" conflicts with photo caption info on pg 82:** On pg 82 there is a discrepancy between the two captions. In the lower photo caption, EW218 is "A". However, in the top caption, pg 82, EW211 is listed twice, once as "A" and once as "N". Is the correct identity of EW211 "N" (as it is in the individual listing for EW211 on pg 167)? And then is "A" actually EW218, as in the lower photo caption? Is "U" the correct identity for EW218 (making pg 167 correct and both captions on pg 82 wrong)?

Pg 167: EW222: Further info: Oughton gives no letter code or codes for this aircraft. However, there is some logbook evidence for two different codes, though some of it has its own amount of known error. The logbook of Colin Bowden has these three entries at 1673 HCU, each with probable error:

QE222	8 Sept 1944	This must be EW222 "Q"
EV222 "Q"	10 Sept 1944	"EV" should be "EW"; there was no EV222 Lib.
EW222 "A"	23 Sept 1944	"A" should be "Q".

Then, seemingly accurate, J.N. Culleton's logbook for 28 Sept 1944 lists a flight in EW222 "Q" at 1673 HCU. Finally, Rowland Totham's logbook for 11 April 1945 lists a flight in EW222 "N" at 6 RFU. I feel confident that EW222 was "Q" at 1673 HCU, and maybe it flew as "N" at 6 RFU.

Pg 167: EW223: Further info: Oughton gives the letter code on 215 Sqn as "F". The 215 Sqn ORB only lists EW223 on two dates: 26 and 28 Nov 1944. On 26 Nov it is "F". On 28 Nov it is "C". However, "C" is an error; the letter codes for EW223 "F" and EW285 "C" were inadvertently switched in all squadron records for that one op, but the two Liberators did not actually switch letters for one op! (Without a doubt EW285 was "C" on 215 Sqn.)

Pg 167: EW224: **Typographical error in date(s):** "7/27.8.44" is obviously wrong, but I don't know what the correction should be, exactly. I am guessing that it refers to dates in July and Aug 1944; see below for further explanation. **Unit designation error:** Oughton writes that EW224 went from 215 Sqn to 22 APC at AFTU. No other unit assignment is given. However, it went back to 215 Sqn. EW224 was definitely a 215 Sqn aircraft when it pranged upon return from an op on 4 Nov 1944. Wally Frazer was skipper of EW224 for the 4 Nov op; it was his crew's first op and is described in great detail in his book "*A Trepid Aviator*". Where does 22 APC fit into the equation? The Oughton date for 22 APC is prior

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

to the 4 Nov op/prang. Perhaps the 22 APC assignment was temporary in late July and into Aug 1944, followed by a return – at the end of the 22 APC course, for example – to its regular operational assignment at 215 Sqn. EW224 is only mentioned once in the 215 Sqn ORB: 4 Nov 1944. Minor error in description of damage: The undercarriage did not collapse, but it was twisted. Further info, per Wally Frazer's book: After a smooth touchdown the aircraft immediately veered to the left off of the runway. In Frazer's words, *"We're careening across the field, bouncing over ditches and bumps at ninety miles an hour. . . I can't steer at all. . . We're completely out of control, bouncing crazily over rough ground, knocking down bushes, crashing through scrub saplings. . . A really big bounce. . . must've hit a ditch. . . Another ditch, a final jerk. . . we're at a dead stop. . . Poor Peter! The left wheel must be in a hole. That puts the starboard wing up in the air, the port wing tip scraping the ground. There are big dents where we knocked down trees. One of the oleo legs looks crooked. We can see the jagged piece of metal sticking out of the engine cowling, a big gash in the aileron. And holes we didn't see from inside. . . There's a hole in front of the #2 wheel nacelle. . . another behind it. . . as if a cannon shell went through, pierced the tyre on the way."* He was told the aircraft would not fly again and would be a parts source.

Pg 168: Caption to middle photo, showing EW232: Minor nose art error: Should be **"DRONKIE"** (all caps, in quotes), not *Dronkie* (caps/lower case with no quote marks). Further info: A very similar, but different, example of nose art is found at the following website: <http://flickr.com/photos/17958931@N00/2092095690/>. A close inspection of the on-line photo of this unidentified Liberator reveals that its nose art incorporated the same torch/wings/laurel wreath symbol as found in the "DRONKIE" photo of pg 168. There was an unclear name on this Internet photo, too. My guess: they were separate aircraft from SAAF 34 Sqn.

Pg 169: EW232: Minor nose art error: Should be **"DRONKIE"** (all caps, in quotes), not *Dronkie* (caps/lower case with no quote marks).

Pg 169: EW236: Discrepancy in unit assignment: Per the logbook of J.N. Culleton, EW236 was aircraft "U" on 1673 HCU between 24 June and 5 Aug 1944, before its service with 159 Sqn, and then 99 Sqn (both accurately noted by Oughton). Further loss info: On 6 Oct 1945 EW236 was one of 7 Libs of 99 Sqn to take off from the Cocos Island to fly supplies to Kallang, Singapore. Bad weather forced one aircraft back to base, while others reached Singapore but were forced to wait for improving conditions before returning. EW236, piloted by 182355 F/O Leslie Samuel Drew DFC, was last in communication with base at 0820 hrs, when a course change and a position report were given. No further word was received from EW236. Searches in unfavorable weather by 99 Sqn Liberators were negative on 7 Oct. The 8 men aboard EW236 are missing, no known graves. After its service with 159 Sqn EW236 apparently became aircraft "K" while on 99 Sqn. In Feb 2008 I corresponded with Nick Belcher, the nephew of 190022 F/O James Conway Burns DFM, navigator on EW236 when it went missing. Nick said that his uncle's doomed Lib was EW236 K-King. The book "Burma Liberators" (John R.W. Gynne-Timothy) also says the missing aircraft was "K".

Pg 169: EW243: Slight refinement in unit assignment: Oughton says that EW243 was specifically with 22 APC, a subsidiary of AFTU at Amarda Rd, but I suspect this Lib was, more accurately, assigned to AFTU and was utilized for more than just 22 APC flights. The logbooks of AFTU student Harry Fryer, AFTU staffer Cyril Geeson, and AFTU instructor Ron Bramley (I have only one page from Ron's book, though) list the unit only as AFTU, with no mention of 22 APC. AFTU student Don Willshire, in a logbook-referenced letter, mentioned only that he flew in "C" 243 at AFTU, not 22 APC. Further info: letter code at AFTU: In addition to Willshire giving "C" 243 as one of his Libs flown at AFTU, Fryer lists five AFTU flights in "C" (no serial number given) between 13 and 26 April 1945. Geeson's logbook

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

records five flights in EW243 (no letter code given) at AFTU in June and July 1945. Perusing all Lib serials in the Oughton book leads me to conclude that Willshire and Fryer, like Geeson, flew in EW243. Thus, EW243 was "C" at AFTU. It is possible, then, that EW243 is aircraft "C" in the AFTU formation photo on pg 61.

Pg 169: EW244: **Discrepancy in squadron assignment: The logbook of Cyril Geeson shows that he made three flights in EW244 while attached to 215 Sqn. On 7 Oct 1944 in EW244 he flew 35 minutes from Digri to Amarda Rd, and then 40 minutes on a separate return flight to Digri. On 28 Oct he flew in EW244 for 20 minutes. What is clear is that Geeson was attached to 215 Sqn for these flights, yet 215 is not listed in Oughton's EW244 individual aircraft history.**

Pg 170: EW246: Further info: Per the logbook of 159 Sqn air bomber Harry Fryer, it is understood that EW246 was the second of three "Q"-coded Liberators named *Queenie* on the squadron that were flown by Fryer's crew (P/O Gil Green, skipper). The logbook contains one poor quality photo of the nose art on EW246. Indeed, it depicts a reclining girl. She is on her belly, propped up on her elbows and with her legs bent back in the air behind her. She is a blond. It appears that there is no text, just the painting of the woman. The Gil Green crew's first *Queenie* was KH251 (with the name painted on the fuselage in all caps as *QUEENIE*), and their third was KL671 (nose art is unknown).

Pg 170: EW256: Further loss info: 45712 S/Ldr S.A. Sharpe DFC – pilot (veteran of a full tour on 159 Sqn). Volunteer crew. Went up to search for two missing US P-47s. Two versions:

- 1) Per survivor John Clarke RCAF: *"The C.O. called for volunteers for a search and rescue operation. A request from a United States base requiring help in trying to locate two fighters, T. Bolts, reported down and missing. From my original crew who flew together from the UK, my tail gunner, bomb aimer and wireless operator, and myself and a few other mixed crew members, took off on the search, the pilot being Squadron Leader Sharpe of our squadron. After searching for approx 3 hrs at 800 feet, two starboard motors went out, and we were forced to crash in a paddy field that we were fortunate to find with about 3 to 4 feet of water. To cut a long story short, the navigator was killed. The bomb aimer suffered a broken back. The tail gunner lost his feet. I myself was racked up. Torn left arm muscle, split open chin, etc. The last of the crew took up crash positions on the flight deck. I was at the tail end. At impact the mid upper turret completely dropped down on the guys on the flight deck. I tried to get the navigator out of the fuselage, but he was too far gone, so I set about dismantling the turret. I removed the .5 guns first, then set about to dismantle the turret as best I could, and finally I got them out with some help from the mobile members. But unfortunately the folly of the crash and all the loss, it was said after that the missing pilots were safe. One landed back at his base at the far end of the field and didn't notify of his return. The other flew off to another base to see a friend and deliver a message and didn't report in, but in their defence I must say communications were not at their best out there."*
- 2) 1623084 WO Roy Woodcock (2nd pilot) *"We were only about a thousand feet up when the only accident I was involved in happened. The two engines on one side of the Liberator cut out for unknown reasons and the pilot couldn't keep it in the air. He said, 'Lookout we will have to ditch this'. We didn't have long to find anywhere to land, and I remember he said, 'I am going in there'. It was what we called a tank, a sort of pond or dam built by local farmers to catch the fallen rain during the monsoon season to keep for watering the crop fields in the dry season. So we ploughed into this tank, into two or three feet of water with mud underneath. The Liberator had a high wing with the fairly heavy aircraft underneath, so the bomb bay, the cabin and the nose plane had crumpled a bit and unfortunately two of the crew who were sat behind us in the cockpit were trapped. My memory is a bit vague because there was bodies and equipment being thrown about*

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

in the cockpit. I don't remember getting a clout on the head, but I have still got a bump from something that hit me. I can't remember getting out of the aircraft, but when I came to, I was in this tank. We soon realised that two of the crew were trapped and we had a job getting them out. One was alright but the other died of his injuries."

S/Ldr Sharpe's navigator, killed in the crash, was 185118 P/O George William Webzell. He is buried in Madras War Cemetery, grave 6.B.5. Webzell had flown a full tour on 159 Sqn with S/Ldr Sharpe as his 2nd pilot, then skipper, from Dec 1942 through Dec 1943.

Pg 170: EW258: **Discrepancy in unit assignment:** Oughton writes, "*arr Karachi 3.6.44; no record of service; SOC 11.4.46.*" The logbook of Rowland Totham shows one flight in EW258 on 19 March 1945 while on 6 RFU.

Pg 170: EW267: **Minor nose art error in photo caption and individual aircraft history:** Should be **WANDERING WITCH**. (all caps, with period at end), not *Wandering Witch* (caps/lower case with no period). For further evidence, see another photo of EW267 on pg 278. A color side-profile of EW267 appears on pg 150.

Pg 171: EW283: **Minor nose art error:** Should be **PEACE PERSUADER** (all caps, with one "P" serving as the initial letter of both words), not *Peace Persuader*. For a photo of the nose art, see pg 391 of "*LIBERATOR, America's Global Bomber*" by Alwyn T. Lloyd. The American serial number, 44-10286, can be clearly read in this photo.

Pg 171: EW284: **Minor nose art error in photo caption (top photo) and individual aircraft history:** Should be **THE BELEVOLENT GENIE** (all caps), not *The Benevolent Genie*. A close-up nose art photo showing the art and the painted wording is found in the book "*A Trepid Aviator*" (by 215 Sqn pilot W.W. Frazer) and also on the RAF Liberator Squadrons website at <http://rafb24.com> (in the 215 Sqn aircraft photo section). The artwork, showing a genie exiting a bottle while holding a bomb in his right hand, is closely based upon advertisement artwork found in the 6 April 1944 issue of "*Flight*" magazine. The illustration in the magazine shows a genie holding a machined nut, with the words **THE BENEVOLENT GENIE**. This was a full-page ad for Simmonds Accessories Limited, manufacturer of nuts and many other products for industry. It can be seen on-line at www.flightglobal.com/pdfarchive/view/1944/1944%20-%200705.html. Further info: The nose art photo reveals EW284's Modification Center number (MCn): 30-283. The 215 Sqn ORB lists EW284 "Q" on 29 dates (between 26 Nov 1944 and 28 Feb 1945).

Pg 171: EW285: **Minor nose art error in photo caption (top photo) and individual aircraft history:** Should be **CLARENCE** (all caps), not *Clarence*. Further info: Oughton correctly lists EW285's letter code on 215 Sqn as being "C". The 215 Sqn ORB lists EW285 "C" on 32 dates (between 4 Nov 1944 and 8 April 1945). The ORB also lists five erroneous letter codes for this aircraft, but "C" is obviously the correct one. The errors:

EW 285	"U"	Jan 11 (Sortie Report, Form 541 only) .
EW 285	"F"	Nov 28 ("F" in all records. Definitely an error. The letter codes for EW223 "F" and EW285 "C" were inadvertently switched in the Battle Order, Sortie Report, and Form 541 for this op.)
EW 285	"D"	Mar 2 (Sortie Report only)
EW 285	"P"	Mar 2 (Form 541 only)
EW 285	"K"	Mar 11 (Form 541 only)

On 2 March 1945 the pre-op Battle Order correctly lists EW285 as "C", the post-op Sortie Report erroneously lists it as "D", and the post-op Form 541 notation mistakenly lists it as "P" !!

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 171: EW286: **Minor discrepancy in crash location: 99 Sqn ORB gives the position as 13°40' N, 97°54' E, off the southern Burmese coast in the Andaman Sea, near Tavoy Point, Burma. Further loss info:** EW286 collided with KG973, killing all 22 airmen (11 per aircraft). The collision occurred at 1527 hrs at 10,500 ft on the way to the target (rail station at Hnong Pladuk, Siam). The pilot of EW286 was 434087 F/O Norman Douglas Harrison RAAF.

Pg 171: EW287: **Minor nose art error: Should be ROGUES' RETREAT! (all caps, with apostrophe and exclamation point), not Rogues Retreat. See photo on pg 278.**

Pg 175: EW319: **Conflicting info: Oughton says "shot down by flak" – in agreement with the 160 Sqn ORB – while an internet source (www.combinedfleet.com/CH-34_t.htm) says that one B-24 [which could only have been EW319] was caught in the blast of its own bombs and crashed into the sea. Yet another source (www.bbc.co.uk/ww2peopleswar/user/10/u521510.shtml) says that this Liberator hit the ship's mainmast and crashed.** **Further loss info:** Surface action at position 10°36' N, 95°25' E between a force of His Majesty's destroyers and an enemy convoy consisting of two supply ships and two sub-chasers. Two 354 Sqn Liberators, including EW319 "A" captained by J/6834 F/Lt William Gordon McRae RCAF, attacked the larger supply ship, the 1500 ton *Risui Maru*. Liberator "A" made a direct hit amidships from a height of 50 feet in the face of intense anti-aircraft fire, and within a few minutes the ship sank. The aircraft sustained damage and crashed into the sea. Only two of eleven crewmen from EW319 survived (Sgt B.G. Radford and Sgt R. Roberts); they were picked up by the Royal Navy's *HMS Sumarez* and later admitted to 35th British General Hospital at Colombo with abrasions. The missing have no known graves. An appreciation of this attack, and 354 Sqn's 21 March action, was received from the A.O.C. of 222 Group: *"From A.O.C. and whole of 222 Group. Congratulations on attack 21st March and especially on fine success March 26th. Both strikes show great keenness by all crews searching out and attacking the enemy. The determination and complete disregard of odds by A/354 in sinking 1500 ton merchant vessel is a fine example of your Squadron's spirit. Please accept our deepest sympathy for loss of crew."*

Pg 180: FK239: **Further loss info:** Per the 160 Sqn ORB, FK239 was aircraft "B". 0330 takeoff from Sigiriya, Ceylon on a photo recon op over the Andaman Islands. 120498 F/O John Waran "Jock" Campbell (skipper) and his seven crewmates went missing and have no known graves. This was the first aircraft and crew lost by 160 Sqn in Ceylon. F/O Campbell and his crew had attempted three P.R. operations previously, all of the same area, and all unsuccessful owing to weather. Three Liberators were sent on a parallel track search taking off at first light 25th August. All aircraft returned early and reported very bad weather east of 85° E Longitude with heavy continuous rain from extremely turbulent and flashing cumulonimbus clouds. It was considered probable that FK239 entered dangerous clouds and fell victim to the violent forces.

Pg 182: FL911: **Further loss info:** Eleven airmen and two Army passengers were aboard on an air firing & depth charge-dropping exercise 30 miles west of Puttalam, Ceylon. At 1710 two depth charges released from 50 feet exploded on impact with the ocean. The nose of the aircraft was flung violently upwards, and the combined efforts of both pilots were required to right the aircraft. The wireless operator, W/O Pumau "Kiwi" Baker RNZAF (NZ241330 W/O T. O. P. Baker, per 160 Sqn ORB), was able to send off a brief SOS, which was picked up in corrupted form by RAF Station, Ratmalana. F/O John "Dixie" Dean RNZAF, the pilot, and his 2nd pilot were able to maintain a straight course by the use of full power on the port engines and reduced power on the starboard engines, but full starboard rudder was required to do this, as elevator and rudder trimmers were inoperative. Height was gradually lost, and ditching was the only hopeful option. It was not possible to give ditching orders. The forward portion of the aircraft, which had broken away at the trailing edge of the mainplane, had come to rest in an attitude where the mainplane was almost vertical. There were no signs of the rear portion of the fuselage. Although there were others seen alive outside of the aircraft after the ditching, only F/O Dean and W/O Baker survived, in Mae Wests; the dinghies released automatically in the ditching had been found to be

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

badly torn and useless. At about 1220 hrs on 7 May (the following day) the two survivors were sighted and rescued by a motor launch, suffering from exhaustion and bruises but no serious injuries. There were no further survivors located, and the search was called off at last light on 8 May. Eleven men were never found; they have no known graves.

Pg 184: FL926: Further loss info: Took off from Sigiriya, Ceylon at 0544. Skipper: J/15180 F/O Walter Allison Wallace RCAF. Last known location (at 1109) was 09°10' N, 92°45' E. Per Circumstantial Report: *"The aircraft was due over the target at 1100/FG and at 1109/FG it transmitted its call sign with one 30 second dash. D/F bearings of these transmissions indicate that the a/c was over the Nicobar Island at that time. Since then there has been no further news. It is believed that the Japanese now have a small number of fighters which they operate from the Car Nicobar landing ground, with an adjacent R.D.F. Station whose range is believed to be in the neighbourhood of 100 miles. It is presumed that the a/c was intercepted by enemy fighters. An aircraft of this Squadron [FL939] was destroyed by enemy action in the same area on 23rd September, 1943."* Mention of the FL926 shootdown was printed in the Japanese newspaper *Mainichi*, per researcher Rick Dunn. The loss has been attributed to Mitsubishi Zeros of the Imperial Japanese Navy's 331 Kokutai (Air Group). The eight crewmen were never officially found and have no known graves.

Pg 185: FL936: Further nose art info: Per photo evidence, the starboard side (if not also the port side) of FL 936 "V" carried a painting of a bulldog wearing a bowler hat and with cigar in mouth. See photo P02366.002 in the on-line Australian War Memorial collections database, via www.awm.gov.au/database/collection.asp.

Pg 185: FL939: Further loss info: Specifically, shot down in the vicinity of Car Nicobar Island. 401104 F/O Joseph Cohen RAAF (skipper) and his seven crewmates failed to return; they have no known graves. Details received from Group Intelligence (per the 160 Sqn ORB): *"The Japanese announced that on Wednesday, September 22nd, one American B.24 (Liberator) was shot down over Car Nicobar Island by Naval Air Units (Navy 0). They lost one aircraft in the engagement."* Per *"Air War for Burma"* (Christopher Shores), FL939 was intercepted by Mitsubishi Zeros from a detachment of the Imperial Japanese Navy's 331 Kokutai (Air Group), based in the Nicobar Islands, and was shot down. 2nd Petty officer Yukio Nanao was killed when his Zero was shot down by return fire from the Liberator. Researcher Rick Dunn discovered that a report of the action was printed in the Japanese newspaper *Mainichi*.

Pg 187: FL969: Further damage info: On detachment on the island of Gan in Addu Atoll (Maldives). Approaching Gan while returning from an anti-submarine sweep, the aircraft struck a marine target installed by the Army for gunnery practice, tearing away portions of the bomb doors and catwalk. The Liberator made a successful landing. (Skipper: F/O E.J.M. Crawley.) Ordering the other two 160 Sqn Libs on detachment at Gan to return to Ceylon, S/Ldr J.N. Stacey insisted on staying behind with the damaged Liberator. Under his instruction over the next few days, the ripped off bomb doors were patched with the only material available on the island – sheets of corrugated metal. Enough petrol was found in a dump of 5 gallon cans to cover a trouble-free 3 hour 50 minute return flight to Ceylon on 21 Sept 1943 (Skipper: S/Ldr Stacey) while also carrying out a submarine sweep. At the Maintenance Unit at Ratmalana, Colombo, Ceylon, where the damaged FL969 landed, a proper inspection discovered that, among other things, a main bulkhead had also been fractured in the collision at Gan, and Liberator FL969 was declared a write-off.

Pg 189: FP685: **Minor naming inconsistency**: In *Southern Cross Airways No4* add a space between *No* and *4*. Also, *Gremlin's Workshop* (singular possessive) on pg 189 is different, slightly, than *Gremlins' Workshop* (plural possessive) found in Appendix 1, pg 275. I do not know which is correct.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 189: JT973: **Minor nose art error in photo caption (top photo) and individual aircraft history:** Should be **ROCKCLIFFE ICE WAGON** (all caps), not *Rockcliffe Ice Wagon*.

Pg 191: KG822: Further loss info: Skipper J/86953 F/O Maurice Jorgenson RCAF and his seven crewmates were airborne from Kankasanturai, Ceylon at 1532 hrs on 4 Dec 1944. All eight went missing and have no known graves. Burning wreckage but no sign of life was reported by crews of 354 Sqn Liberators KG850 "Y" and EV950 "T". KG850 reported the Lat/Long of the wreckage as 12°21' N, 85°17' E. From 0056 to 0059 hrs on 5 Dec this Lib circled the debris at 100 ft altitude and took photos. EV950, over the burning wreckage at 0055, reported the location as being 12°21' N, 85°25' E – the same Latitude but a slightly different Longitude than noted by KG850.

Pg 191: KG830: Further info: Oughton correctly lists the letter code on 215 Sqn as "A". The 215 Sqn ORB lists KG830 "A" on 34 dates (between 26 Nov 1944 and 5 April 1945). Once, for the 16 Dec 1944 op, the ORB's references list KG330 "A", but there is no such Lib serial. For 30 Nov 1944 KG830 "B" is listed in the ORB; I believe this is a recording error.

Pg 191: KG831: **Discrepancy in squadron assignment:** Per Oughton, **KG831 was not linked to 215 Sqn. However, the 215 Sqn ORB lists KG831 on six dates (4 Nov through 10 Dec 1944).** Further info: KG831 was aircraft "B" on each of those six dates, per the ORB.

Pg 191: KG840: **Discrepancy in unit assignment:** **Missing is the Air Fighting Training Unit (AFTU) affiliation, including the "F" letter code at AFTU. Oughton writes, "arr Karachi 30.5.44; 357 Sqn; SOC 11.4.46."** However, the logbook of AFTU student Cyril Geeson lists two flights in KG840 at AFTU: 8 and 11 June 1945. A logbook-referenced correspondence from AFTU student Donald Willshire gives "F" 840 as one of his Libs flown at AFTU at an unspecified date in 1944. A logbook-referenced correspondence from AFTU Gunnery Leaders Course instructor Ron Bramley gives 840 as one of his Libs flown at AFTU on 24 July 1945. The logbook of Harry Fryer shows one flight in Liberator "F" at AFTU on 14 April 1945. Perusing all Lib serials in the Oughton book leads me to conclude that these airmen all flew in KG840, aircraft "F", at AFTU. What is uncertain is whether KG840 was taken on charge by AFTU, or whether it was brought there temporarily by a group from another Sqn who were essentially providing their own training aircraft for their short AFTU course of flying. Don Willshire was from 159 Sqn, and 159 is not listed in Oughton's KG840 individual aircraft history, but conceivably Willshire flew in the Lib temporarily provided to AFTU by, say, 357 Sqn.

Pg 191: KG846: Further info: Oughton has KG846's 215 Sqn letter code correct as "R". The 215 Sqn ORB lists KG846 "R" on 33 different dates (26 Nov 1944 through 2 April 1945). On one occasion (24 March 1944) the ORB errs in recording KH846 "R" instead of KG846 "R".

Pg 191: KG850: Further loss info: On 11 March 1945 three Liberators carried out a last light sweep of the Tenasserin Coast, Burma. Aircraft "A" and "J" attacked a schooner which was left in a sinking condition. The other Liberator, KG850 "Y" left the formation and was last seen flying along the west coast of Tavoy Island, Burma. A search by Liberators of the Strategic Air Force and an Air/Sea Rescue Catalina failed to find any trace of the missing aircraft. KG850's skipper, 176957 F/O Donald George McCreesh, and his eight crewmates have no known graves.

Pg 191: KG852: Further info: A photo identified as being KH852 "A" is found at the following website: http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=214. There is a large nose art rendition of what looks like an animal (maybe a fat cat) sitting astride a bomb angled downward. The overall paint scheme and letter code "A" match the photo at the bottom of pg 191, the only noticeable difference being the lack of any nose art in the pg 191 photo. The painted serial number is unclear in both photos. It is reasonable to think that the photos are, indeed, of the same KG852 – one before, and one after, the application of the nose art.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 194: KG877: Further info: Named *King Eustace the Sucker*, per Ian Scott, a 355 Sqn pilot, whose crew flew regularly in this aircraft. This is reported in Scott's own words, in "*Signed with their Honour*" (355/356 Squadrons Register). Scott noted Rathedaung as the site of KG877's crash in Aug 1945.

Pg 194: KG881: Further loss info: 108958 F/Lt Norman George Townsend, pilot. Lead aircraft in night cross-country "Guinness Exercise" to and from Bombay in formation. Per Court of Inquiry, crew errors, navigation error, and a storm were factors in getting lost. Crew of 11 bailed out. The F/Eng suffered a fractured femur (serious injury). 2nd W/Op – slight injury. All others were uninjured. A second 99 Sqn Lib on the exercise, KG972, also was lost due to similar circumstances.

Pg 194: KG883: Further loss info: Of the seven aboard KG883 on a training flight, four were killed, including a groundcrewman riding as a passenger and the pilot, 570118 Sgt John Weston Finch. Two were seriously injured, and one was slightly injured. The Court of Inquiry ruled pilot error as the sole cause of the accident. The inland body of water where the Lib crashed was referred to as a "tank" in the Court of Inquiry and was approx. 1½ miles long. Aircraft wreckage was spotted on the bottom of the lake. The deceased are buried in Madras War Cemetery.

Pg 196: KG911: Further loss info: Pilot: 413842 F/Lt Charles Robert Henry Elmes RAAF. Crew of nine. Missing, no known graves. KG911 was one of two Libs which took off from China Bay, Ceylon on an anti-shipping sweep in search of a convoy of five coasters and escort reported by sub and by photo recon aircraft. Briefed to patrol at last light off of northern Sumatra from Pidie Point to Meuradoc. One Lib, piloted by F/O Rau, located the convoy south of Sigli and attacked, in return receiving damage to No. 4 engine. F/O Rau safely returned to China Bay. KG911 failed to return. Per F/O Rau, the convoy had not been under attack when his aircraft attacked, but a large fire near the shore in the vicinity of the convoy might have been a petrol fire. On the other hand, small bush fires were burning in the area. The evidence was inconclusive. Air/Sea Rescue searches over the next two days were negative.

Pg 196 / 197: KG919: Further info: Could this be a Lib recorded as "EG919" in 99 Sqn pilot John McCredie's book, "*Survival of the Fortunate, An Airman's Story*"? He was skipper of "EG919" on 1 Jan 1945 when it was hit by flak over Kalegawk Island, Burma. McCredie made a successful landing at Cox's Bazaar with a wounded 2nd wireless op, and he wrote that EG919 was written off "*the next day*" when hit by a landing or taxiing aircraft which, years later, he learned was a Wellington. However, there was never an EG919-coded Liberator. Most likely McCredie's Liberator on 1 Jan 1945 was KG919, which Oughton's book says was "F" of 99 Sqn. Per Oughton, KG919 was hit by Wellington HZ173 while parked at Cox's Bazaar on 10 Jan 1945 – not "*the next day*" unless 10 Jan is a typo.

Pg 198: KG967: **Minor nose art error in photo caption and individual aircraft history: The photo is just clear enough to recognize that the painted name should be THE LITTLE QUEEN II (all caps), not The Little Queen II.**

Pg 198: KG969: Further info: Oughton gives no letter code for this Lib on 215 Sqn. The 215 Sqn ORB gives it as "U" for all nine dates when this serial appears in the records (4 Nov through 21 Dec 1944).

Pg 198: KG970: Further info, letter code: Oughton gives no letter code for this Lib on 215 Sqn. The 215 Sqn ORB gives it as "V" for all seven dates when this serial appears in the records (26 Nov through 10 Dec 1944). Further info, damage on op: On 10 Dec 1944 KG970 (F/Sgt T.C. Brooks, skipper) suffered Category II damage from light machine gunfire during an attack on Burma-Siam Railway targets (between Ban Wang Yai and Kanchanaburi, in Siam). The F/Eng, 1584886 F/Sgt Cyril William Geeson, was hit by gunfire in the leg at Milestone 179. He

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

recovered but flew no more ops with 215. Attached to the Air Fighting Training Unit, Amarda Rd, India, Geeson died on 26 July 1945 when his Liberator, EW247, collided with EW225 during formation flying training in poor weather. His logbook records KG970, with no letter code, for the 10 Dec 1944 sortie and does not note his injury.

Pg 199: KG972: Further loss info: One of two 99 Sqn Libs abandoned in flight during an approx. 16 hour formation flying training "Guinness Exercise" to Bombay and back. (The other abandoned Lib was KG881.) KG972's pilot was F/Sgt J.H. "Butch" Smith. In "*Survival of the Fortunate*", author John McCredie (99 Sqn pilot) wrote that Smith said his navigator got them hopelessly lost in horrendous weather on the return flight. No stars for astro fixes, no radio fixes. When fuel supplies dwindled, a decision to bail out was made. All crewmen survived.

Pg 199: KG973: **Slight correction**: **The collision did not occur "during formation practice"; it was over water close to Tavoy Point, Burma during the inbound stage of a bombing op to the rail station at Hnong Pladuk, Siam. Discrepancy in crash site location: The Oughton book entry for EW286, pg 171, gives one Lat/Long (13°32' N, 98°00' E), while the 99 Sqn ORB gives a slightly different coordinate (13°40' N, 97°54' E). Both are over water close to Tavoy Point, Burma. Further info: All 22 airmen aboard the two Liberators died (11 per aircraft). The collision occurred at 1527 hrs at 10,500 ft. The pilot of KG973 was J/85027 F/O George Ernest Jones RCAF.**

Pg 199: KG974: **Errors in crash site location**: **The colliding bombers were not "in circuit at Dhubalia", but instead were 175 miles east-southeast of Dhubalia, where 99 Sqn's Libs were in a formation-forming circuit. They were on a combined op with other Lib squadrons to Kyauktalon on Ramree Island, Burma (south of Akyab, Burma) in support of the British 14th Army's landing at Akyab. Sixteen Libs of 99 Sqn took off between 0530 and 0600 in darkness, with a planned dawn rendezvous to join up in a tight bombing formation at 5000 feet over an island at the northeast corner of the Bay of Bengal at 22°48' N, 90°48' E. Time of collision between KG974 and KH254: 0706 hrs. Further loss info: The weather at this time was good, except for some haze aggravated by the cross light of the rising sun. Some clouds on the eastern horizon intensified the glow of the sun as it rose, making it difficult to see in that direction. In his book "*Survival of the Fortunate*" 99 Sqn pilot John McCredie wrote: "*The first aircraft to reach the rendez-vous was to circle in a wide orbit over a specified point on the Bengal coast, and at a specified height. Others approaching the rendez-vous were to do so from a height five hundred feet above gradually lowering ourselves until we could take our place on the tail of one of the circling aircraft. As soon as the whole Squadron was in the circle we were to form up and head for the target. . . One moment there was an aircraft orbiting, about two ahead of us and perhaps a kilometer distant; the next, an enormous expansion of red, turning gold and then black and a tremendous shuddering of King Kong's manly frame. Then we were flying through all that was left of two Liberators and their eleven men crews; little bits of black flotsam seemingly suspended in the air. . .*" Heading directly toward one another, neither KG974 nor KH254 took evasive action until almost the last moment, when each Lib climbed frantically to avoid impact. They appeared to be almost stalling when they hit. Based on the ferocity of the explosion, it was believed that bombs exploded in the collision, resulting in disintegration of both aircraft and probable instant death to the 23 airmen aboard. One seemingly scorched parachute was seen, with wisps of smoke coming from whatever was on the end of it. Per John McCredie: ". . .and the greatest irony, there wafting gently down ahead of us was a small red parachute with the emergency kit which we carried for dropping to any crew which might have crashed."** Wreckage was scattered over a wide area measuring roughly one square mile, much of it embedded in soft ground. The crash site was recorded as map references RR0728 (Ordnance Survey) / OK5557 (Seafog), near Noakhali, Bengal. Guided by Police and Bengal Home Guard, RAF searchers collected nine bodies, of which seven were positively identified: three men from KG974 and four from KH254. In a service led by a Catholic priest, the men were buried on 21 Jan 1945 in separate graves, under unscribed bamboo crosses, near Char Mahammadpur, Bengal at map references RR074281 (Ord. Survey) / OK554557 (Seafog). In July 1955, with the

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

evidence of the seven individually identified airmen apparently lost, a British Army Graves Service unit recovered the remains of these nine and reburied them in Maynamati War Cemetery, Comilla, (then in Pakistan, now Bangladesh). They were interred in Collective Grave 3.D.19. The Collective Grave, in fact, is for all 23 casualties, though only nine were recovered. Thus, the chance to give seven of the men a verifiable, identified gravesite was lost. Official 1955 documents state that IDs were not possible at that time. The skippers were 1378229 W/O Percy Norman Sayer (KG974, 11-man crew) and 410044 P/O Noel Thalman Biccard RAAF (KH254, 12-man crew).

Pg 199: KG975: Further info: Oughton gives no letter code for this Lib on 6 RFU. However, the logbook of Rowland Totham on 9 April 1945 lists KG975 as "C" on 6 RFU.

Pg 200: KG986: Further loss info: More precisely, KG986 crashed into the ocean off the island of Peunasu (now identified locally as Deudap), following a low-level shipping attack on Delehleh at the northern tip of Sumatra. A burst of anti-aircraft fire had exploded underneath the aircraft. Three men reached the shore of Peunasu Island. Allegedly one unnamed airman died there and was buried on the beach. Also, allegedly, the two other airmen were captured: J/22813 F/Lt Shirley William Morris RCAF (Pilot) and 1894482 F/Sgt Eric Peters (F/Eng). The story goes that they were captured by the Japanese, sent to Singapore, and then to the Japanese Army Air Force's 9th Air Division at Palembang. A post-war investigation was carried out, but the ultimate fates of the men is a mystery. Officially all 10 crewmen are missing, with no known graves.

Pg 201: KH114: Further info: Per photo from 159 Sqn pilot John Marwick, KH114 sported the name *DONALDS "DIGIT"* (all caps, no apostrophe in first word, second word in quotes) alongside a Donald Duck character on the nose. The artistry was by Danny Donovan, one of Marwick's W/Ops. For a photo see the following website: www.rquirk.com/159photos/150photos1.htm.

Pg 201: KH115: **Possible discrepancy: EW175 of 356 Sqn is listed on pg 165 and in Appendix 1 as being named *Madame X*. Since KH115 of 356 is also listed with this same name, but not in Appendix 1, I wonder if there is a mistake. Did 356 have two Liberators, EW175 and KH115, which were named *Madame X*? It is possible; BZ906 and later BZ983 were each named *Algy*, though they were not on 159 Sqn at the same time. Minor printing error: Italicize the name of the aircraft: *Madame X*.**

Pg 201: KH116: **Minor nose art error in photo caption (right-hand photo) and individual aircraft history: Should be *CANADIAN CUTIE* (all caps), not *Canadian Cutie*. There is a minor correction to Oughton's nose art description in the individual aircraft history. Rather than being a "*girl in swim-suit, with beret and cloak*", a more accurate description, per the photo, is that of a girl clad in something more like a dancer's outfit.**

Pg 201: KH118: **Possible missing 357 Sqn assignment: The logbook of 357 Sqn air gunner Gordon Hercus lists one flight aboard "118" (no letter code noted) with 357 Sqn on 3 Sept 1945. The last op of his 357 tour, it was a 21 hr 25 min trip from China Bay, Ceylon to Singapore and back. He wrote, "*Took first ariel [sic] photos of Island.*" Assuming Hercus recorded the number accurately, there are only two possibilities for this airframe: EW118 and KH118. Neither is listed as a 357 Sqn aircraft by Oughton. Per Oughton, following 159 Sqn service, EW118 was with 1347 Flight in India and Burma, starting in June 1945. Per Oughton, KH118 was attached to 215 Sqn and 356 Sqn after arriving in India on 21 Aug 1944, but no dates are given for 215 and 356. The 215 Sqn ORB notes KH118 numerous times between 1 Jan and 5 April 1945. 215's last Liberator op was 8 April 1945. The logbook of J.L. Gilbert verifies 215 Sqn tenure (one flight, 5 April 1945). I don't see any 118-serialized Libs in the few 357 Sqn ORB extracts I have. Further info: Oughton gives no letter code for this Lib on 215 Sqn. The 215 Sqn ORB gives it as "G" on 22 dates when**

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

this serial appears in the records (1 Jan through 5 April 1945). On three dates KH118 is listed as "U" in post-op records: 18 Jan, 3 Feb (pre-op Battle Order only), and 17 Feb 1945; I think these are errors. The logbook of J.L. Gilbert on 5 April 1945 lists KH118 as "G" on 215 Sqn.

Pg 204: KH159: Further loss info: The pilot was J/24282 F/O John Brine Johnson, RCAF. Crew of seven missing, no known graves. Took off from Digri at 2355 hrs on 11 Nov. for mining off of Moulmein, Burma. Per letter from 159 Sqn's CO, W/Cdr James B. Blackburn DSO & Bar, DFC & Bar, DFC (US), to Johnson's sister: *"The weather over the target was very bad, and although the attack was planned to make maximum [use] of the moon, the cloud was very low and the majority of aircraft were unable to come down to the necessary 400 feet dropping height above the water. . . Apparently Johnny managed to penetrate the clouds but did not come out in exactly the right place and flew at very low altitude over a heavily defended area - Cape Martaban - immediately north of Moulmein, on the other side of the estuary. All guns were seen to open up and the aircraft was seen to crash on the eastern edge of Byelgyn [Bilugyun] Island about 1 mile west of Moulmein."* Per "A Trepid Aviator" (Wally Frazer, 215 Sqn pilot), other crews saw anti-aircraft fire, followed by a big explosion in the air.

Pg 204: KH160: Minor nose art error: *The Woodcutter* should be **THE "WOODCUTTER"** (all caps, second word in quotes). Conflicting info: Skipper Bill Cast of 357 Sqn was quoted in *"Beyond the Irrawaddy and the Salween, RAF Special Duty Missions in the South East Asia Theatre of War 1944-45"* (Dickson G. Morris) as saying KH160 was named *Wanderlust*, though this has not been verified. Clearly it wore **THE "WOODCUTTER"** at some point after surviving a tree strike on a 28 July 1945 op, though it may, indeed, have been earlier named *Wanderlust*. **THE "WOODCUTTER"** nose art source is a model aircraft decal website: www.hyperscale.com/2008/reviews/decals/ddk7218reviewpm_1.htm .

Pg 204: KH162: Letter code discrepancy: According to the official loss report for KH326 (missing 6 June 1945), KH162 was aircraft "M" of 357 Sqn; Oughton says "W". The 357 Sqn ORB does not resolve this.

Pg 204: KH163: Discrepancy in squadron assignment: Oughton writes, *"arr Karachi 4.9.44; 357 Sqn; SOC 21.6.45;NFD [no further details]."* However, the logbook of Clem Church shows four flights in KH163 on 159 Sqn: 26, 27, & 28 Oct 1944 and 2 Nov 1944; 27 Oct was the record-setting long-distance mining op to Penang, Malaya (17 hrs 40 min; his 30th op) led by 159 Sqn's legendary CO, W/Cdr James B. Blackburn DSO & Bar, DFC & Bar, DFC (US). The 2 Nov flight was a bombing op to Bangkok (Church's 31st and last op on 159). The logbook of Carl Fristrom shows a 21 Nov 1944 flight in KH 163, plus three flights in 163 "H" on 1, 2, and 3 Dec 1944. These four flights were all with 159 Sqn. Furthermore, the 159 Sqn ORB lists 163 "H" (not the "KH" part of the serial, though) numerous times.

Pg 204: KH164: Further loss info: Was on a night cross-country exercise piloted by F/Sgt W.G. Gilmore. Instruction to abandon the aircraft was given at 2230 hrs. All 12 men aboard the Lib successfully bailed out, but 1592607 Sgt Kenneth Hackers, whose parachute entangled in a tree, died in a fall upon releasing himself from his harness. He is buried in Madras War Cemetery, India. The crew, widely scattered, landed in wild, hilly tree-covered country. They reached 355 Sqn in a few days after traveling by elephant, bullock cart, lorry, and train, all the while assisted by local villagers who provided food and guides. Also instrumental in providing accommodations and assistance were J.W. Woodhouse, Esq., the dewan of Kheonjhar State and Rajo Sri Balabhadra Narain Banji Deo, the raja and ruling chief of Kheonjhar State.

Pg 204: KH168: Minor nose art errors: Should be **FANGED FURY** (all caps) and *The PHANTOM* (all caps for the second word, with the "P" being a larger point size than the letters which follow), not *Fanged Fury* and *The Phantom*. In the **FANGED FURY** artwork,

the cat was a panther, not a tiger. Also, in the artwork for *The PHANTOM* the masked figure's hat was not a sombrero (though I don't know fashion styles enough to name what kind of hat it was). A photo of *The PHANTOM* is on pg 205, while a photo of KH168's earlier *FANGED FURY* nose art is on pg 275.

Pg 205: Caption to top photo: **Minor nose art error in photo caption:** Should be *The PHANTOM* (all caps for the second word, with the "P" being larger than the letters which follow), not *The Phantom*. A photo of KH168's earlier *FANGED FURY* nose art is on pg 275.

Pg 205: Caption to bottom photo: **Minor changes:** Staying consistent with other captions, the nose art name, *All American*, should be added. Better wording for the last part of the caption: "*it first flew in its civilian markings in September 1989*".

Pg 205: KH170: **Minor nose art error/discrepancy:** Two different spellings of the aircraft's name were applied as part of the nose art, along with the beautiful woman motif (arms outstretched, in a swan diver's pose). One version was spelled *X-TASY* (all caps, only one "S", and hyphenated), not *X-Stasy*. The other version was spelled *Xstasy* (Caps/lower case, not hyphenated). I do not yet know which came first, *X-TASY* or *Xstasy*. Photos of the *X-TASY* nose art are found in a pdf download available at www.rquirk.com/splflt/draft.pdf. A photo of the *Xstasy* nose art is found at www.bbc.co.uk/ww2peopleswar/stories/16/a7075316.shtml. **Further info:** Per the logbook of L. Myland, KH170 was aircraft "X" on 159 Sqn, on flights between 24 Jan and 18/19 March 1945.

Pg 205: KH185: **Discrepancy in unit assignment:** The logbook of L. Myland shows that KH185's delivery from Canada to the UK was associated with 45 Atlantic Transport Group. On 9 Sept 1944 Myland flew in KH185 from Dorval (Montreal) to Gander, Newfoundland. Taking off at 11:50 pm on the 9th, he and his crew in KH185 flew the Liberator on the 11 hour ferrying trip to Prestwick, Scotland, arriving on the 10th (in agreement with Oughton's date of arrival.)

Pg 205: KH186: **Discrepancy in unit assignment:** The logbook of L. Myland shows that KH186's delivery from the UK to India was associated with 45 Atlantic Transport Group. From Myland's first local UK flight until the delivery in India took nearly three months (10 Sept to 7 Dec 1944).

Pg 206: Caption to photo: **Erroneous info:** This Liberator is not KH211. It is clear that KH211 carried the nose art *Audrey's Back*. It went missing on an operation to deliver supplies to Kallang airfield on 6 Oct 1945 in bad weather. The KH211 nose art showed a beautiful woman's back and was based on a Vargas pinup girl from 1944. The correct identity of the aircraft in the pg 206 photo is unclear. See my comments on KH211, below, for more details.

Pg 207: KH191: **Omission of useful info:** This is the restored airframe which currently is flown around the US by the Collings Foundation of Stowe, Massachusetts. See its Indian Air Force serial listing ("T-18") on pg 272, for more info. In addition, see my errors/comments, below, pertaining to the T-18 info of pg 272.

Pg 207: KH201: **Wrong nose art reference:** *Audrey's Back* was clearly KH211, per photos which include the original US serial number. The error linking *Audrey's Back* to KH201 might be traced to a photo caption mistake in Jim Fail's article (pg 76) in *Air Enthusiast* 51 (from 1993).

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

Pg 207: KH210: **Error in loss date: Should be 2 May, not 1 May, per Commonwealth War Graves Commission and per the official Court of Inquiry into the loss of KH210. KH210 was airborne from Salbani, India at 0051 on 2 May.** Further loss info: 118069 S/Ldr Gerald Anthony DeSouza (skipper) and his 11 crewmates (including 39329 W/Cdr [Eric] James Brindley Nicolson VC DFC, flying as an observer) were airborne from Salbani, India at 0051 on 2 May, bound for the Rangoon, Burma area on a bombing op. At an unclear time (official records are conflicting) in good weather on the outward leg, No. 1 engine caught fire and was quickly feathered. Bombs were jettisoned. The aircraft reversed course for Salbani, and the following message was sent: "*Position 20°52' N, 89°33' E. Height 3000 feet. Course 305°. Ground speed 135 mph.*" Shortly afterwards the aircraft rolled to starboard, the automatic pilot was disengaged, and normal flying was momentarily regained by the experienced S/Ldr DeSouza and his 2nd pilot, 434840 F/Sgt Michael Henry Pullen RAAF, using their combined strength on the controls. However, the tendency to roll continued. It became necessary to throttle back on the three good engines to keep the aircraft level, but this resulted in a gradual loss of height. Ultimately S/Ldr DeSouza ordered the crew to prepare for ditching. At 200 feet the aircraft again rolled to starboard, at which moment S/Ldr DeSouza was heard by F/Sgt Pullen to say, "*I think the other engines are going.*" The Liberator crashed approx. 10 minutes after feathering, and it seems probable that it hit the water on a starboard roll. The two injured survivors, F/Sgt Pullen and 1480397 Sgt Eric Leslie Kightley (front gunner), had no memory of the moment of impact, but Sgt Kightley, coming to his senses in the water, saw a large fire about 50 yards away, which he believed was the burning aircraft. Clinging to wreckage, they were rescued on 2 May at position 21°18' N, 89°04' E by separate Air/Sea Rescue Catalinas. They had heard the shouts of two other crew members in the water, but they drifted out of shouting range. Neither survivor had seen or heard of R/251292 F/Sgt Samuel Arthur Doherty (2nd W/Op), whose body was recovered. Nine men were never found despite an Air/Sea Rescue operation over the next days. There was no clear evidence of the cause of the handling problems experienced by the pilots. One theory was that an engine or engines on the starboard side were cutting intermittently.

Pg 207: KH211: **Error in describing nose art: KH211 was clearly *Audrey's Back*, per photo evidence in which the original US serial (44-44072) is legible. This nose art showed a beautiful woman's back and was based on a Vargas pinup girl from 1944. The correct identity of the aircraft described by Oughton as carrying the "*emblem of cartoon hornet with gun in fore limbs and bomb in rear limbs under cockpit*" is unclear, but this nose art is seen in the photo on pg 206 (erroneously ID'd as KH211 in the caption).** Further info: The KH211 letter code apparently was changed (as Oughton lists) from "A" with 159 and then 355 Sqn to "G" when flown by 99 Sqn. Per "*Burma Liberators*" (John R.W. Gwynne-Timothy), it was "K" when it disappeared, but this has not been verified. Photos taken in the Cocos Islands show "*Audrey's Back*" with a "G" on the fuselage. Per pg 59 of "*Signed with their Honour*" (355/356 Squadrons Register), this nose art was a replacement for completely different artwork of a topless woman based on another Vargas pinup girl. Following a visit by KH211 to Delhi, an order was issued that there would be no nudity allowed in nose art. *Audrey's Back* was the result.

Pg 207: KH214: **Error in location of crash: This Lib did not crash at Tigen (which is a misspelling of Tisan, Burma); Tisan, over 500 miles away in the Chin Hills, is where Liberator KH215, not KH214, crashed (see the KH215 entry below). KH214 crashed on 3 Jan 1945 at Anakwin, Burma, an important Burma-Siam Railway target, after being shot down by antiaircraft fire from the adjoining hills while flying on a bombing run down a steep valley at 200 – 250 ft.** Further info: Oughton gives no letter code for this Lib on 215 Sqn. The 215 Sqn ORB gives it as "D" for 13 dates when this serial appears in the records (4 Nov 1944 through 21 Jan 1945). The pre-op Battle Order for the 21 Jan op erroneously lists KH214; this was 18 days after KH214's combat loss over southern Burma. The post-op reports for 21 Jan do not list KH214. The 215 Sqn ORB also lists KH214 twice as aircraft "H" (1 and 8 Dec 1944). Presumably these "H" references are errors. Further loss info: Departed Dhubalia, India at 0721 hrs. Pilot: J/24393 F/Lt Charles M. "Steve" Brodie RCAF. The crew of 11 included 6

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

Canadians and an air gunner (112240 F/Lt Sao Khun U) who was the son of a Sawbwa (hereditary ruler) from the Shan State in Burma. All 11 were killed in the loss of KH215. Per official documents KH215 was hit in No. 4 engine and the starboard wing at approx. 1335 hrs and burst into flames. In a matter of seconds the wing folded up and the aircraft plummeted into the ground, exploding upon impact. Nobody was seen to have bailed out. The crew were buried by the Japanese within a bomb crater. This site was visited by the first Allied graves search team to reach the area, on 26 Sept 1945. The diary of Padre Henry C.F. Babb, a Burma-Siam Railway POW who had volunteered to join the graves search team, detailed the visit to the well-maintained Liberator crew grave and included telltale facts of the crash learned directly from a Capt Sakai, the Japanese officer in charge of the Indian National Army gun crew which downed the Liberator. There is no doubt that this was the gravesite of the KH214 crew. The diary details attributed to Capt Sakai correlate very well with official Allied evidence of the 3 Jan 1945 attack, except for an important difference: location. Unlike official documentation on the loss of KH214, Padre Babb's evidence pinpointed the burial site to Anakwin, not Shitpyit village, situated 9½ miles southeast. The Australian War Memorial archives hold the Padre's diary and a captioned photo of the 26 Sept graveside memorial service led by the Padre. A solitary Australian POW's grave, located the same day in Anakwin village, was later exhumed and interred at Thanbyuzayat War Cemetery, only 28 miles to the northeast, but the KH214 crew's grave was forgotten – possibly due to an administrative snafu because they were not POWs. Lt Jack Leemon of the 26th Australian War Graves Unit was another member of Padre Babb's search team. Lt Leemon's unpublished manuscript also named Anakwin as the site where the Liberator crew's remains were buried. Anakwin (also spelled "Anankwin", among other variations) is currently inaccessible to Westerners due to ongoing turmoil between the Burmese military and the ethnic Karen people of the region.

Pg 207: KH215: **Spelling error: Crash site was near the village of Tisan, not Tigen, in the Chin Hills of Burma.** Further loss info: KH215 was one of three Liberators lost on 358's first Special Duties op to French Indo China, and allegedly at least 2 were shot down by American P-61 Black Widow night fighters. There was an official coverup, and full details are still lacking. KH215's pilot was 139520 F/Lt Kenneth Hartle Brailsford. Crew of 8 are buried in Tawkkyan War Cemetery, Burma. KH277 and KH278 were the other two Liberators of 358 Sqn which were lost on this night. The crash site of KH215 is only 11 miles from that of KH277, while KH278 fell in French Indo China far to the east. It is likely that only KH278 was shot down in a friendly fire incident, while KH215 and KH277 crashed due to extreme weather reported over the Chin Hills by other participating 358 Sqn Liberators.

Pg 207: KH216: Further info: Per "*Flights of the Forgotten*" (Kenneth A. Merrick): "*They were flying in Liberator KH216 'Z', nicknamed 'Boozey Do' [sic], which had had its mid-upper turret removed to save weight. The aircraft did not handle well, being tail-heavy, and the automatic pilot was poor on elevator control.*" 357 Sqn bomb aimer/2nd navigator Armand "Tommy" Thomarat sent me a photo of a 357 Sqn Lib, serial number unidentified, which carried the nose art *BOOZY DO II*. He said that this Lib flew like it was drunk; hence the name. This sounds similar to Merrick's description. Was Thomarat's *BOOZY DO II* a second 357 Sqn Liberator with the "Boozy Do" name, plus a Roman numeral II, or was really KH216? If the latter, then Merrick was slightly off in the spelling of the nose art name.

Pg 207: KH217: **Error in nature of the flight: KH217 was lost during a 12-aircraft 99 Sqn op to bomb dumps at Area C of Rangoon, Burma; it was not practicing engine feathering.** Further info: The skipper, 418529 F/O Harold John Gibbs, and his 7 crewmates went missing. They have no known graves.

Pg 207: KH220: **Minor typo: "Prestwicj" should be "Prestwick".**

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 209: KH250: **Minor nose art error in photo caption (top photo) and individual aircraft history: Should be HAWKEYE (all caps), not Hawkeye.** Further loss info: Due to weather, bombing had to be carried out from 2,000 feet. Flak was heavy and accurate. KH250 was hit on its dummy run over the target area at Port Blair, with smoke seen coming from #2 engine. The aircraft turned around, bombed its target, and then gradually lose height until it crashed into the ground and burst into flames on impact. Skipper: 177155 F/O Rowland Totham DFC. It was his first trip with a new crew, under the watchful eye of screen pilot 197862 F/S Robert James Duckworth. Only one parachute was seen, and only one crewman has a known grave: 1516012 F/Sgt Harold Wynne (AG), whose date of death is 17 Aug 1945. Apparently he was captured and died in Japanese hands. He lies buried in Grave 3.F.5 of Kirkee War Cemetery, India. The ten others aboard KH250 have no known graves.

Pg 209: KH251: Further info, damage claim: The logbook of 159 Sqn air bomber Harry Fryer noted the following for the 15 Feb 1945 op to Milestone 41 of the Burma-Siam Railway: "*Holed by L.A.A. [light anti-aircraft fire]. Written off.*" A caption on a photo in his collection reads, "*Gil (The Skipper) and Queenie. We started our tour on her, unfortunately she got shot up and had to be written off.*" I have not verified this info. Further info, nose art: Per this and other photos, it can be seen that KH251 carried nose art of a reclining woman in a long, multi-pleated dress or skirt. She had a very slim waist with a wide, dark-colored belt. Her hair may have been red. The name **QUEENIE** (all caps) was added, as well. This was the first aircraft of three *Queenie*-named "Q"-coded Libs on 159 Sqn named that Harry Fryer flew with his skipper, P/O Gil Green. The other two were EW246 (with different nose art, but no text added, apparently) and then KL671 (bare metal, possibly no nose art).

Pg 209: KH252: Further loss info: The 358 Sqn ORB noted that KH252 took off from Jessore at 1133 hrs. Info was received from Group HQ that KH252 crashed near Feni, East Bengal at approx. 0030 hrs on 13 June. Total loss – burned out. Of the eight 358 Sqn crewmen and one passenger (a USAAF photographer, Cpl. MacFarlane), six were killed on the 13th, including 1541974 W/O Geoffrey Edwin Staines (skipper) and the American. Three more injured were hospitalized in Comilla, two seriously. One, 1805742 F/Sgt Stanley Hinds (2nd pilot), died on 14 June. The cause of the accident was not known at the time. The deceased RAF airmen are buried in Maynamati War Cemetery, Bangladesh. The CWGC's Internet "Debt of Honour Register" lists four of the deceased as 356 Sqn members, not 358. It was definitely a 358 loss. Further info, nose art, MCn number: This Lib carried the nose art *Black Swan*. Photographic evidence reveals four of the five digits of the Modification Center number (MCn) as being 30-45 (last digit unclear); see photos SEA0028 and SEA0031 via the on-line Australian War Memorial collections database at www.awm.gov.au/database/collection.asp .

Pg 209: KH253: **Discrepancies with squadron designation: Oughton writes, "arr Karachi 5.10.44; 159 Sqn; 358 Sqn [O]"**. However, a preliminary review of the 159 Sqn ORB shows KH253 on only one date, 1 Jan 1945, as "Q" (recorded in both the pre-flight Battle Order and post-op Form 541; no post-op Sortie Report survives in the records). The 215 Sqn ORB records KH253 "O" for the 18 Dec 1944 op (in the Battle Order and the Sortie Report; no serial was given in the Form 541 post-op report). However, I believe this is a typographical error and was meant to be KH258 "O", a long-serving 215 Sqn Lib before and after 18 Dec 1944.

Pg 209: KH254: Pg 199: **Errors in crash site location: The colliding bombers were not "in circuit at Dhubalia", but instead were 175 miles east-southeast of Dhubalia, where 99 Sqn's Libs were in a formation-forming circuit. They were on a combined op with other RAF Lib squadrons to Kyauktalon on Ramree Island, Burma (south of Akyab, Burma) in support of the British 14th Army's landing at Akyab. Sixteen Libs of 99 Sqn took off between 0530 and 0600 in darkness, with a planned dawn rendezvous to join up in a tight bombing formation at 5000 feet over an island at the northeast corner of the Bay of Bengal**

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

at 22°48' N, 90°48' E. Time of collision between KG974 and KH254: 0706 hrs. Further loss info: The skippers of the two colliding Libs were 1378229 W/O Percy Norman Sayer (KG974, 11-man crew) and 410044 P/O Noel Thalman Biccard RAAF (KH254, 12-man crew). See my entry for KG974, above for additional details.

Pg 209: KH255: **Minor error: It was hit over the target, not "on the way to raid Khao Hua Gang railway yards".** Four crews observed KH255 passing over the target with flames erupting from the bomb bay, having apparently been hit there by flak, setting off a fatal fire. Further loss info: The doomed aircraft, in a shallow dive, crashed approx. 3 miles due west, on the west bank of the Pakchan River at 10°12' N, 98°41' E. Crew of 8 (6 Canadians, 2 British) killed, buried in Collective Grave 7A.E.10-17, Taukkyan War Cemetery, Burma. Skipper: J/12468 F/Lt William Gerald Schroeder RCAF.

Pg 209: KH256: Further loss info: The 159 Squadron Operations Record Book has no post-sortie report of this operation. The targets for this 159 Squadron raid were bridges along the Burma-Siam Railway and also along the Moulmein-Ye rail line. J/12488 F/O William Murray Tree RCAF (skipper) and his seven crewmates are missing, no known graves.

Pg 209: KH258: Further info: Oughton gives no letter code for KH258 on 215 Sqn. The 215 Sqn ORB lists KH258 "O" ten times (between 4 Nov 1944 and 3 Jan 1945). The ORB records KH253 "O" for the 18 Dec 1944 op, but I believe this is a typographical error and was meant to be KH258 "O". Per Oughton KH253 was not on 215 Sqn: "*arr Karachi 5.10.44; 159 Sqn; 358 Sqn [O]*". However, a preliminary review of the 159 Sqn ORB shows KH253 on only one date, 1 Jan 1945, as "Q". This is almost certainly an error and was meant to be KH251 "Q", a long-serving Lib on 159 before and after 1 Jan 1945. Per the logbook of Cyril Geeson, KH258 was aircraft "O" on 215 Sqn. He flew aboard KH258 seven times on 215 Sqn (between 28 Nov and 8 Dec 1944), and twice in his logbook he also identified it with "O", its letter code (5 and 8 Dec 1944).

Pg 210: KH272: **Minor nose art error in photo caption (bottom photo) and individual aircraft history:** Should be **DAEDALUS** (all caps), not *Daedalus*. An enlargement of the photo shows that at least the name was painted on the nose, but it is unclear if there was additional art to accompany the name.

Pg 211: KH274: **Major factual error: KH274 was not shot down by flak 1 Jan 1945. It returned to Digri, India with serious damage and a dead rear gunner, per the 215 Sqn ORB.** Further info: Per the 215 Sqn ORB, KH274 is listed on 10 dates (26 Nov 1944 through 1 Jan 1945). It is aircraft "H" each time. Further details, 1 Jan 1945: Crew of 11 piloted by S/Ldr Clive Vernon Beadon DFC (Officer Commanding "A" Flight). Takeoff at 1007 hrs. Per the 215 Sqn ORB, KH274 was hit in the tail by intense light machine gun anti-aircraft fire at Milestone 37 of the Burma-Siam Railway, in Burma (near Shitpyit). Bombs were jettisoned at position 15°55' N, 98°00' E from 1500 feet at 1620 hrs. The rear gunner, 1357558 Sgt Arthur David Harding, was killed and the rear turret set on fire. After initially using extinguishers, the co-pilot, W/O A. C. Combes, finally put out the fire by beating it with clothing and throwing drinking water on the embers. The aircraft was successfully landed wheels-down at base, despite extensive damage to the tail and rear control surfaces. 215 Sqn pilot Wally Frazer in his book "*A Trepid Aviator*" wrote, "*Nobody complained about being a bit thirsty.*" Sgt Harding is buried in Grave 8.E.2 at Ranchi War Cemetery, India. The aircraft was reduced to spares (Category II).

Pg 211: KH275: **Discrepancy in squadron assignment:** Per Oughton, KH 275 was "T" on 159 Sqn but is not listed for 215 Sqn. However, the 215 Sqn ORB lists KH 275 "T" on 32 dates (between 16 Dec 1944 and 8 April 1945). On one op (21 Dec 1944) the 215 Sqn ORB records the serial erroneously as KH245 "T"; per Oughton, KH245 was not in the Far East. The logbook of J.L. Gilbert lists one 215 Sqn non-operational training flight in KH275 on 6

April 1945. When 215 Sqn was switched to flying Dakotas after the 8 April 1945 op, KH 275 "T" was moved to 159 Sqn. The 159 Sqn ORB lists KH 275 "T" on numerous ops between 1 May and 30 June 1945. The logbook of Fred Smith shows three ops in KH275 with 159 Sqn: 29 May, 1 June, and 10 June 1945.

Pg 211: KH276: **Minor typo: Change "Karachir" to "Karachi".** Further loss info: Took off at 1717 to lay mines in the Rangoon River estuary in bright moonlight. It was seen to crash in flames after being hit by light anti-aircraft fire. The skipper was 1394873 W/O Arthur James Lander Stewart. The crew of 9 are missing, with no known graves.

Pg 211: KH277: **Minor factual error: Per the 358 Sqn ORB and other sources, eleven Libs from 358 were sent out on this op, not three.** Further loss info: KH277 was one of three Liberators lost on 358's first Special Duties op to northern French Indo China, and allegedly at least 2 were shot down by American P-61 Black Widow night fighters. There was an official coverup, and full details are still lacking. KH277's pilot was 60566 S/Ldr Anthony Stanley Mortimer Pim DFC. Crew of 8 killed; only 5 were recovered and are buried in Imphal War Cemetery, India. KH215 and KH278 were the other two Liberators of 358 Sqn which were lost on this night. The crash site of KH277 at Nimzawl, Burma (in the Chin Hills) is only 11 miles from that of KH215, while KH278 fell in French Indo China far to the east. It is likely that only KH278 was shot down in a friendly fire incident, while KH215 and KH277 crashed due to extreme weather over the Chin Hills.

Pg 211: KH278: **Minor factual error: Per the 358 Sqn ORB and other sources, eleven Libs from 358 were sent out on this op, not three.** Further loss info: KH278 was one of three Liberators lost on 358's first Special Duties op to French Indo China, and allegedly at least 2 were shot down by American P-61 Black Widow night fighters. There was an official coverup, and full details are still lacking. KH278's pilot was 63404 F/Lt Stanley Douglas Mayhew. Crew of 8 missing, no known graves. KH215 and KH278 were the other two Liberators of 358 Sqn which were lost on this night. The crash site of KH277 at Nimzawl, Burma (in the Chin Hills) is only 11 miles from that of KH215, while KH278 fell in French Indo China far to the east. It is likely that only KH278 was shot down in a friendly fire incident, while KH215 and KH277 crashed due to extreme weather over the Chin Hills.

Pg 211: KH280: **Minor nose art error in photo caption (top photo) and individual aircraft history: Should be LUCIFER (all caps), not Lucifer.** Further info: Note that a small fighter plane silhouette was painted just forward of the cartoonish Lucifer's trident. A close-up photo found on the web at http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=686 reveals two dots on the wings, indicating a Japanese plane. A KH280 gunner must have claimed at least one "kill".

Pg 211: KH283: **Likely nose art error: A photo of the port-side nose art is found at http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=239. In the photo the girl on the ladder appears to be nude, except for a hat – not in a bathing suit, as the book text says. The photo of the starboard fuselage nose art (pg 274), however, does indeed show a completely different painting of a woman, dressed in a swimsuit, sitting atop what does seem to be a rigid toboggan. This is slightly odd because a toboggan is for winter sport, not warm weather basking or swimming. Possible naming error: Most aircraft were christened with a name which corresponded to their original individual ID codes. *Algy* (BZ906), for example, was aircraft "A" on 159 Sqn, and it would have also been called *A-Algy* or *A for Algy*. As KH283 was "B" on 159 Sqn, my guess is that the more accurate name is *Bitch*, not *B-Bitch*. Neither the port nor the starboard nose art contains wording. Further info: The port-side photo shows the Modification Center number (MCn) as 30-477.**

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 211: KH284: **Nose art clarification in photo caption (bottom photo) and individual aircraft history:** It seems that the nose art painted onto the fuselage did not include the name *Donald III*. Further info: Per the 215 Sqn ORB, KH284 was listed on 11 dates (28 Nov 1944 through 3 Jan 1945). It was aircraft "P" on each of these dates.

Pg 211: KH288: **Confusion:** See my Pg 82 comments, above, regarding photos on that page of Oughton's book. Does the caption of the upper photo (12 April? 1945, not 1944) correctly show "BK"-coded KK239 while the caption of the lower photo (21 March? 1945, not 1944) show "BK"-coded KH288? Was "BK" given to KK239 or KH288, or both (at separate times)? Note that the pg 211 KH288 individual aircraft info states that it joined 5 OTU on 28 May 1945 – which is after the alleged dates of the photos, be they 1944 or 1945.

Pg 212: KH304: **Omission of useful details:** This aircraft survives on indoor display at the Pima Air and Space Museum in Arizona. Named *Pima Paisano* in 1969 prior to its ferry flight from India to the US, but today the only name applied as nose art is found on the port side: **BUNGAY BUCKAROO**. Further info: See further info under its Indian Air Force serial listing, HE877, on pg 272.

Pg 212: KH306: Further info: The Manufacturer's Construction Number was 34-57. See the message thread at www.rafb24.com/index.php?option=com_agora&task=topic&id=13 for the full explanation and a photo.

Pg 212: KH310: **Omission of Indian Air Force serial:** Assuming the info on pg 272 is correct, KH310 became HE923 of the IAF. To stay consistent with the writeups in the book for other RAF Liberators used by the IAF, this IAF serial should be mentioned in the individual entry for KH310. **Missing squadron affiliation:** Oughton does not list a 215 Sqn connection for KH310. However, the 215 Sqn ORB records KH310 on two dates: 3 and 13 Jan 1945. Further info: These two listed dates each give KH310 the letter code "U".

Pg 212: KH312: Further loss info: 0745 takeoff, approx. 51159 F/Lt Richard William Robinson, the skipper, was experienced, with 2500 flying hours in his logbook. Nine-man crew. Returning from a Special Duties op over enemy territory, No. 1 engine failed at approx 2230 hrs; it was feathered. About 45 minutes later No. 4 engine began to display symptoms of bearing failure and had to be feathered about 30 minutes later. An attempt to reach Cox's Bazaar was made, but although the aircraft maintained height on two engines, the successive engine failures caused a very high fuel consumption. At about 0010 hrs on 1 May the aircraft's position was established as being off the tip of Cheduba Island. With a definite position known, F/Lt Robinson made the decision to ditch. The Liberator's altitude by this time was insufficient for a bailout, and the pilot could not climb to gain a safe height for abandoning the aircraft by parachute. An additional reason for ditching was the fact that although the aircraft could have made Kyaukpyu, Burma (19°25'36" N, 93°32'05" E) for an attempted landing, there was some doubt as to whether a landing strip existed at that location. (There was, indeed, a strip there which was considered unsuitable at all times for Liberators, but it had emergency night landing facilities). After an SOS was sent out and acknowledged, and after the crew had taken up ditching positions, a slightly nose-down ditching was made in calm seas (slight swell) at approx 0030 hrs on 1 May at 18°38' N, 93°30' E with moonlight visible through thin clouds. The fuselage broke open in mid-bomb bay. F/Lt Robinson (with an axe) and 28286 F/O Rothney Alex Carter RAAF (2nd pilot) were seen on the wing root trying to extricate one crewman (thought to be 165575 F/O Walter Henry Bull), but the effort had to be abandoned. The dinghies failed to deploy from their upper fuselage compartments. 636459 F/Sgt Thomas Frederick Courtney Clark was seen alive after the ditching, but he, F/Lt Robinson, and F/O Bull apparently did not make it to shore. Details of the recovery of the survivors is unclear, but two were admitted to 95 IGH (hospital), Akyab circa 1600 on 1 May and three were admitted to 125 IGH, Ramree on 1 May. F/O Carter (95 IGH) died of

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

multiple contusions and exposure on 2 May. The four other survivors suffered non-severe injuries. 1877098 F/Sgt Albert James Burling is listed as dying as a result of injuries. He and F/O Carter are buried in Taukkyan War Cemetery, Burma, while the bodies of F/Lt Robinson, F/O Bull, and F/Sgt Clark were never recovered.

Pg 212: KH314: Further info: Although Oughton links KH314 to 215 Sqn, he gives no letter code for its 215 Sqn tenure. The 215 Sqn ORB lists KH314 only once (op of 10 Dec 1944), as aircraft "L". Further info, combat damage: On 10 Dec 1944 KH314, piloted by 215 Sqn C.O. W/Cdr J. H. Sindell, was heavily damaged (Category II) by light anti-aircraft fire at Kanchanaburi, Siam while attacking railway targets. The rear gunner, 1550580 Sgt George Day, died after being hit in the head by shrapnel. The aircraft made a safe landing on return to base. Sgt Day is buried in Grave 9.M.2 of Ranchi War Cemetery, India.

Pg 212: KH316: Further loss info: On an op to attack Japanese troop concentrations at Alugale, Burma (primary) and Bilan, Burma (secondary). Per Loss Card, KH316 flew into cloud at 1000 ft altitude and crashed into a hillside at 20°22' N, 92°42' E. It had been seen making a wide circuit before entering cloud, possibly in an endeavor to get a pinpoint when lost. The aircraft burst into flame upon impact. Pilot: J/28564 F/O Floyd Reginald Ross RCAF. The 356 Sqn ORB noted that news of the loss reached the squadron on 19 June and was reported as being six miles north of Foul Point (which matches, approx, the Lat/Long found on the Loss Card). The ORB also recorded that eight bodies were found within the wreckage. This may be a mistake; there were nine in the crew, and all nine are commemorated in Collective Grave 10.J.1-9 at Taukkyan War Cemetery, Burma. Per No. 5 RAF Searcher Team Final Report, Nov 1946 – May 47 (AIR 2/10,199): *"LAUNGCHAUNG was visited so that the urgent requests about DAK. KJ 901 and LIB. KH 316, reported to have crashed near this village, could be investigated."* (No further details from this source.)

Pg 213: KH320: Further info: Although Oughton links KH320 to 215 Sqn, he gives no letter code for its 215 Sqn tenure. The 215 Sqn ORB lists KH320 "D" on 26 dates (18 Jan through 8 April 1945). On 28 Feb 1945 the ORB lists both KH322 "V" and KH322 "D", with separate crews, flying each op. Obviously, there is a mistake. Since KH322 "V" and KH320 "D" were on 215 Sqn at this time, it is safe to assume that the KH322 "D" in the records for 28 Feb 1945 should be, in actuality, KH320 "D". On 24 Feb 1945 the ORB lists KH322 "D", when there is no KH322 "V" flying the same op. This has to be a typographical error. Either KH320 "D" or KH322 "V" flew on this date, but not KH322 "D" ! The logbook of J.L. Gilbert on 8 April 1945 lists KH320 "D" on 215 Sqn.

Pg 213: KH322: Further info: Oughton correctly shows KH322 as being "V" on 215 Sqn. The 215 Sqn ORB lists KH322 "V" on 35 dates (16 Dec 1944 through 5 April 1945). On 28 Feb 1945 the ORB lists both KH322 "V" and KH322 "D", with separate crews, flying each op. Obviously, there is a mistake. Since KH322 "V" and KH320 "D" were on 215 Sqn at this time, it is safe to assume that the KH322 "D" in the records for 28 Feb 1945 should be, in actuality, KH320 "D". On 24 Feb 1945 the ORB lists KH322 "D", when there is no KH322 "V" flying the same op. This has to be a typographical error. Either KH320 "D" or KH322 "V" flew on this date, but not KH322 "D" !

Pg KH324: Missing squadron affiliation: **Oughton shows no 215 Sqn link for KH324. However, the 215 Sqn ORB lists KH324 on 31 dates (between 16 Dec 1944 and 8 April 1945).** Further info: Also per the 215 Sqn ORB, KH324 was aircraft "B" on the squadron. On 4 March 1945 KH342 "B" is recorded. However this is a typographical error and should be KH324 "B". Per Oughton, KH342 was on 203 Sqn in the Far East, and it was a General Reconnaissance Liberator, not a Bomber variant. 215 Sqn only flew the Bomber variant.

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 213: KH325: **Error in squadron assignment:** Per Oughton, KH325 was "M" on 159 Sqn before becoming "N" of 357 Sqn. The 159 link is in error. KH325 "M" does show up twice in the 159 ORB for these two ops: 1 and 13 May 1945, with W/Cdr L.B. Ercolani the skipper both times. However, the last two digits are switched; the correct serial is KH352 "M". This is verified as KH352 "M" for 1 May 1945 and as KH352 for 13 May 1945 in the logbook of W/Cdr Ercolani's rear gunner, Fred Smith. KH352 "M" is listed in the 159 Sqn ORB as W/Cdr Ercolani's aircraft three times: before, between, and after the two erroneous KH325 "M" listings. These dates: 27 April, 2 May, and 17 May 1945. The logbook of Fred Smith records KH352 "M" for the 27 April and 2 May flights and KH352 for the 17 May flight. Additionally, Smith's logbook records several other flights in this aircraft. Regarding 357 Squadron, KH325 does, indeed, show up in the 357 Sqn ORB. My limited ORB records show that KH325 (no letter code given) was on 357 Sqn at the end of Jan 1945 and again at the end of Feb 1945. Then after a gap in my records, KH325 is shown as one of four Libs sent on detachment to Minneriya, Ceylon circa 20 May 1945 – one week after the last erroneous 159 Sqn ORB entry for KH325.

Pg 213: KH326: **Further loss info:** Pilot: J/12779 F/Lt Arie Frank Timmermans RCAF. Crew of 8, all RCAF, and all officially missing, with no known graves. This was aircraft "X" of 357 Sqn. One of two 357 Sqn Libs (with KH162) sent from Minneriya, Ceylon to SD Drop Zones in northern Malaya, near the Siam border. When the aircraft were in the mid-Indian Ocean, a signal was sent from Ceylon warning that the petrol bowser used to refuel each Lib had been found to be contaminated with water. In 2007 Gordon Hercus, a KH162 air gunner, recounted that his crew took measures to check their petrol and discovered no problems whatsoever. He also explained that cumulonimbus clouds were always found approaching the coast, but on 6 June the turbulence experienced was minor compared to other weather his crew had penetrated. To him, weather would not have been a factor in KH326's loss. KH326, flying independent of KH162, was last seen approaching the Malayan coast. The KH162 crew entered cloud somewhere off the coast, and from that point onward they saw no more of the Timmermans aircraft. They thought nothing of it at the time. The wreck of KH326 was found in dense jungle in May 1955 by the Royal Scots Fusiliers on patrol during the Malay Emergency. Some of the cache of Special Duties supplies which had not been dropped to Force 136 guerrillas in 1945 were still in good shape ten years later, including usable guns and ammo. A total of 45 guns of various calibers were recovered. Because of Communist Terrorist activity in the area, the salvaged cargo and the Liberator's own arms were removed from the wreck and flown out in 10-plus Royal Navy Fleet Air Arm 848 Sqn Sikorsky S-55 helicopter trips from a Landing Zone hacked out of the jungle on the nearby ridge top. Officially no remains were found in the wreckage by an RAF / War Graves Commission team flown in for a brief site visit, but some Fusilier veterans who were present believed that the official report, written by investigators who were noticeably frightened to be out of their element in a deep jungle war zone, ignored clear evidence pointing to the likelihood of one or more crewmen being aboard at the time of the crash. The Fusiliers felt that these investigators just wanted out of the jungle as soon as possible and conveniently drew conclusions that were inaccurate. An active search for this aircraft is ongoing in 2009, via the Malaya Historical Group and the Malaysian Army Museum in Port Dickson, Malaysia.

Pg 213: Caption to upper photo of KH327 nose art: **Minor correction: An apostrophe is missing from the nose art name in the caption. Per the photo itself, it is clear that the correct nose art name was Y'vonne Yippee! and not Yvonne Yippee! . This nose art should not be confused with that of BZ939, named Yippee.** **Further info:** Another version of this photo, showing more image area, can be seen on pg 390 of *"LIBERATOR, America's Global Bomber"* by Alwyn T. Lloyd. In this version one can clearly see the first four digits of the five-digit Modification Center number (MCn), and a guess on the last digit is possible. The MCn, then, is either 30-496 or 30-498.

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 213: KH331: **Errors in photo caption (lower photo) and individual aircraft history:** The nose art should be **"The Winniemaes"** (two words, in quotes), not *The Winnie Mae* (three words, no quote marks). Modification Center number error: The bottom photo, pg 377, of *"Air War for Burma"* (Christopher Shores) is an excellent close-up of the nose art and reveals the last three digits of the MCn number (behind the head of F/Lt F.F.H. Charlton). These digits are clear: "238". Thus, the MCn in the KH331 listing, "232", should be corrected to "238". Further info: It is worth noting the painting of the serial number on the rear fuselage of KH331. The top photo on pg 377 of *"Air War for Burma"* and the bottom photo on pg 213 of Oughton's book (same image, slightly different contrast and size) show, upon magnification, that the serial number painted on the port rear fuselage is "KH331/" (with the slash) followed by a letter which seems to be "G". The photo caption explains this "G": *"Like a number of other aircraft she carried the inscription 'Snake' on the rear fuselage, together with the /G addition to the serial which indicated that the aircraft should be kept under guard, usually because of secret electronic equipment on board."* This same "/G" application can also be seen in the photos and/or photo captions for KH342 (pg 50), BZ880 (pg 132), KH409 (pg 217), KL542 (pg 229), KL561 (pg 231), and KN753 (pg 243). (Like the KH409 photo, the BZ880, KL561, and KN753 photos clearly show the "/G". It is less legible in the KH331 photo. The KL542 photo is the least legible. The serial with "/G" is also on the rudder of KH342.) The true serial numbers of these Liberators, it should be noted, do not include the "/G".

Pg 214: KH342: **Omission of useful details:** Found today on display outdoors at the Indian Air Force Museum, Palam, New Delhi, India. See its Indian Air Force serial listing, HE924, on pg 272.

Pg 214: KH352: **Error in letter code:** Per Oughton, KH352 was "D" on 215 Sqn. However, the 215 Sqn ORB only lists KH352's fuselage letter code as "M" – on 30 dates. Further info: On 22 March 1945 the 215 Sqn ORB erroneously lists KH253 "M" instead of KH352 "M". This was a simple typo, where the 2 and 3 were switched. Regarding KH352's 159 Sqn tenure, the 159 Sqn ORB lists KH352 "M" on three ops: 27 April and then 2 & 17 May 1945. The logbook of Fred Smith lists KH352 as "M" on 159 Sqn on three dates: 27 April and then 1 & 2 May 1945.

Pg 214: KH353: **Minor nose art error:** Should be **NIGHT RIDER** (all caps), not *Night Rider*. A photo of this nose art, identified as belonging to *"Liberator 353"*, is found at this website: http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=901 .

Pg 214: KH355: **Minor nose art error:** The name should really be **Kentucky Colonel**, not **1,000 Kentucky Colonel 1,000**. This aircraft was christened **Kentucky Colonel** in a 12 Oct 1944 ceremony at Consolidated Vultee Aircraft Corporation's Louisville, Kentucky modification center, as can be seen at www.rquirk.com/1354ft/colonel.html . The **Kentucky Colonel** text was painted in arcing, cursive script on the starboard forward fuselage (and probably not on the port fuselage). The number **1,000** was added twice as part of the forward fuselage artwork: in very large arcing text between the 2nd pilot's window and the wording **Kentucky Colonel**, and in small straight-line text centered directly under the wording **Kentucky Colonel**. The signatures of Louisville modification center employees graced the airframe, too, but these seem to have been removed or painted-over in the Far East. Further info: The photo taken in Kentucky reveals that the Modification Center number (MCn) was 30-507. At some point after its arrival in India (where it arrived with the signatures and the "1,000" text, only the "Kentucky Colonel" wording was retained. An impressive certificate officially granting the aircraft Colonel status in the Kentucky State Militia, together with keys to the city of Louisville, were mounted inside the aircraft. For more of the history, and photos of this aircraft in India and Burma, see the same website, above, and also *FlyPast* magazine issues from Feb, April, and June 1984 and Feb 1987.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 214: KH356: Further info: Pg 59 of the book "*Signed with their Honour*" (355/356 Squadrons Register) notes that KH356 was christened *Yogi 2*, following the replacement of the original *Yogi*, EW177. Per the book, in the summer of 1945, upon receipt of KH356, a rigger in the EW177 ground crew copied the *Yogi* design from a photo of the original nose art and added the wording *Yogi 2* on the bomb underneath the magic carpet. However, if the original (see photo, pg 279, Oughton) was copied, then the text would have been *YOGI 2* (all caps).

Pg 214: KH357: **Discrepancy, possible error**: Per the individual aircraft histories on pgs 214 and 231, both KH357 and KL556 were on 356 Sqn and were named *Top Run*. The nose art for KL556 is described in its pg 231 listing, but KH357's pg 214 listing gives no such nose art description. Did 356 Sqn have two separate *Top Run* Libs, KH357 and KL556? Appendix 1, pg 278, lists only one Liberator with the name *Top Run*: KL556. Might KH357 or KL556 not been named *Top Run*? Because KL556's letter code, "T", matches to *Top Run*, it is more likely that the naming error, if there was one, involves KH357.

Pg 214: KH360: **Letter code discrepancy**: Per "*Burma Liberators*" (John R.W. Gwynne-Timothy), KH360 was aircraft "G", not "C", but I do not have the 99 Sqn ORB to solve this. Further loss info: Off the southwest tip of Kalegawk Island, Burma, in the Gulf of Martaban four small vessels were spotted by 49590 F/Lt Hugh Cecil Lovat "Chalky" White (skipper) and crew while returning from a Burma-Siam Railway bombing op. At 1347 hrs KH360 was hit by anti-aircraft fire during its strafing attack on the boats and was seen by two other aircraft to crash into the sea. Per "*Survival of the Fortunate*" (John McCredie), KH360 was seen to have ditched, and three of the 11-man crew were later liberated from POW incarceration in Rangoon Jail. Per "*Burma Liberators*", pg 602, three crewmen from KH360 were, indeed, liberated: Sgt. Garner, Sgt Thompson [probably Thomson], and F/Sgt Hardisty. Indeed, per Rangoon Jail research, it is known that 3010769 Sgt Charles Richard Garner, 1568379 Sgt Charles Thomson, and 1457342 Sgt (F/Sgt?) Eric Hardisty were liberated. Of the crew named on pg 591 of "*Burma Liberators*", the CWGC "Debt of Honour Register" lists seven as missing, no known graves. The eleventh crewman, F/Sgt H. Johnson (or a variation in the surname spelling), is not in the CWGC database or Rangoon Jail POW sources I have consulted. His fate remains a mystery. The nose art on this aircraft was *Lindy-Lou*, per McCredie.

Pg 214: KH361: **Correction**: This Lib was not "*missing from bombing raid*". Instead, it made a crash landing at Cox's Bazaar airfield after being damaged in an attack on 2 Japanese destroyers in the Gulf of Siam. KH361, piloted by F/O. C.W. Wheeler, was one of only 3 Libs (out of 7 despatched) to persevere in very bad weather and reach the primary target. Opposition was severe. The flight engineer on KH361 (name unclear at present) was killed.

Pg 214: KH362: Further info: Oughton is correct in stating that KH362 was aircraft "O" on 215 Sqn. The 215 Sqn ORB erroneously lists KH362 as "Q" on 12 Feb 1944 in the Sortie Report and the Form 541, though the pre-sortie Battle Order correctly lists KH362 "O".

Pg 214 / 215: KH366: **Minor nose art error**: Should be *VERNON THE VILLAIN* (all caps), not *Vernon the Villain*. The photo on pg 47 does not show this wording, which was added to the forward fuselage to the left of the villain cartoon character. The wording, however, can be seen on the web at: www.rquirk.com/159photos/150nose1.htm . Further info: Note the round bomb symbols for ops flown.

Pg 215: KH367: **Minor nose art error**: Should be *Q UP HERE!* (all caps, with the exclamation point, no hyphen), not *Q-Up Here!* (caps/lower case, with a hyphen and the exclamation point). The "Q", which also represents the aircraft's individual letter code, is much larger than the other letters, and it is of a different color and style. A cartoon character, eyes wide open and possibly with a bomb under his right arm, precariously wraps himself around the top of this "Q". Two tufts of cloud complete the artwork –

indicating altitude. Presumably KH367 was referred to by all as "Q UP HERE" – wordplay for the British expression "queue up here" (stand in line here) – but maybe, also, it was called *UP HERE!*, with the "Q" – again, KH367's letter code – serving as an object upon which the caricature can hang. A photo of this nose art can be found at: http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=49.

Pg 215: KH372: **Major discrepancy in squadron assignment:** Per Oughton KH372 was in the Middle East and Italy with 614 (aircraft "R") and 214 squadrons ("R", later "H"). However, the 215 Sqn ORB (in India) lists KH372 "H" on 22 dates (between 28 Jan and 29 March 1945). As there are no dates in the Oughton individual aircraft history for KH372, except for the SOC date of 9 May 1946, it is feasible that KH372 was sent to 215 Sqn in the Far East after its stint in the Mediterranean area. It is possible that Oughton mixed up 214 Sqn for 215, also; he did say KH372 wore "H" as its second letter code on 214, when in fact maybe it was, indeed, "R" on 214 and "H" on 215.

Pg 215: KH392: **Minor nose art error:** Should be *KARIOCA JOE* (all caps), not *Karioca Joe*. A source of the *KARIOCA JOE* nose art is a model aircraft decal website: www.hyperscale.com/2008/reviews/decals/ddk7218reviewpm_1.htm. **Discrepancy in unit assignment:** The logbook of Bill Cosway shows that the 7-leg delivery flight of KH392 from Canada to India was with RAF Transport Command. Oughton notes the arrival of KH392 in India but does not note that it flew with RAF Transport Command. **Further info:** 159 and 355 Sqn veteran J/45098 F/O William A. Cosway RCAF (Nav) flew in this aircraft on its delivery flight from Dorval, Canada to Karachi, 8 to 13 Nov 1944. Pilot & 2nd pilot on these flights: Capt Hoover, RAF Transport Command, and W/O Pete Hughes, RCAF (who was Cosway's skipper from 5 OTU through the completion of his full tour of ops on 355 and 159 Sqn).

Pg 215: KH393: **Further info:** Oughton gives no letter code for KH393 on 6 RFU. However, the logbook of Rowland Totham on 28 April 1945 lists KH393 as "H" on 6 RFU.

Pg 215: KH398: **Further info:** Oughton correctly lists KH398 as "H" on 215 Sqn. Per the 215 Sqn ORB, KH398 was only mentioned on two dates: 21 and 24 Jan 1945, each time flying as aircraft "H".

Pg 215: KH399: **Discrepancy in unit assignment, adding the letter code:** Per the 159 Sqn ORB, KH399 also flew as aircraft "R" on three ops in July 1945: the 10th, 27th and 29th. The logbook of Harry Fryer shows that he flew in KH399 "R" on the 10 July 159 Sqn op. The logbook of Bill Cosway records only an "R" letter code, with no serial number, for his non-operational 4 July 1945 flight on 159 Sqn; non-op flights were not listed in the 159 Sqn ORB. The ORB indicates that Cosway's 4 July flight was either in KL491 "R" (last mentioned in the ORB on 24 June) or KH399 "R" (first mentioned in the ORB on 10 July).

Pg 215: KN400: **Typographical error in serial number, it seems:** This logically should be KH400, not KN400.

Pg 215: KH401: **Omission of useful details:** This aircraft survives in an American paint scheme and the nose art *Joe* (Eagle with a US flag and the word "Joe") at the Fantasy of Flight Museum in Polk City, Florida. Previous to this artwork, KH401 carried a naked woman motif and the text *Delectable Doris* when the Liberator was owned by David Tallichet. When Tallichet acquired KH401 from the Indian government, at least the starboard side nose art was of a flying sea dragon, the insignia of 6 Sqn, Indian Air Force, as seen in the photo on pg 216. This art was similar to that seen in the KN820/HE773 photo on pg 271. See further info under its Indian Air Force serial listing, HE771, on pg 271. Also see photo on pg 216.

Pg 217: KH408: **Minor nose art error:** Should be Lady "X" (in quotes, underlined, but with an underline break for the "y"), not just *Lady X*. Most of the underline of the first word is really text; in the photo on pg 276 there can be seen the *ENG. 77026* telephone number (hard to confirm the accuracy, being so small), and something else – perhaps the artist's name, *FELL* or *PELL*. Major error: "*portrait of film-star Lynn Barry*" is wrong. The woman in the artwork is Merle Oberon, who starred with Lawrence Olivier in 1938's romantic comedy "*The Divorce of Lady X*". There was no female film star named Lynn Barry, and the only movie with "Lady X" in the title is "*The Divorce of Lady X*" (per the superb website www.imdb.com).

Pg 217: KH409 photo caption (top photo) and individual aircraft history: **Omission of the Indian Air Force serial:** Assuming the info on pg 272 is correct, KH409 became HE845 of the IAF. Following the pattern for other RAF Liberators used by the IAF, this IAF serial should be mentioned in the photo caption and the KH409 listing. **Letter code error:** Per the photo, KH409 was "K" of 8 Sqn, not "G" (unless a code change occurred) as stated in the individual aircraft history. The confusion most likely lies in the fact that the serial number painted onto the rear fuselage was followed by "/G". The reasoning for this is explained on pg 377 of "*Air War for Burma*" (Christopher Shores) in describing KH331, aircraft "W" of 8 Sqn: "*Like a number of other aircraft she carried the inscription 'Snake' [SNAKE, in all caps] on the rear fuselage, together with the /G addition to the serial which indicated that the aircraft should be kept under guard, usually because of secret electronic equipment on board.*" **Further info:** This same "/G" application can also be seen in the photos and/or photo captions for BZ880 (pg 132), KH331 (pg 213), KH342 (pg 50), KL542 (pg 229), KL561 (pg 231), and KN753 (pg 243). (Like the KH409 photo, the BZ880, KL561, and KN753 photos clearly show the "/G". It is less legible in the KH331 photo. The KL542 photo is the least legible.) The true serial numbers of these Liberators, it should be noted, do not include the "/G".

Pg 219: KK239: **Confusion:** See my Pg 82 comments, above, regarding photos on that page of Oughton's book. Are the captions correct, with the upper photo (12 April 1945) showing "BK"-coded KK239 and the lower photo (21 March 1945) showing "BK"-coded KH288? Was "BK" given to KK239 or KH288, or both (at separate times)? The KK239 info on pg 219 does say that its identity, first "BK", later was "VX". If the captions are correct regarding "BK", then the bottom photo on pg 82 – which allegedly predates the top photo by 3 weeks –presumably shows KK239 before its code changed from "BK" to "VX".

Pg 227: KL393: **Discrepancy in unit assignment:** Oughton writes, "*to India, arr 14.5.45; no record of service; SOC 11.4.46.*" The logbook of L. Myland, however, shows two entries for KL393 with 1354 DDT Flight: 5 and 8 Feb 1946. (KL393, incidentally, does not show up in 159 Sqn's ORB in 1945 or 1946.)

Pg 227 / 228: KL491: **Error on unit assignment when lost:** KL491 was with 99 Sqn, not 159 Sqn, when lost on 1 Sept 1945, per "*Burma Liberators*" (John R.W. Gwynne-Timothy), which used the 99 Sqn ORB as a main source. I don't have that ORB, but the loss is not in the 159 Sqn ORB copy in my possession. **Further loss info:** 173037 F/O John Edwin Hosking Steele (skipper) and his seven crewmates were killed, Buried in Collective Grave 6.J.4.-6.K.3, Jakarta War Cemetery (looks like an odd grave designation, but that's as it appears in the CWGC database). The Lib was seen by POWs at Sungei Ron Camp, Palembang, Sumatra to come in at low level, make a steep banking turn, and side-slip into the ground. Per the book "*Prisoner of Nippon*" (Ray W. Stubbs), this Lib's crew had just dropped some magazines and a handwritten note of encouragement addressed "*To all you P.O.W.'s. Bless You.*" The letter's brief words: "*Hello boys, Just a few papers from us lads in the RAF. Chins up ! You'll be home very soon and the best of luck to you all - now and always from DAVID I and II, Eric, Gly, Ervine, Jack, Stan and Tom.*" Per the author, a prisoner, "*We knew there was nothing we could do. The intense heat of that funeral pyre forced us back, to stand mute, near to tears, that such a dreadful tragedy should be the culmination of this day of triumph.*" Per the Commonwealth War Graves

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Commission, the crewmen were: 166433 F/O Alec William Pearson, 166106 F/O John Frank Manktelow, 1513718 F/Sgt George William Newton, 1570492 F/Sgt John Martin, 1543238 F/Sgt Jack Parkes, 1589064 F/Sgt Donald Stewart Bowden, and 1892034 W/O Thomas Henry John Ryalls. These names do not all match up to those in the note; perhaps some had nicknames, or perhaps the names included others not aboard KL491.

Per a letter sent by the father of a deceased Sungei Ron POW to the parents of F/Sgt Bowden: *"I think you should know too that the death of your son and his friends was the direct cause of the end to the appalling death rate in Sungei Ron during July and August. During those months the rate was 60 a month in a camp of less than 1,000. September showed only 5. Up to September 1st the Japs not only exercised the same iron discipline as before, but had our men penned in a small part of the camp with the intention of executing them if the General in Singapore decided to fight on as he threatened to do. Then the Liberator crashed, a Jap guard laughed, a prisoner laid him senseless, and that was a signal to the whole camp to take things into their hands. A lorry was commandeered and loaded with our men, rushed out to the scene of the crash, and from that moment the Japanese never regained control. Our men went down into Palembang and brought back food and medical supplies, but the greatest single factor that stopped the death rate was the fact that they were free. Dr Reed said it was amazing the way dying men rallied and recovered. If ever men died that others might live, your Don and his friends did."*

Per "Burma Liberators" (John R. W. Gwynne-Timothy): *"The Japanese army, apparently, suddenly realized that its game of bestiality had been played out. But perhaps it scored a parting shot. Subsequently there were reports from Allied prisoners of small arms fire from the ground at the time of the Liberator's crash but it could not be established whether ground fire caused or contributed to its crash."*

Pg 229: Caption to top photo: **Slight confusion**: The true serial number was KL542, not KL542/G. See my notes for KH409, above, for an explanation of the "/G".

Pg 229: KL542: **Discrepancy in unit assignment**: Oughton writes, *"allocated to India 24.8.45; 355 Sqn [M]; SOC 13.6.46; scrapped at Salbani 27.6.46."* The logbook of L. Myland, however, shows one entry for KL542 with 1354 DDT Flight: 25 April 1946. **Possible discrepancy in squadron assignment**: Researcher Bob Livingstone says that KL542 was on 232 Sqn in India prior to its 355 Sqn tenure; I do not know his source.

Pg 231: Caption to top photo: **Further info**: See my notes for KH331, above, for an explanation of the "/G" suffix added to the KL561 serial number on the upper rear fuselage.

Pg 231: KL556: **Discrepancy, possible error**: Per the individual aircraft histories on pgs 214 and 231, both KH357 and KL556 were on 356 Sqn and were named *Top Run*. The nose art for KL556 is described in its pg 231 listing, but KH357's pg 214 listing gives no such nose art description. Did 356 Sqn have two separate *Top Run* Libs, KH357 and KL556? Appendix 1, pg 278, lists only one Liberator with the name *Top Run*: KL556. Might KH357 or KL556 not been named *Top Run*? Because KL556's letter code, "T", matches to *Top Run*, it is more likely that the naming error, **if there was one**, involves KH357.

Pg 233: KL607: **Discrepancy in unit assignment, possibly**: The logbook of 159 Sqn air bomber Harry Fryer notes one non-operational flight in KN607 "L" on 11 September 1945. However, there was no Liberator with a KN607 serial; the KN-coded Libs started with KN702. The logical logbook correction is KL607. Problem with this: Oughton says that KL607 was with 148 Sqn and not in India. Either the logbook is in error or Oughton is in error.

Pg 233: KL609: **Discrepancy in squadron assignment:** The logbook of 159 Sqn air bomber Harry Fryer notes two non-operational flights in KN609 "T" on 15 September 1945. However, there was no Liberator with a KN609 serial; the KN-coded Libs started with KN702. The logical logbook correction is KL609. Problem with this: Oughton says that KL609 was with 355 Sqn in India, not 159 Sqn (no fuselage letter code indicated). Possibly KL609 was briefly on 159 Sqn – at least long enough for Fryer and crew to fly two non-operational local India flights on 15 Sept (from Digri to Jessore, and then back). Or perhaps KL609, still a 355 Sqn aircraft, was used by Fryer's crew this one day. The 159 Sqn ORB does not reveal any Liberator coded 609 in 1945. In Sept 1945 the "T"-coded Liberator on 159 Sqn was KL661, flying frequently.

Pg 235: Photo caption (bottom photo): **A very slight clarification would be helpful. Would the word "Regina" be visible on a larger print of this photo? I think I see Regina on the forward fuselage in the small photo. Maybe I can see this name – possibly in all caps – in small-sized text applied behind the navigator's window and in front of the fire extinguisher storage area.**

Pg 237: KL654: **Country name error: Thailand should be changed to Malaya (as the area was called then; it is now in Malaysia).** Further info: The wrecksite of KL654 near Seremban was discovered by local rattan-gatherers in 1991, who took the aircraft's guns to a local police station. In 1991 a Royal Malaysian Air Force team trekked to the crashsite and removed some aircraft parts for the RMAF Museum, including propeller blades, but more grandiose plans for excavation were abandoned due to a lack of funds. What appeared to be human remains, including a skull, were found while digging near the wreckage. When touched, the bones disintegrated. In 1996 the Malaya Historical Group reached the wreckage, which is scattered in a valley downslope of the point of impact believed to be at the ridge top. In 1999 and 2001 students from the UK-based Brathay Exploration Group trekked to the site, and since then a joint team from the Malayan Historical Group and the Malaysian Army Museum has returned to investigate on at least three occasions. The airframe's identity was positively established by these latter MHG/MAM investigators when a number found on an engine data plate was matched to KL654's Aircraft Loss Card held in UK archives. The researchers had also found the "R" painted on the fuselage and a faint remnant of the full "KL654" serial, also painted on the fuselage. Two rings and an ID bracelet for KL654 crewmen have been found, plus bone fragments, yet the UK Ministry of Defence has directly refused to become involved. A July/August 2009 joint expedition comprised of British volunteers, MHG, MAM, Malaysian Army personnel, and a documentary crew spent 10 days excavating the site, with excellent results that will be sent for forensic examination in Kuala Lumpur. See photos of KL654, just prior to its loss, on pgs 56 and 238. Googling on KH326 will bring links to news stories and websites.

Pg 237: KL660: Further info: Most likely KL660 was *QUO VADIS* (all caps). The nose art photo of *QUO VADIS* on pg 277 shows an unidentified 159 Sqn Liberator, but to the left of the lion artwork, the last two digits of the original American serial number for this Liberator are seen: "88". Cross-referencing this with all RAF Liberator serial numbers, I believe that "88" matches to US serial number 44-49888, which, in turn, was assigned the RAF serial number KL660.

Pg 237: KL668: **Discrepancy in unit assignment:** Oughton writes, "*to India, arr Mauripur 21.5.45; 159 Sqn [D]; 355 Sqn [S]; SOC 28.11.46.*" The logbook of L. Myland, however, shows two entries for KL668 with 1354 DDT Flight: 18 Dec 1945 and 27 Jan 1946.

Pg 238: Photo caption: **Country name error: Should be Malaya, not Thailand. See individual KL654 details on page 237. See second photo of KL654 on pg 56.**

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 239: KL671: Further info, letter code: Oughton gives no letter code for KL671 on 159 Sqn. However, the logbook of Harry Fryer lists six flights in KL671 "Q" on 159 Sqn between 11 and 23 July 1945. Also, the Circumstantial Report on the loss of KL671 on 3 Aug 1945 lists the letter code as "Q". This document is found in the RAAF casualty file of 432927 F/Sgt Jack Wilmith, available on-line for viewing via the National Archives of Australia website. Further loss info: On detachment at Jessore, India. Took off at 0830 for Special Duties assignment. Believed to have reached the target, but unable to make the drop because of bad weather. At about 1430 was seen by the inhabitants of the village of Bigaing, south of Magwe, Burma, flying west through a heavy storm and completely enveloped in flames. It suddenly dived into the ground, crashing 100 yards east of the village on the west bank of the Irrawaddy River. The remains of only six of the eight crew were found at the scene. As these could not be individually identified all of the crew are commemorated on the Singapore Memorial. Skipper: 421505 W/O David Joseph Gallagher RNZAF. For reasons that are unknown, the remains were never recovered; all eight crewmen are missing, with no known graves. A photo of the forward starboard fuselage of KL671 is found in the photo collection of 159 Sqn air bomber Harry Fryer. It was a natural metal finish. There is no nose art, but no photo of the port fuselage was found in the Fryer collection. The caption to the Fryer photo noted that this Lib was the third Q-coded Lib named *Queenie* that he and his crew (P/O Gil Green, skipper) had flown in. It was also the aircraft they took on their last 159 Sqn op of 21 July 1945, to the Siam port of Singora. The two earlier *Queenie* Libs were KH251 and EW246, which had nose art; only KH251 was known to carry the name, and it was in all caps as *QUEENIE*.

Pg 239: KL675: **Discrepancy in squadron assignment; letter code added:** Oughton writes, ***"to India; arr Mauripur 13.6.45; no record of service; SOC 30.5.46."*** The logbook of Harry Fryer lists eleven flights in KL675 "M" on 159 Sqn: one on 26 June 1945, one on 22 Dec 1945, and nine rice-dropping ops between 22 and 27 Feb 1946.

Pg 239: KL678: **Discrepancy in unit assignment:** Oughton writes, ***"to India; arr Allahabad 12.5.45; 159 [Z]; SOC 27.6.46."*** The logbook of L. Myland, however, shows four entries for KL678 with 1354 DDT Flight between 29 Jan and 11 Feb 1946. Myland's flights fall in-between Harry Fryer's 159 Sqn flights in KL678 "Z" of 24 Jan 1946 and seven more on 5, 6, and 7 March 1946, as recorded in Fryer's logbook.

Pg 241: KN732: Further info on 7 June 1946 accident: The Lib was returning from an air test in preparation for the squadron's impending move to the UK when the accident occurred. Pilot: S/Ldr P. Sandall. Per Issue 37 of *Ad Lib* (160 Sqn Association newsletter), 160 veteran Alan Johnston recalled that as Duty Officer working Flying Control that day, he was on the spot when KN732 pranged. Johnston's further recollections from *Ad Lib*: *"He [Johnston] chased down the runway in a jeep and was one of the first there – much relieved to find that no one was hurt. He collected the officers and took them to the mess, opened the bar (he was also Bar Officer!) and gave them a stiff brandy. The M.O. duly arrived and wasn't too pleased with him – he said it should have been a cup of sweet tea, not brandy. Anyway, all was well and they all recovered though a lot of personal belongings under the floor of the aircraft were said to be destroyed. He also recalled how efficient the engineering section was – they had the runway cleared in no time, lifting the aircraft with air bags, putting caterpillar tracks underneath and towing it away."*

Pg 242: KN743: **Minor nose art error in photo caption (upper photo) and individual aircraft history:** Should be ***The LAST OF MANY – 53 (NEE 102) DOOD IT!*** (All caps except for first word). See photo on pg 242. The two smaller messages also appear to be all caps: ***HAIL AND FAREWELL FROM LYDDA*** and ***GOOD SHOW, SHAIBAH***. A very large Arabic script adorns the fuselage under the wings, meaning unclear. Further info: There is some artwork in a small circular shape on the forward fuselage, but this is unclear in the photo.

Pg 242: KN744: **Discrepancy in Squadron assignment?** Oughton writes, "to India; arr Karachi 10.6.45; 358 Sqn [L]; SOC 11.4.46." The logbook of Harry Fryer, however, shows one flight in KN744 "S" on 159 Sqn: 11 April 1946 – the same day that KN744 was struck off charge, per Oughton. I thought that perhaps Fryer had flown KN744 on this date to 322 Maintenance Unit at Chakeri, India, where RAF Liberators were collected and abandoned. However, his logbook simply says "Pegu – base", which would be to 159 Sqn's then-base at Salbani, India. The 159 Sqn ORB does not list Fryer's 11 April 1946 flight, and it shows only one "S"-coded Liberator as being flown between Sept 1945 and the end of the ORB in May 1946: KN772 "S" on 3 and 4 May 1946. (Dec 1945 ORB records are missing completely, and the Jan and Feb 1946 ORB records are lacking individual aircraft flight info.)

Pg 242: KN746: **Minor correction, nose art description:** Should be *GLAMOUR GIRL* (all caps), not *Glamour Girl*. The photo of the nose art on pg 275 shows that the girl is not dressed in a bikini. Strapless top, skirt bottom.

Pg 242: KN751: **Omission of useful details:** On display at the RAF Museum, Hendon, London. See photos, pgs 270 and 272, and Indian Air Force details (HE807 serial) on pg 271. **Further info:** The nose art worn on both sides of KN751 depicts a hornet with a machine gun and carrying a bomb – very similar to that which adorns the Liberator in the photo on pg 206.

Pg 243: Caption to top photo: **Slight confusion:** The true serial number was KN753, not KN753/G. See my notes for KH331, above, for an explanation of the "/G".

Pg 244: Caption to bottom photo: **Error in squadron number:** Should be 355 Squadron, not 35 Squadron.

Pg 245: KN780: **Further loss info:** Flying from Pegu, Burma on a supply drop on POWs at Saigon, French Indo-China. Stormy weather to and from Saigon. In the dark, with fuel supplies low, the decision was made by F/O Tom Blackburn, skipper, to try a landing in paddy fields 45 miles east of Rangoon. As can be seen in the photo on pg 244, a successful night wheels-up crash landing was made; there were no crew injuries from the landing. Gordon Shawcross, the W/Op, had dislocated his right elbow in flight and required medical attention. Burmese on the scene in the morning took Shawcross and the 2nd W/Op by river to an RAF radar unit at Thongwa, while the remainder of the crew were recovered by Sunderland NJ273 of 240 Sqn, which had landed on the sea nearby. Shawcross was eventually collected by his crewmates and transported by road to hospital.

Pg 245: KN796: **Possible missing unit assignment:** Oughton writes, "to India; arr Mauripur 21.7.45; 159 Sqn; 232 Sqn; SOC 27.6.46." The logbook of L. Myland lists two trips aboard KL796 on 1354 DDT Flight on 26 April 1946, but Oughton says there was no KL796 Liberator serial number; the last KL-numbered Lib was KL689. Did Myland actually fly in KN796 but erroneously record it as KL796? The answer is elusive.

Pg 246: KN820: **Omission of useful details:** On display at the Canada Aviation Museum at Rockcliffe, Ottawa, Canada. See photo, pg 271, plus its Indian Air Force details (serial number HE773), also on pg 271.

Pg 246: KN824: **Further info:** Oughton gives no letter code for KN824 on 159 Sqn. However, the logbook of Harry Fryer lists KN824 as "W" on eight flights between 3 Jan and 10 April 1946.

Pg 247: KP140: **Further loss info:** The aircraft was "V", per navigator Donald Lamb, who was aboard on its final flight, an operation from Jessore to drop supplies to POWs at Thakhet, French Indo-China (on the Mekong River, Siam-FIC border). Low clouds covering the foothills obscured the camp, so KP140 circled for a long time, in vain, hoping for a break in the clouds. Eventually

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

the screen pilot, F/O Crawford, took over the controls from "sprog" P/O Tom Blackburn for the return trip. Despite the realization that fuel was running short, the airfield at Akyab was ignored, and the Liberator flew on in the dark until an engine quit. A bail out was ordered over the Sunderbans (Ganges River delta), and all successfully exited the aircraft and were rescued. W/Op Gordon Shawcross stated in the book "*Signed with their Honour*" (355/356 Squadrons Register) that after leaving Jessore KP140's LORAN equipment went u/s, fuel from the bomb bay tanks was not transferred correctly to the wing tanks, and the radio station could not be raised.

Pgs 248 – 250: **GENERAL QUESTION REGARDING EACH LIBERATOR TRANSFERRED "IN THE FIELD" FROM THE USAAF TO THE RAF AND RAAF, WITH PRE-EXISTING NOSE ART: Did the aircraft, after transfer, retain the name and/or nose art?** The photo of A72-6 on pg 250 shows one example where US artwork was absent when in RAAF service – at least on the port-side fuselage known to have carried nose art. Another transferred Liberator, *CHANGE O Luck*, became *White Cargo* as its time with the RAAF went on. For that matter, certainly nose art changed, even on the same squadron, and when transferred from one RAF squadron to another.

Pg 249: TS537: **Minor nose art error: Should be *Miss Me!* (with exclamation point), not *Miss Me* (no exclamation point).** Further info: Nose art included the name and a standing nude woman, modestly covering herself as if surprised stepping out of her bath. See photo (starboard side only) at www.b24bestweb.com.

Pg 249: VD245: **Minor nose art error: Should be "*LADY FROM HELL*" (all caps, in quotes), not *Lady From Hell*.** Further info: Nose art included the name and a waist-and-above painting of a nude woman standing within flames. Her hair streamed straight back. A trident pointing forward was held in both hands. See photo (port side only) at www.b24bestweb.com.

Pg 249. TW761: **Minor nose art error: Should be "*The SKIRT PATROL*" (all caps except for caps/lower case first word, and all within quotes), not *The Skirt Patrol*.** Further info: The nose art (applied to both sides of the fuselage) showed a woman in a short dress trying to outrun a pair of hands reaching out for her. See photos at www.b24bestweb.com.

Pg 250: A72-1: **Minor nose art error: Should be *Pride OF THE YANKS* (caps/lower case and underlined first word, all caps for the last three words), not *Pride of the Yanks*.** Further info: See photos (both port and starboard fuselage) at www.b24bestweb.com.

Pg 250: A72-2: **Minor nose art error: Should be *TEAR-ASS (THE BULL)* (all caps, first two words underlined, last two words in quotes and in smaller text size), not *Tear Ass (The Bull)*.** Further info: The photo at www.b24bestweb.com hints that a bull caricature was part of the artwork.

Pg 250: A72-3: **Minor nose art error: Should be *MARGIE* (all caps), not *Margie*.** Further info: A topless woman, arms crossed over her chest, completed the artwork. See a photo of the starboard nose art at www.b24bestweb.com. The *Margie* which became A72-3 is the first choice of the four selections of aircraft carrying this name.

Pg 250: A72-4: **Minor nose art error: Should be *MISS GIVING* (all caps), not *Miss Giving*.** Further info: The artwork, which was on the starboard side only, consisted of the name and a kneeling woman in a bathing suit holding a bomb in her raised right hand. Her left arm was behind her head. See photos at www.b24bestweb.com.

Pg 250: A72-5: Further info: The name *She 'Asta* was painted on both sides of the fuselage in cursive script. On the starboard side only the artwork included a nude woman, reclining on her back, with her right leg bent at the knee. Her left arm rested on her forehead. See photos at www.b24bestweb.com.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 250: A72-6: **Minor nose art error: Should be DELIVERER (all caps), not Deliverer.** Further info: The US-380th Bomb Group nose art on both sides of the fuselage consisted of the name, in an arc, above a flying stork carrying a cloth sling which held a bomb. See photos at www.b24bestweb.com . Note, however, that the photo of A72-6 at the top of pg 250 shows no nose art.

Pg 250: A72-7: Further info: Originally, at least on the port side, the art consisted of the name *Miss Deed* below a nude woman, reclining on her back, with her left leg bent at the knee. Her left arm was bent at the elbow, while her right arm dangled down. Later the name was repainted, this time as "*Miss Deed*" (in quotes). The only photo of her starboard-side artwork showed the same reclining woman and the name "*Miss Deed*" (in quotes). See photos at www.b24bestweb.com .

Pg 250: A72-8: **Minor nose art error: Should be "HELL'S BELLE" (all caps, in quotes).** Further info: The artwork, on both sides of the fuselage, showed the upper torso of a topless woman with hair streaming back. She carried a bomb under her right arm, above the flames of Hell. See photos at www.b24bestweb.com . The "*HELL'S BELLE*" which became A72-8 is identified as HELL'S BELLE (V2) in the website selections of several B-24s which carried this name. Note: Three photos show a greenhouse nose (no turret), but one shows a front turret. The turret was a modification.

Pg 250: A72-9: **Minor nose art error: Should be CHANGE O Luck (all caps first word and caps/lower case last word, with the initial letter in the first and last word and the "O" being of a larger text size; no apostrophe after the "O"), not Change o' Luck.** Further info: Photos of the port side only show the name, in an arc, above a kneeling woman in a two-piece bathing suit rolling dice. Originally this aircraft was named *Bucket of Bolts* (I've seen no photo), but it was already *CHANGE O Luck* when transferred to the RAAF. Later, in the hands of the RAAF, it was renamed yet again, to *White Cargo* (I've seen no photo). For photos and a short history of this aircraft, see www.b24bestweb.com .

Pg 250: A72-10: **Minor nose art error: Should be RIO RITA (all caps), not Rio Rita.** Further info: Nose art on the starboard side includes the name and a seated woman propped up with her right arm and with her left hand behind her head. A port side photo is only a close-up of the name; I don't know if the woman was painted on this side. See photos at www.b24bestweb.com.

Pg 250: A72-11: **Minor nose art error: Should be LUCKY (all caps), not Lucky Legs.** Further info: The nose art was applied to both sides of the fuselage. The design was of the word "LUCKY" above a pair of women's legs, in stockings, high heels, and bent at the knees. Two four-leaf clovers and two dice complete the artwork. See photos at www.b24bestweb.com, where the *LUCKY* which became A72-11 is the first choice out of the two named *LUCKY*.

Pg 250: A72-32: **Minor nose art error: Should be KIM'S KITE (all caps), not Kim's Kite.** Further info: The first word was arranged in an upward-facing arc, while the second word, below the first, was in a downward-facing arc. A photo is found on-line in Issue 14 of the B-24 Liberator Squadrons of Australia Newsletter, at www.rnc.com.au/b-24/newsletter.htm .

Pg 253: A72-98: **Discrepancy in aircraft name: The Oughton book says the name was Blondie Mae (ending in an "e"), while a google.com search comes up with sources which say that A72-98 was Blondie Mac (ending in a "c").** I do not know which is correct.

Pg 256: **Photo error: The bottom right photo is identified as A72-165. This is wrong; it is A72-185, as seen in the identical, but larger, photo on pg 257. (The exposures of the two photos differ; note the difference in the clouds.) The serial number on the fuselage can be seen in this larger photo.**

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

Pg 257: **Minor nose art error: Should be *MEDDLESOME MAGGIE* (all caps), not *Meddlesome Maggie*.** Further info: The two words were painted in small letters immediately below the pilot's window. For a photo of the nose art, see pg 409 of "*LIBERATOR, America's Global Bomber*" by Alwyn T. Lloyd.

Pg 258: A72-320: Further info: The nose art on this aircraft was of a mermaid. I don't know if there was a name given to the aircraft. The nose art can be found on-line in Issue 60 of the B-24 Liberator Squadrons of Australia Newsletter, at www.rnc.com.au/b-24/newsletter.htm.

Pg 258: A72-335: **Minor nose art error: Should be *The WITCH* (caps/lower case for first word, all caps for second), not *The Witch*.** Further info: For photos of the nose art, see pg 407 of "*LIBERATOR, America's Global Bomber*" by Alwyn T. Lloyd.

Pg 263: 600: **Probable minor nose art error in photo caption (middle photo) and individual aircraft history:** Per the side-view line drawing on pg 158, the painted name should be *NANNETTE* (all caps, three Ns), not *Nanette* (caps/lower case, two Ns). It is assumed that the drawing was made using a decent photographic print, and was accurate in its spelling choice.

Pg 263: 3702: **Minor nose art error in photo caption (bottom photo) and individual aircraft history:** Should be *LADY LUCK* (all caps), per the photo. The wording is in an arc on the nose above the unclear artwork – which, presumably, is the Mammy Yokum character described in the individual aircraft history.

Pg 270: Caption for photo: **Omission of useful details:** This Lib, KN751, is currently on display at the RAF Museum in Hendon, London. Further info: The nose art worn today on both sides of KN751 depicts a hornet with a machine gun and carrying a bomb – very similar to that which adorns the Liberator in the photo on pg 206.

Pg 271: HE773: **Minor error in museum name:** *Canadian National Aeronautical Collection* is the Canada Aviation Museum (at Rockcliffe, Ottawa, Canada).

Pg 271: Caption for top photo: Further info: Note the flying sea dragon nose art. This was the insignia of 6 Sqn, Indian Air Force and can be seen in the photo of KH751 / HE807 on pg 272 and the photo of KH401 / HE771 on pg 216.

Pg 272: HE877: **Incomplete nose art/markings notes, and slight text errors:** *Shoot You're Covered* should be *SHOOT YOU'RE COVERED* (all caps). *The Bungay Buckaroo* should be *BUNGAY BUCKAROO* (all caps, drop the word "The"). The full history of the nose art is as follows. Named *Pima Paisano* for the ferry flight, with nose art of a roadrunner, but this nose art is long gone. Today the starboard side carries the aircraft's old Indian Air Force markings and also nose art of a flying sea dragon, the insignia of 6 Sqn, IAF. (I don't know if this nose art is authentic for HE877. This dragon is seen in the photo of KN820 / HE773 on pg 271 and also that of KH401 / HE771 on pg 216.) On the port side, at some point it was painted to represent *SHOOT YOU'RE COVERED*, a USAAF 7th Bomb Group, 9th Bomb Sqn, 10th Air Force aircraft (44-40282) based in India during World War II. Later the port side acquired the markings and nose art of *RED ASS* (all caps), B-24H 42-95203 of the USAAF's 446th Bomb Group, 704th Bomb Sqn, 8th Air Force. The nose art depicted a horse or donkey astride a bomb and the name. Apparently for political correctness, this name was changed to its current *BUNGAY BUCKAROO* (all caps), but the horse/donkey astride a bomb was retained. The new name is spurious; there was no *BUNGAY BUCKAROO* in the 446th BG.

Pg 272: T-18: **Minor nose art text corrections:** *The All-American* should be, simply, *All American* (no "The", no hyphen); see photo on pg 205. *The Dragon and His Tail* should be **THE DRAGON AND HIS TAIL** (all caps).

Pg 273: Nose art listing errors and further info:

- *Algy* listing: Further info: Per photos, *Algy* was the nose art (including the word *Algy*) on two Libs from 159 Sqn: BZ906 and BZ983.
- *Audrey's Back* listing: Further info: Add 99 Sqn. Per photos, the nose art (including the words *Audrey's Back*) was retained by KH211 after being moved from 355 Sqn to 99 Sqn.
- *Battlin' Bitch* listing: **Name, Serial, and Unit errors:** Should be '**BATTLIN' BITCH**' (all caps, with apostrophe, and within single quote marks). This aircraft was EV867 of 159 Sqn, not EV868 of 355 Sqn. The nose art is seen in the lower left photo on pg 273; the photo caption erroneously identifies the Lib as EV868.
- *Beefeater* listing: **Name error:** Per photos, BZ855 of 159 Sqn was **BUTCH** (all caps). The *Beefeater* reference corresponds to the caricature painted as nose art on 159 Sqn's BZ898 "Y", which was known as *Yeoman*; the US serial on a photo of this artwork matches up to BZ898.
- *The Benevolent Genie* listing: **Minor text error:** Should be **THE BENEVOLENT GENIE** (all caps).
- *Betty* listing: **Minor text error:** Should be **BETTY!** (all caps, with exclamation point).
- *B-Bitch* listing: **Possible naming error:** Most aircraft were christened with a name which corresponded to their original individual ID codes. *Algy* (BZ906), for example, was aircraft "A" on 159 Sqn, and it would have also been called *A-Algy* or *A for Algy*. As KH283 was "B" on 159 Sqn, my guess is that the more accurate name is *Bitch*, not *B-Bitch*. Neither the KH283 port-side nose art (see website http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=239) nor the starboard fuselage nose art (photo, pg 274) contains wording.
- *Canadian Cutie* listing: **Minor text error:** Should be **CANADIAN CUTIE** (all caps).
- *Clarence* listing: **Minor text error:** Should be **CLARENCE** (all caps). Further info: In addition to the two photos of **CLARENCE** on pg 273, there is a third photo on pg 171.

Pg 273: Photo caption errors and further info:

- Top photo: **Minor text error:** Should be **CLARENCE** (all caps), not *Clarence*.
- Bottom left photo: **Name, Serial, and Unit errors:** Should be '**BATTLIN' BITCH**' (all caps, with apostrophe, and within single quote marks), not *Battlin' Bitch*. This aircraft was EV867 of 159 Sqn (where F/Lt John Watson RCAF was, indeed, a pilot), not EV868 of 355 Sqn.

Pg 274: Photo caption: **Omission of useful details:** Being that this photo is in the nose art section, it would be appropriate to mention the nose art basics for KH283: separate art on each side of the fuselage, and the aircraft's name being either *B-Bitch* or more likely just *Bitch*. See my comments for KH283's pg 211 individual aircraft entry for the full details.

Pg 275: Nose art listing errors and further info:

- *Commando* listing: **Minor text error:** AL504 was adorned with the word *commando* (all lower case), apparently until it was converted to a single-tail configuration. From thence photo evidence shows that it was *Commando* (upper case "C" only).
- *Daedalus* listing: **Minor text error:** Should be **DAEDALUS** (all caps). An enlarged alternate print of the pg 210 photo is clear enough only to see the name. Possibly there was artwork, too, which does not show up on the old black & white print.

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1

16 AUG 2009

MATT POOLE

feb2944 AT aol.com

- *Daring Diana* listing: **Minor text error:** The name was painted as "*Daring Diana.*" (in quotes, and also including the period) on the port-side fuselage.
- *Dauntless Donald* listing: **Minor text error:** Should be **DAUNTLESS DONALD** (all caps).
- *Desprit Dan* listing: **Minor text error:** Should be '*Desprit Dan*' (in single quotes). **Further info:** An out-of-focus photo reveals a cowboy or soldier firing two pistols with arms raised, wearing a broad hat.
- *Donald III* listing: **Further info:** The name apparently was not painted on the fuselage, per photo on pg 275, plus these two other sources: *Air Pictorial*, March 1977, pg 110 (photocopies only) and *Air Enthusiast*, No. 51 (Aug - Oct 1993), pg 75. (My photocopies, however, are far from ideal.)
- *Double B* listing: **Minor text error:** There is just enough detail in the photo, pg 141, to see that the nose art name (on the bomb, and partially hidden by the officer in the middle) must have been **DOUBLE B** (all caps) – not *Double B*. My guess is that the "D" is larger than the next five letters, and the "B" is the same size as the "D". **Further info:** The cartoon character holding the beer straddles a large bomb.
- *Dronkie* listing: **Minor text error:** Should be "**DRONKIE**" (all caps, in quotes).
- *Dumbo Delivers!* listing: **Errors:** Should be **DUMBO DELIVERS!** (all caps, with the exclamation point). Also, "**BZ842 also reported**" is a mistake. The name applies only to **BZ839**.
- *Earthquake McGoon* listing: **Major errors:** Should be **EARTHQUAKE MCGOON** (all caps). The serial number was **EV962**, not **BZ999**. The unit was **355 Sqn**, not **159 Sqn**.
- *Fanged Fury* listing: **Minor text error:** Should be **FANGED FURY** (all caps). **KH168** was transferred to **99 Sqn**, where the **FANGED FURY** name/nose art was removed, replaced by **The PHANTOM**.
- *Flak Happy* listing: **Minor text error:** Should be **FLAK HAPPY** (all caps).
- *Glamour Girl* listing: **Minor text error:** Should be **GLAMOUR GIRL** (all caps).
- *Goofy* listing: **Minor text errors/confusion:** Was the name of two separate Liberators of **159 Sqn**. Should be '**GOOFY**' (all caps, in single quote marks), as applied to **BZ980**. An earlier **159 Sqn** Liberator – either **AL526** or **AL579** – also wore this same Disney nose art, but minus the name.
- *Gopher Gus* listing: **Minor text error:** Should be **GOPHER GUS** (all caps). **Minor unit designation discrepancy:** Per Bob Livingstone, this name was on the aircraft at the end of its tenure with **317 TCG**. Consairway then took it over and returned it to the US, but once it went into the Nashville, Tennessee shop the **KANGAROO KATE** name on the left side of **AL573** and the **GOPHER GUS** name on the right side were removed. So technically the names were on the aircraft with Consairways, but it would be more accurate to list **317 TCG** for the unit.
- *Gremlins' Workshop* listing: **Minor spelling inconsistency:** The pg 275 spelling (plural possessive) differs slightly from the *Gremlin's Workshop* (singular possessive) spelling found on pg 189 under the **FP685** individual aircraft history. I do not know which is correct.
- *Hawkeye* listing: **Minor text error:** Should be **HAWKEYE** (all caps).
- *Ice Cold Kate* listing: **Minor text error:** Should be **ICE-COLD KATE** (all caps, with hyphen). **Major serial number discrepancy:** Oughton's individual aircraft histories for both **EV989** and **EW176** give the same *Ice-Cold Kate* name. One of them is wrong. I suspect that **ICE-COLD KATE** was **EV989**; see my notes for **EV989** and **EW176**, further above, for an explanation.
- *Kangaroo Kate* listing: **Minor text error:** Should be **KANGAROO KATE** (all caps). **Minor unit designation discrepancy:** Per Bob Livingstone, this name was on the aircraft at the end of its tenure with **317 TCG**. Consairway then took it over and returned it to the US, but once it went into the Nashville, Tennessee shop the

KANGAROO KATE name on the left side of AL573 and the **GOPHER GUS** name on the right side were removed. So technically the names were on the aircraft with Consairways, but it would be more accurate to list 317 TCG for the unit.

- *Karioka Joe* listing: **Minor text error:** Should be **KARIOKA JOE** (all caps).

Pg 275: Photo caption errors and further info:

Middle photo: **Minor text error:** Should be **FANGED FURY** (all caps). **Suggested rewording of the caption** (in limited space available): **KH168 of 355 Squadron was FANGED FURY. Later, on 99 Squadron, it became The PHANTOM, with new artwork.**

Bottom photo: **Minor text error:** Should be **GLAMOUR GIRL** (all caps).

Pg 276: **Photo caption errors:** Should be *Lady "X"* (in quotes, underlined, with a break for the "y"), not just *Lady X*. Most of the underline of the first word is really text: the **ENG. 77026** telephone number (mentioned in the KH408 listing on pg 217; hard to confirm the accuracy, being so small), and something else – perhaps the artist's name, **FELL** or **PELL**. Major error: "*named Lady X after film star Lynn Barry*" is wrong. The woman in the artwork is Merle Oberon, who starred with Lawrence Olivier in 1938's romantic comedy "*The Divorce of Lady X*". There was no female film star named Lynn Barry, and the only movie with "Lady X" in the title is "*The Divorce of Lady X*" (per the superb website www.imdb.com).

Pg 277: Photo caption: **Minor text error:** Should be **QUO VADIS** (all caps). Further info: The photo shows, to the left of the lion artwork, the last two digits of the original American serial number for this Liberator: "88". Cross-referencing this with all RAF Liberator serial numbers, I believe that the "88" matches to US serial number 44-49888, which was assigned the RAF serial number KL660. This Lib was aircraft "M" of 159 Squadron, tying in with the caption, which states that the aircraft was on 159 Squadron.

Pg 277: Nose art listing errors and further info:

- *Lady X* listing: **Minor text error:** Should be *Lady "X"* (in quotes, underlined, with a break for the "y"), not just *Lady X*. Most of the underline of the first word is really text; in the photo on pg 276 there can be seen the **ENG. 77026** telephone number (mentioned in the KH408 listing on pg 217; hard to confirm the accuracy, being so small), and something else – perhaps the artist's name, **FELL** or **PELL**.
- *The Last of Many – 53 (nee 102) Dood It!* listing: **Minor text error:** Should be **THE LAST OF MANY – 53 (NEE 102) DOOD IT!** (All caps except for first word). See photo on pg 242. Two smaller messages on the forward fuselage appear to be all caps: **HAIL AND FAREWELL FROM LYDDA** and **GOOD SHOW, SHAIBAH**. A very large Arabic script adorns the fuselage under the wings, meaning unclear. Further info: There is some artwork in a small circular shape on the forward fuselage, but this is unclear in the photo.
- *The Little Queen II* listing: **Minor text error:** Should be **THE LITTLE QUEEN II** (all caps).
- *Lucifer* listing: **Minor text error:** Should be **LUCIFER** (all caps).
- *Mabel Drops Them* listing: **Text error:** Should be **Monica Drops Them!** (including exclamation point).
- *Madame X* listing: **Names discrepancy:** Was *Madame X* the name of two different Liberators of 356 Sqn? In addition to EW175, whose individual aircraft history on pg 165 also names it *Madame X*, aircraft KH115's entry on pg 201 lists the same name. It may be correct; 159 Sqn had two successive Liberators named *Algy* : BZ906 and BZ983...but not at the same time.

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1

16 AUG 2009

MATT POOLE

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- *Marco Polo* listing: **Minor text error:** Should be **MARCO POLO** (all caps), with the "M" and "P" being larger than the other letters.
- *Meddlesome Maggie* listing: **Minor text error:** Should be **MEDDLESOME MAGGIE** (all caps).
- *Miss Behavin'*: **Minor text error:** Per photo evidence, should be "*Miss Behavin*" (within double quotes, no single apostrophe on right). **Unit designation note:** A better choice might be 6th Bomb Group, 397th Bomb Sqn, per Bob Livingstone. AL637 did pass on to Consairways, but like AL573's nose art, was AL637's name and artwork was removed when the aircraft was sent to Nashville, Tennessee for maintenance? Not sure.
- *Nanette* listing: **Minor text error:** Should be **NANNETTE** (all caps, three Ns). It is assumed that the pg 158 side-view drawing was based on a clear photograph and, thus, is accurate in it's spelling of the name.
- *Night Rider* listing: **Minor text error:** Should be **NIGHT RIDER** (all caps).
- *Peace Persuader* listing: **Minor text error:** Should be **PEACE PERSUADER** (all caps, with one "P" serving as the initial letter of both words).
- *Pegasus* listing: **Further info:** Per photo evidence, the artwork consisted of a winged horse; the name was not part of the nose art.

Pg 278: Lower photo caption: **Minor text error:** Should be **WANDERING WITCH**. (all caps, and including the period).

Pg 278: Nose art listing **errors** and further info:

- *The Phantom* listing: **Minor text error:** Should be **The PHANTOM** (all caps for the second word, with the "P" being a larger point size than the letters which follow). Earlier KH168 had flown with 355 Sqn as aircraft "F" and had been adorned with the name/nose art **FANGED FURY**.
- *Queenie* listing: **Further info:** EW246 was the second of three Q-coded *Queenie*-named 159 Sqn Libs which were flown by the crew of P/O Gil Green. The first was KH251 and the third was KL671. Only the first two are known to have worn nose art. Only KH251 is known to have carried the name (all caps **QUEENIE**) on the fuselage.
- *Quo Vadis* listing: **Minor text error:** Should be **QUO VADIS** (all caps). **Further info:** The nose art photo on pg 277 shows, to the left of the lion artwork, the last two digits of the original American serial number for this Liberator: "88". Cross-referencing this with all RAF Liberator serial numbers, I believe that the "88" matches to US serial number 44-49888, which was assigned the RAF serial number KL660. This Lib was aircraft "M" of 159 Squadron, tying in with the caption, which states that the aircraft was on 159 Squadron.
- *Q-Up Here!* listing: **Minor text error:** Should be **Q UP HERE!** (all caps, with the exclamation point, **no hyphen**, and with the "Q" being much larger than the other letters). **Further info:** Conceivably it could have also been known as simply **UP HERE!**. See KH367 entry on pg 215 for more. A photo of this nose art can be found at: http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=49.
- *Rockcliffe Ice Wagon* listing: **Minor text error:** Should be **ROCKCLIFFE ICE WAGON** (all caps).
- *Rogues' Retreat!* listing: **Minor text error:** Should be **ROGUES' RETREAT!** (all caps, with the apostrophe and the exclamation point).
- *Sadie The Gun Moll* listing: **Minor text error:** Should be **SADIE THE GUN MOLL** (all caps). **Further info:** A photo of this nose art can be viewed at the following website: http://rafb24.com/index.php?option=com_rsgallery2&page=inline&id=691. The artwork shows a topless (and bottomless??...image is not clear) woman in stockings.

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1

16 AUG 2009

MATT POOLE

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- *Seb'n Com Leb'n!* listing: **Minor naming discrepancy:** The pg 123 individual aircraft history for BZ711 gives it as *Seb'n com Leb'n* (lower case "c", no exclamation point at end).
- *Seventh Heaven* listing: **Minor text error:** Should be **SEVENTH HEAVEN** (all caps), with **CENTRAL PACIFIC** below in smaller caps, per Bob Livingstone. **Serial clarification:** **SEVENTH HEAVEN** was definitely AL633 only. AL637 was in the 6th Bomb Group, 397th Bomb Squadron and was named "*Miss Behavin*", per Bob L.
- *Southern Cross Airways* listing: **Further info:** The *Southern Cross Airways* Lib, AL637, may have been named *Seventh Heaven* at some point, but this is not clear. It may be that AL637's link to *Seventh Heaven* is in error...but it may be correct, too.
- *Top Run* listing: **Discrepancy, possible error:** Per the individual aircraft histories on pgs 214 and 231, both KH357 and KL556 were on 356 Sqn and were named *Top Run*. Did 356 Sqn have two separate *Top Run* Libs, KH357 and KL556? Might KH357 or KL556 not been named *Top Run*? Because KL556's letter code, "T", matches to *Top Run*, it is more likely that the naming error, if there was one, involves KH357.
- *Vernon The Villain* listing: **Minor text error:** Should be **VERNON THE VILLAIN** (all caps). **Further info:** The wording is painted to the left of the man. It is not visible in the photo on pg 47. It can be seen, however, at: www.rquirk.com/159photos/150nose1.htm.
- *Wandering Witch* listing: **Minor text error:** Should be **WANDERING WITCH**. (all caps, and including the period).
- *The Winnie Mae* listing: **Minor text error:** Should be "*The Winniemae*" (two words, in quotes).
- *The Witch* listing: **Minor text error:** Should be *The WITCH* (caps/lower case first word, all caps second word).
- *The Woodcutter* listing: **Minor text error:** Should be **THE "WOODCUTTER"** (all caps, second word in quotes).
- *Wottawitch!!* listing: **Minor text error:** Should be **WOTTAWITCH!!** (all caps, two exclamation points).

Pg 279: Photo caption: **Minor text error:** Should be **YOGI** (all caps).

Pg 279: Nose art listing errors and further info:

- *X-Stasy* listing: **Minor text errors:** This Lib's nose art included two differently-spelled versions: **X-TASY** (all caps, only one "S", and hyphenated), and **Xstasy** (not hyphenated).
- *Yogi* listing: **Minor text error:** Should be **YOGI** (all caps).
- *Yvonne Yippee!* listing: **Minor text error:** Should be *Y'vonne Yippee!* (apostrophe after first "Y", and ending with an exclamation point). Not to be confused with *Yippee*, BZ939 of 160 and then 159 Sqns.

Pg 286: **Error in date:** First date should be 31/08/1943, not 31/08/1948.

**Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)**

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

The following Liberators, which were named in the text of the book, were not listed in *Appendix 1: NAMED LIBERATORS*. I cannot vouch for the accuracy of all spellings, capitalization, punctuation, etc. There are many more named Liberators to add to the book – a difficult undertaking!

NOT PREVIOUSLY FLYING WITH USAAF UNITS:

Name	Serial	Unit
'Eight Ball'	EV945	354 Sqn
Kentucky Colonel	KH355	1354 DDT Flt
KIM'S KITE	A72-32	24 Sqn RAAF
LADY LUCK	3702	10 Sqn RCAF
La Joie de Paris	AM920	Sté de Transports Aériens Alpes Provence
MAID OF ATHENS	AL557	Hellenic Airlines

PREVIOUSLY FLYING WITH USAAF UNITS, TRANSFERRED IN THE FIELD:

These aircraft were field transfers from the USAAF. The name/nose art may not have been retained upon transfer. For each of these Libs I have listed both the US unit and the first RAF or RAAF unit to which it was transferred. Spellings include my corrections to Oughton's spellings.

Name	Serial	Unit (USAAF / first RAF or RAAF unit)
Boomerang	TS533	US 490th BG / 223 Sqn RAF
CHANGE O Luck	A72-9	US 90th BG / 7 OTU RAAF
Cubby	VB904	US 487th BG / 223 Sqn RAF
DELIVERER	A72-6	US 380th BG, 7 OTU RAAF
Devil's Stepchild	TS520	US 490th BG / 223 Sqn RAF
Gremlin Heaven	TS530	US 486th BG / 223 Sqn RAF
"HELL'S BELLE"	A72-8	US 90th BG / 7 OTU RAAF
"LADY FROM HELL"	VD245	US 486th BG / 223 Sqn RAF
Lady Keesler	TS529	US 490th BG / 223 Sqn RAF
LUCKY	A72-11	US 380th BG / 7 OTU RAAF
MARGIE	A72-3	US 90th BG / 7 OTU RAAF
MISS GIVING	A72-4	US 380th BG / 7 OTU RAAF
MISS DEED / "MISS DEED"	A72-7	US 90th BG / 7 OTU RAAF
Miss Me!	TS537	US 490th BG / 1699 Flt RAF
My Baby	TS525	US 487th BG / 223 Sqn RAF
Noble Effort	TS530	US 486th BG / 223 Sqn RAF
Pride OF THE YANKS	A72-1	US 90th BG / 7 OTU RAAF
RIO RITA	A72-10	US 43rd BG / 7 OTU RAAF
She 'Asta	A72-5	US 380 BG / 7 OTU RAAF
"The SKIRT PATROL"	TW761	US 464 BG / probably RAF 301 (Polish) Sqn RAF (Special Duties)
Smokey Joe	TS523	US 487th BG / 223 Sqn RAF
The Spirit of L S U	TS528	US 487th BG / 223 Sqn RAF
TEAR-ASS (THE BULL)	A72-2	US 90th BG / 7 OTU RAAF
Twentieth Century Wolf	TS521	US 486th BG / 223 Sqn RAF
WHITE CARGO	A72-9	US 90th BG / 7 OTU RAAF
Why Worry	TS519	US 490th BG / 223 Sqn RAF
Winnie	TS536	US 34th BG / 223 Sqn RAF
Wishbone	TT340	US 490th BG / 223 Sqn RAF

Corrections/discrepancies and additions to the Air-Britain book,
"The Liberator in Royal Air Force and Commonwealth Service" (continued)

VERSION 1 16 AUG 2009 MATT POOLE feb2944 AT aol.com

OTHER KNOWN NAMES / ARTWORK:

BOOZY DO II	KH216?	357 Sqn. Photo of this artwork exists, identified only as a 357 Sqn Lib by the source. However, author Kenneth Merrick's book " <i>Flights of the Forgotten</i> " refers to a 357 Sqn Lib, KH216, named <i>Boozey Do</i> [sic]. Whether <i>BOOZY DO II</i> and <i>Boozey Do</i> are one and the same is unclear.
HELLCAT	EV900	159 Sqn
King Eustace the Sucker	KG877	99 Sqn
Lindy-Lou	KH360	99 Sqn
QUEENIE	KH251	159 Sqn
Queenie	KL671	159 Sqn
PUGGLED PETE	???	159 Sqn or 1354 DDT Flight
Snow White	???	99 Sqn
Wolf		102 Sqn
YOGI 2	KH356	356 Sqn

THERE ARE MANY MORE!!

~~~~~ **The end** ~~~~~