

become part of 435 Squadron, one of two all-Canadian Transport Squadrons in the South-East Asia Command.

1944...Jack Townsend: We received some further training on glider towing in northern India prior to flying to the Imphal Valley close to the Burma border where we began our Operational tour two days before Christmas. Our mission was to provide supplies of all kinds to the British 14th Army who were driving the Japanese out of Burma. Many of our trips involved finding a dropping zone and pushing out several tons of materials attached to parachutes because no landing fields were available.

1945...Jack Townsend: I guess I led a charmed life during my 700 hour tour which amounted to over 200 sorties. We flew every other day and although the Squadron suffered some losses they always occurred on my off-days. The hostile jungle terrain and the monsoon weather were actually a more constant threat than the Japanese. To reinforce that statement one of our aircraft which probably flew into a thunder head was found in the jungle just a couple of years ago even though we had spent many hours searching for it in 1945. On one occasion we got a little too close to a storm cloud and experienced a sudden vertical drop from 10,000 feet to less than 2,000 feet. None of our people were ever captured by the enemy which was certainly fortunate because their treatment of prisoners was reputed to be worse than the Germans.

1945... Jack Townsend: On August 7th I completed my operational tour and was waiting for a ship to England when the atom bombs were dropped on Japan a week or so later. The Japanese formally surrendered in early September. The war against the Axis powers was over. My boat trip from India to England was cancelled and the whole Squadron flew our DC3's to England. It took us six days and fifty seven hours of flying time. Probably less than a 10 hour trip now.