

R.A.F. Form 548

See instructions for use of this form in K.R. and A.C.I. para. 234b and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

5.47.20-432
205

Page No. 088

of (Unit or Formation) No. 432 (R.C.A.F.) SQUADRON

No. of pages used for day

Place	Date	Time	Summary	References to Appendices
EASTMOOR	1.8.44.		COMPLAINING OFFICER: C.12649 P/O. E.M. Kennedy. Fifteen aircraft were detailed to bomb a bus bomb site at Ferme du Forestel, unfortunately the target was obscured and the kites returned to base skids with their bombs. A few hair raising landings completed the operations.	A.1540 to A.1554
EASTMOOR	2.8.44.		Operational plans were scrubbed and aircrew trades spent the day with their leaders getting the latest gen. The paper war struck a new high but was tackled with vigour and some progress was made.	
EASTMOOR	3.8.44.		Eighteen aircraft were detailed to bomb Foret de Nieppe all returned safely and the operations proved successful.	A.1555 to A.1572
EASTMOOR	4.8.44.		Fifteen aircraft were detailed to attack Bois de Cassant a repair and supply dump N.E. of Paris. A perfect score was made. All kites took off and all returned. Heavy flak was encountered over the target. Four aircraft were slightly damaged. Aircraft "D" captained by J.16060 S/Lt. H.W. Pettit D.F.C. was well plastered by falling shrapnel. Photographic results were the best to date on a small target. The Squadron returned to base in perfect formation and presented a wonderful picture as they came over the woods, silhouetted against a cloudless sky a remarkable back ground for this locality. The ground trades are putting up a good show these busy days.	
EASTMOOR	5.8.44.		Twenty aircraft were detailed to attack St. Leu D'Esserant in the Pas de Calais area. The target was a bus bomb site and the results were satisfactory except that three kites brought their bombs back due to the fact that cloud obscured the target during their runs. Heavy flak was encountered on the northern edge of the area, but no damage was done. The trip completed by J.16060 S/Lt. H.W. Pettit D.F.C. second tour and his grin is visible for miles.	A.1588 to A.1607
EASTMOOR	6.8.44.		A day of rest from operations, a few cross-country runs were arranged for the new crews and the ground crew aside from their daily routine are practicing the complicated art of drill for the coming of Mrs M. H.P.711. <i>Damage slightly in training - ordered runway</i>	
EASTMOOR	7.8.44.		Operations were not successful the boys were forced to bring back their bomb loads from the target La Hogue something went wrong as there were no markings to guide them.	A.1608 to A.1626
EASTMOOR	8.8.44.		Our Squadron was detailed to co-operate with the advancing armies in the Forest de Cantilly area. The attack was highly concentrated and considered successful. Huge fires were seen for a distance of forty miles. Flak was heavy in barrage form but all returned safely. The P.P.F. markings were perfect. In the evening the Squadron Headquarters personnel with in unison with the M.F. Section held a party in the village hall at Wiggington. The Station band was in attendance and the operation was a successful venture only was complaint was heard "not enough beer".	A.1627 to A.1654
EASTMOOR	9.8.44.		Eighteen aircraft were detailed for an attack on Forest de Nieppe the mystery target. The target was well marked and pictures show that the bombs were bang on. Flak was slight light and aircraft returned safely. The slackening of leave regulations has brought a flood of applications on compassionate grounds that reminds one of the office boy and his sick grand mother during the world series.	A.1627 to A.1652

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EASTMOOR	10.8.44.		Fourteen aircraft were detailed to attack La Pallice, a port in northern France. The P.F.F. markings were nearly burnt out by the time our kites arrived and the results of the raid are questionable. J.25979 P/O. A.G. Craig captain of aircraft "B" attacked the alternative target. All returned safely.		A.1653 to A.1666
EASTMOOR	11.8.44.		Mr. K. in other words the King, the Queen and Princess Elizabeth visited R.C.A.F. Station Linton this morning. Several hundred of Eastmoor personnel attended for the occasion. The King decorated several aircrew among which were J.19885 P/O. Webb, J.L. Doo, R20225 P/S. Zicko, W.K. P/S. and R207740 P/S. Wright, D.H. P/S. Arrangements went off smoothly and the lads were really thrilled at the sight of their Majesties. Four aircraft are detailed for a Command Ballade, J.24401 P/In J.M. Parker and crew are sortied.		
EASTMOOR	12.8.44.		Fifteen aircraft were detailed to attack Mont Richard's ammunition dump. The target was well marked and saw a mass of smoke when the kites left. All aircraft returned safely. The second sortie of the day was an experiment in blind bombing without P.F.F. using Radar. The victim of the experiment was the town of Brumwick. The third effort, however, involved the same four aircraft and the target was Palaise, this was an army co-operation job, apparently successful.		A.1667 to A.1687
EASTMOOR	13.8.44.		Operations were scrubbed some flying training took place but most crews were on stand by awaiting developments. The intense activities of yesterday left everyone on their toes hoping that a constant all out effort was in the offing. Effective the 12th all Squadron ground crew personnel were posted to No. 62 (RAF) Base for subsequent posting to S.H.Q. Eastmoor. Those concerned take a very dim view of the proceeding, it means a lot to ground crew personnel to belong to a Squadron and until they become adjusted, the moral is bound to be somewhat affected with whatever little glamour they had taken from them.		
EASTMOOR	14.8.44.		Fifteen aircraft were detailed to attack Bona Tessilly a target in the French coastal area where there was a concentration of enemy troops. The allied attack was extremely heavy and such damage to equipment, trucks etc., was plainly visible. Old Jerry is getting the business these days. One aircraft was cancelled prior to take off.		A.1688 to A.1701
EASTMOOR	15.8.44.		Fifteen aircraft were detailed to attack Brussels a enemy aerodrome, there was no cloud over the target and the visibility was good. Mist was moderate in barrage form. No fighters were seen. The bombing was very concentrated and all crew would see the target visually. A large explosion was seen from 5/6000 ft. which turned out to be a hangar. All returned safely. Clothing coupons for officers arrived the other day much to the delight of those concerned, or is it their wives sweetheart etc., that are more interested.		A.1702 to A.1716
EASTMOOR	16.8.44.		Operation No. 206 was scrubbed but not until the last minute. In the meantime all concerned were standing by around on edge. Finally a new crew list for operation No.207 was made up and 14 aircraft were detailed for an attack on Kiel. Visibility was good and the markers clear. Numerous fires were seen and all returned safely.		A.1717 to A.1730

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BASTMOOR	17.8.44		We were on and we were off all day and evening. Finally the pending operation was scrubbed. The ladies of Sutton village run a little bazaar behind the village church and it is getting a very popular spot in the evening, particularly around nine o'clock, when the lads congregate to hear the news broadcast. It is also noted that some of them bring their WAAF friends and strangely enough these couples seem to pick the darkest corners to sit in. A good many will remember the bazaar behind the church in their old age.		
BASTMOOR	18.8.44		Sixteen aircraft were detailed to attack Bremen. Fifteen took off successfully and the crew report the target clearly marked. With bomb well placed they all returned safely. Aircraft "G" captained by J. 23071 P/O Gault, J.A. swerved off the runway on take-off, took fire and presented a fine wacker display that could be seen for miles. The two thousand pounder fortunately did not explode in the normal way, but rather burned causing damage little damage. The crew were uninjured with the exception of R22335 Sgt. Walters, R.A., the Rear Gunner, who suffered shock to his neck. The boys in the control tower and the colickers beat a hasty retreat knowing what have the big bomb could cause.		A-1731 to A-1746
BASTMOOR	19.8.44		Many times recently we have received advice that aircrew members of the squadron previously reported missing are turning up. The latest news is that J. 21854 P/O Ormsby, M.P. R174931 Sgt. Justason, R.R. and 123489 P/L Kenley, J.S., all members of our previous G.O.'s crew have swaded capture and are safe. This makes us believe and hope there is chance for G. 890 W/E Macdonald, J.K. Operational and training flying was scrubbed to-day due to weather conditions. L. 86703 P/O Ballisant, R.G. and R269941 P/S Penny, D.R. have received the immediate award of D.F.C. and D.F.M. respectively.		
BASTMOOR	20.8.44		No flying of any kind. Our kites were diverted all over the place after last night's "do" and by the look of the weather they won't return to base to-day. There has been some criticism of our training programme and the G.O. intends to put more stress on training at once but it will be difficult to overcome the handicap of unserviceable aircraft. Weather conditions also curtailed the social operations of the lads and the different messes were packed with grouching personnel.		
BASTMOOR	21.8.44		Most of the aircraft returned back from their diverted bases. At a meeting held by the station commander the various section leaders were advised of the workings of this new but yet old plan of having all ground crew on strength of the station leaving only aircrew in the squadron. It was also decided to make some changes in accommodation by allotting No. 3 and No. 7 sites for the billeting of 432 squadron aircrew. Six crews were detailed for cross-country thereby bringing the training hours up somewhat. 413 Squadron located here at Bastmoor suffered a nasty blow in the loss of their G.O. Flight Commander Commander, Banking leader, Navigation leader and others in a mid-air collision which occurred during formation practice flying this evening.		
BASTMOOR	22.8.44		No flying during the day but seven crews were detailed in the evening for cross-country flights.		

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EASTMOOR	23. 8. 44		No flying during the day. The weather cleared in the evening and six crews were detailed for cross country flights. A conference was held at 6 Group for the benefit of squadron adjutants. It proved to be a very interesting session, mutual problems were discussed and concerned officers at 6 Group outlined the common errors most numerous in squadron returns. The adjutants voiced their disapproval of the re-organisation that took ground crew out of the squadrons and recommended that the clerical and dispatch staff attached to Squadron H.Q. be posted back to the squadron on the ground grounds that if a unit moved it would place a unreasonable burden on the adjutant if he was deprived of his staff and would be bound to cause considerable confusion from an administrative stand-point.		
EASTMOOR	24. 8. 44		Some local practice flying and fighter affiliation took place during the day. The scheduled operation was scrubbed and the cross country planned for the evening were cancelled due to weather conditions. The Squadron H.Q. personnel got their faces all set for an official picture. The proper setting was arranged and the background was carefully chosen. All concerned were pleased with arrangements but were rudely shocked when the photographic section later advised that the photographer made a technical error and the picture didn't come out.		
EASTMOOR	25. 8. 44		Eighteen aircraft were detailed for an attack on Brest. Two separate target points were chosen. They were well marked and the bombing very concentrated. All aircraft returned safely. By forceful talking in the right direction we were able to induce the start of work to start at once the painting of the interior of the headquarters building. The work is progressing rapidly and the new brightness is invigorating.		A-1747 to A-1764
EASTMOOR	26. 8. 44		Operations scrubbed. J. 26929 P/O Vickersman, H.K. paid us a most welcome visit. Vick as Captain of 222 Sqn 202 T.O. went missing on the night of 7th/8th June. He was shot down by an enemy fighter and had many harrowing experiences before being picked up by the Second Army.		
EASTMOOR	27. 8. 44		Sixteen aircraft were detailed for an attack on Mameyveasse. No slip-ups on take-off and all arrived on the target. Many fires and much smoke was noted. At the rate missing aircraft are turning up it is reasonable to hope that when the ships are down our human losses will be comparatively small. O4296 P/L Walton, R.G. reported on attachment from 6 Group to double-bank O2649 P/O Kennedy, L.M. the double-banker of the Squadron Adjutant who is attending a course at the moment, but is expected back to double-bank the Station Adjutant. Triple-banking is now service terminology.		A-1765 to A-1780
EASTMOOR	28. 8. 44		Fourteen aircraft were detailed for operations. Three targets were involved. Anderbeek was bombed successfully. Ouf on Harolds, the second target was well marked and the bombing concentrated. The third effort, Brest, was done visually. No P.P.V. markings were used. It was a very successful many fires and explosions were seen. All aircraft returned safely. Heavy flak was encountered and R162271 P/S Williams, D.A. was injured by it. He is now hospitalized and will be out of the running for some time. O490 W/O MacQuinn, V.K., our former Squadron Commander, shot down over France 2/11/44 returned from a visit. His experiences were numerous and exciting. All ranks were sincerely glad to see the witness safe and sound and looking well. Three new freshmen crews reported for duty.		A-1781 to A-1799

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EASTMOOR	29. 8. 44		Cross country flights and fighter affiliation were the order of the day. No operations were scheduled. A major movement of personnel and equipment took place last night. The entire staff of Squadron adjutants were moved from the adjutant's office to the much smaller Padre's Office, a move necessitated by the resignation of the painter. A movement order was not issued and the Padre evacuated according to plan.		
EASTMOOR	30. 8. 44		No operational obligations today. Some training hours were accomplished. A quite day all round.		
EASTMOOR	31. 8. 44		Fifteen aircraft were detailed to attack Ile de Ouessant, a small island used for coastal defence. It was identified visually and completely plastered. There was no ground or air opposition and all aircraft returned safely. J.19734 P/O Patterson, J.P. SMITH and crew finished their work with this trip and celebrated the occasion in suitable fashion. By chance a large number of Squadron Officers spent the evening in the mess and with the aid of milk or something reached the conclusion that the squadron was the best in all the land.		A.1794 to A.1808
CASUALTIES:-					
NIL					
POSTINGS IN:-					
R174418	Sgt	McGuire	L.F. (Pilot)	Posted from No. 61 (RCAP) Base w.e.f. 22.8.44.	
J. 36812	F/O	Steele	W.G. (Nav.)	" " " " " " " "	
J. 36624	F/O	Drynan	J.V. (A/B)	" " " " " " " "	
R182976	Sgt	Soderlund	L.L. (W/O/AG)	" " " " " " " "	
R252618	Sgt	Davies	J.H. (A/G)	" " " " " " " "	
R222112	Sgt	Dowen	M.S. (A/G)	" " " " " " " "	
2221118	Sgt	Smart	P.C. (P/E) (RAP)	" " " " " " " "	
J. 36201	F/O	Darson	J.A. (Pilot)	" " " " " " " "	
J. 38739	F/O	Rees	E. (Nav.)	" " " " " " " "	23.8.44.
J. 26225	F/O	McGill	H.R. (A/B)	" " " " " " " "	
R170540	F/S	Spaflon	J. (W/O/AG)	" " " " " " " "	
R266411	Sgt	Robinson	A. (A/G)	" " " " " " " "	
R204316	Sgt	Wynn	A.B. (A/G)	" " " " " " " "	
R62889	Sgt	Allen	G.H. (P/E)	" " " " " " " "	
J. 36215	F/O	Dean	S.C. (Pilot)	" " " " " " " "	
J. 38217	F/O	Patte	D.H. (Nav.)	" " " " " " " "	
J. 35589	F/O	Hayden	W.R. (A/B)	" " " " " " " "	
J. 38443	F/O	Beaton	N.C. (W/O/AG)	" " " " " " " "	
R67315	Sgt	Spaw	N.A. (A/G)	" " " " " " " "	
R136530	F/S	Cloppier	J.C. (A/G)	" " " " " " " "	
R75444	Sgt	Hilley	I.R. (P/E) (RAP)	" " " " " " " "	
C.13128	F/O	Buchanan	D. (Pilot)	Posted from No. 419 (RCAP) Squadron w.e.f. 24.8.44.	
R132174	F/O	Cox	H. (W/O/AG)	" " " " " " " "	
J. 35066	F/O	Taylor	W. (A/B)	" " " " " " " "	
J. 40773	F/O	Oakley	E. (A/G)	" " " " " " " "	
J. 22648	F/O	Shirley	M. (A/G)	" " " " " " " "	
L45128	Sgt	Airey	R.E. (P/E) (RAP)	" " " " " " " "	

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File	Date	Time	Summary of Events		SECRET.	References to Appendices
POSTING IN (Continued)						
J.9115	P/L	Woodward	J.A.	(Pilot)	Posted from No. 61 (RCAP) Base	W.S.F. 28.8.44
J.39394	P/O	Ray	C.H.	(Nav.)	" " " " " "	" " " "
J.35521	P/O	Fox	G.W.	(A/B)	" " " " " "	" " " "
H.39392	P/O	MacLennan	D.B.	(WCE/AG)	" " " " " "	" " " "
R197195	Sgt	Palmer	F.K.	(A/G)	" " " " " "	" " " "
R202115	Sgt	Duffy	G.O.	(A/G)	" " " " " "	" " " "
R641605	Sgt	Dentley	W.	(P/R) (RAF)	" " " " " "	" " " "
R182184	Sgt	Hamilton	D.D.	(Pilot)	" " " " " "	" " " "
R164356	Sgt	Stoick	G.L.	(Nav.)	" " " " " "	" " " "
R160838	Sgt	Holsted	H.H.	(A/B)	" " " " " "	" " " "
R161644	Sgt	Harcus	H.	(WCE/AG)	" " " " " "	" " " "
R223900	Sgt	Byers	H.T.	(A/G)	" " " " " "	" " " "
R140056	Sgt	Walker	G.A.	(A/G)	" " " " " "	" " " "
R890323	Sgt	Slaughter	M.A.	(P/R) (RAF)	" " " " " "	" " " "
J.11269	P/O	Thompson	J.H.	(Pilot)	" " " " " "	31.8.44
J.22073	P/O	Serne	J.J.	(Nav.)	" " " " " "	" " " "
J.37354	P/O	Borland	R.A.	(A/B)	" " " " " "	" " " "
J.37837	P/O	Harrison	S.A.	(WCE/AG)	" " " " " "	" " " "
R277033	Sgt	Thompson	R.D.	(A/G)	" " " " " "	" " " "
R235186	Sgt	Worthington	W.R.	(A/G)	" " " " " "	" " " "
R804919	Sgt	Sorrell	G.L.	(P/R) (RAF)	" " " " " "	" " " "
R162125	P/S	Danson	H.H.	(A/B)	" " " " " "	No. 433 (RCAP) Sqdn. 21.8.44
POSTINGS OUT-						
R185576	P/O	Alexander	R.R.	(A/G)	Posted to A.C.A.C.	W.S.F. 5.8.44
G.19461	P/O	Quemal	H.H.	(A/G)	" " " " " "	" " " "
174001	P/O	McFarlane	J.	(WCE/AGR) (RAF)	to 21. O.T.U.	" " " "
J.87859	P/O	Friedman	L.A.	(Pilot)	to No. 405 (RCAP) Sqdn	7.8.44
J.28216	P/O	Robertson	J.D.	(Nav.)	" " " " " "	" " " "
R186182	Sgt	Benton	K.D.	(WCE/AG)	" " " " " "	" " " "
R166876	Sgt	Smith	S.D.	(A/B)	" " " " " "	" " " "
R880396	Sgt	Precoe	P.S.	(P/R) (RAF)	" " " " " "	" " " "
R148565	Sgt	McDemott	T.E.	(A/G)	" " " " " "	" " " "
R201301	Sgt	Lonsbury	B.R.	(A/G)	" " " " " "	" " " "
J.88644	P/O	Haddock	D.H.	(Pilot)	" " " " " "	1699 O.U. 12.8.44
1556482	Sgt	Turnball	A.H.	(A/G) (RAF)	" " " " " "	419 (RCAP) Sqdn 10.8.44
R107430	P/S	Fursey	G.	(A/G)	" " " " " "	" " " "
R186806	P/S	Lagodiarsy	G.	(A/G)	" " " " " "	" " " "
J.16060	S/Ldr	Pettit	A.D.	(A/G)	" " " " " "	A.C.A.C. 14.8.44
R179405	Sgt	Lafraniere	M.W.	(Pilot)	" " " " " "	Warrington 18.8.44
1320152	P/S	Short	L.E.	(WCE/AGR) (RAF)	" " " " " "	431 (RCAP) Sqdn 17.8.44
1667546	P/O	Peterson	J.T.	(A/G) (RAF)	" " " " " "	A.C.A.C.A. 23.8.44
178238	P/O	Ossman	W.	(A/G) (RAF)	" " " " " "	" " " "
178214	P/O	BRIARD	J.R.	(A/G) (RAF)	" " " " " "	" " " "
R124267	P/O	Titus	J.S.	(WCE/AG)	" " " " " "	24. O.T.U. " "
J.26851	P/O	Thompson	G.G.	(WCE/AG)	" " " " " "	86. O.T.U. 25.8.44
J.93812	P/W	Rogers	J.K.	(Nav.)	" " " " " "	62 (RCAP) Base " "
J.18687	P/O	Barker	J.D.	(NAV.)	" " " " " "	61 (RCAP) Base 25.8.44
J.86703	P/O	Sullivan	H.U.	(A/G)	" " " " " "	Warrington " "

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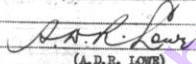
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			<u>POSTINGS OUT: (Continued)</u>		
			J.19303 F/O Sunley H. (A/B.) Posted to No. 415 (RCAP) Squadron w.e.f. 23.8.44.		
			W.13128 F/O Buchanan D. (Pilot) " " 420 (RCAP) Squadron " " 27.8.44.		
			R132174 W/O Cox H. (WOP/AG) " " " " " "		
			J.35066 F/O Taylor W. (A/B.) " " " " " "		
			J.40775 F/O Osdley H. (A/B.) " " " " " "		
			J.22048 F/O Christie W. (A/G.) " " " " " "		
			1433128 Sgt Airey R.E. (F/E) (RAF) " " " " " "		
			J.87854 F/O Dennis W.W. (A/G.) " " 1659 C.U. " " 31.8.44.		
			1628770 F/S Slighte A.E. (F/E) (RAF) " " 61 (RCAP) Base " " " "		
			J.87950 F/O Perry W.B. (A/B.) " " 1664 C.U. " " " "		
			R163206 W/S Metcalfe W.F. (A/G.) " " " " " "		
			J.85881 F/O Anthony R.F. (Pilot) " " " " " "		
			J.8973 F/L VanLauffer D.A. (Pilot) " " 22 O.T.U. " " " "		
			J.25481 F/O Segusa A.H. (WOP/AG) " " 32 O.T.U. " " " "		
			J.25481 F/O Segusa A.H. (WOP/AG) " " 32 O.T.U. " " " "		
			<u>PROMOTIONS:</u> J. 1477 F/L (A/S/Ldr.) A.D.R. Lowe appointed to the rank of A/W/Odr.		
			J.23253 F/O L.R. Evenson was appointed to the rank of A/P/Lt.		
			<u>CHANGES IN COMMAND:</u> J.12339 F/O R.A. Jack assumes command of "B" Flight. J.7438 F/L R.M. Larson assumes command of "A" Flight.		
			<u>CHANGES IN ADMINISTRATIONS:</u> NIL		
			<u>COMMISSIONS:</u> 1397359 F/S Chadwick, J.W. (179408); R189082 F/S Dennis, W.W. (J.87854); R183734 F/S Boney, H.D. (J.87783); R154174 W/O.C. Craig, H.J. (J.87840); R169723 F/S Lewis, H.D. (J.87689); 2202858 Sgt. Hollingsworth, G.H. (179421); R195343 F/S Amelin, W.J. (J.87839); R162139 F/S MacPadden, W.B. (J.87878); R177950 F/S Perry, W.B. (J.87950); R150415 W/O James, M. (J.87900); 1624932 F/S Sowerby, J. (179524); R193636 Sgt. Easton, M.G. (J.87922); R186665 F/S MacPadden, J.J. (J.87889); 1003564 F/S Thompson, J. (182230); R170546 F/S Brown, W. (J.88160); R162657 F/S Lamson, R. (J.88090); R185538 Sgt. Wells, J.M. (J.88119); R150966 F/S Warring, G. (J.88319); R180330 Sgt. Hoolahan, E.D. (J.88299); R180283 F/S Campbell, R.W. (J.88234); R191364 Sgt. McDonnell, J.W. (J.88288); R161107 F/S Cole, H.W. (J.88219); 1572208 F/S Coogrove, J. (182415); 1671446 Sgt. Bewson, A. (182420); 1892047 Sgt. Farham, A.J. (182542)		
			<u>AIRCRAFT ON CHARGE:</u> 23 HALIFAX VII		
			<u>OPERATIONAL FLYING HOURS:</u> 1342:25 hours.		
			<u>NON-OPERATIONAL FLYING HOURS:</u> 280:25 hours.		
			<u>No. of OPERATIONAL SORTIES:</u> 268 sorties.		
			<u>BOYS DROPPED FROM 1.1.44 to 31.7.44:</u> H.E. (Tons) 227		
			<u>BOYS DROPPED DURING AUGUST:</u> INCH. (Tons) 577		
			<u>No. of OPERATORS WITH THE BOMB:</u> 882 53		
			(See appendix 18 and 19)		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																								
			<u>NUMERICAL STRENGTH OF THIS UNIT AS AT 2359 HOURS ON THE 31.8.44</u>																										
			<table border="1"> <thead> <tr> <th></th> <th>AIRBORNE</th> <th>GROUND CREW</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F. OFFICERS:</td> <td>104</td> <td>2</td> <td>106</td> </tr> <tr> <td>R.C.A.F. OFFICERS:</td> <td>10</td> <td>-</td> <td>10</td> </tr> <tr> <td>R.C.A.F. AIRMEN:</td> <td>109</td> <td>-</td> <td>109</td> </tr> <tr> <td>R.A.F. AIRMEN:</td> <td>38</td> <td>-</td> <td>38</td> </tr> <tr> <td>OTHER PERSONNEL:</td> <td>1</td> <td>-</td> <td>1</td> </tr> </tbody> </table>		AIRBORNE	GROUND CREW	TOTAL	R.C.A.F. OFFICERS:	104	2	106	R.C.A.F. OFFICERS:	10	-	10	R.C.A.F. AIRMEN:	109	-	109	R.A.F. AIRMEN:	38	-	38	OTHER PERSONNEL:	1	-	1		
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OTHER PERSONNEL:	1	-	1																										
			<p><u>GENERAL SUMMARY:</u> This proved to be a history making month. The Squadron is proud of its part in the smashing allied successes of the past few weeks. Supply dumps, bomb sites, coastal batteries and army co-operation sorties were the main target activities and from all accounts highly successful. New faces are replacing the old rapidly as crews are screened and fresh crews posted in. Personnel previously reported missing from operations are turning up in increasing numbers and those that found their way back to the Squadron for a visit are getting a royal reception. Another important factor that gives flavour to the month's success is our personnel losses were nil. The only cloud over the happy scene was the posting of all ground crew from the Squadron strength. The general morale and health of Squadron personnel is excellent.</p>																										
			 (A.D.R. LOVE) Wing Commander, Commanding, No. 432 (R.C.A.F.) Squadron.																										

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