

OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
EASTMOOR	1.9.44		<p>COMPILING OFFICER: C.12649 P/L KENNEDY, I.M. This month may well bring the victory we have waited so long for. Our armies are poised for the big break through France, Holland and Belgium. Squadron aircrew partly through their tour are wondering if they will finish it in this theatre; those that are nearing screening period wonder if perhaps Japan will fold before the rest of their tour is completed, sounds optimistic but could be. Fifteen aircraft were detailed but operations were scrubbed; maybe ground defences are ahead of the news? C.4296 P/L Walton, R.G. is compiling this record in the absence of G.12609 P/O Kennedy, I.M., now on leave.</p>		
EASTMOOR	2.9.44		Fifteen aircraft detailed but the operations again cancelled prior to briefing.		
EASTMOOR	3.9.44		<p>Fifteen aircraft were detailed to attack the aerodrome at Volkelt. The results were excellent. An unfortunate accident occurred today. Three members of J.85061 P/O R.E. Carl's crew, R182385 P/S Drake, P.E., R223631 P/S Anderson, H.S. and J.27271 P/O Todd, P.G. were injured by the explosion of a practice bomb. R223631 P/S Anderson, H.S. and J.27271 P/O Todd, P.G. were not seriously injured but R182385 P/S Drake, P.E. is on the Dangerously Ill list with an amputated left hand and other injuries. The cause is obscure but a Court of Inquiry will investigate.</p>		A1824 To A1823
EASTMOOR	4.9.44		<p>A stand by. It is announced that we have entered Brussels and Antwerp. General Patton's Army is sweeping towards the Siegfried Line through Metz and Nancy. The battles of Flanders is won - what a difference from 1918. The years of dogged sacrifice and brilliant planning are bearing fruit. It is apparent that the Supreme Command prefer to await overwhelming superiority in material than chance needless sacrifice of human lives. J.27299 P/O Smith, V.E. and his crew and J.21577 P/O Laurenson, R.E. and his crew completed their tours and were screened.</p>		
EASTMOOR	5.9.44		<p>Another stand by. Weather may be the cause but our advances in Belgium are so swift and the lines so fluid that bombing in support of the armies must be dangerous. We will probably be called upon to help against the resistance put up at Le Havre, Calais and Boulogne.</p>		
EASTMOOR	6.9.44		<p>Thirteen aircraft were detailed but scrubbed before briefing. Later fifteen aircraft were briefed to attack Eindhoven. Crews report very concentrated bombing and the fires spread rapidly. Enemy defences gave no trouble and all kites returned safely.</p>		A1824 To A1828
EASTMOOR	7.9.44		No operational commitments and no news of interest.		
EASTMOOR	8.9.44		<p>Another stand by, but fifteen aircraft were called for a morning sortie. J.19885 P/O Webb, J.L. DSO and his crew were screened on completion of their operational tour.</p>		
EASTMOOR	9.9.44		<p>Fifteen aircraft called for Le Havre. Although the weather was good over enemy coast of the French Coast, a big 10/10th Strato cumulus cloud obscured the target. The aircraft were ordered to return dropping the bombs into the sea enroute.</p>		A1829 To A1823

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EASTMOOR	10.9.44		Eighteen aircraft attacked targets on the outskirts of Le Havre with good results. R182385 P/S Drake, P.E. was visited at York Military Hospital. He will have no permanent injuries and is progressing favourably.		A1854 To A1911
EASTMOOR	11.9.44		Fifteen aircraft attacked the synthetic oil plant at Ostrop Rouxel. The effort was most successful. Resources are rampant in the unit the latest "gem" is that we cease operations on the 16th of this month and pack up for the east. We may even re-equip in the process. One unit suggests conforms to suitable types G12609 P/S Kennedy, B.M., the adjutant returned for duty and we carry on in all aspects tomorrow. The adjutant's promotion came through during his absence.		A1972 To A1986
EASTMOOR	12.9.44		The Squadron lost one of its characters in form of Daisy May, officially known as J.1521/5 P/O May, J.W. Daisy had finished his second operational tour and no doubt will soon be heading back to good old Canada. In yesterday's "do" J.88294 P/O Campbell, R.W., captain of aircraft "B", had his oxygen mask shot off by flak. Lucky lad and lucky 422. Fifteen aircraft was detailed to attack Wanne Sicker in the Ruhr district. The attack was directed against a synthetic oil plant and the results were good. Visibility was good. Fires and a large explosion was noted. Flak was intense over the target and eight kites were damaged. All returned safely.		A1987 To A1991
EASTMOOR	13.9.44		Fifteen aircraft were detailed to attack Osnabrück, a marshalling yard. All kites made a successful attack and returned safely. The actual target was lightly defended and no enemy fighters were encountered. It is planned to form a new flight made up mostly of freshmen crews for the purpose of an efficient training programme. It's a practical idea and should work satisfactorily.		A1992 To A1996
EASTMOOR	14.9.44		No operational commitments for to-day. A Command Bullseye called for the evening was scrubbed and five cross country flights were recalled shortly after take-off due to weather. The various trades spent the day in their sections and in all it was a quite day.		
EASTMOOR	15.9.44		SEVENTEEN Fifteen aircraft detailed to attack Kiel. The target was well marked although there was some cloud, visual bombing could be carried out. Flak was slight to moderate and searchlights were in evidence. Aircraft "H", captained by J.86981 P/O Gallagher, J.C. failed to return. Details regarding this crew are shown at the end of this record. J.85061 P/O Card, R.W. and his crew completed their tour on this operation.		A1917 To A1933
EASTMOOR	16.9.44		No operational commitments. There are now forty eight personnel waiting posting after screening leave; this number is higher than usual and will no doubt keep increasing as it must be difficult to fit all these lads in instructional positions.		
EASTMOOR	17.9.44		Sixteen aircraft were detailed to attack Boulogne. All kites reached the target, defense was light and no enemy fighters were encountered. Bombing was carried out at two to four thousand feet. Opinion is varied as to its accuracy. Aircraft "L" captained by H16661 Sgt. Stedman, A.H. was slightly damaged by flak but all returned safely. The church parade planned to commemorate the battle of Britain was cancelled due to operations. Posting notices on three new crews came in and we can surely use them. At the moment five crews are non-effective due to sickness, etc.		A1934 To A1949

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
EASTMOOR	18.9.44		No operational commitments to-day. The wingco goes on a well earned leave to-night and J. 7438 S/L Larson, G.M. assumes command in his absence. A little excitement was caused by two bombs falling out of a truck near the main gate. Nothing happened, of course, but at the same time a defective thousand pounder was discharged at the other end of the drome. Some of the lads naturally connected the two and went into a minor flap. <i>NP689 damaged AC in training, landing.</i>		
EASTMOOR	19.9.44		Another stand down. Most aircrew made good use of the ^{day} in their respective sections. Six crews were detailed for cross countries and fighter affiliation. Three new crews reported in from Conversion Units and they look like a fairly good batch, all keen and itching to become operational.		
EASTMOOR	20.9.44		No commitments for today and training was also cancelled due to weather conditions. The lull is causing a lot of comments and giving rise to a further broadside of rumour concerning the Squadron's future.		
EASTMOOR	21.9.44		Another operational day off. The new crews were given a work out on cross countries and circuits and bumps. It was a beautiful autumn day with good flying weather. The new pilots room is now in use, it was suitably furnished with the aid of the Y.M.C.A. and by money raised by the pilots themselves. The room is newly painted and presents a completely comfortable picture.		
EASTMOOR	22.9.44		And again stand down for twenty four hours. The kites will remain bombed up and ready to go. This lull is giving the armourers a well earned rest so if by chance we have heavy operational commitments in the near future everyone should be ready for the occasion. Another new crew reported in and were jarred by the rumour that we are through with operations in this theatre and bags of training in in the offing.		
EASTMOOR	23.9.44		The weather barred flying of any description. Sheriff Hutton a nearby village, is becoming a rendezvous for certain members of the Squadron who are now members of the back room in the local pub. One of the other features is the dances in the village hall. There are usually bags of extra girls and those that are in the know are keeping this oasis to themselves.		
EASTMOOR	24.9.44		A most miserable day, with rain and fog, flying was out of the question. Fourteen screened personnel were posted thereby relieving the billeting question to a slight degree, there are still 34 awaiting posting but none are anxious or eager about early postings because they say they are very comfortable here and don't look forward any with anyreliah to their non-operational tour.		
EASTMOOR	25.9.44		<u>EIGHTEN</u> Sixteen aircraft were detailed to attack Calais. Visibility over the target was good. The Master Bombers orders were carried out and the attack well concentrated. A few kites undershot, bombs dropping into the channel. Flak was light, Mosquitoes shot up defense guns in a efficient manner and in all the raid was termed successful. Aircraft "G" captained by J. 2656 P/O Stunden G.R. was forced to jettison its bombs after the run in because of hang up. J. 88294 P/O Campbell R.M. and his crew completed their tour with this sortie and J. 1477 W/O Iowa J.D.R. with his crew were screened v.e.f. today by authority of 6 Group.		A950 To A. 1967

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EASTMOOR	26.9.44		<p>SIXTEEN went for Calais again, this should soften up Mr. Frits and make it possible for the ground forces to get their teeth into the port. Visibility was excellent, the bombs well concentrated and no enemy air opposition was encountered. One battery put up an effective flak barrage, and aircraft "Z" captained by R.182184 Sgt Hamilton J.D. landed at Munton because of damage caused by flak. J.27556 P/O Johnston V.R. and his crew completed their tour with this trip and will make their little trip up to the A.W.K. in the morning.</p>		A1984 TO A1983
EASTMOOR	27.9.44		<p>Seventeen aircraft were detailed to attack BOTTROP; "S" captained by J.26685 P/O Krakowsky M. took a crack at a marshalling yard 4 1/2 miles from the main target. Cloud was heavy over Bottrop but through a small break the crews were able to execute visual bombing. The Master Bomber made a through job and the bombs were dropped on E.T.A. A terrific explosion was heard at 0936 which was a good sign. Some accurate but light flak but no enemy fighters were encountered. "X" captained by J.9145 P/L Woodward J.D. was badly damaged by flak and the skipper was injured to such an extent that it was necessary for the Navigator J.39394 P/O Ray C.M. to take over and bring the kite back. They were forced to land at Woodbridge, this looks like a marvellous piece of work and will be treated in more detail when all particulars are received.</p>		A1984 TO A2000
EASTMOOR	28.9.44		<p>J.9145 P/L Woodward J.D. has died from injuries suffered in yesterday's attack on Bottrop. Details now to hand prove that P/L Woodward's crew are made of material that the service is proud to have. J.39394 P/O Ray C.M., the navigator, actually flew the badly damaged aircraft back from the target to R.A.F. Woodbridge in Surrey. The crew showed great fortitude and courage by staying with the ship and helping P/O Ray to the best of their ability. The skipper although dying, made a valiant attempt to guide the crew in their hazardous task. It is apparent that P/O Ray is deserving of the D.S.O. and P/L Woodward of the D.F.C. and the balance of the crew deserving the M.I.D. The Squadron will make recommendations for these awards.</p>		
			<p>Seventeen aircraft were detailed to attack GABRIEL HEZ. Patchy cloud necessitated low level bombing. Marking was good and the Master Bomber clearly heard. The attack was concentrated and apparently successful. No ground and air opposition was encountered and all kites returned safely.</p>		A2001 TO A2017
EASTMOOR	29.9.44		<p>A very quiet day with a few cross countries and such. J.1477 W/O Lowe A.D.R., our C.O., is posted, and our old friend G.360 W/O J.K. MACDONALD takes command of the Squadron. W/O Macdonald was very popular when he was C.O. before being shot down over enemy territory, 25.7.44, and all ranks are delighted with his return to the Unit.</p>		
EASTMOOR	30.9.44		<p>Eighteen aircraft tackled Sterkrade & three bombed the primary and the balance hit the alternative target which was the town itself. Flak was light and no enemy aircraft were encountered. Crews report that the bombing was scattered, and not too satisfactory. J.23253 P/Lt. Evensen L.R. and his crew completed their first operational tour on this sortie.</p>		A2018 TO A2031

Place	Date	Time	Summary of Events		SECRET.	References to Appendices
MOVEMENTS:						
Posting In (Continued):						
J.29832	F/O		McLoddi, G.A.	(Pilot)	Posted from No. 61 Base	w.e.f. 27.9.44
J.38759	F/O		Fleming, W.R.	(Nav.)	" " "	" " "
J.26000	F/O		Gray, L.A.	(A/B.)	" " "	" " "
R184538	Sgt		Burgoyne, E.L.	(WOP/AG)	" " "	" " "
R265348	Sgt		Bath, E.A.	(M/AG)	" " "	" " "
R57905	Sgt		MacLennan, A.	(B/AG)	" " "	" " "
1599037	Sgt		Baker, G.R.	(RAF)	(F/N)	" " "
J.10491	F/L		Horne, F.J.	(Pilot)	" " "	19.9.44
J.36682	F/O		Lunny, K.U.	(Nav.)	" " "	" " "
J.36233	F/O		MacKerrow, R.R.	(A/B.)	" " "	" " "
J.22854	F/O		Stephen Traynor, C.J.	(WOP/AG)	" " "	" " "
R213160	Sgt		Fraser, J.H.	(A/G.)	" " "	" " "
R183981	Sgt		Nicholson, D.J.	(B/AG)	" " "	" " "
1633595	Sgt		Davison, G.D.	(RAF)	(F/N)	" " "
J.27831	F/O		Speirs, G.H.	(Pilot)	" " "	30.9.44
R274480	F/Sgt		Gallagher, P.A.	(Nav.)	" " "	" " "
J.85210	F/O		Wilkinson, G.W.	(A/B.)	" " "	" " "
R92376	W/O		Solus, G.W.	(WOP/AG)	" " "	" " "
R150272	Sgt		Quinn, H.C.	(M/AG)	" " "	" " "
R200978	Sgt		Waterbury, G.R.	(B/AG)	" " "	" " "
1851378	Sgt		James, J.G.	(F/N)	" " "	" " "
J.29303	F/O		Sunley, H.E.	(A/B.)	Posted from No. 425 Sqn	19.9.44
G.890	W/O		MacDonald, J.K.	(Pilot)	Posted from No. 6 Group	27.9.44
MOVEMENTS:						
Postings Out:-						
J.87839	F/O		Asselin, W.J.	(A/G)	Posted to No. 425 Sqn	w.e.f. 1.9.44
J.87809	F/O		MacFadden, J.J.	(A/G)	Posted to A.C.A.C.	w.e.f. 5.9.44
R92187	W/O		Rowe, G.K.	(A/G.)	Posted to No. 418 Sqn	w.e.f. 3.9.44
J.85384	F/O		Cooper, E.H.	(Nav.)	Posted to A.C.A.C.	w.e.f. 5.9.44
R174711	F/S		Isom, R.F.	(A/G.)	Posted to No. 425 Sqn	w.e.f. 6.9.44
R185395	F/S		Paquette, L.V.	(A/G)	Posted to No. 425 Sqn	w.e.f. 6.9.44
R190350	F/S		McCallum, R.F.	(A/G)	Posted to A.C.A.C.	w.e.f. 8.9.44
182564	F/O		Holt, P.A.L.	(RAF)	Posted to No. 19 O.T.U.	w.e.f. 11.9.44
J.16246	F/O		May, J.W.	(Nav.)	Posted to "R" Depot	w.e.f. 12.9.44
T223109	F/O		Lewis, W.G. (USA)	(Pilot)	Posted to No. 12 R.C.D.	w.e.f. 13.9.44
182415	F/O		Cosgrove, J. (RAF)	(A/G)	Posted to A.C.A.C.	w.e.f. 20.9.44
J.88442	F/O		Barle, L.W.G.	(WOP/AG)	Posted to 1664 G.U.	w.e.f. 23.9.44
J.88552	F/O		Stambo, W.J.	(A/G)	Posted to No. 82 O.T.U.	w.e.f. 25.9.44
174981	F/O		Armstrong, G.W.	(A/G)	Posted to A.C.A.C.	w.e.f. 24.10.44
J.27259	F/O		Smith, V.K.	(Pilot)	Posted to No. 28 O.T.U.	w.e.f. 28.9.44
J.19885	F/O		Webb, J.L.	(Pilot)	Posted to No. 28 O.T.U.	w.e.f. 28.9.44
J.87878	F/O		MacFadden, F.D.	(A/G.)	Posted to No. 22 O.T.U.	w.e.f. 28.9.44
J.21377	F/O		Lawson, R.E.	(Pilot)	Posted to No. 22 O.T.U.	w.e.f. 28.9.44
R118747	F/S		Rawle, R.G.	(WOP/AG)	Posted to No. 24 O.T.U.	w.e.f. 28.9.44
R207740	F/S		Fright, D.H.	(A/G.)	Posted to No. 86 O.T.U.	w.e.f. 29.9.44
J.1477	W/O		Low, A.D.R.	(Pilot)	Posted to No. 1699 G.U.	w.e.f. 27.9.44

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			<p>PROMOTIONS: J.12339 P/Lt. XXXX R.A. Jack appointed to the rank of A/S/Ldr., J.7438 P/Lt G.M. Larsen appointed to the rank of A/S/Ldr.</p> <p>Changes in Command: C. 890 A/W/Odr. J.K. Macdonald assumes command of the Squadron vice J.1477 S/Ldr. (A/W/Odr.) A.D.R. Lowe posted.</p> <p>CHANGES IN ADMINISTRATIONS: NIL</p> <p>COMMISSIONS: R13904 W/O2. Urquhart, K.D. (J.88368); R185295 Sgt Pagette, L.V. (J.88443); 1319440 P/S Holt, P.A.L. (182564); R205169 P/S Turvane, G.A. (J.88485); E159220 W/O2. Earle, A.W.G. (J.88442); CANA3904 W/O2. Head, D.W. (J.88509); R207226 Sgt Sizako, W.J. (J.88552) W/O; R174418 Sgt McGuire, L.F. (J.89084); 1482147 W/S Kinch, S.T. (184480); 1875916 Sgt Driscoll, W.T. (184406); 1197535 Sgt Edwards, C. (184483);</p> <p>AIRCRAFT ON CHARGE: 24 HALIFAX VII.</p> <p>OPERATIONAL FLYING: 1019:47 hours</p> <p>NON-OPERATIONAL FLYING: 248:12 hours.</p> <p>No of Operational Sorties: 227 sorties.</p> <table style="width: 100%; border: none;"> <tr> <td style="border: none;">BOMBS DROPPED FROM 1.1.44 to 31.8.44</td> <td style="border: none; text-align: center;">H.R. (tons)</td> <td style="border: none; text-align: center;">Inc. (tons)</td> </tr> <tr> <td style="border: none;"></td> <td style="border: none; text-align: center;">3909</td> <td style="border: none; text-align: center;">430</td> </tr> <tr> <td style="border: none;">BOMBS DROPPED DURING SEPTEMBER:</td> <td style="border: none; text-align: center;">846</td> <td style="border: none; text-align: center;">60</td> </tr> <tr> <td style="border: none;">No of combats with the enemy:</td> <td colspan="2" style="border: none; text-align: center;">(see appendix No. 28)</td> </tr> </table> <p>NUMERICAL STRENGTH OF THIS UNIT AS AT 2359 HOURS ON THE 30.9.44.</p> <table style="width: 100%; border: none;"> <thead> <tr> <th style="border: none;"></th> <th style="border: none; text-align: center;"><u>AIRCROW</u></th> <th style="border: none; text-align: center;"><u>GROUND CREW</u></th> <th style="border: none; text-align: center;"><u>TOTAL</u></th> </tr> </thead> <tbody> <tr> <td style="border: none;">R. C. A. F. OFFICERS:</td> <td style="border: none; text-align: center;">121</td> <td style="border: none; text-align: center;">1</td> <td style="border: none; text-align: center;">122</td> </tr> <tr> <td style="border: none;">R. C. A. F. AIRMEN:</td> <td style="border: none; text-align: center;">884</td> <td style="border: none; text-align: center;">NIL</td> <td style="border: none; text-align: center;">884</td> </tr> <tr> <td style="border: none;">R. A. F. OFFICERS:</td> <td style="border: none; text-align: center;">284</td> <td style="border: none; text-align: center;">NIL</td> <td style="border: none; text-align: center;">284</td> </tr> <tr> <td style="border: none;">R. A. F. AIRMEN:</td> <td style="border: none; text-align: center;">79</td> <td style="border: none; text-align: center;">NIL</td> <td style="border: none; text-align: center;">79</td> </tr> <tr> <td style="border: none;">OTHER PERSONNEL:</td> <td style="border: none; text-align: center;">NIL</td> <td style="border: none; text-align: center;">NIL</td> <td style="border: none; text-align: center;">NIL</td> </tr> </tbody> </table> <p>GENERAL SUMMARY: The optimism of the first day of the month swindled as it became apparent that victory would not be accomplished complete for a while yet. A large number of crews reported for duty during the period and little time was wasted in making them operational. Operational commitments were heavy during the month but our casualties were light considering the targets involved. We are very proud of the feat accomplished by J.39394 P/O. C.M. Hay after the BOTROF attack and trust the dead is duly recognised. The health of the Squadron is fair although two crews are non-effective due to their pilot's illness. The morale of the Unit is excellent.</p> <p style="text-align: right;"><i>J.K. Macdonald</i> (J.K. Macdonald) Wing Commander, Commanding, No. 432 (R.C.A.F.) Squadron.</p>	BOMBS DROPPED FROM 1.1.44 to 31.8.44	H.R. (tons)	Inc. (tons)		3909	430	BOMBS DROPPED DURING SEPTEMBER:	846	60	No of combats with the enemy:	(see appendix No. 28)			<u>AIRCROW</u>	<u>GROUND CREW</u>	<u>TOTAL</u>	R. C. A. F. OFFICERS:	121	1	122	R. C. A. F. AIRMEN:	884	NIL	884	R. A. F. OFFICERS:	284	NIL	284	R. A. F. AIRMEN:	79	NIL	79	OTHER PERSONNEL:	NIL	NIL	NIL		
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