

OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	COMPILING OFFICER: C.12609 P/Lt L.M. Kennedy	Summary of Events	<u>SECRET.</u>	References to Appendices
EASTMOOR	1.10.44			The station was very quiet. Some training took place in the form of fighter affiliation during the day and six crews countries at night. J.25705 P/O Lynn, J.P., one of our screened Air Bombers took over the Adjutant's post for the day and had a great time putting the lads straight.		
EASTMOOR	2.10.44			The funeral of J.9115 P/Lt Woodward, J.A. took place at Woodbridge at 1030 hours. He was accorded full service honours and the remaining members of his crew acted as the bearer party. Some training was accomplished during the day.		
EASTMOOR	3.10.44			A Command Bull's-Eye was laid for to-night. Twelve of our crews took part. By all accounts it was a successful effort. The Squadron has now settled on a design for a unit badge and applications for its adoption will be the next step.		
EASTMOOR	4.10.44			Still no operational commitments. Some of the new crews are starting to worry again. Four fresh crews have been ported in during the last twenty four hours. Another Bull's-Eye with six of our crews involved took place to-night.		
EASTMOOR	5.10.44			No operational commitments. Preparations are under way for the Seventh Victory Loan and the Squadron hope to play their part. The method to be used in the campaign is a simple one, each captain is responsible for his crew and a special office will be set up for filling in the necessary forms. The collection for the French welfare is under way and is handled similarly to the Victory Loan method. The station was very quiet to-day, had all the earmarks of the lull before the storm.		
EASTMOOR	6.10.44			Twenty-two aircraft were detailed to attack Dortmund; they all returned safely. P.F.F. made an excellent job of marking and the bombing was concentrated with satisfactory results. There was no cloud over the target. Flak was heavy and enemy aircraft were noted. Two aircraft came back to this station and the rest were diverted at different bases in the south. The lads that were diverted to American Stations report the treatment they received was par excellent. The difference in their organisation is marked. They have bags of equipment and nothing is too good for their fighting men. The boys had ice cream, in some cases, for the first time since leaving home.		A.2036 to A.2057
EASTMOOR	7.10.44			Stand-down was the order of the day. Yesterday's sortie completed the first tour for J.16169 P/O Best, D.G. and his crew. J.7951 P/Lt Lupton, G.M. and his crew arrived on posting from Bomber Command. P/Lt Duff is starting his second tour, his first tour ended by being shot down over enemy territory. He evaded capture and on returning to this country he was sent to Canada on leave. He then reentered from WCE/AG to Pilot and returned for his second tour as Captain of Aircraft.		
EASTMOOR	8.10.44			The Sabbath Day was very quiet. A bit of training was accomplished and the leaders were busy giving their sections the latest "gen". There were several parties under way last night, one of the noisiest was at Sutton Hall where some old timers got together and rethought the battle of Newfoundland.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RASTMOOR	9.10.44		Fifteen aircraft were detailed to attack Bochum. "R" captained by J.89064 P/O McGuire, L.F. made an early return and "M" captained by J.86836 P/O Diamond, R.C. failed to return from operations. Sky markers were effective, ground defense was light but several enemy fighters were sighted, no claims were made. P/O Diamond had only one more trip to make, his navigator was already screened and the Navigation Leader, J.14223 P/L Nicholson, W. had taken his place on this trip. We will miss Nick, he was very popular throughout the whole station. R182590 P/S Franko, N.D. and his crew completed their tour on this sortie. The Squadron did itself proud by contributing £30-0-0 to the Bomber Command French Fund during the day.		A.2058 to A.2072
RASTMOOR	10.10.44		No operational commitments to-day. "A" Flight party got under way during the evening and proved a most successful venture. The Flight Commander, J.7438 S/L Larson, G.M. had the details of supply carefully planned but some poor types almost spoiled things by making off with a keg of beer. The Station Commander and Senior Administrative Officer greeted the occasion with their presence and in all everyone enjoyed the noise and din that goes with a "do" of this sort. This after efforts in some cases was a little grim due to a lack of ash trays and the necessity of dropping one's cigarette butt in someone else's beer. After the party the C.O. and his adjutant left for London on temporary duty.		
RASTMOOR	11.10.44		No operational commitments. Some training was accomplished. A personal visit was made to the Chester Herald in connection with the new Squadron badge. He was impressed with our submission and the direct contact should help reduce the time taken normally to get official action on this matter.		
RASTMOOR	12.10.44		Fifteen aircraft were detailed to attack Wanne Eickel. All returned safely except "J" captained by J.85598 P/O Britton, H. which crashed at Woodbridge due to damage caused by flak. The Air Bomber, J.27271 P/O Todd, F.C. was killed over the target and the Flight Engineer, 635682 Sgt. Knight, D.W. was seriously injured. The Flight Engineer showed a high degree of courage by insisting on carrying out his duties regardless of his condition. The crew are filled with admiration for his spirit. On this attack visibility was good until the target was made obscure by heavy smoke.		A.2073 to A.2087
RASTMOOR	13.10.44		Stand down to-day with a possible sortie for early morning. Those available were subjected to suitable pressure in the interests of the Seventh Victory Loan. The Squadron reached 50 percent of its quota and hopes to compare favourably with the best when the final chips are down. The quota is £25,000,00.		
RASTMOOR	14.10.44		Sixteen aircraft were detailed to attack Duisburg on an early morning effort. All returned safely. Visibility was good over the target and many ground explosions were noted. Flak was intense but no enemy fighters were encountered. A night operation was called and sixteen aircraft were detailed to attack Duisburg for the second time. The attack was well concentrated. A few fighters were encountered and "A" captained by C.890 P/O MacDonald, J.K. was attacked. Both gunners fired and claim the enemy aircraft was damaged. A farewell party for C.143 G/C Rutledge, R.H.C. was held in the W.A.A.F. Officers' Mess during the evening. He was presented with a silver mug and replied with a very suitable speech. G/C Rutledge was a most popular Station Commander and all ranks are sorry to see him go.		A.2088 to A.2119

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
EASTMOOR	15.10.44		Eight aircraft were detailed to attack Wilhelmshaven. All returned safely except "D" captained by J.12262 P/L Speller, D.W. now listed as missing. Over the target visibility was poor and the bombing result doubtful. Enemy fighters were encountered but no claims made.		A. 2120 to A. 2127
EASTMOOR	16.10.44		No operational commitments. The Victory Loan drive seems to be dragging but there is no doubt that we will meet our quota. Some of the lads are proving difficult but others are more than doing their part.		
EASTMOOR	17.10.44		Two aircraft were detailed for a Sea Search. No sightings were made. The squadron has over subscribed its quota of £ 25,000.00 in the Victory Loan and should exceed the amount by some margin, we hope.		A. 2128 to A. 2129
EASTMOOR	18.10.44		Sixteen aircraft were detailed for operations but the effort was scrubbed. There was a meeting of Unit Commanders and section heads in the Station Commander's office. The main topic of the meeting was the Victory Loan. The C.O. inspired those present with the necessity of going over the top and although this unit has passed its quota there will be no let up on the part of the command.		
EASTMOOR	19.10.44		No operational commitments today. Some flying training took place. There will be special attention given tonight to night take offs and landings. The days are short and the nights long. A favourite pub nearby is the Hop Grove. The owners lost their son some time ago. He was a fighter pilot with the R.A.F. Naturally they are partial to our boys and some great times are had there in the evenings.		
EASTMOOR	20.10.44		No operational commitments. The C.O. used suitable pressure on those that were difficult in the matter of Victory Loans with notable results. A dance was held in the W.A.A.F. H.A.A.F.L. The Station Band supplied the music and in all the event was a success. After the dance some of the lads retired to their respective messes, a move that marked the beginning of a party in keeping with service tradition.		
EASTMOOR	21.10.44		Sixteen aircraft were detailed for operations. Sixteen aircraft took off and were recalled after being air-borne for two and a half hours. Two aircraft were cancelled just before take off. The crews were ordered to stand by after landing. For the first time in three months we received one operational wing for presentation. The idea to have a stock of these wings for presentation on the day that aircrew complete their final sortie is sound and we trust it will be soon applied. There are a few characters that are paying a stiff penalty for their pleasures of last evening.		A. 2130 to A. 2145
EASTMOOR	22.10.44		Crews detailed for flying were on stand-by throughout the day. In the evening a station dance was held in the AIRMEN'S MESS. No. 6 GROUP band was in attendance and the details were well planned and arranged. The dance was part of the Victory Loan programme and turned out to be a very successful effort.		

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EASTMOOR	23.10.44		Nineteen aircraft were detailed for operations on Essen. All aircraft took off and all returned after a successful sortie. His Eminence Cardinal Villeneuve was the guest of the station to-day. He witnessed an operational take-off for the first time and was deeply impressed by the sight. A special dinner was arranged at 1900 hours and the Cardinal gave a friendly little speech in which he declared that the people of Canada would be told in detail of the efficiency with which an R.C.A.F. operational station works and of the heavy responsibility that lies with those in charge as well as the spirit and determination that is evident among all ranks in the execution of their duties.		A. 2146 to A. 2164
EASTMOOR	24.10.44		Sixteen aircraft were detailed for operations after hours of stand by. Cancelled The effort was scrubbed. It was a generally quiet day with little excitement of any kind except the jarring effect of three large defective bombs that were touched off at unexpected times.		
EASTMOOR	25.10.44		Seventeen aircraft were detailed to attack Homberg. All aircraft returned safely after a successful sortie. Flak over the target was heavy but no enemy aircraft was sighted.		A. 2165 to A. 2181
EASTMOOR	26.10.44		No operational commitments for to-day. This was the last day of the V. Loan drive and those interested put in a good day's work. To start the C.O. gave a strict arm speech in the crew room for those who had but not enough. The results brought a total up to 57,250 dollars, a nice margin over the Squadron margin quota of 25,000 dollars.		
EASTMOOR	27.10.44		Nineteen aircraft were detailed for operations but the effort was scrubbed. The question of batten for the officers has long since become hopeless. One G/D has as many as seventy officers to content with the best that can be hoped for is a X-ray cleaning job. It is thought possible to obtain civilian help if the officers pay for the service this raises quite a point apparently higher authority are not willing to abide by K.R. & A.G.I. Para 3504 (a) and pay servant allowance which would make it easy easy for the officers to pay for civilian help. It seems the obstacle is that the station establishment of G/D is up to strength and this is fact makes it difficult difficult to powers balk on allowances but what they don't want to realise is the fact that these G/D are mostly employed in the bomb dump. Something amiss in the organisation branch is the current opinion.		
EASTMOOR	28.10.44		Eighteen aircraft were detailed to attack Cologne. Seventeen took off and all returned safely. It is believed the Knapsack Chemical Works was well pranged. A terrific explosion was noted slight but accurate flak was encountered but no enemy aircraft put in appearance.		A. 2182 to A. 2198
EASTMOOR	29.10.44		No operational commitments to-day. J. 27647 P/O W.P. Saxe and his crew finished their tour with yesterday's trip. This crew did not have a sensational tour but won recognition by their dependability not only during operations but in any activities that required united effort.		
EASTMOOR	30.10.44		Nineteen aircraft was detailed to attack Cologne. All aircraft took off and all returned safely. The target was well marked by a good concentration of Sky markers. There was 10/10th cloud over the target and no bombing results were seen. All aircraft were diverted. The Hop Grove was the scene of a happy party last night. Party that started in the mess in celebration of the promotion of G.1181 Wing Commander J.H.L. Le Conte to the rank of Group Captain. None is quite sure of what happened after midnight but are gradually getting the pieces together.		A. 2198 to A. 2216
EASTMOOR	31.10.44		No operational commitments. Sixteen aircraft returned to base from diversion.		

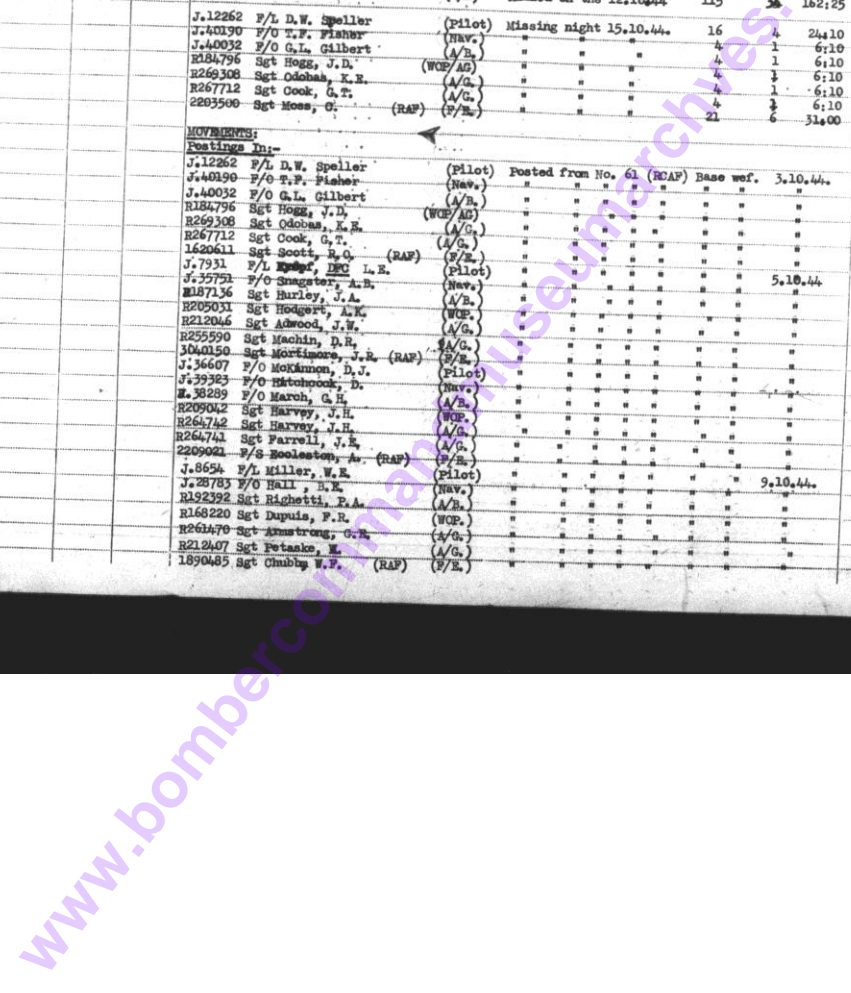
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Place	Date	Time	Summary of Events	SECRET.			References to Appendices
RASTMOOR			CASUALTIES:-	OPERATIONS			
			J.86534 P/O (A/P/O) R.G. Diamond (Pilot) Missing night 9.10.44.	Points	Time	Hours.	
			J.14223 P/O (A/P/O) W. Nicholson (Nav.) " " " "	111	31	148:25	
			J.35138 P/O (A/P/O) W. Nicholson (Nav.) " " " "	57	14	75:00	
			R161485 W/O A.G. Sharp (A/B) " " " "	102	30	137:15	
			R152227 W/O H.J. Graham (WCE/AG) " " " "	102	30	137:15	
			R225104 P/S Harrington, M.A. (A/G) " " " "	130	33	148:05	
			1826348 Sgt Hutchison, K.W. (RAF) (P/E) " " " "	114	34	152:35	
				102	30	137:15	
			J.27271 P/O F.G. Todd (A/B) Killed on the 12.10.44	115	38	162:25	
			J.12262 P/L D.W. Speller (Pilot) Missing night 15.10.44.	16	4	24:10	
			J.40190 P/O T.F. Fisher (Nav.) " " " "	4	1	6:10	
			J.40032 P/O G.L. Gilbert (A/B) " " " "	4	1	6:10	
			R184796 Sgt Hogg, J.D. (WCE/AG) " " " "	4	1	6:10	
			R269308 Sgt Odobas, K.E. (A/G) " " " "	4	1	6:10	
			R267712 Sgt Cook, G.T. (A/G) " " " "	4	1	6:10	
			2203500 Sgt Moss, G. (RAF) (P/E) " " " "	21	6	31:00	
			MOVEMENTS:				
			Postings In:-				
			J.12262 P/L D.W. Speller (Pilot) Posted from No. 61 (RCAP) Base w/f. 3.10.44.				
			J.40032 P/O T.F. Fisher (Nav.) " " " "				
			J.40032 P/O G.L. Gilbert (A/B) " " " "				
			R184796 Sgt Hogg, J.D. (WCE/AG) " " " "				
			R269308 Sgt Odobas, K.E. (A/G) " " " "				
			R267712 Sgt Cook, G.T. (A/G) " " " "				
			1620611 Sgt Scott, R.O. (RAF) (P/E) " " " "				
			J.7931 P/L Speller, D.C. (Pilot) " " " "				
			J.35751 P/O Snagster, A.B. (Nav.) " " " "			5.10.44.	
			R187136 Sgt Harley, J.A. (A/B) " " " "				
			R205031 Sgt Hodgert, A.K. (WCE) " " " "				
			R212046 Sgt Adwood, J.H. (A/G) " " " "				
			R255590 Sgt Machin, D.R. (A/G) " " " "				
			3040150 Sgt Morrison, J.R. (RAF) (P/E) " " " "				
			J.36607 P/O McKinnon, D.J. (Pilot) " " " "				
			J.39323 P/O Hitchcock, B. (Nav.) " " " "				
			R.38289 P/O March, G.H. (A/B) " " " "				
			R209042 Sgt Harvey, J.H. (WCE) " " " "				
			R264742 Sgt Harvey, J.H. (A/G) " " " "				
			R264741 Sgt Farrell, J.E. (A/G) " " " "				
			2209021 P/S Booleston, A. (RAF) (P/E) " " " "				
			J.8654 P/L Miller, W.E. (Pilot) " " " "			9.10.44.	
			J.26783 P/O Hall, B.E. (Nav.) " " " "				
			R192322 Sgt Richetti, P.A. (A/B) " " " "				
			R169220 Sgt Dupuis, F.R. (WCE) " " " "				
			R261470 Sgt Armstrong, G.R. (A/G) " " " "				
			R212407 Sgt Petanko, M. (A/G) " " " "				
			1890485 Sgt Ombly, W.F. (RAF) (P/E) " " " "				



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			J.9550 F/L Pyfe, C.H. (Pilot) Posted from No. 61 (RCAP) Base ref. 14.10.44.		
			J.40538 F/O Thompson, H.E. (Nav.) " " " " " "		
			R11293 Sgt La France, G.A. (A/B.) " " " " " "		
			R209814 Sgt Campbell, J. (WGP.) " " " " " "		
			R132138 Sgt Robb, J. (A/G.) " " " " " "		
			R191202 Sgt Zelwitzky, G. (A/G.) " " " " " "		
			1592925 Sgt Clark, C.G. (RAF) (P/E) " " " " " "		
			J.36345 F/O Clarke, A.J. (Pilot) " " " " " "		18.10.44.
			J.28718 F/O Smith, L.R. (Nav.) " " " " " "		
			J.38387 F/O Bessieckij, R.J. (A/B.) " " " " " "		
			R219205 Sgt Bullock, W.E. (WGP.) " " " " " "		
			R262661 Sgt Hopkins, D.L. (A/G.) " " " " " "		
			R262661 Sgt Desalvo, A.G. (A/G.) " " " " " "		
			3000073 Sgt Bloy, C.M. (RAF) (P/E) " " " " " "		
			J.28180 F/O Loope, L.W. (Pilot) " " " " " "		
			J.28757 F/O Brine, G.R. (Nav.) " " " " " "		
			R177404 Sgt Sturton, C.F. (A/B.) " " " " " "		
			R184714 Sgt Malloch, M. (WGP.) " " " " " "		
			R255895 Sgt Hardie, J.D. (A/G.) " " " " " "		
			R218209 Sgt McGill, J.K. (A/G.) " " " " " "		
			1456883 Sgt Woodley, C.H. (RAF) (P/E) " " " " " "		
			J.22024 F/O Sales, J.E. (Pilot) " " " " " "		
			J.39898 F/O Marcille, J.L. (Nav.) " " " " " "		
			R77762 Sgt Aikens, S.R. (A/B.) " " " " " "		
			R27426 Sgt Young, R.J. (WGP.) " " " " " "		
			R210899 Sgt McInnes, G.H. (A/G.) " " " " " "		
			R265207 Sgt Charles, J.F. (A/G.) " " " " " "		
			1869010 Sgt Dalton, J. (RAF) (P/E) " " " " " "		
			J3489 F/L Hayes, R.A. (Pilot) " " " " " "		25.10.44.
			J.28477 F/O Hemming, J.H. (Nav.) " " " " " "		
			R189120 Sgt Ringrose, J.D. (A/B.) " " " " " "		
			R27195 F/O Herring, G.R. (WGP.) " " " " " "		
			R273079 Sgt Orser, G.M. (A/G.) " " " " " "		
			R258072 Sgt Nielsen, H.E. (A/G.) " " " " " "		
			1318603 Sgt Cooke, D.M. (RAF) (P/E) " " " " " "		
			J.14453 F/O Wallace, J.M. (Pilot) " " " " " "		31.10.44.
			J.13798 F/O Wilson, G.W. (Nav.) " " " " " "		
			J.38683 F/O Casey, J.H. (A/B.) " " " " " "		
			J.41872 F/O Hunter, R. (WGP.) " " " " " "		
			R257869 Sgt Groulx, F. (A/G.) " " " " " "		
			R26362 Sgt Choquette, G.H.J. (A/G.) " " " " " "		
			R44958 Sgt Davies, F.J. (RAF) (P/E) " " " " " "		
			53680 F/O O'Connor, T.R. (RAF) (P/E) Posted from No: 431 Sqdn " " " "		17.10.44.
			J.87866 F/O Lalonde, D.R. (A/B.) " " " " " " 408 Sqdn " " " "		18.10.44.
			J.27498 F/O Thomson, H.G. (NAV.) " " " " " " 408 Sqdn " " " "		27.10.44.

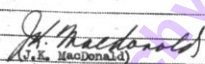
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MOVEMENTS:-					
Posting Out.					
			176771 P/O Haining, G.G. (RAF) (P/B) Posted to No.1664 C.U. wef. 6.10.44.		
			179175 P/O Darnell, G.D. (RAF) (P/B) Posted to No.1666 C.U. " 9.10.44.		
			1895418 P/S Oallins, F.H. (RAF) (P/B) Posted to A.C.A.C. " 10.10.44.		
			184400 P/O Kinch, (RAF) (P/B) Posted to A.C.A.C. " 10.10.44.		
			1866552 Sgt Miller, L.W. (RAF) (P/B) Posted to A.C.A.C. " 10.10.44.		
			R170743 P/S Beaupre, P.G. (Nav.) Posted to "R" Depot " 4.10.44.		
			R197274 P/S Jones, F.K. (A/G.) Posted to "R" Depot " 4.10.44.		
			R200370 P/S Stockdale, W.H. (A/G.) Posted to "R" Depot " 4.10.44.		
			R.87783 P/O Ramey, H.D. (A/G.) Posted to "R" Depot " 4.10.44.		
			R.23133 P/O Janssen, J.L. (A/B.) Posted to "R" Depot " 4.10.44.		
			R183928 P/S MacDougall, J.N. (A/B.) Posted to "R" Depot " 4.10.44.		
			R.24246 P/O Lybber, D.H. (Nav.) Posted to "R" Depot " 3.10.44.		
			R.89333 P/O McLean, D.I. (Nav.) Posted to 1659 C.U. " 18.10.44.		
			R.28985 P/O Hopkins, D.B. (A/B.) Posted to 1664 C.U. " 25.10.44.		
			R.11616 P/L Forman, G.W. (WGP) Posted to "R" Depot. " 26.10.44.		
			R.28803 P/O Donohoe, D.G. (A/B.) Posted to "R" Depot " 23.10.44.		
			R.28894 P/O Ferguson, A.R. (A/B.) Posted to "R" Depot " 23.10.44.		
			R.88319 P/O Warring, H.G. (A/B.) Posted to "R" Depot " 23.10.44.		
			R.22240 P/O McKay, W.J. (Nav.) Posted to "R" Depot " 23.10.44.		
			R.27442 P/O Given, S.R. (Nav.) Posted to "R" Depot " 23.10.44.		
			R.89329 P/O Hurdock, A. (Nav.) Posted to "R" Depot " 23.10.44.		
			R190298 P/S Sweeney, H.L. (A/G.) Posted to "R" Depot " 23.10.44.		
			R212346 P/S Sharke, M. (A/G.) Posted to "R" Depot " 23.10.44.		
			R212345 P/S Rice, H.R. (A/G.) Posted to "R" Depot " 23.10.44.		
			R22505 W/O Gates, J.S. (A/G.) Posted to "R" Depot " 23.10.44.		
PROMOTIONS: Nil					
CHANGES IN COMMAND: Nil					
Changes in Administration: Nil					
COMMISSIONS: R180184 Sgt Hamilton, J.R. (J.89337); R170655 P/S Ellis, R.B. (J.89315);					
R186539 Sgt Burgoyne, E.L. (J.89286); R203087 Sgt Bruce, J. (J.89273); R115321 P/S Hindmarsh, F.G.					
(J.89248); R170748 P/S Beaupre, P.G. (J.89338); R161134 W/O Wilson, I.I. (J.89333);					
R167649 P/S Coghill, A.A. (J.89426); R212305 P/S Waddell, J.R. (J.89357); R1660428 P/S Hurdock, A.					
(J.89329); R165419 P/S. Flanagan, J.R. (J.89606); R169611 P/S Stedman, L.R. (J.89623);					
R171835 Sgt Hyatt, P.C. (J.89651); R191831 Sgt Pryce, M.H. (J.89622); R225438 Sgt Graham, T. (J.89614);					
R163841 P/S Penny, D.R. (J.89642); R21776 Sgt Wilkie, D.W. (RAF) (R18165); R184714 Sgt Mallock, M.					
(J.89626); R22376 W/O Soles, G.W. (J.89784); R153175 P/S Cranon, F.E. (J.89914); R156755 W/O					
Clarke, A.K. (J.89944).					
AIRCRAFT ON CHARGE:- 26 Halifax VII.					
OPERATIONAL FLYING TIME:- 979:32					
NON-OPERATIONAL FLYING TIME:- 351:55					
NUMBER OF OPERATIONAL SORTIES DURING THE MONTH:- 182 Sorties.					

Place	Date	Time	Summary of Events	SECRET.		References to Appendices	
			BOMBS DROPPED FROM 1.1.44. to 30.9.44:-	H.E. (tons) 4855	INCEN. (tons) 490		
			BOMBS DROPPED DURING THE MONTH OF OCTOBER:-	526	75		
			No. of Combats with the enemy:- (See appendix 23 to 27 Incl.)				
			NUMERICAL STRENGTH OF THIS UNIT AS AT 2359 HOURS ON THE 31.10.44.				
			R.C.A.F. OFFICERS:	AIRMEN	GROUND CREW	TOTAL	
			R.A.F. OFFICERS:	13	Nil	13	
			R.C.A.F. AIRMEN:	118	Nil	118	
			R.A.F. AIRMEN:	39	Nil	39	
			OTHER PERSONNEL:	Nil	Nil	Nil	
			<p>GENERAL SUMMARY:- The highlights of the month were the award of the DSO to J.39394 P/O C.M. Hay. The successful campaign in the interests of the seventh Victory Loan, the "A" Flight party and the submission of a Squadron Crest to the Chester Herald. Social activities reached a new peak with a good result on morale. The Squadron had a active operational month with comparatively few losses but flying training hours were low due to circumstances below control. The health of unit personnel is excellent and the Squadron spirit is most satisfying.</p>				
				 J.A. Macdonald Wing Commander, Commanding, No. 442 (R.C.A.F.) Squadron.			

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