

OPERATIONS RECORD BOOK

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

No. of pages used for day

Page No. 012

| Place | Date | Time | Summary of Events | SECRET. | References to Appendices |
|----------|---------|------|---|---------|--------------------------|
| | | | Compiling Officers: (C.12649) F/Lt. W. J. B. B. for period 1st. to 15th. November, 1944, inclusive. (J.25705) F/O J. P. B. for period 16th. to 23rd. November, 1944, inclusive. (C.28825) F/O R. G. B. for period 24th. to 30th. November, 1944, inclusive. | 135 | |
| EASTMOOR | 1.11.44 | | Eighteen aircraft were detailed to attack Oberhausen, all took off. One aircraft returned early owing to intercom failure. 1 x 2000 lbs. H.C., 6 x 1000 lbs. H.C. and 3 x 500 lbs. H.C. were jettisoned. Seventeen aircraft attacked the primary and all returned safely to base. One crew reported the street lights of Oberhausen were turned on during the raid, a strange thing to do. Flak was sighted, enemy fighters were sighted, but no encounters took place. J.36607 F/O McKinnon D.J., captain of the early return drew a spell at Sheffield. The officers mess is getting a badly needed coat of paint. It will be finished just in time for the big Halloween dance to be held Saturday. Bright cheery colours are being used - what a relief from the old green. | | A.2218 to A.2235 |
| EASTMOOR | 2.11.44 | | Seventeen aircraft were detailed to attack Düsseldorf, all took off. Two aircraft returned early owing to engine trouble. 2 x 2000 lbs. H.C., 10 x 1000 lbs. H.C., and 10 x 500 lbs. H.C. were jettisoned. Fifteen aircraft attacked the primary and all returned safely to base. Several large explosions were noted and bombing results were termed as very good. Flak was comparatively light, but enemy fighter activity was intense. Searchlights were troublesome over France and Belgium the captains complain on that score. A large number of soreness personnel are posted to "H" Depot for disposal in Canada. The fortunate ones are almost hysterical with the thought of going home. | | A.2236 to A.2252 |
| EASTMOOR | 3.11.44 | | No operational commitments. The lads posted to "H" Depot were in a frenzy all day getting cleared from the station, straightening matters up with accounts and packing the boxes of odds and ends that accumulate after a few months in one place. What excitement their good fortune has caused. The rest of the boys are naturally a little envious, but mighty glad just the same that some of us will be home for Christmas. | | |
| EASTMOOR | 4.11.44 | | Sixteen aircraft were detailed to attack Bochum, all took off. All aircraft attacked the primary. The aircraft was attacked by a twin engine enemy fighter, no claims were made. One aircraft was directed to Dalton owing to shortage of petrol. Fifteen aircraft returned safely to base. 55121 Sgt. Border W., the flight engineer of J.23071 F/O J.A. Gault's crew was killed by flak and the body was brought down at R.A.F. Station, Woodbridge. The next of kin residing at Millonbury, Scotland, elected to have the remains buried at home and the details of arrangements are under way. Over the target flak was intense and the searchlights co-operated closely with the flak. Fights were encountered, but no claims made. Searchlights and flak again caused trouble over French territory in the vicinity of Oberhausen. This is mysterious and suitable action will, no doubt, be taken. | | A.2253 to A.2260 |
| EASTMOOR | 5.11.44 | | No operational commitments. After considerable research and painstaking work we have succeeded in putting together a squadron scrap book. From now on it will be easy to keep up and should prove to be a valuable possession in years to come. | | |
| EASTMOOR | 6.11.44 | | Twenty aircraft were detailed to attack Gelsenkirchen, all took off. Three aircraft returned early owing to technical failure. 3 x 2000 lbs. H.C., 21 x 1000 lbs. H.C. and 12 x 500 lbs. G.F. were jettisoned. Aircraft "H" NR.815 piloted by J.16223 F/O F. H. Ellerton failed to return from this operation. Nothing has been heard from any member of the crew since the take off. Six aircraft bombed the primary. One aircraft landed at Gyrstou owing to shortage of petrol and engine trouble. Eighteen aircraft returned safely to base. | | A.2261 to A.2268 |

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| EASTMOOR | 7.11.44 | | No operational commitments. The paper war caused lots of headaches to-day. We are trying valiantly to keep abreast of the usual voluminous month end returns, but due to a posting and the fact one of the orderly room clerks is in the hospital, the situation is becoming grim. Our demands for replacements are not getting results from station or base. | | |
| EASTMOOR | 8.11.44 | | Twenty-one aircraft were detailed for operations, but the effort was scrubbed. A party was held in the Intelligence Section for personnel employed in that section, the Squadron Orderly Room and Station Headquarters. Judging from the hour at which the affair was over it was a success. | | |
| EASTMOOR | 9.11.44 | | No operational commitments. Although a large number of screened personnel have been posted-of late we still have a considerable number to keep track of. In order to have a semblance of efficiency in dealing with them an Officer Commanding has been appointed to form a section and he will be responsible for their discipline, leave and the detailing for the numerous little jobs that crop up. | | |
| EASTMOOR | 10.11.44 | | No operational commitments. Days of training took place in the form of fighter affiliation, practise bombing etc. Looking through the intelligence reports we discovered that J.1984 P/O L. R. Benson, now a prisoner of war, had taken great personal risk in saving the life of one of his gunners after their aircraft had been hit by flak over Cambrai. The Commanding Officer has recommended him for the immediate award of the D.S.O. The incident took place on the 14th. June, 1944. | | |
| EASTMOOR | 11.11.44 | | Twenty-two aircraft were detailed for operations but the effort was scrubbed. The airwomen were rushing around selling poppies this morning. Wonder what flower will be used to commemorate the next Armistice. The Officers Mess Committee made a great job of the arrangements for the dance which took place this evening. The mess was very over-crowded but everyone managed to enjoy themselves thoroughly. There were a large number of visitors from other Stations. It seems Eastmoor is getting a reputation for well organised parties. | | |
| EASTMOOR | 12.11.44 | | No operational commitments. A violent social enterprise took place in the Sergeants Mess this evening in the form a dance. Using the noise as a measuring stick it must have been a success. | | |
| EASTMOOR | 13.11.44 | | No operational commitments. A heavy training programme was laid on. What is this, say the aircrew, an O.T.U? We now have two new leaders - J.2798 P/Lt. Thomson M.C., in charge of the Navigation Section and J.2354 P/O Dworkin D.L., is the Bombing Leader. They both seem like keen types and are digging right in. | | |
| EASTMOOR | 14.11.44 | | No operational commitments. The Squadron was honoured this afternoon by the visit of C.60 A.V.M. G.M. Bowen, M.C., D.F.C., the A.O.C., No. 6 (R.C.A.F.) Group. The occasion was the presentation of the Handley-Page trophy, which is presented monthly to the unit with the lowest accident rate for the month. In this case it covered the month of October. The A.O.C. gave a very suitable speech in which the ground crew were highly praised for their part in maintaining the high state of aircraft serviceability. | | |

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|----------|----------|------|--|----------------|--------------------------|
| EASTMOOR | 15.11.44 | | No operational commitments. Our aircrews are getting in plenty of training flights such as practice bombing. However, most of them would much prefer to do this over Germany, so we are hoping to be detailed for operations again soon. | | |
| EASTMOOR | 16.11.44 | | Fifteen aircraft were detailed to attack Julich in direct support of our armies. All aircraft took off. One aircraft returned early owing to hydraulic failure. 1 x 2000 lbs. H.G. and 150 x 4 lbs. incendiaries were jettisoned. 1350 x 4 lbs. incendiaries were brought back to base. Fourteen aircraft bombed the primary. Crews reported good concentration of bombing and defences practically nil. Two of our crews, Pilots J.25979 P/O A. G. Craig and J.26456 P/O G. R. Studden, finished off their operational tour with this sortie. All aircraft returned safely to base. | | A.2289 to A.2303 |
| EASTMOOR | 17.11.44 | | Fourteen aircraft were detailed for operations early this morning. However, before the crews were finished briefing the operation was cancelled. The boys all returned to bed generally angry with the conditions of the weather. Some training flights were organised later in the day. | | |
| EASTMOOR | 18.11.44 | | Fourteen of our aircraft were detailed to attack military objectives in Munster, to-day. All took off. Crews reported very accurate bombing. P/O pilot J.26215 P/O S. G. Dean made an early return due to a hydraulic failure. 16 x 500 lbs. G.F. were jettisoned after the crews set out on their operation the weather became extremely poor, as a result of which all our crews were diverted north of here. S/Ldr. "Al" Jack (J.12339) completed his operational tour with this sortie. | | A.2304 to A.2317 |
| EASTMOOR | 19.11.44 | | Eight of our aircraft were detailed for operations, but immediately after briefing the effort was scrubbed. During the remainder of the day our aircraft which were diverted last evening all returned to base except "A", Captain J.26345 P/O A. Clarke and "B", Captain J.26610 P/O Sgd. Frost, which were slightly damaged on landing at their diversion drums. The weather seems to be really closing in for a good evening's rain to-day. | | |
| EASTMOOR | 20.11.44 | | Twenty aircraft were detailed for operations to-day. Due to weather conditions, no doubt, briefing was first put back a few hours, then eventually the effort was cancelled. Flying was not carried out at all, but we had a visit from (J.1477) W/Odr. Al. Lowe, who came in in an Oxford aircraft. | | |
| EASTMOOR | 21.11.44 | | Twenty of our crews were detailed to attack an oil refinery at Castrop Rauxel in the Ruhr valley. Crews had no difficulty in identifying their target, having good markers as an aid and reported a good concentration of bombing. Aircraft "B" pilot P/O Melicoll (J.29632) and "I" pilot P/L Moran (J.10491) were both early returns. The former returned because of a complete instrument failure and the latter with engine trouble. Four aircraft landed at base, but all others were diverted. This aerodrome seems to be in a very good location for ground fog which starts at about five o'clock every day making it very difficult for night landings. | | A.2318 to A.2337. |

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|----------|----------|------|--|---------|--------------------------|
| EASTMOOR | 22.11.44 | | There was very little activity all morning, but at noon our aircraft started to return from their diversion base. Fourteen of our crews were detailed for operations but due to poor weather it was eventually cancelled. There seems to be a shortage of stenographers on the station, however, we have succeeded in holding the ones for our Orderly Room. | | |
| EASTMOOR | 23.11.44 | | Eight of our aircraft were detailed for operations, but it was cancelled. The new crews of the Squadron were given a lot of training flights and there were four night cross-country land ons. During the day there were two lectures for aircrews but apart from that there was very little activity. The Canadian show "Follow the Drums" was at this station last night and everyone enjoyed it immensely. | | |
| EASTMOOR | 24.11.44 | | No operational commitments and no flying training carried out as the weather was very poor. P/O R. G. Bennett (O.28225) took over duties of Squadron Adjutant in the absence of P/Lt. L. M. Kennedy (O.12649) who is being hospitalized. | | |
| EASTMOOR | 25.11.44 | | The Base Public Relations Officer visited the Squadron and interviewed several screened personnel for newspaper articles and requested he be advised when the shipment of pyjamas from the people of Leaside arrives so that he may come over and take pictures. No operational commitments. Eight aircraft engaged in operational training flights. | | |
| EASTMOOR | 26.11.44 | | No operational commitments. A copy of the proposed Squadron Crest arrived from the Chester Herald and it is very impressive being a black cougar in front of a full moon. There is a bit of controversy about the motto as it was desired to use the motto of the town of Leaside, but this has been found to be unsuitable for an operational squadron. Nine aircraft engaged in day training. | | |
| EASTMOOR | 27.11.44 | | Operations were on this morning, and eighteen aircraft have been detailed for operations. The eighteen aircraft took off and raised bombs and attacked the primary target and on returning to this country were directed to other bases. P/Lt. R. W. Duncanson 148353 a R.A.F. Officer who has been our very capable and popular Engineer Leader proceeded on posting to Wembleton to-day and expressed regret that he was to leave a Canadian Squadron. | | A.2338 to A.2355 |
| EASTMOOR | 28.11.44 | | The Squadron aircraft commenced returning from their diversion points this morning. S/Ldr. G. M. Larson (N.7438) and his crew were screened to-day as a result of last night's trip. He was Flight Commander of "A" Flight and we have been notified a Flight Lieutenant from No. 400 Squadron will be posted in to replace him. | | |
| EASTMOOR | 29.11.44 | | P/O A. J. Clarke (J.36345) had a defective aileron on an aircraft he flew to-day and the Air Gunners, Wireless Operator and Air Bomber were ordered to bail out before a landing was attempted. He made runs over the aerodrome and 1st class jump, a large number of station personnel watched the jumps which were made at about 2,000 feet. He then made a very smooth landing. He was one of the six pilots who engaged in flying training. | | |
| EASTMOOR | 30.11.44 | | Eighteen aircraft were detailed for an attack on Duisburg. They all took off and seventeen attacked the primary target and returned safely to base. One aircraft made an early return owing to an instrument failure. 1 x 2000 lbs. H.C. and 1080 x 4 lbs. Incd. were jettisoned. There was cloud over the target, but the marking was good and bombing was concentrated. | | A.2356 to A.2373 |

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|---------|------|------|--|--------------------|--------------------------|
| RAJMOOR | | | CASUALTIES: | | |
| | | | | OPERATIONAL | |
| | | | | Points | |
| | | | | Trips | |
| | | | | Hours | |
| | | | J.16229 F/O Hilbertson P.H. (Pilot) Missing Day 6.11.44 | 49 | 13 65:15 |
| | | | J.38175 F/O Morrissey P.I. (Nav) " " " " | 42 | 11 56:40 |
| | | | J.24528 F/O Hossie L.G. (A/B) " " " " | 42 | 11 56:40 |
| | | | R24566 F/O MacDonald G.D. (W/C) " " " " | 42 | 11 56:40 |
| | | | R289727 F/S McArar T.J. (A/G) " " " " | 42 | 11 56:40 |
| | | | R296315 F/S Stutts H.M. (A/G) " " " " | 42 | 11 56:40 |
| | | | R252635 SGT Vaughan G.D. (F/S) (RAF) " " " " | 31 | 8 42:15 |
| | | | 635121 SGT Border W. (F/S) (RAF) Killed on the 6.11.44 | 105 | 29 140:05 |
| | | | POSTINGS IN:- | | |
| | | | J.20939 F/O Maguire, H.D. (Pilot) Posted from No. 61 (RCAP) Base w/e 7.11.44 | | |
| | | | J.20876 F/O Maguire, J.G. (Nav) " " " " | | |
| | | | J.23404 F/O Holt, G.S. (W/C) " " " " | | |
| | | | J.35127 F/O McMillan G.W. (A/B) " " " " | | |
| | | | R265591 SGT McLarty, R.J. (A/G) " " " " | | |
| | | | R271266 SGT Molochian, R.T. (A/G) " " " " | | |
| | | | 1394146 SGT McDonald, A.A. (F/S) (RAF) " " " " | | |
| | | | J.26554 F/O Mitchell, F.D. (A/G) " " " " No. 76 (RCAP) Base | | 12.11.44 |
| | | | J.19289 F/O Portier, G.G. (A/G) " " " " | | |
| | | | J.23834 F/O Dworkin D.L. (A/G) " " " " No. 445 (RCAP) Sqn | | 14.11.44 |
| | | | J.35687 F/O Peaker, G.H. (Pilot) " " " " No. 76 (RCAP) Base | | 15.11.44 |
| | | | J.40061 F/O Hayes, M. (Nav) " " " " | | |
| | | | J.38675 F/O Butterworth, R.S. (A/B) " " " " | | |
| | | | R198093 SGT Baker, R. (W/C) " " " " | | |
| | | | R245568 SGT Perrault, H.P. (A/G) " " " " | | |
| | | | R187944 SGT Adam, J.P. (A/G) " " " " | | |
| | | | R24797 SGT Kilgobry, A. (F/S) (RAF) " " " " | | |
| | | | J.87136 F/O Sherlock, G.J. (Pilot) " " " " No. 62 (RCAP) Base | | 12.11.44 |
| | | | R99826 F/O Chalmers, J. (A/G) " " " " No. 76 (RCAP) Base | | 13.11.44 |
| | | | J.35134 F/O Craswell, G.H. (A/B) " " " " No. 42 (RCAP) Base | | 17.11.44 |
| | | | R191550 F/S Proud R. (Pilot) " " " " No. 76 (RCAP) Base | | 25.11.44 |
| | | | R187099 SGT Paulink, M. (Nav) " " " " | | |
| | | | J.58796 F/O MacIntosh C. (A/B) " " " " | | |
| | | | R261643 F/S Bastion J.A. (W/C) " " " " | | |
| | | | R224518 SGT Bigger, H.V. (F/S) " " " " | | |
| | | | R272092 SGT Brown, G.J. (A/G) " " " " | | |
| | | | R218457 SGT Franklin, W. (A/G) " " " " | | |
| | | | J.87362 F/O Pater, R.P. (Pilot) " " " " No. 408 (RCAP) Sqn. | | |
| | | | J.36831 F/O Hanson, G.H. (Nav) " " " " | | |
| | | | J.29390 F/O Hay, G.H. (A/B) " " " " | | |
| | | | R265767 F/S Daly, F.O. (W/C) " " " " | | |
| | | | R202727 F/S Mendenhall, W.G. (A/G) " " " " | | |
| | | | R164615 F/S McIntosh, W.B. (A/G) " " " " | | |
| | | | 1532005 SGT Grant, G.L. (F/S) (RAF) " " " " | | |

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| Place | Date | Time | Summary of Events | SECRET. | References to Appendices | | |
|----------|------|--|---|----------|--------------------------|----------|--|
| RASTMOOR | | | J.26761 F/O(A/P/L)Mihinnick S.H. (Pilot) Posted from No. 408 (RCAP) Sqdn. waf | | 30.11.44 | | |
| | | | J.36313 F/O Bleich, J.A. (Nav) " " " " " " | | " | | |
| | | | J.35776 F/O Harrison J.P. (A/B) " " " " " " | | " | | |
| | | | J.30605 F/O Staples, D.P. (WOP) " " " " " " | | " | | |
| | | | G.99491 F/O Beebock, A. (A/G) " " " " " " | | " | | |
| | | | J.39043 F/O Bowers, G.G.P. (A/G) " " " " " " | | " | | |
| | | | 1366975 SGT PARTRIDGE, K.A. (P/B) (RAF) " " " " " " | | " | | |
| | | | C.860 W/C Stephenson, J.G. (Pilot) Attached from No.76 (RCAP) Base | | 17.11.44 | | |
| | | | R.167535 SGT Bailey, M.A. (Nav) " " " " " " | | " | | |
| | | | J.19090 F/O Donaldson, R.G. (A/B) " " " " " " | | " | | |
| | | | J.18787 F/O Pickthorne E.B. (WOP) " " " " " " | | " | | |
| | | | R.115287 W/O McFahon W.T. (A/G) " " " " " " | | " | | |
| | | | J.19341 F/O Bone R.T. (A/G) " " " " " " | | " | | |
| | | | 2221043 SGT Hodges D.S. (P/B) (RAF) " " " " " " | | " | | |
| | | | MOVEMENTS: | | | | |
| | | | Posting Out: | | | | |
| | | | J.16169 F/O Best D.G. (Pilot) Posted to RCAP "R" Depot waf | | | 3.11.44. | |
| | | | J.87040 F/O Crais, J.G. (Nav) " " " " " " | | | " | |
| | | | J.88098 F/O Lannon, R. (A/B) " " " " " " | | | " | |
| | | | J.24023 F/O Gray, W. (A/B) " " " " " " | | | " | |
| | | | J.85278 F/O Harmon, D. (Nav) " " " " " " | | | " | |
| | | | R.159287 W/O Rhinester, A.L. (A/G) " " " " " " | | | " | |
| | | | R.182590 W/O Franko, M.D. (Pilot) " " " " " " | | | " | |
| | | | J.85061 F/O Carl, R.K. (Pilot) " " " " " " | | | " | |
| | | | J.88294 F/O Campbell, R.H. (Pilot) " " " " " " | | | " | |
| | | J.14512 F/O Buckley, J.H. (Nav) " " " " " " | | | " | | |
| | | J.27470 F/O Myers G.V. (Nav) " " " " " " | | | " | | |
| | | J.29324 F/O Smith R.G. (A/B) " " " " " " | | | " | | |
| | | J.88483 F/O Turenne, G.A. (A/G) " " " " " " | | | " | | |
| | | J.88119 F/O Wells, J.H. (A/G) " " " " " " | | | " | | |
| | | J.87922 F/O Easton, M.D. (A/G) " " " " " " | | | " | | |
| | | R196882 F/S Penton D.G. (A/B) " " " " " " | | | " | | |
| | | R20090 F/S Wilburn G.G. (A/G) " " " " " " | | | " | | |
| | | R186671 F/S Casals, E.A. (A/G) " " " " " " | | | " | | |
| | | R203652 F/S Lindblom P.V. (A/G) " " " " " " | | | " | | |
| | | J.27556 F/O Johnson V.R. (Pilot) " " " " " " | | | " | | |
| | | J.26089 F/O O'Gorman J.P. (A/B) " " " " " " | | | " | | |
| | | J.88253 F/O(A/P/L)Evanson H.H. (Pilot) " " " " " " | | | " | | |
| | | J.89426 F/O Coghill A.A. (A/G) " " " " " " | | | " | | |
| | | J.89357 F/O Wadwell, J.H. (A/G) " " " " " " | | | " | | |
| | | 1244042 F/S Burton S.R. (WOP) (RAF) " " " " " " | | A.C.A.C. | 2.11.44 | | |
| | | 1869363 F/S Beesey, S.B. (A/G) (RAF) " " " " " " | | " | " | | |
| | | 179408 F/O Chadwick, J.W. (WOP) (RAF) " " " " " " | | " | " | | |
| | | 184406 F/O Driscoll W.T. (P/B) (RAF) " " " " " " | | " | " | | |
| | | 179524 F/O Sowerby J. (A/G) (RAF) " " " " " " | | " | " | | |
| | | 179239 F/O Waddington G.P. (A/G) (RAF) " " " " " " | | " | " | | |
| | | 1672759 SGT Dewar W.R. (P/B) (RAF) " " " " " " | | " | " | | |

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|-----------------------------|------|------|--|-------------|--------------------------|
| RASTMOOR | | | | | |
| MOVEMENTS: | | | | | |
| Posting Out (contd). | | | | | |
| | | | 182542 F/O Parkes A.J. (P/B) (RAF) Posted to A.G.A.O. | wef 6.11.44 | |
| | | | 521554 SGT Hughes, A.R. (P/B) (RAF) " " " | " " " | |
| | | | 1492882 F/S Milnes, H. (W/P) (RAF) " " " | " " " | |
| | | | 5.680 F/O O'Connor, T.R.G. (P/B) (RAF) " " " | " " " | |
| | | | R205547 F/S Lauder, H.G. (A/G) " " " 425 (RCAP) Sqdn. | " 9.11.44 | |
| | | | R183455 F/S Fullerton, R.R. (A/G) " " " R.C.A.F. "R" Depot | " 14.11.44 | |
| | | | R161521 W/O Flick, H.J. (A/G) " " " " " " | " " " | |
| | | | R225462 SGT Fretz, H.H. (A/G) " " " " " " | " " " | |
| | | | J.85998 F/O Britton, H. (Pilot) " " " " " " | " " " | |
| | | | J.89491 F/O Tineves, J.D. (Nav) " " " " " " | " " " | |
| | | | J.29336 F/O Ryan, P.C.G. (Nav) " " " " " " | " " " | |
| | | | J.28959 F/O Barlow, J.D. (Nav) " " " " " " No. 62 (RCAP) Base | " 16.11.44 | |
| | | | J.90774 F/O Sivak, S.H. (A/G) " " " " " " 1559 C.U. | " 17.11.44 | |
| | | | J.37793 F/O Benson, L.C. (A/G) " " " " " " R.C.A.F. "R" Depot | " 27.11.44 | |
| | | | J.96768 F/O Keogh, J.F. (W/P) " " " " " " | " " " | |
| | | | 186245 F/O Shanks T.H. (A/G) (RAF) " " " " " " | " " " | |
| | | | J.36215 F/O Dean, S.O. (Pilot) " " " " " " A.C.A.C. | " 30.11.44 | |
| | | | J.30217 F/O Pitts, D.B. (Nav) " " " " " " 408 (RCAP) Sqdn. | " 29.11.44 | |
| | | | J.35233 F/O Haydon, W.E. (A/B) " " " " " " | " " " | |
| | | | J.38443 F/O Beaton, M.G. (W/P) " " " " " " | " " " | |
| | | | R67515 F/S Shaw, H.A. (A/G) " " " " " " | " " " | |
| | | | R136830 W/S Cloutier, J.C. (A/G) " " " " " " | " " " | |
| | | | 1875444 SGT Hiley, I.E. (P/B) (RAF) " " " " " " | " " " | |
| | | | 188835 F/O (A/P/L) Duncanson R.W. (P/B) (RAF) " " " " " " 1666 C.U. | " 27.11.44 | |
| | | | PROMOTIONS: J.27438 F/O H. S. Thompson appointed to the rank of A/P/L. | | |
| | | | CHANGES IN COMMAND: Nil. | | |
| | | | CHANGES IN ADMINISTRATION: Nil. | | |
| | | | COMMISSIONS: 1803113 Sgt. Plummer G.D. (186040); R130147 W/O Hanson E.J. (J.90226); | | |
| | | | 159702 Sgt. Barnes R.J. (RAF) (186241); R195858 Sgt. Murray W.G. (RAF) (186238); | | |
| | | | 943686 Sgt. Rimmer K.H. (RAF) (186247); 746484 F/S Shanks T.H. (RAF) (186246); | | |
| | | | 1868675 Sgt. Stocky F.G. (RAF) (186246); 635121 Sgt. Berder W. (RAF) (56231); | | |
| | | | R122443 W/O Hartley, J. (J.90723); R.177035 F/S Caron L.F.C. (J.90787); | | |
| | | | 222118 Sgt. Smart G.F. (RAF) (186760); R.193222 F/S Thomas G.G. (J.90725); | | |
| | | | R161301 Sgt. Sivak S.H. (G.90774); R.168820 Sgt Dupuis F.R. (J.90773); | | |
| | | | R176112 F/S Blayney A.C.W. (J.90837); R258480 F/S Hoffman W.K. (J.90865); | | |
| | | | R206216 F/S Tanner P.E. (J.90838); R169802 W/O Lawson G.E. (J.90834); | | |
| | | | R182976 F/S Soderlund L.E. (J.90853); R164456 F/S Forbes H.P. (J.90858); | | |
| | | | R134117 F/S Farrell L. (J.90836); R55099 Sgt. Hiley J.F. (491800); | | |
| | | | R195279 F/S Vienneau F.R. (J.90868); R213559 F/S Beaulieu W.V. (J.91018); | | |
| | | | R205510 F/S Henderson R.P. (J.90879); R256049 F/S Dickinson R.H. (J.91069); | | |

| Place | Date | Time | Summary of Events | SECRET. | References to Appendices | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------|-------------|--|---|--------------------------|------|---|-----|-----|--|---------|-------------|-------|--------------------|-----|---|-----|---------------------|----|-----|----|------------------|-----|-----|-----|----------------|----|-----|----|------------------|-----|-----|-----|--|--|
| RCAFMOOR | | | <p>AIRCRAFT ON CHARGE: 25 Halifax VII.</p> <p>OPERATIONAL FLYING TIMES: DAY: 476:10 NIGHT: 374:10</p> <p>NON-OPERATIONAL FLYING TIMES: DAY: 276:45 NIGHT: 44:30</p> <p>NUMBER OF OPERATIONAL SORTIES DURING THE MONTH: 153.</p> <table border="1"> <tr> <td>BOOMS DROPPED FROM 1.11.44 to 31.10.44:</td> <td>5,181</td> <td>565.</td> </tr> <tr> <td>BOOMS DROPPED DURING THE MONTH OF NOVEMBER, 1944:</td> <td>516</td> <td>48.</td> </tr> </table> <p>NO. OF GONDAS WITH THE SQUADRON: (see appendix 29 to 31 (Incl)).</p> <p>INDIVIDUAL STRENGTH OF THIS UNIT AS AT 23.59 HOURS ON THE 30.11.44.</p> <table border="1"> <thead> <tr> <th></th> <th>AIRCREW</th> <th>GROUND CREW</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F. OFFICERS:</td> <td>153</td> <td>1</td> <td>154</td> </tr> <tr> <td>R.C.A.F. SERGEANTS:</td> <td>11</td> <td>NIL</td> <td>11</td> </tr> <tr> <td>R.C.A.F. AIRMEN:</td> <td>102</td> <td>NIL</td> <td>102</td> </tr> <tr> <td>R.C.F. AIRMEN:</td> <td>33</td> <td>NIL</td> <td>33</td> </tr> <tr> <td>OTHER PERSONNEL:</td> <td>NIL</td> <td>NIL</td> <td>NIL</td> </tr> </tbody> </table> <p>GENERAL SUMMARY: November has been a good month for the Squadron, the general health of the personnel has been excellent and morale is very high. There is a feeling that we are getting on with the job. The large number of postings to Canada at the first of the month has made the crews more anxious than ever to complete their tours as the majority wish to return to Canada as soon as possible. The presentation to the Squadron of the Hardy Page Trophy by the Air Officer Commanding of No. 6 Group has given the pride of the ground crew a good boost as well as the Aircrew, and such presentations are very worth while indeed. Receiving the Squadron Crest without delay from the Chester Herald was much appreciated and every effort will be made to have it completed at an early date.</p> | BOOMS DROPPED FROM 1.11.44 to 31.10.44: | 5,181 | 565. | BOOMS DROPPED DURING THE MONTH OF NOVEMBER, 1944: | 516 | 48. | | AIRCREW | GROUND CREW | TOTAL | R.C.A.F. OFFICERS: | 153 | 1 | 154 | R.C.A.F. SERGEANTS: | 11 | NIL | 11 | R.C.A.F. AIRMEN: | 102 | NIL | 102 | R.C.F. AIRMEN: | 33 | NIL | 33 | OTHER PERSONNEL: | NIL | NIL | NIL | | |
| BOOMS DROPPED FROM 1.11.44 to 31.10.44: | 5,181 | 565. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BOOMS DROPPED DURING THE MONTH OF NOVEMBER, 1944: | 516 | 48. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | AIRCREW | GROUND CREW | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R.C.A.F. OFFICERS: | 153 | 1 | 154 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R.C.A.F. SERGEANTS: | 11 | NIL | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R.C.A.F. AIRMEN: | 102 | NIL | 102 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R.C.F. AIRMEN: | 33 | NIL | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OTHER PERSONNEL: | NIL | NIL | NIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | <p>426 110</p> <p>374 110</p> <p>450:20</p> <p>276:45</p> <p>44:30</p> <p>321:15</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

J. MacDonald
 J. MACDONALD
 Wing Commander, Commanding,
 No. 432 (R.C.A.F.) Squadron.

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