

OPERATIONS RECORD BOOK

547-21-482
JMS

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

No. of pages used for day

Page No. 001

Place	Date	Time	Summary of Events	References to Appendices
			<p>Compiling Officers: (G. 28825) P/O R. G. BERRY for period 1st. to 6th. December, 1944. (G. 12649) P/O E. M. KROGER for period 7th. to 31st. December, 1944.</p> <p style="text-align: right;">Sun. 2395</p> <p style="text-align: center;">SECRET.</p>	
EASTMOOR	2.12.44		<p>Flight Lieutenant R. H. Minchinick (CAN. J. 26761) reported in an posting from No. 432 Squadron to take over the duties of Flying Officer or "A" Flight. He was accompanied by his crew and they have very few trips to make before returning. Flying Officer R. A. MOORE (CAN. J. 35656) (O.L. A/B) was recommended for an award of the Military Cross for his gallant action against the German attack having been forced to bail out over occupied territory. He finally returned safely to England.</p>	
EASTMOOR	2.12.44		<p>Sixteen aircraft were detailed for an operation attacking Hagen and all took off on a night raid and fifteen attacked the primary target. Two aircraft brought back 1 x 1000 lbs. bomb each which hung up over the target. Flight Lieutenant P. J. Moran (CAN. J. 10491) flying "B" item had his aircraft damaged by flak and the Navigator Flying Officer R. A. Lohmy (CAN. J. 36682) was injured. He went off course and jettisoned his bombs over Germany and started to return, but found it necessary to land at Antwerp Airport owing to fuel shortage. One aircraft was diverted from its return to England to Hookham.</p>	A. 2374 to A. 2389
EASTMOOR	3.12.44		<p>One aircraft returned from diversion to day. R. 7279 Sgt. Batten W.B. Clerk Admin., N.C.O. 1/c of the Squadron (deputy) soon left on posting to day along with R. 55839 Ldg. Roger J.C. Clerk Admin., who was employed in the orderly room. These airmen have been in the Squadron for a considerable period and their loss is a rather rough blow to the Administration of the Squadron.</p>	
EASTMOOR	4.12.44		<p>Flight Lieutenant P. J. Moran (CAN. J. 10491) returned from Antwerp where he landed on the 2nd. December, 1944, and told of his visit to the City. He found it very interesting and the cafes and pubs, were doing a good business, and the stores were very well stocked with clothing, but prices were very high. Sixteen aircraft were detailed to attack Eastland on a night raid. All took off and attacked the primary target. 1 x 1000 lbs. bomb was jettisoned in allotted position to lighten "B" and "C" brought back 90 x 4 lbs. bomb, and "X" 60 x 4 lbs. bomb, which hung up over target. All aircraft returned safely to Base.</p>	A. 2390 to A. 2405
EASTMOOR	5.12.44		<p>Fifteen aircraft were detailed and nine became airborne and attacked the primary target, of 8000 ft. HP. 721 "X" swung on take off and caught fire and exploded making the crewmen unserviceable. I. 2366 to A. 2413 and as a result five aircraft could not take off. 2 x 1000 lbs. bombs were jettisoned in the allotted position and 1 x 1000 lbs. bomb was brought back due to a hang up over target. Flying Officer E. D. Baxter (CAN. J. 27670) was pilot of "X" and it was carrying 8 x 1000 lbs. and 1 x 500 lbs. bombs when it swerved causing the undercarriage to buckle and fire started immediately. All the crew escaped and a tannoy message warned everyone on the station to get a mile away from the aircraft. Some personnel really did, jumping ditches and fences to get out of the area. There was one big explosion which showered parts of the aircraft all over the aerodrome.</p> <p><i>Lead return</i></p>	A. 2416 to A. 2430
EASTMOOR	6.12.44		<p>Fourteen aircraft were detailed for a night raid on Osnabruck and all took off. Thirteen attacked the primary target. Aircraft "K" HP. 695 with Flying Officer G. H. Speirs (CAN. J. 27831) as pilot and loaded with sixteen 500 lbs. bombs is missing after this operation. R. 66123 SGT. Dayong J.A., Clerk Admin., arrived to take over the duties of N.C.O. 1/c of the Orderly Room. He has just arrived from Canada.</p>	

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RASTMOOR	7.12.44		No operational commitments. Training was scrubbed due to weather conditions. The posting of our orderly room staff has completely disorganised office routine as the new N.C.O. i/c did not have an opportunity to double-bank his predecessor, nor any previous Squadron experience to help him. It will take a time to get things running smoothly again. Late reports and returns, will no doubt, bring comments from higher authority.		
RASTMOOR	8.12.44		No operational commitments. Ground training played a major role during the day. As expected frantic requests for submission of H.R.15's, and various other reports are pouring in, but a new staff progresses slowly or makes many mistakes, perhaps both will be the case in this instance. A station dance was held this evening and the usual Rastmoor spirit was evident.		
RASTMOOR	9.12.44		No operational commitments. A command formation flying practice was held with a fair measure of success. J.86102 P/O Frost D.F. and his crew were officially screened to day. Their tour was not very exciting, but a splendid example of steadiness and dependability. Personnel generally are pleased with the rapidity of the mail service of late. There is nothing better for morale than good mail service. The Commanding Officer O.990 Wing Commander J. K. Macdonald has been advised that he is now a D.F.C. type. The award was of the immediate variety and we are proud indeed of our "J.K."		
RASTMOOR	10.12.44		Eighteen aircraft were detailed for operations, but the effort was scrubbed. Training flying was at a standstill due to weather and ground training consisted of various lectures. The new Bar in the Officers Mess is really an outstanding creation. It was designed and built by our own workshops and the Officers showed their appreciation by patronising the Bar enmasse last night.		
RASTMOOR	11.12.44		Eighteen aircraft were detailed for operations which were cancelled shortly before take-off time. J.19845 Flying Officer E. M. McLintock died from natural causes yesterday at R.A.F. Hospital Harrogate. This Officer completed his operational tour over three months ago and his health has been poor since. The funeral will be held Thursday at R.A.F. Harrogate.		
RASTMOOR	12.12.44		Ten aircraft were detailed for a command formation flight and from all accounts the results were satisfactory. Airways were confined to camp as operations were expected on short notice. The weather is as miserable as can be expected at this time of the year and the lads are staying on the station more than in the past.		
RASTMOOR	13.12.44		Twenty aircraft were detailed for operations, but it was cancelled at the last moment. A super-sweep book was ordered yesterday. It will be bound in blue leather with the Squadron Crest impressed in colour on the front. It is hoped that it will prove an illustrated history book that the Unit will retain and be proud of in the years to come.		
RASTMOOR	14.12.44		Eighteen aircraft were detailed for operations and again a last minute cancellation. The weather is really duff of late. Command will, no doubt, make good use of any clear spells that occur. The funeral of J.19845 Flying Officer McLintock P.M., took place at 10.00 hours at Harrogate regional cemetery. The Squadron was suitably represented. The details of burial were carried out smoothly and flowers were arranged by this Unit.		

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EASTMOOR	15.12.44		Sixteen aircraft were detailed for operations - again a cancellation at the last minute. Ten repatriation postings came in for screened aircrew. Needless to say those concerned were not displeased. The R.C.A.F. Band show "The Blackouts" are entertaining the lads for four days. The show can be assessed as first class.		
EASTMOOR	16.12.44		No operational commitments. A lecture was given aircrew at 1400 hours by a Group Liaison Officer on the subject of FIAC. The lecture was interesting and instructive. A little humour was added by the showing of pictures that had no connection with FIAC, but touched slightly on the subject of females.		
EASTMOOR	17.12.44		It looks as if an early morning "do" is in the offing. A Mess Meeting was held at 1400 hours in the Officers Mess. The President J.10467 3/2 Stookdale A.Mand the Secretary, G.12132 P/Lt. Scott E.W. retired after a term that was outstanding in every way. During their tour the Mess improved considerably. The new President G.390 W/C Macdonald J.K. was elected unanimously and in all the meeting was most satisfactory.		
EASTMOOR	18.12.44		one aircraft were detailed to attack Duisburg. All took off and on return some were diverted. Aircraft "0" NP.699 captained by J.26685 P/O Krakowsky M., and aircraft "0" NP.704 captained by J.26607 P/O McKimmon D.D., failed to return from this mission. Enemy fighters were in evidence, but no claims made. Four aircraft were detailed for operations later in the day, but the trip was cancelled. These parts are completely fog-bound and road travel is difficult if not impossible.		A 2430 to A 2450
EASTMOOR	19.12.44		Eighteen aircraft were detailed for operations, but the effort was scrubbed. Information has been received from operations that the crews missing on yesterday's raid are accounted for on Allied soil, but the details are too vague for official records. A Mess meeting was held in the Officers Mess at 1700 hours for the purpose of electing a special entertainment committee to handle the Christmas Season festivities.		
EASTMOOR	20.12.44		Eighteen aircraft were detailed for operations, but the sortie was cancelled shortly before take-off time. J.12623 P/Lt. Walker S.J., a screened Wireless Operator is showing considerable interest in administrative work and voluntarily takes over the Adjutant's post when that character is detailed for Court-Martials etc. No doubt the ultimate plan is to fill as many administrative posts with aircrew as is possible, and it might be a worthy suggestion to allow interested aircrew to serve a part of their un-operational tour as understudies to Squadron Adjutants, and thereby gain experience that will be invaluable if they make the Service a career.		14 14 160 10
EASTMOOR	21.12.44		Eighteen aircraft were detailed, but a scrub came through shortly before take-off. In order to have a good supply of food and other things the Mess's have curtailed to a point that makes it appear as if we are all on a diet.		
EASTMOOR	22.12.44		Seventeen aircraft were detailed for operations, and again the sortie was cancelled. The afternoon brought on an intensive programme of training flying.		

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EASTMOOR	23.12.44		No operational commitments. J.26685 P/O M. Krakovsky reported missing 18th. December, 1944. turned up and advises his aircraft was involved in a mid-air collision. He has no knowledge of the fate of the remaining crew members. He himself was hurled out of the aircraft and parachuted to safety without a scratch. A successful dance was held by the W.A.A.F. personnel during the evening.		
EASTMOOR	24.12.44		Seventeen aircraft were detailed to attack Lohausen airfield at Dusseldorf. Visibility was good over the target and sixteen aircraft struck the primary. The results were excellent and all aircraft returned to diversion points in this Country. At 1600 hours a so-called Primer Party was held for the ground staff in the crew room. plenty of refreshment was available, and a high time was had by all. One of the features was a free raffle for a bottle of Irish. The lucky one was generous and passed it around instead of saving it for another occasion.		A.2451 to A.2467
EASTMOOR	25.12.44		No operational commitments. The diverted aircraft were unable to return because of weather and the crews had to celebrate the feast day with strangers. The meals in all Messes was par-excellent and a well planned series of entertainment was arranged for the airmen.		
EASTMOOR	26.12.44		Five aircraft were detailed, but the operation was abandoned. Our aircraft are still grounded at R.A.F. Station, Coltishall, the main diversion point of the returning aircraft on the 24th. December, 1944. A dance was held in the Officers Mess and the results were rather shameful. It seems the transport picked up the wrong batch of extra ladies and their appearance as well as their actions were embarrassing. To make it worse some of the younger Officers got into the spirit of things and made complete fools of themselves.		
EASTMOOR	27.12.44		No operational commitments. Most of the diverted aircraft returned to base. The Station was very quiet due, no doubt, to the necessity of the human frame re-cooperating after the excitement of the festive days.		
EASTMOOR	28.12.44		Fourteen aircraft were detailed to attack Opladen where a railway repair centre is located. All took off and all attacked the primary target. Visibility was poor and bombing was accomplished by the reflection of the markers. Flak was light and ineffective. The Hendley Page Co., through the R.A.F. Comforts Committee donated £35: 0: 0d. as a welfare fund to the Squadron. The money will be put to wise use and the Unit appreciated the generosity of the donors.		A.2468 - A.2481
EASTMOOR	29.12.44		Eighteen aircraft were detailed to attack Trier-Dorf. Seventeen aircraft took off. W/O NP.815 was a non-starter due to a last minute injury sustained by the Navigator. Sixteen aircraft attacked the primary target. No results of the bombing were available due to cloud. Slight flak was encountered. Aircraft W/O captained by J.27670 P/O Baxter P.D. landed at Woodbridge, but no details are to hand. There seems to be uncertainty as to the disposal of aircrew survivors that are shot or forced down over the continent and find their way back to the Unit. As soon as a crew is confirmed missing this Unit sends out casualty signals which automatically post the crew from Squadron strength, and survivors should be routed through Air Ministry. At the moment we have two such cases and cannot obtain definite instructions on the matter.		A.2482 - A.2498

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EASTMOOR	X	30.12.44	<p>Sixteen aircraft were detailed to attack Cologne/Kalk Marshalling Yards. All aircraft took off and returned safely to base. All aircraft attacked the primary target. Heavy flak was encountered and aircraft 947759 was damaged. Reports have the bombing as scattered. No enemy aircraft were encountered. J.27545 P/O Mills J.M. and crew completed their first operational tour with this trip.</p>		A.2499- A.2514 <i>Copy of 17/12/44</i>	
EASTMOOR		31.12.44	<p>The aircraft detailed to attack Cologne arrived back to base at 0200 hours. No operational commitments for the balance of the day. Training flying consists of cross countries and so on for the Freshman crews. It appears as if New Year's Day will be a free one and allow for suitable celebration, even if a battle order is in readiness. A station dance was held in the cinema building and an information "do" was held in the Officers Mess. The proper spirit prevailed in both cases and the New Year was heralded suitably.</p>			
			CASUALTIES	OPERATIONAL		
				Points	Trips	
				Hours		
			J.27831 P/O Speirs G.H. (Pilot) Missing Night 6/7.12.44	47	12	70:40
			E174450 P/S Callaghan P.A. (Nav) " " " "	35	9	53:15
			J.25210 P/O Wilkinson G.W. (A/B) " " " "	35	9	53:15
			J.89784 P/O Sales G.W. (WOP/AG) " " " "	35	9	53:15
			E150272 P/S Quinn H.G. (A/O) " " " "	35	9	53:15
			H99826 W/O Chalmers J.G.W. (A/O) " " " "	Nil	Nil	Nil
			1851378 SGT Jonas J.G. (P/S)(RAF) " " " "	38	9	53:15
			J.26685 P/O Krakowak M. (Pilot) Solo " " 17/18.12.44	103	29	142:15
			J.36390 P/O Cann R.L. (Nav) " " " "	92	26	127:30
			J.37786 P/O Wilson G.D. (A/B) " " " "	92	26	127:30
			J.90827 P/O Blayney A.G.W. (WOP/AG) " " " "	92	26	127:30
			E219835 P/S Zadorosny S.E. (A/O) " " " "	92	26	127:30
			E217140 P/S Green J.H. (A/O) " " " "	92	26	127:30
			187754 P/O Boylan M.J. (P/S)(RAF) " " " "	92	26	127:30
			J.36607 P/O McKinnon D.J. (Pilot) " " " "	8	2	15:20
			J.39323 P/O Hitchcock D. (Nav) " " " "	4	1	9:45
			J.38289 P/O March G.H. (A/B) " " " "	4	1	9:45
			R209042 P/S Harvey E.P. (WOP) " " " "	4	1	9:45
			R264741 SGT Farrell J.E. (A/O) " " " "	4	1	9:45
			R264742 SGT Harvey J.E. (A/O) " " " "	4	1	9:45
			2209021 P/S Boulton A. (P/S)(RAF) " " " "	20	8	50:50
			J.90883 P/O Barnett G.H. (A/B) " " Day 29.12.44	55	14	79:05

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BASTMOOR					
MOVEMENTS:					
Postings In:-					
			G.190 W/C Davenport R.F. (Pilot) Posted from No.76 (RCAP) Base wof		15.12.44
			J.40304 F/O Hector D.K. (Nav) " " " " " "		"
			J.40335 F/O Rink W. (A/B) " " " " " "		"
			R161232 SGT Fraser G.W. (WOP/AG) " " " " " "		"
			R60993 SGT Pettifor L.G. (P/R) " " " " " "		"
			R208696 SGT Lasky R.O. (A/G) " " " " " "		"
			R260680 SGT Dunge B. (A/G) " " " " " "		"
			R3427 F/O(A/P/L) Waddington G.W.W. (P/R)(RAF) " " " " " "		4.12.44
			624059 F/S Gray B.M. (P/R)(RAF) " " No.406 (RCAP) Sqdn		21.12.44
			J.21149 F/O Mennis W. (Pilot) " " No.76 (RCAP) Base		23.12.44
			J.40502 F/O Gurevich S. (Nav) " " " " " "		"
			J.28414 F/O Sheppard S. (A/B) " " " " " "		"
			R208032 SGT Whitworth T.L. (WOP/AG) " " " " " "		"
			R891524 SGT Haigh D.A. (P/R)(RAF) " " " " " "		"
			R92001 SGT Jones P.M. (A/G) " " " " " "		"
			R75477 SGT Cowell J.W. (A/G) " " " " " "		"
			J.89817 F/O Kinniburgh J. (Pilot) " " " " " "		"
			J.42213 F/O Smilie G.H. (Nav) " " " " " "		"
			J.40050 F/O Schafer G. (A/B) " " " " " "		"
			R113926 SGT London L.B. (WOP/AG) " " " " " "		"
			2218579 SGT Jones W.S. (P/R)(RAF) " " " " " "		"
			R146462 SGT Powell T.O. (A/G) " " " " " "		"
			R273633 SGT Byron R.W. (A/G) " " " " " "		"
			J.20733 F/L Thomson G.H. (Pilot) " " " " " "		28.12.44
			J.25755 F/O Bloor H. (Nav) " " " " " "		"
			J.40685 F/O Robinson J.T. (A/B) " " " " " "		"
			R174650 F/S Jones A.M. (WOP/AG) " " " " " "		"
			R196483 SGT Silver R.G. (P/R)(RAF) " " " " " "		"
			R274878 SGT Vallier R.R. (A/G) " " " " " "		"
			R885814 SGT Haryett W.H. (A/G) " " " " " "		"
MOVEMENTS:					
Postings Out:-					
			J.85878 F/O Buchan A. (Nav) Posted to No.22 O.T.U. wof		2.12.44
			J.25705 F/O Lynn J.P. (A/B) " " to No.24 O.T.U. " "		"
			J.36610 F/O Hunt L. (WOP/AG) " " " " " "		"
			J.27674 F/O Sage W.P. (Pilot) " " to RCAP "R" Depot " "		11.12.44
			J.89606 F/O Flanagan J.B. (A/B) " " " " " "		"
			R128334 F/S Walker G. (A/G) " " " " " "		"
			J.26456 F/O Stunden G.R. (Pilot) " " to No.24 O.T.U. " "		5.12.44
			J.87394 F/O Branch A.H. (Nav) " " to No.22 O.T.U. " "		"
			J.12339 F/A(A/P/L) Jack R.A. (Pilot) " " " " " "		11.12.44
			J.18651 F/O(A/P/L) Robins W.V. (Pilot) " " to RCAP "R" Depot " "		4.12.44
			J.88249 F/O Cole H.W. (Nav) " " to No.22 O.T.U. " "		15.12.44
			J.86554 F/O Mitchell P.D. (A/G) " " No.428 (RCAP) Sqdn. " "		13.12.44

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RASTMOOR			<p>Postings Out (contd).</p> <p>J.26215 P/O McGill H.E. (A/O) Posted to HQAF "P" Depot wef 12.12.44 J.28477 P/O Housling J.H. (Nav) " " " " " " " " 10.12.44 J.19845 P/O McClintock P.H. (A/S) " " " " " " " " 11.12.44 1596482 SGT Turnbull A.H. (A/O) " " " " " " " " 30.12.44 J.9550 P/L Fyfe G.H. (Pilot) " " " " " " " " 20.11.44 J.40538 P/O Thompson H.E. (Nav) " " " " " " " " " " " " R112993 SGT La France G.A. (A/S) " " " " " " " " " " " " R209814 SGT Campbell J. (WOP) " " " " " " " " " " " " R132130 SGT Robb J. (MU/AG) " " " " " " " " " " " " R191202 SGT Zelenitsky G. (E/AG) " " " " " " " " " " " " 1592925 SGT Clark G.G.D. (P/B)(RAF) " " " " " " " " " " " "</p> <p>PROMOTIONS: J.27814 P/O R.A. Bews promoted to the rank of T/P/L.</p> <p>CHANGES IN COMMAND: Nil.</p> <p>CHANGES IN ADMINISTRATION: Nil.</p> <p>COMMISSIONS: R.205812 P/S Tuer W. (J.90990) 20.10.44; R.164656 P/S Lawson A.E. (J.91190) 16.10.44; R.255186 SGT Worthington W.R. (J.91129) 28.10.44; R.252618 P/S Davis J.H. (J.91156) 18.10.44; R.90879 P/S Taylor L.D. (J.92160) 20.10.44; R.277033 SGT Thomson R.D. (J.91162) 20.10.44; CAN.10773 P/S Barnett G.H. (J.90981) 18.10.44; 1641605 SGT Bentley W. (RAF) (187755) 9.11.44; R164366 P/S MacDonald G.D. (J.92117) 20.10.44; 3080104 SGT Bayliss M.J. (RAF) (187754) 20.10.44; R170540 W/O Serafton J. (J.92266) 5.11.44; 1866975 SGT Partridge K.A. (RAF) (187962) 6.10.44; R106424 W/O Chartrand R.J. (J.92424) 30.10.44; R61719 P/S Busby G.F. (J.92383) 5.11.44; R205601 P/S Augustine A.J. (J.92412) 29.10.44; R62886 SGT Allen H.G. (J.92450) 9.11.44; R266401 SGT Robinson A. (J.92426) 5.11.44; R117956 SGT Lacroix J.P.R.L. (J.92384) 2.11.44; R161644 P/S Marcus N. (J.92470) 16.10.44; R164356 P/S Stokx G.L. (J.92420) 16.10.44; R201341 P/S Fogg L.D. (J.92547) 16.10.44; R223500 SGT Myers J.T. (J.92517) 17.10.44; R199360 P/S Robinson A.E. (J.92477) 29.10.44; U.202115 P/S Duffy G.O. (J.92321) 9.11.44; R211592 P/S Anton G.J. (J.92443) 29.10.44; R.191550 P/S Proud R.F. (J.92579) 12.10.44; R165707 P/S Daley F.S. (J.92535) 15.11.44; R265409 P/S Beeton M. (J.92679) 9.11.44; R140056 P/S Walker G.J. (J.92702) 9.11.44; R84589 P/S Gallant J.E.U. (J.92680) 9.11.44;</p> <p>AIRCRAFT ON CHARGE: 21 HALIFAX VII.</p> <p>OPERATIONAL FLYING TIMES: DAY: 221:06 NIGHT: 1741:35</p> <p>NON-OPERATIONAL FLYING TIMES: DAY: 175:29 NIGHT: 31:24</p> <p>NUMBER OF OPERATIONAL SORTIES DURING THE MONTH: 141</p> <p>BOMBS DROPPED FROM 1.1.44 to 30.11.44: H.E. (tons) 5,697 INCD (tons) 613</p> <p>BOMBS DROPPED DURING THE MONTH OF DECEMBER 1944: 427 31 192 clusters No. 14 C 6/10.</p>		

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BASTMOOR			NO. OF COMBATS WITH THE ENEMY. ³⁵ ³⁶ (See Appendix 25 to 26 (incl)).			
			NUMERICAL STRENGTH OF THIS UNIT AS AT 24.59 HOURS ON THE 31.12.44.			
				ALBION.	GROUND-GROUND.	TOTAL.
			R.C.A.F. OFFICERS:	170	1	171
			R.A.F. OFFICERS:	14	Nil	14
			R.C.A.F. AIRMEN:	75	Nil	75
			R.A.F. AIRMEN:	26	Nil	26
			OTHER PERSONNEL:	Nil	Nil	Nil
			<p>GENERAL SUMMARY: There was considerable change in personnel during the month, and several of the old timers headed for "R" Depot and many new faces reported in.</p> <p>The paper war was a decided problem this period. A brand new orderly room staff struggled with unfamiliar procedures but no really serious mistakes were made.</p> <p>Entertainment was at a high peak particularly during the festive season and those responsible made an excellent job of the arrangements.</p> <p>The health of squadron personnel has been very good and the general morale is excellent.</p>			
				<p><i>J. K. McDonald</i></p> <p>J. K. McDONALD Wing Commander, Commanding, No. 432 (R.C.A.F.) Squadron.</p>		