

Company Officer *W/L E.R. Felman*

**OPERATIONS RECORD BOOK**

Page No. ....

R.A.F. Form 540  
See instructions for use of this form in R.R. and A.C.I.,  
para. 1548 and Para Manual Pt. II, chapter XX, and  
also in R.A.F. Pocket Book.

of (Unit or Formation) *No. 297 Squadron, R.A.F.*

No. of pages used for day. ....

| Place         | Date    | Time   | Summary of Events  | SECRET. | References to Appendices |
|---------------|---------|--------|--|---------|--------------------------|
| Brize Norton. | 1.6.44. |        | Little flying took place during the day. Two aircraft were engaged on heavy glider towing and a further two aircraft proceeded to Methracon and subsequently dropped 'guinea pigs' on the DIV.D.Z. - as training for two new crews. The dropping was done very successfully. In addition one aircraft was flown to and from Burchore.  |         |                          |
|               | 2.6.44. | 14-20. | All personnel confined to camp till further notice; this includes persons who were living out. The reasons given by the Station Commander was 'Security' although he said this might be a false alarm.<br>4 fighter affiliation sorties were carried out during the day with the Unit at Anton Down and one of the Squadron's new pilots received dual instruction in glider towing. Apart from 3 additional air tests no more flying took place.  |         |                          |
|               | 3.6.44. |        | Briefings all day but security good. Only a few learnt their B.G. & L.Z. etc. Various meetings and parades to get all ground personnel into Fire, Gas Defence parties etc. <i>W/L Allison &amp; W/O Grimshaw</i> were both married today. As a concession both were allowed a '48 hours' but no one else could attend their weddings. Three aircraft were engaged on ferrying gliders, from Tarrant Rushton and this was the only flying which took place. The servicing Echelon were thus given every opportunity to work on the aircraft - A.E.F. markings being placed thereon.   |         |                          |
|               | 4.6.44. |        | There was no flying whatsoever during the day, and the ground crew worked very hard throughout the day and night to bring aircraft serviceability to 100%. There was an air of expectancy about the Station as 'gon' on forthcoming operations was awaited.  |         |                          |
|               | 5.6.44. |        | "D" Day at last! Final briefing at 18.30, when aircrew finally learnt that tonight was the night. The first aircraft took off at 23.00 hours. Even at 23.00 hours very few besides the aircrew knew that the day had arrived. The security has been good. A few airmen have been placed in the GUARD ROOM for careless talk. After two years of training the honour of opening the Second Front in France has fallen to 297 Squadron. The moral of the Squadron has jumped to 100%.<br><u>PHASE I.</u> Paratroops were landed near the East Bank of the RIVER ORNE, approx 6 miles N.E. of C.A.M., Normandy. They proceeded to lay out a landing strip for gliders to land.<br><u>PHASE II.</u> Additional paratroops were dropped on the D.Z.<br><u>PHASE III.</u> 2 Gliders were also successfully landed on the Coast between Caubourg-Iles-Buis and Oulstrham to silence a coastal battery, in case it had not been knocked out previously by bombing. A very successful start. For full particulars see F. 541.<br>News came through to the Station shortly before lunch that the long-awaited SECOND FRONT was to begin early the following morning. Briefs for the various phases of the forthcoming night operations had already been prepared and the briefings proceeded throughout the afternoon culminating in one main briefing at 18.30 hours for all crews concerned - 26 in all from the Squadron. |         |                          |
|               | 6.6.44  | 18-20. | 20 aircraft took off to tow gliders to yesterday's D.Z. <i>W/O Long</i> and crew were reported missing. Another very successful operation; for full details see Form 541. There was no flying activity during the morning as the aircrews were making up some lost sleep following their strenuous efforts of the previous night. In the afternoon, the briefing and general preparation for operation 'Mallard' took place which was held on for the evening.   |         |                          |

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AIR 27/1648

PUBLIC RECORD OFFICE

## OBSERVATIONS BY

## OPERATIONS RECORD BOOK

APPENDIX

A.F.  
FORM 541

DETAIL OF WORK CARRIED OUT

By No. 297, Squadron, R.A.F.

SECRET

PAGE No. 1

FORM 541 (REVISED 1944) 1000 1000 1000 1000 1000 1000  
(Printed in Great Britain)

FOR THE MONTH OF June 1944

| DATE     | AIRCRAFT<br>TYPE & NUMBER  | CREW   | DUTY   | TIME  |       | DETAILS OF SORTIE OR FLIGHT | REFERENCES   |
|----------|----------------------------|--|--|-------|-------|-----------------------------|--|
|          |                            |  |  | Up    | Down  |                             |  |
| 5/6-6-44 | Albanarle<br>P. 1385       | W/O. Richard W.A.<br>P/O. Booth H.R.<br>P/O. Buisson J.<br>P/O. Ponsford W.C.<br>Sgt. Hinkson P.       | (Br) Pilot<br>" Nav.<br>" W/Op.<br>" A/G.<br>" B/A.  | 23.00 | 03.00 | 3.00                        | OPERATION - TONGA - OVERLORD. Phase I.<br>One aircraft (plus 1 A/G of 296 Squadron) took off at 23.00 hrs. each with sticks of 10 troops of the 22nd Independent Para. Coy. to act as pathfinders for the main paratroops and glider forces which were following.  |
| 5/6-6-44 | Albanarle Mk II<br>V. 1718 | P/O. W.H. MacIntosh<br>P/O. Bowers J.<br>P/O. F.F. Phillips<br>P/O. Sanders T.<br>P/O. Perkins J.T.    | (Cqn) Pilot<br>" Nav.<br>" W/Op.<br>" A/G.<br>" B/A. | 23.00 | 03.00 | 3.00                        | A further 3 aircraft (plus 2 of 296 Squadron) also took off at the same time each with sticks of 10 troops to drop on the same D.Z. at the same time. In a sense these aircraft were also pathfinders as there were no radar or light aids. The object of the dropping of these 3 sticks was to supply troops to hold off any attacks which might be made on the D.Z. whilst the Independent troops were laying down their radar and light aids. The D.Z. was situated near the SAGE bank of the River Orne approx. 3 miles N.E. of CAUX, and the time for the troops to drop was 00.30 hours. The 2 pathfinders dropped down the Eastern side of the D.Z. & the 5 specials down the Western side, where they were to take up positions guarding approaches from the main road & river running to SAGE. All dropping occurred out successfully. 2 aircraft had to make 2 runs over some troops had difficulty in opening the jumping aperture door. No casualties. |
| 5/6-6-44 | Albanarle I<br>P. 1300     | P/O. R.H. Goddon<br>P/O. I. Miller<br>Sgt. Frosin B.<br>P/O. M.W. Oakloun<br>P/O. F.H.W. Bagshaw       | (Br) Pilot<br>" Nav.<br>" W/Op.<br>" A/G.            | 23.00 | 03.00 | 3.00                        |  |
| 5/6-6-44 | Albanarle I<br>P. 1304     | P/O. Roberts E.J.<br>P/O. E.C. Green<br>Sgt. Creek J.C.<br>P/O. Johnson (B-Fld)<br>Sgt. Pearson J.F.T. | (Br) Pilot<br>" Nav.<br>" W/Op.<br>" A/G.<br>" B/A.  | 23.07 | 02.22 | 3.15                        |  |
| 5/6-6-44 | Albanarle II<br>V. 1200    | P/L. I.W. McCall<br>P/O. Kidd H.W.<br>P/O. A.W. Crouch<br>P/O. McDermick B.<br>P/O. J.W. Irvine        | (Br) Pilot<br>" Nav.<br>" W/Op.<br>" A/G.<br>" B/A.  | 23.45 | 03.50 | 3.05                        | Phase II.<br>The main paratroop force comprising 9 aircraft (plus 10 aircraft of 296 Squadron) commenced taking off at 23.38 hours and there was a hold up in the course thereof as 2 aircraft of 296 Squadron went U/S. It was too late to replace them and only 17 aircraft subsequently got away. These 17 aircraft of the same D.Z. and dropped their troops and containers at 01.01 hours. All containers had not to be dropped on the D.Z. and certain aircraft jettisoned theirs on a position about 1/2 mile South of the D.Z. immediately after dropping the troops. This phase was very successful (lights & smoke laid by Independents were used successfully), and all troops were dropped on the D.Z. One 297 Squadron aircraft (Pilot, P/O. Miller) was unable to jettison the containers and had to return to BASE with them. Owing to the concentration and consequent congestion over the D.Z., some aircraft                                     |
| 5-6-6-44 | Albanarle<br>P. 1345       | P/O. Miller J.D.<br>P/O. C.J. Befferman<br>Sgt. Hudson P.<br>P/O. Redlow B.R.<br>Sgt. Page T.H.        | (Br) Pilot<br>" Nav.<br>" B/A.<br>" W/Op.<br>" A/G.  | 23.50 | 03.50 | 3.00                        |  |
| 5-6-6-44 | Albanarle<br>V. 1745       | P/O. J. Coxall<br>P/O. J.H.S. Challis<br>Sgt. Coley B.R.<br>Sgt. Jones D.F.<br>Sgt. Wiles J.B.         | (Br) Pilot<br>" Nav.<br>" B/A.<br>" W/Op.<br>" A/G.  | 23.50 | 03.00 | 3.10                        |  |

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