

# Empire Air Training Scheme & Bomber Command's Strategic Bombing Campaign

## D Day



AUSTRALIAN WAR MEMORIAL

044167

# Beginning of June 44

RAAF aircrew in RAAF squadrons	1st April 1944			1st June 1944		
	Squadron	RAAF	Others	%	RAAF	Others
10 (C)	177	—	100	190	14	93·1
451 (F)	—	—	—	—	—	—
453 (F)	23	—	100	23	—	100
455 (C)	31	39	44·3	43	28	60·5
456 (NF)	34	14	70·8	35	16	68·6
460 (B)	129	98	56·8	176	189	48·2
461 (C)	131	42	75·7	153	57	72·8
462 (B)	—	—	—	—	—	—
463 (B)	96	70	57·8	107	84	56
464 (Second TAF)	14	39	26·4	23	44	34·3
466 (B)	131	74	63·9	153	76	66·8
467 (B)	85	88	49·1	83	78	51·5
	851	464	64·7	986	586	62·7

RAAF aircrew in RAF squadrons.	1st April 1944		6th June 1944	
	Pilots	Other Aircrew	Pilots	Other Aircrew
Bomber Command	183	467	210	637
Coastal Command	80	422	90	492
Second T.A.F.	84	23	95	30
Fighter Command	94	16	107	16
No. 38 Group	34	83	46	93
	475	1,011	548	1,268

Total RAAF aircrew 6 June

With RAAF squadrons

986

With RAF squadrons

1,816

Total

2,802

## RAAF Major Casualties per month (overall 77% Fatalities)



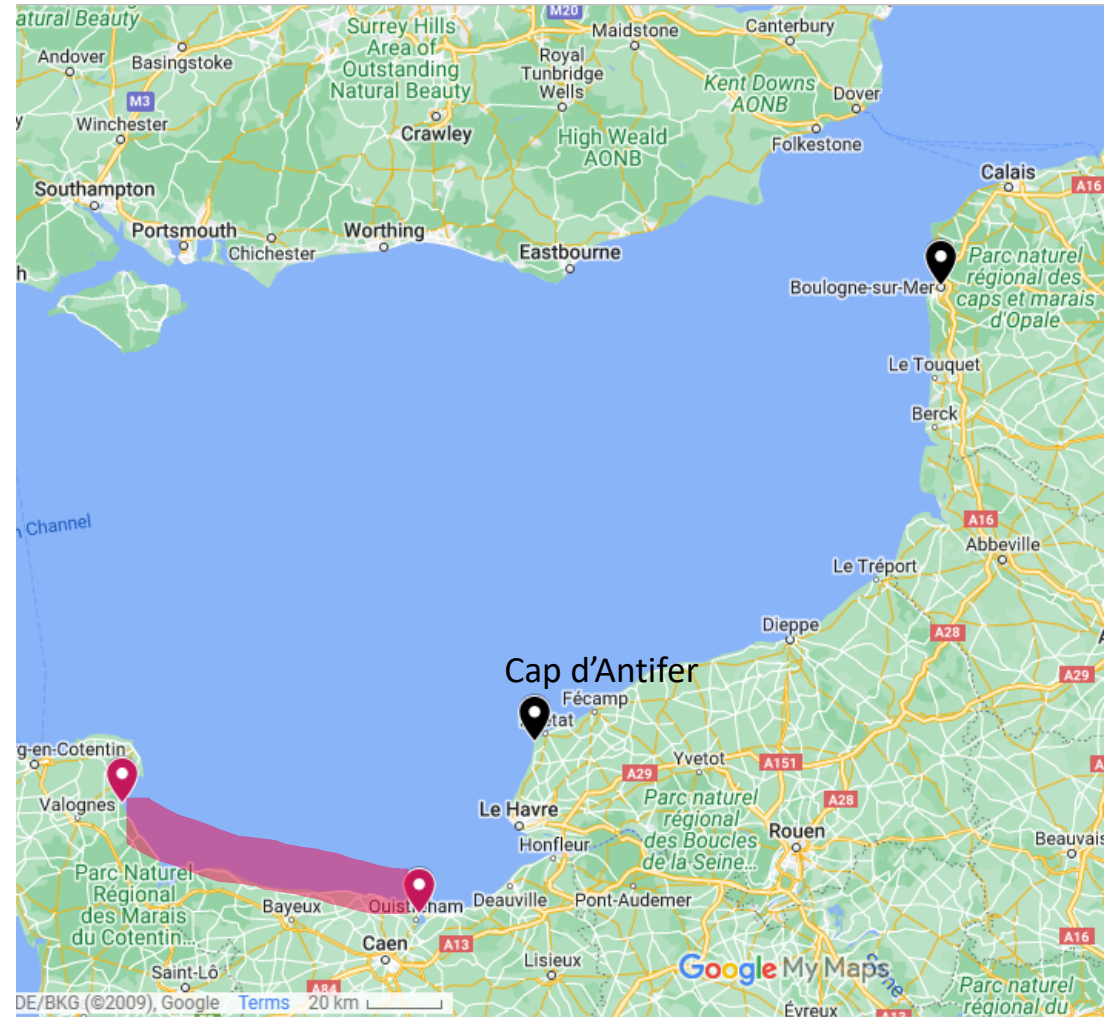






# 5/6 June 1944

- A combined air-sea feint was made against the Pas de Calais.
- 16 Lancasters of No. 617 Squadron simulated a large convoy approaching Cap d'Antifer at 7 knots on a 14-mile front.
- The "convoy" was actually 18 small ships flying barrage-balloons which would give a big-ship echo on German radar screens, while the aircraft dropped Window in carefully calculated amounts and sizes to maintain the illusion of a vast congregation of ships.
- The Lancasters had to parade on elongated orbits, parallel to the enemy coast, each circuit advancing a small distance so that during the night 24 nautical miles of apparent forward motion would be made good at a uniform seven knots.
- Radar watchers in England reported that the operation exactly simulated a large convoy.



# 5/6 June 1944

- There had always been a large percentage of Australians with 617 squadron, and on this occasion Squadron Leader D. J. Shannon, Flying Officers Carey, Ross, Kell, Lee, and Stanford each piloted one of the aircraft.
- Squadron Leader D. J. Shannon (photo) DSO DFC 106 and 617sqns RAF. Student of Adelaide, SA; b. Adelaide, 27 May 1922.
- F-O D. W. Carey, DFC, 416650. 106 and 617 Sqns RAF. Clerk; of Mount Gambier, SA; b. Mount Gambier, 25 Sep 1918.
- F-O I. S. Ross, 18839. 57 and 617 Sqns RAF. Fitter and turner; of Alphington, Vic ; b. Camperdown, Vic, 28 Mar 1920 . Killed in action 12 Jan 1945.
- F-Lt A. E. Kell, DFC, 412969. 467 and 463 Sqns, 617 Sqn RAF. Clerk; of Marrickville, NSW; b. Campsie, NSW, 6 May 1918.
- F-Lt W. R. Lee, DFC, 405693. 106 and 617 Sqns RAF. Carpenter; of Dirranbandi, Qld; b. Townsville, Qld, 4 Oct 1917.
- F-Lt R. M. Stanford, DFC, 416624. 467 Sqn, 617 Sqn RAF. Bank clerk; of Fulham Gardens, SA; b. Fulham Gardens, 25 Sep 1917.

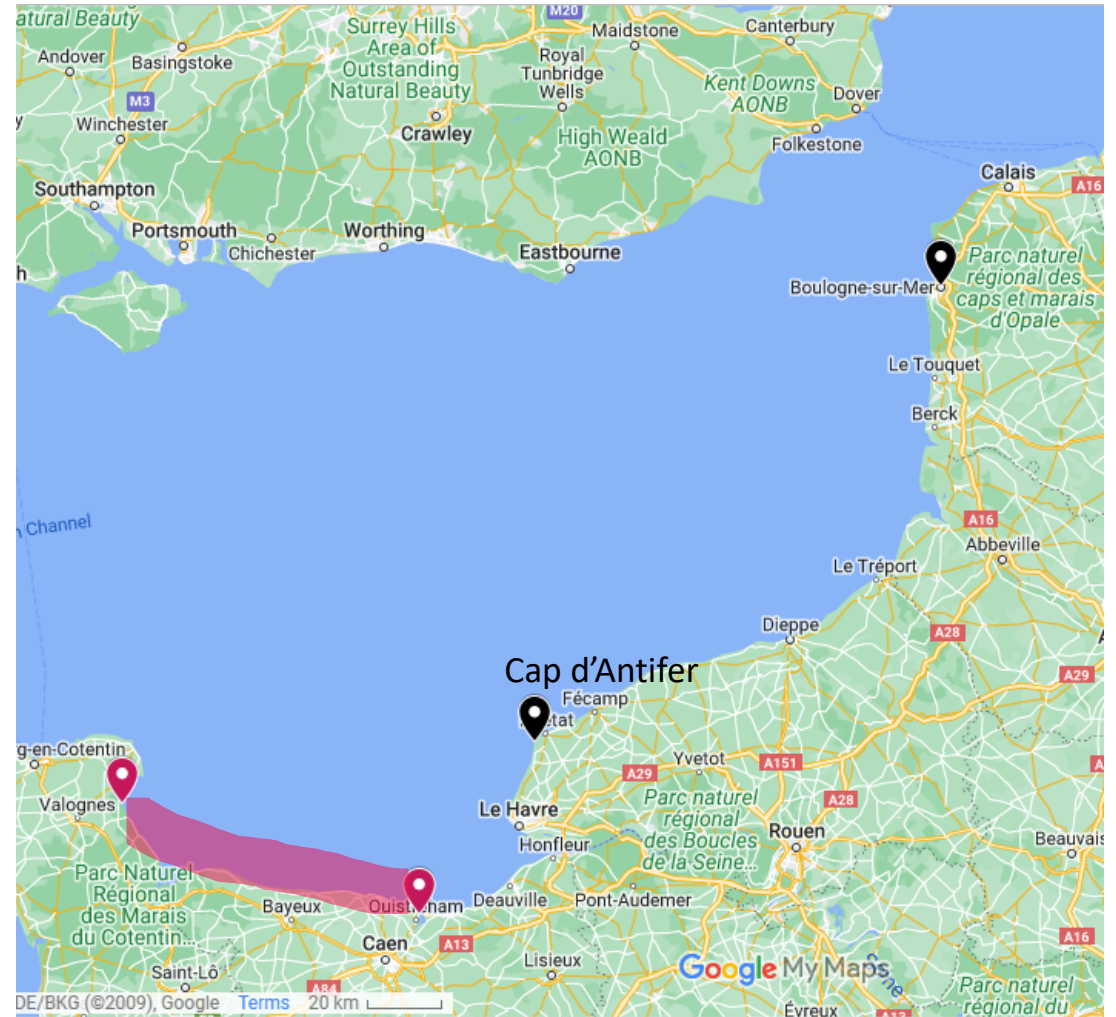


AUSTRALIAN WAR MEMORIAL

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# 5/6 June 1944

- A similar operation with 16 small ships advancing on Boulogne was conducted by 6 Fortresses of No. 218 Squadron flying in 2 lines of 3 aircraft.
- Each crew was reinforced to 2 pilots, 3 navigators and 4 "Window launchers" to palliate the fatigue of flying 23 circuits with an average error of only 200 yards.
- The enemy did mistake this simulation for a genuine convoy and brought his coastal guns and searchlights into action against it.



# 5/6 June 1944

- 38 Stirlings and 4 Halifaxes scattered Window to give the appearance of a much larger force and then dropped, at selected points, dummy parachutists equipped with ingenious contrivances which simulated both machine-gun and rifle fire.
- Australians piloted 4 of 19 Stirlings of 199 Squadron jamming enemy early-warning radar in the Bay of the Seine. This entailed monotonous flying for five hours and a quarter around each of eight set positions, the aircraft operating in pairs with three airborne as reserves ready to fill any unexpected chink in the curtain of radar blackout advancing ahead of the landing force.

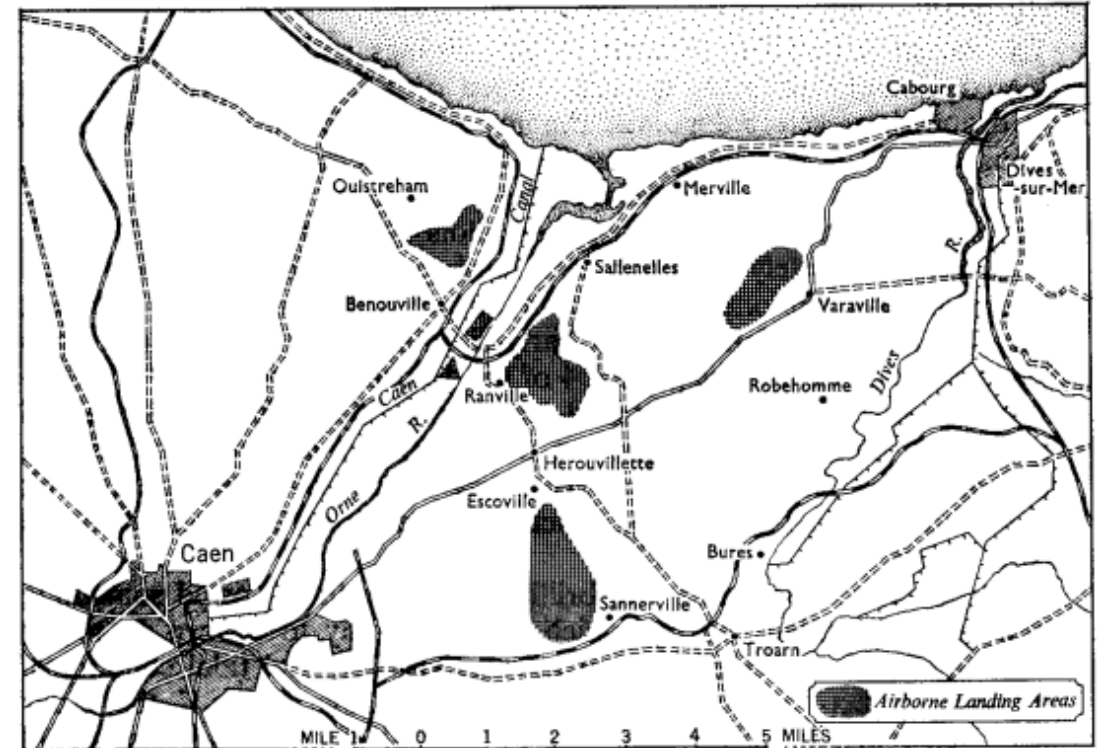


Short Stirling of No. 199 Radar Counter Measures Squadron.



# 5/6 June 1944

- In the 10 squadrons of No. 38 Group there were 41 Australian pilots, roughly 14 per cent of the total establishment, together with a slightly smaller percentage of other crew categories.
- More than half the Australians served with the Stirling squadrons, No. 196 Squadron having 13 R.A.A.F. pilots.
- In No. 46 Group there were only 8 Australian captains of aircraft spread among 5 squadrons of Dakotas.
- Practically all these men took some part in the series of integrated air drops on 5th-6th June 1944.



# 5/6 June 1944

- At 22:56 on 5 June six Halifaxes took off towing six Horsa gliders carrying the coup-de-main force, who were tasked with capturing the bridges over the Caen Canal and the River Orne.
- Between 23:00 and 23:20, six Armstrong Whitworth Albemarle transports took off carrying pathfinders of the 22nd Independent Parachute Company, who were to mark the three drop-zones to be used by the airborne troops of the division.
- Another sixteen Albemarles followed the transports carrying the pathfinders, these transported elements of the 9th Parachute Battalion, 1st Canadian Parachute Battalion, and 3rd Parachute Brigade Headquarters.
- Due to a combination of heavy cloud cover and poor navigation, only one pathfinder team was dropped correctly so the main force was scattered and dropped incorrectly.



Armstrong Whitworth Albemarle with invasion stripes. All Allied aircraft at this time, with the exception of four-engined bombers, were painted with distinctive black and white stripes for easy identification .

# 5/6 June 1944

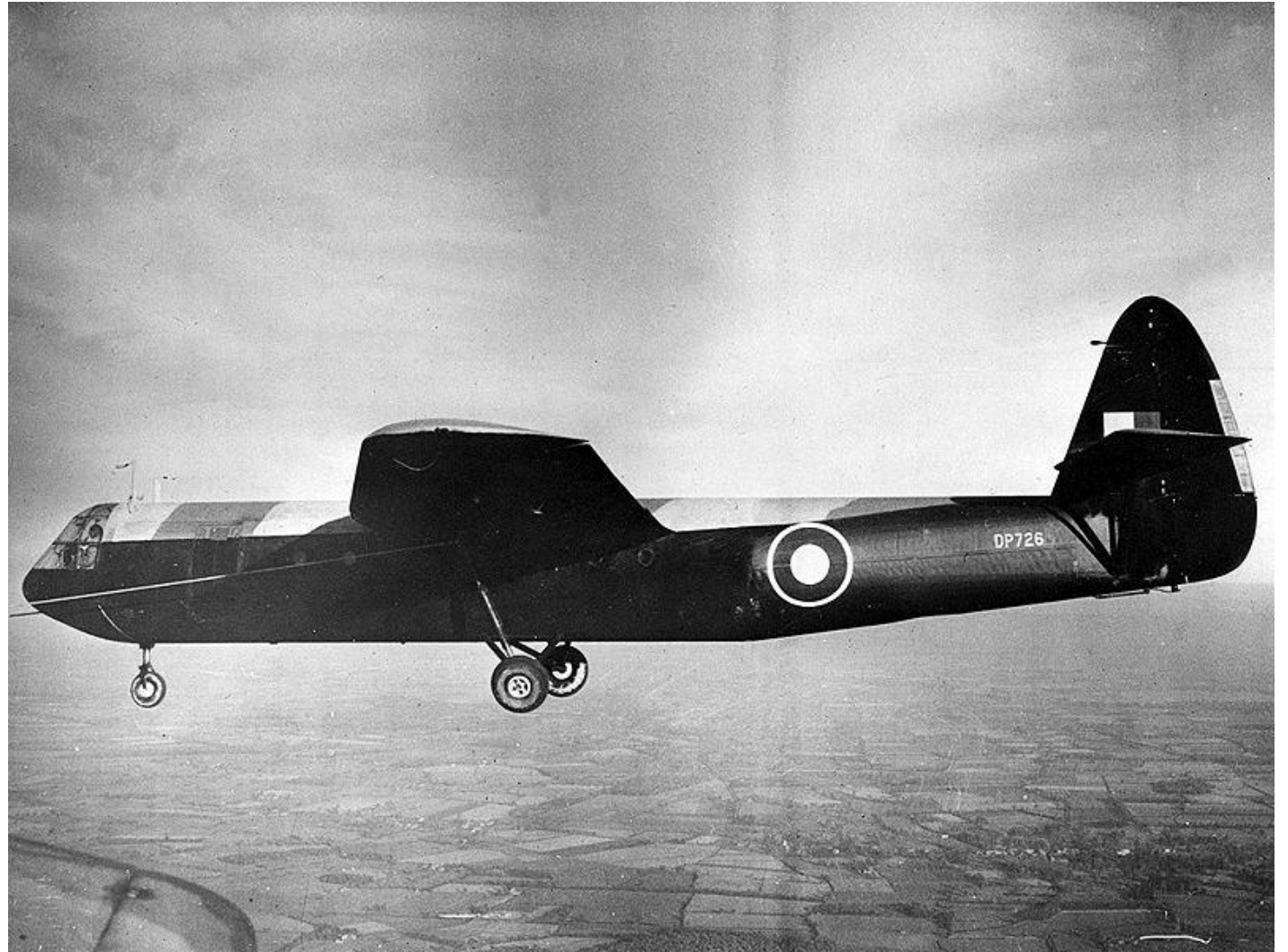
- Thirty minutes later 239 Dakotas and Stirlings as well as seventeen Horsa gliders, carried the bulk of the 3rd and 5th Parachute Brigades and their heavy equipment due to land in their drop-zones at 00:50.
- Sixty-five Horsa and four Hamilcar gliders transporting the divisional headquarters and an anti-tank battery were scheduled to land at 03:20.



Handley Page Halifax glider-tugs along with Horsa and Hamilcar gliders waiting RAF Tarrant Rushton to take off for Normandy

# 5/6 June 1944

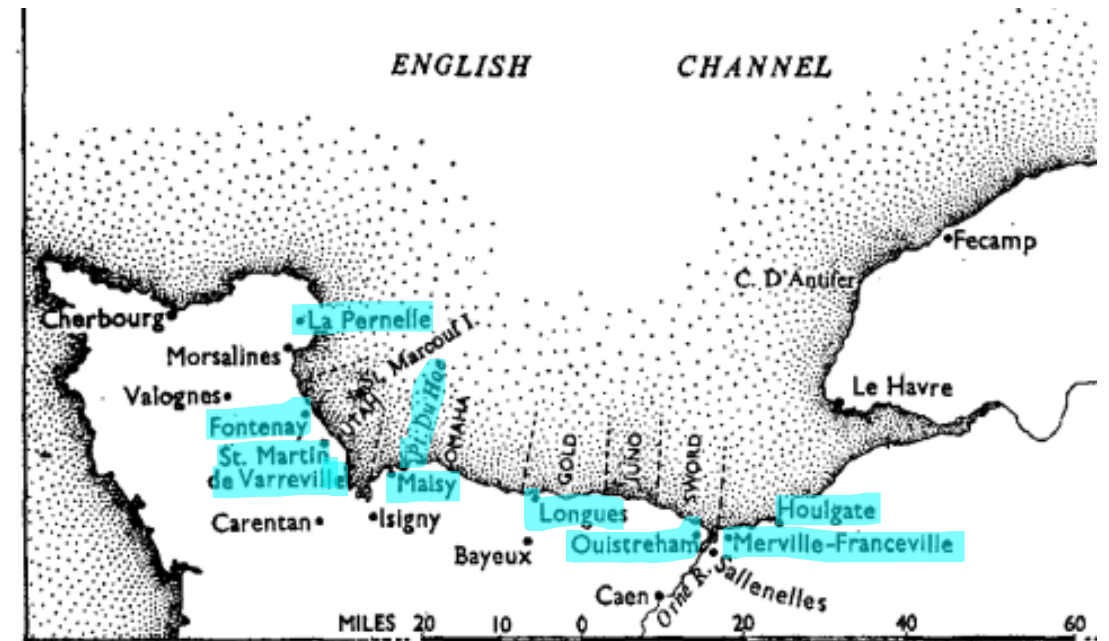
- The final group was formed of three Horsa gliders carrying sappers and men from the 9th Parachute Battalion, who were to land atop Merville Battery at 04:30.
- Aircraft losses in both the British and American initial airborne landings were extremely low.





# 5/6 June 1944

- Over 1,000 bombers were dispatched to attack ten gun emplacements defending the invasion beaches.
- The early raids encountered 10/10ths cloud and achieved no success.
- Conditions later in the night improved but none of the batteries were completely put out of action.
- 63 bombers from the RAAF squadrons participated.



# 5/6 June 1944

- Summary of RAAF operations against the gun batteries.

BOMBER COMMAND OPERATIONS 5th-6th JUNE 1944

Target Battery	Force		Bomb tonnage	R.A.A.F.	R.A.A.F. Dis-patched	R.A.A.F. Attacked	Losses	
	Dis-patched	Attacked					Total	R.A.A.F.
Fontenay-Crisbecq	101	94	534	75½	13 (460)	13	—	—
St Martin de Varreville	100	99	547	75½	13 (460)	13	—	—
Merville-Franceville	109	88	340½					
Maisy	116	110	528	41	13 (466)	13	—	—
La Pernelle	131	116	596½				—	—
Houlgate	116	111	418				—	—
Longues	99	96	540				1	—
Mont Fleury	124	111	522				2	—
Pointe du Hoc	124	115	624	127	14 (463)	24	3	—
Ouistreham	116	113	576		14 (467)		—	—



## Utah Beach on D-Day

Soldiers of the 4th Infantry Division wade ashore at Victor sector, Utah Beach, on D-Day, June 6, 1944. Amphibious tanks are lined up at the water's edge.

Utah Beach on D-Day  
Troops leave the shelter of a  
seawall at Utah Beach on D-Day,  
June 6, 1944.





U.S. assault troops in an LCVP landing craft approach Omaha Beach, 6 June 1944.



British troops come  
ashore at Jig Green  
sector, Gold



Juno Beach  
Reserve troops of the  
Canadian 3rd Division  
coming ashore at  
Bernières, Nan sector,  
Juno Beach, on D-Day,  
June 6, 1944.





Royal Marine Commandos  
attached to 3rd Infantry  
Division move inland from  
Sword Beach, 6 June 1944





## Utah Beach on D-Day

A headquarters area at Uncle Red sector, Utah Beach, on D-Day, June 6, 1944.



Juno Beach, Normandy  
Invasion  
Troops of the Régiment de la  
Chaudière, 8th Brigade,  
pushing inland from Juno  
Beach toward Bénny-sur-Mer  
on D-Day, June 6, 1944.



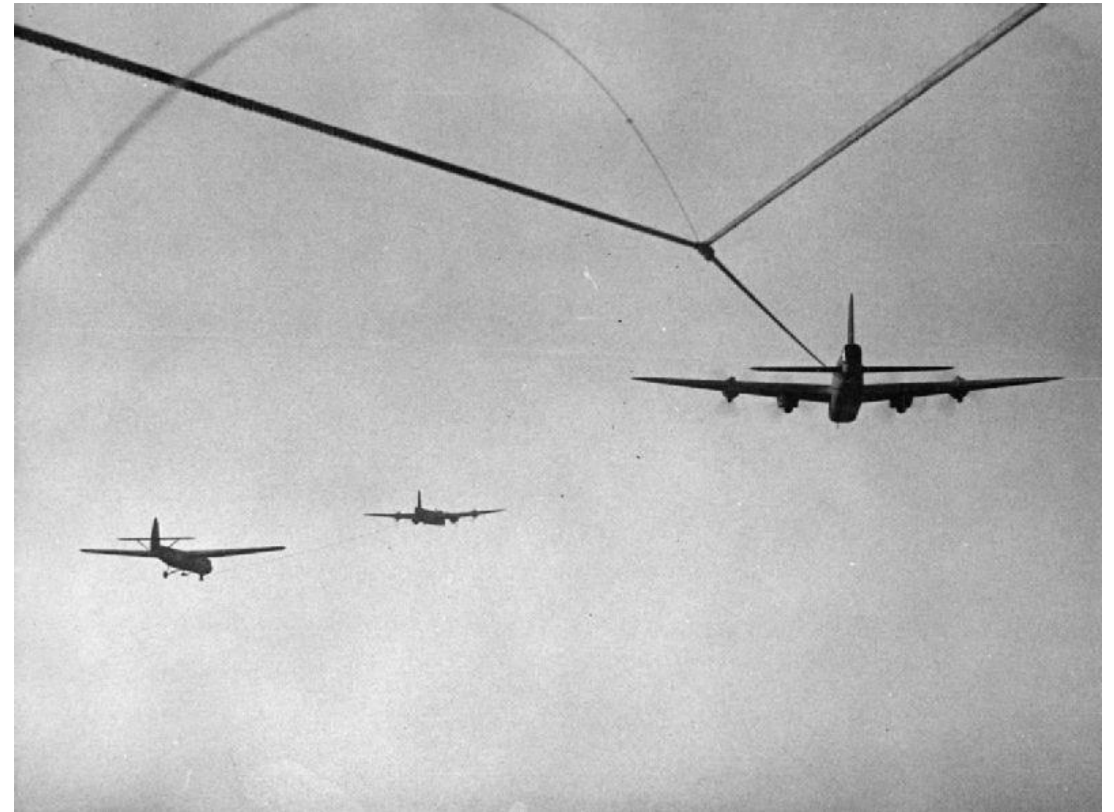


### Cotentin Peninsula and D-Day

A Horsa glider lies flipped onto its back on the Cotentin Peninsula, France, where it attempted to land in support of paratroopers on the evening of D-Day, June 6, 1944. Troopers killed in the crash are laid out on the grass.

# 6 June 44

- Planes returning from the first missions were refuelled and repaired where required and made ready to tow the gliders that evening.
- The airlift included 226 Horsa gliders. With a wingspan of 88 feet and a length of 67 feet, the Horsa could carry twenty-eight troops or two jeeps.
- The division's heavier equipment was carried in thirty Hamilcar gliders. Twenty of these would carry Tetrarch light tanks and their crews.

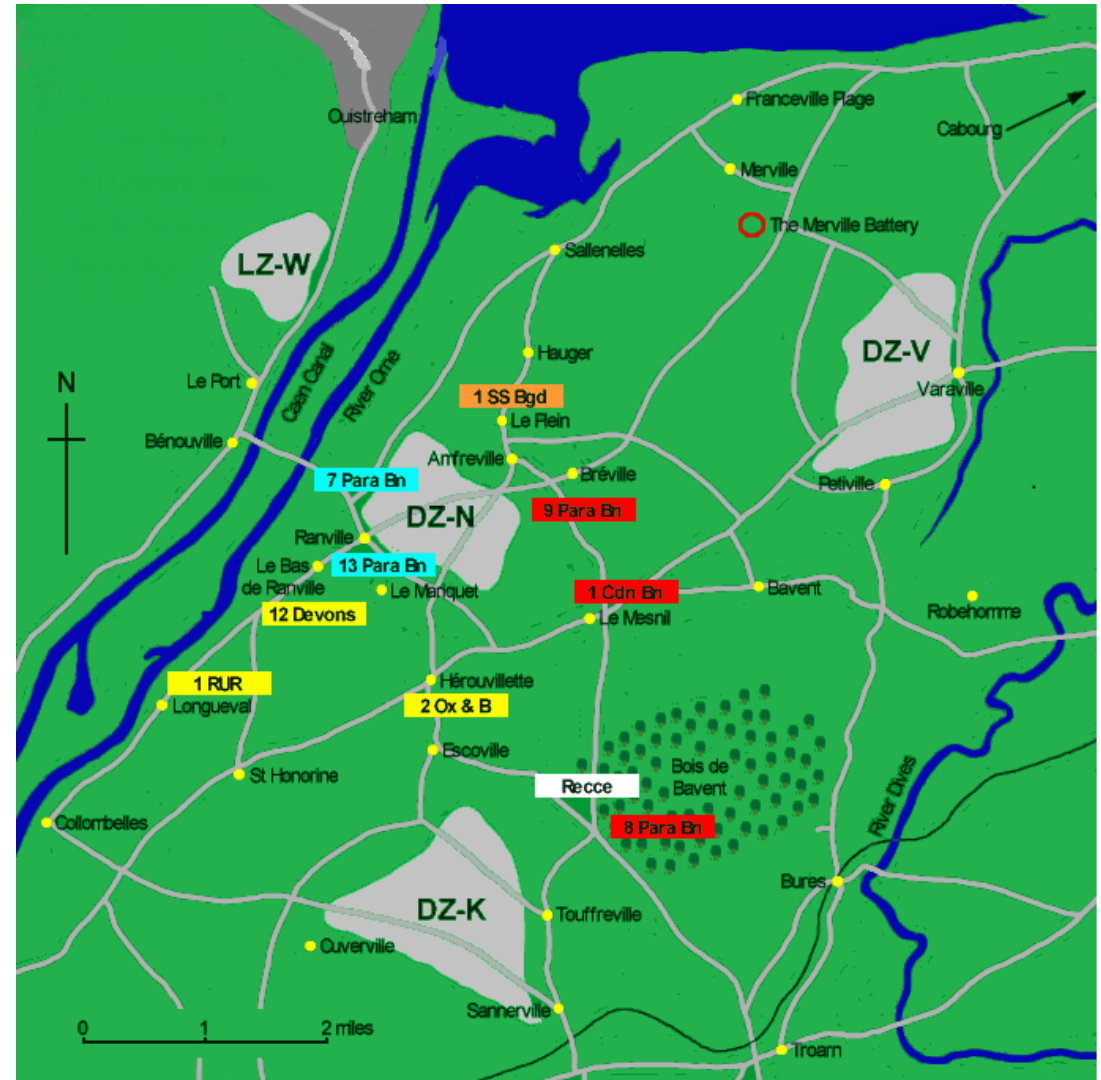


Photograph taken from a Horsa cockpit while under tow by a Short Stirling.

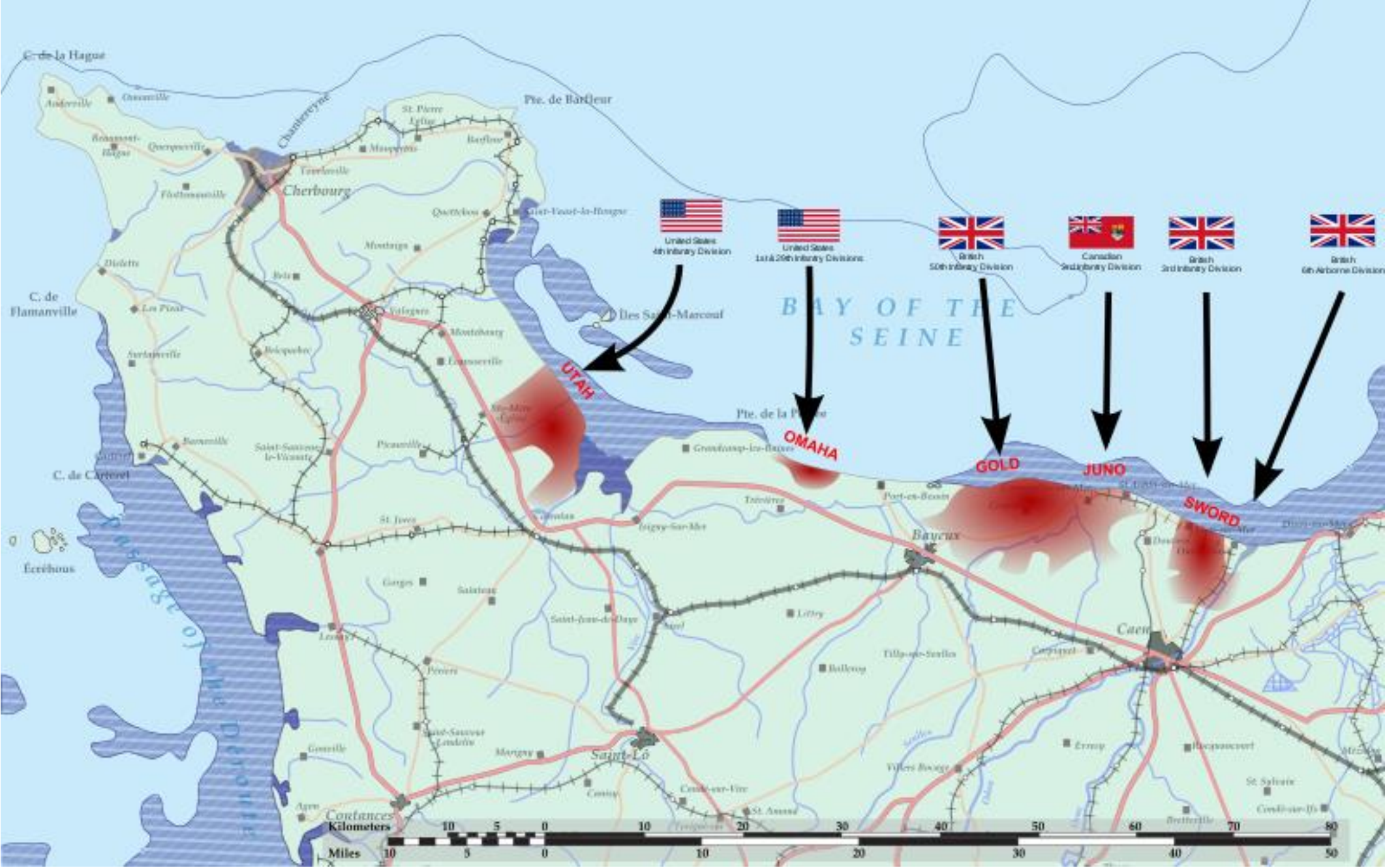


# 6 June 44

- 256 Operation Mallard gliders carrying the remaining men and equipment of the 6th Airborne Division took off.
- Fifteen squadrons of fighters escorted the gliders and towing aircraft.
- The force crossed the English channel unhindered and arrived in Normandy at 21:00.
- As it was still daylight, previous navigation problems that had affected the earlier operations were absent.
- As the gliders approached the two landing areas they met with anti-aircraft fire but casualties were negligible.



Situation at the end  
of D Day.



- Thanks for your attention