



D-DAY 75th ANNIVERSARY

33 Squadron returned to Great Britain from Egypt in 1944, disembarking from the S.S. *Stratheden* at Liverpool on 23 April and proceeding by train to North Weald. The Squadron had left Britain for the Middle East in 1935 and had fought in Palestine, Egypt, Greece, Crete and the Western Desert for nine years. It had returned to take part in the Invasion of Europe, and after 7 days' disembarkation leave the Squadron commenced training on the Spitfire Mk IX. The following names are listed in the ORB for 1 April 1944:

- Sqn Ldr RR Mitchell - CO
- Flt Lt JS Hepburn - RNZAF B Flt Cdr (posted sick 17 May, repatriation commenced 18 July)
- Flt Lt TP Hopkins - MO
- Flt Lt GS Mason—A Flt Cdr
- Fg Off JS Fisher - IntO
- Fg Off JWC Judge
- Fg Off Lock - RAAF
- Fg Off VJ McFarlane DFC - RAAF
- Fg Off DR Raikes
- Fg Off RL Wilson (OC B Flt wef 17 May)
- Plt Off Clinch - RAAF (promoted Fg Off 2 May, shot down 29 May, POW))
- Plt Off MH Lingham
- Plt Off PW Luchsinger - RCAF
- Plt Off TS Richardson
- Lt AC Askew - SAAF (disappeared on air test 5 June)
- Lt GD Silva - SAAF
- Lt ED Thompson - SAAF
- W/O Cunningham
- W/O Forrest - RNZAF (promoted Plt Off 2 June)
- W/O Gratto—RCAF
- FS Charters
- FS French
- FS James
- FS McKillop (promoted W/O 2 May)
- Sgt Farnborough
- Sgt McNee
- Sgt Peters
- Sgt Sinnott
- Fg Offs Smith and Argument (both RCAF) were posted in on 2 May. The Squadron moved to Lympe on 16-17 May and operational flying commenced on 19 May.



DAILY MIRROR, Wednesday, June 7, 1944
No. 12,627
ONE PENNY
Registered at the G.P.O. as a Newspaper.

Midnight news: Landings are successful

Naval losses "regarded as very light"

INVASERS THRUSTING INLAND

What the Germans are saying

GERMAN radio last night reported new Allied landings at Calais and Boulogne.

Powerful parachute formations dropped behind Boulogne and north of Bouen were said to be engaged in "vicious" fighting. Other paratroops had a firm grip on a nineteen mile stretch of the Cherbourg-Caen road.

Serious military communique said the advance had extended to the entire Normandy peninsula.

Paris claimed a German counter-attack in the Cherbourg sector was "still developing" late last night.

Our landings, said to be fifteen miles long and several miles deep, was first reported to be between Villers-sur-Mer and Trouville.

Later broadcasts corrected this to further west on both sides of the River Orne and north-west of Bayeux, between Caen and Isigny.

A British-American group, with light tanks and tank reconnaissance cars, was operating on dunes north-east of Bayeux "trying to link up with the larger brigades," said Berlin.

Other enemy radio reports were:

Allied reinforcements "pouring in."

Reports for the beachhead at Caen, all invasion troops landed from the sea through back. This beachhead narrowed down in some places.

"Navy Off Dunkirk"

Strong Allied naval forces seen off Dunquerque and Calais.

Fifteen cruisers with fifty to sixty destroyers operating off Le Havre had night with landing craft, apparently waiting to attack.

Allied airborne troops on the Cherbourg peninsula "piled out to a mass" at Barneville and troops pressing against Caen.

Allied landings on Channel Islands. Troops from 200 allied attacking Arrondissement and Ostend from between Cherbourg and Le Havre. Crafts sealed off landing and tank landings.

Allied landing craft penetrating and Vire. Fighting landing between St. Vaast and the centre of the Cherbourg peninsula.

In heavy artillery duel with coastal batteries off St. Vaast. Paratroops and troops landing craft were seen.

Paratroops made "valuable landings in all from Cherbourg to Boulogne. First and Sixth British and 21st and 11th American Divisions engaged.

Allied troops tried to break into Cherbourg, west of Isigny.

Altogether 100 Allied troops were landed back in England yesterday. Some were taken to an Army hospital.

Despite their wounds, many were smiling cheerfully.

Officially reported next-of-kin of a wounded soldier on the danger list in a hospital at home will be sent a telegram, provision of which at a police station will secure travel warrants for two persons.

FIRST WOUNDED ARE BACK IN ENGLAND

The first Allied wounded were landed back in England yesterday. Some were taken to an Army hospital.

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MONDAY D-DAY HELD UP BY WEATHER

The invasion was delayed twenty-four hours, it was revealed at S.H.A.E.F. last night.

With his D-Day fixed for Monday morning, General Eisenhower was held up by weather experts that conditions would be too bad.

But they forecast that by Tuesday there would be an improvement.

Eisenhower had to make a decision knowing that, once launched, the invasion could not be called off.

He took his decision to go in on Tuesday—and though the weather was not kind, the experts' forecast was largely fulfilled.

The landing craft, except for the other side.

Rain fell in the Straits last night and the outlook was unsettled. The sea was rough.

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33 Squadron was part of No. 135 Wing, 11 Group, assigned to the Air Defence of Great Britain (ADGB). Two more RCAF pilots joined 33 Squadron that day, Flt Lts Starkey and Tribble. Tribble was shot down and killed on 19 June. Flt Lt AW Bower, a South African in the RAF, joined 33 Squadron as a Flt Cdr on 26 May; he would take over command of 33 Squadron from Sqn Ldr IGS Matthew DFC in Gilze Rijen on 9 March 1945. Up to D-Day 33 Squadron flew a number of armed reces, sweeps, bomber escorts and Noball sorties, the latter against V-1 storage, manufacturing or launch sites like Le Petit Bois, Bois Coquerel and Vacqueriette.

The ORB for 6 June 1944 reads as follows:

'D DAY. As from today the daily readiness state was increased to twelve aircraft at readiness. Four sections patrolled convoy 'SHARK' without incident. During the evening eleven aircraft formed part of the escort to a very large force of Horsa gliders and their tugs to Normandy beach head. The gliders and some parachutists were seen to land in or near the target area, where there was intense light flak directed against the Horsas, some of which were hit and caught fire. Enemy aircraft were reported in the area, but none were seen. F/O A Harman (pilot) joined the squadron on posting today.'

Throughout June the Squadron was heavily involved in armed recce, bomber escort and Noball, Diver and Ramrod sorties, involving flights to the Normandy beaches, Caen, Bayeux, Evreux, Dreux, Chartres, Argentan, Le Havre, Caen, Boulogne, Regneville, Pas de Calais, Boulon, Waben, Watten, Montreuil, Mimoyecques, Sainte Valery en Caux, Laigle, Cabourg, Le Touquet, Cap Griz Nez, Sainte Ingelvert, Moyenneville, Oisemont, Siracourt, Fecamp, Les Hayons, Bonnetot, Noailles, Domleger, Hardelot and Villers Bocage. They also escorted the King, on *HMS Arethusa*, home from France on 16 June after his visit to the beach heads.

On 3 July 33 Squadron was moved to Tangmere to become part of No. 134 Wing, 2nd Tactical Air Force, but following No. 134 Wing's disbandment on 17 July it moved to Funtington under No. 135 Wing. More armed recce, sweeps, Ramrod, Rodeo and Noball sorties were flown throughout July and August to Bures, Nucourt, Abbeville, Paris, St Omer, Vacqueriette, Beauvais, Bourg d'Ault, Fruges, Alencon, Foret de Nieppe, Criel, Rouen, Doullens and Lisieux.

From 10-18 August the Squadron conducted intensive air to air and air to ground training at the Armament Practice Camp at Fairwood Common, Swansea, in preparation for their move over to Europe. On the morning of 31 August, 33's eighteen aircraft flew from Tangmere to Caen-Carpiquet (ALG B.17); that afternoon twelve aircraft conducted an armed recce around the Neuchapel area.

LOYALTY

