

No 2 SQUADRON

2nd Tactical Air Force

29th JULY 1944 - 3rd JAN 1945

July 29<sup>th</sup>.

Air-lift party of Two  
squadron were due to  
fly to Normandy -  
(the main party having  
left Adisham three days  
before, to make their  
way by boat, and  
to take the wagons  
over.) Everyone seems  
very cheerful.

Our time for leaving  
(10.30) was cancelled,  
weather very bad  
for flying, (rain &  
mist) but expect to  
leave at 16.00 hrs, pass  
the time by playing  
cards for cigarettes, all  
our money having been  
handed in for exchange.

At 15.30 hrs we piled on a wagon with kit, and later to the despatch, where six Dakotas were waiting.

A last mug of tea, a 24 hour pack was handed round, and in we go.

We very soon cross the English coast, and head for France, passing over some very big convoys.

As we neared the French coast the landing gear of each Dakota was lowered, as a pass-word.

Having crossed the coast of France, we headed inland. Looking down I could see big convoys moving inland.



1979 3-194

## "Charlie Chan"

### *Is Missing*

"Charlie CHAN TING" Lieut. Kay Tai Tan said to be the R.A.F.'s only Chinese pilot, is missing.

Born in the Straits Settlements in 1914, Kay Hai Tan enlisted for aircrew in October 1941, and after training in Canada was posted to a ferry job. He made one trip to Africa and then joined a reconnaissance squadron.

He flew 167 sorties photographing enemy positions and spotting for artillery.

Known to his fellow pilots as "Charlie Chan," Kay Hai Tan won the D.F.C. over the Anzio beach-head in February, when, having lost his supporting aircraft, and in the face of intense flak and attacks by enemy fighters, he stayed and completed his photographing.

also landing-strips,  
wrecked tanks, and  
many bomb craters,  
mostly along ledges.  
At last we are ready  
to land, and down  
we go, landing with  
a cloud of dust at  
17.30 hours.

This strip, known  
as B.10. five miles from  
"Caen" and the nearest  
village Plumotot.

Arriving at the camping  
site, we find the boat  
party had arrived,  
dug in, pitched their  
tents, and were out  
on the strip checking  
the 4% which had  
arrived a few hours  
before us.

After tea (corn-beef and biscuits) our big dig started, helped by a heavy barrage around "Caen." Holes dug, tents pitched over them we were ready for bed. Slept on the ground sheet with tin-hat at the ready. The barrage around Caen went on through the night.

Sunday 30<sup>th</sup>

Began at 06.30 today.

Breakfast - tinned bacon & biscuits.

I notice the strip runs across some corn fields, and the P/C are dispersed in the corn at the sides, but the dust, damn stuff was everywhere, the boys around called it the Dust of Death, because it always gave our position away.

Anyhow dust, or not we got cracking on ops, and it wasn't long before "V" returned with her tail shot to pieces, how he managed to

fly it back I don't know, had a very busy day, finished 18.00 hours, "B" party having the late turn.  
(we had to have two flights because the day started at 4.30, and finished at 23.00 hrs.)

I walked to the village of Plumotot in the evening, this village had rather a bad time with our shelling, the top of the church had gone for a "Burton"; might have been used as an observation post. French are not very friendly, believe the Germans treated them fairly well.

Later in the evening  
a heavy barrage  
starts around Caen,  
and goes on through  
the night, understand  
we are trying to  
shift power from the  
other side of the river  
Orne.

Soon had to move  
off away from strip,  
dust was getting  
in the engines. I  
was sent with  
others to service a  
few in a field, which  
was also occupied  
by some cows, so  
we used to service  
the cows in the evening,  
with the help of the  
Second Army boys.

Saw a doodle-bug today, and it was heading for the Jerry lines, wondered what had altered its course, perhaps gun-fire.

The first of August came in with a heavy mist, ops were off all the afternoon, then we were making up for lost time, finished our flight 23.00 hours.

Enemy 1% over during the night, but our guns gave them a nasty time, again went to sleep with lin-hat on. Up at five the next morning for early flying.

Two of Jerry's shells landed on the strip this morning.

During the afternoon "B" returned badly damaged, and was unable to lower her underscavage, so the "Peeler" made a belly landing.

Having finished at six (due to early flying) Gock & I decided to walk A Caen, in the hopes of seeing his brother who was stationed

somewhere near there, but  
was unable to find him.  
Mines - "land tips" had  
been removed on the  
main road to Caen, but  
it wouldn't pay for any  
short cuts. One or two  
graves along the main  
road, knocked out  
tanks, & plenty of  
jerry cans, and odds +  
ends. Unable to enter  
Caen, but what we saw  
was just bricks +  
rubble, bodies were still  
under this, smell was  
very bad. Time was now  
20-30 hours + the bivouac  
had started. Stopped  
a jeep, which took  
us to CAZELLE passing  
through Preuilly-le-Dam,  
Lebisey + Bierville, very

bad roads, due to mines  
having been removed,  
leaving big holes.

Been a lot of heavy  
fighting in the woods,  
around Beiville, Jerry  
blankets, gas-masks,  
great-coats, and the  
well known tin-hat  
were piled on the side  
of the road.

On August third the  
flight moved away from  
the strip, due to much  
for aircraft + crew, now  
in a field.

Big day for the boys  
"RATIONS" bags, choc, rations  
blade, soap, and a  
bottle of English beer,  
late flying 20-20 hrs.

Today August 4<sup>th</sup> I have  
a day off, for cleaning  
up etc. Washed a few  
things, and had a wash  
down, with the help of  
a four gallon petrol tin,  
the wash-down was like  
doing the "Oki-Dokie"—  
(put your right foot in)

Had a lift to the  
coast in the afternoon,  
got to a place called  
Lue-sui-Mee, some of  
our boys landed here on  
"D." day. All houses on  
the front have been shelled.  
Had a good swim, which  
is done in the nude, by  
all and all, water a  
little oily. Folk havent  
much time for us, in  
any case all we can get  
is cider. Children ask

for "Cigarette for Poppa" one  
hears this all over France.

August 5<sup>th</sup> I did my  
first guard - five in  
the clip, are up the spout.  
Had no mail from  
England.

August 7<sup>th</sup> two 9's were  
shot up, Peeler in one  
badly hurt. Mail  
arrived, one from "Unc"  
Barrage still goes on.

On August 8<sup>th</sup> (night)  
heavy raid on Caen, four  
waves of bombers, two  
markings were put down,  
and then hell was let  
loose.

Four Tiffies and four  
Spit's arrive from England.  
Tiffies soon went on ops  
one shot up but came  
back.

Wed August 9<sup>th</sup> received  
two letters from Di.

"H" was shot up today.

August 10<sup>th</sup> extra early  
flying up at 4:30 hrs  
A/c very busy on recon.  
Saw a crew bale out  
of a bomber, the A/c  
made a good show -  
climbing and diving,  
before it crashed, a few  
miles away.

A/c "W" failed to return,  
Pilot by the name of  
Shute.

Again on Aug 11<sup>th</sup> saw  
crew bale out of a  
bomber, our M.T. picked  
them up.

August 12<sup>th</sup> up at 4:30

"Q" failed to return.

268 Squadron A/c  
arrived from England

In the afternoon we were told to start packing, on the move at 10:00 hours the next morning.

August 13<sup>th</sup> unit moved to Benny-sur-Meuse, near Douvres. When Jerry had his strip, he had plenty of  $\frac{9}{10}$  guis (and dummy ones,) sleep shells, trenchers, etc.

Plenty of ames laying around, thousand's of rounds of Jerry's were left in trenches, must have been some very hard fighting around here, a field near by, is full of little crosses. This strip was used a lot, while we were here, by Dakotas, being in wounded.

After we had been at this strip a few days, most of the flight, had tummy trouble, quite a few went sick. M.O said it was due to the deaf, Naval gunfire during night.

August 14<sup>th</sup> every prisoners arriving by the hundreds to a big cage, at one end of strip, some are Germany's crack S.S. troops.

Late in the afternoon on August 15<sup>th</sup> we had a freak thunder, storm, plenty of lightning. I saw at least sixteen barrage balloons brought down, hardly any rain. Enemy A/c over during the night. 268. boys arrive from England.

August 17<sup>th</sup> before and  
after tea our 3/4 did a  
lot of firing, think  
they are shooting Jerry  
up as they try to get  
through the gap at  
Yalaie.

August 19<sup>th</sup> went to  
St Abbans-le-Mer for  
a dip, got mixed up  
with a lot of tar & oil,  
also it poured with rain,  
arrived back to camp  
soaked.

Aug 20<sup>th</sup>-21<sup>st</sup> had bad  
time with tummy trouble,  
had no meals, stopped  
in bed all day on the  
21<sup>st</sup>, flight stood down.  
(bad weather.)  
but had to go on guard  
that night, & Jerry came  
over again.

August 22<sup>nd</sup>. hundreds of  
prisoners still coming in  
cages packed, weather fine  
again, tummy much better  
today.

Aug 24<sup>th</sup> went to one of  
our grave yards  $\frac{A}{C}$ . for a  
few spaces, called at  
the new "Malcombe Club"  
opened at St Gabriel.

On August 28<sup>th</sup> one of our  
 $A/C$  pranged, over shot  
the runway, peeled O.K.  
but  $\frac{A}{C}$ .  $\frac{A}{S}$ . Went to a film  
show, the start of our  
"Airmans Club" film  
called - (Something to  
Remember)

Thursday August 31<sup>st</sup>  
Weather dull & cold, cleared  
later in the day, but a  
strong cross wind  
started, one of the  $\frac{A}{C}$ .

when landing was caught  
in the cross wind, blew  
him towards the tents, he  
tried to take off, but  
failed, just cleared the  
canvas round the law,  
passed over the hedge,  
knocked both wheels off  
when he landed in the  
ditch, jumped from there,  
half way in the N.C.O.'s  
tent, Peeler had a nasty  
gash on his forehead,  
clay that got him out  
was covered in blood,  
blown on him by the  
strong wind

Friday Sept 1<sup>st</sup> leave  
cancelled, understand  
we are moving again  
Sept 2<sup>nd</sup> "A" party moved  
out 9:30 hours. "B" party  
left to look after "A".

Very strong wind on  
Sunday 3<sup>rd</sup>. "P" crashed  
on runway. Tents nearly  
blown away. "B" party  
moved out at 14:15 hours.  
Made our way to Caen,  
(very wet now on the  
rain) passed over the  
river Orne on to Lisieux  
both towns badly damaged,  
and the French not very  
pleased to see us, but  
pleased to take our  
cigarettes. Arrived at  
a place near Bernay  
18:00 hrs, tents pitched,  
but understand we are  
not stopping long at  
this place.

"A" party moved out at  
11:00 hours, so we got  
ready to move the next  
morning.

Riding one of the Hele's  
motor-cycles, on the next  
move.

Wednesday 6<sup>th</sup> Sept. up  
at 6.00 hrs, biscuits &  
coffee again, convoy  
moved off at 10.00 hrs.

Sarge and myself made  
for Rouen. Neufchâtel  
Londinius and Thury.  
about 84 miles, never  
saw the convoy.

Signs of retreat all  
the way, knocked out  
tanks, cars (private)  
dead cattle, houses etc.  
it was a trail of  
destruction, by our  
rocket Typhoons.

Plenty of waving, folk  
more friendly.

Our eyes were very  
bad when we arrived

at Yeremy, due to the dust, had to go to the sick-bay. Jerry had just moved out - we were four days behind them.

Heavy rain on the 7<sup>th</sup> and strong wind, tents pitched on a plough field, so was unable to stake them down well, many were blown down.

Quite a few doodle-bug siles around, one half a mile away from the flight. Having plenty of biscuits these days jam, stew, cheese, biscuits with all of them, browned off with bloody biscuits. Found a young rabbit, wet through, and nearly dead.

Plenty of rain, so there is  
lots of mud. Bomba is  
going over, expect to  
move up in a few days.  
One of the boys had a  
home made cake sent,  
we all had a piece, it  
was grand. The young  
rabbit doing well, feed  
it on a little turned milk.  
Cat carries it around in  
his blouse. Went to the  
village in the evening,  
all we could get was  
cider, could have eaten  
a bloody horse afterwards,  
but made do with a  
few biscuits.

Sept 4th Biscuits & beans  
for breakfast, no flying  
weather bad. biscuits  
and fat bacon for tea.  
Wife the rabbit getting

very tame. Sunday Sept  
18<sup>th</sup> I burnt my hand  
making a fire with petrol.  
"A" party moving out  
Monday morning  
Corn beef and peas for  
dinner and — had  
to go to sick with my  
hand four fingers  
badly burnt.

During the afternoon  
people came from miles  
around, and it finished  
up with being like an  
August Bank Holiday,  
never saw so many  
people, exchanging eggs  
apples, for cigs and choc,  
we got 18 eggs in our  
tent, had a grand feed  
that night. "A" party  
moved out today.

Monday Sept. 11<sup>th</sup> up at  
5.00 hours, all ready to  
move out at 9.00 hrs.

Again I went on a motor-  
cycle, started before  
convoy. Went to Blangy  
on to Abbeville, Hesdin,  
St Omer, on to Fort Rouge  
(95 miles) The runway at  
this dome had been  
bown up, in fact he has  
done as much damage  
as possible, but we are  
using a strip. Quite a  
good site for tents, and  
four minutes from cook-  
house. On guard tonight  
12-3.

(Little Mike died )  
on the Convoy.

Rony sat on his box  
(the rat)

Wednesday 13<sup>th</sup> went to sick-bay to have blisters perforated. Had a walk into Fort Rouge, plenty of cafes, selling beer, like half pint of Mild mixed with two gallons of water.

Thursday 14<sup>th</sup> 268 armory wagon went up in flames, this called for a big purge, no more fires for washing etc.

They have put up the airmans club here, by using too old marquis Beer ten francs a pint. Plenty of ops, finishing late. Clocks go back tonight.

Went to Dille with the F/S taking a load of burnt arms from 268.

to a dump, as we entered  
the city, a French band  
was leading some of  
Monte's men in on lorries,  
back from the front line.  
There was hundreds of  
people, and they gave  
them a grand welcome,  
and we were right in  
the middle. The French  
were very well dressed,  
but none refused a cig,  
it was deadly to show  
a packet. Spent the  
evening in Lille, just  
like the West-end, dance  
bands, singing, anyone  
would think the war  
was over, lost our way  
on the return journey,  
and it was 1.15 Monday  
when I got to bed.

Wednesday 20<sup>th</sup>. some of  
the boys going on leave,  
looking forward to my  
turn. Lot of heavy bombs  
dropped during the night,  
we think it might be  
a V11 site, our boys had  
been looking for one  
during the last few days.  
Understand men are going  
on leave (seven a day)  
flying to Northolt, should  
come in fine, about a  
month's time. Corn-beef  
for breakfast-dinner -  
and tea.

Monday 25<sup>th</sup> started  
packing. F1 party on  
the move Tuesday morn.  
Been detailed to drive  
an old waggon, so my  
motor-cycling days are  
finished again.

Bombs and gun-fires  
all day (Calais seems  
to be getting her turn).

Tuesday 26<sup>th</sup> - "A" party  
moved out, leaving  
"B" party 21% to suffice.

Wednesday 27<sup>th</sup> "B"  
party moved, heading  
for Ghent (73 miles)  
passing through

Clementine's Menin  
Courtrai Duguge.

Had a wonderfull  
welcome all the way,  
wagon was like a  
fruit shop when we  
turned in the main  
gate to the dome.

Signs of being bombed  
all around dome  
hangars etc.

Billots are in a school  
just outside dome.

Moved into "Ghent" 27<sup>th</sup>  
This Paper dated 17<sup>th</sup>



Sleeping in wooden bunks, not so good, but we are under a roof.

About two miles from the middle of town.

Free rides on tramcars, half price at the film shows, everyone very happy here, after settling down.

Fay parade Friday  
29<sup>th</sup> - Belgian francs 176 to the pound.

Having a lot of course. Saturday 30<sup>th</sup>

"B" went for a Burton. Weather very unsettled plenty of rain, and have picked up a nasty cold.

Airman's club running concert and film show.

Open going round that  
we shall be moving  
again, been some  
heavy bombing around  
Antwerp.

Saturday Oct 7<sup>th</sup>

Reco party moved out.  
Understand Polish  
squadron taking over  
our billets.

Tuesday 10<sup>th</sup> "A" party  
move off at 9.30, so  
collected amo waggon  
from M.T. for the  
nexted day. Finished  
about four, so we washed,  
and went out for the  
evening, just to say  
good-bye to Ghent.

Wednesday we were  
up at 05.30 hours to  
get  $\frac{1}{2}$  off. Poles started  
moving in after

breakfast. Conway moved off 10:00 his. Very slow most of the way, but managed to collect plenty of fruit, as usual everyone very pleased to see us.

Arrived at Antwerp 14:30 his. Quite a big dome, but between us, we had made a mess of the dome - hangis houses used as billets had been blown up, Jerry  $\frac{1}{2}$  shot up on the ground. We are again billeted in a school, once used by little children, all Jerry took over, most of the windows are out, also the frames, Jerry had set a lot of traps



MOVED INTO ANTWERP

Oct 1<sup>st</sup>.

PAPER DATED Oct 1<sup>st</sup>

understand the King  
was giving us a call,  
all I saw was eight  
staff-cais, supposed to  
have been the King -  
Cunningham, and  
Morne.

Six doodle-bugs, and  
I II dropped in  
Antwerp today.

Saturday 14<sup>th</sup>, weather  
unsettled, but plenty  
of opis. Seems a lot  
of D. B. etc dropping  
in Antwerp.

Have the job of making  
the wagon fit for  
winter. I II dropped  
on the other side of  
the dome.

Letter from Moloney.  
tells me he has been  
discharged from the

R.A.F.

Monday 16<sup>th</sup>. Two dropped around the dome during the night, if they are trying for the docks, they are to near for us.

Hiffies very busy - rockets & bombs. 412 squadron, on the other side of the dome.

Plenty of life in Antwerp.

The armistice club has been fixed up in our billet, films etc.

Weather very bad VI and VII still coming over, will be glad to leave this place. Waggon looking more like a bloody caravan now.

TAKEN IN ANTWERP AFTER A  
"DOODLE BUG" HAD FALLEN



What windows we  
had in the armory  
have been blown out  
by blast, also the  
wood, blankets, etc.  
we put up to block  
the window in the  
billet. At 8 AM leave  
has started. Sunday  
22<sup>nd</sup> Corn beef and  
rice for dinner, meals  
not too good.

Had a small coffee in  
the evening, about  
ten minutes from dinner.  
Very unhealthy in  
Antwerp, with V.I - VII  
Tuesday 24<sup>th</sup> Waggon  
is finished, and ready  
for winter. VII dropped  
on the R.A.F football  
field - killing seven  
of the players -



le manoir

RÉOUVERTURE

téléphone : 12.22.52

19, RUE DES DOMINICAINS - BRUXELLES

mostly R.A.F. regiment.

Wednesday 25<sup>th</sup>

F5 and Col Coordale

posted to 6004 Squadron

VII dropped 150 yds

from billet, killing

five R.A.F working

on a rifle in a

bunker, the % was

blown in half, the

VII makes too craters

and two reports,

made a mess of the

billet, the cook's had

to throw all our tea

away, so we had

canned beef again.

Understand him on

48 hrs leave in

Brussels.

Thursday 26<sup>th</sup> I

arrived at Brussels

staying at the

Hotel Cecil - this is  
like a dream, real  
beds white sheets,  
no waiting for grub,  
waiters, and late  
dinner 7-7.30.

Had a grand time  
Pictures, theather etc.  
Arrived back to  
Antwerp on the 28<sup>th</sup>.  
Twenty odd soldiers  
were killed in a  
cafe today by a  
D. Bug. Weather  
much better plenty  
of ops.

November 6<sup>th</sup> Lord  
Haunchard paid us  
a visit, seemed very  
pleased with things,  
and chatted with  
some of the men.

Wednesday 17<sup>th</sup> rocket dropped  
on dispersal, no %  
damaged. Heavy rain,  
billet leaking.

Lost "H" today shot  
down in flames.

No mail for some  
days, must be moving.

Saturday 18<sup>th</sup> a Tiffie  
crashed into one of  
our spits, peeler managed  
to get out before the  
prop of the Tiffie cut  
the cock-pit to pieces.

Very strong wind —  
eight 1/2 crash on  
landing, even the  
Dakotas had a pot.  
VI & VD all day.

Thursday 23<sup>rd</sup> we left  
Antwerp — pouring  
with rain, and D. Bago  
still going over.

So we pass from  
Belgium to Holland,  
country very flat, and  
flooded with water.

No waving, and no  
fruit, Dutch seem to  
be in a bad way.

The billets this time  
are in a pine forest,  
once used by various  
youth movement, all  
roads in the forest  
are named after some  
Spaniard air-ace.

The flight is about  
three miles from the  
main camp, and  
when we arrived  
here after dumping  
our kits, all we  
could see of the  
dispersal, was spread  
over the flying field.

our boys made a  
good job of their  
bombing, in fact left  
nothing for us to use,  
anyhow we open the  
amm wagon, and  
got ready for ops.

A/c arrived from Antwerp  
Have a very nice mess,  
with the ammonis  
club over the top.

This place is somewhere  
between Tilburg & Breda,  
and about 12-15 miles  
from the front line.

Very busy, have spit  
14. now plenty of  
firing. P. Bugs & V II  
still going over  
towards Antwerp, we  
can even see the V II  
going up from here.

Tuesday 7 Dec we lost  
"S". Had news of  
leave starting in the  
new year.

Sunday 17<sup>th</sup> Squadron  
of 109's went over  
towards Antwerp,  
expect to be busy  
tomorrow.

Weather turning  
very cold, and plenty  
of frost.

News not very good,  
owing to this German  
break through, we  
have got to carry  
amm & amm where  
ever we go, expect  
a break through on  
this sector, barrage  
no far away. D. bugs  
etc still going over,  
hurly & forty a day.

Sunday 24<sup>th</sup> Dec ME 109  
came over, dropped  
fuel tank before  
returning across  
dome, brought down  
by our P/A fire.

Plenty of English beer  
in the club tonight.  
They had to take me  
back to the billet.

Christmas 25 Dec 1944.  
Had rather a thick  
head first thing.  
C.O. gave us a pt. taught  
must hold the dome  
to the last man etc,  
if Jerry breaks through.  
(very nice for Xmas)  
anyhow I enjoyed  
my dinner & tea  
(grand) but had to  
do a guard Xmas  
night.

Heavy barrage all night.

Tuesday 26<sup>th</sup> Three enemy  
9% over - two ME109 and  
a jet plane. One ME109.  
shot down

On the 31<sup>st</sup> hundreds  
of bombers going over  
towards Germany.  
Weather cold but  
very bright.

January 1<sup>st</sup> 1945.

Germany attacked the  
drome shooting up  
runway + 9%.

They were shot down,  
Two by 268 squadron  
one by 6002 sqdn.

"D" crashed on landing  
pilot killed, first  
flight with our  
squadron, had to  
get out of 9%.

January 2<sup>nd</sup> all %  
moved from the  
dispersal, not taking  
anymore chances.

January 3<sup>rd</sup> Violet of  
"D" buried today.

Two ammunes detailed.  
% now dispersed in  
langris, or bays, &  
once used by Jerry,  
of course the langris  
are all wrecked by  
us - Jerry - just one  
or two walls standing.  
plenty of rubbish  
laying around. Trip  
wires, and etc, deadly  
job doing guard here,  
for too many dark  
corners. Has some "fun"  
regarding leave, &  
everything looks  
ugly, in fact I think

There's a good chance  
of going some about  
the end of January.  
Weather still very cold,  
and had one very  
heavy snow fall, but  
even this don't stop  
the Doodle-bugs  
going over.

B. 106.

GENNEP

CLEVE

EMMERICH

DOETINCHEM

ZELHEM

RUURLO

BORCULO

NEEDE

HAAKSBERGEN

ENSCHÉDE

~~DIAMOND  
UP~~

## **'2nd T.A.F.' Will Police German Air**

**M**ORE than 90,000 R.A.F. pilots and ground crews will help to police Germany from the air.

The new force came into being yesterday when the R.A.F. 2nd Tactical Air Force became the British Air Force of Occupation in Germany, with Air Chief Marshal Sir Sholto Douglas in command.

The H.Q. of the force will be at Bad Ellsen, several miles west of Hanover, and one wing of the famous Typhoon fighter-bombers will operate from Gatow, in the outskirts of Berlin.

Air Marshal Sir Arthur Coningham, chief of 2nd T.A.F., relinquished his command at Bad Ellsen and said goodbye to his officers and men yesterday.