

# 211 Squadron RAF, Greece, 1940-1941: An Observer's notes and recollections

C. F. R. Clark

## Errata 1998

Page 4

Author's footnote re Sgt Denny or Trenny:

Sgt Trenholm, according to the 211 Squadron Operations Record Book, Form 540 and Form 541 (United Kingdom Public Records Office (AIR27/1302)). The spelling of crew names was not always accurate.

Page 15; 13/4-15/4

Compiler's note re Yugoslav aircraft withdrawn to Egypt:

Air Historical Branch RAF Narrative: Middle East Campaigns, Volume VI - Operations in Greece (UKPRO AIR41/28 48457) shows that four Savoia S79s, two Dornier Do17s and three Lockheed L10 Electras were withdrawn to Heliopolis via Crete, in addition to the squadron of Dornier Do22 floatplanes at Alexandria.

C. F. Shores' *Air War for Yugoslavia, Greece and Crete* and the autobiography of HRH Peter, King of the Yugoslavs both refer to this.

Page 17; 21/4

Destruction of papers:

It is very likely that Squadron papers were indeed destroyed, perhaps in the mid-April withdrawal to Agrinion. The 211 Squadron ORB monthly summaries for the period March 1941 to June 1941 were clearly compiled as a single, running document after the events, with no daily summaries (Form 541) for the whole of this period. See also author's note 1, *Afterthoughts*, page 21.

Page 17; 1/4

Compiler's note re Sunderland evacuations:

It was not F/Lt Lywood, but his 230 Sqdn colleague F/Lt Francis who evacuated the Greek Royal family and W/Cdr D'Albiac.

Page 18; 31/5

The loss of Sgt Davis, Sgt Stalder and Sgt Trenholm:

As the ORB entries for May were compiled in June or later, this probably accounts for the difference in the date, and strongly suggests that the author's Logbook entry for 31/5 is the correct date.

## Addendum 1998

Letters from Eric Bevington-Smith (via Ron McKnight) and from Alison Legge widow of F/Lt Farrington

Very briefly, Alison has pointed out that

Dad's recall is wrong (p7) in that F/Lt Farrington was certainly not posted to Egypt after the Jan raids...as she and Farrington were married in Athens in March.

Also, that F/Lt Farrington (apparently in an escort a/c tasked with firing colour of the day) arrived with King Peter of Yugoslavia (in an S79) at Abu Sueir on or about 17/18 April, though (p17) other records and pictures show that Peter did leave Greece, by Sunderland, on 18/4, and certainly separately from and before the Greek royal family. So, as the Yugoslavs managed to get 4 S79s to Egypt, perhaps they changed to Yugoslav planes in Crete for some reason (logistics? State?...certainly from his own book Peter was very seriously angry that the Yugoslav a/c were impounded after arrival).

Even more briefly, Eric has cleared up Dad's recall about his (E B-S) presence, after the engine fire incident. Eric and Pip Cox didn't get to Paramythia til 15 Feb, and Dad appears to have mis-remembered the detail of E B-S absence. There are two slight disagreements: E B-S doesn't recall any RAF a/c staying overnight, nor rationing of bombs, at Paramythia. As I understand it, the level of command contact between Flights (and between Sgt crews and Officer crews) was little...anyway, Dad's log book records three occasions with 4\*250 brought from Menidi...along with certain other essential items! And there is plenty of other 1st hand comment about the supply problems.

## Technical Note 1998

The first edition was assembled in Ventura Publisher to an Adobe Acrobat PDF file for electronic printing at 600dpi, in Times Roman, with halftones created at 75 lines, saved in PDF format. The file format allowed very easily for this reprint, but does not lend itself to text amendments.

D R Clark  
November 1998

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All this book's content is now published on the World Wide Web, in revised and extended form. With much additional material, the story now covers the whole World War II period from the re-forming of the Squadron in 1937 in the UK to its final disbanding in 1946 in Thailand.

*Web Site:*  
211 Squadron RAF  
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