

ADVANCED LANDING GROUND B-3, ST. CROIX SUR MER, NORMANDY, FRANCE - 1944

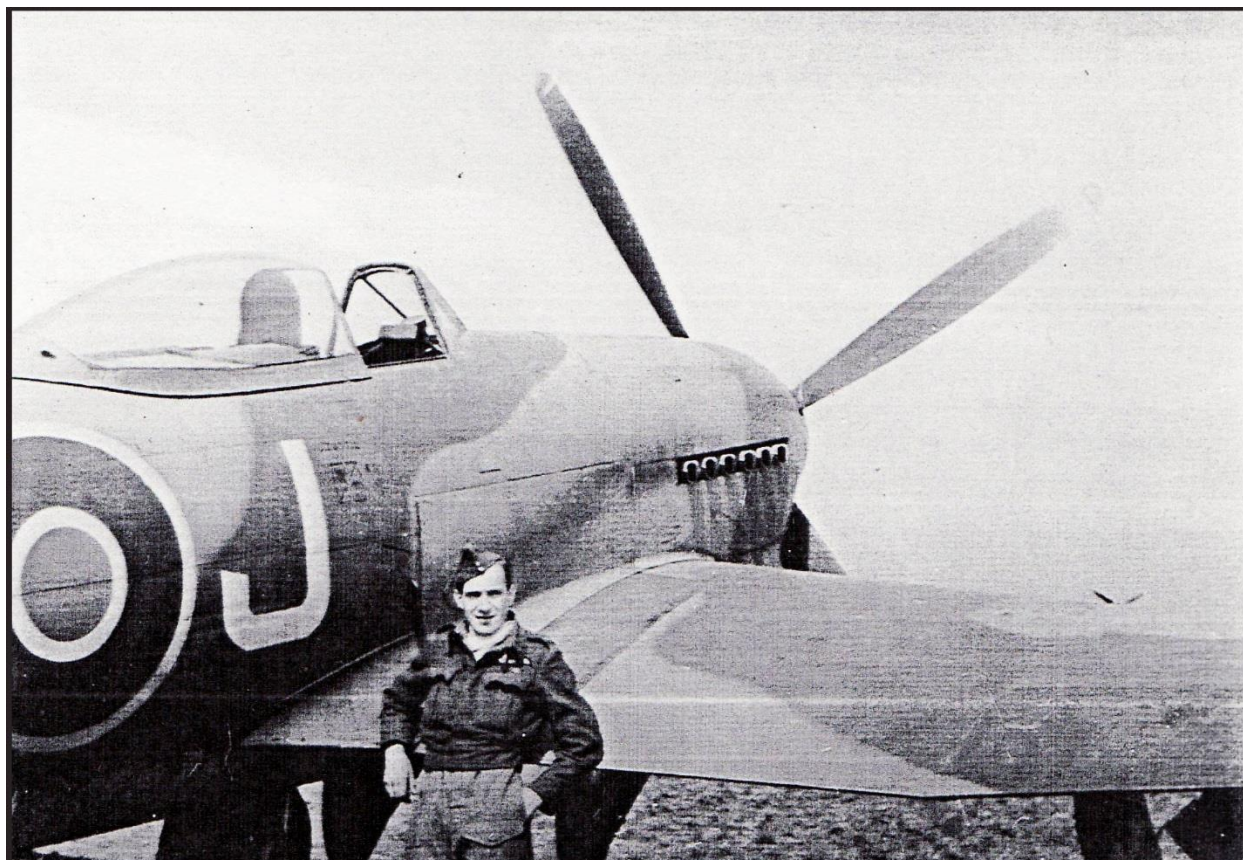


FIGURE 1 JIM DARLING WITH THE "NEW" MN912 DP-J (No 193 SQ) AT B3 [ST. CROIX], PROBABLY SEPT. 1944. HE FIRST FLEW THE NEW "J" AUG 25TH. KIA IN IT IN NOV 1944, PHOTO [VIA PETE LANGILLE](#)

INTRODUCTION

This document contains information on the freeware scenery of Advanced Landing Ground B-3 for the FSXA/P3D flight simulator series. It includes details on the scenery and the history behind ALG B-3 and the surrounding area. Much research and many hours of work went into constructing scenery and effects for this project.

The scenery is dedicated to the men of the 24th Airfield Construction Group, 83 Group and 84 Group of the RAF Second Tactical Airforce and all local peoples who aided them.

THE SCENERY

In a word, Dusty...



FIGURE 2 TYPHOON TAKING OFF FROM RUNWAY 23, ALG B-3

This scenery package attempts to represent Advanced Landing Ground B-3 near Sainte-Croix-sur-Mer, Normandy, France in 1944. Sainte-Croix-sur-Mer Airfield was a former World War II airfield, located 1 km northwest of Sainte-Croix-sur-Mer in the Normandy region, France. The airfield was located only 3.5 kilometers from the Normandy Gold landing beach.

One of the major problems at ALG B-3 was dust. As such, I've attempted replicate that troublesome attribute for your pleasure.



FIGURE 3 ALG B-3 MORE DUST

Now that the dust clears momentarily, the enemy artillery spotter can get a fix.



FIGURE 4 DOGE THE OCCASIONAL MORTAR ROUND

Go hunting for Easter Eggs. Gotta' get really close (300ft).



FIGURE 5 FOUND SOME EASTER EGGS



FIGURE 6 BAR-B-QUE EASTER EGGS.

They are hard to find, here's a hint.

1. For all vehicles and the red and white Runway Caravan from Ian p. For these static objects to be visible, you need to download and install Ian's static Library. They can be downloaded [HERE](#) .
2. For SODE (Sim Object Display Engine) users, you will need Ian P.'s SODE objects which can be downloaded [HERE](#) .

The SODE objects used from Ian's library are the Runway Caravan and Wind T. If you have these installed the Wind T will indicate the current runway in use. The Runway Caravan will always be positioned at the approach end of the runway in use as dictated by wind direction.

STAINTE CROIX SUR MER AIRFIELD

Location: 49.318889, -0.518333

Runway: Info is conflicted. The runway seems wide, however the best drawing available was used as a template.

Active: June 10th to September 9th, 1944

NOTE: The following material is from: [Abandoned, Forgotten & Little-Known Airfields in Europe](#)

Airfield St.Croix-sur-Mer (Advanced Landing Ground B.3 St.Croix-sur-Mer) was an Allied wartime airfield in Normandy, France.

The airfield's construction by a Royal Engineers Airfield Construction Group began just after D-Day. The group built a runway and dispersal areas, while communications facilities were provided by equipment installed in vehicles. It was located between the villages of St.Croix-sur-Mer, Crépon and Ver-sur-Mer.

ALG B-3 became the first ALG in Normandy in the morning of 10 June, but the planned opening did not proceed as foreseen. While the press was waiting for the formal first landing of Air Vice Marshall Harry Broadhurst and 144 Wing (Canadian), a damaged Typhoon bearing empty rocket rails and a vibrating motor arrived instead to christen the new landing ground, thereby claiming the historic moment. The pilot was a Flying Officer Bill Smith from 245Sqn, RAF, who decided B.3 was the best location to land his Flak damaged Typhoon.



FIGURE 9 THE GROUND ELEMENT OF 144WING AWAITING THE ARRIVAL OF THE AIR WING AT B.3 ON 10 JUNE 1944.



FIGURE 10 144WING SPITFIRES AFTER THEIR ARRIVAL AT B.3 ON 10 JUNE 1944.



FIGURE 11 GROUND CREW REARMING A 144 WING SPITFIRE AT B.3 ON 10 JUNE 1944.



FIGURE 12 SECOND TACTICAL AIR FORCE SUPERMARINE SPITFIRE MARK IX TAXIS

Being a temporary airfield, its facilities were basic, but adequate. A fuel and ammunition dump was located near the airfield. A church near ALG B.2 is believed to have served as Ground Control for the entire Normandy 2TAF area of responsibility. The airfield was located only 2.5 kilometers from the Normandy beaches, and when it opened the frontline was not much further away. Over the first month of its existence the frontline only moved to 19 kilometers (11 miles) away.

While 144 and 146 Wing operated from the airfield it was also used to evacuate injured soldiers, sailors and airmen to England. In addition a constant stream of other Allied squadrons used the airfield for fuel, ammunition or repair. On 23 July 1944 Prime Minister Winston Churchill paid a morale boosting visit to B.3 St. Croix-sur-Mer, flown by Air Vice Marshall Harry Broadhurst in his captured Fieseler Storch. He did a speech at the airfield, and then visited troops in the area by jeep.



FIGURE 13 WINSTON CHURCHILL, JUST AFTER HE LEFT THE CAPTURED FIESELER STORCH (HERE IN RAF MARKINGS) AT ST.CROIX-SUR-MER (1000AIRCRAFTPICTURES.COM)

ALG B-3 was used until 4 September 1944. The lands were then returned to their respective owners. Today, nothing remains of the former airfield. The lands have been converted back to agricultural use. Just outside the village of St.Croix-sur-Mer stands a small memorial to the airfield and the men who fought there.

THE MEN

ALG B-3 was constructed by the men of the 24th Airfield Construction Group. Here is an 11 Minute video of newsreel footage shot at B.3 in 1944, describing the construction and initial use of the airfield.

<https://www.youtube.com/watch?v=OeKrK5snplw>

ALG B-3 was used by No. 83 Group and No. 84 Group of the Second Tactical Air force of the RAF.

Following is the list of units that flew missions from ALG B-3:

Squadron No.	Wing	Group	Code	A/C Type
175	121	83	HH	Typhoon
193	146	84	DP	Typhoon
197	146	84	OV	Typhoon
257	146	84	FM	Typhoon
263	146	84	HE	Typhoon
266(Rhodesia)	146	84	ZH	Typhoon
485 (RNZAF)	135	84	OU	Spitfire
441 (RCAF)	144	83	9G	Spitfire
442 (RCAF)	144	83	Y2	Spitfire
443 (RCAF)	144	83	2I	Spitfire

No. 83 (Composite) Group was formed on 1 April 1943 within the Second Tactical Air Force of the Royal Air Force. By the eve of the D-Day landings in June 1944 , No. 83 Group had grown to a strength of twenty-nine fighter, ground-attack and reconnaissance squadrons and four artillery observation squadrons, grouped into ten wings. At the time of Operation Market Garden in September 1944, the group consisted of the Royal Canadian Air Force's (RCAF) 39 Reconnaissance Wing, 121, 122, 123 and 143 Wings flying Hawker Typhoon fighter-bombers, 125 Wing with Supermarine Spitfire fighters, and the RCAF 126 and 127 Wings also flying Spitfires. No. 401 (Ram) Squadron with Spitfires was part of the group from 1943. The Group headquarters was at RAF Eindhoven from 1 October 1944 to 10 April 1945. The group was absorbed into No. 84 Group RAF on 21 April 1946.[2]

No. 84 Group. Formed as No. 84 (Composite) Group at Cowley Barracks, Oxford on 15 July 1943 and disbanded at the Brandenburg Barracks, Celle, Germany on 15 December 1947. Need more material on No. 84 Group as a whole.



FIGURE 14 SPITFIRE OF NO. 485 SQUADRON, 84 GROUP



Back Row left to right
 Toddlas Pratt, Bill Hurst, Jimmy Fishwick, Ned Statters,
 "Gilly" Gilmour (Aus), Gus Gough, Sac Bilz (Can), Jim Darling,
 Mike "109 King" Bulleid, Dave Ince, Hap Pratt.

193 SQUADRON
 St Croix Sur Mer, Normandy
 1 August 1944

Front row left to right
 Jimmy "Simmy" Simpson, Ian "Sox" Ross, Al Sugden (Can),
 Eddie Richardson, Charlie "Flamer" Hall, Johnnie "Boots"
 Brown, CO Johnnie "Zipp" Button, Bill Switzer (Can),
 Adj Louis McBride, Felix Cryderman (Can),
 Pete Langille (Can), Ben Lenson.

FIGURE 15 MEMBERS OF 193 SQUADRON AT ST. CROIX SUR MER

THE MONUMENT

Location: 49.31912 -0.51850

The local people remember those who operated from ALG B-3 and continue to honor their sacrifices.



FIGURE 16 PERHAPS THEY WANT TO SET THE DATE IN THEIR CAMERA.



FIGURE 17 MEMORIAL TO THE MEN OF ALG B-3



FIGURE 18 ALG B-3 MEMORIAL

7^e BRIGADE CANADIENNE

Group Captain
Denys Gillam
DSO**, DFC*, AFC



La Wing 146 Wing de la RAF, sous le commandement du Group Captain (colonel) Denys Gillam comprenait 5 Squadrons de Hawker Typhoon. Elle a stationné sur l'aérodrome B3, Sainte Croix-sur-Mer, de juillet à septembre 1944. Avant cela, les Typhoon étaient basés en Angleterre et opéraient en Normandie, avant et pendant le débarquement.

Denys Gillam, né en novembre 1915, s'est engagé dans la RAF en 1936. Il a servi en Egypte et en Irlande du Nord et a piloté des Spitfire pendant la Bataille d'Angleterre, au cours de laquelle il revendique 6 victoires confirmées, 4 probables et 6 avions ennemis endommagés. Il a ensuite piloté des Hurricane, menant des attaques contre des navires ennemis dans la Manche. Après une période de repos au cours de laquelle il donna des conférences aux Etats-Unis, il forma la première Wing de Typhoon et apporta une contribution majeure dans l'utilisation de ce nouveau et puissant avion dans les missions d'attaque au sol.

Sous la direction inspirée du Group Captain Gillam, DSO**, DFC*, AFC, et du Wing Commander (lieutenant-colonel) Johnny Baldwin DSO*, DFC*, la Wing 146 a combattu pendant toute la campagne de Normandie au cours de l'été 1944, y compris les batailles de Mortain et de la poche de Falaise. Les appareils des Squadrons 193, 197, 257, 263 et 266 ont attaqué et détruit des installations ennemies, des postes de commandements, des chars et des véhicules blindés, aidant la progression au sol des troupes britanniques, canadiennes et américaines depuis les plages normandes en direction de Paris, puis vers les Pays-Bas et l'Allemagne.

Cette plaque honore la contribution du Group Captain Denys Gillam, des pilotes et personnels au sol de la Wing 146 ainsi que de leurs hôtes, les habitants de Sainte Croix-sur-Mer, à la victoire en Normandie.

FIGURE 19 CPT. GILLIAM

CREDITS

The ALG_Lib library contains a collection of scenery objects from many authors. Some are anonymous to me as the sources did not always include their names. If you recognize objects or content that I have not credited and have the authors name, please drop me an email and I will be sure to include them in the credits of future releases of the advanced landing ground sceneries. Many more ALG sceneries are on the drawing board.

A special thanks to Ian Pearson for his help with the SODE objects and their implantation.

I would like to acknowledge and thank the following for their contributions to this effort;

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Static Aircraft models by Guy Diotte

MCD collection of WWII objects – Michael Carr

MMST collection of WWII objects – Unknown authors

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