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Le document suivant est extrait d'un microfilm que j'ai acheté à la base aérienne de Maxwell aux Etats-Unis. Le coût par microfilm est de \$ 30. En m'aidant à acheter d'autres microfilms vous permettrez au site de diffuser encore plus d'informations sur le rôle des différents 'Troop Carrier Groups' lors de l'opération «Neptune».

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SECRET



"NEPTUNE #1" MISSION REPORT

SECRET
:AUTH: CO, 314th TC Gp
:DATE: 6 June 1944
:INIT: _____

1. Unit designation.
52nd Troop Carrier Wing.
2. Group or Squadron.
314th Troop Carrier Group.
3. Mission and load identification.
"NEPTUNE #1" 51 C-47s and 9 C-53s.
4. Period covered by report.
2321 hours, 5 June 1944 - 0540 hours, 6 June 1944.
5. Route followed.
Saltyby, Atlanta, Burbank, Cleveland, Dallas, Elko, Flatbush, Gallup, Hoboken, Peoria (IP) - DZ. Return routes: Paducah, Spokane, Gallup, to Saltyby as briefed. Overcast west of DZ caused some deviation by several ships.
6. Weather and visibility encountered.
Visibility unlimited enroute until landfall in France. 8/10 cloud coverage 1,000 - 1700 feet over France. On descent for DZ breakout accomplished at approximately 700 feet.
7. Air contact with enemy.
None.
8. Ground contact with enemy.
Light inaccurate moderate flak encountered on course after landfall at IP, on to the East coast of the peninsula. About one mile North and two miles West of DZ, what appeared to be a five gun position, was observed. Three miles South of DZ machine gun fire encountered. At Cherbourg three search lights and intense AA fire was observed. North of course and apparently close to Cherbourg heavy intense flak reported. The same was true South of course but out of range. Heavy inaccurate machine gun fire encountered along East coast between Ste. Marie du Mont and St. Vaast de la Hougue. One unidentified naval craft reported approximately 7 to 10 miles off shore firing at Cherbourg.
9. Naval contact with enemy.
None.
10. Contact with friendly forces.
Naval forces presumably friendly northeast of Pointe du Barfleur. Outgoing, large numbers of Navy ships encountered between Flatbush and Gallup, returning large numbers in Paducah-Spokane-Gallup area. Two aircraft which unavoidably flew over these naval vessels fired colors of the day.

SECRET



A M O U N T

11. Contact with unidentified forces.
Three war vessels headed southeast off northwest corner of peninsula.
Unidentified fighter seen at low altitude at DZ. Ship thought to be a C-47 seen on east coast beach at Gd Hau des Dunes on fire.

12. Time over DZ or LZ,
0202 - 0215 hours, 600 - 1200 indicated, 100 mph - 115 mph indicated. (Exception one ship at 140 mph.)

13. Aborts.
None.

14. Signal communications.
Eureka at Hoboken reported slightly out of position.
Eureka at DZ "NN" jammed, none of the radar ships being able to pick it up. Group lead ship dropped on "Gee" as "Tee" was not lighted when lead ship arrived. Ships farther back in formation observed what appeared to be brown and green "Tees". Some voice traffic reported, presumably from British field. Occults and lights excellent at all check points.

15. Casualties.
Killed - one (1st Lt. Sidney W. Dunagan). Missing - five.

16. Aircraft lost, missing, or damaged.
A/C damaged - 16. Notes: Nine still flyable. Repair time on others varies from 24 hours to indefinite. One A/C missing.

17. Difficulties encountered.

<u>Aircraft No.</u>	<u>Pilot</u>	<u>Reason</u>
150	Capt. Daubenberger	Two troopers did not jump. Fouled static lines caused jam in doorway.
839	Capt. Hebert	One trooper returned to Base stating he tripped on floor mat, or Mae West, and his gun struck him in groin. He was second to last man in stick and said he was unable to jump on recovery, due to excessive speed of aircraft.
715	1st Lt. Harvey Cohen	One refusal.



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17. (continued).

Prior to take-off, one soldier refused to enter ship No. 872, pilot, 1st Lt. Ural G. Weatherby. One bundle of C-2 demolition was returned by A/C No. 839, pilot, Capt. Egbert.

Three parajeks returned, mechanical failure. (A/C No. 706, pilot, 1st Lt. Grigsby, Jr.)

For further details on difficulties encountered, see report of 50th TC Sq.

18. Was briefing adequate?

Yes.

19. Where was drop made?

See master overlay.

20. Remarks and recommendations.

Four A/C were observed in the near vicinity of the DZ, 2 to the north, 1 to the south, and 1 to the east, in flames on the ground. Missing A/C #42-93002, pilot, Capt. Charles B. Cartwright, was last observed with its tail light lighted at the DZ, at which time flak, which had been trained on other ships, was observed to transfer its attention to this plane; this A/C was further observed to attempt another pass at the DZ after overshooting the first time. One A/C #42-68707, pilot, 1st Lt. Edward E. Bohmsack, reported in with one engine out, but all personnel safe at an emergency field; One A/C observed going down in flames on east coast on peninsula at Andouville, 49° 23' N - 01° 10' W. A/C believed to be C-47. Three pilots saw yellowish flashes, believed to be bomb burst 8 miles from land fall in path of flight. A/C #42-92055, 1st Lt. Randolph, pilot, made emergency landing at Tarrant Rustin, due to engine trouble.

RICHARD G. EGAN,
Major, AC;
Group B-2.

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