

This document published on : <http://www.6juin1944.com>

The following document is an extract from a microfilm I bought at Maxwell Air Force Base. The cost for each microfilm is \$ 30. Help me to buy more microfilms about the Troop Carrier and put more documents and information on the website.

**MAKE A DONATION – USE THE PAYPAL BUTTON – THANKS!**



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».

**FAITES UN DON – UTILISEZ LE BOUTON PAYPAL - MERCI**



Crew Plane #159

GROUP LEADER

P- Col YOUNG    C- Lt PARSONS  
N- Lt PATERNO    M- Lt FOYNES  
R- S/Sgt Chas. Z. Patterson  
R- S/Sgt John A. Dougherty

INTERROGATION CHECK LIST

1. SHIP NUMBER 159 PILOT'S NAME Lt. Col. Charles H. Young
2. ROUTE (AS BRIEFED OR DIFFERING) As briefed
3. TAKE-OFF TIME 2318 B, 5 June 1944 TIME OVER DZ 0108 B, 6 June 1944  
LANDING TIME 0237 B, 6 June 1944.
4. FORMATION USED ENROUTE Vofv's in trail; Groups "A" and "B", OV R DZ Same formation.
5. ALTITUDE ENROUTE 1500'-500', 1500'-700', Deck - 500' . OV R DZ 700'  
IAS AT DZ 115 - 120 M.P.H.
6. WEATHER: a) ENROUTE - CEILING \_\_\_\_\_ VISIBILITY \_\_\_\_\_ CLOUDS \_\_\_\_\_  
b) OVER TARGET - CEILING \_\_\_\_\_ VISIBILITY \_\_\_\_\_ CLOUDS \_\_\_\_\_
7. EFFICIENCY OF NAVIGATIONAL AIDS AND COMMUNICATIONS Both boats in place and coded as briefed. No T at DZ, but Rebecca was there and also "G". "G" was jammed from about 30 miles east Spokane, but still readable.
8. WHERE WAS DROP MADE At DZ. (On curve of road which formed northern boundary of DZ).
9. WERE ANY PARATROOPERS OR SUPPLIES BROUGHT BACK (HOW MANY AND GIVE REASON) None
10. CASUALTIES: PERSONNEL None DAMAGE TO A/C None
11. ABORTS (STATE REASON) None  
A/C FAILING TO TAKE OFF (REASON): \_\_\_\_\_  
TURNBACK (CHECK) AND REASON: \_\_\_\_\_
12. WAS BRIEFING ADEQUATE: (IF NOT WHAT OTHER INFORMATION DO CREWS WANT) Yes. Information about weather was inaccurate. See 16 below.

13. ENEMY OPPOSITION: FLAK OVER DROPPING/LANDING AREA:

Flak from Alderney Island, large amount of flak from Guernsey; scattered fire, evidently rifle fire, from North and South along coast as I made landfall, none from directly underneath; heavy concentration of flak about 8 miles inland, and about one mile right of course in vicinity of the lake and railroad; about the four-minute red warning light (roughly 8 miles West of DZ), there was a heavy concentration of flak from 4 o'clock, with a mass of tracers, and at the same time there was a great deal of heavy flak bursting about 10 miles to the North. Around the lake, to the right of the course, there was machinegun fire and tracers. No ground fire where we crossed beach. After crossing St. Marcouf Islands, there was flak along the Northeast beach of the peninsula; when we were off Cherbourg, saw heavy flak, moderate.

AIRCRAFT OPPOSITION:

Two minutes after crossing St. Marcouf Islands, I saw a stream of tracers coming from six o'clock, coming apparently from a plane in the air. I would judge this plane was on a level or maybe a little higher than we were, and our altitude was 300 to 400 feet.



14. ENEMY MOVEMENTS AND CONCENTRATIONS (TIME, PLACE AND DIRECTION) None except as shown in 13.

15. FRIENDLY FORCES ENCOUNTERED: (A/C, CONVOYS, ETC)

Scattered ships within 10-mile area of English coast; several unidentified ships on course between the two marker boats, including one ship, probably a cruiser, one mile West of course just after passing first boat on route out. Saw three or four small ships after leaving Raducal on route back; these seemed to be anchored. Small group of scattered ships about 5 miles East of Island of Guernsey, heading 340°, not known whether friendly or enemy.

16. REMARKS:

After leaving Elko, we swung wide and, because of tail winds, had gained 1½ minutes by the time we had reached Flatbush. After we left Reno, on approaching the West coast of the peninsula, there was a layer of clouds or haze that made us think it was land. We ran into this cloud bank about two or three minutes from the coast, but it was not apparent until it was too late to avoid it. I had to make a quick decision as to whether to try to climb up over this cloud bank or go down beneath it, and I decided to climb up over it. I opened up to 40 inches to keep clear. About 11 miles inland I found a hole through the clouds and went down on instruments again. I broke out through the cloud just past the first Railroad, about one mile North. I passed just North of the intersection of the railroads and turned Southeast as I saw the DZ, recognizing it by the geographical features. There was no T on the DZ, but there was Rebecca and also "G". I saw the Railroad, and the lake, as they appeared on the mosaic. About 30 seconds after I dropped at the DZ we were in swamp-land, and then I could see the causeways leading from the East beach back to the road which parallels the Utah beach. There was no fire where we crossed the beach, but there was a good deal to the South of it. We dropped down to about 100 feet over the water, but that seemed a little low so I climbed back up again to about 200 feet. There did not appear to be any life on St. Marcouf Islands. There was flak to the North of us along Utah beach and we saw one stream of it just after we left the beach. There was fire coming from all along the Northeast tip of the peninsula, small fire apparently not aimed at us. We were at about 200 feet when we reached Spokane. At this point some of our own formation came up along with us. About 30 miles past Spokane the "G" equipment was jammed but still readable. As we approached Gallup, several C-47's tacked on to our formation. As we approached the English coast and when about 10 miles out, we could see the light at Villa Portland. When we were at Portland we could see Occult 31.

The boys did an excellent job of formation flying. My wing men stayed with me even when we moved up through and above the cloud. There were no lights on any DZ that I saw. My course over the DZ was about 5° off the prescribed course, my heading was about 83° magnetic. When we made landfall at the West side of the peninsula we were about on course. I could see the reefs and could see the coast fairly clearly. As we got inland I could not see the large forest, which was to the right of our course. I saw no barrage balloons at all. All my paratroopers jumped at the DZ, including Colonel Sirk,



GROUP LEADER



INTERROGATION CHECK LIST - Continued

and I had one door load which was thrown out. Just before I jumped the troopers, there was one search light off to the left of our course. The flak was heaviest in the vicinity of the lake, which is not far from the DZ.

Just before we got to Reno, on the route out, there was a tremendous explosion in the center of the peninsula and about 4 to 5 miles South of our course.

I suggest that in the future a weather ship should be sent out over the route that we are to fly a short time before our take-off so that we could get accurate weather information just before we leave. It might be arranged that the Pathfinder planes could get this information back to us. In this particular case, if we had known the weather conditions on the course from the IP to the DZ, we could have flown at a lower altitude and thus avoided some breaking up of the formation, which occurred and which resulted in the failure of some planes to drop accurately on the DZ.

*John L. Gapple*  
JOHN L. GAPPLE  
Major, Air Corps  
Group Intelligence Officer

