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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».

FAITES UN DON – UTILISEZ LE BOUTON PAYPAL - MERCI



Auth: CO Sta 462

Date: 25 June 44

Init: *J. J.*

HEADQUARTERS
439TH TROOP CARRIER GROUP
APO 133, U.S. ARMY

MISSION REPORT

1. 439th Troop Carrier Group
2. 91st, 92nd, 93rd, and 94th squadrons.
3. Resupply and air-evacuation; 70 C-47's
4. See Appendix A hereto.

Ramsbury AD or Greenham Common AD to St. Albans Head, to Spokane, to Paducah, to Strip A-2, or Strip A-6; to Paducah, to Spokane, to St. Albans Head, to Ramsbury AD, or Membury AD, thence to home base, or from St. Albans Head direct to home base.

6. In early forenoon cloud cover enroute to France varied from none to 8/10, cloud base over channel was 2000 ft, visibility 4 to 6 miles; while over strips cloud cover was 8/10, cloud base 1500 ft, visibility 4 to 5 miles. Later in the day the weather was: over the channel, clouds down to 1000 feet or less, visibility 3 to 4 miles, with heavy cloud banks over northeastern part of peninsula. Over the strips only a few high scattered clouds, visibility 6 to 7 miles.
7. None
8. None
9. None
10. Fighter escort furnished, particularly on trip over, P-47's and P-51's.
11. Group Commander reported that when off NE tip of Cherbourg peninsula, heavy flak thrown up and burst above cloud level, about 8 miles NE of Cherbourg; not known whether this was from several large ships in that vicinity, or from ground fire.
12. Altitude — From St. Albans Head to strips and return, generally 3000 ft, except that some serials reduced altitude to 1500 ft or 1000 ft to get down to base of cloud level over channel. ■
Airspeed — 140 m.p.h.
Time over DZ or LZ — See Appendix A hereto.
13. None.

MISSION REPORT, 439TH T.C. GP. - Continued



14. Tower transmission at Strip A-2 very weak. Considerable talking over radio between aircraft and landing strip control towers in France. No radio or radar aids used in flight. No visual aids observed in landing strips. Five-gallon gasoline cans observed along edge of runway at A-2.
15. None.
16. One aircraft had damage to right elevator. One plane blew tire at Strip A-6, one plane blew tire after landing back at home base.
17. None.
18. Tower call sign at Strip A-2 had not been furnished; otherwise briefing adequate.
19. Not applicable.
20. Strip A-2, approximately 4000 ft, and extends approximately NS. However, it appears to be 5000 ft, and care should be used by pilots in approaching with heavy loads, not to fly any distance on runway before setting down, to avoid dust, as this may result in overrunning runway. Strip A-6 extends 240° - 60°, is 5000 ft long, and the SW end is only about three-quarters of a mile from the village of St. Mere Eglise. Both strips are of wire mesh laid on dirt, and are in reasonably good condition, but very dusty. Some pins holding down mesh were loose, and one plane had elevator badly damaged by a pin which was thrown up and struck elevator. Early in the day vehicular traffic on A-6 was badly controlled. Medical section at A-6 had apparently not been notified to expect our planes which arrived there at 0546, 24 June, and consequently were not ready to load the patients. Also, in the forenoon, due to fact planes had not been expected, no assistance was available for unloading planes, and in some instances pilots and co-pilots unloaded their own planes.

Group Commander suggests that inasmuch as there are at least two large military hospitals within $1\frac{1}{2}$ miles of Strip A-2, some provision should be made for air-evacuation of patients from that strip, to avoid necessity of planes returning from France empty. In a few instances planes could have easily handled a greater load than was given them. One officer of a fighter unit stationed at one strip complained that he could not get badly needed parts, indicating some lack of coordination. A number of planes returned from Strip A-6 without patients, due to fact medical officer there had not been informed as to numbers and times of arrival of planes which made it impossible for him to have patients ready for evacuation.

John L. Gable
Unit Intelligence Officer

Major
Rank



APPENDIX A



| SER NO | NO PLANES | DEPT A/D | TO DEPT A/D | DEPT STRIP | ARR DEPT STRIP | TO DEPT STRIP | RET A/D | ARR RET A/D | TO RET A/D | ARR HOME FIELD |
|-----------|--------------|----------|----------------|---------------|-------------------|------------------|----------|----------------|---------------|-------------------|
| 1 | 5 | G C | 0426 | A-6 | 0546 | 0710 | RAMSBURY | 0824 | 1455 | 1532 |
| 2 | 5 | G C | 0515 | A-6 | 0700 | 0845 | MEMBURY | 0945 | 1035 | 1150 |
| 3 | 5 | G C | 0625 | A-6 | 0810 | 0855 | RAMSBURY | 1035 | | 1155 |
| 4 | 5 | G C | 0715 | A-6 | 0850 | 1050 | MEMBURY | 1145 | 1150 | 1305 |
| 5 | 5 | G C | 0830 | A-6 | 0945 | 1050 | RAMSBURY | 1235 | 1245 | 1315 |
| 6 | 5 | RAMSBURY | 0920 | A-2 | 1100 | 1130 | (None) | | | 1300 |
| 7 | 5 | G C | 0920 | A-6 | 1100 | 1150 | (None) | | | 1315 |
| 8 | 5 | RAMSBURY | 1020 | A-2 | 1137 | 1217 | (None) | | | 1330 |
| 9 | 5 | G C | 1030 | A-6 | 1205 | 1240 | RAMSBURY | 1400 | 1440 | 1530 |
| 10 | 5 | RAMSBURY | 1220 | A-2 | 1350 | 1500 | (None) | | | 1611 |
| 11 | 5 | G C | 1220 | A-6 | 1345 | 1432 | (None) | | | 1536 |
| 12 | 5 | RAMSBURY | 1320 | A-2 | 1503 | 1601 | (None) | | | 1709 |
| 13 | 5 | G C | 1320 | A-6 | 1520 | 1600* | (None) | | | 1710* |
| 14 | 5 | G C | 1420 | A-6 | 1550 | 1720 | (None) | | | 1845 |

Note: Two damaged planes of this serial took off from A-6 at 1910; arrived at Base at 2020.

LOAD OUT

- 1 - 225 cases 105mm shells (27,000 lbs)
- 2 - 225 cases 105mm howitzer shells (27,000 lbs)
- 3 - 225 cases 105mm howitzer shells (27,000 lbs)
- 4 - 105 mm & 155mm shells (27,000 lbs)
- 5 - 105 mm & 155mm shells (27,000 lbs)
- 6 - 155 mm shells & 30 cal ammo & Grenade fuses (24,223)
- 7 - 155 mm shells & 30 cal ammo (27,037 lbs)
- 8 - 105 mm shells & 30 cal ammo (25,000 lbs)
- 9 - 105 mm shells & 52 cases powder (27,000 lbs)
- 10 - 155 mm shells & 30 cal ammo (25,100)lbs)
- 11 - 105 mm & 155mm shells, 9 cases 105mm smoke shells (27,175 lbs)
- 12 - 155 mm shells, 10 boxes 30 cal ammo, 250 web belts (22,060 lbs)
- 13 - 155 mm shells & 30 cal ammo (27,400)
- 14 - 155 mm shells & 30 cal ammo (27,500 lbs)

PATIENTS EVACUATED

- 64 litter patients
- 72 litter patients; 24 walking
- 38 litter patients; 61 walking
- 21 litter; 9 walking incl P/W
- 8 litter patients
- (None)
- (None)
- (None)
- 40 litters inc one P/W
- (None)
- (None)
- (None)
- (None)**
- 200 lb dinghys - no patients

** Note: 2 planes brought back loads of mail; 1 pkg exposed film for Army Pictorial service.

