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FAITES UN DON – UTILISEZ LE BOUTON PAYPAL - MERCI



NEPTUNE - BIGOT

TOP SECRET
REF: CO, 44 TCG
DATE: 3 June 1944
UNIT: 8710

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Changed By: Major John R.A. BAILEY APO 133
DATE: 7 July 1944 3 June 1944, 0800

FIELD ORDER)
NUMBER 1)

Neptune - Bigot

- MAPS: CODE KA-GSGS-4369 Scale 1:500,000
The Border Midlands and Wales, Southwest, England, North Sea Strait of Dover.
- CODE AF-GSGS-4072 Scale 1:1,000,000
Le Havre, Paris, Brest, Nantes, and Dijon, Midlands, East Anglia, England Southwest, England Southeast, England South.
- CODE AB-GSGS-3982 Scale 1:250,000 Channel Islands, Brest, Lannion, Cherbourg, Rennes, Rouen, Bretagne, Chartes.
- CODE CA-GSGS-3957 Scale 1/4" to 1 Mile
England East, North Wales and North Midlands and Lincolnshire, South Wales.

- SPECIAL MAPS O-2 and O-3 R.F. 1:50,000
- CODE GSGS 4347 R.F. 1:25,000
 Sheets: 28/20 NW, NE, SE
 31/20 NW, NE, SW, SE
 28/18 NE, SE
 31/18 NW, NE, SW, SE
 34/18 NW, NE, SW, SE
 31/16 NW, NE
 34/16 NW, NE

CODE GSGS 4250 R.F. 1:50,000
Sheets covering Cherbourg Peninsula
For Map Details See Annex #1.

REFERENCES:

- Air Ministry Confidential Order (AMCO) 45/1944 (Air-Sea Rescue Procedure).
- SD 158 British Air Ministry.
- SD 533 British Air Ministry.

1. a. See Annex No. 1.
- b. Allied Forces.

(1) Air - U. S. Air Forces assigned to the operation are the Eighth Air Force, and the Ninth Air Force. The Royal Air Force units participating are, Bomber Command, 2nd TAF, ADGB, Coastal Command, and Transport Command. The following tasks of these forces will be accomplished in connection with Troop Carrier operations:

- (a) Neutralization of enemy anti-aircraft positions and searchlight batteries.



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- (b) Maintenance of adequate night fighter cover.
- (c) Provide Intruders to precede Troop Carrier Formations across beaches and over DZs.
- (d) Day Fighter Escort.
- (e) Radio Counter Measures (Diversion Tactics).

(2) Ground

- (a) Allied Armies will assault the continent in order to secure a bridgehead at the base of the CARENTIN PENINSULA, to develop airfield sites in the CARENTIN CAEN area, and secure a lodgment for further operations.
- (b) The U.S. 101st Airborne Division will begin landing approximately four hours and thirty minutes prior to Civil Twilight morning of D Day to assist the Fourth Division in the initial assault and capture the town of CARENTIN.
- (c) The U.S. 82nd Airborne Division will land to the immediate west of the 101st Airborne Division for the purpose of preventing movement of enemy reserves to the East and North.

(3) Naval - The Allied Navies will transport and support the assault and follow-up forces.

- (a) Troop Carrier Corridors over Naval formations will be marked by ships equipped with appropriate Troop Carrier Navigational aids.

2. The 441st Troop Carrier Group will transport paratroop and glider units of the 101st Airborne Division (See Air Movement Tables, Annexes #6 and #7) and will be prepared to transport elements of the British 1st Airborne Division as directed.

- a. D Day: To be announced.
- b. Routes: To be announced.
- c. Command Assembly Point:
ELKO-1500' M.S.L.
- d. Command Departure Point:
FLATBUSH - 1000' M.S.L.
- e. Altitudes (Paradrop)

(1) Over water outbound 500' M.S.L.

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- (2) I.P.s 1,500' M.S.L.
- (3) Drop Altitude 700' M.S.L.
- (4) DZ to GALLUP 100' M.S.L. climbing to 3,000' prior to crossing GALLUP.
- (5) GALLUP to ELMO 3,000' M.S.L.

f. Altitudes (Glider only)

- (1) Over water outbound 500' M.S.L.
 - (2) GALLUP to LZ: 600' M.S.L.
 - (3) LZ to GALLUP: below 500' M.S.L.
 - (4) GALLUP to FL.TBUSH: below 500' M.S.L.
- g. Decision to postpone, cancel, or alter the mission may be announced at any time prior to DZ time.

3. a. Pathfinder Operations will be conducted by the IX TCC Pathfinder School.
- b. The 441st Troop Carrier Group will transport Serials 14 and 15 in Mission "Albany"; and Serial 37 in Mission "Hackensack".

- (1) In Serial 14, the 99th T.C. Squadron will furnish 18 A/C (See Annex #7, Air Movement Table).
- (2) In Serial 14, the 100th T.C. Squadron will furnish 27 A/C (See Annex #7, Air Movement Table).
- (3) In Serial 15, the 301st T.C. Squadron will furnish 18 A/C (See Annex #7, Air Movement Table).
- (4) In Serial 15, the 302nd T.C. Squadron will furnish 27 A/C (See Annex #7, Air Movement Table).
- (5) In Serial 37, the 99th, 100th, and 301st will each furnish 12 C-47's and 12 CG-4A's (See Annex #6, Air Movement Table).
- (6) In Serial 37, the 302nd T.C. Squadron will furnish 14 C-47's and 14 CG-4A's (See Annex #6, Air Movement Table).

- c. Serial 37 will be routed ADL-TUSCON-FL.TBUSH-GALLUP-SPOK.NE-PADUC.H-LZ-PADUC.H-SPOK.NE-GALLUP-FL.TBUSH-TUSCON-ADL.

- (1) Altitude: GALLUP-LZ: 600 feet M.S.L.
LZ-GALLUP: below 500 feet M.S.L.
- (2) Ropes will be dropped immediately after clearing LZ areas.



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x. (1) Payloads.

- Paratroop a/c: 5850 lbs maximum which includes the weight of containers and parachutes.
- Glider tug a/c: No Load.
- Horsa Gliders: 6900 lbs maximum to include the weight of life rafts.
- CG-4A Gliders: 3750 lbs maximum exclusive of weight of life rafts.

(2) Four to six bundles will be carried on paratrucks of paratroop a/c only. No paratrucks will be installed on 717C a/c.

(3) Load manifests will be completely filled in to include name, rank, and serial number of all crew members and passengers on board.

(4) Speeds and timing: Schedules for this operation have been based on indicated air speeds as follows:

- Pathfinder a/c - 150 mph.
- Paratroop a/c enroute - 140 mph.
- Glider towing a/c - 120 mph.
- Returning a/c - 150 mph.

Parachute drop speed - not to exceed 110 mph. Parachute serials are spaced six (6) minutes head to head with a ten (10) minute interval between division lifts. Glider serials are spaced ten (10) minutes head to head. (For timing of serials over route points based on above data see Annex No. 6, and 7).

(5) Formations: Paratroop and Resupply a column of 9 ship V of V's.
Glider - Pair or pairs echeloned to right.

(6) Standard altimeter setting and corrected departure time will be announced at 2000 hours D-1.

(7) Recall of a/c enroute will be accomplished over command liaison frequencies, in accordance with instructions contained in Signal Annex No. 7. Upon receipt of recall, serial will execute 90 degree turn to left, climb to 3000 feet M.S.L. and return to base.

(8) Prescribed corridors, altitudes and constant airspeeds will be complied with in as much as all air, ground, and naval forces have been notified of types, numbers and timing of a/c over the route. Failure to comply, will minimize the identification of Troop Carrier Serials, and make impossible a rendezvous with night fighter and day fighter cover.



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Hq, #41st T C Group, Field Order No. 1, (Cont'd)

- (9) Lights. Navigation lights and formation lights will be on to a point four minutes beyond FLATBUSH, at which point, navigation lights will be turned off, and a check made to see that all cabin and cockpit lights are extinguished. Over FLATBUSH on route out and route back, the letter "H" will be flashed three times on amber downward recognition light by Serial 14. Serial 15 will flash the letter "H". Only the serial leaders will use this recognition procedure, unless the serial has been separated into individual flights or aircraft. Then the leaders will be responsible to flash the appropriate signals. After this recognition has been given on the route out the amber light will be left on until arriving at HOBOKEN. There the amber will be turned off and formation lights turned as low as practicable. Amber downward recognition light will be turned on before crossing GALLUP, on the return route. Navigation lights will be turned on four (-) minutes prior to arrival at FLATBUSH.
- (10) One (1) only REBLOC. will be operating in each nine ship flight.
- (11) IFF will NOT be turned on during this operation, except in case of Ditching.
- (12) Group Assembly will be in accordance with 50th Troop Carrier Wing Overlay dated 6 May 1944 and Group SOP.
- (13) Radio silence will be maintained except in case of extreme emergency.
- (14) Pilots of aircraft will be held responsible for the delivery of paratroop loads or gliders to the DZs. Evasive action prior to delivery of troops will not be tolerated. In the event a DZ is missed on the initial run-in, troops will be delivered within the combat area. In the event that the coastline is reached and troops have not been delivered, a/c will execute a right turn and deliver troops in the area.
- (15) Attention is directed to the fact that excessive jump speeds produce high casualty rates among paratroopers. Jump speeds of 110 mph or less will be complied with.
- (16) Serial leaders, flight leaders and individual pilots will be held responsible for continuing to the combat area even though they may become detached from the main formations enroute.
- (17) Attention is directed to the fact that balloons may be in abundance in the beach-head area following H hour. Definite locations will not be known so that flights across the bridgehead after H hour will be conducted accordingly.

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Hq, 441st T C Group, Field Order No. 1, (Cont'd)

- (18) Glider towing crews on missions subsequent to serial 28 will approach LZs in such a manner as to release gliders and turn before flying over area perimeter which will undoubtedly contain heavy enemy fire.
- (19) Aldis lamps will not be used excessively during glider release signals.
- (20) Distinctive marks for a/c and gliders in accordance with SHAEF Memo 23, 18 April 1944, as amended by SHAEF Letter, dated 25 May 1944.
- (21) WARMELL AIRDROME is designated as LZ Troop Carrier Command emergency landing field to be used only in the event damaged aircraft can not reach Troop Carrier airbases.
- (22) Pilots returning with wounded on board will signal this fact to flying control towers in accordance with procedure set forth in Signal Annex and Administrative Order.
- (23) Air/Sea Rescue procedure will be in accordance with AMCO 45/1944.
- (24) Glider pilots and a/c crews landing in the DZ areas will come under the control of the nearest ground unit until evacuation, as set forth in Administrative Order, is accomplished.
- (25) Group aircraft will be numbered consecutively with chalk (Annex No. 2).
- (26) Serial Commanders will report following information by phone to 50th Troop Carrier Wing Command Post immediately upon landing.
 - (a) Serial No.
 1. Group
 2. A/C committed
 - (b) No. A/C off
 - (c) Time T/O last A/C
 - (d) Remarks
 1. Reason for abortives and T/O delays
 2. Miscellaneous
 - (e) No. A/C landed
 - (f) Time last A/C landed
 - (g) Time over DZ
 - (h) Point of Drop
 - (i) Remarks
 1. Degree of success of mission
 2. Errors at DZ
 3. Information on missing A/C



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- (27) Each A/C will be numbered according to their chalk number given in Annex #4. The number will be 18" in height on each side of fuselage just forward of the cargo door.
- (28) Aircraft will be parked in appropriate squadron areas as shown on Annex #8.
- (29) Briefings will be conducted according to Annex #9.

4. See Administrative Order No. 1, Annex No. 2.

5. a. See Annex No. 3 Plan of Signal Communications.

b. (1) Command Posts

<u>Unit</u>	<u>Ground</u>	<u>Air</u>
50th T C Wg	Red Hayes	Lead Wing A/C
439th T C Gp	Upottery	Lead Group A/C
440th T C Gp	Exeter	Lead Group A/C
441st T C Gp	Merryfield	Lead Group A/C
442nd T C Gp	Fulbeck	Lead Group A/C

(2) Axis of Communication shall be through specified Command Posts.

c. Message centers to be at specified Command Posts.

By KERSLAW

PARKHILL
Ex. O.

OFFICIAL:

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