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FAITES UN DON – UTILISEZ LE BOUTON PAYPAL - MERCI



03

NEPTUNE - BIGOT

HEADQUARTERS
SEVENTY FIRST TROOP CARRIER GROUP
Office of the Operations Officer

Auth: CO 61st T C Gp
Date: 2 June 1944
Initial: F. J. R.

COPY # 1

AFO 133, U. S. Army,
2 June, 1944.

FIELD ORDER)

NUMBER 1)

OPERATION .. NEPTUNE.

- MAPS: Code TA-GSGS-4369 Scale 1:500,000
The BORDER MIDLANDS AND WALES, SOUTH EST ENGLAND, NORTH
SEA, STRAIT OF DOVER.
Code AF-GSGS-4072 Scale 1:500,000
LE HARVE, PARIS, BREST NANTES and DIJON.
Code AB-GSGS-3982 Scale 1:250,000
CHANNEL ISLANDS, BREST, LANNION, CHARBOURG, RENNES,
ROUEN, POULOGNE, CHERBOURG.
Code CA-GSGS-3957 Scale 1" to 1 mile
ENGLAND EAST, NORTH WALES and NORTH MIDLANDS and
LINCOLNSHIRE, SOUTH WALES.

For Map details see Annex No. 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 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.
 - (b) Maintenance of adequate night fighter cover.
 - (c) Provide intruders to precede Troop Carrier formations across beaches and over DZ's.
 - (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 CONTINENT IN FINNISCUL, to develop airfield sites in the CARLANTAN CAEN area, and secure a lodgement for further operations.

NEPTUNE - BIGOT



- (b) The U.S. 101st Airborne Division will begin landing approximately four (4) hours and thirty (30) minutes prior to Civil Twilight morning of D day to assist the Fourth Division in the initial assault and capture the town of CARENTAN.
- (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 61st TC Gp will support the 52nd TC Wing with Mission "BOSTON" by transporting and dropping Serials Number 24 - 2nd Bn and Serial Number 25 - 3rd Bn, 507th Para Reg of the 82nd Airborne Division starting "D" Day and H - hours, on DZ "T" (as shown on overlay appendix "A").

- a. D Day - To be announced by Officer Courier.
- b. Routes: Command corridors have been established to permit coordination and identification with Naval and other forces and will be adhered to (See attached Appendices).
- c. Wing Assembly Point: ATLANTA, 1500' MSL.
- d. Command Assembly Point: ELKO 1500' MSL.
- e. Command Departure Point: FLTBUSH, 1000' MSL.
- f. Altitudes:
 - (1) Over water outbound, 500' MSL
 - (2) IP's, 1500' MSL.
 - (3) Drop Zones, 700' MSL.
 - (4) Drop Zones to GALLUP 100' MSL, climbing to 3000' prior to crossing GALLUP.
 - (5) GALLUP to ELKO, 3000' MSL.
- g. Command decision to postpone, cancel or alter the mission may be announced at any time prior to DZ time.

3. a. Assignment of Aircraft and Troops:

<u>Squadron</u>	<u>Chalk No.</u>	<u>Airborne Unit</u>
15th	- 1 - 9 Incl.	D Co, 2nd Bn (1 AC Hq)
15th	- 10-18 Incl.	Hq Co, 2nd Bn
14th	- 19-27 Incl.	E Co, 2nd Bn (2 AC Hq)
14th	- 28-36 Incl.	F Co, 2nd Bn
53rd	- 37-45 Incl.	H Co, 3rd Bn
53rd	- 46-54 Incl.	Hq Co, 3rd Bn
59th	- 55-63 Incl.	G Co, 3rd Bn
59th	- 64-72 Incl.	I Co, 3rd Bn

X. (1) Each aircraft will carry six (6) pararacks, except PPI equipped aircraft, which will not have racks.



- (2) Load manifests (Form "B") will be completed and turned in to Group Operations prior to take-off.
- (3) Speeds and Timing: Schedules for this operation have been based on indicated air speeds as follows:
 Paratroop aircraft enroute -----140 MPH
 Returning aircraft -----150 MPH
 Paratroop 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.
- (4) Formation: Paratroop aircraft Column of nine (9) ships, V of Vee's.
- (5) Standard altimeter setting and corrected departure point time will be announced at 2000 hours T-1.
- (6) Recall of aircraft enroute will be accomplished over Command Liaison frequencies, in accordance with instruction contained in Signal Annex. Upon receipt of recall, serials will execute 180 degree turn to the left, climb to 3000 feet and return to base.
- (7) Lights: Navigation lights, formation lights and downward amber recognition lights will be ON to a point four (4) minutes beyond "FLTBUSH", at which point navigation lights will be turned OFF and a check will be made to see that all cabin and cockpit lights are extinguished. Downward recognition lights will be turned OFF at "HOBOKEN" and formation lights will be turned to lowest practicable intensity. Downward recognition lights will be turned on before crossing G.LINP on the return route. Navigation lights will be turned on four (4) ~~minutes~~ ^{minutes} prior to arrival at FLTBUSH.
- (8) One (1) only Rebecca will be operating in each nine (9) ship flight.
- (9) IFF will NOT be turned on during this operation, except in case of emergency.
- (10) Pilots of aircraft will be held responsible for the delivery of paratroop loads to the DZ's. Evasive action prior to delivery of troops will not be tolerated. In 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, aircraft will execute a right turn and deliver troops on DZ D.
- (11) 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.



- (12) WARMELL AIRDROME is designated as D1 Troop Carrier Command emergency landing field to be used only in the event damaged aircraft cannot reach home base, or in case personnel are in such condition it would be dangerous to continue to home base.
- (13) 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, and upon landing will taxi and park on grass in front of Control Tower.
- (14) Air-Sea Rescue procedure will be in accordance with AMCO 45/1944.
- (15) Aircraft 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.
- (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 formation enroute.
- (17) Aircraft will be parked and parking diagrams furnished the Airborne upon notification.
- (18) Four (4) spare aircraft will be parked on the grass in front of the tower and trucks will stand by for R/T call and aldis lamp signal to transport personnel and bundles to spare aircraft.
- (19) All paratroops returned to home base will be put under arrest by the pilot and delivered to the Airborne Liaison Officer at Group Operations.
- (20) Time schedule, after final briefing, subject to change depending on latest wind reports, as announced by 52nd T C Wing.

	<u>Day</u>	<u>Hour</u>	Serial "1"	"2"
Air Corps - Airborne Briefing	---- D (-) 1		0830	
Final Briefing (0300 before take-off)	- D (-) 1		2200 2100 ✓	
Stations (0100 before take-off)	----- D (-) 1		2250 ✓	
Start engines	----- D (-) 1	2315 ✓		2321 ✓
Taxi (0030 before take-off)	----- D (-) 1	2322 ✓		2328 ✓
Take-off	----- D (-) 1	2352 ✓		2358 ✓
GDP (BARKSTON HEATH)	----- D	0009 ✓		0015
WDP (ATLANTA)	----- D	0031		0037
CDP (FLATBUSH)	----- D	0136		0142
IP	----- D	0223		0229
DZ "T"	----- D	0232		0238

- 4. See Administrative Annex.
- 5. See Signal Annex.

Handwritten notes:
 50
 420
 77430
 434
 72/4300
 51972
 3500
 4700
 6480
 5500
 166
 114
 56



FIELD ORDER NO 1 OPERATION NEPTUNE, 61st T C Gp. Cont'd 2 June 1944

OFFICIAL:

O'Connor
O'CONNOR,
S-3

MITCHELL
Commanding

ANNEXES:

- No 1 - Intelligence Annex.
- No 2 - Administrative Annex.
- No 3 - Signal Annex
- No 4 - Parking Diagram

OVERLAYS:

Route Map.

DISTRIBUTION:

- 5 - 61st T C Gp.
- 2 - CO 14th TC Sq.
- 2 - CO 15th TC Sq.
- 2 - CO 53rd TC Sq.
- 2 - CO 59th TC Sq.
- 5 - Airborne Liaison Officer
- 3 - CG 52nd T C Wing

*
Amendment to paragraph "X (12)". Warmwell, which has a grass surface is the closest and most desirable crash landing field, but it is ordered, because of traffic conditions, that the following fields be used where possible for emergency landings: Exeter, Merryfield and Uppottery.

*
DZ "T" will be marked by a standard Red light tee and a Eureka set placed 100 yards from the tee at the most advantageous point.

*
Taxi, take-off, assembly and landing will be according to 61st T C Gp. S.O.P.