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FAITES UN DON – UTILISEZ LE BOUTON PAYPAL - MERCI

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NEPTUNE-BIGON

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Sept.

HEADQUARTERS
IX TROOP CARRIER COMMAND
U.S. ARMY AIR FORCES

TO BE RETURNED
TO THE ARCHIVE
OF THE AIR
HISTORICAL OFFICE
5 MAY 44
526.4536

ANNEX 12
TO

NINTH AIR FORCE
TACTICAL AIR PLAN

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IX TROOP CARRIER COMMAND
TACTICAL AIR PLAN
FOR
OPERATION

NEPTUNE

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By ~~27 June 45~~
Date SEP 27 1951
Ernest S. Stevenson
LT. COLONEL USAF

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BY AUTHORITY OF AF 3 AF
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ANNEX 12

to

NINTH AIR FORCE TACTICAL AIR PLAN

IX THROOP CARRIER COMMAND

TACTICAL AIR PLAN

for

OPERATION

HEPTUNE

2 MAY 1944

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NEPTUNE - SIGCOT

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.Date: 2 May 1944.
.Init: KE

REG NO. HC-5-44

HEADQUARTERS
IX TROOP CARRIER COMMAND

AGO 133, US Army
2 May 1944

SUBJECT: Annex 12 to Ninth Air Force Tactical Air Plan for Operation NEPTUNE.

TO : Commanding General, Ninth Air Force, APO 896, US Army.

1. Forwarded herewith is Annex 12, IX Troop Carrier Command Tactical Air Plan for Operation NEPTUNE, revised.
2. First draft, IX TCC Tactical Air Plan for Operation OVERLORD, dated 1 April 1944, should be destroyed and this headquarters furnished a certificate of destruction.
3. Detailed information for the execution of Annex 12, IX Troop Carrier Command Tactical Air Plan for Operation NEPTUNE, will appear in the IX Troop Carrier Command Field Order issued at the appropriate time.

Paul L. Williams
 PAUL L. WILLIAMS
 Brigadier General, USA
 Commanding

1 Incl:
 Incl 1 - Annex 12 to Ninth Air Force
 Tactical Air Plan for Operation
 NEPTUNE.

DISTRIBUTION:

- 2 - 11 Incl - CG, Ninth Air Force.
- 215 - 216 Incl - CG, 82nd Airborne Division.
- 217 - 218 Incl - CG, 101st Airborne Division.
- 219 - 220 Incl - File.

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SECTION I - INTRODUCTION

A. Current Estimate of the Situation.

B. Political and Economic.

Germany: For over a year the enemy situation has deteriorated progressively on the ground, in the air, and on the sea. This change in the enemy situation has caused political restlessness within the axis and a definite loosening of morale on the home front. It is safe to assume that the bulk of the German people no longer expect a German-imposed peace though they are not yet resigned to total defeat. Organized opposition to the existing regime is, however, still lacking, due to the constant measures exercised by the Nazis. Deterioration of morale is evident in some branches of the German army, but has not yet reached the stage where the fighting value of the services is seriously affected.

German economy is showing the signs of the sea blockade and of a lack of raw materials. In particular, the potential of the enemy's aircraft and aircraft component factories has been seriously reduced.

It is possible that a major allied victory in the West consisting of the establishment of the Free French and the occupation of large areas of Western Europe would break the will of the German nation and of the German army to resist. A defeat of Germany could be followed by liquidation of the Nazi regime. It is evident that the Nazis will oppose an invasion of the West by the Allies. Once a successful invasion of the West has been accomplished the possibility of a German peace, even if the Germans do not in their hearts wish to capitulate.

France: The collapse of France caused the French people to turn to the British Empire from which they had been excluded since the beginning of the war. The British Empire has been the only power which has remained undefeated. It is believed that the British Empire will play a major role in the invasion of France. The British Empire will play a major role in the invasion of France. The British Empire will play a major role in the invasion of France. The British Empire will play a major role in the invasion of France.

Italy: Italy is a weak ally. Her military and political situation is highly unstable. Her military and political situation is highly unstable. Her military and political situation is highly unstable.

Japan: Japan is a weak ally. Her military and political situation is highly unstable. Her military and political situation is highly unstable.

China: China is a weak ally. Her military and political situation is highly unstable. Her military and political situation is highly unstable.

India: India is a weak ally. Her military and political situation is highly unstable. Her military and political situation is highly unstable.

Other: Other countries are also weak allies. Their military and political situation is highly unstable. Their military and political situation is highly unstable.

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most part, conservative, independent, ruralites. Members of the Collator-
-ionist parties and former members of the German Todt (construction)
-organization will either flee or go underground in the area occupied by
our forces and become a source of espionage and sabotage.

The actual number of French who would take up arms against the
Allies is insignificant and most of those would already be incorporated
into German defense units. These open enemies belong to two organizations,
the SOF (Service D'Ordre Legionnaire) or Kroll Part's LNF (Legion National
Populaire).

NOTE: Prior to the establishment of a Free French or AMG author-
-ity, necessary dealings with civil population should be carried on
through prominent local citizens whose loyalty to the Allied cause
is known to be unquestioned. Local school masters, parish priests,
members of the Resistance groups, returning POWs and avocates
will in general be reliable and acceptable to the community.

Correct behavior of our officers and enlisted men toward the
French people is of utmost importance in securing cooperation.
Disorderly behavior or an attitude of superiority on the part of
Allied troops will make the Allied task much more difficult.

3. Climate.

(1) The climate of the COCOTIN PENINSULA area is variable and un-
-stable in all seasons, but conditions start improving in March. Large
changes in any or all the elements may occur in a few hours in any season.
Days alternating hot and fair spells vary from 3 days to a week.

(2) Winds.

(a) In disturbed conditions the winds prevail from South to
-west and often bring low cloud and sea fog.

(b) In fair weather winds are from the Southeast. (Local
-reezes at dawn are usually in West part of Peninsula from Northeast and
-East, in East part from East and Southeast).

(c) Gales occur an average of 20 days a year, being more
-frequent in winter.

(3) Rain is not restricted to seasons.

(4) Fog may occur in any season, more in summer. Over the coast
-visibility may be reduced to 1000 feet or less in any season.

Winds are not more than 3 miles per hour at times. The
-direction of wind is variable and unpredictable. In calm conditions there is little or no
-wind. Visibility may be poor but not foggy. Over land
-visibility will be moderate except for local fog over the coast in early
-morning. Glass falls to minimum in anticyclonic conditions being fairly
-predictable and are not likely to be fickle. Occasionally these spells
-occur with low pressure in which instance, low cloud sheet of 500 feet and
-moderate rain is to be expected. Visibility is apt to be poor.
-Conditions of better conditions are more unreliable than of the former. The
-number of quiet spells to be expected in April average twelve and last
-approximately seven days. The average for May is fifteen for a total dura-
-tion of six days.

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d. Terrain.

(1) The Peninsula is a well-marked geographical projection of West NORMANDY. It is 23 miles wide extending on a Northwest axis 27 miles long. The irregular shore line is characterized by numerous inlets with sheer cliffs 500 feet high in the Northwest and low flat levels toward the South. The Northeast shore consists of a low marshy coastal plain between MONTECOURG and CARENTAN, 8 miles long and 1 to 2 miles wide, now mostly inundated. The inland country may be divided roughly in two sections. In the North and Northwest are upland ridges backing CHERBOURG along the North and on the West, extending South in isolated knolls from JPP LA HAYE to LA HAYE DU PUTS. The steep sloped hills of this region rise to 500 feet forming frequent bare outcroppings and narrow flat valleys.

The South central section is low undulating country seldom exceeding 200 feet altitude. Across the neck lies the plain of CARENTAN extending to LESLAY. This is flat country with a flood belt averaging 1 to 2 miles in width, extending Northwest from CARENTAN for 6 miles, then trenching West in a belt one-half mile wide and 10 miles long. Another belt 2 to 3 miles wide extends Southwest from CARENTAN for 6 miles.

Streams in the central and Northern section run on a North and South axis with tributaries flowing West and East. In the South are slow meandering streams flowing South, and from West to East. The widths average 20 to 40 feet.

The landing zones are located in the Southern section of the Peninsula in the ST SAUVEUR and ST MERE ECLISE districts, 8 and 5 miles respectively from the West and East shore lines and approximately 10 miles apart. The countryside is composed of numerous fields and orchards of average length, 250 yards in West area and 300 to 400 yards in the East area, bounded by hedges and trees, often embanked and connected with numerous narrow, sunken, unsurfaced roads. The tree borders range in height from 15 to 75 feet and are the only obstacles to gliders. While main power lines are underground, only local telephone wires may be expected along roadsides.

The slopes are mild, seldom exceeding 6 degrees.

The ground is, in most cases, fairly soft, and in the 30-foot contour levels, apt to be muddy. Fifty percent of the ground is pasture, the rest is cultivated and apt to be plowed in spring.

Refer to Appendix "I" and "I-1" to Section I, IX Troop Carrier Command Annex No 12 to Part I, Ninth Air Force Practical Plan for operation "NEPTUNE," for terrain and LZ information and explanatory text.

e. Military Situation.

(1) Appreciation: The bulk of the German ground forces is committed in Russia. Other considerable ground elements are contained by commitments in Italy, the Balkans and Scandinavia. While reinforcement of the West from these is a possibility, there is no serious likelihood that a considerable movement from these areas will occur.

It is, therefore, anticipated that the total number of German divisions available to oppose invasion on the Western front will not exceed 60. By far the greater number of these will be composed

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Defensive Infantry Divisions, GAF Field Divisions and Training Divisions, many of dubious quality and morale. However, from 10 to 15 Offensive Divisions, Panzer and Infantry, could, depending on circumstances, be marshalled against our invasion forces. These Offensive Divisions are of higher quality and morale than the Defensive Divisions and would constitute a formidable barrier to the attainment of our objective.

(a) Enemy Order of Battle--Air. For enemy order of battle--air, and disposition of GAF units, see paragraphs 4 and 5 of Intelligence Plan, Annex No 1 to Ninth Air Force Tactical Plan for operation "NEPTUNE." (Current order of battle--air, will be furnished with IX Troop Carrier Command Operations Orders according to latest available information)

(b) Ground.

1. See current order of battle signals as issued from time to time by Ninth Air Force Headquarters. Information on detailed order of battle in the invasion area and maximum rates and routes of reinforcement will be furnished lower echelons with Operations Orders according to the latest available information.

2. Military Intelligence References. For detailed information on Enemy Forces, Coastal Defenses and enemy installations, refer to the following sources:

- T.I.S. Dossiers, GEN, FCR, DEF, & TOP Sections.
- Tactical Target Dossiers.
- T.I.S. Reviews.

(c) Enemy Static Defenses.

1. General. See paragraph 6 of Intelligence Plan, Annex No 1 to Ninth Air Force Tactical Plan for Operation "NEPTUNE."

2. Fire-power Potentials. For fire-power potentials against Troop Carrier formations for this operation, see Appendices "B" and "B-1" to Section I, IX Troop Carrier Command Annex No 12 to Part I, Ninth Air Force Tactical Plan for Operation "NEPTUNE."

(d) Naval. For enemy naval situation see paragraph 3 of Intelligence Plan, Annex No 1 to Ninth Air Force Tactical Plan for operation "NEPTUNE." (Latest available information on enemy naval situation will be supplied to lower echelons with IX Troop Carrier Command Operations Orders)

f. Enemy Capabilities.

(1) Air. While the enemy is estimated to be able to muster an overall force of 1286 aircraft for operations against our bridgehead on D day it is expected that he will progressively weaken on Dplus 1 and successive days due to decrease in serviceability and shortages of aircraft and crews, as well as newly developing commitments in other areas. By Dplus 5 days if the enemy has not succeeded in preventing the establishment of our bridgehead, it can be expected that a conservation of his air power will be practiced in order to attempt to check further penetrations as they develop.

(2) Ground. Continuing demands for reserves on the Russian front and the inability of the enemy to withdraw substantial strength from Finland, Norway, the Balkan states or Italy makes it unlikely that the total number of troops concentrated against the Western invasion will exceed a maximum of

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sixty divisions more than half of which will be either under normal T/O strength or composed of polygot nationalities whose morale and efficiency are questionable. The greatest enemy ground force threat is contained in the offensive divisions, which are loyal, well-trained and well-equipped. The 3rd Airborne (Parachute) Division, located in central BRITANNY as of 19 April 1944, and the motorized infantry and panzer divisions in the general area North of a line CHARENTES to VANNES constitute the greatest threats to our invasion forces.

(3) Naval. Recent sinkings of several destroyers and the battleship Scharnhorst, the crippling of the Tirpitz, with several capital ships in ports out of commission, and the containing of German naval units in their present ports by Allied naval task forces assigned for the purpose, preclude the possibility of any large scale enemy naval activity. Some activity may be expected from submarines and smaller craft but allied air and naval superiority in endover channel waters is expected to be sufficiently strong to nullify any large scale interference by these smaller enemy naval craft.

2. Essential Elements of Information.

a. When and by what means will the enemy first learn of Troop Carrier intentions?

b. When, where, and on what scale will enemy air attack be directed against Troop Carrier operations?

c. When, where and on what scale will enemy ground troops and mobile flak be able to interfere with Troop Carrier operations?

d. What will be the dispositions, strength, and effectiveness of enemy static defenses (flak, balloon barrages, searchlights, smoke, camouflage and dummy installations)?

e. To what extent will enemy render u/s proposed DZ's and LZ's prior to H-hour, D Day?

f. When, where, and how will the enemy naval forces be able to interfere with Troop Carrier operations?

9. Analysis of Possible Enemy Action.

a. The enemy will have knowledge of our intentions through radar "pick-up" through a belt of Freya and Würzburg stations located along the coast and on the channel islands. At an altitude of 300 feet or more, Freya stations will be able to pick up our direction and distance from 30 to 37 miles from the coast and Würzburg stations will determine altitude, azimuth and distance when formations approach within 3 to 4 miles of the coast. (Time, speed, and distance factors will be furnished to lower echelons with IX Troop Carrier Command Operations Orders)

Conclusion: It is believed that the two Freya and one ship-watcher on GUENNEBI ISLAND combined with the dual Freya station located on CAP DE LA HAGUE will alert the enemy to the approach of our formations from 10 to 12 minutes before landfall is made, and our progress inland will be "tracked" by Würzburg stations. The enemy will not be able to predetermine exact location of DZ's and LZ's by radar until actual para-troop drops and glider landings begin. Even here the extensive use of "window" would eliminate the possibility of accurate detection.

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b. With proper security measures observed prior to H hour, D Day, enemy air forces first knowledge of our intentions would probably come through radar detection. Therefore, enemy air attack on Troop Carrier units is unlikely prior to take off from departure airdromes. Time, speed, distance factors existing now indicate that radar detection would alert GAF units from 25 to 30 minutes before arrival of our formations over DZ's and LZ's. Hence, the greater possibility of attack by enemy air is to be expected in the area of the DZ's and LZ's and on the return route to bases. For any operation scheduled for H plus 10 to H plus 24 hours, the intensity of the GAF attack on Troop Carrier formations can be expected to increase because of the greater amount of air activity over the invasion area and the larger numbers of enemy aircraft already airborne.

Conclusion: It can be expected that the GAF will concentrate all available air power to prevent the successful completion of Troop Carrier missions. It can be expected that Troop Carrier formations towing gliders will be especially selected for enemy air attack. Adequate fighter escort cover for Troop Carrier formations enroute to, over DZ's and LZ's, and on return route should prevent serious losses by enemy air attack.

c. Once the enemy ground forces are alerted to the presence of Troop Carrier formations over enemy territory, units within range of our formations can be expected to deliver a maximum of small arms and machine gun fire. For the first operation at H hour, D Day, it is not expected that sufficient advance knowledge of our intentions will be available to make possible effective disposition of mobile fire power.

Conclusion: Small arms and automatic weapons fire from mobile forces on the ground constitute a considerable hazard to low-flying Troop Carrier formations and routes in and return routes are selected to avoid as much as possible such concentrations. It is expected that preliminary bombing and strafing by our support aircraft will neutralize a considerable amount of this firepower.

d. Flak. Static flak positions and fire arcs in the invasion area and in the Channel Islands area are shown in Appendices "B" and "B-1" to Section I, IX Troop Carrier Command Annex No 12 to Part I, Ninth Air Force Tactical Plan for Operation "NEPTUNE".

Static flak south of VALGONE on the West coast of the Peninsula consists of only one three-gun, light position located at LESSAY. At H plus 14 hours the East coast of the Peninsula should be at least partially cleared of static flak positions, but the West coast may have experienced little change.

Balloon Barrages. The enemy has commonly employed balloons to protect ports and industrial targets. No balloons have been reported in this area.

Smoke. No smoke pots have been reported in this area but local smoke may be employed with coastal defenses and army operations.

Conclusion: The greatest danger to Troop Carrier operations from static flak positions is from gun positions on the Channel Islands and the three-gun position at LESSAY. By keeping to a 4 mile corridor in passing between the Islands, little interference should be encountered from these positions. It is possible to nullify or lessen the effectiveness of the three gun position at LESSAY by Air Support action. Balloon barrage, searchlights, camouflage, dummy installations and smoke are not considered effective deterrents to Troop Carrier movements for this operation.

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e. If the enemy succeeds in obtaining advance information as to areas in which DZ's and LZ's are located, all or part of these areas can be rendered u/s by heavy concentrations of fire power in areas or by placing obstacles on fields.

Conclusion: It is considered highly improbable the enemy will have sufficient knowledge of our exact locations of DZ's and LZ's to effectively employ these tactics against Troop Carrier operations.

f. Since Germany counts on the defeat of our invasion as one of her greatest possible successes, it is at least a possibility that the entire weight of the serviceable German Navy will be committed against our invasion forces.

Conclusion: Enemy naval action by light elements such as E and R boats, submarines, and miscellaneous small craft is considered of negligible importance to Troop Carrier Operations.

4. Aviation.

a. Photographic and Reconnaissance Missions.

(1) Visual and photo reconnaissance will be furnished in accordance with the provisions contained in a directive to be issued. Aerial photographs of the general area in which Troop Carrier-Airborne operations have taken place will be obtained at the first opportunity following the completion of scheduled missions.

5. Intelligence Agencies.

a. Higher Echelons. In addition to the intelligence furnished by subordinate units, the IX Troop Carrier Command will have available to it for intelligence purposes, the following sources:

(1) Intelligence will be furnished to Headquarters, Ninth Air Force in the field by RAF 2nd Tactical Air Force; Allied Expeditionary Air Force; 21st Army Group; 1st US Army Group; Air Ministry; USAAF Hq; US War Department; Naval Intelligence Division; US Navy; British War Office; British Admiralty; USSTAF in the United Kingdom; and the Theater Intelligence Section. Pertinent intelligence gained from these agencies will be supplied to all affected subordinate commands.

(2) Photo Intelligence. The 20th P. I. Detachment, Ninth Air Force, will perform detailed interpretation of photo cover for dissemination to interested units. Personnel of the Photo Interpretation Detachment will be stationed, as required, with tactical reconnaissance units. Further details of photo intelligence organizations and procedure will be contained in a directive to be issued.

(3) Signal Radio Intelligence Units. The 3rd AAF Radio Squadron, Mobile, under the control of the Signal Corps will operate in the field for the provision of intelligence by interception of enemy radio traffic. Detachments of this Squadron will be placed with tactical command headquarters for the provision of immediate intelligence, locations being dictated by the necessities of the tactical situation. By means of periodic broadcasts the full facilities of radio intercept establishments in the United Kingdom will be available to the Signal Intelligence sections of the Ninth Air Force. Radio Intelligence procedure is contained in Annex 5, Headquarters Ninth AF Tactical Plan, operation "NEPTUNE" and Special S.O.I.

b. Lower and Neighboring Echelons. G-2, US 101st Airborne Division; G-2, US 82nd Airborne Division; Troop Carrier Command S-2's through A-2's of 50th, 52nd, and 53rd Troop Carrier Wings; British 38 Group (Troop Carrier); and Intelligence Officers of British First and Eighth Airborne Divisions.

6. Security in Planning. All security precautions will be taken to prevent knowledge of target area and date, location of departure airbases, units involved, location or designation of LZ's and DZ's, routes to be followed, assembly points or locations of control points, from falling into the hands of unauthorized personnel. Knowledge of plans must be restricted to as few authorized personnel as are necessary for proper planning. Briefing levels will be as directed by the Commanding General, IX Troop Carrier Command.

7. Special Measures to be Taken Prior to D Day, on D Day and D Plus Days.

a. Counterintelligence procedures will be in accordance with Appendix IV to Intelligence Plan, Annex 1, Ninth Air Force Tactical Plan for operation "NEPTUNE" and joint Airborne-Troop Carrier security plan to be issued by A-2, Headquarters, IX Troop Carrier Command.

b. The joint Airborne-Troop Carrier security plan referred to under paragraph 7a above, will include the measures to be taken for the freezing of Airborne, Troop Carrier and SOS units on Troop Carrier bases. Pass systems will be devised and put into execution at each station under the control of the Troop Carrier Station Commander. Telephone calls (other than official) will be denied and telephones will be monitored. Outgoing mail will be held. CIC personnel and MP's will patrol towns in the area of operations to enforce freezing and to check on careless talk. The individual problems of personnel, other than Airborne or Troop Carrier, and the individual physical security problems of each station will be covered in the joint Airborne-Troop Carrier security plan.

8. F/W and E and E Procedure.

a. SOP (Memorandum No 45-3, Headquarters IX Troop Carrier Command, 21 February 1944, SECTION III, paragraphs 4d, e, and f).

b. Glider crews will be furnished purses. Procedure, responsibility and accountability will be the same as laid down for aircraft crews for aid boxes and purses in Memorandum No 45-3, Headquarters IX Troop Carrier Command, 21 February 1944, SECTION III, paragraphs 4d, e, and f.

9. Measures for Handling F/W and Captured Documents. A Field Interrogation Unit of the PW and X Detachment, European Theater of Operations, will be attached to the Ninth Air Force for immediate interrogation of air prisoners captured in the field. Interrogation teams will operate in the combat zone under the control of the Chief of the Field Interrogation Unit. They will be disposed as indicated by the requirements of the tactical situation. Field interrogation will be as brief as possible with the object of gaining immediate intelligence for dissemination to units in the field. F/W interrogation procedure is contained in Memorandum No 45-5, Headquarters Ninth Air Force, dated 22 April 1944.

10. Maps. General Map procedure will be as set forth in paragraph 14, Intelligence Plan, Annex No 1 to Ninth Air Force Tactical Plan for operation "NEPTUNE."

a. Operational Maps.

(1) 1:500,000, GSGS 4072 (Air) - Sheets: The Border, Midland and Wales, Southwest England, North Sea, Straits of Dover, Le Havre, Paris Brest, Nantes, Dijon.

(2) 1:250,000, GSGS 3902 (Air) - Sheets: Channel Islands, Brest, Lannion, Cherbourg, Rennes, Rouen, Boulogne, Chartres.

(3) 1/4 to 1 mile, GSGS 3957 - Sheets: England East, North Wales and Manchester, North Midlands and Lincolnshire, South Wales, Midlands, East Anglia, England Southwest, South England, England Southeast and London.

(4) Lattice Charts, GSGS 4153A, LC II - Sheets: Isle of Man, Ipswich, Pembroke, Paris.

(5) Plotting Series, GSGS 4080 - Southwestern approaches.

(6) 1:50000, GSGS 4250 - Sheets: 5E/4, 5E/6, 6F/2, 6F/1, 6E/5.

(7) Photomaps and night flying ^{target} maps to be furnished as indicated in the operations order to lower echelons.

b. Planning.

(1) 1:25,000, GSGS 4347, 4441, 4427 - Sheets: 28/20 NE, NW, SE, SW; 31/20 NE, NW, SE, SW; 28/18 NE, NW, SE, SW; 31/18 NE, NW, SE, SW.

(2) 1:25,000, Photo Maps - Brest and Cherbourg.

c. Miscellaneous.

(1) Gazetteers: France, Belgium and Holland; 1:250,000 and 1:50,000.

(2) Graticule/Grid Conversion Diagram.

11. Aerial Photographs. Vertical aerial photographs of DZ's and LZ's, vertical mosaics of run-in strips, obliques of run-in strip and coastal area, and moving picture approach strips will be requested from higher headquarters by IX Troop Carrier Command.

12. Air-Sea Rescue Briefing.

Crews will be briefed on Air-Sea rescue procedure.

13. Weather Information Sources.

Latest weather information will be supplied at briefing time.

14. SOP for Intelligence Reports.

a. Ninth Air Force Memorandum No 55-8, Operations Mission Report, 29 March 1944, prescribes reporting procedure from lower echelons to higher headquarters.

b. Operational Intelligence Reports from the Air Force to lower

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echelons will be rendered through normal channels unless operational urgency requires more direct transmission. Reports will include information of results of operations; changes in enemy order of battle, air and ground; status of enemy airfields; changes in target status; static defenses and enemy tactics.

c. Available channels of communication up and down are specified in the signals annex of this plan. In the event that these channels are not available, the Senior Intelligence Officer of the reporting unit will transmit reports by the most expeditious other means available.

15. Procedure for Detailed Intelligence Reports.

Detailed instructions for reporting procedure will be given to lower echelons in IX Troop Carrier Command operations order.

16. Provision for Liaison Intelligence. Headquarters, Ninth Air Force, will maintain communication with all Intelligence Agencies and maintain liaison personnel with First US Army Group and 2nd Tactical Air Force, RAF. Direct communication laterally between commands and army units will be authorized as required by the allocation of supporting air effort. Direct communication between commands and producing intelligence agencies will be authorized in specific instances by the Assistant Chief of Staff, A-2, Ninth Air Force. Authority for the establishment of liaison by intelligence sections of commands will parallel authority for the establishment of direct communication.

17. Intelligence Funds. Intelligence funds have been allotted to the commands; additional amounts will be applied for through the Assistant Chief of Staff, A-2, Headquarters Ninth Air Force, per letter, Headquarters Ninth Air Force, subject: Intelligence Funds, April 1944. The Funds will be used in accordance with paragraph 23, Theater Intelligence Directive No 2, Office of the Assistant Chief of Staff, G-2; Headquarters ETOUSA, dated 27 November 1943, subject: Intelligence Funds. In general, Banque de France currency will be used for agents and informers operating behind the enemy's lines whose possession of any other type of currency would render them suspect. The use of gold will be restricted and in general will be confined to informants in the combat zone whose faith in the Allied victory as against German victory is not firm. The "Liberated French" currency (Free France) will be used as much as possible for all informants in the rear of our lines. American blue seal currency will be used sparingly and normally only to reward those who are departing for the United Kingdom or the United States. Subordinate units requiring these funds will make requisition to the Assistant Chief of Staff, A-2, IX Troop Carrier Command.

18. History. Historical Officers of Troop Carrier Wings will insure the maintenance of historical records with supporting documents.

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APPENDIX A
to
ANNEX NO 12
In 3 Pages
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APPENDIX "A"
TO SECTION I, TO IX TROOP CARRIER COMMAND
ANNEX NO 12 TO NINTH AIR FORCE TACTICAL PLAN FOR
OPERATION--NEPTUNE

NARRATIVE - TERRAIN
(See = Appendix "A-1")

1. DZ's and LZ's.

a. Capacity. The estimated total capacity of LZ's in the ST SAUVEUR area is 322 gliders and in the ST MERE EGLISE area, 1300 gliders. The capacity of each zone is indicated on overlay, Appendix "A-1", by the figures in parentheses adjacent to the identifying numbers or letters of respective areas.

b. Borders. Estimates are conservatively based on the consideration of a 50% possibility of landings being made from the most unfavorable approaches as regards tree border heights. These tree border heights vary from 15 to 75 feet. In the ST SAUVEUR area the average is 25 feet, while in the ST MERE EGLISE area, the average increases to 40 feet. In computing these field border heights, an average of the lowest and highest borders surrounding each field was used, since the shapes of the fields make it impossible to determine a common approach, with respect to wind directions, for the area as a whole. It should be noted that several fields have no appreciable obstacles.

c. Size. The average linear dimensions of the LZ's in the ST SAUVEUR area are from 280 to 320 yards in length and 150 yards in width. In the ST MERE EGLISE area the length averages 320 to 500 yards, and the width, 200 yards.

NOTE: (These dimensions refer only to the selected areas and do not apply to adjacent fields, most of which are inadequate in size). Fields have been selected which are closely grouped and isolated fields, though otherwise adequate, have been excluded. On the basis of these figures it can be assumed that the selected fields in the ST SAUVEUR and the ST MERE EGLISE areas are more than adequate to fulfill the tactical requisites.

d. Nature of Soil. The majority of the designated fields are on averagely soft ground and above flood levels. Only a few have slopes greater than 3 degrees. Approximately 50% are uncultivated pasture land, the remainder being under cultivation and plowed in the late spring. There are a few fields in the lower levels with damp clay soil but even these fields could be used for landings of light equipment.

2. Obstacles.

a. Trees. Tree borders from 15 to 75 feet in height will be encountered.

b. Ditches. Not a serious obstacle as fields with pronounced ditches have been excluded.

c. Power lines and Wires. No above ground power lines are present, but some telephone lines will be found along road borders.

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d. Hedges. In most cases hedges are uncrashable.

e. Minefields. No evidence of mines has been detected in these areas to date. Since roaming livestock are evident in many of the pasture land areas, it is assumed such areas contain no mines. Plowed lands would be more likely to be mined, after plowing.

f. Stakes and Small Obstructions. Such obstructions would not be discovered except by close study of up-to-date low-level oblique photographs.

3. Landmarks.

Both areas are ideally situated near to or between outstanding landmarks which will facilitate navigation.

a. ST SAUVEUR Area.

Roads. This area lies in a triangle, the South side of which is the main road running West and Southwest to COMBAUL on the coast, 5-1/4 miles away. The East side of the triangle is the main road Northwest from ST SAUVEUR to CHEBROUG. The selected zones lie approximately 3 miles West of these intersections.

A convenient check-point in relation to the West to East distance from landfall is the main road running due North from LA HAYE DU PUITIS to ST SAUVEUR.

Railroads. A single tracked railroad runs Southwest from ST SAUVEUR in a sinuous course toward LA HAYE DU PUITIS. Extending North from ST SAUVEUR, it forms the Eastern boundary of the LZ area.

Waterways. Another check to the Eastern boundary of the area is the DOUVE RIVER which flows South to ST SAUVEUR, thence Southeast to the prairie MARCAGEUSES, thence to CARENTAN, virtually cutting off the base of the peninsula from the mainland of NORMANDY.

b. ST MERE EGLISE Area. This area lies nine miles East of ST SAUVEUR.

Roads. The main road running Northwest from CARENTAN to MONTEBOURG cuts through the western third of the LZ's. The Eastern border of these zones is formed by the secondary paved road branching two miles Northwest of CARENTAN and continuing to a point five miles Northeast where it makes a sharp angle turn to the Northwest, forming an elbow for the Eastern limit of the LZ's. A nine-mile long paved road connecting ST SAUVEUR and ST MERE EGLISE runs in the general direction of the LZ's, just West of which another road branches due East, cutting the North-South axis of the area approximately six and one-half miles Northwest of CARENTAN and two miles Southeast of ST MERE EGLISE.

Railroads. A double tracked line running Northwest from CARENTAN to MONTEBOURG forms the outer Western border of the LZ's parallel to the main CARENTAN-MONTEBOURG highway, 1.5 miles to the East.

Waterways. The MERDERET RIVER flows South from VALOGNES and at a point one and one-half miles West of ST MERE EGLISE joins the RIVER DOUVE to form a "Y" at a point parallel to the South margin of the LZ's and one and one-half miles to the West. In this particular area the River runs

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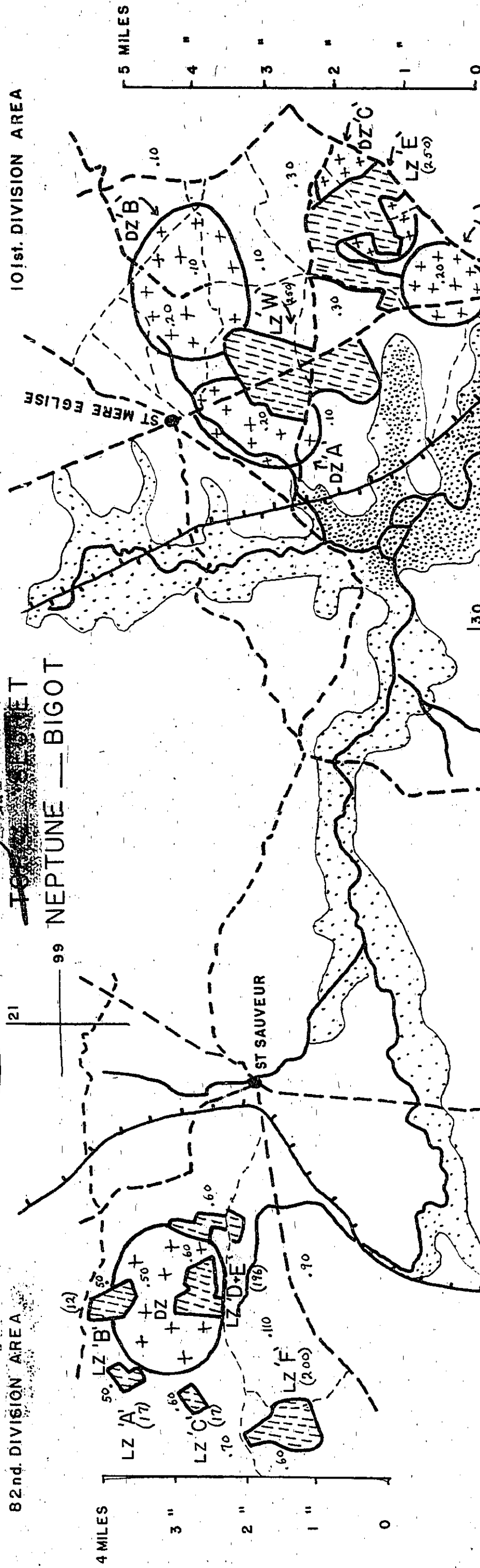
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TO NEPTUNE - BIGOT

82nd. DIVISION AREA

101st. DIVISION AREA



4 MILES

3 "

2 "

1 "

0

5 MILES

4 "

3 "

2 "

1 "

0

LEGEND

- ROADS -- MAIN
- SECONDARY
- RAILROADS --- TRACK
- RIVERS
- LANDING ZONES
- DROP
- GROUND -- SOFT, -- DAMP
- FLOODED
- TOWN
- .123 SPOT HEIGHTS METRES
- (123) NUMBER OF GLIDERS

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APPENDIX "A" TO SECTION I
 TO IX TCC -- ANNEX 12
 TACTICAL PLAN
 FOR OPERATION "NEPTUNE"
 MAP GSGS 4250 SHEET 6E/5-FRANCE
 SCALE 1:50,000 REDUCED 1.5

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APPENDIX B
to
ANNEX NO. 12
In 1 Pages
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APPENDIX "B" -
TO SECTION I, TO IX TROOP CARRIER COMMAND
ANNEX NO 12 TO NINTH AIR FORCE TACTICAL PLAN FOR
OPERATION--NEPTUNE

ANALYSIS - FLAK AND SEARCHLIGHTS

Appendix "B-1" to Section I shows the enemy antiaircraft defense of the CHERBOURG PENINSULA. These defenses have been outlined on the basis of maximum fuze range in the case of heavy AA guns, the self-destruction range for light AA guns, and on the maximum effective range for machine guns and rifle fire.

Areas enclosed by a continuous thin line show the limits of machine gun and rifle fire from ground strong points. Areas outlined by _____ show the limits of effective fire from light AA gun defenses. Areas bounded by a broken line with a dot show limit of heavy AA gun defenses. Areas bounded by a broken line with an x show increased range due to possible presence of new 88 mm AA guns. Areas bounded by xxxxx lines indicate the maximum horizontal range of 88 mm guns using an impact fuze. Provided enemy guns are supplied with this type of ammunition, barrage fire could be brought to bear on Troop Carrier formations. Resultant direct hits would be damaging. Such ammunition would not be used where it would fall, undetonated, on enemy-held territory.

Along the West coast of the Peninsula from grid 250 North to grid 320, the ground strong points are disposed in a single line just in from the coastal line, about three-fourths of a mile apart and are capable of delivering approximately 1000 rounds per minute of .31 caliber fire. Above grid 320, and across the full width of the Peninsula, these strongpoints are disposed in depth in addition to a line along the coast and are closer together and capable of delivering 3000 rounds per minute.

In the area North of grid 320 the enemy have concentrated their heaviest AA defenses. There are 41 heavy guns, 194 light guns, and 58 searchlights spread out in a fairly even defense along the coast. To the East of the city of CHERBOURG there is a concentration of light guns.

The defenses of the Channel Islands are as follows:

ALDERNEY: 15 coastal guns (presumably 105mm), 24 heavy AA guns, 67 light AA guns, and 6 searchlights.

GUERNSEY: 59 coastal guns, 31 heavy AA guns, 79 light AA guns, and 9 searchlights.

JERSEY: 41 coastal guns, 35 heavy AA guns, 91 light AA guns, and 22 searchlights

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19. Friendly Forces.

a. Allied Forces:

(1) Air.

US Air Forces assigned to the operation are the Eighth Air Force and the Ninth Air Force. The British Forces involved are Bomber Command, 2nd T.F., ADGB, Coastal Command and Transport Command. The following tasks of these forces will be accomplished in connection with Troop Carrier Operation:

- (a) Neutralization of enemy anti-aircraft positions and searchlight batteries.
- (b) Maintenance of night fighter cover.
- (c) Provisions for intruders to precede Troop Carrier columns across beaches.
- (d) Day fighter escort.
- (e) Provisions for smoke screen.

(2) Ground.

The U.S. 101st Airborne Division will begin landing approximately four hours and thirty minutes prior to Civil Twilight and assist the Fourth Division in the initial assault. The U.S. 82nd Airborne Division will land immediately following the 101st Division but to the West of them and prevent the movement of enemy reserves to the North into the CONTENTIN PENINSULA.

(3) Naval.

The Western Naval Task Force will support the assault, follow up and build up of the United States Army. It will transport the assault troops, equipment and supplies from ports of embarkation to the assault beaches in FRANCE. Air corridors for Troop Carrier Flights will be provided by the Navy, appropriately marked by Naval vessels.

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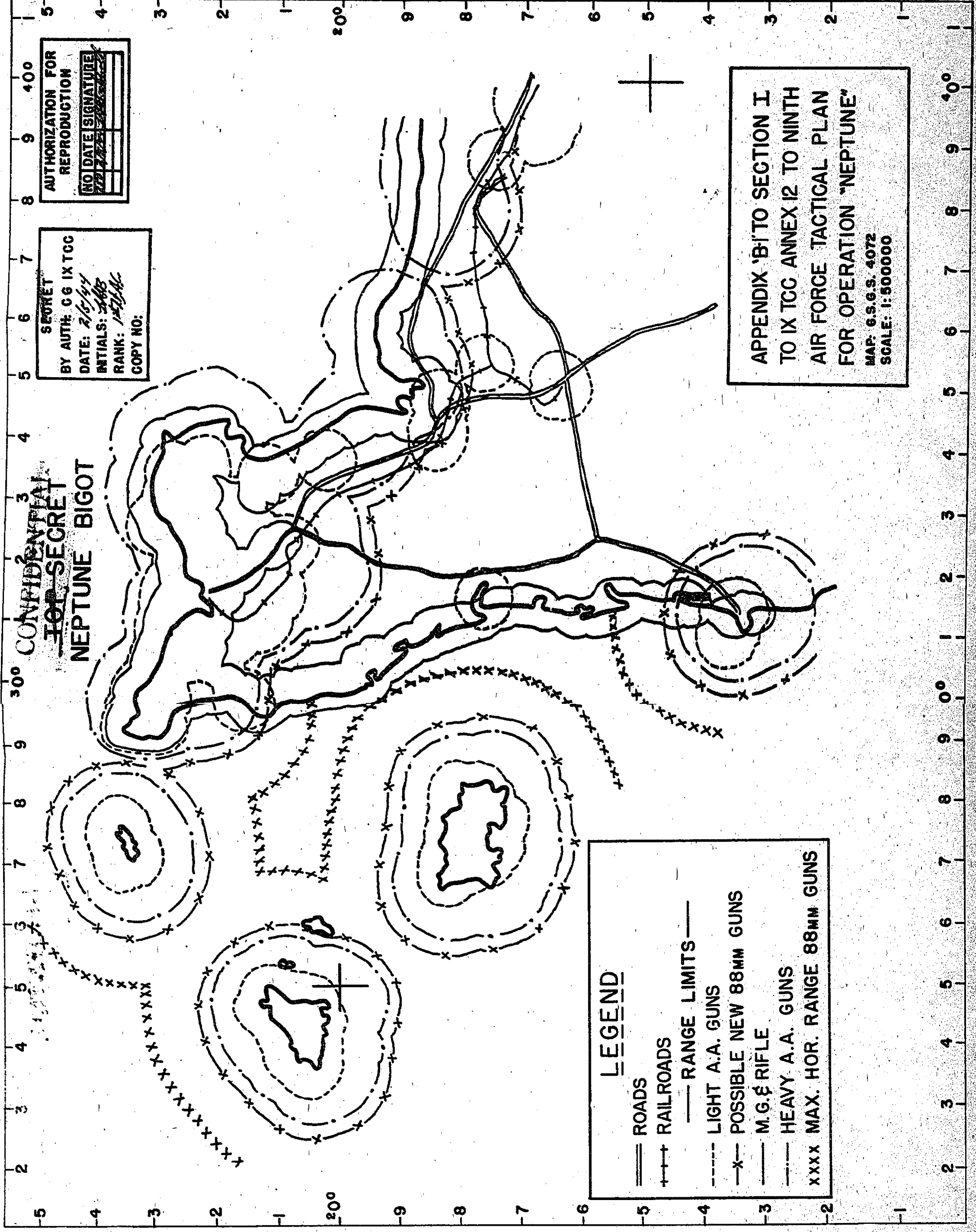
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APPENDIX 'B' TO SECTION I
 TO IX TCC ANNEX 12 TO NINTH
 AIR FORCE TACTICAL PLAN
 FOR OPERATION "NEPTUNE"
 MAP: G.S.G.S. 4072
 SCALE: 1:500000



LEGEND

- ROADS
- + + + RAILROADS
- RANGE LIMITS —
- - - LIGHT A.A. GUNS
- x - POSSIBLE NEW 88MM GUNS
- M.G. & RIFLE
- - - HEAVY A.A. GUNS
- x x x x MAX. HOR. RANGE 88MM GUNS

SECTION II - MISSION

1. General Mission.

The mission for IX Troop Carrier Command consists of two phases..

a. During the assault phase IX Troop Carrier Command will lift ~~paratrooper~~ chute troops and gliderborne troops of 82nd and 101st US Airborne Divisions from staging areas in England to drop zones and landing zones on the Continent, to assist the Allied armies in securing a bridgehead.

b. During the assault phase and subsequent thereto, IX Troop Carrier Command will resupply ground forces by air as required, evacuate casualties, and be prepared to lift one British Airborne Division from England to drop zones and landing zones behind enemy lines in the assault area.

2. Training and Rehearsals.

a. Prior to Y-Day all units of this command will be fully prepared by training and rehearsal to perform their assigned mission. Training will, in general, be divided into the following classes:

(1) Individual.

- a. Basic military training.
- b. Care and use of small arms.
- c. Defense against gas.
- d. Anti-personnel devices.
- e. Personal hygiene.
- f. Technical training in specialty.
- g. Camouflage.
- h. First Aid

(2) Organizational.

a. Mission of organization.

b. Care and use of equipment.

c. Mobility tests to include all the necessary preparation by all units of data, i.e., weight, cubage, priority, identification of packing, etc. to meet any eventuality of unit movement by air, water, rail or combination thereof. The importance of constantly being prepared by training, detail-planning and logistic study for immediate movement of various elements and echelons of a unit incident to an operation such as OVERLORD cannot be too strongly emphasized.

(3) Operational.

- a. Defense cover.
- b. Gunfire spotting.
- c. Reconnaissance reporting.
- d. Aircraft identification.
- e. Naval identification.
- f. Ground equipment identification.
- g. Night operation to be emphasized in all Troop Carrier training to a minimum of fifty percent.
- h. Airborne operations and rehearsals to be conducted up to a scale of performing the lift of an Airborne Division. Troop Carrier Pathfinder crews are used on all combined operations with emphasis given to using formation, navigational aids, techniques and similarity of route patterns. Extensive practice is given to making landfall from over water and flying distances inland and drop patterns of the character of OVERLORD operation.
- i. Air Evacuation.
- 1. Airborne supply procedure.

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b. Participation by Troop Carrier units in joint exercises and rehearsals will be on orders from this headquarters as directed by Headquarters Ninth Air Force. Whenever possible such participation will be on the scale planned for the actual operation. All procedures employed in exercises and rehearsals will, insofar as conditions allow, be identical with those to be employed in the actual operations.

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Order of Battle.

Hq, IX Troop Carrier Command	Hq & Hq Sq, IX TCG Pathfinder Unit (Aircraft Grouping Only)	
Hq, 50th Troop Carrier Wing	439th Troop Carrier Group	91st TC Squadron
		92nd TC Squadron
		93rd TC Squadron
		94th TC Squadron
		813th MAETS
	440th Troop Carrier Group	35th TC Squadron
		94th TC Squadron
		97th TC Squadron
		95th TC Squadron
		819 MAETS
	441st Troop Carrier Group	99th TC Squadron
		100th TC Squadron
		301st TC Squadron
		302nd TC Squadron
		*806th MAETS
*** 442nd Troop Carrier Group		303rd TC Squadron
		304th TC Squadron
		305th TC Squadron
		306th TC Squadron
Hq, 52nd Troop Carrier Wing	61st Troop Carrier Group	14th TC Squadron
		15th TC Squadron
		53rd TC Squadron
		59th TC Squadron
		817th MAETS
	313th Troop Carrier Group	29th TC Squadron
		47th TC Squadron
		48th TC Squadron
		49th TC Squadron
	314th Troop Carrier Group	32nd TC Squadron
		50th TC Squadron
		61st TC Squadron
		62nd TC Squadron
	315th Troop Carrier Group	34th TC Squadron
		43rd TC Squadron
		**309th TC Squadron
		**310th TC Squadron
		818th MAETS
	316th Troop Carrier Group	36th TC Squadron
		37th TC Squadron
		44th TC Squadron
		45th TC Squadron
		*811th MAETS

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Hq. 53rd Troop Carrier
Wing

434th Troop Carrier
Group

71st TC Squadron
72nd TC Squadron
73rd TC Squadron
74th TC Squadron
819th MAETS

435th Troop Carrier
Group

75th TC Squadron
76th TC Squadron
77th TC Squadron
78th TC Squadron
815th MAETS

436th Troop Carrier
Group

79th TC Squadron
80th TC Squadron
81st TC Squadron
82nd TC Squadron

437th Troop Carrier
Group

83rd TC Squadron
84th TC Squadron
85th TC Squadron
86th TC Squadron
814th MAETS

438th Troop Carrier
Group

87th TC Squadron
88th TC Squadron
89th TC Squadron
90th TC Squadron
816th MAETS

NOTE: • Units scheduled for overwater movement to the continent approximately D plus 15. It is improbable that personnel or vehicles will return to original station.

•• The 309th and 310th Troop Carrier Squadrons organized by this Command pursuant to instructions contained in General Order No. 16, Hq, Ninth Air Force, dated 28 April 1944.

••• 442nd Troop Carrier Group attached to 52nd Troop Carrier Wing for operational control.

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Units Assigned and Attached to IX Troop Carrier Command.

TACTICAL UNITS

ATTACHED UNITS

Hq. IX Troop Carrier Command (Grantham)	Hq & Hq Sq, IX TCC (Grantham)	1st Pathfinder School (*Units at Pathfinder School, North Waltham.)	202nd Med Disp Unit	32nd SS Co, 2nd Plat	*321st Sta Comp Sq
			21st Wea Sq (M) Det T	40th M Com Sq Det T	*27th Mob R&R Sq
			388th Sig Co, AVN	1241st QM Co Det B	*37th Mob R&R Sq
			1224th MP Co, AVN	69th Ord Bomb Disp Unit	*44th Mob R&R Sq
			133rd APU		

Hq. 50th Troop Carrier Wing (Exeter)	440th Troop Carrier Group (Exeter)	95th TC Squadron	336th Sig Co, TC Wg	2139th Engr F/F Plat	1472nd Ord MM Co
		96th TC Squadron	203rd Med Disp Unit	2246th QM Trk Co Det A	1079 QM Co Det A
		97th TC Squadron	21st Wea Sq Det DD	21st Wea Sq Det ZW	1070 Sig Co Delta
		98th TC Squadron	40th M Com Sq Det DD	49th Serv Gp (T-B)	64th Serv Sq
		810th MAETS (Bottesford)	1198th MP Co less A	307th Sta Comp Sq (Bottesford)	

439th Troop Carrier Group (Upottery)	91st TC Squadron	40th M Com Sq Det I	21st Wea Sq Det I	315th Sta Comp Sq
	92nd TC Squadron	1258th MP Co less A	2247 QM Trk Co less A	1471 Ord MM Co
	93rd TC Squadron	2052th Engr F/F Plat	1070th Sig Co less A	44th Serv Sq
	94th TC Squadron	49th Serv Gp Hq (T-A)	1079th QM Co less A	
	813th MAETS (Balderston)	308th Sta Comp Sq (Balderston)		

441st Troop Carrier Group (Merryfield)	99th TC Squadron	1258th MP Co Det A	2245 QM Trk Co less A	21 Wea Sq Det H
	100th TC Squadron	2013th Engr F/F Plat	100th Serv Gp Hq (T-A)	67th Serv Sq
	301st TC Squadron	1223rd QM Co less A	1061st Sig Co less A	1478 Ord MM Co
	302nd TC Squadron	40th M Com Sq Det H	67th Sta Comp Sq (Langer)	
	*806th MAETS (Langer)			

442nd Troop Carrier Group (Fulbeck)	303rd TC Squadron	1120th MP Co less A	100th Serv Gp (T-B)	62 Sta Comp Sq
	304th TC Squadron	2140th Engr F/F Plat	40th M Com Sq Det C	21 Wea Sq Det C
	305th TC Squadron	2245th QM Trk Co Det A	1061st Sig Co Det A	*138th APU
	306th TC Squadron	1470th Ord MM Co	1223 QM Co Det A	330 Serv Sq
		442nd TC Gp Def Plat (Prov)		

NOTE: * Units scheduled for overwater movement to the continent approximately D plus 15. It is improbable that personnel or vehicles will return to original station.

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TACTICAL UNITS

ATTACHED UNITS

Hq, 53rd Troop Carrier Wing (Greenham Common)	438th Troop Carrier Group (Greenham Common)	87th TC Squadron 88th TC Squadron 89th TC Squadron 90th TC Squadron 816th MARETS	337th Sig Co, TC Reg 205th Med Disp Unit 21st Wea Sq Det ZA 40th M Com Sq Det ZA 1183rd MP Co Less A	2049th Engr F/F Plat 306th Sta Comp Sq 21st Wea Sq Det ZG 82nd Serv Gp (T-B) 97th Serv Sq	1478th Ord MM Co 1222nd QM Co Det A 2244th QM Trk Co Det A 40th M Com Sq Det ZG 1040th Sig Co Det A
434th Troop Carrier Group (Aldermaston)	435th Troop Carrier Group (Welford)	71st TC Squadron 72nd TC Squadron 73rd TC Squadron 74th TC Squadron 819th MARETS	1229th MP Co Det A 2142nd Engr F/F Plat 97th Sta Co. P Sq 21st Wea Sq Det ZB	318th Serv Gp Hq (T-K) 453th Serv Sq 1465th Ord MM Co 1068th QM Co Less A	2245th QM Trk Co Less A 1075th Sig Co Less A 47th M R&R Sq Less A
436th Troop Carrier Group (Membury)	437th Troop Carrier Group (Rushbury)	79th TC Squadron 80th TC Squadron 81st TC Squadron 82nd TC Squadron 127th APV	1183rd MP Co Det A 2141st Engr F/F Plat 304th Sta Comp Sq 21st Wea Sq Det ZC	318th Serv Gp (T-B) 459th Serv Sq 1466th Ord MM Co 1068th QM Co Det A	2245th QM Trk Co Det A 1075th Sig Co Det A 47th M R&R Sq Det A 40th M Com Sq Det ZC
		83rd TC Squadron 84th TC Squadron 85th TC Squadron 86th TC Squadron 814th MARETS	1229th MP Co Less A 2054th Engr F/F Plat 69th Sta Comp Sq 21st Wea Sq Det CG	40th M Com Sq Det CG 10th Serv Gp (T-B) 337th Serv Sq 1455th Ord MM Co	1063rd QM Co Det A 2243rd QM Trk Co Det A 1099th Sig Co Det A

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IX TROOP CARRIER COMMAND STATIONS

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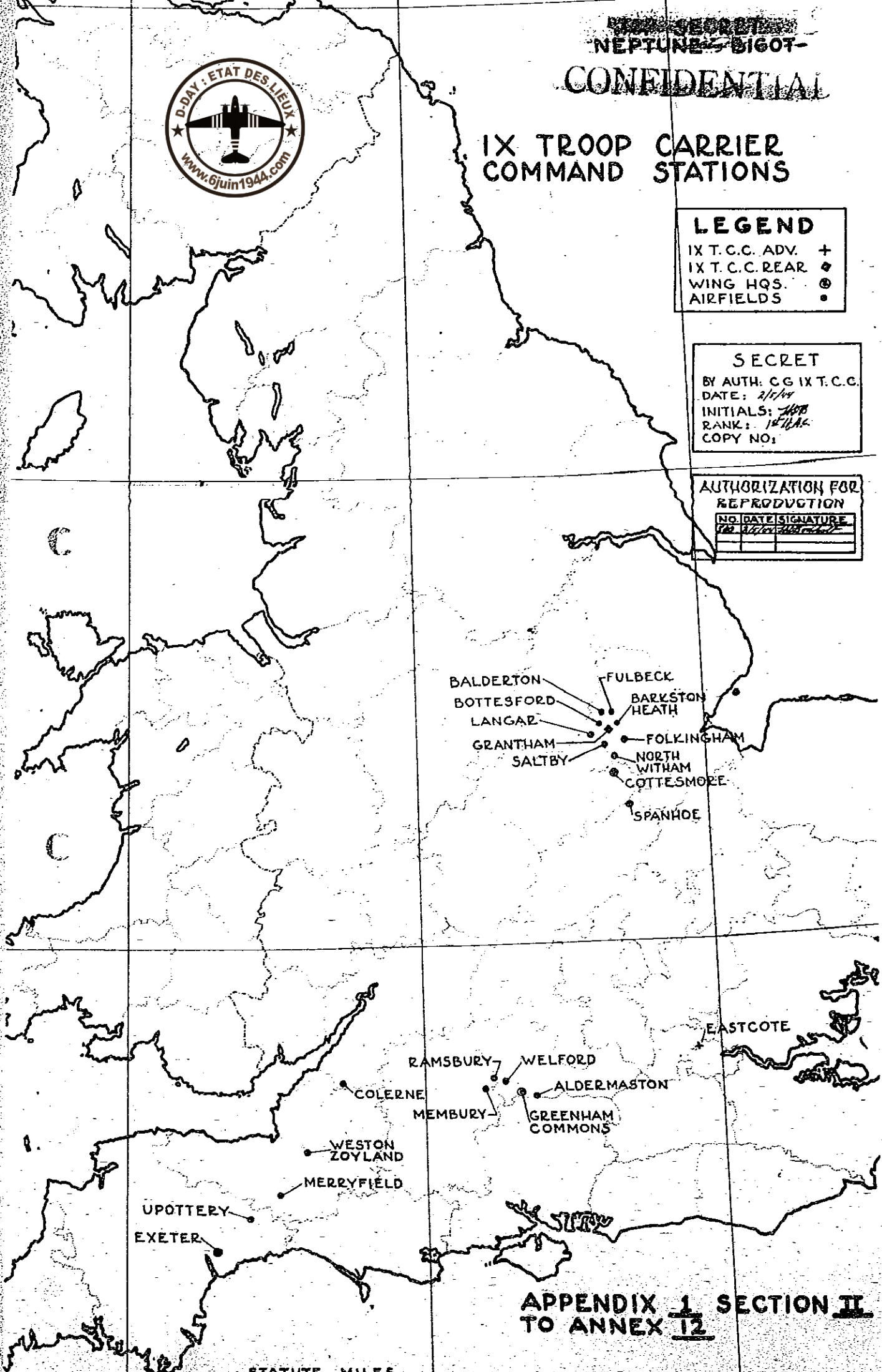
IX T.C.C. ADV. +
 IX T.C.C. REAR ●
 WING HQS. ⊙
 AIRFIELDS ○

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APPENDIX 1 SECTION II TO ANNEX 12



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SECTION III - OPERATIONS1. Missions.a. Scheduled.

CODE REFERENCE	TCG UNIT	A/B UNIT	DATE	No. of A/C and CREWS	No. of GLIDERS	TYPE OF LOADS
ALBANY	50th TCG 101st	U.S.	Night of D-1/D	432	None	Paratroops Equipment
BOSTON	52nd TCG 82nd	U.S.	Night of D-1/D	369	None	Paratroops Equipment
CHICAGO	53rd TCG 101st	U.S.	Dawn "D" Day	58	54 Horsas 4 CG-4A	Glider Troops Equipment
DETROIT	53rd TCG 82nd	U.S.	Dawn "D" Day	52	44 Horsas 8 CG-4A	Glider Troops Equipment
EL ALPA	53rd TCG 82nd	U.S.	Dusk "D" Day	150	122 Horsas 28 CG-4A	Glider Troops Equipment
FRANKFURT	52nd TCG 82nd	U.S.	Night of D/D+1	185	None	Resupply Parachute 499,200 lbs.
GANNESBORN	53rd TCG 82nd	U.S.	Dawn D+1	100	18 Horsas 82 CG-4A	Glider Troops Equipment
HAGENBERG	50th TCG 81st	U.S.	Dusk D+1	100	30 Horsas 70 CG-4A	Glider Troops Equipment
INDIANWATER LES	52nd TCG 82nd	U.S.	Night of D+1/D+2	185	135 CG-4A may be used	Resupply Parachute or Glider 499,200 lbs.
JACKSON	52nd TCG 82nd	U.S.	"On call" Night of D+1/D+2	185	135 CG-4A may be used	Resupply Parachute or Glider 499,200 lbs.
NEOBERG LUBBOCK MEMPHIS	To be announced at a later date.					

b. Subsequent Missions.

(1) At Call, but not before D+6/7 the IX Troop Carrier Command will be prepared to transport the British 1st A/B Division to DZ's and LZ's behind enemy lines on the Continent, coordinates to be announced at a later date. It is proposed at present that the parachute echelon, consisting of 280 aircraft, will be accomplished by the 52nd Troop Carrier Wing from home bases in the Cottesmore Area and the glider echelon consisting of 200 aircraft and 200 Horsas Gliders will be accomplished by the 53rd Troop Carrier Wing from home bases in the Greenham Common Area. At least 48 hours will be necessary before any such subsequent operation can be staged, and time limit is based on the assumption all planning, loading tables, etc, have been previously prepared. Two hundred (200) Horsas Gliders now airdromes belonging to 38th, 41st and 46th Groups - RAF, will be flown by units of IX Troop Carrier Command to the five airdromes belonging to 53rd Troop Carrier Wing, placing 40 Horsas on each airdrome.

(2) All units of the IX Troop Carrier Command will be prepared for subsequent airborne operations "At Call" as ordered by higher headquarters in accordance with the number of operational crews and aircraft available at the time.

2. Forces Available.

IX Troop Carrier Command
56 Squadrons of C-47 and C-53 aircraft (totaling 1022 a/c and crews)
1352 Glider Pilots (plus 445 co-pilots)
2000 Waco Gliders (CG-4A's)
360 Horsa Gliders (British)
200 Additional Horsa Gliders for subsequent mission with 1st Airborne Division (British)

3. IX Troop Carrier Command Routes.

The 52nd Troop Carrier Wing will assemble in the Northern Area and depart from the vicinity of RUGBY and proceed on a course to the SEVERN RIVER, thence to the Command Assembly Point Northeast of DOICHESTER and thence to the Command Departure point. This deviation from a direct route is necessary to avoid take-off and assembly area of 38 Group.

The 53rd Troop Carrier Wing parachute and glider formations take-off and assemble in NEWBURY area remaining South of Latitude 51° 34' N and East of Longitude 01° 45' W and remaining below 2000 feet to avoid 38 Group passing over same area at 2500' to 3000' and then proceeding to Command Assembly point and Command Departure point.

The 50th Troop Carrier Wing will assemble in the EXETER area and proceed to the Command Assembly area and the Command Departure point.

From the Command Departure point on the southern coast of England, the Troop Carrier Command aircraft will proceed down a ten (10) mile corridor over Naval craft marker to Naval craft turning point and thence direct toward 82nd Airborne area. From the Landfall on this course, the aircraft carrying the 101st Airborne will make a slight turn to the left to their area. The aircraft carrying the 82nd Airborne will make a right turn and fly a reciprocal course to their home bases. The aircraft carrying the 101st Airborne will make a right turn and fly a reciprocal course to their home bases.

4. Navigational Aids.

Normal night lighting facilities will be used at departure airdromes. Wing Departure Points will be lighted by white aerial lighthouses (occults). The Command Assembly point and Command Departure point and points thirty (30) miles apart back to the 52nd Wing Departure Points will be lighted by white occults. Naval craft will have green Holophane lights with 360° coverage in azimuth. The 52nd Wing Departure Point, the turning point at the RIVER SEVERN, the Command Assembly Point, the Command Departure Point, and the two (2) Naval craft will have Eureka beacons. The Command Departure Point and the Naval craft turning point will have a BUFS beacon. The three (3) Wing Assembly Points, the Command Departure Point and the Naval craft turning point will have MF beacons.

5. Timing Schedule. (See Attached Sheets)

Time schedule for TOC will be planned so as to allow the first Pathfinder aircraft to pass Gallup, First Boat Marker, at darkness, Nautical Twilight. First Pathfinder to arrive at DZ area at Civil Twilight minus 0500 hours. First aircraft of the main force to arrive at DZ area at Civil Twilight minus 0430 hours. The first glider to land at morning Civil Twilight.

The time length of the 101st Airborne and 82nd Airborne columns will be fifty-five (55) minutes each.

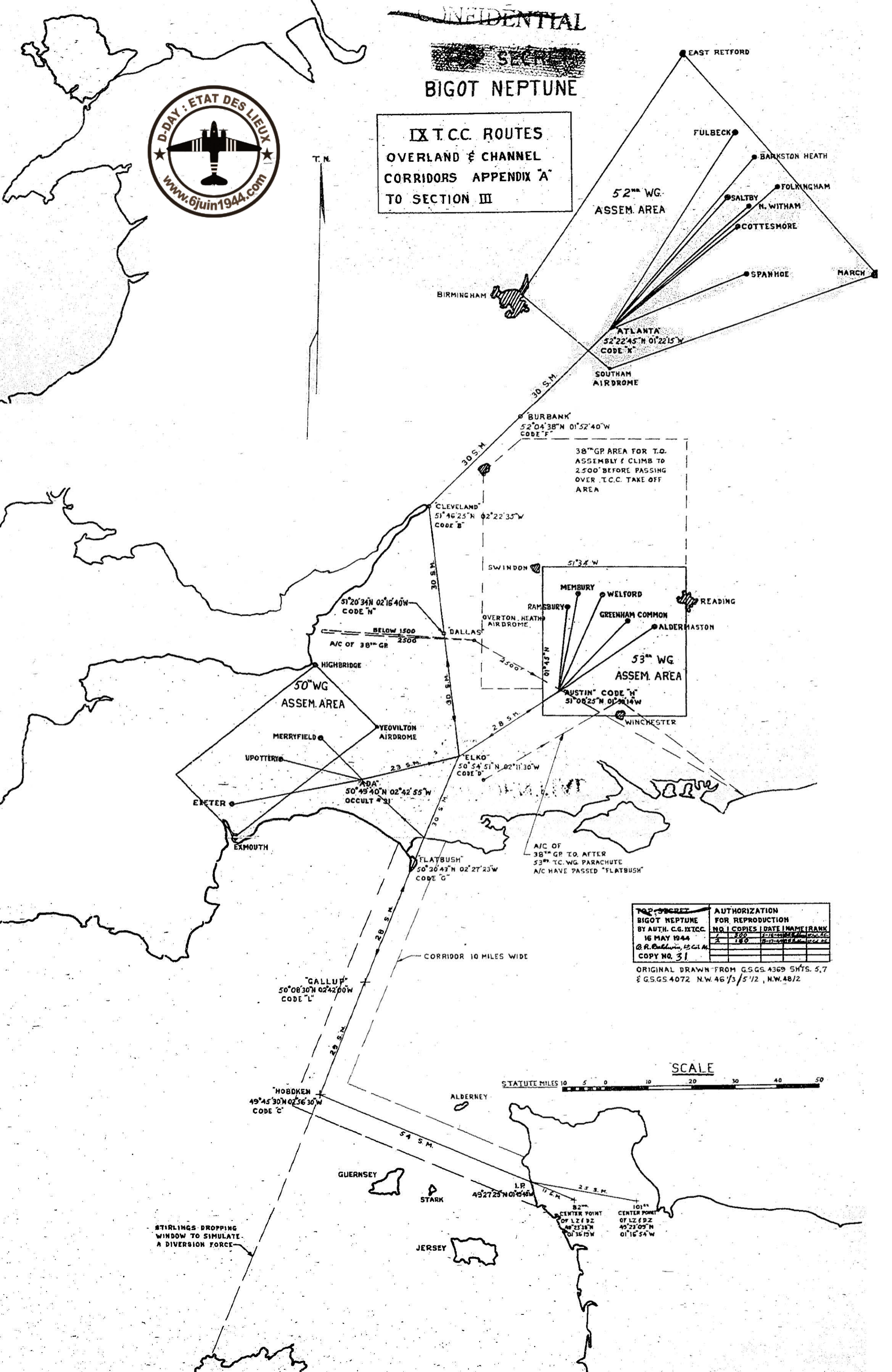
The time length of combined glider column will be fifteen (15) minutes

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BIGOT NEPTUNE



**IX T.C.C. ROUTES
OVERLAND & CHANNEL
CORRIDORS APPENDIX 'A'
TO SECTION III**



52nd WG.
ASSEM. AREA

ATLANTA
52°22'45" N 01°22'15" W
CODE 'K'
SOUTHAM
AIRDROME

BURBANK
52°04'38" N 01°52'40" W
CODE 'F'

38th GP AREA FOR T.O.
ASSEMBLY & CLIMB TO
2500' BEFORE PASSING
OVER T.C.C. TAKE OFF
AREA

CLEVELAND
51°46'25" N 02°22'35" W
CODE 'B'

51°20'34" N 02°16'40" W
CODE 'N'
BELOW 1500
A/C OF 38th GP
2500'

50th WG
ASSEM. AREA

53rd WG
ASSEM. AREA

AUSTIN CODE 'H'
51°08'25" N 01°38'14" W

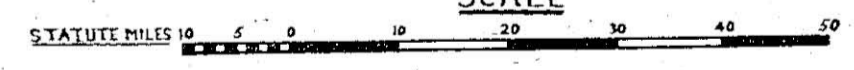
ADA
50°45'40" N 02°42'55" W
OCCULT # 31

A/C OF
38th GP T.O. AFTER
53rd TC. WG PARACHUTE
A/C HAVE PASSED "FLATBUSH"

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BIGOT NEPTUNE		NO.	COPIES	DATE
BY AUTH. C.G. IX T.C.C.		1	200	1-18-44
16 MAY 1944		2	100	12-17-44
G. R. Buller, Lt Col M.				
COPY NO. 31				

ORIGINAL DRAWN FROM G.S.GS 4369 SHYS. 5,7 & G.S.GS 4072 N.W. 46 1/3 / 5 1/2, N.W. 48/2

SCALE



STIRLINGS DROPPING WINDOW TO SIMULATE A DIVERSION FORCE

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TIMES OF NAUTICAL AND CIVIL TWILIGHT
(Times Listed are Double British Summer Time)

"P" Time is Morning Civil Twilight at the DZ area and the following table will be used with Timing Schedule when computing times of drop on the Night and Morning of Operation NEPTUNE:

D.B.S.T. "FLATEBUSH" (Figured Position 50° 30'N - 02° 30'W)

DATE	-Morning-		-Evening-	
	NAUTICAL TWILIGHT	CIVIL TWILIGHT	NAUTICAL TWILIGHT	CIVIL TWILIGHT
June 1	0416	0521	2358	2256
2	0415	0520	0000	2257
3	0414	0519	0001	2258
4	0413	0518	0003	2259
5	0412	0517	0005	2300
6	0411	0516	0007	2301
7	0410	0516	0008	2302
8	0409	0515	0010	2303
9	0408	0515	0011	2304
10	0407	0514	0012	2305
11	0406	0514	0014	2306
12	0405	0513	0015	2307
13	0404	0513	0016	2300
14	0403	0512	0017	2309
15	0402	0512	0018	2309

D.B.S.T. DZ's & LZ's area (Figured Position 49°30'N - 01°30'W)

DATE	-Morning-		-Evening-	
	NAUTICAL TWILIGHT	CIVIL TWILIGHT	NAUTICAL TWILIGHT	CIVIL TWILIGHT
June 1	0423	0523	2344	2245
2	0422	0522	2345	2246
3	0421	0521	2347	2247
4	0420	0520	2348	2248
5	0419	0519	2350	2249
6	0418	0518	2351	2250
7	0417	0518	2353	2251
8	0416	0517	2354	2252
9	0415	0517	2356	2253
10	0415	0516	2357	2254
11	0414	0516	2358	2255
12	0414	0516	2359	2256
13	0413	0515	2400	2257
14	0412	0515	0001	2258
15	0411	0515	0002	2258

(WORK SHEET ONLY)

TIMING SCHEDULE

101ST AIRBORNE DIVISION PARACHUTE COLUMN
FROM 50TH AND 53RD WING ASSEMBLY POINTS TO
ELKO FOR MISSION:

ALBANY

SERIAL	T.C. WING	53rd AUSTIN	50th ADA	ELKO
8	53rd	P-0554	-	P-0542
9	53rd	P-0548	-	P-0536
10	53rd	P-0542	-	P-0530
11	53rd	P-0536	-	P-0524
12	50th	-	P-0528	P-0518
13	50th	-	P-0522	P-0512
14	53rd	P-0518	-	P-0506
15	50th	-	P-0510	P-0500
16	50th	-	P-0504	P-0454
17	50th	-	P-458	P-0448
Last A/C	50th	-	P-0457	P-0447

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TIMING SCHEDULEPATHFINDER AND 82ND AIRBORNE DIVISION COLUMN FROM
52ND WING ASSEMBLY POINTS TO ELKO FOR MISSION:

BOSTON

	ATLANTA	JURBANK	CLEVELAND	DALLAS	ELKO
1st P/F 101st	P-0655	P-0643	P-0631	P-0619	P-0607
1st P/F 82nd	P-0541	P-0529	P-0517	P-0505	P-0453
1st A/C 82nd	P-0519	P-0506	P-0453	P-0440	P-0427
Last A/C 82nd	P-0424	P-0411	P-0358	P-0345	P-0332

TIMING SCHEDULE101ST AIRBORNE DIVISION AND 82ND AIRBORNE
DIVISION GLIDER COLUMN FROM 53RD WING ASSEMBLY
POINTS TO ELKO FOR MISSION:

CHICAGO - DETROIT

	AUSTIN	ELKO
1st Glider 101st	P-0142	P-0127
Last Glider 101st	P-0137	P-0122
1st Glider 82nd	P-0132	P-0117
Last Glider 82nd	P-0127	P-0112

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TIMING SCHEDULE

ALL PATHFINDER, PARACHUTE AND GLIDER COLUMNS
FROM ELKO TO LANDFALL FOR MISSIONS:

ALBANY - BOSTON - CHICAGO - DETROIT

	ELKO	FLATEBUSH	GALLUP	HOBOKEN	LANDFALL
1st P/F 101st	P-0607	P-0555	P-0544	P-0532	P-0510
1st P/F 82nd	P-0453	P-0441	P-0430	P-0418	P-0356
1st A/C 101st	P-0542	P-0529	P-0517	P-0505	P-0442
Last A/C 101st	P-0447	P-0434	P-0422	P-0410	P-0347
1st A/C 82nd	P-0427	P-0414	P-0402	P-0350	P-0327
Last A/C 82nd	P-0332	P-0319	P-0307	P-0255	P-0232
1st Glider 101st	P-0127	P-0111	P-0056	P-0041	P-0013
Last Glider 101st	P-0122	P-0106	P-0051	P-0036	P-0008
1st Glider 82nd	P-0117	P-0101	P-0046	P-0031	P-0003
Last Glider 82nd	P-0112	P-0056	P-0041	P-0026	P-0002

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TIMING SCHEDULE

82ND AIRBORNE DIVISION GLIDER COLUMN FROM
53RD WING ASSEMBLY POINTS TO LANDING ZONE
AREA FOR MISSION:

"EMIRL"

"P" hour = Civil Twilight (Evening) "D" Day

	AUSTIN	ELKO	FLATBUSH	GALLUP	HOBOKEN	LANDFALL	LZ"4"	LZ"5"
1st Glider	P-0205	P-0150	P-0134	P-0119	P-0104	P-0036	"P"-0030	
Last Glider	P-0135	P-0120	P-0104	P-0049	P-0034	P-0006	"P" hour	

Total Gliders - 150 (122 Horsa, 28 CG4A).

Time length of column - 30 minutes.

Time interval head to head - 10 minutes.

Computed at 115 MPH ground speed.

TIMING SCHEDULE

82ND AIRBORNE DIVISION PARACHUTE COLUMN FROM
52ND WING ASSEMBLY POINTS TO DROPPING ZONE
AREA FOR MISSION:

"FREEPORT"

"P" hour = Civil Twilight (Morning) D/D+1 Day

	ATLANTA	BURBANK	CLEVELAND	DALLAS	ELKO	FLATBUSH	GALLUP	HOBOKEN	LANDFALL	DZ
1st A/C	P-0628	P-0615	P-0602	P-0549	P-0536	P-0523	P-0511	P-0459	P-0436	P-0430
Last A/C	P-0609	P-0556	P-0543	P-0530	P-0517	P-0504	P-0452	P-0440	P-0417	P-0411

Total aircraft - 185.

Time length of column - 19 minutes.

Time interval head to head - 6 minutes.

Computed at 140 MPH ground speed.

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TIMING SCHEDULE

82ND AIRBORNE DIVISION GLIDER COLUMN FROM
53RD WING ASSEMBLY POINTS TO LANDING ZONE
AREA FOR MISSION:

"GALVESTON"

"P" hour = Civil Twilight (Morning) D+1 Day

	AUSTIN	ELKO	FLATBUSH	GALLUP	HOBOKEN	LANDFALL	LZ "4"	LZ "5"
1st Glider	P-0135	P-0120	P-0104	P-0049	P-0034	P-0006	"P" hour	
Last Glider	P-0120	P-0105	P-0049	P-0034	P-0019	P-0009	P+0015	

Total Gliders - 100 (18 Horsa, 82 CG4A). Time interval head to head - 10 minutes.
Time length of column - 15 minutes. Computed at 115 MPH ground speed.

TIMING SCHEDULE

82ND AIRBORNE DIVISION GLIDER COLUMN FROM
53RD WING ASSEMBLY POINTS TO LANDING ZONE
AREA FOR MISSION:

"HACKENSACK"

"P" hour = Civil Twilight (Evening) D+1 Day

	AUSTIN	ELKO	FLATBUSH	GALLUP	HOBOKEN	LANDFALL	LZ "4"	LZ "5"
1st Glider	P-0150	P-0135	P-0119	P-0104	P-0049	P-0021	P-0015	
Last Glider	P-0135	P-0120	P-0104	P-0049	P-0034	P-0006	"P" hour	

Total Gliders - 100 (30 Horsa, 70 CG4A). Time interval head to head - 15 minutes.
Time length of column - 15 minutes. Computed at 115 MPH ground speed.

TIMING SCHEDULE

82ND AIRBORNE DIVISION PARACHUTE SUPPLY COLUMN
FROM 52ND WING ASSEMBLY POINTS TO DROP ZONE
AREA FOR MISSION:

"INDIANAPOLIS"

"P" hour = Civil Twilight (Morning) D+1/D+2 Day

	ATLANTA	EURBANK	CLEVELAND	DALLAS	ELKO	FLATBUSH	GALLUP	HOBOKEN	LANDFALL	DZ
1st A/C	P-0628	P-0615	P-0602	P-0549	P-0536	P-0523	P-0511	P-0459	P-0436	P-0430
Last A/C	P-0609	P-0556	P-0543	P-0530	P-0517	P-0504	P-0452	P-0440	P-0417	P-0411

Total Aircraft - 185. Time interval head to head - 6 minutes.
Time length of column - 19 minutes. Computed at 140 MPH ground speed.

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TIMING SCHEDULE

PATHFINDER, PARACHUTE AND GLIDER COLUMNS
FROM LANDFALL TO ALL DZ AND LZ AREAS FOR MISSIONS
ALBANY - BOSTON - CHICAGO - DETROIT

Serial	A/B Unit	Group	No. Land- A/C fall	LZ "A"	DZ "B"	DZ "C"	DZ "D"	DZ "1"	DZ "2"	DZ "3"
1	101	PF	3	P0510	P0500					
2	101	PF	3	P0504		P0453				
3	101	PF	3	P0455		P0446				
4	101	PF	3	P0450			P0440			
5	82	PF	3	P0356				P0351		
6	82	PF	3	P0345					P0341	
7	82	PF	3	P0335						P0331
8	101	438	36	P0442	P0430					
9	101	438	45	P0436	P0424					
10	101	436	36	P0430	P0418					
11	101	436	54	P0424	P0412					
12	101	439	45	P0418		P0405				
13	101	439	36	P0412		P0359				
14	101	435	45	P0406		P0353				
15	101	441	45	P0400		P0349				
16	101	441	45	P0354		P0343				
17	101	440	45	P0348			P0336			
18	82	314	36	P0327				P0321		
19	82	314	24	P0321				P0315		
20	82	316	36	P0315				P0309		
21	82	316	36	P0309				P0303		
22	82	315	48	P0303					P0258	
23	82	313	36	P0257					P0252	
24	82	313	36	P0251					P0246	
25	82	442	45	P0245						P0240
26	82	61	36	P0239						P0234
27	82	61	36	P0233						P0228
28	101 G11	434	63	P0013	LZ "E" "P" Hr	LZ "W"	LZ "4"	LZ "5"		
29	82 G11	437	52	P0003			P/0003			

NOTE: All times are "P" Minus unless otherwise shown
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Time interval between parachute groups, head to head, will be six (6) minutes.

Time interval between glider groups, head to head, will be ten (10) minutes.

Time interval between tail of 101st Airborne column and head of 82nd Airborne column will be twenty (20) minutes at landfall.

6. Speeds to be Flown.

Indicated airspeeds for Pathfinder, 150 MPH; parachute column, 140 MPH; glider column 115 MPH enroute to DZ area. Indicated airspeed landfall to DZ 120 MPH for parachute column. Indicated airspeed for Drop will be 110 MPH. Indicated airspeed for all formations back will be 150 MPH.

7. Altitudes.

Altitude from Command Departure Point in England to the target areas will be below 1000 ft. Return altitude will be below 3000 ft. These altitudes are to be used for planning purposes. Details will be announced in Field Order.

8. Payloads.

a. Aircraft (paratroops) - 5850 maximum will not be exceeded. The weight of special equipment such as para-racks, glider pick-up gear, etc, will be included in the above total weight.

b. Gliders -

- (1) CG-4As - 3750 lbs.
- (2) Horsas - 6900 lbs.

Weight of life-rafts will be included in weight authorized for Horsas. Weight of rafts when used in CG-4A glider may be added to authorized weight.

c. ~~T/c~~ aircraft - nil.

9. Formations to be Flown. (See Formation Diagram)

a. Parachute columns - Vee of Vee's, 18 ship squadrons, serials in trail, with six (6) minute intervals between serial lead aircraft.

b. Glider columns - Flights of two two ship elements echeloned to right, elements echeloned to the right, flights in trail with ten (10) minute intervals between serial lead aircraft.

10. Pathfinder Procedure.

Seven (7) serials of three (3) aircraft each will take-off from NORTH WITHAM, fly the same route as the 52nd Troop Carrier Wing to the Naval craft, Turning point, and then proceed on a course as necessary to accomplish their mission of dropping airborne pathfinder teams on the seven (7) selected Drop Zones a minimum of thirty (30) minutes prior to arrival of the main force on each DZ. These airborne Pathfinder teams will set up Eureka beacons and lighted Tees on each DZ and a Bups beacon on each Drop Area. The Pathfinder teams if unable to set up lighted Tee on account of enemy resistance, will fire Verey Pistol signals to guide the main force to the DZ's. If the Airborne Pathfinder teams are neutralized before or after dropping, the leader of the main force into each DZ will be prepared to locate the DZ and the Airborne force will re-establish the light aids for following serials into that DZ.

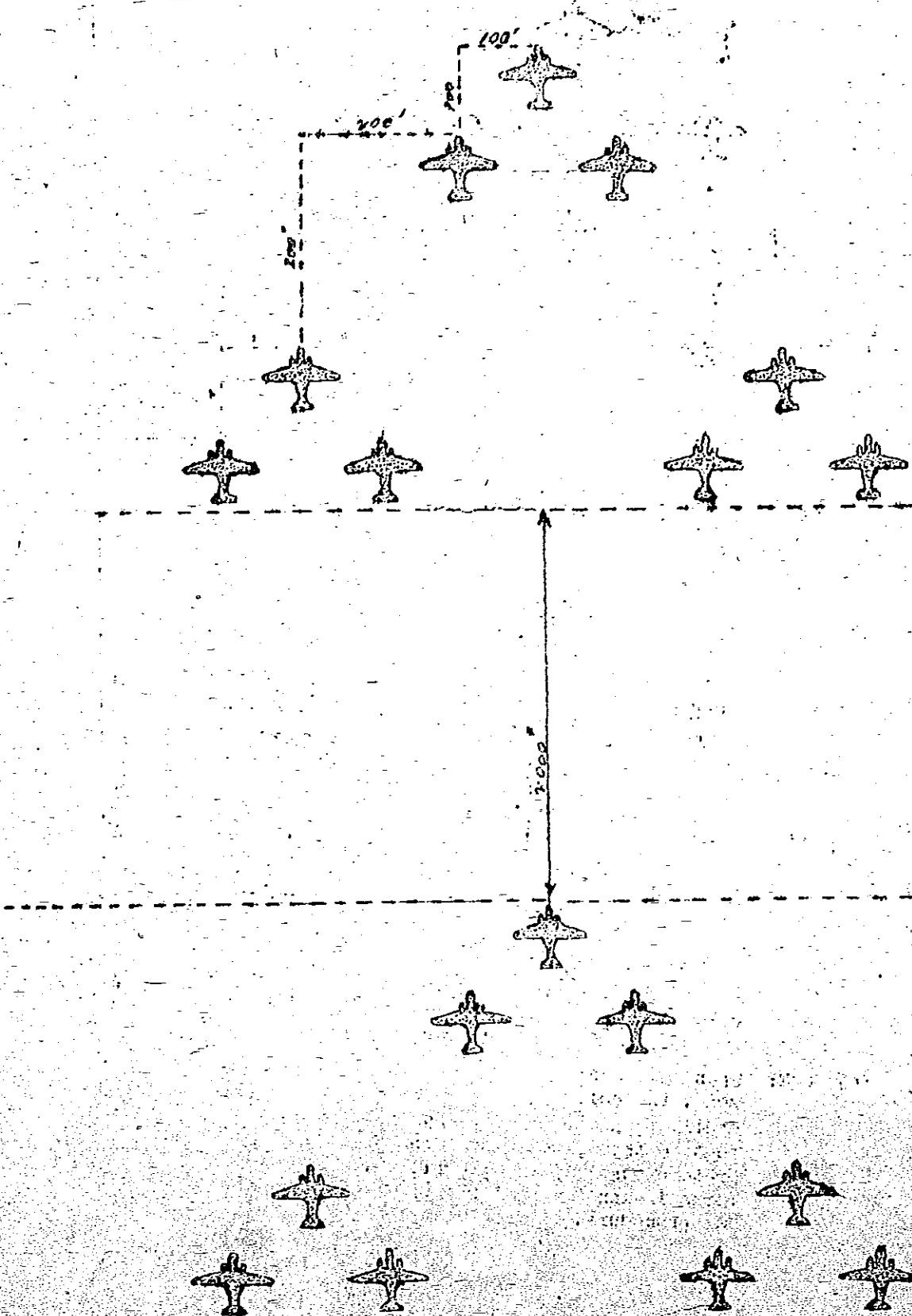
The Airborne Pathfinder Teams will place Eureka Beacons, Smoke signals and Panel Tees at the LZ's for the glider landings.



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APPENDIX "C" TO
ANNEX NO. 12
In 2 Pages
Page No. 1

PARACHUTE INFANTRY
DELIVERY FORMATION



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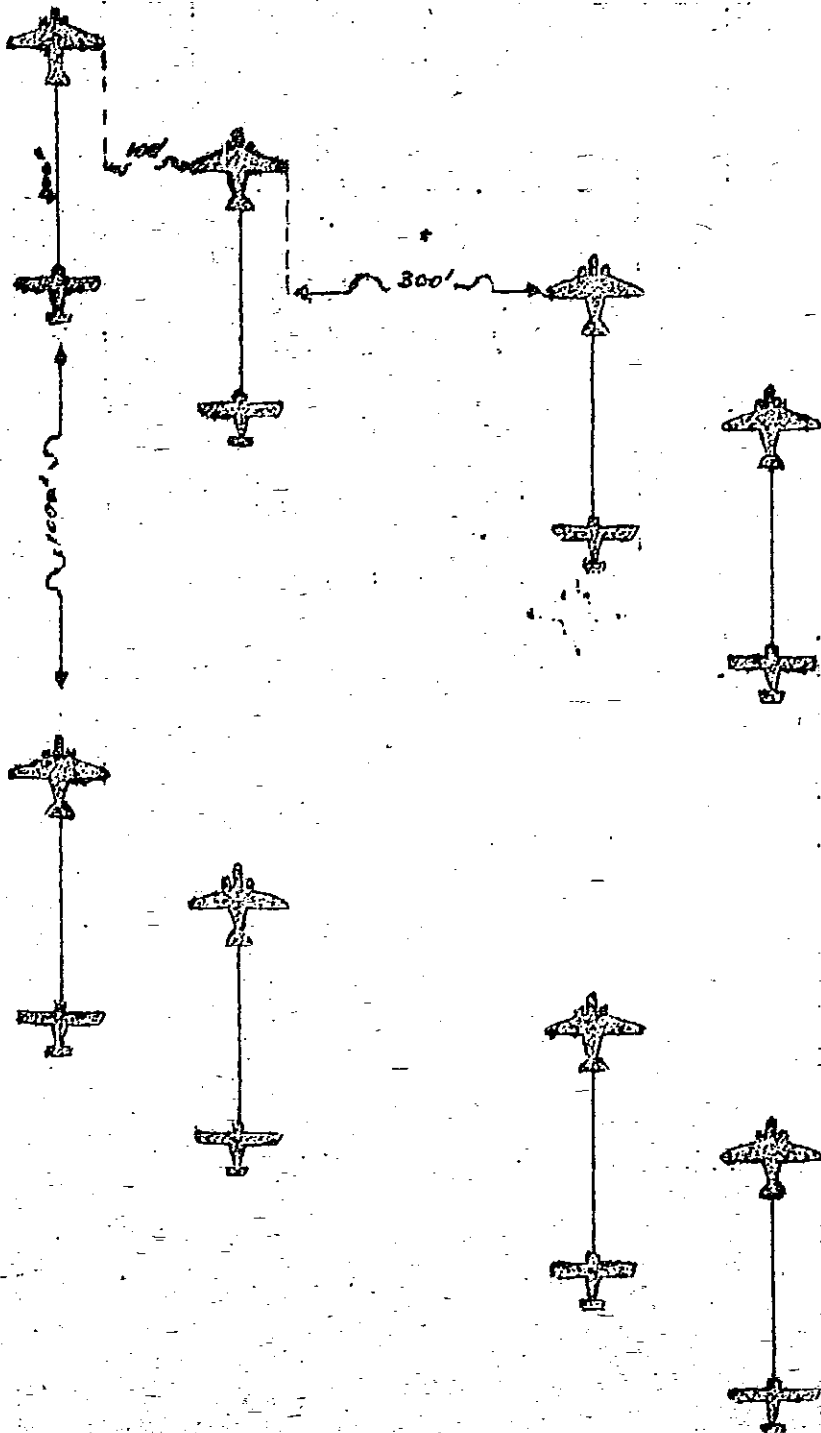


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NEPTUNE-BIGOT

APPENDIX "C" TO
ANNEX NO. 12
In 2 Pages
Page No. 2

GLIDER DELIVERY FORMATION



(* NOTE: Upon approaching the glider landing zone, the columns will separate laterally to a minimum distance of 2000 feet so that landing patterns of separate columns will not conflict. Left turns in landing patterns will be normal procedure.

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11. Diversion Tactics.

A diversion force of Stirlings will fly with the lead aircraft of the serials of the main force and will continue on in a straight line when Troop Carrier Command aircraft turn at the Naval craft marker, and will drop window in such a way that it will simulate serials of approximately 40 aircraft continuing on and simulating a second Troop Carrier force going to a different area.

12. Combat Aviation Support.

MISSION	DATE	TYPE OF AIR SUPPORT	No. of SUPPORTING AIRCRAFT	DIVERSIONS (RCI)
	D-2	Photo recon of DZs and LZs		
	D-1	Bombing (stops prior to darkness)		
ALBANY	D-1/d	Night Fighters Intruders	8 covering column 6 patrolling enemy coast 15 (approx) attacking enemy searchlights, gun positions, etc.	6 a/o Br 38 Gp OTU
BOSTON	D-1/D	(Included in above support for ALBANY)		
CHICAGO	Dawn "D" Day	Night fighters Intruders Photo Recon Day escort Close and area cover smoke	14 aircraft 15 aircraft 8 Squadrons across hostile beach Corridor.	
DETROIT	Dawn "D" Day	(Included in above support for CHICAGO)		
ELMIRA	Dusk "D" Day	Day escort Close & area cover Night fighters (for return flight)	12 Squadrons (approx) Those available.	
FREEPORT	Night of D/D+1	Night Fighters Intruders	Those available. Those available.	
GALVESTON	Dawn D+1	Day escort Close & area cover Photo Recon of DZ & LZs	3 Squadrons (approx)	
HACKENSACK	Dusk D+1	Intruders Day escort Close & area cover Night Fighters	Those available. 8 Squadrons (approx) Those available.	
INDIANAPOLIS	Night of D+1/D+2	Night Fighters	Those available.	

13. Weather.

The complexity of Troop Carrier formations require that visibility of not less than three (3) miles and ceilings of not less than three thousand (3000) feet MSL exist over the route from take-off points to the south coast of England, and that no instrument conditions exist any place on the route. Weather forecasts will be made by the Command Weather Station after conferences with Ninth Air Force Weather Control at UXBRIDGE, and confirmed by weather reconnaissance. Weather forecasts will be disseminated to Wings and Groups over existing

teleprinter lines and operational telephone lines at regular intervals prior to final briefing periods. Route weather reconnaissance is required at approximately four (4) hour intervals commencing F minus 12 hours. Final weather conditions will be announced from Troop Carrier Command Post two (2) hours prior to first take-off.

14. Postponement or Cancellation.

a. Postponement of D Day may be from day to day up to two days in each suitable tidal and lunar period, or for up to twenty-eight days between suitable tidal and lunar periods.

b. Postponement or cancellation will be announced from Troop Carrier Command Post, EASTCOTE, at _____ hours D minus 1.

15. Emergency Landing Fields.

Emergency landing fields will be chosen near the Command Departure point and ambulances and crash trucks will be in readiness.

16. Recognition Procedure.

a. General.

All Ground, Air, and Naval Forces concerned will be informed of:

- (1) Number and type of aircraft and gliders participating.
- (2) Established routes and corridors.
- (3) Timing of aircraft through corridor and over datum points.
- (4) Altitudes enroute to and from DZs and LZs.
- (5) Type of formation.

b. Specific.

- (1) All aircraft will be equipped with Mark III IFF.
- (2) All aircraft will be fitted with VHF, HF W/T and R/T.
- (3) Downward recognition lights showing the color "amber" will be on enroute to the DZs until Ship Marker No. 2 has been reached, at which time they will be turned off and remain off until reaching the same approximate position enroute back.
- (4) Night navigation lights will be left on until passing 10 miles or approximately four minutes beyond the Command Departure Point at FLATBUSH. (See Route Map Overlay.) These lights will be turned on at approximately the same position on return route.
- (5) The procedure for challenging and reply laid down in SD 158 will be followed (Use of Verey Pistols, Aldis Lamps, etc.)

17. Air-Sea Rescue Procedure.

a. The IX Troop Carrier Command will use the air-sea rescue system maintained by Air Ministry and outlined in Air Ministry Confidential Order (AMCO) 445/1944. This system consists of an extensive network of radio listening stations (W/F, H/F, and VHF) high speed launches and amphibian rescue planes. A continuous listening watch is maintained and radar facilities permit the fixing of the position of an Allied aircraft in distress. RAF Coastal Command provides the high speed launches and the amphibian rescue planes which are directed to aircraft or dinghies in the water. During

operation NEPTUNE these fleets will be supplemented by fleets of small launches operating under the control of an air/sea rescue mother ship, lying off the assault areas. Details of air/sea rescue areas, including assistance from naval forces, for operation NEPTUNE are laid down in AEF Air Policy and Operational Instruction No. 5.

18. Composition of Airborne Units to be Lifted. (See Attached Sheets).

19. Glider Pilots.

a. Glider pilots will be organized into tactical formations (i.e. squads, platoons, etc.), prior to departure from home base, and will have senior glider pilot officer designated for Groups and Wings. The employment of glider pilots after landing will be in accordance with Paragraph 6, Memo 50-21, Headquarters, IX Troop Carrier Command, S.O.P. For Troop Carrier - Airborne Operations, dated 2 May 1944. Prompt evacuation of glider pilots will be made in accordance with priority set up by Army Group. This will be accomplished by sea, air or glider pick-up.

20. Glider Pick-Ups.

a. All squadrons of IX Troop Carrier Command have one aircraft equipped with glider "pick-up" gear and three specially trained crews per aircraft to use in event "pick-up" of gliders from LZs on the Continent is possible and desirable after the initial assault.

21. Evacuation of Wounded.

a. Air Evacuation of casualties, in addition to other means of evacuation, will begin at the earliest practicable time. Formal air evacuation will begin approximately at D+15, in accordance with an agreement made between First U S Army, Ninth Air Force, and SOS. Informal evacuation which begins with landing of the first available transport type of aircraft on the far shore and continues until the establishment of the second phase or formal evacuation.

b. MEMBURY and RAMSBURY have been designated as Reception-Centers for evacuation of wounded by air. Alternate airfields adjacent to hospitals will be selected at a later date.

c. SOS will establish on these fields Holding Stations for reception of casualties.

d. GREENHAM COMMON has been designated departure point for high priority medical supplies. For further details see Section V, Evacuation of Casualties.

22. Build-Up on Continent.

a. One officer of IX Troop Carrier Command Headquarters will depart with Headquarters, Ninth Air Force so as to arrive on the Continent approximately D+2 to coordinate Troop Carrier activities in the early phases of the operation. It is planned to move Troop Carrier Command Post personnel to the continent by organic aircraft at the earliest practicable date.

b. Over-all Ninth Air Force Plan does not provide for allocation of airfields to IX Troop Carrier Command prior to D+60. However, to meet requirements of Air Forces and evacuation of wounded, it is contemplated that joint occupancy of available airfields with units of the Ninth Air Force will be authorized.

23. Supply by Air.

a. Copy of SHAEF Operation Memorandum No. 29, subject: Supply by Air, dated 29 April 1944:

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DZ ABCD (see Overlay)
DZ 1, 2, 3 " "

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NEPTUNE - BIGOT

19 May 1944
HQ, IX US

AIR MOVEMENT TABLE - PATRIOTERS
FORM A
OPERATION NEPTUNE

Serial designation of (include airborne unit (serial CO))	USMCC Unit	No. of A/C	No. of Gliders	Chalk	Take-off Airfield	DZ	A/C available for load- ing	Equipment loading completed for by	Engine time completed	Time of drop	Remarks
1 101st P/F	1st P/F	3			N. WITHAM A						P-0500
2 101st P/F	1st P/F	3			N. WITHAM C						P-0455
3 101st P/F	1st P/F	3			N. WITHAM B						P-0445
4 101st P/F	1st P/F	3			N. WITHAM D						P-0440
5 82nd P/F	1st P/F	3			N. WITHAM 1						P-0351
6 82nd P/F	1st P/F	3			N. WITHAM 2						P-0341
7 82nd P/F	1st P/F	3			N. WITHAM 3						P-0331

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NEPTUNE - BIGOT

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IZ "A" (See Overlay)
 IZ "B"
 IZ "C"
 IZ "D"

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 FOR
 OPERATION NEPTUNE
 MISSION "ALBANY"

19 May 1944
 Hq, 101st A/B Div.

Serial	Airborne Unit (includes designation of Serial CC)	USMC Unit	No. of a/c	No. of Gliders	Chalk	Take-off airfield	IZ	a/c available for load- ing	Ex-plant a/c ready for load- ing	Explaining completed	Time take off	Time of drop	Remarks
8	2nd Bn 502d Precht Inf +	438th Gp	36		1-36	GREENHAM COMBONS						P-0430	6 racks
9	502d Precht Inf (-1 & 2 Bns)	436th Gp	45		37-81	"	A					P-0424	"
10	1st Bn 502d Precht Inf. +	436th Gp	36		1-36	MEMBURY	A					P-0418	"
11	377th Precht Pa Bn + Det. 326th AB Med Co. Supply	436th Gp	48) 1) 5)	--54	37-90	MEMBURY	A					P-0412	"
12	506th Precht Inf. (-2&3&4 Bns)	439th Gp	45		1-45	UPPOTTERY C						P-0405	"
13	2d Bn 506th Precht Inf +	439th Gp	36		46-81	UPPOTTERY C						P-0359	"
14	3d Bn 501st Precht Inf + Div Hq, Div Sig & Div Art Hq Supply	435th Gp	36) 6) 3)	--45	1-45	WEIFORD C						P-0353	"
15	501st Prt Inf (-2&3&4 Bns)	441st Gp	45		1-45	MERRIFIELD B						P-0349	"
16	2nd Bn 501st Precht Inf + Co "C" 326th AB Engr Bn (-1st & 3rd Plats) Det 326th AB Med. Co. Supply	441st Gp	36) 4) 1) 4)	--45	46-90	MERRIFIELD B						P-0345	"
17	3rd Bn 506th Precht Inf + 1&3 Plt Co C 326 AB Eng Bn Supply	440th Gp	36) 6) 3)	--45	1-45	BREWER D						P-0336	"

Note: Space ships at all fields should be secured and 6 racks. ~~TOP SECRET-NEPTUNE BIGOT~~

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Date: 15 May 1944
Hq 82d A/B Div.

SECRET REPORT
AIR SUPPORT TABLE
PARACHUTE
FORCE
OPERATION NEWTON
MISSION - "POSITION"

Serial	Airborne Unit (include designation of serial Co)	USMC Unit	No. of	No. of	Chalk	Take-off	DZ	A/C	Available to drop	ready	Explaining	Rise	Drop	Remarks
			Gliders	Gliders		airfield			for load-	completed	completed	time	time	
									ing	for	explaining	drop	drop	

18	2nd Bn 505th Para Inf	314th Co	36		1-36	SLEBY	1							P-0321
----	-----------------------	----------	----	--	------	-------	---	--	--	--	--	--	--	--------

19	Begt Hq Co 505th Para Inf + Co B (-) 307th A/B Eagle Bn Ochd Co 307th A/B Eagle Bn Platoon 82d A/B 83d Co Hq & Hq 3rd Div Art	314th Co	9) 6) 4)---24 3) 2)		37-45 46-51 52-55 56-58 59-60	SLEBY	1							P-0315
----	---	----------	---------------------------------	--	---	-------	---	--	--	--	--	--	--	--------

20	3rd Bn 505th Para Inf	316th Co	36		1-36	COLEMAN	1							P-0309
----	-----------------------	----------	----	--	------	---------	---	--	--	--	--	--	--	--------

21	1st Bn 505th Para Inf	316th Co	36		37-72	COLEMAN	1							P-0305
----	-----------------------	----------	----	--	-------	---------	---	--	--	--	--	--	--	--------

22	1st Bn 506th Para Inf Begt Hq 506th Para Inf 1st Lt Co 307th A/B Eagle Bn	315th Co	36) 3)---48 3)		1-36 37-45 46-48	SLEBY	2							P-0258
----	---	----------	----------------------	--	------------------------	-------	---	--	--	--	--	--	--	--------

23	2nd Bn 508th Para Inf	313th Co	36		1-36	FULLER	2							P-0252
----	-----------------------	----------	----	--	------	--------	---	--	--	--	--	--	--	--------

24	3rd Bn 506th Para Inf	313th Co	36		37-72	FULLER	2							P-0246
----	-----------------------	----------	----	--	-------	--------	---	--	--	--	--	--	--	--------

25	1st Bn 507th Para Inf Begt Hq 507th Para Inf +	442nd Co	36) 9)---45		1-36 37-45	FULLER	3							P-0240
----	---	----------	----------------	--	---------------	--------	---	--	--	--	--	--	--	--------

26	2nd Bn 507th Para Inf	51st Co	36		1-36	FULLER	3							P-0234
----	-----------------------	---------	----	--	------	--------	---	--	--	--	--	--	--	--------

27	3rd Bn 507th Para Inf	51st Co	36		37-72	FULLER	3							P-0228
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+ Indicates 2nd Commander

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REF ID: A66071

IZ "IG" (see overlay)
IZ "W"

AIR MOVEMENT TABLE - GLIDER
FORM 4
FOR OPERATION NEPTUNE
MISSION "CHICAGO"

15 May 1944
Hqs, 101st a/B Div.

Serial	Airborne Unit (include designation of serial CO)	USMC Unit	No. of A/C	No. of Gliders	Chalk	Take-off Airfield	a/c available for load- ing	Equipment A/C ready for load- completed for	Explaining Time completed take Drop off	Remarks
--------	--	-----------	------------	----------------	-------	-------------------	-----------------------------	---	---	---------

28	Div Hq +	434th Gp	58	(3 CG4a (7 Horsa	1-3 5-11	ALLER- MASTON	E			"p" Hour
	Div Sig			(1 CG4a (6 Horsa	4 12-17		E			
	Btries A & B 81st AB Aa Bn			25 Horsa	18-42		E			
	Det 326th AB Med Co			3 Horsa	43-45		E			
	Vehicles 502a Precht Inf			3 Horsa	46-48		E			
	Vehicles 506th Precht Inf			3 Horsa	49-51		E			
	Vehicles 377th Precht PA Bn			3 Horsa	52-54		E			
	Det 326th AB Med Co			1 Horsa	55		E			
	Vehicles 501st Precht Inf			3 Horsa	56-58		E			

+ indicates serial commander.
NOTE: CG4a Gliders to head column.

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REF ID: A66071

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IZ "4" (See overlay)
IZ "5" (See overlay)

AIR MOVEMENT TABLE - GITTER
FORM A
OPERATION NEPTUNE
MISSION "DETROIT"

15 May 1944
Hqs, 82nd A/B Div.

Serial designation of unit (include)	USFCC Unit	No. of Gliders	Take-off airfield	IZ	A/C available for load	Equipment loading completed for	A/C ready for	Englaring completed	Time of take off	Time of drop	Remarks
--------------------------------------	------------	----------------	-------------------	----	------------------------	---------------------------------	---------------	---------------------	------------------	--------------	---------

29	Btries A & C 80th A/B A/B Bn	437th Gp	52	26	Horsa	RAMSEY	4	4				
	Btry B, 80th A/B A/B Bn			13	Horsa		5					
	82nd A/B Sig Co			3	CGA		4					
	Hq, Hq Co. Sig Co 82nd AB Div			3 CGA 4 Horsa			4					
	ASP (glider)			2	CGA		4					
	319th GI PA Bn 320th GI PA Bn			1	Horsa		4					

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AIR MOVEMENT TABLE - GLIDER

FORM A

OPERATION NEPTUNE

Date: 1 May 1944
Hq, 82nd A/B Div

Ser- ial	Airborne Unit (include designation of Serial CO)	USOC Unit	No. of A/C (chalk)	Nos of Gliders	Take-Off Airfield	EZ or LZ	A/C and Gliders available for loading	Equipment Loading Completed by	Chutes Issued by	A/C and Gliders ready for enplaning	Time of Take-off	Time Landing	Remarks	
														CG-44
<u>ELMIRA - "D" Day Dusk</u>														
30	82nd A/B Sig Co Hq 82nd A/B Div 307th A/B Med Co 82nd Rcn Plat ASP (prcht)	438th Gp	50	1	9	GREENHAM	4						P-0030	
					9	COMMONS								
					11	18-35								
				2										
31	319th GI FA Bn 307th A/B Med Co 82nd A/B Div Arty 320th GI FA Bn Co A 307th A/B Engr Bn	436th Gp	50	1	40	REMBURY	4							
					1									
					1-2	2-48								
					4									
				1										
32	320th GI FA Bn	435th Gp	50	12	38	WELFORD	4							
<u>GILVESTON - D+1 Dawn</u>														
33	Co A 307th A/B Engr Bn 1st Bn 325th GI Inf	437th Gp	50	4	3	REMBURY	5							P Hour
					28-32	15-16								
34	Co A 307th A/B Engr Bn 82nd A/B Div Arty 82nd Rcn Plat Hq 325th GI Inf Cos E, F 325th GI Inf 2nd Bn 325th GI Inf	434th Gp	50	2	5	GILVESTON	5							
					2-40									
					18									
				2										
				11										

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SUPPLY BY AIR1. Object.

a. The object of this memorandum is to prescribe:

- (1) the policy for the use of aircraft for carrying supplies and personnel during forthcoming operations,
- (2) the procedure to be adopted in submitting demands for this service, and
- (3) the respective responsibilities of the Ground and Air Forces in meeting the demands which will be made to them.

2. Scope.

The policies expressed in this memorandum apply to the air movement of personnel and stores/supplies for all forces other than Airborne Forces.

3. Definitions.

For the purposes of this paper:

a. Supply by Air is an overall title and refers to the transport of by air of all types of stores/supplies, reinforcements/replacements, etc., and includes both Scheduled and Emergency supply.

b. Scheduled Supply by Air is intended to refer to the use of aircraft on a scheduled basis for meeting predetermined commitments for the carriage of stores/supplies or personnel from an air base, base depot or rear area to a forward base, depot or operational headquarters. Those commitments can normally be anticipated and planned for prior to the commencement of operations or phases thereof.

c. Emergency Supply by Air is used to describe the employment of aircraft for meeting emergency demands for the carriage of stores/supplies or of the operational theatre. These demands are normally the result of unforeseen and/or unexpected operations requiring the urgent movement of supplies or personnel and cannot be planned for in advance.

4. General.

a. The use of aircraft for Scheduled Supply by Air will be authorized for the conveyance of staff officers and couriers, official despatches and Press material, and of certain categories of Navy, Army and Air Force stores/supplies which, by reason of their nature, and the urgency with which they are required from day to day, should be carried by air. Examples of such items are Aircraft On Ground (AOG) spares, special Ordnance stores/supplies and medical supplies, particularly blood and anything of a perishable nature.

b. The use of aircraft for Emergency Supply By Air will be authorized only

- (1) as a priority task for the purpose of meeting the need for urgent movement of particular stores/supplies when other means of transportation are not immediately available or are impracticable in the conditions prevailing.
- (2) for the maintenance of a fighting formation/unit in the field when, for operational reasons, the normal means of maintenance are considered too slow, or they have broken down, or have been interrupted by the enemy, or
- (3) for the movement of the air echelons of air force formation/units, ground staff, and/or military reinforcements/replacements.

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c. As long as the air situation makes it necessary to restrict the entry of transport type aircraft into the Continental theatre of operations, Supply by Air will be carried out only when authorized by the Air Commander-in-Chief, AEF, acting on the advice of the appropriate Tactical Air Force Commander.

5. Availability of Transport Aircraft.

a. The employment of all transport and troop carrier aircraft is subject to the overriding control of the Supreme Commander who will, if necessary, allot aircraft to specific Ground or Air Force Formations/units for a specific purpose and time.

b. First priority for the employment of all heavy transport and troop carrier aircraft controlled by Commanding General (CG) IX Troop Carrier Command and the Air Officers Commanding (AOC's) 46 and 38 Groups will normally be given to airborne operations. Should there be simultaneous demands for emergency movement of supplies or personnel by air which conflict with the requirements of airborne operations, the allocation of the aforementioned aircraft to meet these demands will only be made with the authority of the Supreme Commander.

c. From the commencement of operations, a limited number of heavy transport aircraft (unsuitable for airborne operations, and light communication, etc, aircraft controlled by CG Ninth Air Force and AOC 46 Group, will be available to meet Supply by Air commitments on a limited scale in the AMERICAN and/or BRITISH areas respectively.

6. Limitations of the Use of Aircraft.

The use of aircraft for Supply by Air will, at all times, be dependent on the following considerations:

a. Availability of airfields. Except in the event of supply dropping or glider operations, the employment of aircraft for Supply by Air will be limited in the opening phases of operations to a very considerable degree by the number and size of airfields and landing strips available on the Continent, all of which will be fully occupied by the Tactical Air Forces. The movement of aircraft engaged on supply missions into or out of these airfields or strips might therefore be an impediment to air operations and will be authorized only if, in the opinion of the Army and Air Force Commanders concerned, the need for Supply By Air outweighs all other considerations.

b. Degree of air superiority. Until a reasonable degree of air superiority has been obtained, the use of aircraft for landing or dropping stores/supplies in the theatre of operations will not, except in most urgent circumstances, be undertaken in daylight, without fighter escort. In the opening phase of operations, when the fighter force is fully occupied with its tactical role, the provision of special fighter escort will normally be impracticable and the necessity for their employment will, in any case, be an additional limiting factor to the number of transport type aircraft which can be used and the range at which they can operate.

c. Availability of supply dropping equipment. The use of aircraft for supply dropping will always be regulated or influenced by the availability of specialist supply dropping equipment.

d. Weather. Apart from the considerations enumerated above, the use of aircraft for Supply by Air will at all times be dependent on the weather.

7. Procedure for Demanding Supply By Air.

a. General. All demands for Scheduled and Emergency Supply by Air will be submitted to a Combined Air Transport Operations Room (CATOR) to be established and controlled by Hq, AEF.

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b. Bids. Whenever possible advance bids will be made during planning and will be accompanied, if practicable, by detailed loading tables, showing the nature and quantity of stores/supplies and consolidated weight figures. These bids will be supported by confirmatory demands on CATOR at the time that the lift is required and will on both occasions be duplicated through normal Navy, Army and Air Force channels to the formations/units or authorities responsible for providing the stores/supplies which are being demanded. Copies of bids for Emergency and Scheduled Supply will be forwarded to SHAEF (G-4 Mov & Tn) and in the case of Emergency bids to SHAEF (G-3).

c. Coordination. Demands for Supply by Air will only be made by a Naval or Army Hq after full consultation with the Air Force Hq with which they are operating. The best solution to air tactical problems and local co-ordination of priorities will thus be insured before demands are submitted.

d. Procedure for ANXF - Tactical Air Force - Army Groups. ANXF and Tactical Air Forces will submit their demands for supply by air DIRECT to CATOR and ARMY GROUPS THROUGH their respective Tactical Air Forces.

e. Procedure for Armies - Composite Groups - Air Support Commands. If Supply by air is required by Armies/Composite Groups/Air Support Commands their demands will be passed through the appropriate Army Group/Tactical Air Force. Since however C-in-C 21 Army Group is responsible for the command and supply of both British and American ground forces in the initial phase of operations FIRST US ARMY will co-ordinate requirements with HQ 21 Army Group and not with FUSAG for as long as this period lasts.

f. Procedure for HQ 85 Group. If Supply by Air is required by HQ 85 Group during the period that units of that Group are operating under the control of HQ Second Tactical Air Force, their demands will be submitted through the latter Headquarters. At a later stage, when HQ 85 Group are established on the Continent and are fully responsible for the command and supply of their own units, they will forward demands directly to CATOR.

g. Procedure for Subordinate Army/Air Force Formations/Units. If Supply by Air is required by any other Ground or Air Force formation/unit in the field, they will submit their demands through the normal channels of command to the appropriate Army Group/Tactical Air Force who will transmit them to CATOR if approved. In the case of Emergency Supply to ensure that such messages are passed with the minimum of delay the use of Air Support Signals Unit (ASSU) channels will be authorized in any area where they are available.

h. Co-ordination of demands. The co-ordination of appropriate demands for supply by air will be the responsibility of CATOR who will -

- (1) arrange for the introduction of all Scheduled Air/Routine Courier Services, and the provision of all aircraft required to meet Emergency demands.
- (2) arrange with HQ AEAFF for the provision of fighter escorts as necessary.
- (3) notify supply organizations of the location of airfields and the time at which supplies are to be delivered.

i. Communications. All demands will be signalled to HQ AEAFF for CATOR and will state tonnage, lift and time and place delivery is required. Whenever Emergency Supply by Air is to be made to an area where there is no recognized airfield or where supply dropping or glider operations are to be carried out, demands will be submitted on a special signals form, specimens of which will be issued later as appendix 'A' to this Memorandum.

8. Procedure for Booking Individual Air Passages and Items of Freight.

Administrative instructions will be issued by SHAEF to insure the co-ordination of demands for individual air passages or items of freight by

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Scheduled Air/Routine Courier Service and to include the procedure for making reservations and for controlling priorities.

9. Build-up Control Organization.

The Build-up Control Organization (BUCCO) is not an authorized bidder for air lift but may, in the initial phase of operations, recommend the emergency use of aircraft to any of the Hq enumerated in sub-paragraph 7 d. above. If the recommendation is accepted, the appropriate Hq will submit its demand to CATOR in accordance with the procedure laid down in the foregoing paragraphs.

10. Priorities.

a. If either Scheduled or Emergency demands for Supply by Air are in excess of the aircraft resources available at any particular time, and this shortage cannot be resolved, Hq, AEAFF, will refer the matter to SHAEF for a decision on priorities.

b. In order that Hq authorized to demand Supply by Air may regulate their demands and coordinate their priorities, CATOR will be responsible for notifying TACTICAL AIR FORCES from day to day the estimated air lift available on the following day. Copies will be furnished SHAEF (G-4 Mov & Trn).

11. Selection of Airfields and Dropping Zones (DZs).

a. The selection of Supply Loading/Base Supply airfields to serve base depots in the UK will be the responsibility of AEAFF, in consultation with the War Office and ETOUSA, and the selection of Supply Loading/Base Supply airfields to serve Advanced Base depots on the Continent will be the responsibility of Ninth Air Force and 25 Group in consultation, as necessary, with FUSAG, or Commanding General, Communications Zone, and 21 Army Group respectively.

b. The selection of delivery airfields in forward areas will be decided after consultation between the Ground and Air Force formations/Units making the demand.

c. The selection and marking of Dropping Zones (DZs) will be performed by the formations/Units demanding supplies after consultation with an Air Force liaison officer if provided. Marking of DZs will be in accordance with the procedure laid down in the "Combined Panel Code and RAF Airfield Control Signals 1943" (issued to RAF holders as CP 3031A). If it can be arranged beforehand, the details and equipment to insure positive and alternative communications and ground marking will be effected between Ground and Air Hq.

12. Responsibility for Ground Organization.

a. British - When stores are being provided from British sources, the packing and arranging for their movement from depots and/or transit dumps to supply loading airfields, and provision of vehicles and personnel to assist in loading, will be the responsibility of the supply organization meeting the demand.

b. US - When supplies are being provided from US sources the movement of these supplies from depots to Base Supply airfields will be the responsibility of the supply organization meeting the demand. The packing and handling of supplies at Base Supply airfields will be the responsibility of CG, Ninth Air Force.

c. The reception, weighing and loading of stores/supplies at Supply Loading/Base Supply airfields and unloading at delivery airfields will be the responsibility of CG, Ninth Air Force and AOC 46 Group, who are to provide Air Freight Centres (US) or Air Despatch Receipt Units (ADRU) (British) at selected airfields for this purpose.

d. Clearance of stores/supplies from delivery airfields to forward depots or holding units, and provision of personnel, when necessary, to assist in

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unloading, will be the responsibility of the Hq demanding the stores/supplies. In the case of Emergency Supply by air to formations/units in the field, arrangements for the unloading and clearance of stores/supplies from delivery airfields or LZs will be the responsibility of the formation/unit being supplied by air.

13. Responsibility for the Provision and Recovery of Equipment.

a. Whenever supply dropping is to be carried out, the provision of panniers will be the responsibility of the supply organization and the provision of special containers, parachutes and roller conveyors will be the responsibility of CG, Ninth Air Force and AOC 48 Group.

b. Arrangements for the recovery of parachutes, panniers, and special containers from LZs are to be made by the formations/units receiving the stores/supplies in conjunction with the Ground or Air Force Hq which originated the demand. The appropriate Hq will then be responsible for returning this equipment to the UK or elsewhere as specified as soon as possible through normal movement channels.

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b. Loads

In order to reduce or increase number of aircraft necessary to a particular resupply lift the following loads are to be considered:

- (1) Para-drop re-supply using 1 LZ, aircraft loaded with 3 bundles approximately 300 lbs each plus six para-racks at 300 lbs each - each aircraft will carry approximately 2700 lbs.
- (2) Load to consist of six para-rolls and six bundles of approximately 300 lbs each to be dropped on two LZs in direct line of flight with each other - with this method 3600 lbs per aircraft can be carried.
- (3) Third method would be the employment of gliders for re-supply carrying three bundles at 300 lbs in each tug aircraft and a glider load of 3750 lbs. Total load would be approximately 4650 lbs.

c. Automatic (Fixed Re-Supply).

Schedule for automatic re-supply are 2 days requirements to 500,000 lbs per day for 82nd A/B Division.

d. Emergency Re-Supply.

To meet emergency re-supply for A/B Division or other isolated ground units, the SOS and IX Service Command have stocked the designated re-supply airfield with the following:

UNIT	DAYS	PER DAY	TOTAL
101st A/B Div	3	170 tons	510.0 tons
82nd A/B Div	1 and 1/2	249.6	249.6
Two Ranger Bns	3		110.0
One R.C.T.	3		363.0
One Tank Bn	3		184.0
One Inf Bn	3		67.0
One Tank Destroyer Bn	3		104.0

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e. In addition to supplies stocked on fields in ALLERSTON area prior to Y Day, the following listed 1 day's requirements for 52nd Airborne Division will be stocked on fields to be designated by 52nd Troop Carrier Wing:

Night of D and D+1 (First re-supply mission)

Night D/D+1 Automatic "FRESHO"

139 Aircraft 52nd TC Wing
 Approx 3600 lbs per aircraft - to be dropped on 2 LZs
 This mission to be staged in the COTTESMORE AREA.

Automatic Air Re-supply for 82nd A/B Division lift the following:

Class I QM (Ration "K")	17.6
Class II Medical	2.0
Signal (spare parts)	2.0
Class III QM (FOI)	5.0
Class IV Ordnance (ammunition)	203.0
Engineer (mines)	20.0
TOTAL	249.6 tons
	or 499,200 lbs

f. Airfields.

Airfields designated for re-supply are:

GREENHAM COLLEGE	ALLERSTON	RAISIBURY
HEMBURY	WILFORD	

g. Responsibility.

- (1) Ninth Air Force has delegated the responsibility of packing, storing, loading and unloading of supplies for air movements to IX AFSC.
- (2) Troop Carrier Command is responsible for delivery of supplies to Airborne Division and other isolated ground units.
- (3) Troop Carrier Command is responsible in augmenting personnel of IX AFSC for unloading for air drop.

Methods of Confirmation.

Re-supply-on-call missions will be confirmed by radio/WT and/or ground panels in accordance with codes specified in the operational plan.

- (1) By Radio/WT. At a stated interval each day, or when possible, the airborne unit will signal that the next scheduled re-supply mission is required or is not required. If required, the signal will indicate the dropping point or points.
- (2) By Ground Panels. At least one reconnaissance mission, for each scheduled re-supply-on-call mission, will be flown and the aircraft should arrive over the probable dropping area at a time stated in the operational plan, to get panel confirmation of the dispatch of such re-supply mission. Five (5) minutes before the reconnaissance planes are due to arrive, and during the time that they are over the drop area, the airborne unit will display appropriate panels indicating that the next scheduled re-supply mission is required or not required. If required, the panel will indicate the dropping point or points. One or both of the reconnaissance aircraft will reply to the panel with a Verco pistol cartridge of any color.

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i. Methods of Dropping Supplies.

Supplies may be dropped from paratroop racks, by panniers and bundles from the doors of aircraft, or by glider.

j. Marking of Supply Dropping Zones.

Supply dropping zones will be marked in accordance with the standard markings for paratroop LZs and glider LZs, as specified in Appendix "E", SHAFI Ops Memo No. 12 "Navigation and Employment of Pathfinder Units". Where equipment specified for such marking is not available, the same configuration will be used with any means which can be improvised.

k. Loading and Briefing.

The loading of aircraft and briefing of crews, for re-supply-on-call missions will proceed as scheduled, unless or until confirmation is received from the airborne unit that the mission is or is not required. The operational plan will indicate the probable location of the drop area, but the final briefing for the dropping point will be based on the radio/WT signal or the reconnaissance report on the ground panels.

1. Emergency Re-Supply by Air to the 101st A/E Division.

(1) The IX Troop Carrier Command will be prepared to furnish on call previously alerted aircraft for the purpose of emergency re-supply by air to the 101st A/E Division. An Air Support Party going in with the 101st glider mission at dawn "E" day will be the responsible agency for initiating requests for re-supply from the assault area. These requests will be sent in coded radio messages directly to Ninth Air Force Headquarters, USPHIDCG. The Ninth Air Force will immediately relay the message to Troop Carrier Command Post, EASTCOME. Unit to accomplish mission will be notified immediately upon receipt of message. Message for emergency re-supply will contain the following information:

- (a) Coordinates of Drop Zones.
- (b) Time of Drop.
- (c) Hertz frequency.
- (d) Color of smoke.
- (e) Type and amount of supplies desired.

(2) Weather at the Drop Zones will be sent directly to the Ninth Air Force, EASTCOME, over the Air Support link from the assault area.

2h. Briefing.

c. Command Briefing scheduled 20 May 1944, 0900 hours at St. Pauls School, HALSTON, TN.

d. All briefing will be deferred until the latest hour consistent with efficient operations. Time of briefing and distribution of Plan (EXTRACT) to lower echelons will be announced by Commanding General, IX Troop Carrier Command. Only such information as is necessary for operational purposes shall be imparted to any individual. (For further instructions, refer to Section I - Intelligence.)

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25. Liaison with Other Services.

a. During the planning phases IX Troop Carrier Command has had liaison officers at the following Headquarters:

AEAF

Ninth Air Force

U. S. 82nd Airborne Division

U. S. 101st Airborne Division

British 1st Airborne Division

b. The following Headquarters had liaison officers at IX Troop Carrier Command during planning phase:

AEAF (Navigation-POL)

U. S. 82nd Airborne Division

U. S. 101st Airborne Division

Hq, 21 Army Group Airborne Troops

Royal Navy - Fleet Air Arm.

c. During the assault and follow-up phases, Troop Carrier liaison officers will be at the following Headquarters:

AEAF

Hq, Ninth Air Force

Hq, U. S. 82nd Airborne Division *

Hq, U. S. 101st Airborne Division *

Hq, 21 Army Group Airborne Troops *

Hq, First U. S. Army Group (Hq Ship)

Navy (AMC-XB) *

* Reciprocal

26. Critique.

a. As soon as the initial planning is completed, IX Troop Carrier Command will hold a critique of the initial assault to be attended by all wing commanders, wing A-3 officers, and other personnel in view of recording of in-depth tactical observations, fresh, and improvement of future Troop Carrier operations.

b. A critique of the Carrier Airborne Critique will be held shortly after the above conference, having in view tactical improvement on continued

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27. Confirmation.

a. Friendly.

- (1) The following has been requested by letter, Hq, IX Troop Carrier Command, dated 10 May 1944 addressed to the Air Commander-in-Chief, Allied Expeditionary Air Forces:
 - (a) Request for Channel Corridor ten (10) miles wide through which Troop Carrier aircraft can fly safely over water without being fired upon by friendly shipping.
 - (b) That the Naval Commander-in-Chief issue necessary instructions to insure that during the scheduled hours of Troop Carrier flights on D minus 1/D day and for subsequent Troop Carrier Missions, Naval and Merchant vessels will not fire on any aircraft on designated Troop Carrier Course in the designated corridor provided and at the approximate altitudes stipulated.
 - (c) Because of the possibility of cripples or stragglers, it is vital that all friendly Army, Navy and other Air Forces be thoroughly briefed in recognition of C-47 aircraft (Dakotas), CG-4A Waco Gliders and Horsa Gliders, and that firing be held to positive identification.

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28. General Additions.

a. Failure to Drop or Release Airborne Personnel or Gliders.

(1) It is the responsibility of Wing and Group Commanders to enforce command policy that no paratroops or gliders are to be returned, in event they fail to locate prescribed dropping zones, all pilots must drop paratroops and release gliders on the Continent, either on DZ or LZ or as near the zones as possible, none will be returned to the United Kingdom.

b. Distinctive Marking (Aircraft and Gliders) for Initial Assault.

(1) Provisions will be made to meet requirements for distinctive marking as set forth in SHAEP Memo No. 23 dated 18 April 1944.

c. SAS Operations.

(1) When directed by AEAF, IX Troop Carrier Command will release approximately 32 CG-4A Gliders to British Airborne Units to meet their requirements for SAS Operations.

d. Safety Equipment.

- (1) All aircraft crews will wear flak suits.
- (2) Mae Wests will be provided for all personnel.
- (3) Each aircraft will carry one 5-man A-3 type life raft.
- (4) Airborne Divisions to furnish their personnel with Mae Wests.
- (5) Horsa Gliders will carry one to four 7-man J type life raft depending on load, these weights to be deducted from authorized payload for Horsa Gliders.
- (6) CG-4A Gliders will carry one (1) A-3 type 5-man or two (2) 7-man dinghies J type, these weights may be added to those authorized.

e. Signal IFF.

(1) AEAF has directed that during this operation all IFF equipment will be turned off.

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SECTION IV - ADMINISTRATION

1. GENERAL

a. The purpose of this Administration Plan is to provide the subordinate units of the IX Troop Carrier Command with the necessary information on the administrative arrangements which are to be carried out for the operation "OVERLORD".

b. Insofar as units of the IX Troop Carrier Command are concerned, the main base of operation "OVERLORD" will be the United Kingdom. In any case where an exception to this rule exists, the unit concerned will obtain from the headquarters to which it is assigned or attached any administrative information which has not been included herein.

c. It is not proposed that units under the IX Troop Carrier Command will move to a concentration area, and therefore units will perform at their home stations the duties required at a concentration area, namely:

- (1) Stage I of vehicle waterproofing.
- (2) Bringing units up to full strength.
- (3) Marking and packing of vehicles.
- (4) Marking and packing of personal baggage and organizational equipment. The use of colored stripes and unit serial numbers is fully described in Headquarters ETO, SOS, publication AG 370.5, 21 July 1943, entitled "Preparation for Overseas Movement".
- (5) Completion of SOSTC Form 8 (Unit Personnel Data) Form 8a (Baggage Data) Form 9 (Unit T/BA Equipment Data) and Form 10 (Unit Vehicle Data).
- (6) Completion of other unit documentation and disposal of unit equipment that will be forwarded overseas at a later date.

SUPPLY

a. Air Bases

- (1) For paratroop operations: Saltby, Spanhoe, Folkingham, Cottecore, Bottesford, Balderton, Barkston Heath, Fulbeck and Janger, or as otherwise designated.
- (2) For glider operations: Weston Zoyland, Upottery, Merryfield, Exeter, Colerne, Aldermaston, Greenham Common, Welford, Ramsbury, and Membury, or as otherwise designated.
- (3) Aerial re-supply operations: Take-off fields for re-supply by air have been designated as Greenham Common, Aldermaston, Welford, Membury and Ramsbury; or as otherwise designated.

b. Operations with British Forces

- (1) In the event of IX Troop Carrier Command taking part in operations with British Forces, it will be the responsibility of the British Air Force concerned to supply all necessary equipment such as containers, panniers, lashing gear, roller conveyors, etc., required for the mission. The supply and transport of the necessary equipment from British sources to IX Troop Carrier Command airfields will be a British responsibility.

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c. Class I Supply

- (1) Normal - Ration returns will be submitted to Service Team Quartermaster.
- (2) Emergency Rations
 - (a) Two (2) "K" and one (1) "D" ration per crew member will be carried in each powered aircraft.
 - (b) One (1) "K" and two (2) "D" rations will be carried by each crew member of glider aircraft.

d. Class II and III and IV Supply (Quartermaster)

(1) Method of Issue

- (a) Normal - Requisitions will be submitted to the Service Team Quartermaster.

(2) Individual Clothing and Equipment

- (a) All personnel participating in the aerial operations will wear and/or carry the following Quartermaster items: (Appropriate items of clothing and equipment issued by other supply branches may be substituted if authorized).

1. Individual Clothing

Belt, web, waist	1 ea
Cap, Wool, knit	1 ea
Drawers, wool or cotton	1 pr
*Gloves, cotton, protective	1 pr
Helmet, steel, w/liner	1 ea
Handkerchiefs	2 ea
*Hood, wool, protective	1 ea
Jacket, field, or Jacket, combat, winter, when authorized	1 ea
Leggings, canvas, protective	1 pr
Socks, protective	1 pr
Shoes, service	1 pr
Shirts, flannel, protective	1 ea
Undershirt, wool or cotton	1 ea
Trousers, wool, OD, protective	1 pr

(* Will be worn when and if ordered)

Individuals being issued herringbone twill protective clothing will wear it over regular shirts, flannel, OD, and trousers, wool, OD.

2. Individual Equipment

Bag, canvas, field, w/strap carrying and suspenders, when authorized	1 ea
Belts, cartridge, belt, pistol, or belts, magazine, BAR	1 ea
*Blankets, wool, OD	2 ea
Canteen (filled)	1 ea
Cover, canteen	1 ea
Cup, canteen	1 ea
Necklace, identification tag w/exten	1 ea
Pouch, first aid, packet	1 ea
Pocket, magazine, IW, or Pocket Carbine	1 ea

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*Shovel, entrenching w/garrier 1 ea
Tag, identification w/name 2 ea

(* Glider-personnel only.

3. Each individual will carry in his field bag, the following items of individual clothing and equipment in addition to that listed under subparagraph 1 & 2 above:

Handkerchiefs	2 ea
Raincoat	1 ea
Toilet articles	(required)
Laces, legging	2 ea
Laces, shoe	1 pr
Socks, wool, light	3 pr
Socks, protective	1 pr
Towel, huck	1 ea
Heat, units, 1½ oz (if available)	4 ea
Can, meat	1 ea
Knife	1 ea
Fork	1 ea
Spoon	1 ea

4. Clothing and Equipment (Flight Nurses)

In accordance with detailed instructions to be issued by Air Evacuation Officer

e. Class II and IV Supply (chemical)

- (1) Individual equipment. Personnel participating in the serial operation will carry in flight and thereafter until return to base, the following items of individual protective equipment:

1 ea	Mask, gas, service, lightweight
2 ea	Eyeshields
2 ea	Sleeve, gas detector
1 can	Impregnate, shoe
1 tube	Ointment, protective
2 ea	Covers, protective
1 tube	Eye ointment, BAL

- (2) Equipment in aircraft. Each powered aircraft to be equipped with two (2) each apparatus, decontaminating 1½ quart. Each glider will be equipped with one (1) such apparatus. Each apparatus to be filled with DANIC (to be refilled if mixture is over two (2) months old).

- (3) Procurement. Through normal channels.

f. Class II and IV Supply (Ordnance)

- (1) Individual equipment. Air crew personnel of aircraft and glider will be equipped as follows:

(a) One (1) each anti-flak suit, M1 Vest and M4 Apron.
(b) One (1) each anti-flak helmet, or suitable substitute.
(c) One (1) each authorized weapon.
(d) One (1) each knife, trench, M3, w/scabbard M8.

- (2) Aircraft Equipment

(a) Each life raft will be equipped in accordance with Ninth AF Memo 175-1, dated 16 December 1943.
(b) Each aircraft will be equipped as follows:

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1. Fifteen (15) day supply of cleaning and preserving material for weapons of the crew (powered a/c only).
2. One (1) each pistol, pyrotechnic, AN-M8 (powered a/c only).
3. Two (2) each Flek seat pads.

(3) Procurement. Through Normal Channels.

g. Class III (A) Supply.

- (1) Location of refilling points - Colerne, Weston Zoyland, Spotttery, Merryfield, Exeter, Salby, Spanhoe, Folkingham, Gottesmore, Bettlesford, Balserton, Barkston Heath, Fulbeck, Langar, Aldernaston, Greenham Common, Kembury, Ramsbury and Welford.
- (2) Replacement - The replacement of aviation fuel and oil will be accomplished through the RAF Equipment Liaison Officer on each of the above stations. Until sufficient reserves of fuel have been stocked on the continent, aircraft of Troop Carrier Command units will depart their home stations fully serviced and will not plan on refueling on continent during the early phases of the operation.
- (3) Service Teams on above airdromes will be prepared to service all aircraft in this operation.
- (4) On each of the airdromes involved, 35,000 gallons of aviation gasoline and 4250 gallons of aviation oil will be required daily. In order to provide for these requirements and to avoid delay, it is planned to supplement all existing bulk storage facilities now existing with sufficient extra fuel and oil in drums to care for these requirements. This additional fuel and oil will be delivered well in advance of contemplated operations to avoid delay due to road congestion in vicinity of airdromes involved. In addition to the above, fuel and oil required for operations, a total of 35,000 gallons of aviation gasoline and 4250 gallons of oil will be provided as a one (1) day emergency supply at each station involved. This emergency supply will be procured and stored on foregoing airdromes at the same time that operating supply is stored.

h. Class IV Supply (Engineer) Engineer Supplies will be obtained through normal supply channels as outlined in Ninth AFSC Memorandum 65-1, dated 8 January 1944 and Hq. IX TCC Memo 65-6, dated 27 January 1944.

i. Class IV (E) Supply

(1) Aircraft

- (a) Each tactical group will be assigned seventy-three (73) C-47 and C-53 aircraft to cover all attrition and reserve. No further assignments to be made.
- (b) Ten (10) tactical groups will be assigned forty (40) gliders (Horsa) each. No further assignments to be made.

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(c) The tactical groups with CG-4A gliders will be assigned one hundred four (104) gliders each. Additional gliders will be drawn through command channels from Ninth AFSC glider pool at Brookham Commons.

(2) Aircraft maintenance supplies

(a) Each tactical squadron will maintain first and second echelon levels of supplies for C-47 and C-53 aircraft. All replenishment of these levels will be drawn from the Air Corps Supply Officer of the Ninth AFSC Service Team Group assigned to the Tactical Group.

(b) All glider maintenance parts will be drawn from the Air Corps Supply Officer of the Ninth AFSC Service Team or Group assigned to the Tactical Group.

(c) All third and fourth echelon repair and maintenance will be turned over to the Ninth AFSC units.

(3) To meet emergency maintenance problems, tactical units may request assignment of Mobile R & R Squadrons from Ninth AFSC.

J. Class V Supply (Ordnance)

(1) Individual - Each crew member of powered aircraft will be equipped with one basic load of ammunition and each crew member of the glider with two basic loads of ammunition as outlined in Ninth Air Force Memorandum 140-9.

(2) Aircraft - Each aircraft will carry a minimum of three (3) each type cartridge, signal, 1 1/2" that are being used as colors of the periods or for recognition. Each life raft will be equipped with British cartridge, signal, 1", red MK XII T in accordance with Ninth Air Force Memorandum 175-1.

(3) Procurement - Ammunition and pyrotechnics will be procured through regular ordnance supply channels.

k. Class V Supply (Chemical) - Procurement will be normal with the exception of operational smoke munitions for which request will be submitted to the appropriate Wing Chemical Officer.

l. Signal Supply - Through normal channels.

m. Water - A minimum reserve supply of 5 gallons will be carried in each powered aircraft.

3. EVACUATION

a. Casualties - See SECTION V.

b. Casualty Reports - Battle and non-battle Casualty Reports and Missing Air Crew Reports should be submitted in strict compliance with Memo 35-6, Hq. Ninth Air Force, dated 15 February 1944 and Memo 35-25, this headquarters, dated 25 April 1944, covering all Army Air Forces casualties. Reports on casualties sustained by Airborne units will be the responsibility of the Airborne unit commander concerned.

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c. Burial - Provisions of Administrative Cir 86, Hq SOS, ETOUSA, 24 November 1943, Memo 125-3, Hq IX AFSC, 9 December 1943, and Memo 125-2, this Headquarters, will govern. Units in the southern area under the jurisdiction of this command, will utilize facilities of Brookwood Cemetery, Woking, Surrey, and those units in the Northern area under the jurisdiction of this Command will use the Cambridge American Military Cemetery, Cambridgehire.

d. Salvage - Salvage clothing will be turned over to the Service Team Quartermaster for reissue of new clothing. All other types of Quartermaster Salvage will be turned over to the Service Team Quartermaster for final disposition.

e. Glider Pilots - Evacuation of glider pilots from the continent to the United Kingdom will be of the highest priority as established by AEF and will be executed in accordance with Standing Operating Procedure to be published, and in accordance with pertinent information imparted personnel concerned at final briefing.

4. TRAFFIC - Traffic control will be in accord with existing regulations.

5. TRANSPORTATION

a. Air transportation will be provided for air evacuation of casualties. (See SECTION V)

b. Motor transportation - Transportation requirements of tactical units will be met with their assigned vehicles insofar as possible. Additional requirements will be obtained from the servicing IX AFSC QM Truck Companies.

6. AIRDROME MAINTENANCE AND REPAIR

a. Airdrome maintenance will be accomplished in accordance with Hq. SOS, ETOUSA Cir No. 2, Post Utilities, dated 6 January 1944.

b. As outlined in Hq SOS, ETOUSA Cir No. 2 (Construction and Quantity No. 2) 1 February 1943, "Emergency Repair Plans for USAAF Installations," in the event of need for emergency repair due to enemy action or other causes, the station commander will advise the District Engineer of the damage by the quickest possible means, who will effect the necessary repairs at first priority. If the District Engineer is not available, the Station Commander will advise the Base Section Engineer direct. A similar report will be communicated to the Command Engineer. All available help will be given to effect the immediate repairs.

7. PERSONNEL

a. Baggage and Personnel Effects of Dead, Missing in Action and Deserters.

- (1) Lost or unclaimed baggage, personal effects of persons reported dead, missing in action and deserters will be shipped to the Effects Quartermaster in accordance with Adm Cir No 60, Hq, SOS, ETOUSA, dated 25 October 1944, as amended by Adm Cir 87, Hq, SOS, ETOUSA, dated 25 November 1943.

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8. MISCELLANEOUS

a. Strength Reports

- (1) Status Reports, Combat Crew Personnel, Form 110 and augmented by casualty section of Form 110B, will be submitted by teletype to this Headquarters by each Wing Headquarters, giving breakdown of combat personnel by group, utilizing the coding system now in effect for subject report. This status report will be submitted as of 1700 hours daily.
- (2) Consolidated Station Morning Report will be submitted daily, by courier, as of 2359 hours, so as to reach this Headquarters not later than 1400 hours the following day.

b. Personnel Replacements

- (1) Non-flying. Specific requisitions will be submitted to fill contemplated requirements at any time when the need, not previously acted upon, is apparent.
- (2) Aircrews. Normal flow of attrition crews is expected to offset shortages. Wing commanders will employ assigned combat crews to meet tactical demands. Emergency requisitions will be submitted by teletype to this Headquarters, as required.

c. Leaves, furloughs, and passes will be provided at the discretion of unit commanders subject to their existing regulations on this subject from higher headquarters.

d. Awards and Decorations - Recommendations will be submitted in accordance with existing policies and procedures.

e. Finance Service

- (1) Finance service will be provided by the IX AFSC.
- (2) Reciprocal Aid and Lend Lease reporting will be in accordance with USAF Regulation No 30-1, dated 8 February 1944.
- (3) Payment for Supplies, Services and Civilian Labor will be in accordance with the provisions of "ETO Procurement Regulations" and "ETO Labor Regulations".

f. Chemical defense plans and disposition of individual and organizational chemical warfare equipment and supplies must provide for operating under gas conditions at both advance and rear bases and while in transit. Provisions of Memo 135-6, Hq, Ninth AF, 23 December 1943, subject "Chemical Defense Plans", will be complied with at all times.

g. Laundry, dry cleaning and shoe repair - to be turned over to the Service Team Quartermaster in accordance with Adm Cir 51, Hq, SOS, ETOUSA, dated 8 March 1944.

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SECTION V - EVACUATION OF CASUALTIES

1. MISSION

a. The medical mission of IX Troop Carrier Command units will be to provide emergency medical facilities for the reception in the United Kingdom of Troop Carrier personnel, attached personnel, airborne personnel wounded in flight and the crews of any other type of aircraft who may make emergency landings on a Troop Carrier Command field. Also to make plans for the reception and evacuation to the nearest available hospital of patients brought back when IX Troop Carrier Command aircraft being used as air ambulances cannot land at the normal air evacuation fields in the United Kingdom because of weather or other reasons and must return to the home field.

Through the use of MAETS, personnel of all arms and services of all armies participating will receive medical care while being evacuated in IX Troop Carrier Command aircraft to hospital centers in the United Kingdom as outlined in Section 2 below.

b. Troop Carrier Command medical units involved.

- (1) Far shore MAETS #806
 MAETS #811
- (2) United Kingdom MAETS #810
 MAETS #813
 MAETS #814
 MAETS #815
 MAETS #816
 MAETS #817
 MAETS #818
 MAETS #819

Medical Sections of all participating units.

Medical Dispensaries Aviation. (RS)

2. MEDICAL SUPPLIES

a. Basic Planning Data.

- (1) All aircraft will carry the required number of Kit First Aid Aeronautic and in addition, each transport plane will carry one (1) Battle Dressing set. All parachutes will have the kit, first aid, parachute attached. Each individual crew member will wear his first aid packet on his person. These supplies will be maintained through normal medical channels.

3. PLAN OF EVACUATION

a. Evacuation of Troop Carrier Command personnel, sick or wounded, on the Continent will be in accordance with Ninth Air Force policy at that time and place.

b. Evacuation in the United Kingdom will be through normal channels.

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c. Planes containing wounded crew members or wounded airborne personnel returning from operational missions will display or send such signals as will be designated in the signal annex so that ambulance crews may be further alerted for that particular aircraft. These aircraft will be directed by the control tower to a designated site, where they will be met by ambulances, thus preventing the confusion which would arise were the ambulances to travel to all parts of the airdrome.

4. POLICY ON THE USE OF THE GENEVA RED CROSS (Display of Geneva Red Cross)

a. No unit other than a medical unit will display the Geneva Red Cross or any symbol representing or resembling it.

b. The GENEVA Red Cross will be displayed at the discretion of the appropriate formation Commander as a protective measure (visible from the air) by medical units and establishments unless there is a non-medical unit or installation within one thousand (1000) yards.

c. On occasions when the Red Cross is displayed as a protective measure, every endeavor should be made to insure that it is displayed prominently and unmistakable and that the layout of the site does not in any way give the appearance of a tactical layout. The Red Cross will NOT be illuminated at night.

d. On occasions, when the Red Cross is not displayed as a protective measure, the maximum degree of concealment, camouflage, and dispersion will be used.

e. The above paragraphs, a to d inclusive, apply to the use of the GENEVA Red Cross as a protective measure and are not intended to prevent the use at any time of small flags or signs (not visible from the air) bearing the Red Cross to identify medical establishments.

f. Air Evacuation transport aircraft will bear no distinguishing Red Cross markings.

5. DISEASE CONTROL

a. Since Troop Carrier personnel will be in the target area on frequent occasions and may be forced by weather or other circumstances to remain there for indefinite periods of time, they should be all instructed in prophylactic measures against the various diseases prevalent there. Each crew will be completely immunized in accordance with existing regulations. They will be supplied with mosquito nets, insect repellent, insect powder, halazone tablets and sufficient emergency rations. Because of traffic from and to the United Kingdom, the danger of introducing diseases into the United Kingdom becomes a distinct problem of Troop Carrier and all personnel will be constantly alert to use the proper prophylactic measures. This danger is made more acute by the fact that some patients being evacuated may be suffering from acute communicable disease. Therefore unit surgeons should be constantly on the alert to observe air crews for prodromal symptoms of such diseases. The diseases prevalent on the continent which should receive special consideration in this regard include typhus, intestinal diseases, (typhoid, para-typhoid plus dysenteries) infectious hepatitis, etc. It is imperative that routine sanitary precautions be observed in respect to airplane toilets, air sickness cups and drinking cups.

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6. AIR EVACUATION

a. General

- (1) Air Evacuation of Casualties, in addition to other means of evacuation will begin at the earliest practicable time. Formal Air Evacuation will begin approximately at D + 15. The following plan covers all phases of Air Evacuation of Casualties and is based upon the agreements made between First US Army, Ninth Air Force and SOS.
 - (a) Air Evacuation of casualties will be governed by local air situation by number of transport aircraft available, by type of operational mission and route being flown, as well as by prevailing weather conditions.
 - (b) It is desirable that air evacuation begin as soon as practicable and continue throughout the campaign.
 - (c) Subject to above consideration, air evacuation of casualties from the theatre of operations will be carried out as follows:
 1. First Phase: Informal Evacuation refers to the evacuation of casualties in early phases, prior to establishment of operational bases (ALG) and holding facilities. This informal evacuation will begin with landing of first available transport type aircraft and continue to establishment of 2nd phase of Formal Evacuation.
 2. Second Phase: Formal Air Evacuation will begin when personnel of MAETS and holding stations have been established near ALG.

b. Responsibility

- (1) The Air Evacuation of casualties will be the responsibility of the Commanding General, Ninth Air Force, in cooperation with the Commanding General FUSA and the Commanding General, SOS, ETOUSA.
 - (a) The Commanding General, IX Troop Carrier Command is responsible for:
 1. The equipping of all transport aircraft with suitable litter racks and insuring that each transport aircraft carries such equipment at all times.
 2. The medical care and treatment of casualties from the time they are loaded on aircraft until they are unloaded.
 3. The temporary medical care and treatment with local resources of such casualties as may be delivered in an emergency, at any airdrome at which no provisions for the reception of such casualties have been made.

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4. The delivery of casualties to airdromes convenient to fixed hospitals, unless military necessity requires that they be delivered to other airdromes.
5. All transport type aircraft returning from forward areas during actual operations being utilized for air evacuation of the wounded unless military necessity requires otherwise.

c. The Commanding General, IX Troop Carrier Command will furnish necessary transport type aircraft upon command of Commanding General, Ninth Air Force.

- (1) Ordinarily, only planes returning from operational flights forward and carrying personnel or supply, will be utilized for evacuation of casualties.
- (2) Returning aircraft will be utilized for evacuation to the fullest extent, consistent with welfare of patients.
- (3) In emergency situations, additional planes will be sent forward primarily for air evacuation, depending upon the tactical situation then existing.

d. The Commanding General, First US Army is responsible for:

- (1) The establishment and maintenance of a holding medical unit in the immediate vicinity of each airdrome, within the Army zone of responsibility from which casualties are to be evacuated.
- (2) The delivery of casualties to such holding units.
- (3) The loading of casualties upon aircraft, within Army zone of responsibility, under supervision of Air Evacuation medical personnel.
- (4) The provision of such additional equipment, within the Army zone of responsibility as may be required by the impracticability of affecting property exchange with the Air Force.
- (5) The necessary liaison with the Ninth Air Force for the evacuation of its casualties.
- (6) The reception of casualties without delay, when notified by the Ninth Air Force, at any airdrome within the Army zone of responsibility, at which an aircraft transporting casualties is forced to land and remain on the ground for any extended period.

e. The Commanding General, SOS, ETOUSA is responsible for:

- (1) The establishment and maintenance of such holding units, in the immediate vicinity of each airdrome within its zone of responsibility, as may be required for the evacuation and reception of casualties evacuated by air.
- (2) The loading and unloading of casualties within its zone of responsibility under supervision of Air Evacuation personnel.

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- (3) The reception of casualties, without delay, at any airdrome within its zone of responsibility, either by previous agreement with or notification by Ninth Air Force.
- (4) The provision of such additional equipment, within its zone of responsibility, as may be required by the impracticability of effecting property exchange with the Ninth Air Force.
- (5) The necessary liaison with the Ninth Air Force required for the evacuation and reception of casualties, within its zone of responsibilities.

f. Operations

- (1) The Commanding General, IX Troop Carrier Command will be responsible under the Commanding General, Ninth Air Force for detailed management of air evacuation.
- (2) The Commanding General, IX Troop Carrier Command, will designate a Medical Officer as Air Evacuation Officer to assist and represent him as necessary.
- (3) The Air Evacuation Officer for the Commanding General, IX Troop Carrier Command will coordinate functional detail directly with Evacuation Officer, FUSA, SOS, ETOUSA.
- (4) The Air Evacuation Officer will coordinate and supervise:
 - (a) Communication and liaison between medical holding units and/or hospitals and operational section of Troop Carrier Unit involved.
 - (b) Medical equipment exchange at forward and rear airdromes including the delivery of such critical items as used blood donor sets to near shore holding units at United Kingdom holding units when such items are placed aboard planes for return to United Kingdom.
 - (c) The care of patients enroute.
 - (d) The maintenance of adequate medical records.
 - (e) The return with casualties of such critical items of medical supply as blood donor sets (used) as are delivered to planes for return to United Kingdom. Air Force responsibility ceases for such items when delivered to near shore holding stations of SOS, ETOUSA at United Kingdom reception bases.
 - (f) The maintenance of strict liaison with operational section of Air Force unit involved, as well as with evacuation representatives; CG, FUSA and Air Force evacuation personnel at reception airdromes in United Kingdom.

g. Classification of Casualties

- (1) Priority I: Require expert nursing care enroute (litter patients, including mental).

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(2) Priority II: Require minor nursing care enroute (litter and walking).

(3) Priority III: Require no nursing attention enroute (walking)

h. Medical attendance Enroute

(1) It is the responsibility of the Air Evacuation Officer, Ninth Air Force Troop Carrier Command to provide adequate medical care enroute, utilizing personnel of Air Evacuation Transport Squadrons; Flight Surgeons and/or flight nurses and/or medical technicians assigned as the Air Evacuation Officers direct. The utmost care will be taken during evacuation to prevent the spread of contagious diseases. This same care will also be extended to fevers of undetermined origin. Gas casualties will NOT be evacuated by air unless previously decontaminated.

i. Equipment

(1) Aircraft

(a) Transport type aircraft with accommodations for litter patients will be used. These transports will be equipped with litter racks or litter strap installations, suitable for accommodating US or British type litters.

(2) Litters, Blankets and Splints

- (a) The formal supply of litters, blankets and splints will be provided by and maintained by the Surgeon, First US Army or forward echelon communication zone within their zone of responsibility, at such airdromes as are used for air evacuation.
- (b) The supply will be exchanged with ambulance delivery of patients to airdromes in the theatre of operations.
- (c) The rear supply of litters, blankets and splints will be maintained by the Surgeon, SOS, ETOUSA.
- (d) Accumulation of litters, blankets and splints will be transferred to Surgeon, SOS, ETOUSA.
- (e) In medical emergencies, litters, blankets and splints will be shipped to forward airdromes by transport aircraft, depending upon military situation then existing.

j. Medical Supply

(1) Stocks of items needed for re-equipping kits of medical attendants will be maintained by Air Evacuation Transport Squadron at evacuation and receiving airdrome. These stocks will be maintained through normal medical supply channels.

k. Communications

(1) The success of the air evacuation operation is dependent upon

communications more than upon any other single factor. Patients, unlike freight cannot be kept waiting for long periods of time anticipating the probable arrival of aircraft. It is imperative that the air evacuation officer with his liaison officers keep in close contact with the Troop Carrier operations section so that the movement of aircraft can be controlled so as to most effectively utilize all available space for the evacuation of patients. It is the responsibility of the air evacuation officer to keep air evacuation personnel on advance landing bases (ALB) informed as to the number of aircraft, ETA's, etc., so that they and FUSA personnel can make appropriate plans. Conversely, airdrome evacuation personnel must keep the air evacuation officer informed as to their air evacuation requirements taking into consideration number of patients on hand, number in nearby hospital who may be on hand, flow of casualties during a battle, etc. Every available type of communication should be utilized as indicated.

1. Medical Records

- (1) All medical records will be maintained and forwarded as directed by Commanding General, Ninth Air Force.

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SECTION VI - COMMAND AND CONTROL

1. Preparatory Phase.

a. The Command of all IX Troop Carrier Command troops during the preliminary preparatory and assault phases will be normal.

b. Control during the Preliminary and Preparatory Phases.

(1) All units of the IX Troop Carrier Command will be under the operational control of Advanced Headquarters, Ninth Air Force, through Headquarters, IX Troop Carrier Command, during the preliminary phase. Coordination of operational activity with higher headquarters and other forces will be accomplished by Headquarters, IX Troop Carrier Command through Headquarters, Ninth Air Force.

c. Control during the assault and build-up phases.

2. Assault Phase.

a. The IX Troop Carrier Command will come under the operational control of the Air Commander-in-Chief, Allied Expeditionary Air Force, until such time as it is directed to revert to the control of the Commanding General, Ninth Air Force. The immediate tactical command will be exercised by the Commanding General, IX Troop Carrier Command, with rear Headquarters located at ST. VINCENTS, GRENADA, and Advanced Command Post at Troop Carrier Command Post, EASTCOTE. Close liaison will be maintained between the Troop Carrier Command Post and Headquarters, A.E.F. at STANMORE, and Advance Headquarters, Ninth Air Force at UKBRIDGE.

3. Flying Control

a. The flying control aspects of the operation will be conducted in accordance with SD 158 and AF 3024. Special provisions will be made to utilize existing ROC and flying control facilities for the observation and control of the air movement. Additional aides, route markers and observation posts will be established at certain key points along the route. These observation posts will be connected with the Advanced Command Post by direct telephone service and radio in order to immediately report the routine execution of the plan or any departures from the plan by elements of the column. Plotting of the air movement will be executed at the Troop Carrier Command Post in order to provide the Commanding Generals of Army and Air, a concise, up to the minute picture on matters pertaining to:

- (1) Location of airborne troop carrier units, serials and aircraft.
- (2) Air activities in established control sectors that are pertinent to the troop carrier operations.
- (3) Report of emergency landings.
- (4) Information concerning air/sea rescue pertaining to troop carrier operation.
- (5) Close contact with all flying control activities of the command.
- (6) Availability and location and status of airfields that might be employed for diversionary purposes.

b. Signal Communications.

- (1) Ground - Combined operations, Advance CP Troop Carrier Command, EASTCOTE.
- (2) Axes of Communications (See Section VII)

SECTION VII - SIGNAL

1. Mission

- a. The Signal Communication Mission is to plan and provide signal communication and radar facilities for the IX Troop Carrier Command during the mounting of the Operation in the United Kingdom, the pre-assault phase, the assault phase and the subsequent build-up phase on the Continent.

2. General Plan

The General Plan is to install, maintain and operate signal communications capable of providing the following facilities:

- a. The mounting phase when all units of the IX Troop Carrier Command are in the United Kingdom.
- (1) To operate signal communications, including wire, radio and messenger between Headquarters, IX Troop Carrier Command, Adv. Hq., IX Troop Carrier Command, and all subordinate units.
 - (2) To operate signal communications, wire and radio, between Hq., IX Troop Carrier Command and Hq., Ninth Air Force.
 - (3) To operate wire signal communications between Hq., IX Troop Carrier Command and Hq., 82nd Airborne Division and Hq., 101st Airborne.
 - (4) To provide radar navigational aids and special radio navigational facilities at IX Troop Carrier Command airfields.
 - (5) To install, operate and maintain air-ground channels of communication to aircraft in flight.
 - (6) To install and operate radio channels of communication between Troop Carrier Command aircraft and with escort aircraft.
- b. The assault phase when Troop Carrier aircraft are in the air and carrying out their tactical mission.
- (1) In addition to the facilities of the mounting phase, to install, operate and maintain radar, radio and visual aids for navigational facilities at points along the route to insure that troops and equipment are carried to pre-designated areas.
 - (2) To install and operate radio facilities at important beacon sites to communicate with Hq., IX Troop Carrier Command.
- c. The build-up phase on the Continent.
- (1) To install, maintain and operate communications, including wire, radio and messenger, between Hq., IX Troop Carrier Command and an advance Troop Carrier Command C.P. on the Continent as soon as landing facilities are available for Troop Carrier Command aircraft.

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- (2) To install, maintain and operate signal communications, wire and radio, from advance Troop Carrier Command C.P. or Adv. Hq., IX Troop Carrier Command to Hq., Ninth Air Force.
- (3) To install, maintain and operate signal communications including wire, radio and messenger between Hq., IX Troop Carrier Command on the Continent and subordinate units as they move to locations on the Continent.
- (4) To provide communication facilities including radar and other navigational beacons to insure success of resupply and evacuation missions.
- (5) To issue supplements to this section to provide for additional signal communications required after D plus 41.

3. Signal Troops Involved D Day to D plus 41

- 388th Signal Company, Aviation (IX Troop Carrier Command Hq.)
- 335th Signal Company, Troop Carrier Wing (52nd Troop Carrier Wing)
- 336th Signal Company, Troop Carrier Wing (49th Troop Carrier Wing)
- 337th Signal Company, Troop Carrier Wing (53rd Troop Carrier Wing)
- Elements of 459th Signal Construction Battalion, Avn.

4. General Policy Decisions

a. Wire

- (1) The tactical wire network for all units of the IX Troop Carrier Command will be operated by signal and communications personnel of the IX Troop Carrier Command and subordinates. Headquarters, IX Troop Carrier Command, is responsible for the installation, maintenance and operation of wire communication, but not including headquarters of Airborne Wings and headquarters of units assigned or attached to Hq., IX Troop Carrier Command.
- (2) Signal construction personnel assigned to Hq., Ninth Air Force will be made available to install and maintain the tactical wire requirements of IX Troop Carrier Command.
- (3) Refer to circuit diagram for wire installations for the different phases of this plan. See Diagrams 1, 2 and 3.

b. Radio

(1) Frequencies

- (a) All frequencies to be used in Operation NEPTUNE will be issued by Signal Communications Officer, Ninth Air Force and will be allocated in the S.O.I. to be issued by Signal Officer, IX Troop Carrier Command.
- (b) Because of probable interference during the initial phases of Operation NEPTUNE only those transmitters which are essential for the success of the Operation and are authorized by Hq., IX Troop Carrier Command will be permitted to operate.

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(2) Point to Point Communications

- (a) The mounting phase when all units of the IX Troop Carrier Command are in the United Kingdom. The IX Troop Carrier Command nets to Troop Carrier Wings and to Ninth Air Force will be operated in accordance with pertinent S.O.I.'s and S.O.P.'s. The subordinate Wings of the IX Troop Carrier Command will also operate nets to their units in conformity with pertinent S.C.I.'s and S.O.P.'s.
- (b) The assault will take place during a period of radio silence, to disguise the significance of which irregularly timed periods of radio silence have been imposed on units of the IX Troop Carrier Command. This series of periods of radio silence will continue until the assault and will be observed as ordered by Ninth Air Force.
- (c) The assault phase. Radio silence will not be broken until ground force assault units are on the far shore. At that time, or when radio silence is specifically lifted, radio nets of IX Troop Carrier Command will resume normal operation in accordance with pertinent S.O.I. and S.O.P.'s.
- (d) The build-up phase on the Continent. A radio station and operating personnel for the advance Troop Carrier Command C.P., will be flown to the Continent as soon as it is established. This station will provide communication to Hq., IX Troop Carrier Command in the United Kingdom.
- (e) Radio communication between Hq., IX Troop Carrier Command and Wings will be established when Troop Carrier Wings move to the Continent.
- (f) Radio communication to Hq., Ninth Air Force will be established from Hq., IX Troop Carrier Command on the Continent when requested by Ninth Air Force and on the frequency they furnish.
- (g) The IX Troop Carrier Command will be prepared to transport three (3) air-transportable Radio Stations into the beach-head on a date to be determined by the Signal Communications Officer, Ninth Air Force. These radio stations will be held in readiness by Ninth Air Force at Cottesmore and Grantham.

(3) Air to Ground

- (a) Air to ground VHF/RT, HF/RT and HF/WT radio communication will be required between IX Troop Carrier Command aircraft and ground units of the following Commands:

- IX Troop Carrier Command
- IX Fighter Command
- Air Defence of Great Britain (VHF only)
- RAF 46 Group
- 2nd Tactical Air Force (VHF only)
- Eighth Air Force (VHF only)

- (b) Special instructions or orders such as route diversions, recall or cancellation of mission in whole or in part after aircraft are airborne will be accomplished by special HF/WT ground station at Adv. Sq., IX Troop Carrier Command. All radio operators will monitor this frequency at all times in flight, except in emergency.
- (c) VHF will be used with IX Troop Carrier Command operated DF and fixing stations. HF/RT and HF/WT will be used with the Troop Carrier Command ground stations in accordance with current S.O.I. and S.O.P.
- (d) The channels of IX Troop Carrier Command, IX Fighter Command, ADGB and 2nd Tactical Air Force ground units will be used for control in compliance with current Air Force policy indicated in pertinent S.O.P.'s and S.O.I.'s. The channel to Eighth Air Force ground units will be used for Air/Sea Rescue only, and only until crystals are available to utilize the Ninth Air Force Air/Sea Rescue facilities.
- (e) MF and HF navigational aids will be furnished and operated in accordance with current Air Force policy indicated in pertinent S.O.P.'s and S.O.I.'s. RAF-46 Group may furnish HF and MF navigational aids on the Continent. Further details will be issued as S.O.I. items when available.
- (4) Air to Air
- (a) IX Troop Carrier Command common and Troop Carrier Wing common VHF frequencies will be used between Troop Carrier Command aircraft.
- (b) Troop Carrier Group HF frequencies using command set are also to be used for intercommunication between aircraft in flight.
- (c) Air to air communication with fighter aircraft will be by VHF channel B through Troop Carrier flight leaders who will be crystallized with one of escorts' frequencies. The frequencies, call signs and procedure to be used will be indicated in pertinent S.O.P.'s and S.O.I.'s to be issued. Distribution of crystals will be by Signal Communications Officer, Ninth Air Force.

c. Navigational Aids

(1) Radar

- (a) The Pathfinder Group is responsible for landing the para-troop pathfinder teams on drop zones. These teams are responsible for the installation and operation of the beacon aids which direct the following aircraft to the drop zones. To accomplish this assignment, all Pathfinder aircraft will be equipped with SGR 717-C, Rebecca and GEE. Each group leader of the following aircraft will be similarly equipped and all other aircraft will be equipped with Rebecca.

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- (b) The requirements for GEE ground stations in the United Kingdom and for GEE navigational charts to be employed for the assault phase of NEPTUNE will be coordinated with ARAF and Ninth Air Force. ARAF will also furnish, install, maintain and operate such mobile GEE chain on the Continent as may be required by missions in later phases of Operation NEPTUNE.
- (c) The IX Troop Carrier Command Pathfinder Group will be responsible for properly marking, pre-setting and issuing of Eureka beacons. They will be available for pickup in sufficient time to insure their being placed in operation on schedule. Refer to applicable sections of SHAEF Operations Memo No. 12, as amended. Eureka beacons will be used at all drop and landing zones and at all assembly, turning, check and departure points. Details on frequencies, coding, installation and operation will be contained in S.O.I. to be issued.
- (d) All aircraft will be equipped with SCR 595/695 IFF which will be operated in accordance with instructions contained in RAF Secret Document SD 158 Part IV.

(2) Radio

- (a) Radio MF beacons will be set up at all beacon sites in addition to the Eureka beacon. Frequencies and codings will be published in S.O.I.

(3) Visual

- (a) Searchlights will be used to mark beacon sites in the United Kingdom.
- (b) Standard light installations will be used to mark drop and landing zones at night.
- (c) Standard panel displays will be used to mark drop and landing zones in light hours.
- (d) Smoke will be used to mark drop and landing zones during daylight hours.

(4) General

- (a) Refer to current S.O.P., S.O.I. and special S.O.I. NEPTUNE for frequency, coding, standard installation and operation of BUFS, Eureka, lights, panel and smoke beacons.
- (b) Any tactical mission which may arise after D day will require special beacon aid installation. These special installations will be covered in subsequent amendments to this Plan, or in new S.O.I. items.

d. Radio Counter Measures

(1) Airborne Radio Counter Measures

- (a) To cover the approach of the Troop Carrier Forces operating in NEPTUNE, British Air Ministry will furnish 48

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airborne FREYA (German Long Range Air Warning Radars) Jammers to be operated by RAF 100 Group, as indicated in ARAF Troop Carrier Command Operation Plan. It is anticipated that the aircraft fitted with this jammer will maintain a patrol fifty (50) miles from the enemy coast, commencing just prior to the arrival of the main force at a point 70 to 100 miles north of the coast. It is considered that FREYA jamming furnished in this way will reduce the range of the FREYA installations to about 40 miles on aircraft approaching at 1000 feet.

- (2) To deceive the enemy, diversionary operations using WINDOW may be carried out prior to and during the main Troop Carrier operations. Aircraft on diversionary missions will be furnished and operated by ARAF or Ninth Air Force, as designated in ARAF Troop Carrier Plan.
- (3) WINDOW may be used to cover the approach of Troop Carrier Forces during NEPTUNE, and to cover drop and landing zones.
- (4) There is some danger of impairing the efficiency of our radio communications and radar by the operation of allied jamming stations. Personnel who will operate this equipment during the initial phases of NEPTUNE will be familiarized with the effect of our own jamming. In the event it seriously interferes with the operation of the equipment, request will be made to ARAF through Ninth Air Force for the suppression of the interfering jammer.

e. Codes and Ciphers

- (1) The Codes and Ciphers indicated in subsequent paragraphs will be used by units of Ninth Air Force in Operation NEPTUNE. These Codes and Ciphers will be in use throughout the ARAF, unless the contrary is specifically stated.
- (2) The British and American Medium and Low Grade Code and Ciphers indicated in paragraphs (5) and (7) below will be held by units at all phases, in accordance with current S.C.P.'s.
- (3) The British and American Meteorological Systems and Codes indicated in paragraphs 3 and 9 will be held and used by Meteorological Units at all phases in accordance with current S.C.P.'s.
- (4) American Systems - High Grade
 - SIGABA Machine Cipher with associated Systems. (U.S.A. Forces only).
 - Combined Cipher Machine Adapter with Settings as detailed in pertinent S.O.I.
 - Emergency Double Transposition Cipher (U.S.A. Forces only).
 - SIGCUM (U.S.A. Forces only).
 - SIGTOT (U.S.A. Forces only).
- (5) American Systems - Medium and Low Grade
 - Combined Field Code (COBF 0129).
 - System 363. M 209 (U.S.A. Forces only).
 - SIGARM - War Department Telegraph Code. (U.S.A. Forces only).

(6) British Systems - High Grade

Allied Air Book Cipher.
British Inter-Service Book Cipher.

(7) British Systems - Medium and Low Grade.

- (a) Bomber Code (CD 0250).
- (b) Army Air Support Control Code (CD 0263).
- (c) Air Support Double Transposition Cipher.
- (d) Slidex with Special Air Support Card.
- (e) Aircraft Movements Code (CD 0299 (1)) with RAF Code Scrambler "B" Series (CD 0264 B).
- (f) Friendly Aircraft Approach Code (CD 0300).
- (g) Operations Room Code (CD 0301 (1)) with RAF Code Scrambler "A" Series (CD 0264 A).
- (h) Combined Air Warning Code (CCBP 10). (Also known as AF 3046)
- (i) Grid Report Code.
- (j) Combined Assault Code (CCBP 0130 A - 1).
- (k) Fighter Director Vocabulary (CCBP 11).
- (l) Combined Authentication System (CCBP 0122 - A).
- (m) Combined Panel Code (CCBP - 8).
- (n) Map Reference Code.
- (o) Radio Telephone Conversation Code.

(8) American Met Systems

- (a) AFMET - B.
- (b) CIPHER - K.
- (c) AFG - D.

(9) British Met Codes

- (a) S.D. 0195/5 Met Maplod Key Numbers.
- (b) C.D. 0245 Met O.T.P. (30)
- (c) C.D. 0246 Met C.T.P. (120)
- (d) C.D. 0115/2 Met Code.
- (e) C.D. 0278 (Europ) Met Recoding Table.
- (f) C.D. 0278 (AFMIN) Met Recoding Table.
- (g) C.D. 0278 (Special) Met Recoding Table.
- (h) C.D. 032. M.E. Met Recoding Table.
- (i) C.D. 0277 Met Reciphering Frame.
- (j) C.D. 0210/2 Telmet Code.

f. Signal Security

- (1) The success of Operation NEPTUNE is largely dependent on the maintenance of a high degree of signal security by all the forces engaged during all phases of the Operation.
- (2) The signal security measures which are currently being taken by all the Services participating in Operation NEPTUNE have been coordinated and are inter-dependent.
- (3) All radio circuits will be operated in accordance with instructions to be issued by headquarters, IX Troop Carrier Command.

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- (4) After the assault, the Commanding General, Ninth Air Force, may order radio silence within the IX Troop Carrier Command. However, radio silence will not be imposed on circuits to higher headquarters without prior directions from commanders concerned.

USE OF PLAIN LANGUAGE

Point to Point - W/T

- (5) All traffic on W/T point to point links will be in High Grade Code or Cipher, except:
- (a) When the use of Low Grade Code or Cipher is authorized.
 - (b) For the passing of authorized censored press traffic. Uncensored press traffic must not be passed by W/T.
 - (c) When the need for speed outweighs all other considerations.

Point to Point - R/T

- (6) Traffic on R/T point to point links will normally be in code, but Plain Language may be used in certain circumstances. Instructions regarding the use of codes and P/L are given in pertinent S.O.F.

Ground to Air and Air to Ground

- (7) On W/T channels, CD 0250 (Bomber Code) will normally be used, but P/L may be used in certain circumstances. Instructions regarding the use of CD 0250 and/or P/L are given in the pertinent S.O.F.
- (8) On R/T channels, P/L will normally be used, but CCBF 11 (Fighter Director Vocabulary) will be used when reference is made to plane names, heights, etc., as indicated in pertinent S.O.I.

Landline Communications

- (9) Except for approved circuits as defined in pertinent S.O.I., all landline communications networks are to be considered as liable to interception.
- (10) On teleprinter circuits cipher, or where authorized, code will be used for Secret messages, except:
 - (a) For operational message relating to operations in progress or immediately pending.
 - (b) At the discretion of the Commander concerned when the danger of interception is known to be slight.
 - (c) in emergency.

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- (11) On telephone speech circuits, conversations should be guarded even when speech scramblers are available, and, when operations permit, the following matters will not be discussed:
- (a) Future policy.
 - (c) Long term operational plans.
- (12) A very limited number of telephone Speech Scramblers, (G.P.O. Type 617 Scramblers or scramblers similarly wired), are now in current use in the IX Troop Carrier Command and will be available on the Continent.

Call Signs

- (13) Call Signs for the use of Units of the IX Troop Carrier Command will be indicated in pertinent S.O.I.'s.

RECOGNITION, AUTHENTICATION AND VERIFICATION

Aircraft Recognition

- (14) The general system which will be used for Routing, Recognition and Identification is contained in S.D. 158. The following publications will also be used as directed in pertinent S.O.P.'s:
- (a) S.P. 02440 Colors of the Day Numbered Index Columns.
 - (b) S.P. 02442 Key Memo 2.
 - (c) S.P. 02443 Key Memo 3 (Submarines).
 - (d) C.C.B.F. 2 Combined Panel Code (also known as A.P. 3031).
 - (e) A.E.A.F. Assault Signals Book.

Verification on Ground/Air and Air/Ground Channels

- (15) For verification on W/F Air to Ground Channels SD 0182 will be used until replaced by CCBP 0127, Series A.
- (16) For verification on R/T Air to Ground Channels a code is currently being prepared. Until this is available, CCBP 0127 will be used.

Authentication on Point to Point Channels

- (17) CCBP 0122 - A 1, the combined authentication cipher, will be used on W/T and R/T channels and landlines for combined, joint, and inter-service working. Authentication will also be used on designated broadcast channels. Further details will be indicated in the pertinent S.O.I.

Distribution of S and C Publications

- (18) The list of holders of ciphers will be issued by Headquarters, ETOUSA (Chief Signal Officer) through Headquarters, Allied Expeditionary Air Force.
- (19) Changes in procedure, settings and re-ciphering tables, etc., will be made by Air Ministry and Headquarters, ETOUSA through headquarters, Allied Expeditionary Air Force and promulgated by headquarters, Ninth Air Force to IX Troop Carrier Command.

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- (20) A chart giving distribution of ciphers in IX Troop Carrier Command will be included in the pertinent S.C.I.

Security of S and C Publications and Emergency Destruction

- (21) The security measures detailed in the pertinent S.O.P. will be rigidly enforced by subordinate commanders.
- (22) Instructions regarding emergency destructions of S and C Publications will be contained in the pertinent S.O.P. to be issued.

g. Messengers

- (1) During the mounting phase, the messenger service, runner, motor and air, will be maintained as presently scheduled in S.O.P. and S.C.I.'s. Each unit of IX Troop Carrier Command is responsible for messenger service to its next lower unit.
- (2) During the assault phase this same service will be maintained, but augmented by special messenger, both motor and air, as required.
- (3) In the build-up phase, the messenger service of paragraph (1) will be maintained. As soon as landing facilities are available and a Troop Carrier Advanced Command Post is set up on the Continent, air courier service will be inaugurated to it from the Advanced Hq., IX Troop Carrier Command in the United Kingdom.
- (4) Adv. Hq., IX Troop Carrier Command on the Continent will maintain a messenger service to its Wings on the Continent, which in turn will maintain service to their subordinate units.
- (5) Messenger service from Adv. Hq., IX Troop Carrier Command to higher formations will be furnished by the higher headquarters concerned.

h. Continental and United Kingdom Signal Centers

- (1) Headquarters, Ninth Air Force on the Continent will operate the only Ninth Air Force Signal Center on the Continent, which will be located at Advanced Headquarters, Ninth Air Force until the arrival of Rear Headquarters, Ninth Air Force, on the Continent. The Signal Center will thereafter be located at the Rear Headquarters.
- (2) Headquarters, Ninth Air Force will operate the only Ninth Air Force Signal Centers in the United Kingdom. These Signal Centers will be located as follows:
- (a) Rear Headquarters, Ninth Air Force -- SUNNINGHILL. This Signal Center will operate until Rear Headquarters moves to the Continent. In general, all Ninth Air Force cross-channel Administrative and Supply traffic will be passed through it.

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(o) UXBRIDGE Signal Center. In general all cross-channel Ninth Air Force Operational traffic will be passed through this Signal Center which will continue to operate after Advanced Headquarters, Ninth Air Force has moved to the Continent,

i. S.O.P.

- (1) Signal Officer, IX Troop Carrier Command will issue a new S.O.P. for Operation NEPTUNE. It will not replace existing S.O.P.'s, but will augment them by stating the procedure necessary for the Operation.
- (2) Within the necessary limitations imposed by military security, every officer and enlisted man who will perform a signals task in Operation NEPTUNE will be thoroughly briefed on his task.

j. S.O.I.

- (1) Signal Officer, IX Troop Carrier Command, will issue a special S.O.I. for the IX Troop Carrier Command participation in Operation NEPTUNE. This S.O.I. augments the existing S.O.I. and will be based on data furnished in the Ninth Air Force S.O.I.

5. Command Posts in United Kingdom prior to Embarkation

a. Supreme Headquarters Allied Expeditionary Force (SHAEF).
Headquarters: BUSHEY PARK, SURREY.

b. Allied Expeditionary Air Force (AEAF).
Headquarters: Main - STANMORE, MIDDLESEX
Senior Representative - PORTSMOUTH

c. Ninth Air Force Command Posts

- (1) Combined Control Center: UXBRIDGE
- (2) Headquarters, Ninth Air Force: UXBRIDGE
- (3) Rear Headquarters, Ninth Air Force: SUNNINGHILL PARK
- (4) Headquarters, IX Air Support Command: UXBRIDGE
- (5) Rear Headquarters, IX Air Support Command: MIDDLE WALLOP
- (6) Headquarters, IX Air Defense Command: LONDON
- (7) Headquarters, IX Bomber Command: MARKS HALL
- (8) Headquarters, IX Air Force Service Command: SUNNINGHILL PARK
- (9) Headquarters, IX Engineer Command: MAIDENHEAD

d. IX Troop Carrier Command Command Posts

- (1) Headquarters, IX Troop Carrier Command: EASTCOTE
- (2) Rear headquarters, IX Troop Carrier Command: GRANTHAM
- (3) Headquarters, 50th Troop Carrier Wing: REDHAYS, EXETER
- (4) Headquarters, 52nd Troop Carrier Wing: COTTESMORE
- (5) Headquarters, 53rd Troop Carrier Wing: GREENHAM COMMON

e. Royal Air Force Command Posts

- (1) Headquarters, 2nd Tactical Air Force: UXBRIDGE
- (2) Rear Headquarters, 2nd Tactical Air Force: BRACKNELL
- (3) Headquarters, Air Defense of Great Britain: STANMORE

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f. First U. S. Army Group Command Posts

- (1) Headquarters, 1st U. S. Army Group: PLYMOUTH
- (2) Headquarters, 1st U. S. Army: PLYMOUTH
- (3) Headquarters, 3rd U. S. Army: KNUTSFORD

g. 21st (British Army Group) Command Posts

- (1) Main Headquarters, 21st Army Group: PORTSMOUTH
- (2) Rear Headquarters, 21st Army Group: ST. PAUL'S, LONDON
- (3) Headquarters, 2nd British Army: PORTSMOUTH
- (4) Headquarters, 1st Canadian Army: LEATHERHEAD

h. Allied Naval Expeditionary Force Command Posts

- (1) Headquarters, Allied Naval Expeditionary Force: PORTSMOUTH
- (2) Senior Representative, Allied Naval Expeditionary Force: STANMORE
- (3) Senior Representative, Allied Naval Expeditionary Force: UKBRIDGE
- (4) Headquarters, Naval Commander Western Task Force: PLYMOUTH
- (5) Headquarters, Naval Commander Eastern Task Force: PORTSMOUTH

i. Airborne Troops Command Posts

- (1) British Airborne Corps: MOOR PARK
- (2) 82nd Airborne Division (American): LEICESTER
- (3) 101st Airborne Division (American): GREENHAM LODGE
- (4) 1st British Airborne Division: FULBECK
- (5) 6th British Airborne Division: NORTH NETHERAVON

6. Communications in the United Kingdom

a. Wire

- (1) Landline communications in the United Kingdom for the IX Troop Carrier Command and its subordinate units for Operation NEPTUNE have been scheduled and provided through Air Ministry. All requirements for telephone and teleprinter circuits in the United Kingdom in excess of those scheduled will be submitted to Hq., IX Troop Carrier Command.
- (2) Diagrams 1, 2 and 3 show the landline communications in the United Kingdom to be available to IX Troop Carrier Command and subordinate units on "D" day:

Diagram 1 shows the combined speech circuits.
 Diagram 2 shows the combined teleprinter circuits.
 Diagram 3 shows the combined meteorological circuits.

b. Radio

- (1) A radio net will be maintained between Hq., IX Troop Carrier Command, Adv. Hq., IX Troop Carrier Command, and the Troop Carrier Wings. Each Wing will also maintain a radio net with its subordinate units.
- (2) A radio link will be maintained from Hq., IX Troop Carrier Command to Hq., Ninth Air Force in conformity with Ninth Air Force S.O.I.

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7. Communications During Assault

a. Wire and Radio

- (1) There will be no change in the IX Troop Carrier Command wire or radio communications during the assault.

8. Communications in Build-up Phases

a. Wire

- (1) No move of Troop Carrier units to the Continent is contemplated before D plus 41. The exception to this will be an advanced headquarters. Telephone and teleprinter circuits to Ninth Air Force will be established on a joint common user basis with other commands in the same area.
- (2) Elements of the 459th Signal Construction Battalion will be made available on a temporary loan basis to the Signal Officer, IX Troop Carrier Command for the construction of wire circuits from the Advanced Command Post to the Main Line Wire Network.

b. Radio

- (1) Radio communication will be established by a station at the Advanced Command Post working in the existing radio net to IX Troop Carrier Command Headquarters at Eastcote.

c. General

- (1) The Signal Officer, IX Troop Carrier Command, will make a detailed signal plan for early movement of Troop Carrier to the Continent in the event that the tactical situation so requires.
- (2) The Signal Officer, IX Troop Carrier Command, upon movement of IX Troop Carrier Command units, will report direct to his G.P.O. liaison representative the circuits and G.P.O. facilities to be abandoned. A report of this action will be made to the Signal Communications Officer, Ninth Air Force.

9. Time, Day, Month and Year

- a. The time currently in use in the United Kingdom will be the official time for Operation NEPTUNE. This time is designated as British double summer time, is two hours fast on Greenwich Mean/Civil Time, and is designated by the letter B. Further orders pertaining to the official times to be used will be issued by the Supreme Allied Commander, Allied Expeditionary Forces, and sent to Hq., IX Troop Carrier Command for distribution to subordinate units.
- b. The British Broadcasting Corporation will broadcast time signals according to schedules; these time signals will be included in detail in the S.C.I. to be issued. These B.B.C. time signal broadcasts will furnish the means for synchronizing the operation of the Ninth Air Force and associated Naval, Ground and Air Forces in the Allied Expeditionary Force.

c. Expression of time, day, month and year in the text of messages will be made as follows:

- (1) Time is to be expressed with four figures (0001 to 2359) followed by a Zone suffix letter. The first pair of figures denotes hours, the second pair minutes.
- (2) In the text of messages which incorporate a large number of times covering expressions such as "All Times Zone Baker" may be used in place of suffixing the Zone letter to each individual time mentioned.
- (3) The day, month, and year will be expressed in that sequence.
- (4) The day will be expressed in numerals.
- (5) The month is either to be spelled out or abbreviated. The abbreviations used will always consist of the initial three letters of the month.
- (6) The year may be expressed either by four digits or by the last two digits.

d. The date-time group is expressed as six digits, followed by a time Zone suffix; the first pair of digits denoting the date, the second pair the hours, the third pair minutes. The month and year may be added to the date-time group when needed for positive identification.

10. Electric Power Supply

a. Commercial electric power supply when available on the Continent will generally be 115/200 volts 50 cycle. Some D.C. and odd voltages exist, so all supplies will be checked before used to operate radio and other electrical equipment.

11. Meteorological Communications

a. The Signal Communications Officer, Ninth Air Force, is responsible for furnishing the wire circuits for use by the weather sections between H₂, Ninth Air Force and H₁, IX Troop Carrier Command. The Signal Officer, IX Troop Carrier Command, will furnish weather circuits within the Command as required. The weather section will furnish and man the equipment at the terminals of these circuits.

12. Recognition, Identification and Visual Signalling by Pyrotechnics and Panels

a. All aircraft will make necessary recognition signals, as indicated in the following Secret Documents and Publications:

- (1) Air Ministry Publication, S.D. 158 Parts I and IV.
- (2) Admiralty Publication, S.P. 02442.
- (3) Admiralty Publication, S.P. 02440.
- (4) Admiralty Publication, S.P. 02443.
- (5) Admiralty Publication, S.P. 02312.

b. Special smoke signals will be used for drop and landing zones during light hours. These will be coordinated with Ninth Air Force and published in S.O.I.

- c. The recognition and identification procedures and signals indicated in the Secret Publications and Documents listed in paragraph a. above will not be suspended or changed except on the instructions of this Headquarters.
- d. Visual communication between ground forces and aircraft will be carried out in accordance with the Combined Panel Code indicated in CCSP 8. Use of this Combined Panel Code will whenever practicable be limited to the ten (10) essential battle messages and the four (4) headquarters panel signals.
- e. The pyrotechnic Signal Code, which will be used for air to ground and air to air communication as opposed to recognition or identification within a distance of 10 miles of the coast, is currently as indicated in the Inter-Service Pyrotechnic Signals Code, OU 5536, which will be superseded by Part IV of the Allied Expeditionary Force Assault Signal Book.
- f. Aircraft returning with wounded aboard will fire a red flare when coming in for a landing. They will contact the control tower on R/T for parking instructions.

13. Resupply Airfields.

- a. The following airfields have been designated as resupply airfields:

ALDERMASTON, GREENHAM COMMON, MEMBURY, RAMSBURY, WELFORD,
BLAKEHILL FARM, BROADWELL, DOWN AMPNEY and FAIRFORD.

14. Signal Supply

- a. Units will follow normal procedure in obtaining signal supplies while in the United Kingdom.
- b. While no movement of Troop Carrier Units to the Continent is contemplated before D plus 41, signal supplies for units which might move for the period D plus 21 to D plus 40 will be drawn as follows:

Common Items Class II from Tactical Air Depot, IX AFSC.
Class IV Items from designated zone of Communications Depot.
Peculiar Items from Tactical Air Depot, IX AFSC.

15. Maintenance

- a. Maintenance in the United Kingdom will be done in conformity with current Air Force policy.
- b. First, second and, when possible, third Echelon Maintenance will be performed by the unit on the Continent.
- c. The Signal Companies, Service Group and Mobile Service Teams assigned to IX Air Force Service Command will perform 3rd Echelon Maintenance when user units are unable to do so.
- d. The Signal Companies, Depot (Avn.) and Mobile Service Teams assigned to IX Air Force Service Command will perform all 4th Echelon Maintenance.

16. Replacement

- a. Signal Personnel

(1) Units in the United Kingdom will follow current procedure for procuring replacements of signal personnel.



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- (2) Units on the Continent will notify the Signal Officer, IX Troop Carrier Command, of their requirements for replacement signal personnel and request will be made to Signal Communications Officer, Ninth Air Force.

17. Initial Command Posts on the Continent

a. Probable initial Command Posts on the Continent:

Ninth Air Force -- GRANDCAMP LES BAINS
IX Troop Carrier Command -- ST. LO
IX Air Force Service Command -- GRANDCAMP LES BAINS
IX Air Support Command -- GRANDCAMP LES BAINS
IX Engineer Command -- GRANDCAMP LES BAINS
IX Air Defense Command -- AVERANCHES

18. Axis of Signal Communications

a. Probable axis of Signal Communications:

(1) Ninth Air Force

GRANDCAMP LES BAINS -- CARENTAN -- ST. LO -- ROELES

(2) IX Troop Carrier Command

ST. LO

(3) IX Air Support Command

GRANDCAMP LES BAINS -- CARENTAN -- ST. LO -- FOUGERES

(4) IX Air Service Command

CARENTAN -- ST. LO -- ROELES

(5) IX Air Defense Command

RENNES

(6) IX Engineer Command

CARENTAN -- ST. LO -- ROELES

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