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Le document suivant est extrait d'un microfilm que j'ai acheté à la base aérienne de Maxwell aux Etats-Unis. Le coût par microfilm est de \$ 30. En m'aidant à acheter d'autres microfilms vous permettrez au site de diffuser encore plus d'informations sur le rôle des différents 'Troop Carrier Groups' lors de l'opération «Neptune».

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



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SECRET  
USAAF FORM 54-C  
Troop Carrier OPREP "B"

SECRET  
AUTH: CD, Sta. 474  
INIT: JL  
DATE: 6 June 44

TO: Headquarters, 9th Air Force, att: 26th SCU (duplicate) *9th 01*  
Headquarters, 9th Troop Carrier Command, att: Stat O. (duplicate)  
Headquarters, 53rd Troop Carrier Wing, att: Stat O -A-2

FROM: 435th Troop Carrier Group

OPREP "B" No. 1 for 24 hour period ending sunset 6 June 1944.

Mission #13 Operation Neptune (P.O. I)

*Altitude*

A. This was the last into the Continent of the five groups in the Wing. A compact formation was held, and no enemy opposition encountered until landfall was made on the west coast of the Cherbourg peninsula. Guns on the Channel Islands were silent as our formation flew between them, but on the way back several pilots reported seeing enemy fire on a succeeding group, -chiefly from Guernsey. Right after making landfall on the peninsula, a low cloud overcast was encountered, forcing the formation to break up. This loose effect continued through the DZ and all the way home. In the main, however, troops were dropped accurately. Mission results can be termed "Good" from this standpoint. The following figures bear this out:

- 18 a/c dropped directly on DZ C
  - 19 a/c dropped on DZ D or within 2 miles of DZ @
  - 1 a/c dropped 6 miles W of DZ C
  - 3 a/c dropped 10 miles (or less) short of DZ C
  - 1 a/c returned with troops (explanation below)
  - 3 a/c missing
- 45 TOTAL AIRCRAFT

All crews reported small arms and machine gun fire throughout the entire route from west to east across the peninsula. In addition, heavier flak was encountered both north and south of the route, the intensity being greater to the north (left) of the route, -particularly around Etienville. Some thought this was Pom Pom, some thought rocket. South of the route, the heaviest concentrations seemed to be in the vicinity of Pretot, Appeville, and Carentan. On the east coast machine gun fire was felt from the starboard side of the route. Guns NE of Beau Guillo hit the lead ship flown by Colonel Frank J. MacNeas, co-pilot Major Gordon W. Lambert, and from that point this a/c proceeded home on single engine. The navigator, 1st Lt. Clifford received slight flak spray in his leg from this encounter. Heavy flak was observed ~~xxxxx~~ on N and NE coast of peninsula.

Two a/c were established as exploding in air between Etienville and the DZ, and a third is believed to have been lost in this manner. These are the only 435TH airplanes missing.

One airplane, #42-24102, returned with full load of equipment and stick of 13 paratroopers. Reason given: instrument weather caused pilot to separate from formation. On descending, the snip encountered heavy ground fire. The pilot was unable to free himself from the fire, and being hopelessly lost, decided to bring troops back without dropping--on what appeared to be unknown territory.

Those ships which dropped troops with Rebecca-Eureka reported excellent results, virtually unprecedented. All navigational aids were as briefed, as were signals.

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All a/c returning to this station came in slightly strung out: the main body landing between 0245 and 0415. One straggler landed at 0600. The three ships mentioned above are still missing.

*7/4/44*

- B.
  1. 45 C-47's dispatched.
  2. 41 a/c completed objective of mission.
  3. Abortive due to:
    - Weather - 1
    - Destroyed- 2
    - Missing - 1 (probably destroyed)
  4. Missing - 3
  5. Destroyed before reaching objective because of:
    - a. Flak - 2
    - b. Enemy aircraft - 0
    - c. Unknown - 1 probable
  6. Destroyed, over, or after, reaching objective because of:
    - a. Flak - 0
    - b. Enemy aircraft - 0
    - c. Unknown - 0
  7. Damaged by Category:
    - Category "A" - 7 (six a/c should be repaired within 12-24 hours; one a/c within 48 hours)
  8. Sorties - 45
- C. Negative
- D. Total operational flying hours for reporting period:
  1. C-47 - 167 hours
- E. Troops carried in C-47 a/c:
  1. total carried- 677
  2. No. dropped at or near DZ - 662
  3. Not released or dropped because of:
    - a. Return before reaching objective - 0
    - b. Mechanical difficulty - 2
    - c. Refusals - 0
    - d. Wounded - 0
    - e. Brought home - 13
  4. No. missing, killed, seriously wounded, or slightly wounded: 0 in air --although from 3 missing airplanes there would be a PROBABLE total of 54 A&B killed or seriously injured.
- F. Special equipment carried: (power aircraft)
  - a.b.c.d. - Negative
  - e. Pounds of ammunition - 31,199
  - f. Pounds of rations - 4,665
  - g. Pounds of combat equip. - 24,860
  - Total equipment carried-- 60,724 pounds
- G. Own personnel casualties:
  - Missing- 3P, 30P, 2B, 300, 3RD.
  - Killed- Unknown
  - Seriously wounded- negative
  - Slightly wounded- 1

For the Group Commander:

FRANK H. SHANNON  
Major, ACP Corps

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