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The following document is an extract from a microfilm I bought at Maxwell Air Force Base. The cost for each microfilm is \$ 30. Help me to buy more microfilms about the Troop Carrier and put more documents and information on the website.

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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

[REDACTED]

MISSION REPORT



1. 489th Troop Carrier Group
2. 91st, 92nd, 93rd and 94th Troop Carrier Squadrons
3. Neptune Bigot; Paradrop; B1 C-47's
4. 2313 B; 5 June 1944 - 0330 B; 6 June 1944 (includes last plane which returned in formation)
5. As briefed for most planes. However, some planes lost formation in overcast and some shortly regained course, while others took several variations of course
6. Weather on route out was good, with visibility up to 10 miles; ceiling ranging 900 to 2000 feet, and about 6/10 clouds coverage. Upon reaching west coast Cherbourg Peninsula, an 8/10 overcast was encountered with a ceiling of about 1100 feet, necessitating flying on instruments until a few miles west of DZ. There, visibility was 6 to 8 miles, and on return over the English Channel there was 8/10 clouds cover with the base at 4000 to 6000 feet
7. None
8. No enemy ground troops observed; heavy and light AA on islands of Guernsey, Sark and Alderney; this flak was inaccurate, moderate; MG fire using tracers was observed on west coast Cherbourg Peninsula, inaccurate; some light inaccurate flak observed west coast Cherbourg Peninsula several miles north of IP. Beginning about 8 miles west of DZ, almost to DZ, intense light flak from both north and south of course; flak particularly noticed vicinity Bois de Limars; Anneville (49° 31' N - 01° 24' W), St Sauveur (49° 22' N - 01° 32' W), San Mere Eglise (49° 25' N - 01° 19' W), Etienville (49° 22' N - 01° 36' W); various places along east and north coast Cherbourg Peninsula, especially vicinity Cherbourg.
9. None
10. a. Air - Another formation, presumably another C-47 Serial, observed on course. Formation P-47's observed vicinity Ile St Marcouf
b. Ground * None
c. Naval - Various ships, believed part of friendly convoys, engaging in beach or Allied operation vicinity Cherbourg Peninsula and English Channel; small group scattered vessels observed 8 miles northeast Island of Guernsey.
11. None
12. 0108 B 6 June 1944 - 0125 B 6 June 1944; 700 feet - 90 to 120 miles per hour
13. a. 1 Paratrooper, C-47A No 43-15049, Pilot: Lt Raymond C. Francis; reason: failed to jump because of flak wounds; 1 paratrooper, C-47A No 43-15652; Pilot: Capt Thomas F. Corrigan; reason: probable refusal.
14. Visual Aids at all check points were good; same for Radar. GEE equipment worked excellently, in most cases "T" at DZ not seen. One radio operator reported picking up a station which identified itself as RCVO calling RCWE broadcasting a message ZHC over and over again during half hour period, starting at approximately 0115



- [REDACTED]
15. a. Number of killed - None
b. Number of wounded - 2
c. Number of missing - 14
 16. a. A/C lost - 1
b. A/C missing - 2
c. A/C damaged and flyable - 11
d. A/C damaged and non-flyable - 13
 17. a. Refusals - 1 probable
b. Parapack Failure - 3 parapacks
c. Deviation from prescribed route and reason - About 10 A/C deviated from prescribed route due to losing formation in clouds, or to engine failure.
 18. Yes
 19. On DZ except that about 17 ships dropped ^{within} 1 to 5 miles of DZ. Not known whether the one plane lost and two missing dropped at or near DZ.
 20. Recommended that weather ship be sent over DZ shortly before departure so that accurate information of cloud and weather conditions to be encountered would be known. If such had been done in this case, course from IP to DZ could have been flown at lower altitude and thus avoided some breaking of formation which resulted in failure of some planes to drop accurately on DZ.

One A/C observed landing in water immediately after leaving coast at Les Humes de Barrevue.

Another A/C, of this Group, observed crashing after dropping Paratroops 2 minutes before reaching DZ; 2 fires observed on ground about 1 mile south of DZ, variously reported as burning aircraft, and as burning buildings.

Two frequencies which are being guarded, 6440 and 5005, were jammed part of the time and the British Broadcasting Corp was picked up on this frequency.

Suggest that form of Flash Report, Par F (ii), subparagraphs a and b be changed so that all data concerning a given item could be stated in same paragraph. For example, 1 gun could be described as to its location, type accuracy and intensity, at one place, rather than collecting in an unintelligible manner the same type of data concerning a number of installations. A concrete example: 2 AA guns, heavy, accurate intense fire, at (49° 31' N - 01° 24' W)

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