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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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AUTH: 314th Gp  
DATE: 6 June 1944  
INIT:

1. 314th Troop Carrier Group, AAF.
2. 50th Troop Carrier Squadron, AAF.
3. NEPTUNE - BIGOT, Paratroop Drop, Eighteen (18) C-47A's.
4. 2338 June 5, 1944 to 0540 June 6, 1944.
5. Briefed route until twelve (12) miles west of DZ. On descending through overcast formation loosened. Troops were dropped as indicated on overlay and all ships followed briefed route from Spokane to Station 538. (See Number 17).
6. Visibility unlimited enroute until landfall in France, then four to eight miles. 8/10 eight-tenths cloud coverage 1000 - 1700 feet over France. Weather as briefed otherwise.
7. None.
8. Light, inaccurate AA fire encountered enroute to DZ area. Heavy, accurate, intense AA and machine gun fire encountered one to two miles North of Ste. Mere Eglise. Heavy, inaccurate machine gun fire encountered along east coast between Ste. Marie du Mont and St. Vaasl de la Hougue. Heavy, intense AA and machine gun fire observed all over northern portion of Cherbourg peninsula.
9. None.
10. Naval forces, presumably friendly observed northeast of Pointe de Barfleur.
11. None.
12. 0209 - 0215. Altitude 600 - 800 feet indicated. 90 - 115 MPH.
13. None.
14. S.O.I. Briefed occult and Eureka aids all satisfactory. Radio Operators reported voice traffic, presumably from tower at British Field, giving QDM and other traffic.
15. 1st Lt Sidney W. Dunagan, 0525079, KIA.
16. Aircraft damaged:
 

42-23395	Non-flyable	(repair time indefinite)
42-92876	" "	" "
42-93088	" "	(Repair time 24 hours)
42-23399	" "	(Repair time 48 hours)
42-23355	" "	(Repair time 48 hours)
42-23344	Flyable	

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17. Two troopers did not jump+cause-fouled static lines caused jam in doorway. Three parapacks failed to release.

One C-47A had failure in jump lights and troops did not jump. 180° turn to left was made over east coast to attempt second pass. North of Ste. Mere Eglise, heavy, accurate, intense AA and machine gun fire forced pilot to turn to north and proceed along coast two (2) miles inland. Troops were dropped two (2) miles east of Monteburg. Parapacks were dropped one (1) mile north of DZ on first pass when jump signal failed.

One C-47A, upon reaching Saltby, was advised by Tower to proceed out over The Wash and attempt to drop unreleased bundle in water. This suggestion followed by Pilot. Direct route to the Wash pursued and upon ineffectual attempts to release bundle, direct course to Saltby with landing made. Another C-47A accompanied as a precautionary measure.

One C-47A failed to locate DZ and crossed peninsula. After 180° turn and back over land, troops away. Ship executed another 180° turn and ran into heavy flak Northeast of DZ. Hydraulic system out and after proceeding on course from Spokane, turn to heading 10° made direct to Saltby.

One C-47A on coming through overcast became separated from two planes on his wing and overshot DZ, made tight 180° turn to return and drop troops and return to Base by briefed route.

One C-47A after passing DZ, turned to drop two paratroopers, who had failed to jump, making 180° turn back and upon troops away, executed another 180° turn to briefed course. Flak encountered while on this leg, deviating approximately three (3) miles North of prescribed route due to turnings. Pilot fatally injured on this leg, and co-pilot took ship, as briefed, via Warmell, to Saltby.

18. Yes.

19. Seven (7) planes dropped on DZ.  
Eight (8) planes dropped within 1 mile of DZ.  
Two (2) planes dropped within 4 miles of DZ.  
One (1) plane dropped 12 miles from DZ on course of 10°.

20. None.

C.E. MCGINNIS  
1st Lt, AC,  
S-2.

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