

This document published on : <http://www.6juin1944.com>

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.

**MAKE A DONATION – USE THE PAYPAL BUTTON – THANKS!**



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**

COPY



SECRET  
AUTH: CO, 314th Gp  
DATE: 7 June 1944  
INIT:

1. 314th Troop Carrier Group, AAF.
2. 50th Troop Carrier Squadron, AAF.
3. Mission NEPTUNE - BIGOT Resupply eighteen (18) C-47A's.
4. 0330 June 6, 1944 to 1035 June 7, 1944.
5. Nine (9) aircraft flew briefed route for entire flight. (For deviation from route see No. 17 of this report.)
6. Instrument weather from Saltby to Elko -- ceiling 300 feet-- overcast up to 5000 feet. From Elko to DZ and returning to Elko-- ceiling 2500 feet. From Elko to Saltby--ceiling 1200 feet. Visibility unlimited from Elko to DZ and returning to Saltby.
7. None.
8. Light AA and machine gun fire on briefed route from North-South railroad two miles East of DZ to DZ. Heavy, intense, accurate fire during turn to left and continuing to one mile East of Ste. Mere Eglise. Heavy, intense, accurate AA fire from Allied Navy East and Northeast of Paducah experienced by one ship.
9. None.
10. Other C-47A's engaged in same mission. Air cover good throughout entire route. Over briefed route in France many P-38's, P-47's, and Spitfires seen giving excellent protection. Allied forces seen all along beach. CG-4A gliders and Horsa gliders all over countryside within two miles of DZ. Many gliders wrecked. Allied soldiers seen along beach. Indefinite number of Allied soldiers seen advancing in westerly direction in single file about one mile inland from beach along briefed route. Allied forces engaging enemy forces seen short distance west of DZ by one plane. Allied Navy seen (landing craft at beach, destroyers and cruisers paralleling coast about three miles off shore). 300 CG-4A'S, and tow planes seen in vicinity of Gallup at 0700 headed 210°.
11. Two unidentified twin-engine aircraft (believed by the single observer to be German) seen at 9000 feet over Paducah.
12. 0615-0625 7 June 1944, altitude 400-600 feet indicated, 115-130 MPH.

SECRET

COPY



S E C R E T

13. Aborts--A/C 42-23394, pilot 1st Lt Norman J. Womack, reason: Was separated from formation, instrument weather, and no navigator.  
 A/C 42-24329, pilot 2nd Lt Edward J. Rejba, reason: Was separated from formation, instrument weather, and no navigator.  
 A/C 42-24383, pilot 1st Lt Thomas H. Ellison, reason: Encountered Allied Naval fire in vicinity of Iles St. Marcouf (Paducah), made two attempts to penetrate heavy, intense, accurate AA fire from Navy, thence returned to Saltby.
14. Eureka not used in lead ship for two reasons: a. Unnecessary because visibility unlimited and terrain clear. b. Unable to use Eureka because there was no Quartermaster personnel to push bundles and entire crew was used to dispose of bundles.
15. Wounded - three -- 1st Lt James H. Smith  
 T/Sgt Paul L. Baker  
 T/Sgt Joe P. Greer  
 Missing - five --- Crew of ship number 42-93065  
 Capt Howard W. Sass  
 2nd Lt Lloyd P. Menees  
 2nd Lt William G. Lyons  
 S/Sgt Edward Daley, Jr.  
 S/Sgt Mitchell W. Bacon
16. Aircraft Lost - One -- ship number 42-93065  
 Aircraft damaged - 42-23331--Right wing tip, left tire, and left wing.  
 42-23344--Right wheel, holes in left wing, stabilizer.  
 42-23356--Left elevator.  
 42-23402--Oil lines out, right engine damaged.  
 43-15150--Hydraulic system out.  
 43-15505--Generator, extinguishing line and fuselage.  
 43-15645--Battery, both stablizer, right wheel, control cables and hydraulic system.  
 42-23363--Gas tank.
17. One bundle under 43-15150, pilot Captain Cecil D. Daubenberger, was not dropped, believed by pilot to be due to improper installation.  
 One box of K ration was not dropped because small arms fire through cargo door made it impossible to push last box of K ration out.

S E C R E T

S E C R E T

## 17. (Continued)

Deviations from briefed route: Aircraft 43-15645, pilot 1st Lt Oliver E. Crespo, flew briefed route to DZ and back to Flatbush but came back direct to Saltby due to engine trouble.

Aircraft 42-24383, pilot 1st Lt Thomas H. Ellison, flew briefed route to past Paducah but was unable to cross coast due to AA fire from Allied Navy, made two turns while trying to get out of AA fire of Navy, and returned to Saltby by briefed route.

Aircraft 42-23593, pilot 1st Lt James H. Smith and co-pilot Richard D.W. Welles, flew briefed route to DZ, thence to Flatbush by briefed route, thence to Warmell to leave wounded pilot at hospital, thence direct to Saltby.

Aircraft 42-15214, pilot Captain Merrill E. Smith, flew briefed route to DZ, thence to Flatbush by briefed route, thence to Mather-Avon because aircraft was believed partially disabled, thence direct to Saltby.

Aircraft 43-15180, pilot Captain Oral W. Lee, and aircraft 42-23363, pilot 2nd Lt Loy C. Grimes, flew to DZ and back to Elko by briefed route, thence to Saltby direct to expedite treatment of wounded crew chief in 42-23363.

Aircraft 42-93065, pilot Captain Howard W. Sass, proceeded to DZ by briefed route, was set aflame by AA fire, and crashed in flames two miles east of Ste. Mere Eglise. (See No. 20 of this report).

Aircraft 42-23394, pilot 1st Lt Norman J. Womack, lost formation on take-off due to 300 feet ceiling, climbed to 4500 feet and flew on instruments for 45 minutes. At this time he had not broken out overcast and deemed it advisable to return to Base. Plane was landed at Melton-Mowbray, where it remained until 0830 when weather cleared and Pilot to Base.

Aircraft 42-23329, pilot 2nd Lt Edward J. Rejba, lost formation on take-off, followed in a vain attempt to rejoin Squadron, and finally lost Squadron completely about one-half (½) hour out because of strato-cumulus ceiling from 300-500 feet. Pilot circled and returned to Saltby, deeming it poor judgment to continue on briefed course alone, in instrument weather, without a navigator.

18. Yes, however, several pilots felt that the information given them about the ground situation was inadequate: a. They encountered unexpectedly heavy small arms fire at the DZ, b. They dropped near or on DZ "N", which was apparently so nearly under the control of the enemy that our troops may not get the supplies. But there were no panels or smoke markers to guide the pilots to an alternate DZ -- if such existed.

S E C R E T

ICOPY



S E C R E T

19. Fourteen (14) planes dropped bundles one-half ( $\frac{1}{2}$ ) mile Northwest of DZ in same area. Map coordinates on a sheet 31/18 NE, scale 1:25,000, of center of actual drop area are 350000 E -- 196000 N. One plane dropped bundles at 330500 E -- 193500 N. See overlay of actual DZ area.
20. Aircraft 42-93065, pilot Captain Howard W. Sass, was in number two (2) position of Squadron formation and remained with formation to DZ. Just before reaching DZ the ship was seen to catch fire underneath fuselage at 0615 by Captain Merrill E. Smith and 1st Lt Foster R. Renwick, pilot and co-pilot respectively of aircraft 42-15214, number four (4) plane of formation. In making 180° turn S/Sgt Gerald D. Kindy, radio operator of Captain Smith's ship, could see through the cargo door of burning ship clear up to back of radio operator's compartment, which he described as a solid sheet of flame. Bundles were seen to go out of burning ship at DZ. After making 180° turn and heading toward coast the burning ship was seen to fall out of formation and descend. Captain Smith, Lieutenant Renwick, and Sgt Kindy watched the plane crash in field at 338500 E - 196000 N (See sheet 31/18 NE, 1:25,000) at 0618 where it slid into a hedge and exploded. Lt Renwick watched the burning ship from time it caught fire until it crashed and exploded. He used inter-plane communication to tell Captain Sass and crew to bail out but no reply was heard and no one bailed out. It is presumed that the entire crew perished. Sergeant Charles M. Levin, ASN 16058951, 1st Quartermaster Supply Depot Company (Prov), bundle-master in 42-23402, received superficial flesh wounds and is now in Base Hospital at Station 538. 1st Lt James H. Smith, pilot of aircraft 42-23393, received serious, though not critical, wounds in both legs when a bullet (believed to be 50 calibre) pierced his left leg and lodged in his right leg. He was landed and hospitalized at Warmell by his co-pilot 2nd Lt Richard D.W. Welles. One C-47A aircraft while returning observed a C-47 transport sinking at 1°52' - 49°56' N at 0650 from indicated altitude of 2500 feet. Two planes observed aircraft steaming in water (believed to have crashed while burning) indicated altitude of 200 feet at 1°14'W - 49°30' N at 0621. None of the briefed visual aids (violet pots and panel tee) were visible on DZ.

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

S E C R E T