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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
AUTH: CO, 314th Gp
DATE: 23 June 1944
INIT:

1. 314th Troop Carrier Group, AAF.
2. 50th Troop Carrier Squadron, AAF.
3. Mission Wg No. 183. Ammunition and return with patients to Membury. (see No. 17). Ten (10) C-47A's.
4. 1330 June 22, 1944 to 1125 June 23, 1944.
5. Briefed route: Saltby to Welford Park, where ammunition was put aboard, then to Cardonville via St. Alban's Head, Spokane and Paducah. Ammunition unloaded at Strip No. 3. On return ships flew direct from St. Alban's Head to Saltby, since there were no patients for Membury. (See No. 17).
6. CAVU, to Welford Park, overcast and hazy over channel; visibility approximately one mile, but ceiling at 4500 feet and visibility unlimited over France. Visibility 4 - 5 miles over England on return.
7. None.
8. None.
9. None.
10. Colonel Stiles, pilot in aircraft 43-15326 with element of four ships, was told that there would be a fighter escort at St. Alban's Head, but there was none. Other elements reported P-47 escort over channel.
Aircraft 43-15326 and the three other ships in the element encountered friendly naval forces (thought to be a destroyer and a rescue boat) at 0504 June 23, 4 miles off St. Alban's Head on a course of 150°. The naval vessel fired the colors of the day, and a 5-ship formation of C-47's 1/2 mile ahead of 43-15326 answered with the colors of the day. 30 seconds later 42-15326 answered with colors of the day. About 30 - 60 seconds later the naval vessel opened fire on 43-15326 with what appeared to be 20mm's or machine guns. An estimated 50 tracers were counted before the firing stopped, but the aircraft were not hit. All formation and navigation lights were on at the time of the firing. Many other friendly naval units were observed in the channel and on the beaches.
11. Unidentified radial-engine aircraft, presumably P-47's, were seen in vicinity of Cherbourg.

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12. 0600 - 0650 23 June 1944. Altitude 3000 feet indicated. Wheels down at Paducah.
13. Aircraft 42-23393, pilot Captain L.A. Ottaway, had trouble with the electrical system at Welford Park and did not go on.
14. S.O.I.
15. None.
16. Aircraft 42-23393 non-flyable. Electrical system out. (See 13). Aircraft 42-23344 non-flyable. Ship had a flat tire at Strip No. 3, Cardonville, and had not returned at the time of this report.
17. Colonel Clayton Stiles landed at Welford Park at 1430 22 June 1944. Lt Norton, MC, was contacted at 1500, but he had no information on the ammunition the ships were to carry. At 2300 the ammunition began to arrive at Welford Park. Ships remained overnight there.
Colonel Stiles landed at Strip No. 3, Cardonville, France, at 0600 23 June. No one at the Strip knew about the mission, and no one could be found who knew anything about unloading. At 0630 the aircraft crews unloaded the ammunition and piled it on the edge of the field. No one at Strip No. 3 had any information on the patients who were to have been evacuated to Membury, so the ships took off empty.
18. Operations briefing was adequate. (See No. 17 above).
19. Strip No. 3, Cardonville, France.
20. Artillery fire was audible at the landing strip in France. A pall of smoke was observed over Cherbourg.

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S-2.

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