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~~SECRET~~
NEPTUNE - BIGOT

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: AUTH: CG I&C :
: DATE: 2 June 1944 :
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FIELD ORDER)
:
NUMBER 1)

Neptune - Bigot

Hq, 50th Tr Carr Wg
APO 133, US Army
2 June 1944, 0800 Hours.

MAPS: CODE KA-GSGS-4369 Scale 1:500,000
The Border Midlands and Wales, Southwest
England, North Sea Strait of Dover.
CODE AF-GSGS-4072 Scale 1:500,000
LeHavre, Paris, Brest, Nantes and Dijon,
Midlands, East Anglia, England Southwest,
England Southeast, Kent and South.
CODE AB -GSGS-3982 Scale 1:500,000 Channel Islands,
Brest, Lannion, Cherbourg, Rennes, Rouen,
Boulogne, Chartres.
CODE CA-GSGS-3957 Scale 1/4" to 1 mile
England East, North Wales and North
Midlands and Lincolnshire, South Wales.

SPECIAL MAPS O-2 and O-3 R.F. 1:50,000

CODE GSGS 4347 R.F. 1:25,000
Sheets: 28/20 NW, NE, SE
31/20 NW, NE, SW, SE
28/18 NE, SE
31/18 NW, NE, SW, SE
34/18 NW, NE, SW, SE
31/16 NW, NE
34/16 NW, NE

CODE GSGS 4250 R.F. 1:50,000
Sheets covering Cherbourg Peninsula
For Map Details see Annex No. 1.

REFERENCES:

Air Ministry Confidential
Order (AMCO) A 45/1944
(Air-Sea Rescue Procedure).
SD 158 British Air Ministry.
SD 533 British Air Ministry.

1. a. See Annex No. 1.
- b. Allied Forces.

(1) Air - U. S. Air Forces assigned to the operation are the Eighth Air Force, and the Ninth Air Force. The Royal Air Force units participating are, Bomber Command, 2nd TAF, ADCP, Coastal Command, and Transport Command. The following tasks of these forces will be accomplished in connection with troop barrier operations:

- (a) Neutralization of enemy anti-aircraft positions and searchlight batteries.

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1q, 50th T C Wg, Field Order No. 1, (Cont'd).

- (b) Maintenance of adequate night fighter cover.
- (c) Provide Intruders to precede Troop Carrier Formations across beaches and over DZs.
- (d) Day Fighter Escort.
- (e) Radio Counter Measures (Diversion Tactics).

(2) Ground

- (a) Allied Armies will assault the continent in order to secure a bridgehead at the base of the COSENTIN PENINSULA, to develop airfield sites in the CALETAI AREA, and secure a lodgement for further operations.
- (b) The U.S. 101st Airborne Division will begin landing approximately four hours and thirty minutes prior to Civil Twilight morning of D Day to assist the 101st Airborne Division in the initial assault and capture the town of CARENTAN.
- (c) The U. S. 82nd Airborne Division will land to the immediate west of the 101st Airborne Division for the purpose of preventing movement of enemy forces to the East and North.

(3) Naval - The Allied Navies will transport and support the assault and follow-up forces

- (a) Troop Carrier Corridors and Landing Operations will be marked by ships equipped with Troop Carrier Navigational aids.

2. The 50th Troop Carrier Wing will transport and re-supply parachute and glider elements of the 101st Airborne Division and 82nd Airborne Division (See Air Movement Table, Annex No. 2), and will be prepared to transport elements of the British 1st Airborne Division as directed.

- a. D Day: To be announced by officer courier.
- b. Routes: (See Route Overlay Annex No. 1) Command Corridors have been established to permit coordination and identification with Naval and other forces, and will be adhered to.
- c. Command Assembly Point:
ELKO-1500 Feet M.S.L.
- d. Command Departure Point:
FLATBUSH - 1000 feet M.S.L.

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e. Altitudes

- (1) Over water outbound 500 feet M.S.L.
- (2) I.P.s 1500 feet M.S.L.
- (3) Drop Zones 700 feet M.S.L.
- (4) Drop Zones to GALLUP 100 feet M.S.L. climbing to 3000 feet prior to crossing GALLUP.
- (5) GALLUP to ELKO 3000 feet M.S.L.

f. Decision to postpone, cancel, or alter the mission may be announced at any time prior to DZ time.

g. Special instructions for all missions after serial 28 are contained in par. 3.

3. a. Pathfinder Operations will be conducted by the Ninth Troop Carrier Command Pathfinder School.

b. (1) The 439th Troop Carrier Group will transport Serials 11 and 12 in Mission "Albany"; and Serial 35 in Mission "Hackensack".

(2) The 441st Troop Carrier Group will transport Serials 14 and 15 in Mission "Albany"; and Serial 37 in Mission "Hackensack".

(3) The 440th Troop Carrier Group will transport Serial 16 in Mission "Albany"; and Serial 42 in Mission "Memphis".

(4) The 442nd Troop Carrier Group will transport Serial 43 in Mission "Memphis".

c. Serials 36 and 37 will be routed ELKO-FLATBUSH-GALLUP-SPOKANE-PADUCAH-LZ-PADUCAH-SPOKANE-GALLUP-FLATBUSH.

- (1) Altitude: GALLUP-LZ: 600 feet M.S.L.
LZ-GALLUP: below 500 feet M.S.L.

(2) Ropes will be dropped immediately after clearing LZ areas.

d. Serials 42 and 43 are "On Call", but will be set-up to be flown as scheduled.

(1) Route out: ELKO-FLATBUSH-GALLUP-SPOKANE-PADUCAH-DZ at 500 feet M.S.L.

(2) Route back: DZ-PADUCAH-SPOKANE-GALLUP-below 500 feet M.S.L.

e. The 440th Troop Carrier Group, and 439th Troop Carrier Group will alert fifty (50) aircraft, and fifty (50) glider crews each for operation on and after D + 5 for a glider mission to be launched from the Greenham Common area. Details to be announced by amendment.

50th T C Wg, Field Order No. 1, (Cont'd)

x. (1) Payloads.

Paratroop a/c: 5850 lbs maximum which includes the weight of containers and parachutes.

Glider tug a/c: No Load.

Horsa Gliders: 6900 lbs maximum to include the weight of lift rafts.

CG-4A Gliders: 3750 lbs maximum exclusive of weight of life rafts.

- (2) Four to six bundles will be carried on pararacks of paratroop a/c only. No pararacks will be installed on 717C a/c.
- (3) Load manifests will be completely filled in to include name, rank, and serial number of all crew members and passengers on board.
- (4) Speeds and timing: Schedules for this operation have been based on indicated air speeds as follows:
Pathfinder A/C - 150 mph.
Paratroop A/C enroute - 140 mph.
Glider towing A/C - 120 mph.
Returning A/C - 150 mph.
Parachute drop speed - not to exceed 110 mph.
Parachute serials are spaced six (6) minutes head to head with a ten (10) minute interval between glider lifts. Glider serials are spaced ten (10) minutes head to head. (For timing of serials over route points based on above data see Annex No. 3).
- (5) Formations: Paratroop and Horsa gliders in echelon of 9-ship V of V's. Glider - Path a/c in echelon to right.
- (6) Standard altimeter setting and scheduled departure point time will be announced at 2000 hours D-1.
- (7) Recall of A/C enroute will be accomplished over command liaison frequencies, in accordance with instructions contained in Signal Annex No. 7. Upon receipt of recall, serial will execute 180 degree turn to left, climb to 3000 feet M.S.L., and return to base.
- (8) Prescribed corridors, altitudes and constant airspeeds will be complied with in as much as all army, ground and naval forces have been notified of types, numbers and timing of A/C over the route. Failure to comply, will minimize the identification of Troop Carrier Serials, and make impossible a rendezvous with night fighter and day fighter cover.
- (9) Lights. Navigation lights, formation lights and downward recognition lights will be ON to a point four (4) minutes beyond "FLATBUSH", at which point, navigation lights will be turned OFF, and a check will be made to see that all cabin and cockpit lights are extinguished. Downward recognition lights will be turned OFF at "HOBOKEN" and formation lights will be turned to least practicable intensity. Downward recognition lights will be turned on before crossing CAMELUP, on the return route. Navigation lights will be turned on four (4) minutes prior to arrival at FLATBUSH. Downward recognition lights will be amber.



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Hq, 50th T C Wg, Field Order No. 1, (Cont'd).

- (10) One (1) only REBECCA will be operating in each nine ship flight.
- (11) IFF will NOT be turned on during this operation, except in case of Ditching.
- (12) Group Assembly will be in accordance with 50th Troop Carrier Wing Overlay dated 6 May 1944.
- (13) Radio silence will be maintained except in case of extreme emergency.
- (14) For detailed DZ's see DZ Overlay Annex No. 5. Pilots of aircraft will be held responsible for the delivery of paratroop loads or gliders to the DZs. Evasive action prior to delivery of troops will not be tolerated. In the event a DZ or LZ is missed on the initial run-in, troops will be delivered within the combat area. In the event that the coastline is reached and troops have not been delivered, a/c will execute a right turn and deliver troops in DZ D.
- (15) Attention is directed to the fact that excessive jump speeds produce high casualty rates among paratroopers. Jump speeds of 110 mph or less will be complied with.
- (16) Serial leaders, flight leaders and individual pilots will be held responsible for maintaining the combat area even though they may become detached from the main force of the aircraft.
- (17) Attention is directed to the fact that food items may be in abundance in the beach-head area following H hour. Precise locations will not be known so that flights above the beach-head after H hour will be conducted accordingly.
- (18) Glider towing crews on missions with contact to serial 28, will approach LZs in such a manner as to release gliders and turn before flying over area perimeter which will undoubtedly be under heavy enemy fire.
- (19) Aldis lamps will not be used excessively during glider release signals.
- (20) Distinctive marks for a/c and gliders, in accordance with SHAEF Memo 23, 18 April 1944, as amended by SHAEF Letter, dated 25 May 1944.
- (21) WARMEIL AIRDROME is designated as IX Troop Carrier Command emergency landing field to be used only in the event damaged aircraft can not reach Troop Carrier airfields.
- (22) Pilots returning with wounded on board will signal this fact to flying control towers in accordance with procedure set forth in Signal Annex and Administrative Order.

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1q, 50th T C Wg, Field Order No. 1, (Cont'd).

- (23) Air/Sea Rescue procedure will be in accordance with AMCO A45/1944
- (24) Glider pilots and a/c crews landing in the DZ areas will come under the control of the nearest ground unit until evacuation, as set forth in Administrative Order, is accomplished.
- (25) Group aircraft will be numbered consecutively with chalk (See Air Movement Table - Annex No. 2).
- (26) Terrain Obstacles (See Appendix "A" Annex No. 1 Ninth Troop Carrier Command).
- (27) Serial Commanders will report following information by phone to 50 Troop Carrier Wing Command Post immediately upon landing.
 - (a) Serial No.
 - 1. Group
 - 2. A/C committed
 - (b) No. A/C off
 - (c) Time T/O last A/C
 - (d) Remarks
 - 1. Reason for aborts and T/O delays
 - 2. Miscellaneous
 - (e) No. A/C landed
 - (f) Time last A/C landed
 - (g) Time over DZ
 - (h) Point of Drop.
 - (i) Remarks
 - 1. Degree of success of mission
 - 2. Errors at DZ
 - 3. Information on missing A/C

4. See Administrative Order No. 1, Annex No. 6

5. a. See Annex No. 7 Plan of Signal Communications.

b. (1) Command Posts

<u>Unit</u>	<u>Group</u>	<u>A/C</u>
50th T C Wg	Red Rays	Lead Wing A/C
439th T C Gp	Upberry	Lead Group A/C
440th T C Gp	Exeter	Lead Group A/C
441st T C Gp	Maryfield	Lead Group A/C
442nd T C Gp	Fulbeck	Lead Group A/C

Hq, 50th T C Wg, Field Order No. 1 (Cont'd)

(2) Axis of Communication shall be through specified Command Posts.

c. Message centers to be at specified Command Posts.

By CHAPPELL:

MINICK
Exec O

OFFICIAL:

Carvill
CAVILL
A-3

ANNEXES:

- 1 - Intelligence
- 2 - Air Movement Table
- 3 - Timing Schedule
- 4 - Route Overlay
- 5 - "DZ" Overlay
- 6 - Administrative Orders
- 7 - Signal Communications

DISTRIBUTION:

- 5 - CG Ninth Air Force
- 5 - CG IX Tr Carr Comd
- 5 - 439th Tr Carr Gp
- 5 - 440th Tr Carr Gp
- 5 - 441st Tr Carr Gp
- 5 - 442nd Tr Carr Gp
- 5 - 82nd Airborne Div
- 5 - 101st Airborne Div
- 3 - IX TCC P/F School

