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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».

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Field Order No. 1, Hqrs, 52nd TCW, 1 June 1944 (cont'd).

- a. D Day - To be announced by Officer Courier.
 - b. Routes: Command corridors have been established to permit coordination and identification with Naval and other forces and will be adhered to (See attached Appendices).
 - c. Wing Assembly Point: Atlanta 1500' MSL.
 - d. Command Assembly Point: Elko 1500' MSL
 - e. Command Departure Point: Flatbush 1000' MSL.
 - f. Altitudes:
 - (1) Over water outbound 500' MSL.
 - (2) IP's 1500' MSL.
 - (3) Drop Zones 700' MSL.
 - (4) Drop Zones to GALLUP 100' MSL, climbing to 3000' prior to crossing GALLUP.
 - (5) GALLUP to HMC 3000' MSL.
 - g. Command decision to postpone, cancel or alter the mission may be announced at any time prior to DZ time.
3. a. The 52nd Troop Carrier Wing will transport Serials 17, 18, 19, 20, 21, 22, 23, 24, 25 and 26 as scheduled in Air Movement Table, Mission "EOSTON" (See Appendix A.)
- (1) Upon completion of Mission "EOSTON" operational control of the 442nd Troop Carrier Group will be released to the 50th Troop Carrier Wing.
 - (2) The 315th and 316th Troop Carrier Groups are alerted for a six (6) hour "On Call" mission after 1200 hours, D plus 1, for a mission with elements of the British 1st Airborne Division. Detailed Field Order will follow.
 - (3) All five (5) Groups are alerted for a mission with the British 1st Airborne Division on or after D plus 5. Detailed Field Order will follow.
- X. PAYLOADS:
- (1) Paratroop aircraft 5850 pounds maximum which includes the weight of containers and parachutes.
 - (2) Four (4) to six (6) bundles will be carried on pararacks of paratroop aircraft only. No pararacks will be installed on 717C aircraft.
 - (3) Load manifests will be completely filled in to include name, rank and serial number of all crew members and passengers on board, and will be collected and held in Group Operations Offices.
 - (4) Speeds and Timing: Schedules for this operation have been based on indicated air speeds as follows
 Paratroop aircraft enroute - - - - 140 MPH
 Returning aircraft - - - - 150 MPH
 Paratroop drop speed not to exceed 110 MPH.
 Parachute serials are spaced six (6) minutes head to head with a ten (10) minute interval between division lifts.
 - (5) Formation: Paratroop aircraft Column of nine (9) ships, V of Vec's.
 - (6) Standard altimeter setting and corrected departure point time will be announced at 2000 hours D-1.
 - (7) Recall of aircraft enroute will be accomplished over Command Liaison frequencies, in accordance with instruction contained in Signal Annex. Upon receipt of recall, serials will execute 180 degree turn to the left, climb to 3000 feet and return to base.
 - (8) Prescribed corridors, altitudes and constant air speeds will be complied with inasmuch as all air, ground and naval forces have been notified of types, numbers and timing of aircraft over the route. Failure to comply will make difficult the identification of Troop Carrier serials and make impossible a rendezvous with night fighters and

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Field Order No. 1, Hqrs, 52nd TOW, 1 June 1944 (cont'd).



- 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 "HOCKEY" and formation lights will be turned to lowest practicable intensity. Downward recognition lights will be turned on before crossing GALLUP on the return route. Navigation lights will be turned on four (4) minutes prior to arrival at FLATBUSH. Downward recognition lights will be amber.
 - (10) One (1) only Rebecca will be operating in each nine (9) ship flight.
 - (11) IFF will NOT be turned on during this operation, except in case of emergency.
 - (12) Challenging and answering ground to air, sea to air, and air to air will be in accordance with published instructions (SD 158 and SD 533).
 - (13) Radio silence will be maintained except in case of extreme emergency.
 - (14) Pilots of aircraft will be held responsible for the delivery of paratroop loads to the DZ's. Evasive action prior to delivery of troops will not be tolerated. In event a DZ 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, aircraft will execute a right turn and deliver troops on DZ D.
 - (15) 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 continuing to the combat area even though they may become detached from the main formations enroute.
 - (17) Attention is directed to the fact that balloons may be in abundance in the beach-head area following H hour. Definite locations will not be known so that flights across the bridgehead after H hour will be conducted accordingly.
 - (18) Distinctive marks for aircraft in accordance with SHAEF Memorandum 23, 18 April 1944, as amended by SHAEF Letter, dated 25 May 1944.
 - (19) WARELL AIRFIELD is designated as IX Troop Carrier Command emergency landing field to be used only in the event damaged aircraft cannot reach home base.
 - (20) 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.
 - (21) Air-Sea rescue procedure will be in accordance with AMCO A 45/1944.
 - (22) Aircraft 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.

4. See Administrative Order to Field Order No. 1 - Exercise

NEPTUNE.

5. a. See Signal Annex No. 3 to Field Order No. 1, IX Troop Carrier Command, dated 31 May 1944. Instructions contained therein as affecting units of this Wing will be followed.

OFFICIAL: *J. J. [Signature]*

A - 3.

CLARK
Commanding



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Field Order No. 1, Hqrs, 52nd TCS, 1 June 1944 (cont'd).

ANNEXES:

- No. 1 - Intelligence Annex
- No. 2 - Administrative Annex
- No. 3 - Signal Annex

OVERLAYS:

- Run-in Map
- Route and Corridor Map

DISTRIBUTION:

- 2 - CG, IX TCC
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- 2 - CO, 442nd T.C. Gp.
- 2 - CG, 82nd A/B Division.

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