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**Report date:** 31 May1944

**Title:** Operation Neptune-Bigot

**Author:** Headquarters IX Troop Carrier Command

**Abstract:** This report is Field Order No. 1 on the troop carrier phase of Operation Neptune-Bigot with the 82<sup>nd</sup> Airborne Division and the 101<sup>st</sup> Airborne Division.

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D 767.6 FO #1 NEPTUNE-BIGOT  
U 5509  
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9 August, 1944.

Memorandum

TO : Lt. Col. Jablonsky

Attached is the dope on the Normandy Operation as discussed in our <sup>conversations</sup> telephone. It isn't complete but it gives a pretty thorough picture of the Troop Carrier phase of operation. I have no data whatsoever on the ground action.

J. H. Hallon  
Lt. Col.

J. W. Brown  
Doc Clerk

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F O I

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  
Le Havre, Paris, Brest, Nantes and Dijon, Midlands, East Anglia, England Southwest, England Southeast, England South.

CODE AB-GSGS-3982 SCALE 1:250,000  
Channel Islands, Brest, Lannion, Cherbourg, Rennes, Rouen, Boulogne, Chartes.

CODE CA-GSGS-3957 SCALE  $\frac{1}{4}$ " to 1 mile  
England East, North Wales and North Midlands and Lincolnshire, South Wales.

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, ADGB, Coastal Command and Transport Command. The following tasks of these forces will be accomplished in connection with Troop Carrier operations:
    - (a) Neutralization of enemy anti-aircraft positions and search-light batteries.
    - (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 COTENTIN PENINSULA, to develop airfield sites in the CARENTAN-CAEN 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 Fourth 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 reserves to the East and North.
  - (3) Naval - The allied Navies will transport and support the assault and follow-up forces.

- (a) Troop Carrier Corridors over Naval formations will be marked by ships equipped with appropriate Troop Carrier navigational Aids.
2. The IX Troop Carrier Command will transport and re-supply parachute and glider elements of the 82nd Airborne Division and 101st Airborne Division (See Air Movement Tables, Appendix A), 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: Command corridors have been established to permit coordination and identification with Naval and other forces, and will be adhered to. (See Appendices B and C)
  - c. Command Assembly Point: ELKO - 1500 feet M.S.L.
  - d. Command Departure Point: FLATBUSH - 1000 feet M.S.L.
  - 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. Command decision to postpone, cancel or alter the mission may be announced any time prior to DZ time.
  - g. Special instructions for all missions after Serial 28 are contained in par. 3.
3. a. The IX Troop Carrier Command Pathfinder School will transport Serials 1, 2, 3, 4, 5, and 6 as scheduled in Air Movement Table (Appendix A).
- (1) Command Corridor will be adhered to between ELKO - GALLUP. Flights will avoid altitudes which will be occupied by troop carrying serials.
  - (2) All available aids to navigation will be utilized.
  - (3) Approach to DZs: Over western beaches.
  - (4) Departure from DZs: Over eastern beaches.
  - (5) One (1) ship from each flight will land at Northolt and report immediately to the Commanding General at EASTCOTE.
- b. The 53rd Troop Carrier Wing will transport Serials 7, 8, 9, 10, 13, 27, 28, 29, 30, 31, 32, 33, 34 and 35 as scheduled in Air Movement Table, Missions "ALBANY", "CHICAGO", "DETROIT", "KEOKUCK", and "ELMIRA". (See Appendix A).
- (1) Serials 29, 30, 31, 32, 33, 34, and 35 will be routed ELKO - FLATBUSH - GALLUP - SPOKANE - PADUCAH - LZ - PADUCAH - SPOKANE - GALLUP - FLATBUSH.

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- (a) Altitude: GALLUP - LZ: 500 feet M.S.L.  
LZ - SPOKANE: below 500 feet M.S.L.  
SPOKANE - GALLUP: below 500 feet M.S.L.: climbing to  
cross GALLUP at 3000 feet M.S.L.
- (b) Ropes will be dropped immediately after clearing LZ area.
- (2) Two (2) Groups will hold fifty (50) tugs and fifty (50) Horsa gliders each alerted for operations on and after D plus 5. Details to be announced by amendment.
- Two (2) airdromes, in addition, will be held available for use by another Wing for the same period.
- c. The 50th Troop Carrier Wing will transport Serials 11, 12, 14, 15, 16, 36, 37, 42, and 43 as scheduled in Air Movement Table, Missions ALBANY, HACKENSACK, AND MEMPHIS. (See Appendix A)
- (1) Serials 36 and 37 will be routed ELKO - FLATBUSH - GALLUP - SPOKANE - PADUCAH - LZ - PADUCAH - SPOKANE - GALLUP - FLATBUSH.
- (a) Altitude: GALLOP - LZ: 600 feet M.S.L.  
LZ - GALLOP: below 500 feet M.S.L.
- (b) Ropes will be dropped immediately after clearing LZ areas.
- (2) Serials 42 and 43 are "On Call", but will be set-up to be flown as scheduled.
- (a) Route out: ELKO - FLATBUSH - GALLUP - SPOKANE - PADUCAH - DZ at 500 feet M.S.L.
- (b) Route back: DZ - PADUCAH - SPOKANE - GALLUP - below 500 feet M.S.L.
- (3) Upon completion of Mission "BOSTON", operation control of the 442nd Troop Carrier Group will revert to the 50th Troop Carrier Wing. The Group will remain based at FULBECK.
- (4) Two (2) Groups of fifty (50) aircraft and fifty (50) glider crews each will be alerted for operation on and after D plus 5 for a glider mission to be launched from the GREENHAM COMMON area. Details to be announced by amendment.
- d. The 52nd Troop Carrier Wing will transport Serials 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 38, 39, 40 and 41 as scheduled in Air Movement Table, Missions "BOSTON" and "FREEPORT". (See Appendix A)
- (1) Serials 38, 39, 40 and 41 are automatic, but subject to cancellation if not required.
- (a) Route out: ELKO - FLATBUSH - GALLUP - SPOKANE - PADUCAH - DZ at 500 feet M.S.L.
- (b) Route back: DZ - PADUCAH - SPOKANE - GALLUP - below 500 feet M.S.L.
- (c) A BUPS beacon coded 1/2 will be installed on DZ "O" for these serials.
- (2) Upon completion of Mission "BOSTON" operational control of the 442nd Troop Carrier Group will be released to the 50th Troop Carrier Wing.

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- (3) Two (2) Groups will be alerted for a six (6) hour "On Call" mission after 1200 hours, D plus 1, for a mission with the British 1st Airborne Division. Details to be announced by amendment.
- (4) Five (5) Groups will be alerted from D plus 5 for a mission with the British 1st Airborne Division. Details to be announced by amendment.

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 life rafts.

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

- (2) Four to six bundles will be carried on paratracks of paratroop a/c only. No paratracks will be installed on 717C a/c (GEE)
- (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 division lifts. Glider serials are spaced ten (10) minutes head to head. Fortiming of various serials over various route points based on above data, see Appendices D1 and D3.

- (5) Formations: Paratroop and resupply - Column of 9-ship V of V's  
Glider - Pair of pairs echeloned to rt.
- (6) Standard altimeter setting and corrected 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. (See Annex No. 3). Upon receipt of recall, serials will execute 180 degree turn to the left, climb to 3000 ft and return to base.
- (8) Prescribed corridors, altitudes and constant air speeds will be complied with in as much as all air, 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 fighters and day fighter cover.

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- (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 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) 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) Challenging and answering ground to air, sea to air, and air to air will be in accordance with published instructions. (See 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 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 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 beachhead area following H hour. Definite locations will not be known so that flights across the bridgehead after H hour will be conducted accordingly.
- (18) Glider towing crews in missions subsequent to serial 28, will approach LZs in such a manner as to release gliders and turn before flying over area, perimeter which will undoubtedly contain 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 SHAEFF Letter, dated 25 May 1944.
- (21) WARMELL AIRDROME is designated as IX Troop Carrier Command emergency landing field to be used only in the event damaged aircraft cannot reach Troop Carrier airdromes.
- (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.
- (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.



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4. See Administrative Order No. 1 to FO No. 1. (Annex 2).

5. a. See Signal Annex (Annex No. 3).

b. Axes of Communication - through specified Command Posts.

c. Command Post locations:

(1) Ground

- |                                     |                    |
|-------------------------------------|--------------------|
| IX Troop Carrier Command            | - EASTCOTE         |
| 50th Troop Carrier Wing             | - EXETER           |
| 52nd Troop Carrier Wing             | - COTTESMORE       |
| 53rd Troop Carrier Wing             | - GREENHAM COMMONS |
| IX Troop Carrier Command P/F School | - NORTH WITHAM     |

(2) Air.

- |           |                             |
|-----------|-----------------------------|
| All Wings | - Respective lead wing a/c. |
|-----------|-----------------------------|

By WILLIAMS

OFFICIAL:

DUKE

C of S

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