

Chapter 1 : The History Reader - A History Blog from St. Martins Press

History Of The th Parachute Infantry Item Preview 1: FLIGHT PLAN FOR THE NORMANDY DROP 18 2: THE NORMANDY DROP ZONES AND THE BEACHES 19 3: FROM STE. MERE.

Unit Combined Operations Headquarters Montagu selected the code name Mincemeat from a list of centrally held available possibilities. The Mincemeat plan was to place documents on the corpse, and then float it off the coast of Spain, whose nominally neutral government was known to cooperate with the Abwehr, the German military intelligence organisation. The name "Martin" was selected because there were several men with that name of about that rank in the Royal Marines. As a Royal Marine, Major Martin came under Admiralty authority, and it would be easy to ensure that all official inquiries and messages about his death would be routed to the Naval Intelligence Division. Along with the other items placed on him, an itinerary of his activity in London could be constructed from 18 to 24 April. Montagu and Cholmondeley conducted a search for people who resembled the corpse, finding Captain Ronnie Reed of MI5; Reed agreed to be photographed for the identity card, wearing Royal Marine uniform. Montagu spent the next few weeks rubbing all three cards on his trousers to provide a used sheen to them. The only non-issue part to the uniform was the underwear, which was in short supply in war-rationed Britain, so a pair of good-quality woollen underwear, owned by the late Herbert Fisher, the Warden of New College, Oxford, was used. He said that the target should be casually but clearly identified, that it should name Sicily and another location as cover, [n 8] and that it should be in an unofficial correspondence that would not normally be sent by diplomatic courier, or encoded signal. After several attempts at drafting the document did not generate something that was considered natural, it was suggested that Nye should draw up the letter himself to cover the required points. The letter covered several purportedly sensitive subjects, such as the unwanted award of Purple Heart medals by US forces to British servicemen serving with them and the appointment of a new commander of the Brigade of Guards. Martin was referred to in the letter as an amphibious warfare expert on loan until "the assault is over". The document included a clumsy joke about sardines, which Montagu inserted in the hope that the Germans would see it as a reference to a planned invasion of Sardinia. They therefore equipped Martin with a leather-covered chain, such as was used by bank and jewellery couriers to secure their cases against snatching. The chain unobtrusively runs down a sleeve to the case. To Montagu it seemed unlikely that the major would keep the bag secured to his wrist during the long flight from Britain, so the chain was looped around the belt of his trench coat. It had long been assumed by the pair that the western coast of Spain would be the ideal location. Early in the planning they investigated the possibility of Portuguese and French coasts, but rejected those in favour of Huelva on the coast of southern Spain, after advice was taken from the Hydrographer of the Navy regarding the tides and currents best suited to ensure the body landed where it was wanted. Huelva was also chosen because the British vice-consul in the city, Francis Haselden, was "a reliable and helpful man" who could be relied upon, according to Montagu. After seaplanes and surface ships were dismissed as being problematic, a submarine was chosen as the method of delivering the corpse to the region. The canister needed to remain airtight and keep the corpse as fresh as possible through its journey. Spilsbury provided the medical requirements and Cholmondeley contacted Charles Fraser-Smith of the Ministry of Supply [n 9] to produce the container, which was labelled "Handle with care: The committee informed Colonel John Bevan " the head of London Controlling Section, which controlled the planning and co-ordination of deception operations " that he needed to obtain final approval from Churchill. Two days later Bevan met the prime minister " who was in bed, wearing a dressing gown and smoking a cigar " in his rooms at the Cabinet War offices and explained the plan. He warned Churchill that there were several aspects that could go wrong, including that the Spaniards might pass the corpse back to the British, with the papers unread. Churchill replied that "in that case we shall have to get the body back and give it another swim". Purchase, Montagu and Cholmondeley could not put the boots on, so an electric fire was located and the feet defrosted enough to put the boots on properly. The pocket litter was placed on the body, and the briefcase attached. When the dry ice sublimated, it filled the canister with carbon dioxide and drove out any

oxygen, thus preserving the body without refrigeration. The canister was placed in the Fordson van of an MI5 driver St. John "Jock" Horsfall, who had been a racing champion before the war. Bill Jewell, and crew had previous special operations experience. Jewell told his men that the canister contained a top secret meteorological device to be deployed near Spain. After spending the day reconnoitering the coastline, at 4: Jewell had the canister brought up on deck, then sent all his crew below except the officers. They opened the container and lowered the body into the water. Jewell read Psalm 39 and ordered the engines to full astern; the wash from the screws pushed the corpse toward the shore. The canister was reloaded and the submarine travelled 12 miles out where it surfaced and the empty container was pushed into the water. Because of the air trapped in the insulation, this effort failed, and the canister was destroyed with plastic explosives. Haselden, as vice-consul, was officially informed by the Spaniards; he reported back to the Admiralty that the body and briefcase had been found. A series of pre-scripted diplomatic cables were sent between Haselden and his superiors, which continued for several days. The British knew that these were being intercepted and, although they were encrypted, the Germans had broken the code; the messages played out the story that it was imperative that Haselden retrieve the briefcase because it was important. He asked admiral Wilhelm Canaris, the head of the Abwehr, to personally intervene and persuade the Spanish to surrender the documents. The letters were dried and photographed, then soaked in salt water for 24 hours before being re-inserted into their envelopes, without the eyelash that had been planted there. On receipt the documents were forensically examined, and the missing eyelash noted. Further tests showed that the fibres in the paper had been damaged by folding more than once, which confirmed that the letters had been extracted and read. An additional test was made as the papers "still wet by the time they returned to London" were dried out: To allay any potential German fears that their activities had been discovered, another pre-arranged encrypted but breakable cable was sent to Haselden stating that the envelopes had been examined and that they had not been opened; Haselden leaked the news to Spaniards known to be sympathetic to the Germans. The message, which had been sent two days previously, warned that the invasion was to be in the Balkans, with a feint to the Dodecanese. It read "Mincemeat swallowed rod, line and sinker by the right people and from the best information they look like acting on it. By coincidence, also published that day were the names of two other officers who had died when their plane was lost at sea, and opposite the casualty listings was a report that the film star Leslie Howard had been shot down by the Luftwaffe and died in the Bay of Biscay; both stories gave credence to the Major Martin story. Furthermore, he believes that the discovered Anglo-Saxon order confirms the assumption that the planned attacks will be directed mainly against Sardinia and the Peloponnesus. He ordered that the experienced 1st Panzer Division be transferred from France to Salonika. Two panzer divisions were moved to the Balkans from the Eastern Front; [n 11] German torpedo boats were moved from Sicily to the Greek islands in preparation. Seven German divisions transferred to Greece, raising the number present to eight, and ten were posted to the Balkans, raising the number present to eighteen. By the time the German high command realised the mistake, it was too late to make a difference.

Chapter 2 : D-Day Squadron Advances Normandy Flyover Plans - AVweb flash Article

Hello, We are planning a trip to France in May. I'm thinking of May , 9 nights. I need your input, please, as I have airline tickets until 12 midnight. We fly in from US on the morning of May 2, into CDG, where I think we will take a train to Normandy(Caen).

Airborne exercises took place throughout the winter and spring of 1944, including night jumps, since the operation was to take place in darkness roughly five hours ahead of the scheduled amphibious landings in Normandy. Exercise Eagle, conducted on May 11, 1944, was intended as a dress rehearsal for the bulk of the troop carrier groups and both airborne divisions. The results of Eagle and follow-on exercises that extended to the end of the month were encouraging, although a number of the troop carrier pilots had never flown combat missions or had limited experience. Paratroopers of the 1st Airborne Division experienced its baptism of fire in Normandy. The lessons gleaned in the Mediterranean shaped the flight paths of the troop carrier serials to avoid German anti-aircraft fire and minimize the possibility of potential friendly fire incidents. The preliminary flight plan was approved in mid April; however, intelligence reports necessitated significant changes. The primary German field opposition to the American airborne assault was expected to come from the 1st Infantry Division, the 91st Airlanding Division, the 1st Grenadier Division, and the 6th Parachute Regiment. At the end of May, elements of the 91st Airlanding Division were detected perilously close to the drop zones of both the 1st and 82nd Divisions. The 82nd drop zones were pulled eastward, and Ste. Mere-Eglise, originally an objective assigned to the 1st, was switched to the 82nd. The changes in drop zones required alterations to the flight plans. From various airfields around southern England, the first transports would rise into the night sky shortly after midnight on June 5. Flying a generally southern course, they were to proceed to a point over the open sea, execute a degree left turn, and then fly 54 miles (87km) while passing between the Channel Islands of Alderney and Guernsey. Along the west coast of the Cotentin Peninsula at the Initial Point, code-named Peoria, the troop carriers with the 82nd aboard would proceed straight to their drop zones 11 miles (18km) inland just north of the village of La Haye. The Cs carrying the 1st were to make a slight left turn at Peoria and reach the drop zones 25 miles (40km) away. Along the way, the transport planes would be aided by navigational beacons and the Rebecca Eureka transponding radar system. Pathfinders would go in first and illuminate the drop zones. Once their drops were completed, the empty aircraft were instructed to turn and follow a reciprocal course back to their bases in England. Commander-in-Chief A first sergeant and a medical corpsman are among this group of paratroopers receiving last minute instructions on the ground prior to the airborne phase of Operation Overlord. Some of these troopers have camouflaged their helmets with vegetation. Senior Allied commanders acknowledged that the entire invasion plan was incredibly risky. At worst, failure meant losing the war. At best, it meant months—possibly years—of recovery in order to try again. The airborne phase was particularly worrisome. Eisenhower accepted his role and wrote a brief statement that, in the event of the unthinkable, was to be released to the media. Casualties were expected to run high: Some estimates concluded that half the planes carrying American paratroopers and 70 percent of the gliders would be shot down by German anti-aircraft fire. Leigh-Mallory urged in writing that the American airborne plan should be scrapped. Eisenhower weighed his options and decided that the effort should proceed; the airborne decision was just one of many that he wrestled with, taking advice from other members of the Combined Chiefs of Staff right up to the scheduled hour of departure. When the worst weather in the English Channel in 50 years threatened to disrupt Operation Overlord, Eisenhower ordered a postponement from June 5 to the following day. According to a team of meteorologists headed by Group Captain James Martin Stagg, a narrow window of opportunity existed on June 6. The next available date with appropriate atmospheric conditions was two weeks later, June 19, and recalling the warships and vessels already loaded with troops while maintaining secrecy seemed impossible. During a meeting at Southwick House just north of Portsmouth, England, in the early morning hours of June 5, Eisenhower asked the opinion of each of his lieutenants as to whether the invasion should proceed. He initially intended to visit units of the 82nd Airborne on the eve of D-Day, but Generals Ridgway and Gavin asked him to stay away, saying their troops would be distracted. Laughing and joking with the

paratroopers, he asked one of them where he was from. Michiganâ€™”great fishing thereâ€™”been there several times and like it. Ike wandered through them, stepping over packs, guns, and a variety of equipment such as only paratroop people can devise, chinning with this and that one. All were put at ease. He was promised a job after the war by a Texan who said he roped, not dallied, his cows, and at least there was enough to eat in the work. I stayed with them until the last of them were in the air, somewhere about midnight. After a two hour trip back to my own camp, I had only a short time to wait until the first news should come in. Eisenhower, the Supreme Allied commander in Europe. Eisenhower feared that the airborne troops would sustain high casualties and wanted to wish them well prior to departure. The airlift missions for the 1st and 82nd Divisions were code-named Albany and Boston respectively and included the planes carrying the 1st and the transporting the 82nd. The planes were further divided into serials of primarily 36 or 45 planes. Formations remained tight as the aircraft made landfall. However, cloud cover, strong winds, and increasingly heavy flak caused them to loosen substantially. While some troop carrier groups placed the majority of their sticks on or near the drop zones, others were widely dispersed. The second flight in the second serial of the 1st Group, for example, dropped elements of the 1st Parachute Field Artillery five to seven miles 8â€™”11km northwest of their assigned drop zone. Among the planes carrying 82nd Airborne troopers, sticks were intended for Drop Zone O. Of these, 31 came down within or close to the zone, while 29 more landed within a mile 1. Equipment was lost or damaged, some bundles sinking to the bottom of the flooded marshes. Others actually came down on Utah Beach or in the surf, shedding heavy equipment packs and swimming or wading to the shore. Some troopers came down in flooded areas and struggled with parachutes and gear in water over their heads. Father Francis Sampson , regimental chaplain of the 1st PIR, came to earth in deep water and cut his equipment away before his parachute dragged him to a shallow spot. Ten minutes later, he swam back to his original drop point and made several dives to locate his Communion set. Radioman Hugh Pritchard came down with pounds 63kg of equipment and his radio in a leg bag. He went straight to the bottom of a marsh and was then dragged some distance by his billowing parachute. Only the collapse of the parachute saved him from drowning. Fifty-one gliders assigned to the 1st were to land in darkness on the morning of D-Day, and Brigadier General Don F. Pratt , assistant commander of the division, was killed when his glider crashed. He stumbled across a lone private, and the two embraced with relief. Riding in with the 1st PIR, General Ridgway was making his fifth parachute jump, actually qualifying for his silver wings. General Gavin, accompanying the 1st PIR, came down in an apple orchard about two miles 3km from his drop zone, with no idea where he was. It took him an hour to become oriented. He lives in Hixson, Tennessee.

Chapter 3 : American airborne landings in Normandy - Wikipedia

From there we plan to take a train to Normandy, France (most likely Caen due to the abundance of car rental companies.) We plan to spend roughly five days in Normandy and will then fly home to the United States.

The Rebecca, an airborne sender-receiver, indicated on its scope the direction and approximate range of the Eureka, a responder beacon. The paratroops trained at the school for two months with the troop carrier crews, but although every C in IX TCC had a Rebecca interrogator installed, to keep from jamming the system with hundreds of signals, only flight leads were authorized to use it in the vicinity of the drop zones. Despite many early failures in its employment, the Eureka-Rebecca system had been used with high accuracy in Italy in a night drop of the 82nd Airborne Division to reinforce the U. However, a shortcoming of the system was that within 2 miles 3. The system was designed to steer large formations of aircraft to within a few miles of a drop zone, at which point the holophane marking lights or other visual markers would guide completion of the drop. Each drop zone DZ had a serial of three C aircraft assigned to locate the DZ and drop pathfinder teams, who would mark it. The serials in each wave were to arrive at six-minute intervals. The pathfinder serials were organized in two waves, with those of the st Airborne Division arriving a half-hour before the first scheduled assault drop. These would be the first American and possibly the first Allied troops to land in the invasion. The three pathfinder serials of the 82nd Airborne Division were to begin their drops as the final wave of st Airborne Division paratroopers landed, thirty minutes ahead of the first 82nd Airborne Division drops. D-Day results[edit] General Dwight D. Eisenhower speaking with First lieutenant Wallace C. Efforts of the early wave of pathfinder teams to mark the drop zones were partially ineffective. The first serial, assigned to DZ A, missed its zone and set up a mile away near St. The team was unable to get either its amber halophane lights or its Eureka beacon working until the drop was well in progress. Although the second pathfinder serial had a plane ditch in the sea en route, the remainder dropped two teams near DZ C, but most of their marker lights were lost in the ditched airplane. They managed to set up a Eureka beacon just before the assault force arrived but were forced to use a hand held signal light which was not seen by some pilots. The planes assigned to DZ D along the Douve River failed to see their final turning point and flew well past the zone. Returning from an unfamiliar direction, they dropped 10 minutes late and 1 mile 1. Consequently so many Germans were nearby that the pathfinders could not set out their lights and were forced to rely solely on Eureka, which was a poor guide at short range. The pathfinders of the 82nd Airborne Division had similar results. It made the most effective use of the Eureka beacons and holophane marking lights of any pathfinder team. They landed among troop areas of the German 91st Division and were unable to reach the DZ. Altogether, four of the six drops zones could not display marking lights. The units for DZ N were intended to guide in the parachute resupply drop scheduled for late on D-Day, but the pair of DZ C were to provide a central orientation point for all the SCR radars to get bearings. However the units were damaged in the drop and provided no assistance. Each parachute infantry regiment PIR , a unit of approximately men organized into three battalions, was transported by three or four serials, formations containing 36, 45, or 54 Cs, and separated from each other by specific time intervals. The serials were scheduled over the drop zones at six-minute intervals. The paratroopers were divided into sticks, a plane load of troops numbering men. To achieve surprise, the parachute drops were routed to approach Normandy at low altitude from the west. The serials took off beginning at The flights encountered winds that pushed them five minutes ahead of schedule, but the effect was uniform over the entire invasion force and had negligible effect on the timetables. Once over water, all lights except formation lights were turned off, and these were reduced to their lowest practical intensity. Weather over the channel was clear; all serials flew their routes precisely and in tight formation as they approached their initial points on the Cotentin coast, where they turned for their respective drop zones. Scattered drops[edit] Despite precise execution over the channel, numerous factors encountered over the Cotentin Peninsula disrupted the accuracy of the drops, many encountered in rapid succession or simultaneously. Flak from German anti-aircraft guns resulted in planes either going under or over their prescribed altitudes. Some of the men who jumped from planes at lower altitudes were injured when they hit the ground because of their chutes not having enough time

to slow their descent, while others who jumped from higher altitudes reported a terrifying descent of several minutes watching tracer fire streaking up towards them. Of the 20 serials making up the two missions, nine plunged into the cloud bank and were badly dispersed. Of the six serials which achieved concentrated drops, none flew through the clouds. However the primary factor limiting success of the paratroop units, because it magnified all the errors resulting from the above factors, was the decision to make a massive parachute drop at night, a concept that was not again used in three subsequent large-scale airborne operations. This was further illustrated when the same troop carrier groups flew a second lift later that day with precision and success under heavy fire. Mission Albany[edit] Main article: The first flights, inbound to DZ A, were not surprised by the bad weather, but navigating errors and a lack of Eureka signal caused the 2nd Battalion and PIR to come down on the wrong drop zone. Most of the remainder of the nd jumped in a disorganized pattern around the impromptu drop zone set up by the pathfinders near the beach. Two battalion commanders took charge of small groups and accomplished all of their D-Day missions. The three serials carrying the th PIR were badly dispersed by the clouds, then subjected to intense anti-aircraft fire. The 2nd Battalion, much of which had dropped too far west, fought its way to the Haudienville causeway by mid-afternoon but found that the 4th Division had already seized the exit. A small unit reached the Pouppeville exit at and fought a six-hour battle to secure it, shortly before 4th Division troops arrived to link up. Part of the DZ was covered by pre-registered German fire that inflicted heavy casualties before many troops could get out of their chutes. Among the killed were two of the three battalion commanders and one of their executive officers. A group of troops captured the main objective, the la Barquette lock, by A staff officer put together a platoon and achieved another objective by seizing two foot bridges near la Porte at By the evening of June 7 the other two battalions were assembled near Sainte Marie du Mont. Mission Boston[edit] Main article: It was also a lift of 10 serials organized in three waves, totaling 6, paratroopers carried by Cs. Pathfinders on DZ O turned on their Eureka beacons as the first 82nd serial crossed the initial point and lighted holophane markers on all three battalion assembly areas. As a result the th enjoyed the most accurate of the D-Day drops, half the regiment dropping on or within a mile of its DZ, and 75 per cent within 2 miles 3. The other regiments were more significantly dispersed. The th experienced the worst drop of any of the PIRs, with only 25 per cent jumping within a mile of the DZ. Half the regiment dropped east of the Merderet, where it was useless to its original mission. Approximately half landed nearby in grassy swampland along the river. Estimates of drowning casualties vary from "a few" [8] to "scores" [9] against an overall D-Day loss in the division of killed in action , but much equipment was lost and the troops had difficulty assembling. Timely assembly enabled the th to accomplish two of its missions on schedule. However one makeshift battalion of the th PIR seized a small hill near the Merderet and disrupted German counterattacks on Chef-du-Pont for three days, effectively accomplishing its mission. Two company-sized pockets of the th held out behind the German center of resistance at Amfreville until relieved by the seizure of the causeway on June 9. D-Day glider landings[edit] Main articles: Mission Chicago and Mission Detroit Two pre-dawn glider landings, missions "Chicago" st and "Detroit" 82nd , each by 52 CG-4 Waco gliders, landed anti-tank guns and support troops for each division. The missions took off while the parachute landings were in progress and followed them by two hours, landing at about , 2 hours before dawn. Chicago was an unqualified success, with 92 per cent landing within 2 miles 3. Detroit was disrupted by the same cloud bank that had bedevilled the paratroops and only 62 per cent landed within 2 miles 3. Even so, both missions provided heavy weapons that were immediately placed into service. Only eight passengers were killed in the two missions, but one of those was the assistant division commander of the st Airborne, Brigadier General Don Pratt. Evening reinforcement missions[edit] Main article: Mission Elmira On the evening of D-Day two additional glider operations, mission "Keokuk" and mission "Elmira" , brought in additional support on gliders. Operating on British Double Summer Time, both arrived and landed before dark. Both missions were heavily escorted by P , P , and P fighters. Keokuck was a reinforcement mission for the st Airborne consisting of a single serial of 32 tugs and gliders that took off beginning at It arrived at Although only five landed on the LZ itself and most were released early, the Horsa gliders landed without serious damage. Two landed within German lines. The mission is significant as the first Allied daylight glider operation, but was not significant to the success of the st Airborne. It consisted of four serials, the first pair to

arrive ten minutes after Keokuck, the second pair two hours later at sunset. The Cs released their gliders for the original LZ, where most delivered their loads intact despite heavy damage. The second wave of mission Elmira arrived at That wave too came under severe ground fire as it passed directly over German positions. One serial released early and came down near the German lines, but the second came down on Landing Zone O. Nearly all of both battalions joined the 82nd Airborne by morning, and 15 guns were in operation on June 8. The hazards and results of mission Elmira resulted in a route change over the Douve River valley that avoided the heavy ground fire of the evening before, and changed the landing zone to LZ E, that of the st Airborne Division. Consisting of glider-tug combinations, it carried nearly a thousand men, 20 guns, and 40 vehicles and released at Small arms fire harried the first serial but did not seriously endanger it. Low releases resulted in a number of accidents and injuries in the th 17 fatal. The second serial hit LZ W with accuracy and few injuries. Mission Hackensack, bringing in the remainder of the th, released at Airborne resupply[edit] Two supply parachute drops, mission "Freeport" for the 82nd and mission "Memphis" intended for the st, were dropped on June 7. Fourteen of the Cs on the supply drops were lost compared to only seven of the glider tugs shot down. This brought the final total of IX Troop Carrier Command sorties during Operation Neptune to 2,, with of those being glider sorties. Ground combat involving U. Army does not designate the point in time in which the airborne assault ended and the divisions that fought it conducted a conventional infantry campaign. Battle of Carentan After 24 hours, only 2, of the 6, men in st were under the control of division headquarters.

This was the plan for Third Battalion: Supported by one platoon of the Engineer Battalion and two demolition sections, it was to land on DROP Zone D, which was to the south of VIERVILLE and east of ANGOVILLE AU PLAIN.

Dated 30 January The 13th Group, being the first of the IX Troop Carrier Command units to reach the theater, trained for some seven months for an operation that was over in a matter of hours. Cargo consisted of troops, sixteen 57mm anti-tank guns, 25 vehicles, 2. Shortly after take-off, one glider broke loose and landed four miles from base. In it was the radio by which the 1st division was to have communicated with higher headquarters. The remainder of the formation reached Cherbourg peninsula, where it encountered sporadic small arms fire, which shot down one plane and glider. One pilot dropped out of formation and released his glider some eight miles from the designated zone. The remaining 49 planes reached the release area, released their gliders at 10:00, and turned back toward England. All landed shortly after 11:00. The 13th Group had successfully performed the task for which it had been trained. The airborne troops who were transported to France on the morning of D-Day depended, to a certain extent, on aerial resupply and reinforcement. The 13th Group participated in the follow-up missions. Late in the afternoon of D-Day the Group sent 32 of its planes, each towing a Horsa glider, back to the 1st division area; the payload consisted of troops, 40 vehicles, 6 guns, and about 19 tons of other equipment and supplies. The planes encountered no enemy aircraft and virtually no ground fire. Battle damage consisted of a few nicks on one plane. In the early morning hours of D plus one, the Group flew its last mission in conjunction with the Normandy landing; 50 of its planes, each towing a Waco glider, transported reinforcements to the 82nd Division. In late July, American forces broke through at St. Lo, and the third Army covered miles a week. Ground forces shortly were from 10 to 15 miles beyond depots. Because of the shattered condition of the French roads and railroads, surface transport was able to supply forward elements with only a minimum of daily requirements. Under the circumstances, troop carrier units were called upon to help supply the advancing ground forces. It was realized that air supply could not provide all of the supplies required, but it was felt that the supplies delivered by air as a supplement to those delivered by surface means might spell the difference between continuing the offensive and stalling. In early August, therefore, higher headquarters over-ruled senior troop carrier commanders, who had raised objections to the diversion of troop carrier units from their primary task that of working with airborne forces, and gave air supply precedence over training for airborne operations. Consequently, until mid-September, the 13th Troop Carrier Group was fully occupied with flying supply and evacuation missions. The Group flew supply missions on all but seven days in August. The Group continued its heavy schedule of supply operations until 13 September. The FAAA was created in the midst of planning for a major airborne operation, which was to take place in August, but was canceled because the Allied armies overran the objective. In the first week of September two more airborne operations were planned only to be rapidly discarded, one because the objective was overrun, and the other because of unexpectedly strong enemy forces in the proposed drop area. Indeed, MARKET was the only large American airborne operation during World War II for which there was no training program, no rehearsal, almost no exercises, and very little tactical training activity. Nevertheless, when airborne troops began to congregate on the airfield, personnel of the 13th realized that a mission was imminent. On the afternoon of 16 September the briefing of crews began for the operation that was to take place the next day. The main drop of airborne forces was to be accomplished on 17 and 18 September, followed by several resupply missions. Its assigned drop zone was near Eindhoven. Surface fire was again intense and the Group lost two aircraft. A glider-tow reinforcement mission on the 19th was plagued by wretched weather. The 13th dispatched 80 planes, each with a glider in tow; but available records do not state how many of those sent out completed the mission. The weather was scarcely any better on the 20th. But the need for supplies was great, and a resupply mission to the airborne forces was flown. The 1st Division had already made contact with Allied ground forces and was in a fairly comfortable condition. The weather remained bad for the next five days, and air supply was reduced to a trickle. The 13th flew its last mission in connection with MARKET on 25 September, when it provided 16 aircraft for a formation of 34 Cs dispatched

by the 53rd Wing to transport supplies to the 1st Division. Largely because of foul weather, which prevented the troop carriers from bringing in the scheduled supplies and reinforcements, the MARKET operation did not achieve its objective. Freight for the most part consisted of ammunition, gasoline, aircraft parts, rations, clothing, and almost every kind of air transportable item needed by both air and ground forces on the Continent. The most outstanding supply operations during the period came in late December, when the Group helped to halt the German Ardennes offensive. For about a week after the German drive opened on the 16th, bad weather prevented the allied air forces from offering any appreciable assistance to the ground forces. When the weather finally broke on the 23rd, however, fighters and bombers turned their attention to the battle area, and troop carrier units began to ferry in supplies and reinforcements. In three days, 23, 24, and 26 December, the 1st Group flew sorties on supply operations to the beleaguered troops at Bastogne. On D-Day, 24 March, the 1st Group provided two formations of 45 aircraft each. The second formation dropped the 1st Parachute Field Artillery Battalion, which was to support the 1st Parachute Infantry Regiment. The 1st was dropped at some distance from the specified zone and it was mid-afternoon before troops had fought their way to their proper zone. The last parachute serial, a formation of 45 C-47s from the 1st Group, had flown accurately to the drop zone and dropped artillerymen and 12 howitzers there at 1700 hours. There were a few resupply missions flown during the day by Eighth Air Force bombers. By nightfall of D-Day, the airborne and ground forces had joined, and the troop carriers were not called upon for a resupply campaign. This text was found on the site: L Glider Pilots at Normandy. Notice the M42 Paratrooper jump suit on the far left Pilot. R Glider Pilots heading to England. L Glider Pilots leaving the Normandy coast. However, a few men secured the M42 paratrooper uniform for use.

Chapter 5 : How To: File a Formation Flight Plan | RocketRoute

The pathfinders' job was to mark drop zones behind the Normandy beaches, placing lights and radar beacons so that more than 13, jumpers who would immediately follow in the all-out airborne assault could find their way to bridges and road crossings designated as strategic targets.

Nearly a year has come and gone, yet the general aviation community is still awash with confusion and misinformation. On the next page Fig. Drop down menus facilitate the process and there are help menus for all items. You only need to enter this information once. Our system will save your data and automatically enter it when you file your ICAO format flight plans. A few things to remember. An International flight plan is when you fly internationally. Because of the many computer networks involved in ATC, the complete changeover to the use of ICAO data will be quite some time in the works. Finally, an item that causes many pilots confusion is the wake turbulence category. This will appear directly after the aircraft type. Wake turbulence categories are as follows: When filing ICAO format, the equipment is entered in item 10 versus right after the aircraft type and appears as a string of letters in the item 10 equipment box. Who does this affect? Why did the FAA make this change? Additionally, the ICAO format takes the guesswork out of entering equipment information. In the Domestic format, Form Fig. Prior to the advent of RVSM and the new transponders, 26 letter categories were sufficient. However with current RVSM requirements and seven possible types of transponder, the old system became cumbersome. Given the flexibility of hundreds of thousands of possible combinations of equipment and transponders, the new format allows ATC to know your navigation and equipment capabilities long before you leave the ground. Having this information enables ATC to provide the most expeditious routing for your departure or arrival. However, more uniform and accurate information will allow for increased safety in the future.

Chapter 6 : calendrierdelascience.com - FLTBRIEF - June

Hello All, Planning a self drive Normandy trip with my wife and parents in August. I was hoping to get some advice/guidance on my plans. Tuesday - Aug 7 - plan on taking train from Paris to Caen and picking up a rental car (skipping Paris weekday traffic).

Still very common for enroute and approach phases of flight. It provides the user with a distance and bearing from a ground station. Mostly found on military aircraft. VHF radios are the standard for civil aviation. It would be very unusual not to have this selected. Domestic airspace require RVSM approval. Generally, the altitudes are the same as RVSM airspace This authorization not only includes the equipment on the aircraft but sets flight crew "procedures" when in HLA High Level Airspace. Can I call FltPlan. The simple answer is No. However if you send us an email with your username and which aircraft tail number your are working on, we will try to help. Since we do not have access to your aircraft or documentation, our answers will be limited to what you tell us. Please include a phone number in case we need to contact you directly. But what if I call you anyway. Will you help me? We will tell you to send an email see above. Can I still file a Domestic Format flight plan if flying within the U. If I fly a small piston aircraft without any fancy equipment, can I just use Domestic Format for international flights to the Bahamas or Canada or Mexico? I will not be flying international. Does this change apply to flying within the U. Every aircraft is different. It is difficult for us to make blanket statements about what you should enter without knowing your circumstances. If you tell us some info, we can probably help. I need clarification on transponder codes. What is "Enhanced Surveillance? Are these only for ADS? We suggest you check with your avionics shop and see if you have a transponder with Enhanced Surveillance or Extended Squitter. Then find the correct code in the transponder drop-down selection box. What should I enter? A1 is for RNP I fly "Lifeguard" flights and have been using the notation LNxxxxx through fltplan. How do I do this? Just keep using LNxxxxx when creating a flight plan. Simply put, when using FltPlan. This is specific to the U. According to our avionics supplement, our aircraft is capable of RNP 10,. Can we select RNP10? We doubt it; except possibly the people that came up with ICAO Thanks for using FltPlan.

Chapter 7 : Flight - Season 1, Episode Flight Plan - calendrierdelascience.com

Domestic flight plan information is used to govern the flight of aircraft for the protection and identification of aircraft and property and persons on the ground. The information is used by air traffic controllers, search and rescue (SAR) personnel, flight standards inspectors, accident investigators, military, law enforcement, and the.

At Bonnier Corporation, your privacy is important to us. This Privacy Policy applies to all of the products, services, and websites offered by Bonnier Corporation and its subsidiaries or affiliated companies collectively, "Bonnier". To better protect your privacy, we provide this notice explaining our privacy practices and the choices you can make about the way your information is collected and used by Bonnier. Jeremy Thompson, General Counsel N. Privacy Department N. Orlando Avenue, Suite Winter Park, FL You may also ask for a summary of the information that we have retained, how we have used it, and to whom it has been disclosed. For your protection, we may require that you authenticate your identity before we provide you with any information. An overview of the information that Bonnier may collect You are able to take advantage of many Bonnier products, services, and websites without providing any information that personally identifies you by name, address, or other personally-identifying information. We only collect personally-identifying information when you voluntarily submit it to us. Sometimes, we need personally-identifying information in order to provide you with the products and services that you request. Depending upon the product or service, we may ask you for a variety of personally-identifying information. This might include, for example, your name, address, e-mail address, telephone number, gender, and birth date. We may also ask for other information about you, such as your credit card information when you are making a purchase , interests, income, or education level. We consider certain identifying information "sensitive. Some types of personal information will NEVER be requested or collected, such as information on your race or ethnic origin, political opinions, trade union memberships, religious beliefs, health, sex life, or sexual orientation. You may choose not to provide us with any personally-identifying information. In that case, you can still access and use many portions of our websites; however, you will not be able to access and use those portions of any Bonnier website that require your personal information. Many Bonnier websites include community features, such as online forums and message boards. Information that is posted in these areas becomes public information and the use that any third party makes of this information is beyond our ability to control. You should exercise caution before disclosing any personally-identifying information in these public venues. If you elect to submit content that includes information that can be used to identify you, you must assume that the content can and will be displayed on any website on the Internet. At some Bonnier sites and through certain promotions, you can submit personally-identifying information about other people. Some Bonnier websites also provide referral services to help you inform a friend about our websites, products, or services. We will only ask you for the information about your friend that we need in order to do what you request. Our properties may feature Nielsen proprietary measurement software, which will allow you to contribute to market research, such as Nielsen TV Ratings. To learn more about the information that Nielsen software may collect and your choices with regard to it, please see the Nielsen Digital Measurement Privacy Policy at [http:](http://) These companies may use information you have shared e. Our partners use this information to recognize you across different channels and platforms over time for advertising, analytics, attribution, and reporting purposes; any information collected is stored in hashed or non-human-readable form. These companies typically use a cookie or third-party web beacon to collect this information. To learn more about this behavioral advertising practice or to opt-out of this type of advertising, you can visit [http:](http://) Bonnier websites sometimes may offer contests, sweepstakes, or promotions that are sponsored by or co-sponsored with identified third parties. By virtue of their sponsorship, these third parties may obtain personally-identifying information that visitors voluntarily submit to them in order to participate in the contest, sweepstakes, or promotion. If a third-party sponsor beyond our control will obtain information that you supply us, we will notify you at the time we collect the information from you. Some of our websites contain links to other sites. By clicking on these links, you will leave the website operated by Bonnier and this Privacy Policy will no longer apply. How we use the

information we collect We use the personally-identifying information that you provide us to fulfill your requests for our products, programs, and services, to respond to your inquiries about offerings, and to offer you other products, programs, or services that we believe may be of interest to you. We sometimes use this information to communicate with you, such as to notify you when you have won one of our contests, when we make changes to subscriber agreements, to fulfill a request by you for an online newsletter, or to contact you about your account with us. We do not use your personal information to make automated decisions. We may syndicate the publicly available content of our community areas to unaffiliated third-party websites, using RSS or other technologies. The information you have shared in the community areas may be included in this syndication. We will use the personally-identifying information that you provide about others in order to provide the products or services that you have requested; for example, to enable us to send them your gifts or cards. These lists will never contain sensitive information. If you do not wish for your e-mail or postal address to be shared with companies not owned by Bonnier who want to market products or services to you, you have the opportunity to opt out, as described below. You may also opt out of the receipt of any marketing materials from Bonnier as described below. We may transfer your sensitive personally-identifying information to other Bonnier offices for internal management and administrative purposes. In addition, your personal data will be transferred to other Bonnier offices where necessary for the performance or conclusion of our contractual obligations to you or for your benefit. Transfers of personally-identifying information may also be made where necessary for the establishment, exercise, or defense of legal claims. We do not transfer personal information internationally. Bonnier will only share your sensitive personal information with outside companies or individuals in any of the following limited circumstances: When we use trusted businesses or persons to process personal information on our behalf. Before sharing any personal information with outside parties, we require that these parties agree to process such information based on our instructions and in compliance with this Privacy Policy and any other appropriate confidentiality and security measures. Before we share your sensitive personal information outside of the previously listed circumstances, we will ask you for permission first. Please note that this only applies to sensitive information, as defined above. We may also use, transfer, sell, and share aggregated, anonymous data about our users for any legal purpose, such as analyzing usage trends and seeking compatible advertisers and partners. In no event will this aggregated data contain any information that could be used to identify individual users of our products or services. How we protect the safety and integrity of the information we collect We take appropriate physical, electronic, and procedural measures to safeguard and protect your personal information. We use a variety of security measures, including encryption and authentication, to maintain the confidentiality of your personal information. We store your personal information on systems behind firewalls that are only accessible to a limited number of persons, each of whom is required to keep the information confidential. When you transmit sensitive personal information to us, like credit card information, we offer the use of a secure connection to our servers. To the extent you select the secure connection method or your browser supports such functionality, all credit card account information that you supply is transmitted via secure encryption technology. We will provide notice if we become aware of any security breach that may affect any sensitive personal information pertaining to you that we have stored on our systems. Bonnier employees, agents, and contractors who have access to personally-identifying information are required to protect this information in a manner that is consistent with this Privacy Policy and may not use the information for any purpose other than to carry out the services they are performing for Bonnier. These individuals are bound by confidentiality obligations and may be subject to discipline, including termination and criminal prosecution, if they fail to meet these obligations. Bonnier only collects personal information that is relevant to the purposes for which it will be used. Though we do take appropriate steps to review and update the information that we store to ensure that it is accurate, complete, and current, we also depend on you to update or correct your personal information when necessary. You may correct or delete any or all of the personal information you have provided to us at any time. Many of our websites provide means to review and update the personal information that you have provided on that website. To inquire about personally identifiable information that Bonnier has collected about you, or about other ways to correct factual errors in that information, please send us an e-mail at privacy@bonnier.com

bonniercorp. Do not use this email address to send questions about your subscription. To protect your privacy and security, we will take reasonable steps to help verify your identity before granting access or making corrections. We will decline to process requests where we cannot verify the identity of the requester. We may also decline to process requests that are automated, repetitive, systematic, or impractical, or that might jeopardize the privacy of others. In some limited circumstances, such as to resolve disputes, troubleshoot problems, and enforce our policies, we may retain some of information that you have requested us to remove. Therefore, you should not expect that all of your personal information will be completely removed from our databases in response to your requests. We only use the information we collect for purposes consistent with this policy. If we propose to use your personal information for purposes beyond that explained in this policy, we will provide appropriate notice before doing so and we will provide you with the means to opt out of those uses. We will not use your sensitive personal information for any purposes other than those described in this Policy unless we have obtained your consent. Your privacy options If you prefer not to receive e-mail communications from other companies, you may choose to remove yourself from any e-mail lists that we provide to third parties for marketing purposes by sending us an e-mail at emailoptout@bonniercorp. You will still receive information from Bonnier and its various brands, but we will not share your address information with anyone else. If you prefer not to receive postal communication from other companies, you may choose to remove yourself from any postal mailing lists that we provide to third parties for marketing purposes by sending us an e-mail at emailoptout@bonniercorp. Box , Harlan, IA We only want to communicate with you if you want to hear from us. If you prefer not to be contacted at all, you may opt out of receiving any communications from us at any time by notifying us at emailoptout@bonniercorp. You may also notify us by sending mail to the following address:

Chapter 8 : Normandy to Venice - 9 ways to travel via train, plane, car, and Eurotunnel

Introduction. RocketRoute makes filing a flight plan for a formation of aircraft, simple and straight forward. Formation flying is a challenging and rewarding experience for any pilot and can be used when flying in a group, when on tour, or as part of an airshow / air display.

Choose the flight rules to be used. Choose the type of flight. Enter the number of aircraft. Enter the type of aircraft to be used. If no such designator has been assigned, if formation flights comprised of more than one type, *ZZZZ* has to be used. Click to search for available types of aircraft. Choose the appropriate wake turbulence category for the aircraft. Enter the Surveillance Equipment of the aircraft not exceeding 20 characters. Enter the aerodrome of departure. Click to search for available aerodromes. Enter the estimated off block time. K - Kilometres per hour followed by 4 digits e. K N - Knots followed by 4 digits e. N M - True Mach number followed by 3 digits e. Here you can enter the cruising level: F - Flight level followed by 3 digits e. F S - Standard metric level in tens of meters followed by 4 digits e. S A - Altitude in hundreds of feet followed by 3 digits e. A M - Altitude in tens of meters followed by 4 digits e. Enter the aerodrome of destination. Enter the total estimated elapsed time. Enter the first alternate aerodrome. Enter a second alternate aerodrome. Columns can be resized with the mouse. Drag the edge of the column headings. Route searches are performed using waypoints located in the FIRs specified in this list. The button launches the Find FIRs dialog. Follow the same procedure to add significant points to the "Exclude Points" table. If a route was already defined, it will appear first in Italics. The routes that follow start with the shortest by distance first. Click the "Apply" button below the desired route. Click "Show Route" to see the route in a tabular form.

Chapter 9 : Operation Mincemeat - Wikipedia

drop runs by some Cs that were above or below the designated feet (m) drop altitude, or in excess of the miles per hour (km/h) drop speed, and second or third passes over an area searching for drop zones.

Joel Crouch on June 5, , just before the Normandy invasion. In the planning for D-Day, Allied generals estimated that these airborne troops might take up to 70 percent casualties. Flying the lead C out of North Witham that night was year-old Lt. Crouch of Riverside, California. In the army, he became a specialist in pathfinder operations for aerial assaults, and had been the lead pilot in the invasion of Sicily a year earlier, and at Salerno, Italy, in September Each pathfinder team had 18 paratroopers, including 12 men to carry the lights and navigational beacons. Crouch had his pilots make at least one jump themselves, just to experience what the paratroopers would be up against. His co-pilot was Capt. Vito Pedone of Mt. Overall, the first pathfinder operation was a mixed success at best you can read the after-action report here. Cloud cover made it hard for the pilots to navigate, and some of the jumpers ended up far from their targets, while others came under heavy fire. The first of four drop zone teams arrived in the vicinity of St. Germaine-de-Varreville about 15 minutes after midnight, and even though the men were scattered, Lillyman and his team were still able to set up some of their lights within 10 minutes. D-Day, which would end with more than 12, Allied casualties and 4, dead, had begun. He thought for a minute and then said very seriously and carefully: We put a lot of our men down. These fliers, being the first out, were also the first back and they said that the paratroopers whom they carried into France and dropped there were singing all the way. Crouch and his crew were too busy to listen, I guess. Lillyman, who was in charge of the men who jumped from Col. Joel Crouch continued specializing in aerial assaults and air drops for the remainder of the war, and survived to return home to his family. He died in Hawaii in , at the age of This contemporary D-Day documentary, produced by the Army Air Forces, includes footage at about the 9: