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GLIDER PILOT REGIMENT

OPERATION "MARKET"

APPRECIATION AND OPERATIONAL INSTRUCTIONS

BY

COMMANDER GLIDER-PILOTS

MUSEUM  
OF ARMY FLYING

064/83

DATE 19 Sep 83

# SECRET

**Subject:-** REPORT ON OPERATION "MARKET."

HQ Air Corps/2369/GF/28

To:- Air (B),  
The War Office.  
Airborne Corps (Ops).  
HQ. SS Group R.A.F.  
Comdr. HQ. 1 Airborne Division.  
Comdr. HQ. 6 Airborne Division.  
O.C. No.1 Wing.  
O.C. No.2 Wing.

I am enclosing copies of a Report on Operation "Market" - Air and Military, for your information, a further cover containing Appreciation and Operational Instructions is enclosed for reference if required.

HARKS HALL, EARLE COLINE,  
ESSEX.  
23 November 1944.  
KJSA/RSP.

*Wendell Surgen*  
 Colonel,  
 HQ. Commander Glider Pilots.

MUSEUM  
OF ARMY FLYING

.....064/83.....

DATE ..19-Sep 83...

Appreciation of the Situation by Col. G.J.S.Chatterton, DSO.,  
at H.Q. 38 Group, Royal Air Force.

---

10 Sept. 1944.

1. OBJECT.

After landing, to withdraw into defensive positions, less units detailed for special duties, until evacuation.

2. FACTORS.

(a) Landings should commence at about 1340 hrs.

Therefore - Troops will reach R.Vs: in daylight.

(b) The R.Vs are  $1\frac{1}{2}$  - 2 miles from the L.Z.

Therefore - Troops should reach R.V. within 2 hours (Note: 30 mins unloading).

(c) Topography of L.Zs outstanding.

Therefore - Good concentration - troops form up quickly.

(d) Troops move with loads in direction of R.Vs.

Therefore - Adequate protection moving across country.

(e) Air Umbrella over L.Zs during daylight.

Therefore - Movement should be safe from enemy recon or fighter aircraft.

3. COURSES.

A. Individual escape by pilots.

Advantage.

(a) immediate effort before enemy reaction.

(b) comparative ease of individual infiltration into enemy posns.

Disadvantage.

(a) terrain - two rivers and 10 miles of difficult country.

(b) numbers - some 1200 pilots.

(c) uncertainty of NIJMEGEN being held.

B. Immediate evacuation as formed body.

Advantage.

(a) immediate effort.

(b) country believed held lightly.

Disadvantage.

(a) terrain - as before.

(b) the Regiment is only equipped for defensive action.

(c) uncertainty of NIJMEGEN - as before.

C. To remain individually with loads.

Advantage.

- (a) Protection.
- (b) simplified administration.

Disadvantage.

- (a) no regimental control.
- (b) possibility of pilots being involved in costly offensive fighting.
- (c) difficulty of evacuation in later stages.
- (d) no immediate effort to withdraw.

D. Remain as formed units within Division.

Advantage.

- (a) protection of Div weapons.
- (b) regimental control.
- (c) troops employed in defensive role, less those detailed for special duties with R.A. and R.E. units.
- (d) evacuation, when possible, simplified.

Disadvantage.

- (a) supply and medical.
- (b) no immediate effort to withdraw.

4. CONCLUSION.

Of these courses I prefer (D). It will involve less casualties than (C), and the possibility of successful infiltration in (A) and (B) is retarded by the nature of the country.

5. PLAN.

Pilots will reform Squadrons on landing, and come under command of their respective Wing H.Qs. No 1 Wing will be under command H.Q. 1st Airborne Div., and No 2 Wing under command 1st A/L Bde., whom they are carrying. They will carry out such tasks as are allotted by the Div Commander, and withdraw as soon as the situation allows.

Appreciation of the Situation

Operation "MARKET" (ARNHEM).

By Colonel G.J.S. Chatterton, D.S.O.

OBJECT.

1. To land 38 Hamilcar, 588 Horsa and 4 CG4.A. gliders carrying elements of 1 British Airborne Div., the Polish Para Bde., 878 U.S. Engineering Aviation Bn., and Airfield Control Units in four landing zones in area ARNHEM.

FACTORS.

2. Ground.

(a) The ground is arable, parcelled into two large holdings. There are few ditches, and the hedges are thin. Transverse tracks may offer some obstructions.

Therefore - the surface should be suitable for glider landings.

(b) The area is of a distinctive shape, subdivided by clearly defined tracks.

Therefore - recognition of individual areas should not be difficult.

(c) The area, although surrounded by trees, is comparatively large for the number of aircraft employed.

Therefore - there should be sufficient space to absorb most of the overshoots, eliminating a high percentage of potential crashes into the surrounding woods.

3. Time. It is impracticable to carry out mass landings on this scale in darkness.

Therefore - all gliders must release between first and last light.

4. Weather.

(a) Sustained cloud flying is impracticable for large formations of glider trains.

Therefore - there should be a "safe" cloud base at the accepted heights.

(b) The surface wind may not be as forecast at final briefing.

Therefore - provision must be made for slight wind variations, although downwind landings with wind strength of up to 15 m.p.h. may have to be, in some cases, accepted.

5. Ground Aids. Three types of aids are being prepared, i.e. smoke, panels, and lights.

Therefore - pilots should be able to rely on a minimum of one recognition aid, should map reading prove difficult.

6. Release Height. This is governed by considerations of flak and Air Cover, and generally by the entire Air Plan.

Therefore - the release height must be accepted as that defined by the Air Plan.

7. Direction of Approach. This is governed by R.A.F. routing, and cannot be adjusted.

Therefore - the approach must be made from SW to NE.

#### COURSES.

8. (a) A mass landing within the general area without definition of individual areas for groups or units.

(b) Landing of Army units or Station groups in defined areas.

(c) a varying approach for two conditions of wind, i.e. approach either West of the L.Z. or East of the L.Z.

(d) A fixed approach over the centre of the L.Z.

#### PLAN.

9. The approach to the landing zones will be made from S.W. to N.E., the final run up being over the centre of the areas over a fixed point.

On L.Z. "S" aircraft carrying individual units of the Air Landing Bde., will be allotted separate areas. On L.Zs X, Z, and L, gliders from each R.A.F. Station will be allotted areas, Hamilcar aircraft taking preference of the longest run.

Pilots will release on track at their own discretion, landing according to the briefed plan for the surface wind given by the tug navigator, and confirmed by ground signals.

The sub division of the area will remain unchanged for any condition of wind, to assist the construction of the military plan.

Appreciation of the Situation

Operation "MARKET" (NIJMEGEN).

By Colonel G.J.S. Chatterten, D.S.O.

SUBJECT.

1. To land 38 Horsa and 6 CG4.A. gliders carrying elements of H.Q. Airborne Corps on one landing zone in area NIJMEGEN.

FACTORS.

2. Ground.

(a) The ground is crable, parcelled into small fields. There are few ditches and no hedges.

Therefore - the surface should be suitable for glider landings.

(b) The area is of distinctive shape subdivided by clearly defined tracks.

Therefore - recognition of individual areas should not be difficult.

(c) The area, although surrounded by trees, is comparatively large, for the number of aircraft employed.

Therefore - there should be sufficient space to absorb most of the overshoots, eliminating a high percentage of potential crashes into the surrounding woods.

3. Time. It is impracticable to carry out mass landings on this scale in darkness.

Therefore - all gliders must release between first and last light.

4. Weather.

(a) Sustained cloud flying is impracticable for large formations of glider trains.

Therefore - there should be a "safe" cloud base at the accepted heights.

(b) The surface wind may not be as forecast at final briefing.

Therefore - provision must be made for slight wind variations, although downwind landings with wind strength of up to 15 m.p.h. may have to be, in some cases, accepted.

5. Ground Aids. No ground aids will be available on this L.Z.

Therefore - pilots must rely on navigation and map reading.

6. Release Height. This is governed by considerations of flak and Air Cover, and generally by the entire Air Plan.



Therefore - the release height must be accepted as that defined by the Air Plan.

7. Direction of Approach. This is governed by R.A.F. routing, and cannot be adjusted.

Therefore - the approach must be made from SW to NE.

COURSES.

8. (a) A varying approach for two conditions of wind landing, either West to East or East to West.

(b) A fixed approach over the L.Z.

PLAN.

9. The approach to the L.Z. will be made from SW to NE, the final run up being either to the Eastern or Western Corner, according to forecast wind, checked by tug navigator.

Pilots will release on track at their own discretion. Landings will be concentrated as far as possible around the leading gliders.

A.P.O.England.

Colonel.  
H.Q.Commander Glider Pilots.

OPERATION "MARKET".SUMMARY OF INTELLIGENCE No.1.

Ref Maps: 1:250,000 sheet 2 &amp; 3.

1:100000 sheets 4,5,FL,QL,RL.

1:25000 sheet 388 6 N.W.

1. ENEMY.(A) General.

The enemy is fighting determinedly along the two water obstacles CANAL ALBERT and CANAL ESCAUT from incl. ANTWERP to incl. MAASTRICHT. His line is held by the remnants of good Divs including Para Divs., and by new arrivals from HOLLAND, DENMARK, and inside GERMANY. The total strength of armour is probably not more than 50 - 100 Tks, mostly Mk.IV. There is every sign of the enemy strengthening the defence of the river and canal lines through ARNHEM and NIJMEGEN especially with flak, but the tps manning them are of low category. The flak is sited for dual purpose role - both ~~air~~ and ground.

For details of order of battle. see Appx "B" attached.

(B) Detailed information of enemy tps and preparations in MARKET Area.(i) DUTCH sources.

The posns dug on MAAS-WAAL canal are now definitely manned by SS Tps (estimated 4000 strong) are stated to remain in NIJMEGEN area.

There is a guarded ammunition dump in the woods between GROSEBEEK 7555 and MALDEN 7055.

All flak in ARNHEM - NIJMEGEN area is sited to fire as ground arty. Tanks in ARNHEM - NIJMEGEN area must keep to the roads.

At TIEL 4168 considerable tp concentration. Tps and labourers engaged in digging along the N. bank of WAAL between TIEL - NIJMEGEN. Further troops concentrated at MAURIK 4176.

Four LAA gun posns at the ferry EK EN WIEL 4377.

A/Tk ditch and considerable def posns have been now constructed round the SOUTH end of MOERDLIK bridge 8652.

Dutch sources state that the line of the WAAL is being prepared as the main German posn with outposts along the MAAS.

(ii) Photo Intelligence.

An A/Tk ditch under construction on the NORTH EASTERN side of the LANGENBERG - HOENDERBERG feature (S of NIJMEGEN).

Newly dug and wired def posn are being prepared along the MAAS and WAAL canal particularly around the bridges, and there are signs of feverish activity.

(iii) Order of Battle.

In the general area NIJMEGEN-ARNHEM there is no evidence of any Div Tps, the total number of tps is estimated to be equivalent to one div excluding GAF personnel (probably up to 4 bns).

(iv) Enemy Intentions.

The need to keep open an escape route for the 15th Army via Dutch islands to the mainland.

Tps likely to be encountered moving from W to E or occupying def posn on the MAAS - WAAL lines are:-

Elements. 245,711,712,346, and 70 Inf Divs (Now in area ANTWERP - GHENT).

Elements. 136,719, INF DIVS, 51, and 53 GAF Regts (GHEEL bridgehead)

Elements. of 2, 4 and 6 Para Divs, plus Dutch SS Tps (now in NEERFELT bridgehead area)

The need is to gain time for disengagement, refitting and regrouping. The need to gain time for development of defences along the triple river line.

The need to hold the rivers to prevent the bypassing of the Siegfried Line on the North, deny the use of Dutch ports and protect the V1 and suspected V2 sites in Northern Holland.

OWN TROOPS. As per 1. Airborne Div Op Instr. No 9.

1. General.

It is the intention of the C in C 21 A Gp. to advance North across MAAS and NEDER RIJN, from a strong bridgehead North of ARNHEM and continue his operations North into Holland and EAST against the REICH. The main axis of advance is EINDHOVEN - GRAVE, NIJMEGEN - ARNHEM which is allotted to 30 Corps.

2. Airborne Operation.

(a) Composition:-  
1 Br Airborne Div.  
101 U.S. Airborne Div.  
82 U.S. Airborne Div.  
Indep. Polish Para Bde.

(b) Task:-

To seize the river crossings at GRAVE, NIJMEGEN, ARNHEM.  
To assist 30 Corps advancing along the axis as above, in establishing bridgeheads across MAAS and NEDER RIJN.  
To prevent the remnants of German 15th Army in escaping from WESTERN HOLLAND.

(c) Situation as per 14 Sep 44.

GDS ARMD DIV. advancing North in area X rds 3493, crossings captured and firmly held.

11 ARMD DIV. area 3877.

Stiff enemy opposition along the whole front.

C.S.O. 111 (I).  
H.Q. Commander Glider Pilots.

Distribution

O.C. No 1 Wing.  
O.C. No 2 Wing.  
War Diary.  
File.

RESISTANCE IN HOLLAND.GENERAL.

ENEMY opposition to the development of Resistance has been strong in HOLLAND as a result of the situation of the country and the extensive penetration of the population during the years before the war. It has therefore been impossible to develop a widespread network of Resistance in HOLLAND with W/T communications working to the U.K. There are, however, throughout Holland a number of Resistance Organisations with which contact has recently been established. The strength of these organisations and the areas in which they are strongest is not certainly known. It is, however, believed that there are representative groups of Resistance Organisations in most districts.

The principle organisations are:-

- (a) RAAD VAN VERZET, known as R.V.V. This has contacts throughout HOLLAND is regarded as sound from the security point of view, and to have a strength of several thousands. The controlling body of this organisation claims to have contact with most of the other groups in Holland and to be in a position to influence their actions.

The R.V.V. has recently shown itself capable of providing valuable military intelligence and has been demanding supplies of arms for its personnel. It also includes groups specially trained in communications sabotage, which have been operating against the principal DUTCH railways. It is prepared to organise a railway strike after receipt of orders from LONDON.

- (b) KNOOPLOECEN. This organisation consists of some 550 active resistants spread throughout the country. Exact dispositions are unknown.
- (c) ORDE DIENST (Order of Service). This organisation has two main functions.

- (i) The provision of intelligence.
- (ii) The development of plans for the maintenance of admin services and civil order on the liberation of Holland.

The Dutch authorities consider that this body should be capable of rendering considerable assistance to ALLIED tps in Holland owing to its wide representation and the contacts which it has with local authorities. The organisation has, however, been in existence for a considerable time and is thought to have been penetrated by the GERMANS, but there are likely to be many sections in it which will support the allies loyally.

- (d) LANDELLIKE. This organisation has been responsible for providing identity and ration cards for persons living underground. It has a widespread representation.

2. MARKET AREA.

There is at present no W/T communications with the resistants in the MARKET area. It is, however, likely that tps operating in the MARKET area will make contact with representatives of all the organisations referred to above. It is unlikely that many members of resistance groups in the MARKET area will be armed.

It is hoped to be able to establish W/T contact with Resistance in the area round APRILDOORN to the NORTH of the MARKET area shortly. Even if this contact cannot be made, instructions issued to Resistance organisations from LONDON will be passed to groups in the MARKET area from those areas outside where direct contact by W/T exists.

### 3. ACTION TO SUPPORT MARKET.

The following instructions will be sent to Resistance Groups in HOLLAND as soon as possible after the launching of MARKET.

#### (a) Inside the Airhead.

To remain quiet and to take no action unless directed to do so by the ALLIED forces, but to be prepared:-

- (i) to provide guides.
- (ii) to obtain intelligence.
- (iii) to provide labour.
- (iv) possibly to provide guards and patrols.

#### (b) Outside the Airhead.

- (i) Within a radius of about 20 Kms:-

To provide, when called upon the same assistance as in (a) above, and at the same time, so far as their armament permits, to interfere with and harass ENEMY columns approaching the airhead.

- (ii) Outside a radius of 20 Kms:-

To interfere with enemy movements towards the airhead and generally to harass ENEMY troops found within their area of operations. In addition Resistance Groups will be instructed to do everything in their power to help the advance of the main ALLIED forces and to prevent the destruction of material which will be of use to them.

Owing to the shortage of arms among the resistants, effective action against enemy columns is likely to be limited. It is reasonable to suppose that, in the matter of providing guides and intelligence, Resistance organisations will be able to give assistance.

### DUTCH LIAISON MISSION WITH AIRBORNE FORCES IN CONNECTION WITH MARKET.

#### 4. COMPOSITION

- |                          |                                 |
|--------------------------|---------------------------------|
| (a) Airborne Forces Hq.  | Jedburgh "EDWARD" (Mission Hq)  |
| (b) 1 Br. Airborne Div.  | Jedburgh "CLAUDE" (Sub-Mission) |
| (c) 82 US Airborne Div.  | Jedburgh "CLARENCE" " "         |
| (d) 101 US Airborne Div. | Jedburgh "DANIEL" " "           |

#### 5. PASSWORD.

"TELEPHONE" will be used by special Resistance personnel ordered to report with intelligence to Div and Bde IOs, who will obtain further details of this arrangement from their respective mission representative.

HQ A Tps/2865/20/GF/5.

Copy No.....

14 Sep 44.

H.Q. COMMANDER GLIDER PILOTS.

OPERATION INSTRUCTION No.1.  
-----

1. INFORMATION.

See separate Intelligence Summary.

2. INTENTION.

Air.

To land 669 Gliders carrying 1 Airborne Division, elements of Polish Para. Bde and 878 US Airborne Aviation Engrs, in area ARNHEM, in three lifts.

MILITARY.

3. To form a Def Coy for Corps H.Q.

4. To withdraw and concentrate the remaining pilots for evacuation by air to UK, when released by 1 Airborne Div.

METHOD.

5. Air.

For Flight Plan and general infm. see 38 Group Order No. 525.

6. The demarcation of the L.Zs. is shown on the attached trace. The run-up for L.Zs (excl "L") is made over the centre of the area through point 653808.

7. Landing Plan.

Plan "A". Winds from 225° - 045°.

<u>L.Z.</u>	<u>Direction of Landing.</u>
S	EAST TO WEST
X	SOUTH TO NORTH
Z	SOUTH TO NORTH
L	EAST TO NORTH

Plan "B". Winds from 046° - 224°.

<u>L.Z.</u>	<u>Direction of Landing.</u>
S	WEST TO EAST
X	NORTH TO SOUTH
Z	NORTH TO SOUTH
L	WEST TO EAST

8. Ground Aids are set out as follows:-

To Sheet 2.....1st Lift.

Operation Order No.1 (Contd).

<u>1st Lift.</u>	<u>LZ.</u>	<u>Panels.</u>	<u>Verex Signals.</u>	<u>Smoke.</u>
	S	White S	White	Violet.
	Z	White Z	Red	Violet.
(Note DZ	X	White T White X		Blue. }
<u>2nd Lift.</u>	S	White S	White	Violet.
	X	White X	Red	Violet.
(Note D.Z.	Y	Red T White Y		Green. }
<u>3rd Lift.</u>	L	White L	White	Violet.
(Note D.Z.	K	White T White K		Blue. }

RESUPPLY: (2nd Lift)

S.D.P.                      White T

(L)                         White L

MILITARY.

9. Those glider pilots flying with Corps H.Q. will remain with Corps HQ throughout the operation and provide their local protection.
10. CC No.1 Wing will allocate a sufficient number of crews from the first lift to bring this group to a strength of approx 200. These crews will move from LZ Z to area 7454 adjacent to HQ 82 US A/B Div.
11. Pilots carrying units of 1 A/L Bde will concentrate at unit RVs, moving to Rd/Rly June at 665805.
12. Pilots carrying Div Tps will concentrate at unit RVs, moving to Div Res area at SONSBECK 743785.
13. All other pilots or those who have landed away from the Corps areas will remain with the units they carry until they can join the Regt in the area SONSBECK or in area WOOD 699786.

ADMINISTRATION.

14. As for Operation "COMET".

INTERCOMMUNICATION.

15. (a) ADVANCED CORPS HQ lands with 1st Lift in area 82 US Div and moves to area adjacent to HQ 82 US Div about 7454. Subsequent moves as soon as situation will allow will be EAST of bridge over the MAAS-WAAL on the main axis GRAVES-NIJMEGEN.

(b) MAIN CORPS HQ moves up from BRUSSELS area with 30 Corps as soon as possible.

16. HQ C.G.P. will be at Corps HQ. Any unit facilities available will be used for passage of urgent messages.

Operation Order No.1 (Contd).

17. **PASSWORDS.** - See 1 Div Operational Instruction attached.  
SAS Tps will use code word NANCY.  
Special Resistance personnel will use password TELEPHONE  
when reporting with information.

TIMING.

18. Glider Pilots will be sealed on airfields as soon as  
briefing commences, and will not be released without  
permission from HQ. C.G.P.

**ACKNOWLEDGE.**

Time of Signature.....

14 Sep 44.

Col.  
H.Q. Commander Glider Pilots.

DISTRIBUTION.

	<u>Copy No.</u>
H.Q. Airborne Troops	1
H.Q. 38 Group	2
O.C. No.1 Wing G.P.R.	3 - 9
O.C. No.2 Wing G.P.R.	10 - 16
War Diary	17 - 18
File	19
Spare	20





Commander Glider Pilots Operation Instruction No2.

This instruction is in amplification of and should be read in conjunction with, Op Inst No 1.

RECOGNITION

1.

Divisions will ensure mutually that types of dress and eqpt used by them are known to all other fms. US Glider Pilots will wear US Parachuted jerkins. British Glider Pilots have the same dress and eqpt as other Airborne Troops. Yellow smoke or flares will be used to indicate posns of our own Troops to friendly a/c. Yellow celanese triangles will be used for ground to ground recognition. If available, fluorescent panels will be used to distinguish vehs to their.

Friendly DUTCH civilians properly enrolled for labour through the Civil Affairs Mission will be issued with orange armbands with the word ORANJE in black, they will be under the orders of Lt-Col Anthony B Harris, USAAAC at Corps HQ once they have been enrolled.

Members of the Resistance are being instructed to wear armbands of any colour (orange if possible) with the word ORANJE on them. It is emphasised that the wearing of an armband is to satisfy the requirements of International Law and is NOT to be taken as a Guarantee that the wearer is a genuine Resister; the usual security precautions will be taken.

It is found necessary to enroll extra DUTCH police other than the present uniformed police force, or if it is necessary to distinguish pro-ally police from others who may be wearing police uniform, they will wear an armband of vertical alternate one-inch wide orange and white stripes with the letter P in black.

CODEWORDS

2.

Codeword for British Airborne Corps Operation is 'MARKET'.

TIME

3.

Zone A time (i.e. one hour in advance of G.M.T.) comes into force at 0300 hrs 17 Sept 44, one hour will therefore be subtracted from all timings already issued for incl 17 Sept onwards, when applicable, and all new timings issued having relation to incl 17 Sept onwards will be based on Zone A time.

TIMING

4.

- (a) H Hour i.e. the time the first/ Main drops or landings commence is 1300 hrs 17 Sep Zone A. Other timings as Appdx A.
- (b) Similar timings for second lift on D plus 1 is X hour and third lift on D plus 2, Z Hour. Exact times will be issued later but will probably be 0900 Hrs Zone A each & y.

(c) 30 Corps will be starting their advance soon after H Hour.

POSTPONEMENT

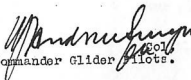
5. (a) Will be for exactly 24 Hours or multiples thereof.  
(b) If for Military requirements by 0500 Hrs Zone A D Day, or latest at 0700 Hrs Zone A D Day.  
(c) If for weather, by 0800Hrs Zone A D Day.

ANTI-AIRCRAFT

6. (a) NCA.A. by Day.  
(b) NO A.A. By night except as specially authorised.

Time of Signature 1230.

15 Sep 44.  
/AHH

  
Sol.  
Commander Glider Pilots.

Appendix 'A'

to

Commander Glider Pilots Operational Instruction No 2.  
dated 15 Sep 44.

Timings

Starting times are accurate, Completion times are approx:

First Lift D Day

1 Airborne Division.(British)

Pathfinder Force drops at	H - 0010 Hrs
Main Force commences drop	H Hour
or landing	
Main Force completes drop	H Hour plus 0102Hrs
or landing	

HQ British Airborne Corps

Commences drop or landing	H Plus 0031 Hrs
Complete " " "	H " 0041 Hrs.

Second Lift D Plus 1

1 Br Airborne Division

Main Force commences drop or landing	X Hour
Main Force completes drop or landing	X Hour plus 0101 Hrs
Resupply commences drop or landing	X Hour plus 0101 Hrs
Resupply completed	X Hour " 0111 Hrs

Third Lift D Plus 2.

1 Polish Para Bds.

Main Force commences drop or landing	Z Hour
Main Force completes drop or landing	Z Hour Plus 0026Hrs.

878 US Airborne Aviation Engr Bn.

Main Force commences drop or landing	Z Hour Plus 0035 Hrs
Main Force completes drop or landing	Z Hour " 0015 Hrs.

## --- OPERATION "MARKET"

## Instructions No 1

To: Major-General R.E. Urquhart, DSO  
 Commander 1 British Airborne Division,  
 with 1 Polish Parachute Brigade under  
 Command.

## 1. PRIMARY TASK

Your Primary task is to capture the ARNHEM bridges or a bridge.

## 2. SECONDARY TASK

Your Secondary task is to establish a sufficient bridgehead to enable the follow-up formations of 30 Corps to deploy NORTH of the NEDER RIJN.

## 3. THIRD TASK

During your operations immediately after the landing of the first lift, you will do all in your power to destroy the flak in the area of your DZs, LZs and ARNHEM to ensure the passage of your subsequent lifts.

## 4. JUNCTION POINTS

(a) In order to preserve your southern bomb line, no attempt will be made to effect a junction with 82 US Airborne Division to the SOUTH.

(b) At the southernmost point you hold on the main axis of 30 Corps, whether NORTH or SOUTH of the NEDER RIJN, you will establish a liaison party who will organize the reception and pass through of the follow-up formations (most probably the Guards Armoured Division; this however, will be confirmed when known for certain). This liaison party will have full information of the enemy dispositions, your own, routes open, etc. The rank of the Officer in charge of the liaison party will be Lieut-Col or above.

The time at which you are to expect junction with 30 Corps leading troops will be notified to you from Corps Headquarters as soon as it is definitely known. This information may not be available to you until some time after you have landed.

## 5. 30 CORPS PLAN

30 Corps plan will be made available to you by, at the latest, Friday evening 15 September.

## 6. ENEMY INFORMATION

The latest Intelligence will be sent to you up to the time of take-off.

HQ Airborne Troops (Main)  
 c/o APO England,  
 13 sep 44.

(Sgd) F.A.M. Browning.  
 Lieutenant General.  
 Commander British Air-  
 borne Corps.

1 AIRBORNE DIVISION ORDER OF BATTLE  
OPERATION "H A R K E T"

HQ 1 Airborne Div	
COC	Major-General R.E. Urquhart DSO
ADC	Capt C.C. Roberts
GSO 1 (Ops)	Lt-Col C.B. Mackenzie
GSO 2 (Ops)	Major O.P. Newton-Dunn
GSO 2 (Air)	Major D.J. Madden
GSO 2 (int)	Major H.P. Maguire
AA & OMC	Lt-Col P.H.H.N. Preston
DAAG	Major L.K. Hardman
DAQMG	Major E.R. Hodges
HQ RA	
CRA	Lt-Col R.G. Loder-Symonds DSO
BMRA	Major P.T. Tower MBE
HQ RE	
CRE	Lt-Col E.C.W. Myers CBE, DSO
Adj't RE	Capt M.D. Green
Divisional Signals	
OC Div Sigs	Lt-Col T.C.V. Stephenson
2 i/c	Major A.J. Deane-Drummond MC
HQ RASC	
Crase	Lt-Col M. St J. Packe
2 i/c	Major D.G. Clark
Medical Services	
ADMS	Col G.H. Warrack
DADMS	Major J.E. Miller MC
RAOC	
ADOS	Lt-Col G.A. Hobbs
REME	
Adj REME	Capt F.W. Ewens
RACHD	
SCF	Major A.W.H. Harlow
Pro	
APM	Major O.P. Haig
1 Para Bde	
Comd	Brigadier C.W. Lathbury DSO, MBE
BM	Major J.A. Hibbert
DAA & QMG	Major C.D. Pym-Maddick
1 Para Bn	Lt-Col D. Tobie DSO
2 Para Bn	Lt-Col J.D. Frost DSO, MC
3 Para Bn	Lt-Col J.A.C. Fitch
Recce Sqn (less one tp)	Major C.F.H. Cough MC
3 A/L Lt Bty RA	Major D.S. Mumford
1 A/L A-Tk Bty RA	Major W.F. Arnold
1 Para Sqn RE	Major D.C. Murray MC
16 Para Fd Amb	Lt-Col E. Townsend MC
Det RASC	
4 Para Bde	
Comd	Brigadier J.W. Hackett DSO, MBE, MC
BM	Major C.W.B. Dawson
156 Para Bn	Lt-Col Sir W.R. de B. des Voeux
10 Para Bn	Lt-Col K.B.I. Smyth CBE
11 Para Bn	Lt-Col G.E. Lea
2 A/L Lt Bty RA	Major J.E.F. Linton
2 A/L A-Tk Bty RA	Major A.F. Haynes
4 Para Sqn RE	Major A.E.J.M. Perkins
133 Para Fd Amb	Lt-Col W.C. Alford
Det RASC	

will (a) Seize and hold ARNHEM in order of priority

(i) Main br at 746768

(ii) Pontoon br at 738774

(b) On arrival of second lift, seize and occupy sector allotted

(c) Occupy part of 1 Polish Para Bde sector until it arrives with third lift.

(d) Cover DZ "K" during the drop of 1 Polish Para Bde.

(e) After Div sector has been occupied, make one bn available at short notice for Div res.

6. 1 Airlanding Bde with under comd 181 Airlanding Fd Amb

LZ "S".

will (a) Secure LZs "S" and "Z"

DZ "X"

and cover unloading of first lift.

(b) Est posts at

(i) Rd EDE 5785-ARNHEM in vicinity of PLANKEN  
WANBUIS 6683 .

(ii) Rd WAGENINGEN 5876-ARNHEM in Vicinity  
of RENKUM 6276.

(c) Protect the arrival of the second lift

on DZs "Y" and "X"

LZs "S" and "Z"

(d) After unloading of second lift has been completed, seize and occupy the sector allotted.

(e) Protect landing of Polish gliders in third lift on LZ "L".

7. Recce Sqdn

(a) Less one tp will come 1 Para Bde For seizure of  
brs at ARNHEM. Dets 9 Fd Coy will be under comd.

(b) One tp of Div res to RV HALTE WOLFHESEN 665805.

(c) On completion task with 1 Para Bde will revert to Div and  
RV HEIJENHOORD 725785. Dets 9 Fd Coy revert CRE.

(d) Div task-recce in priority-

rd APELDORN	7803-ARNHEM
" ZUTPHEN	9494- "
" ZEVENHAAR	8571- "
" NIJMEGEN	7062- "
" WAGENINGEN	5876- "
EDE	5785

8. 21 Indep Para Coy

will mark

DZs	"X"	"Y"	"K"
LZs	"S"	"Z"	"L"
SDP	"V"		

for first, second and third lifts.

On completion task will RV DER BRINK 718779.

9. RA

(a) Arty

(i) Lt Regt less one bty under comd CRA.

3 Lt Bty in sp 1 Para Bde.

1 Lt Bty in sp 1 Airlanding Bde.

(ii) Initial gun area 6779-3 Bty moving to 6977.

(iii) FCOs as detailed by CRA.

(b) A tk

(i) 1 A tk Bty (less one 17-pr tp) under comd 1 Para Bde.

(ii) One 17-pr tp for protection of Div tps.

1 Airlanding Bde

Comd  
Deputy Comd  
BM  
1 Border  
7 KOSB  
2 South Staffords  
1 A/L Lt Bty RA  
181 Fd Amb  
Det RASC

Brigadier P.H.W. Hicks DSO, MC  
Col H.N. Barlow  
Major C.A.H.B. Blake  
Lt-Col T. Hadden  
Lt-Col R. Payton-Reid  
Lt-Col W.D.H. McCardie  
Major A.P. Norman-Walker  
Lt-Col A.T. Murrable

Div Tps

1st Light Regt RA  
No. 1 FOU  
9 Fd Coy ME  
21 Indep Para Coy  
250 Lt Coy RASC  
93 Coy RASC (det)  
Ord Fd Pks (det)  
REME Wkspcs (det)  
89 Fd Security Sec  
Div Pro Coy  
No. 1 Wing, GP Regt  
no. 2 Wing, GP Regt

Lt-Col W.F.K. Thompson MBE  
Major R. Wight-Boycott  
Major J.C. Winchester  
Major B.A. Wilson

Capt J.E. Killick  
Capt W.R. Gray  
Lt-Col I.A. Murray DSO  
Lt-Col J.W. Place

Seaborne Tail

OC  
Div HQ  
1 Para Bde  
4 Para Bde  
A/L Bde  
Recce Sqn  
RASC  
Lt Regt

Major R.D. Sellon (KOSB)  
Capt The Hon J.B. Coventry  
Major J.A. Jessop  
Major J.C.H. Pyles  
Major W.E. Balmer  
Capt R.J. Clark  
Major J.R. Halls  
Capt A.J.A. Hanhart



ACK  
 Time of Signature 1530 hrs.  
 Method of Despatch By hand. Lt-Col GS,  
 I Airborne Division.

Tack HQ

	Distribution	
	Copy No.	Copy No.
1 Para Bde	1	RASC 17
4 Para Bde	2	Med 18
1 Airlanding Bde	3	APH 19
Recce Sqn	4	ORD 20
RA	5	Reme 21
RE	6	Pro 22
Sigs	7	HQ Airtps (6) 23-28
21 Indep Para Coy	8	52 (L) Div 29
1 Polish Para Bde	9	82 US Airborne Div 30
GOC	10	101 US Airborne Div 31
G(Ops)	11	Comd Glider Pilots(3) 32-34
1 Airborne Div (Main)(2)	12-13	GS01(Air) IX TCC 35
G(Air)	14	GS01(Air) 38 Gp RAF 36
G(Int)	15	War Diary (2) 37-38
AQ	16	File 39
		Spares 40-50

### A. PARACHUTE AIRCRAFT

[illegible]

					133
Ede	156	10	11	4 Para	(P)
HQ	Bn	Bn	Bn	Sqn	Pd RASC
				RE	Amb

[illegible]

6	Spanhoe	1 Polish Para Bde	54
7	Cottesmore	1 Polish Para Bde	60
			<u>114</u>

Not to be taken into the air. TOP SECRET

Date: 12 Sep 44

Operation 'MARKET'

Copy No...4.....

1 Airborne Div Op Instr No. 9

Confirmatory Notes on GOCs Verbal Orders

Recognition Signs.

(a) Ground to air: Yellow Smoke or Flares, and  
Yellow fluorescent panels, if available.

(b) Ground to ground; Yellow celanese triangles.

PASSWORDS.

H hour until 2359 hrs D-day

Challenge RED  
Reply BERET

2359 hrs D-day until 2359 hrs D+1

Challenge UNCLE  
Reply SAM

2359 hrs D+1 until 2359 hrs D+2

Challenge CARRIER  
Reply PIGEON

2359 hrs D+2 until 2359 hrs D+3

Challenge AIR  
Reply BORNE

2359 hrs D+3 until 2359 hrs D+4

Challenge ROBERT  
Reply BURNS

2359 hrs D+4 until 2359 hrs D+5

Challenge TROOP  
Reply CARRIER

Time of Signature 1530 hrs.

Lt. Col. G.S.

Method of Despatch. By Hand.

1 Airborne Div.

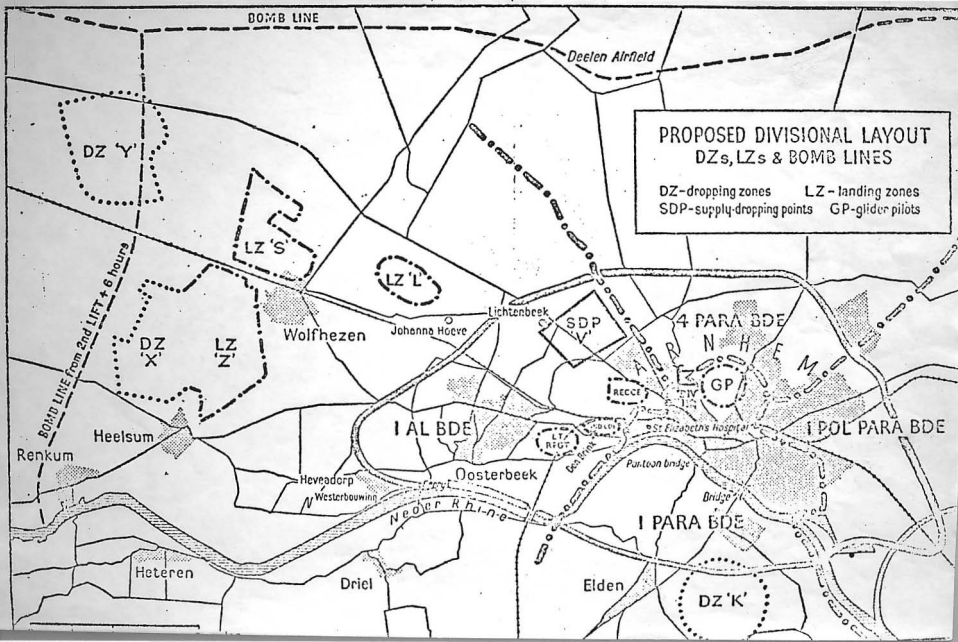
## " M A R K E T "

## Glider Allotment by Lifts

UNIT	1st LIFT	2nd LIFT	3rd LIFT
Div HQ	10	19	
Recco Sqn	22	--	
Lt Regt	57	33	
1 A Tk Bty	21	--	
2 A Tk Bty	--	27	
17 Pr Bty	11	11	
	(incl 8 Hamilcars)	(incl 8 Hamilcars)	
9 Fd Coy RE	16	6	
1 Para Bde	23	20	
	(incl 3 Hamilcars)		
4 Para Bde	--	43	
		(incl 3 Hamilcars)	
HQ 1 A/L Bde	10	--	
	(incl 1 for Pro)		
Airlanding Bn	57	6	
	(incl 1 Hamilcar)		
Airlanding Bn	57	6	
	(incl 1 Hamilcar)		
Airlanding Bn	22	41	
		(incl 1 Hamilcar)	
181 A/L Fd Amb	7	5	
21 Indep Para Coy	--	1	
Adm	7	36	
		(incl 3 Hamilcars)	
Polish Para Bde	--	45	35
Corps HQ	38	--	--
Unallotted	--	2	--
	<u>358</u>	<u>301</u>	<u>35</u>

Total Glider Allotment: 694.





10. RE

(a) I Para Sqn RE

On arrival second lift, I Para Sqn (less one tp remaining under comd I Para Bde) reverts to under comd CRE. Sqn RV POWER STATION 753768.

(b) 9 Fd Coy RE and det 261 Fd Pk Coy RE

(i) 2 dets 9 Fd Coy under comd Recce Sqn.

Task to neutralize and remove charges on brs.

On arrival second lift, dets revert to under comd 9 Fd Coy RV TAFELLAAN 717792.

(ii) One tp 9 Fd Coy under comd I Airlanding Bde from time of arrival LZ.

(iii) 9 Fd Coy RE (less one tp and dets) and det 261 Fd Pk Coy under comd CRE. RV TAFELLAAN 717792.

11. Tac Div

Lands on LZ "Z". RV track junc 657797, thence main rd WAGENINGEN-ARNHEM. Opens ARTILLERIE PARK 7378.

Tasks

2nd Lift

12. 4 Para Bde with under comd 4 Para Sqn RE

133 Para Fd Amb

2 A tk Bty RA

DZ "Y"

LZ "X"

will (a) Seize and occupy sector allotted.

Axis of movement rd LDE-ARNHEM.

(b) Occupy part of sector allotted to I Polish Para Bde until its arrival with third lift.

13. RA

(a) Arty

(i) 2 Lt Bty in sp 4 Para Bde.

(ii) Gun area for Lt Regt in main posn 7177.

(b) A tk

(i) 1 A tk Bty reverts under comd CRA and in sp I Para Bde.

(ii) 2 A tk Bty (less one 17-pr tp) in sp 4 Para Bde.

(iii) Two 17-pr tps and one 6-pr tp in Div res under CRA.

14. RE

4 Para Sqn RE

on arrival third lift, 4 Para Sqn RE (less one tp remaining under comd 4 Para Bde) reverts to under comd CRE.

RV ARNHEM: rly stn 732792.

15. Re-supply

35 Stirlings on LZ "L".

Principal contents gun amm and mortar bombs. Some pet.

16. I Polish Para Bde Cp

Tasks

Third Lift

DZ "K"

LZ "L"

will occupy sector allotted with a minimum of delay.

17. Re-supply

100 aircraft plus DZ "V".

18. Method of occupation

Bdes will put out false front and standing patrols as far as is practicable. No attempt to co-ordination by Div will be made until arrival on ground and resources and situation are known.

19. Bomb Line

- (a) As from H hr until second lift + 6 hrs  
785855-768852-750846-737845-730844-715845  
-708851-695852-676853-659853-639853-  
-628853-613855.
- (b) As from second lift + 6 hrs (i.e. not before 1100 hrs D+1)  
629852-629842-630821-620807-623788-616772  
-614759.
- (c) Bde Comds will submit targets on which they wish pre-briefed bombing either before or after H hr.

20. Glider Pilots

Will remain with units landed until Div sector has been occupied

Then: One bn remains under comd I Airlanding Bde.

One bn in Div res RV COMSNEEK 743785.

21. Timings

(a) First lift

H hr (main glider lift starts landing) approx 1400 hr.  
D-day, but not before 1000 hrs.

(b) Second and Third Lifts

As early as possible on D + 1 and D + 2.

22. Briefing

No briefing below unit comds and heads of services without further instrs from Div HQ.

23. Recognition Signs

- (a) Ground to air: yellow smoke or flares, and yellow fluorescent panels, if available.
- (b) Ground to ground: yellow celanese triangles.

24. Passwords

H hr until 2359 hrs D-day

Challenge RED

Reply BERET

2359 hrs D-day until 2359 hrs D + 1

Challenge UNCLE

Reply SAM

2359 hrs D + 1 until 2359 hrs D + 2

Challenge CARRIER

Reply PIGEON

2359 hrs D + 2 until 2359 hrs D + 3

Challenge AIR

Reply BORNE

2359 hrs D + 3 until 2359 hrs D + 4

Challenge ROBERT

Reply BURNS

2359 hrs D + 4 until 2359 hrs D + 5

Challenge TROOP

Reply CARRIER

ADM

25. Issued separately

26. Col H. H. BARLOW, Deputy Comd I Airlanding Bde, is appointed Town Commandant, ARNEEM. He will maintain close touch with comd I Para Bde and will co-ordinate the tasks of the APN and OC Pd Security Sec.

INTERCOM

27. Sigs instrs issued separately.

28. Only 30 Corps list of code names for places, as issued for COMET, will be used. Pns and units may, however, give code names to important routes, axis of advance, or detailed objectives, at their discretion.



AARHEM. 000312  
GERMAN WAR DIARY 29/E/02  
17 SEP - 4 OCT. 1944

DATE 14-4-87  
006/87  
OF ARMY FLYING  
MUSEUM