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38 GROUP OPERATION ORDER NO. 526

for

OPERATION "MARKET"

JUN 21 1965

Instructors Reading this Document

Sign Below (File No. _____)

Name Jennett Date 30 May 72

REGRADED Declassified per
Sec 1.2 of Exemption 1, 3 May 72
BY AUTHORITY OF
Sgt. Robert W. Pugh
BY James Koppes
ON 13 May 76

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Reference.
38G/TS.10/80/AIR.

~~EXCLUDED FROM GENERAL DECLASSIFICATION SCHEDULE~~

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AMENDMENTS to 38 Group Operation Order
No. 526 for Operation "MARKET."

AMENDMENT NO. 1

Page 6. delete Para. 19 (ii) and substitute the following:-

All British aircraft towing gliders will fly in single stream (loose pairs at 10 second intervals). On the first lift they will fly above American Paratroop aircraft and in 2nd and subsequent lifts they will follow American Paratroop aircraft.

AMENDMENT NO. 2

Wherever 'Z' hour appears, delete, and substitute 'P' hour.





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Date: 12th Sept. 1944.

NO. 58 GROUP OPERATION ORDER NO. 526

TOP

Operation "MARKET"

MAP REFERENCES:

- 1/4" England & Wales, gridded - code CA - G.S.G.S. No. 5927 - sheet nos. 7, 8, 11 and 12.
- 1/500,000 Great Britain (Air) - code NA - G.S.G.S. No. 4369. (graticuled). Sheets: Highlands & Wales, South West England, and Straits of Dover.
- 1/100,000 Belgium and Holland (Air) - G.S.G.S. 4330, Sheet 4, G.S.G.S. 2541, Sheet 5, G.S.G.S. 4416, sheets P, 1 and Q, 1.
- 1/25,000 Holland - G.S.G.S. 4427, sheets 6/NW, 6/SW, and 12/NW.

APPENDICES:

- "A" - Order of battle.
- "B" - Air Movement Table (including allocation of aircraft).
- "C" - Flight Plan (including Navigational Aids and Diagram).
- "D" - Intelligence.
- "E" - Communications.
- "F" - Glider Pilots Plan.
- "G" - Administration.

REGRADED *Declassified per Sec 1.4 of memo dated 3 Nov 72*
BY *John G. ...*
ON *13 May 76*

INFORMATION:

1. The enemy's main lines of defence are (a) ALBERT CANAL and ESCAUT CANAL, (b) R. RHINE from the mouth, to WESSEL, and (c) the SIEGFRIED LINE.

The crossing of the RHINE above WESSEL will turn the whole of these defences. At the present, apart from heavy tanks, the enemy is believed to have very few troops on the R. RHINE above WESSEL, and they have been drawn SOUTH to (a) and (b).

1 British Airborne Division, 101 U.S. Airborne Division and 3d U.S. Airborne Division will establish bridgeheads over the R. RHINE and seize the bridges at ARNHEM, GELVE and NIMMIGEN and secure them intact pending the arrival of 30 Corps, and so facilitate their speedy advance.

OUTLINE MILITARY PLAN (1 British A/B Div.)

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2. 1. British Airborne Division will seize ARNHEM and will establish a bridgehead to the NORTH of the RIVER. Their task will include the seizing of bridges over the RIVER at ARNHEM with a view to facilitating the passage of armoured formations.

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AIR FORCES AVAILABLE:

3. (i) IX Troop Carrier Command (U.S.A.A.F).
(ii) 38 Group (R.A.F).
(iii) 46 Group (R.A.F).

FLAK DEFENCES:

4. A full detailed description of flak defences is at Appendix "D".

TIMINGS:

5. (i) Airborne formations will be ready to take off as from Saturday 16th September 1944. If no cancellation or postponement is received from 21 Army Group by 18.00 hours the previous day, and if the weather is suitable, the operation will commence according to flight timings.
- (ii) Final weather decision will be made at midnight. It will be passed through T.C.C.P. EASTCOTE to R.A.F. Station Commanders, and through British Army channels by G.S.O.'s 1 (Air) to A.C.O.'s on the airfields. A Duty Officer at H.Q. British Airborne Corps will notify Duty Watchkeeper at 21 Army Group (Main) by telephone and wireless (EMERGENCY OPS).

TASKS:

6. The following tasks will be carried out by IX U.S.T.C.C., 38 and 46 Groups, R.A.F.

(i) 1st Lift D Day (Para).

- (a) 12 aircraft of 38 Group are to drop sticks 21 Indep. Para. Coy.
- (b) 432 aircraft of IX T.C.C. are to drop elements of 101 U.S. Airborne Div.
- (c) 480 aircraft of IX T.C.C. are to drop elements of 82 U.S. Airborne Div.
- (d) 143 aircraft of IX T.C.C. are to drop elements of 1 British Airborne Division.

(ii) 1st Lift D Day (Gliders).

- (a) 120 aircraft of IX T.C.C. are to release gliders carrying elements of 101 and 82 U.S. Airborne Divisions.
- (b) 130 aircraft of 46 Group are to release gliders carrying elements of 1 British Airborne Division.
- (c) 228 aircraft of 38 Group are to release gliders carrying elements of 1 British Airborne Division.

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- (iii) Second Lift (D + 1) (Para).
- (a) 126 aircraft of IX T.C.C. are to drop elements of 1 British Airborne Division.
- (iv) Second Lift (D + 1) (Gliders).
- (a) 450 aircraft of IX T.C.C. are to release gliders carrying elements of 101 U.S. Airborne Division.
 - (b) 450 aircraft of IX T.C.C. are to release gliders carrying elements of 82 U.S. Airborne Division.
 - (c) 110 aircraft of 46 group are to release gliders carrying elements of 1 British Airborne Division.
 - (d) 156 aircraft of 38 Group are to release gliders carrying elements of 1 British Airborne Division and Polish Bde.
- (v) Third Lift (D + 2) (Para).
- (a) 114 aircraft of IX T.C.C. are to drop elements of Polish Bde.
 - (b) 66 aircraft of 46 group are to carry out re-supply for 1 British Airborne Division.
 - (c) 100 aircraft of 38 group are to carry out re-supply for 1 British Airborne Division.
- (vi) Third Lift (D + 2) (Gliders).
- (a) 382 aircraft of IX T.C.C. are to release gliders carrying elements of 101 U.S. Airborne Division.
 - (b) 402 Aircraft of IX T.C.C. are to release gliders carrying elements of 82 U.S. Airborne Division.
 - (c) 40 aircraft of IX T.C.C. and 10 aircraft of 38 group are to release gliders carrying elements of 878 Eng. Avn. Bn.
 - (d) 13 aircraft of IX T.C.C. are to release gliders carrying elements of Airfield Control units.
 - (e) 35 aircraft of 38 group are to release gliders carrying elements of Polish Bde.
- (vii) D + 3 onwards.
- Subsequent resupply missions will be flown on demand being made by ground forces through H.Q. Airborne Forces to T.C.C.P. EASTCOTE, for which orders will be issued separately, or as directed by F.A.A.A.

AIR OPERATIONS IN DIRECT SUPPORT OF AIRBORNE OPERATIONS:

7. The following supporting operations by commands concerned are being arranged:-

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(i) Protection against flak.

On D day, all flak positions lying along the corridor to be used by the airborne convoys, will be attacked by VIII U.S. A.A.F., and A.D.G.B., immediately prior to the main operation and during it.

(ii) Protection against fighters.

(a) A.D.G.B., and VIII U.S.A.A.F., will provide the airborne forces during their passage with a light escort over the N.SEA, and with the heaviest possible cover over the rest of the route to and from the dropping and landing zones.

(b) After the airborne forces have landed, IX U.S.A.A.F. will provide and maintain an umbrella cover over the landing areas during daylight. After dark this duty will be undertaken by night fighters of A.D.G.B.

(iii) Supporting operations.

Aircraft of IX U.S.A.A.F. will provide air support for the units on the ground, harassing the enemy and preventing the arrival of reinforcements.

(iv) photography.

Mosquito aircraft employed on this work, provided by 2 group, will take a cinema record of selected stages of the operation during D day. An aircraft, provided by 34 wing, 2nd T.A.F., will photograph the D.Z. and L.Z. areas on D day one hour after the landing of the first lift, and again as soon as the light will permit of night photography, after the 2nd lift has landed. A Lancaster of 5 group will also be employed on air to air photography.

CO-ORDINATION WITH OTHER COMMANDS.

8. (i) Clearances for the missions shown in the flight plan at Appendix "C", and navigation diagrams will be arranged by F.A.A.A. with Bomber and Fighter Commands, and with the Navy and Army.
- (ii) The normal operations of coastal Command Units in the English Channel will be co-ordinated by F.A.A.A. to prevent interference during the times of the airborne operations.

EXECUTION

ORDER OF BATTLE.

9. see Appendix "A".

ALLOCATION OF AIRCRAFT.

10. see Air Movement Table at Appendix "B".

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TIME AND DATE.

11. (i) Airborne formations will be ready to take off as from Saturday, 16th September 1944. If no cancellation or postponement is received from 21 Army group by 18.00 hrs. the previous day, and if the weather is suitable, the operation will commence according to flight timings.
- (ii) D DAY is Sunday, 17th September 1944.
- (iii) H Hour is the time that the head of main force reaches DZ/LZ area on D DAY.
- (iv) "X" hour is the time that the head of main force reaches DZ/LZ area on D + 1.
- (v) "Z" hour is the time that the head of main force reaches DZ/LZ area on D + 2.
- (vi) Time will be zone "A" (D.S.T.)
- (vii) Watches to be synchronised by TIM.

WEATHER.

12. See page 2. para.5. sub-para. (ii).

ROUTING.

13. The routes selected will have been cleared with the Naval and Army forces, and is shown on navigation diagram attached to Appendix "C".

NAVIGATION AND GROUND AIDS.

14. (i) Normal occults and pundits will be available throughout the U.K.
- (ii) Schedule of navigation aids en route and at DZ/LZs is annexed to Appendix "C".

DZ/LZ PIN POINTS.

15. Map reference 1:100,000 Holland.
G.S.G.S. No.4536 sheet 4.
G.S.G.S. No.2541 sheet 5.
G.S.G.S. No.4416 sheets p1 and q1.

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AIR SEA RESCUE.

20. Normal procedure will be followed. In the event of accidental release of gliders over the sea, the glider will endeavour to land in front (3000 yards) of a friendly vessel, but should avoid flying at it. The tug will obtain and log a fix on the glider's position. Pilots of tugs which lose their gliders are to return to base and report verbally to the operations officer without delay, giving chalk number of glider, place and time of cast off. Operations Staffs will relay this information to group Headquarters and Troop Carrier Command Post, Eastcote, which latter post will take all necessary action. Air sea Rescue craft will be positioned along the route over the sea between U.K. and the BELGIUM coast.

Airborne life boats will be held available to be dropped as required.

POSTPONEMENT OR CANCELLATION.

21. Decision to postpone will be communicated through the Command Post, EASTCOTE.

EMERGENCY LANDING AND REFUELLING FACILITIES.

22. (i) In emergency an aircraft may land at any landing strip or airfield, in England.
- (ii) The following airfields will be available for aircraft in distress ONLY:-
- (i) BEAUVAIS (4927N 0207E).
 - (ii) POIX (4949N 0159 E).
 - (iii) AMIENS/GLISY (4953N 0223E).
 - (iv) Strip at BROMBOS - Grid. Ref. 7733.

RESERVE GLIDERS.

23. Each airfield is to make available for each glider mission a small number of reserve gliders. These will be loaded by Army units with typical important loads. If a glider goes unserviceable prior to take-off, personnel will shift to one or other of the reserve gliders which will take-off later in the same serial.

If it cannot join the serial, and the load is of sufficiently high priority, T.C. Command post will be requested by the airfield unit to nominate a take-off time.

ADMINISTRATION.

24. For full administrative orders see Appendix "G".

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British DZ/LZs.

L.Z.	"Z"	552794
DZ/LZ	"L"	686803
L.Z.	"S"	657814
D.Z.	"V"	762807
D.Z.	"Y"	624832
LZ/DZ	"X"	640795
D.Z.	"K"	743746

JETTISON CONTAINERS.

16. No containers will be carried by any aircraft towing gliders.

ACTION ON DROP OR RELEASE.

17. (i) Tug aircraft will release tow ropes two minutes after release of gliders. All aircraft will fly reciprocal routes to base at heights shown in detailed flight plan at Appendix "C".

(ii) Aircraft releasing or dropping on LZ/DZ turn LEFT after releasing or dropping.

AIRCRAFT LIGHTING.

18. During the hours of darkness, navigation lights will be burned when aircraft are within 10 miles of U.K. coast on the outward and return journeys.

AIRBORNE OPERATION:

19. (i) A schedule of the flight timings, and details of LZ/DZs is given at Appendix "C" and must be read in conjunction with Form A at Appendix "B", wherein units carried in 38 and 46 group aircraft are specified.

(ii) All British aircraft towing gliders will fly in single stream (loose pairs at 10 second intervals) above ~~the~~ American paratroop aircraft.

(iii) "D" + 5 onwards.

subsequent resupply missions will be flown on demand being made by ground forces through H.Q. Airborne Forces to T.C.G.P. EASTCOTE, for which orders will be issued separately, or as directed by F.A.A.A.

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RECOVERY OF GLIDERS.

25. (i) When the military situation permits, 38 group will despatch by air a glider retrieval party of approximately 50 men, for the retrieval of British gliders.

(ii) The following vehicles will be required by the retrieval party:-

Crossley graders - 2.
Coles cranes ----- 2.
Lorries 3 ton ----- 5.
Motor cycles ----- 1.
Vans 15 cwt. ----- 2.

38 group will arrange for the supply and transportation of these vehicles.

RECOVERY OF PARACHUTES.

26. Arrangements will be made for Army personnel, when the military situation permits, to retrieve such parachutes as are found, and return them through Army unit resources to beach area for transport to U.K. (Cardington).

ESTABLISHMENT OF AIRFIELD CONTROL.

27. The IX T.C.C. will make available the air lift necessary to transport personnel and air transportable equipment to establish airfield control if and when any landing strips are nearing completion. Personnel and equipment will be detailed by arrangement between 38 group and IX T.C.C.

COMMUNICATIONS.

28. For full communications details see Appendix "E".

29. ACKNOWLEDGE.

L. V. E. Atkinson

(L. V. E. ATKINSON)
Wing Commander.
for ~~Air Officer Commanding.~~
H.Q. 38 group. R.A.F.

Reference:

38G/TS.10/30/AIR.

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Operation "MARKET"

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Appendix "A" to 38 group
 Operation Order No. 526.
 Operation "MARKET".

ORDER OF BATTLE

<u>Group.</u>	<u>Station</u>	<u>Squadrons</u>	<u>Aircraft</u>
61st T.C.GP.	Barkston Heath	-	Dakotas.
313th T.C.GP.	Folkingham	-	Dakotas.
314th T.C.GP.	Saltby	-	Dakotas.
315th T.C.GP.	Spanhoe	-	Dakotas.
316th T.C.GP.	Cottesmore	-	Dakotas.
434th T.C.GP.	Aldermaston	-	Dakotas.
435th T.C.GP.	Welford	-	Dakotas.
436th T.C.GP.	Marbury	-	Dakotas.
437th T.C.GP.	Chilbolton	-	Dakotas.
438th T.C.GP.	Greenham Common	-	Dakotas.
439th T.C.GP.	Balderton	-	Dakotas.
440th T.C.GP.	Bottesford	-	Dakotas.
441st T.C.GP.	Langar	-	Dakotas.
442nd T.C.GP.	Ramsbury	-	Dakotas.
<u>IXth T.C.C. PATHFINDER</u>			
<u>SCHOOL</u>	N. Witham	-	Dakotas.
<u>38 GROUP, R.A.F.</u>	Brize Norton	296 297	Albanrles. Albanrles.
"	Harwell	295 570	stirlings. stirlings.
"	Reevil	196 299	stirlings. stirlings.
"	Fairford	190 620	stirlings. Stirlings.
"	Tarrant Rushton	298 644	Halifaxes. Halifaxes.
<u>46 GROUP, R.A.F.</u>	Broadwell	512 575	Dakotas. Dakotas.
"	Down Ampney	48 271	Dakotas. Dakotas.
"	Blakehill Farm	233	Dakotas.

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ALLOCATION OF AIRCRAFT
and
AIR MOVEMENT TABLE

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APPENDIX "B" to 38 Group
Operation Order No. 526,
for Operation "MARKET".

FIRST LIFT - - - BRITISH GLIDERS & P.P.W.

Serial No.	A/B Block No.	Airborne Unit (include designation of Serial CO).	RAF USPOB Unit	No. of A/C (bulk).	No. of gliders	Take-off Airfield	DZ OR LZ	A/C and gliders available for loading.	Equipment loading completed by	Glutes issued by (BRITISH) only.	A/C and Gliders ready for glancing	Planing Completed	Time of Take off.	Time of Drop or Landing	Remarks.
B1	1	21 ind. para. Coy.	38 GP.	1 - 6	5	FAIRFORD	S							H+0020	Pathfinder
B2	2	21 ind. para. Coy.	38 GP.	7 - 12		FAIRFORD	X							H+0020	Pathfinder
B7	33	1 border	46 GP.	161-184	24	BROADWELL	S							H Hour	
B8	34	7 KOSB	46 GP.	185-196	12	BLAKEHILL FM.	S							H+0003	
	35	1 border		197-208	12		S								
	36	HQ 1 A/L Bde.		209-218	10		S								
B9	37	7 KOSB	46 GP.	219-242	24	DOWN AMPNEY	S							H+0007	
B10	38	1 border	46 GP.	243-262	20	BROADWELL	S							H+0010	
	39	181 Fd. Amb.		263	1		S								
	40	Admin.		264-265	2		S								
B11	41	7 KOSB.	46 GP.	266-285	20	DOWN AMPNEY	S							H+0013	
	42	181 Fd. Amb.		286-290	5		S								
B12	43	2 S. Staffords.	38 GP.	291-312	22	MANSTON	S							H+0016	
	44	181 Fd. Amb.		313	1		S								
B14	45	17 pr. A/Tk.	38 GP.	314-321	8	MANSTON.	Z							H+0022	
	46	1 Para. Bde.		322-324	3	"	Z								
	47	1 A/L Bde.		325-326	2	"	Z								
B13	48	1 A/Tk Bty.	38 GP.	327-347	21	MANSTON	Z							H+0019	
	49	1 A/L Lt. Regt.		348-353	6		Z								

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ALLOCATION OF AIRCRAFT
and
AIR MOVEMENT TABLE

Page No. 2 to
Appendix "B".

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FIRST LIFT - BRITISH GLIDERS & P.F.F.

Serial No.	A/B Block No.	Airborne Unit (include designation of Serial CO).	R.A.F. USTCC Unit.	No. of A/C (Chalk)	No. of Gliders	Take-off Airfield	DZ or LZ	A/C and Gliders available for loading	Equipment loading Completed by	Chutes issued by (BRITISH) only	A/C and Gliders ready for emplaning	Emplaning Completed	Time of Take Off.	Time of Drop or Landing	Remarks
B15	50 51 52	Reece Sqn. 17-pr A/ Tk. Admin.	38 Gp	354-375 376-378 379-380	22 3 2	T. RUSH TON	Z Z Z							H+0025	
B16	53 54	9 Fd. Coy. R.E. 1 A/L Lt. Regt	38 Gp	381-396 397-405	16 9	KEEVIL	Z Z							H+0028	
B17	55	Corps HQ	38 Gp	406-430	25	HARWELL	N	(774540)						H+0058	
B18	56 57	HQ 1 A/B Div. 1 A/L Lt. Regt.	38 Gp	431-440 441-454	10 14	FAIRFORD	Z Z							H+0034	
B19	58 59 60	1 A/L Lt. Regt. 1 Para. Bde. Admin.	38 Gp	456-458 459-478 479-480	3 20 2	KEEVIL	Z Z Z							H+0037	
B20 B20A B20B	61 61A 62	Corps HQ Corps HQ 1 A/L Lt. Regt.	38 Gp 38 Gp	481-487 488-493 494-505	7 6 Waco 12	HARWELL MANSTON HARWELL	N N Z	(774540)						H+0101 H+0057 H+0040	
B21	63 64	1 A/L Lt. Regt. Admin.	38 Gp	506-518 519	13 1	FAIRFORD	Z Z							H+0043	

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AIR MOVEMENT TABLE

SECOND LIFT - BRITISH GLIDERS - (D + 1).

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Serial No.	A/B Block No.	Airborne Unit (include designation of Serial CO).	RAF USTCC unit	No. of A/C (chalk)	No. of Gliders.	Take-off Airfield	LZ OR DZ	A/C and Gliders available for loading.	Equipment loading completed by	Chutes issued by (BRITISH) only.	A/C and Gliders ready for emplaning	Emplaning Completed.	Time of Take off	Time of Drop or Landing	Remarks.
B22	76	2 S. Stafford.	46 GP.	750-771	22	BROADWELL	S							X+0017	
B23	77 78	2 A/Tk Bty. Admin.	46 GP.	772-792 793	21 1	BLAKEHILL FM.	X							X+0020	
B24	79 80 81 82	7 KOSB. 1 border. 181 Fd. Amb. Admin.	46 GP.	794-799 800-805 806-810 811-815	6 6 5 5	DOWN AMPNEY	S							X+0023	
B25	83	2 S. Staffords.	46 GP.	816-833	18	BROADWELL	S							X+0026	
B26	84 85 86	1 para. Bde. Admin. Unallotted.	46 GP.	834 835 836-836A	1 1 2	BROADWELL	X							X+0029	
B27	87 88 89	1 A/L Lt. Regt. 9 Fd. Coy. R.E. Admin.	46 GP.	837-842 843-848 849-858	6 6 10	DOWN AMPNEY	X							X+0032	
B28	90 91 92 93	HQ 1 A/B Div. 1 A/L Lt. Regt. 1 pol. Para. Bde. 21 indep. Para. Coy.	38 GP.	886-889 859-885 890-899 900	4 ^{**} 27 10 1	MANSTON	X							X+0035	** Wacos.

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AIR MOVEMENT TABLE

page No. 4 to Appendix "B" to
38 Group Operation Order No. 526.

SECOND LIFT - BRITISH GLIDERS

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Serial No.	A/B Block No.	Airborne Unit (include designation Serial CO).	R.A.F. USTCC Unit.	No. of a/c (chalk)	No. of Gliders	Take-off Airfield	DZ OR LZ	A/C and Gliders available for loading.	Equipment loading completed by	Chutes issued by (BRITISH) only	A/C and Gliders ready for emplaning	Emplaning Completed	Time of Take off.	Time of Drop or Landing	Remarks
B29	94 95 96 97	17-pr A/Tk. 4 para. Bde. 1 A/L Bde. Admin.	38 Gp.	901-908 909-911 912 913-915	8Hpm 3Hpm 1Hpm 3Hpm	T. RUSHTON	X							X+0040	
B30	98 99	17-pr A/Tk. Admin.	38 Gp.	916-918 919-929	3 11	T. RUSHTON	X							X+0043	
B31	100 101	HQ 1 A/B Div. 1 para. Bde.	38 Gp.	930-944 945-949	15 5	FAIRFORD	X							X+0046	
B32	102	4 para. Bde.	38 Gp.	950-969	20	KEEVIL	X							X+0049	
B33	103 103A	Admin. corps HQ. (AEAF)	38 Gp.	970-974	5	HARWELL	X							X+0052	Special RAF Stores
B34	104 105	1 para. Bde. 2 A/Tk. Bty.	38 Gp.	974 A, B, C, D 990-1003 1004-1009	4 14 6	HARWELL FAIRFORD	X X							X+0055	
B35	106	4 para. Bde.	38 Gp.	1010-1029	20	KEEVIL	X							X+0058	
B37	107 108	Re-supply (Br). Re-supply (Br).	38 Gp.	975-989 1030-1049	15 20	HARWELL HARWELL	L L							X+0101 X+0106	

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AIR MOVEMENT TABLE

Page No.5 to Appendix "B"
38 Group Operation Order
No.526.

THIRD LIFT - BRITISH GLIDERS & RESUPPLY

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Serial No.	A/B Block No.	Airborne Unit (include designation of Serial CO).	R.A.F. USTCC Unit.	No. of A/C (chalk)	No. of Gldr. or A/C.	TAKE-OFF AIRFIELD	LZ OR DZ	A/C and Gliders available for loading.	Equipment loading completed by	Chutes issued by (BRITISH) only.	A/C and Gliders ready for emplaning	Emplaning Completed	Time of Take off	Time of Drop or landing	REMARKS.
B38	113	Polish Bde.	38 GP.	120-139	20	T.RUSHTON.	L							Z+0020	
B39	114	Polish Bde.	38 GP.	140-154	15	KEEVIL	L							Z+0023	
B40	115	878 Avn. Eng. Bn.	38 GP.		10 ^{Horn}	T.RUSHTON.	L							Z+0026	
B41	116	Re-supply (Br).	38 GP.		33	HARWELL	V							Z+0029	
B42	117	Re-supply (Br).	38 GP.		33	KEEVIL	V							Z+0032	
B43	118	Re-supply (Br).	38 GP.		34	FAIRFORD	V							Z+0035	
B44	119	Re-supply (Br).	46 GP.		21	BLAKEHILL	V							Z+0038	
B45	120	Re-supply (Br).	46 GP.		21	DOWN AMPNEY	V							Z+0041	
B46	121	Re-supply (Br).	46 GP.		21	BROADWELL	V							Z+0044	

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NOTE: Serial No. of RED or BLUE HORSES will be entered in REMARKS COLUMN.

OPERATION "MARKET".

SUMMARY OF AIRCRAFT AS AT 121200B

Annexure to Appendix "B" of 38 Group
Operation Order No. 526 - Operation
"MARKET".

	PARA A/C			TUG A/C			GLIDERS			GLIDER PILOTS (CREWS)	
	38 group	46 group	IX TCC	38 group	46 group	IX TCC	HAM	HOR	CG4A	BRITISH	AMERICAN
FIRST LIFT:											
1. 101 (US) Airborne Div.			432			70			70		70
2. 82 (US) Airborne Div.			480			50			50		50
3. 1 Airborne Div.	12 PFF		143	190	130		13	307		320	
4. H.Q. Airborne Corps.				38				32	6	38	
TOTAL FIRST LIFT	12		1055	228	130	120	13	339	126	358	120
SECOND LIFT:											
1. 101 (US) Airborne Div.						450			450		450
2. 82 (US) Airborne Div.						450			450		450
3. 1 Airborne Div.			126	146	110		15	237	4	256	
4. Polish pde.				10				10		10	
5. Re-supply.	35										
TOTAL SECOND LIFT	35		126	156	110	900	15	247	904	266	900
THIRD LIFT:											
1. 101 (US) Airborne Div.						382			382		382
2. 83 (US) Airborne Div.						402			402		402
3. 878 Engineer Avn. Bn.				10		40	10		40	10	40
4. Airfield Control Units						13		5	8	5	8
5. Polish pde.			114					35		35	
6. Resupply (R)	100*	66*		35							
TOTAL THIRD LIFT	100	66	114	45		837	10	40	832	50	832

* or as many as possible, whichever is the greater.

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Appendix "C" to 38 Group
Operation Order No. 525.
Operation - "MARKET".

FLIGHT PLAN

(38 and 46 Groups Only).

1. INFORMATION:

(i) GROUND SPEEDS.

<u>Aircraft</u>	<u>Route Out</u>	<u>Route Back</u>
Dakota (para. re-supply).	140 m.p.h.	150 m.p.h.
Dakota (Horsa glider).	115 m.p.h.	150 m.p.h.
Albemarle (Horsa glider).	125 m.p.h.	165 m.p.h.
Albemarle (Waco glider).	125 m.p.h.	165 m.p.h.
Stirling (Pathfinder para).	175 m.p.h.	180 m.p.h.
Stirling (Horsa glider).	145 m.p.h.	180 m.p.h.
Stirling (para. re-supply).	175 m.p.h.	180 m.p.h.
Halifax (Hamilcar glider).	130 m.p.h.	180 m.p.h.
Halifax (Horsa glider).	145 m.p.h.	180 m.p.h.
Halifax (para. re-supply).	175 m.p.h.	180 m.p.h.

2. ROUTE DETAILS (38 and 46 Groups):

(i) ROUTE:

- (a) BASE to:-
- (b) Hatfield
- (c) Posn. "B" (Antigua) (52°08'20"N 01°36'15"E)
- (d) Posn. "G" (Bermuda) (51°43'15"N 03°41'30"E)
- (e) Posn. "D" (Columbia) (51°38'50"N 04°05'52"E)
- (f) Target R.V. (Posn. E) (51°38'15"N 05°18'40"E)
- (g) DZ/LZ - ARNHEM AREA.
- (h) All aircraft turn LEFT after release or drop and return to BASE via reciprocal routes.

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Page No. 2 to
Appendix "C".

3. GENERALLY:

- (i) The operative times for 1st aircraft are those at DZ/LZ. All other times are given for guidance only and may be altered according to the wind velocity on the Day of the Operation.
- (ii) "Take-off" times at Station Commanders' discretion.
- (iii) 10 miles has been added to distance from DZ/LZ to Target R.V. to allow for flight past DZ/LZ and turn onto reciprocal route.
- (iv) All aircraft to take-off and form up on tracks of $255^{\circ}(T)$ and $075^{\circ}(T)$. Aircraft to fly in "loose pairs" line astern at 10 second intervals.
- (v) BRIZE NORTON aircraft operating from MANSTON A/D fly direct to POSITION TAMPA $51^{\circ}55'55''N$ $02^{\circ}40'00''E$, then to position "C".

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S	H	P A	P B	P C	T	P	P C	P B	P A	H			
R	A	O N	O E	O O	A	O	O O	O E	O N	A	HEIGHTS		
I	T	S T	S R	S L	R R	LZ	S	S L	S R	S T	T	REMARKS.	
A	F	N I	N M	N U	G V	OR	N	N U	N M	N I	F		
L	I	G	U	M	E	DZ	E	M	U	G	I	OUT	BACK
	E	B U	C D	D B	T		E	D B	C D	B U	E		
	L	A	A	I				I	A	A	L		
	D			A				A		D			

P.F.F. AND FIRST GLIDER LIFT

B1	FAIRFORD	6	S	PFF	-0157	-0128	-0056	-0050	-0032	H-0020	H-0005	H+0013	+0019	+0051	+0119	2000	4000	
B2	FAIRFORD	6	X	PFF	-0157	-0128	-0056	-0050	-0032	H-0020	H-0005	H+0013	+0019	+0051	+0119	2000	4000	
B7	BROADWELL	24	S	Horsa	-0229	-0145	-0056	-0046	H-0018	H Hour	H+0017	+0038	+0045	+0123	+0157	2500	5000	
B8	BLAKEHILL FM.	34	S	Horsa	-0226	-0142	-0053	-0043	H-0015	H+0003	H+0020	+0041	+0048	+0126	+0200	2500	5000	
B9	DOWN AMPNEY	24	S	Horsa	-0222	-0138	-0049	-0039	H-0011	H+0007	+0024	+0045	+0052	+0130	+0204	2500	5000	
B10	BROADWELL	23	S	Horsa	-0219	-0135	-0046	-0036	H-0008	H+0010	+0027	+0048	+0055	+0133	+0207	2500	5000	
B11	DOWN AMPNEY	25	S	Horsa	-0216	-0132	-0043	-0033	H-0005	H+0013	+0030	+0051	+0058	+0136	+0210	2500	5000	
B12	MANSTON	23	S	Horsa	-	-0057	-0034	H-0025	H Hour	H+0016	+0032	+0051	+0058	+0115	-	2500	6000	Sub. TAMPA
B13	MANSTON	27	Z	Horsa	-	-0054	-0031	H-0022	H+0003	H+0019	+0035	+0054	+0101	+0118	-	2500	6000	for psn. B.
B14	T. RUSHTON	13	Z	Hm.	-0149	-0110	-0026	H-0017	H+0007	H+0022	+0037	+0055	+0101	+0133	+0201	2500	7000	
B15	T. RUSHTON	27	Z	Horsa	-0133	-0058	-0019	H-0011	H+0011	H+0025	+0040	+0058	+0104	+0136	+0204	2500	7000	
B16	KEEVIL	25	Z	Horsa	-0130	-0055	-0016	H-0008	H+0014	H+0028	+0043	+0101	+0107	+0139	+0207	2500	7000	
B17	HARWELL	25	82 A/B Div. area.	Horsa	-0127	-0052	-0013	H-0005	H+0017	H+0031	+0046	+0104	+0110	+0142	+0210	2500	7000	
B18	FAIRFORD	24	Z	Horsa	-0124	-0049	-0010	H-0002	H+0020	H+0034	+0049	+0107	+0113	+0145	+0213	2500	7000	
B19	KEEVIL	25	Z	Horsa	-0121	-0046	H-0007	H+0001	H+0023	H+0037	+0052	+0110	+0116	+0148	+0216	2500	7000	
B20	HARWELL	25	82 A/B Div. Area.	Horsa	-0118	-0043	H-0005	H+0004	H+0026	H+0040	+0055	+0113	+0119	+0151	+0219	2500	7000	
B21	FAIRFORD	14	Z	Horsa	-0115	-0040	H-0001	H+0007	H+0029	H+0043	+0058	+0116	+0122	+0154	+0222	2500	7000	

SECOND GLIDER LIFT

B22	BROADWELL	22	S	Horsa	-0212	-0128	-0039	-0029	X-0001	X+0017	+0034	+0055	+0102	+0140	+0214	2500	5000	
B23	BLAKEHILL FM.	22	X	Horsa	-0209	-0125	-0036	X-0026	X+0002	X+0020	+0037	+0058	+0105	+0143	+0217	2500	5000	
B24	DOWN AMPNEY	22	S	Horsa	-0206	-0122	-0033	X-0023	X+0005	X+0023	+0040	+0101	+0108	+0146	+0220	2500	5000	
B25	BROADWELL	18	S	Horsa	-0203	-0119	-0030	X-0020	X+0008	X+0026	+0043	+0104	+0111	+0149	+0223	2500	5000	

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TIME SCHEDULE for 38 and 46 group Aircraft.

S E R I A L	TAKE-OFF AIRFIELD	No. of A/c	DZ OR LZ	TASK	H	PA	PB	PC	T	P	PC	PB	PA	H	HEIGHTS		REMARKS
					A	ON	OE	OO	A	O	OO	OE	ON	A	OUT	BACK	
					T	ST	SR	SL	RR	LZ	S	SL	SR	ST			
					F	NI	NM	MU	GV	DZ	N	NU	NM	NI			
					I	G	U	M	E			M	U	G			
					E	BU	CD	DB	T		E	DB	CD	BU			
					L	A	A	I				I	A	A			
					D			A				A		D			

SECOND GLIDER LIFT (CONTINUED).

B26	BROADWELL	4	X	Horsa	-0200	-0116	-0027	X-0017	X+0011	X+0029	+0046	+0107	+0114	+0152	+0226	2500	5000	
B27	DOWN AMPNEY	22	X	Horsa	-0157	-0113	-0024	X-0014	X+0014	X+0032	+0049	+0110	+0117	+0155	+0229	2500	5000	
B28	MANSTON	42	X	38 Horsa 4 TACO	-	-0038	-0015	X-0006	X+0019	X+0035	+0051	+0110	+0117	+0134	-	2500	6000	Sub TAMPA for Posn. B.
B29	T. RUSHTON	15	X	Hm.	-0131	-0052	X-0008	X+0001	X+0025	X+0040	+0055	+0113	+0119	+0151	+0219	2500	7000	
B30	T. RUSHTON	14	X	Horsa	-0115	-0040	X-0001	X+0007	X+0029	X+0043	+0058	+0116	+0122	+0154	+0222	2500	7000	
B31	FAIRFORD	20	X	Horsa	-0112	X-0037	X+0002	X+0010	X+0032	X+0046	+0101	+0119	+0125	+0157	+0225	2500	7000	
B32	KEEVIL	20	X	Horsa	-0109	X-0034	X+0005	X+0013	X+0035	X+0049	+0104	+0122	+0128	+0200	+0228	2500	7000	
B33	HARWELL	9	X	Horsa	-0106	X-0031	X+0008	X+0016	X+0038	X+0052	+0107	+0125	+0131	+0203	+0231	2500	7000	
B34	FAIRFORD	20	X	Horsa	-0103	X-0028	X+0011	X+0019	X+0041	X+0055	+0110	+0128	+0134	+0206	+0234	2500	7000	
B35	KEEVIL	20	X	Horsa	-0100	X-0025	X+0014	X+0022	X+0044	X+0058	+0113	+0131	+0137	+0209	+0237	2500	7000	
B37	HARWELL	35	L	Resupply	-0036	X-0007	X+0025	X+0031	X+0049	X+0101	+0116	+0134	+0140	+0212	+0240	2500	7000	

THIRD LIFT - GLIDERS AND RE-SUPPLY

B38	T. RUSHTON	20	L	Horsa	-0138	-0103	-0024	Z-0016	+0006	Z+0020	+0035	+0053	+0059	+0131	+0159	2500	7000	
B39	KEEVIL	15	L	Horsa	-0135	-0100	-0021	Z-0013	+0009	Z+0023	+0038	+0056	+0102	+0134	+0202	2500	7000	
B40	T. RUSHTON	10	878	Avn. Eng. Bn. Hm.	-0145	-0106	-0022	Z-0013	+0011	Z+0026	+0041	+0059	+0105	+0137	+0205	2500	7000	
B41	HARWELL	33	V	Resupply	-0108	-0039	-0007	Z-0001	+0017	Z+0029	+0044	+0102	+0108	+0140	+0208	2500	7000	
B42	KEEVIL	33	V	Resupply	-0105	-0036	Z-0004	+0002	+0020	Z+0032	+0047	+0105	+0111	+0143	+0211	2500	7000	
B43	FAIRFORD	34	V	Resupply	-0102	-0033	Z-0001	+0005	+0023	Z+0034	+0050	+0103	+0114	+0146	+0214	2500	7000	
B44	BLAKEHILL	21	V	Resupply	-0124	-0043	Z-0007	+0001	+0024	Z+0038	+0055	+0116	+0123	+0201	+0235	2500	5000	
B45	D. AMPNEY	21	V	Resupply	-0121	-0045	Z-0004	+0004	+0027	Z+0041	+0058	+0119	+0126	+0204	+0238	2500	5000	
B46	BROADWELL	21	y	Resupply	-0118	-0042	Z-0001	+0007	+0030	Z+0044	+0101	+0122	+0129	+0207	+0241	2500	5000	

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MARK III

SCHEDULE OF NAVIGATIONAL AIDS

Place	Coordinates		Eureka Beacon			Compass Beac		Lights		Panels		Smoke Color	Responsibility (Except Occults & Searchlights)	REMARKS
			Rec	Trans	Code	Freq	Code	Color	Code	Color	"T"			
MARCH	52-33-40N	00-04-10E	B	C	"M"	1495	"M"	Searchlight Cone	"M"	-	-	-	52nd Trp Ca Wg	*NOTE:-On first lift all aircraft for DZ/LZ "N" and DZ/LZ "T" will use Eureka and MF Beacons set up on DZ "O". Green smoke on "N" and red smoke on "T" will be the only aids set up on DZ/LZ "N" and DZ/LZ "T" during first lift. A white panel "T" may be available on LZ "N" for the glider serials of lift one. All tug aircraft going to LZ "N" or LZ "T" will use Eureka and MF Beacons on aids on DZ "O". Smoke and panels will be set up as scheduled for LZ "N" and LZ "T". All resupply missions (82nd A/B Div) will use all the navigational aids scheduled for LZ "N". **NOTE:-Only one set of Eureka and MF beacons will be used for DZs "B" and "C". It will be coded as scheduled. Panels and smoke will be used as scheduled to distinguish between the areas. ***NOTE:-Searchlight cone consists of 6 searchlights with apex of cone at 5000', or cloudbase if lower. Every other light will be coded in turn.
HATFIELD	51-45-53N	00-14-45W	B	C	"H"	1360	"H"	Searchlight Cone	"H"	-	-	-	53rd Trp Ca Wg	
ANTIQUA	52-08-20N	01-36-15E	B	C	"A"	1688	"A"	Occult	"A"	-	-	-	Hq., IX T.C.C.	
ATTU	51-44-00N	00-54-25E	B	C	"O"	1425	"O"	Occult	"O"	-	-	-	50th Trp Ca Wg	
BOERNEO	51-22-25N	01-26-55E	B	C	"B"	-	-	Occult	"B"	-	-	-	Hq., IX T.C.C.	
TAMPA	51-55-55N	02-40-00E	B	C	"K"	-	-	Holophane GREEN	"K"	-	-	-	Hq., IX T.C.C.	
DZ "O"*	-	-	E*	C*	"O"	1495*	"O"*	-	-	YELLOW	WHITE "O"	VIOLET	82nd Pathfinder Co.	
DZ "N"*	-	-	*	*	*	*	*	-	-	-	-	GREEN	82nd Pathfinder Co.	
DZ "T"*	-	-	*	*	*	*	*	-	-	-	-	RED	82nd Pathfinder Co.	
LZ "N"*	-	-	B*	D*	"N"	1688*	"N"*	-	-	WHITE*	WHITE "N"	GREEN	82nd Pathfinder Co.	
LZ "T"*	-	-	B*	D*	"N"	*	*	-	-	RED*	WHITE "T"	RED	82nd Pathfinder Co.	
DZ "A"	-	-	E	D	"A"	1425	"A"	-	-	RED	WHITE "A"	GREEN	101st Pathfinder Co.	
DZ "B"	-	-	B	C	"B"	1525	"B"	-	-	WHITE	WHITE "B"	RED	101st Pathfinder Co.	
DZ "C"***	-	-	B**	C**	"B"***	1525**	"B"***	-	-	YELLOW	WHITE "B"	VIOLET	101st Pathfinder Co.	
LZ "W"	-	-	B	C	"W"	1525	"W"	-	-	WHITE	WHITE "W"	RED	101st Pathfinder Co.	
DZ "K"	-	-	C	A	"K"	-	-	-	-	WHITE	WHITE "K"	BLUE	21st Ind. Para. Coy.	
LZ "L"	-	-	A	D	"L"	-	-	WHITE	VERY FISIOL	-	WHITE "L"	VIOLET	21st Ind. Para. Coy.	
LZ "S"	-	-	C	B	"S"	-	-	WHITE	VERY	-	WHITE "S"	VIOLET	21st Ind. Para. Coy.	
DZ "X"	-	-	A	B	"X"	-	-	-	-	WHITE	WHITE "X"	BLUE	21st Ind. Para. Coy.	
LZ "X"	-	-	A	B	"X"	-	-	RED	VERY	-	WHITE "X"	VIOLET	21st Ind. Para. Coy.	
DZ "Y"	-	-	E	D	"Y"	-	-	-	-	RED	WHITE "Y"	GREEN	21st Ind. Para. Coy.	
LZ "Z"	-	-	E	D	"Z"	-	-	RED	VERY	-	WHITE "Z"	VIOLET	21st Ind. Para. Coy.	
MIAMI	51-19-25N	02-13-30E	B	C	"M"	-	-	Holoph. Green	"M"	-	-	-	Hq. IX T.C.C.	
SUPPLY D.P. "L"	-	-	A	D	"L"	-	-	-	-	WHITE	WHITE "L"	-	21st Ind. Para. Coy.	
SUPPLY D.P. "V"	-	-	A	B	"V"	-	-	-	-	WHITE	WHITE "V"	-	21st Ind. Para. Coy.	

Aircraft on the corridor to 101st A/B Div. DZs & LZs will pass over a White Panel "T" & yellow smoke 5000 yds. before they reach the enemy lines after passing DELOS (the 101st A/B Div. I.P., 51-06-50N, 04-58-37E).

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Appendix "D" to 38 Group
Operation Order No. 526,
for Operation "MARKET".

INTELLIGENCE

MILITARY SITUATION.

1. AIR.

(a) Single Engine fighters.

The continued retreat of the German Air Force has denuded France, Belgium and Holland of single engine fighters. The fighter airfields in and around the Ruhr and in the vicinity of Bremen now accommodate a considerable force of these aircraft. Within operational range (160 miles) of the targets are based 435 single engine fighters plus 20 fighter bombers and 35 single engine night fighters. Of these, 315 are based in the Dusseldorf, Cologne, and Bonn areas within 60 to 85 miles of the most southerly target. These are therefore able to operate, from the range point of view, not only in the target areas, but over the last 75 to 100 miles of the route also.

The serviceability of these aircraft is estimated to be approximately 50% to 55%, therefore, if the whole of the enemy's available single engine fighters were concentrated against this operation, which seems improbable in view of his commitments in support of his ground forces, a total of 220 to 240 aircraft, plus say 30 fighter bombers and night fighters could be put into service at any one time.

The German Air Force may also call on their small force of up to 30 Me.262 jet-propelled fighter bombers, but these are thought to be based mainly in south and east Germany.

(b) Twin Engine Fighters.

125 twin engine fighters are still based in Holland, with a further 290 aircraft within effective operational range of the targets.

The enemy has so far shown no tendency to use his twin engine night fighters against daytime operations. His single engine fighters have been so hard-pressed recently that it is reasonable to suppose that his twin engine fighters would have been omitted if the types in service had been considered capable of proving effective against the Allied fighter support.

2. GROUND.

(a) Route.

The route has been chosen largely with a view to the avoidance of known flak emplacements. Enemy formations have however been steadily withdrawn over ferries into Walcheren Island and thence across Holland from west to east. These formations are likely to be protected by mobile flak and fire from guns of all calibres should be anticipated, particularly in the vicinity of main roads.

(b) Targets Areas.

Ground defences are shown on defence overprints. The recent tendency has been to build up defences in this vicinity, and more guns than are shown on the overprints may be encountered. The passage of enemy troop formations through the area may also result in small arms fire being directed against low-flying aircraft.

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Appendix "E" to 38 group
operation order No. 525
for operation "MARKET".

COMMUNICATIONS

1. GENERAL.

These orders should be read in conjunction with 38 group signals staff instructions, C.C.O.1 and other relevant publications.

RADAR.

2. Rebecca Mk. II and AN/APN2.

The following channels and code letters are allotted. It is emphasised that the first letter shown is the Rebecca transmitter and the second letter is the Rebecca receiver.

EN ROUTE.

<u>PLACE.</u>	<u>CO-ORDINATES.</u>	<u>CHANNEL.</u>	<u>CODE.</u>
HATFIELD	51.45.53N 00.14.45W	BC & ED	H
"ANTIGUA"	52.08.20N 01.36.15E	BC & ED	A
ATTU	51.44.00N 00.54.25E	BC & ED	O
BORNEO	51.22.25N 01.26.55E	BC & ED	B
TAMPA	51.55.55N 02.40.00E	BC & ED	K

38 group will use channel "ED" and 46 group will use channel "BC".

Eurekas en route will be operated by IX Troop carrier command.

DZ/LZs.

<u>DZ/LZ.</u>	<u>channels.</u>	<u>code.</u>
K	CA	"K"
L	AD	"L"
S	CB	"S"
V	AB	"V"
X	First Lift AB Second Lift AB & ED.	"X"
Y	DC	"Y"
Z	ED	"Z"

Eurekas on these DZ/LZs will be operated by 21st Ind. para. Coy.

3. Eureka Mk. II and AN/PPN1.

It is emphasised that in the channel allocation under Rebecca Mk. II and AN/APN2 the first letter shown is the Eureka receiver and the second letter is the Eureka transmitter. All Eureka will be fitted with detonators with 15 second fuses. Coding will be at the speed of one letter every 15 seconds. 38 group beacon party, Netheravon, are to have available 24 Eureka Mk. II baskets, webbing and resilatex.

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4. GEE MK. II.

All aircraft will carry R.F. units 24, 25 and 27. Navigators are to retune their receivers to alternative frequencies if:-

- (i) jamming is taking place.
- (ii) signals disappear or fade.

5. I.F.F.

The regulations contained in "NEUGRIP", as amended on 12th August 1944, will be in operation, except that I.F.F. will only be switched on by an aircraft in distress.

6. DETONATION.

It is emphasised that only IFF and Eureka Mk. II are to be fitted with detonators. IFF can be detonated in the aircraft, but Eureka must not, repeat not, be detonated in the aircraft, as the radius of possible damage is 50 yards.

7. R/T, W/T and INTERCOMMUNICATION.

W/T control. W/T control will be exercised as follows:-

<u>Station</u>	<u>Call sign</u>	<u>Frequency</u>	<u>Control</u>
38 group	9WZ	3900 Kcs	38 group
46 group	SJ3	3520 Kcs	46 group

All 38 and 46 group aircraft are to listen out on their respective control frequencies at all times when they are not working H/F or M/F D/F stations, in addition to the normal half-hourly intervals. Any broadcasts will also be made at intervals between the regular broadcast periods. No frequency checks or routine exchange of signals are to be made on this frequency.

8. W/T and R/T SILENCE.

Strict W/T and R/T silence is to be maintained until the English coast is crossed on the return journey. Silence may then be broken if necessary for navigational purposes, but transmissions are to be kept to a minimum.

9. M/F D/F.

M/F D/F sections H, M and N are to be used. Owing to the large number of aircraft involved, aircrews are to request fixes and bearings only in emergency. Strict attention is to be paid to procedure and operators must listen out carefully before and while transmitting to avoid interfering with other aircraft and so that the ground station can stop them transmitting when necessary, thus speeding up the service.

10. FIXED BEACONS.

details of selected fixed beacons should be carried, but operators should be warned of the effects of beaconing and told to treat bearing obtained from these beacons with reserve.

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11. R/T.

R/T must not be used for control of marshalling or take-off. Strict silence must be maintained unless the use of R/T is necessary for "DARKY", distress procedure on return over this country or for flying control purposes during landings.

12. TUG/GLIDER INTERCOMMUNICATION.

All aircraft are to be serviceable for tug/glider intercommunication before take-off but they will proceed without line intercommunication should there be a failure on or shortly after take-off. In the event of failure visual signals as laid down in 38 Group S.O.P. will be used.

13. AIR SEA RESCUE (SIGNALS).

The correct procedure to be adopted in the event of a forced alighting in the sea is to be impressed upon W/Ops. Particular emphasis should be laid on the assistance rendered to air-sea rescue services if a good fix can be obtained from an M/F D/F section before alighting using S.O.S. procedure.

14. CALL SIGNS.

Call signs are to be used as laid down in 38 Group S.S.I. No. 57. Each Squadron is to be allotted a separate O.C.S. The collective call sign will be the O.C.S. allotted in accordance with 38 Group S.S.I. No. 57, para. 5, sub-para. (b). No note is to be carried by operators of W/T S.A.C.S. or Squadron call signs.

15. INTERCEPTION WATCHES.

All stations are to maintain a listening watch on the central Operational Frequency. If a diversion is broadcast stations are to retransmit this message on their H/F D/F frequencies. All Q.D.M.s given to/or messages received from operational aircraft are to be passed to Group Signals, Interception Room.

Interception watches on the M/F D/F sections will be maintained by Group H.Q.

16. SIGNALS SECURITY PRECAUTIONS:

Frequency checks, back-tuning and any form of "W/T GO" before or at the time of take-off are strictly forbidden. It is possible that the enemy may attempt to mislead our aircraft by false transmissions. W/operators should be reminded that S.D. 0182 HI should be used to challenge any H/F M/F station whose authenticity is doubtful, e.g. if a bearing or fix appears to be irrational. Any attempt by the enemy to mislead in this way should be reported at interrogation to the signals Officer.

17. BOMBER CODE.

The current edition of Bomber Code will be carried by all aircraft.

18. FIGHTER SUPPORT RADAR and COMMUNICATIONS.

A.E.A.F. are responsible for the supply and operation of ground Radar and Signals equipment necessary for this purpose.

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Appendix "F" to 38 group
Operation Order No. 526.
Operation "MARKET"

MAIN GLIDER LANDINGS.

METHOD.

1. This operation will be carried out by crews established on airfield to the glider pilot crew allocation.

RELEASE.

2. Height: 2,500'.
3. Navigators will check wind velocities at L.Zs and pass information to glider crews before release.

DEMARKATION.

4. The delineation of the landing areas for glider serials will be issued by Squadron commanders at briefing.

GROUND AIDS.

5. To be issued at briefing.

LANDING PLAN.

6. A trace showing tracks, turns and landing directions will be issued by Squadron commanders at briefing.

ACTION ON LANDING.

7. (i) pilots assist unloading.
(ii) Military orders will be issued by officers commanding glider pilot wings.

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Appendix "G" to 38 Group
Operation Order No. 526
for Operation "MARKET".

ADMINISTRATION

1. BASE ORGANISATION:

detailed time-table for loading, unloading etc., in respect of each lift is contained in relevant Form A, copies of which have been despatched under separate cover to Station Commanders.

2. ISSUE OF PARACHUTES:

(i) X-Type.

(a) FAIRFORD. X-type parachutes will be initially issued to Fairford by P.M. and S.U. Netheravon to meet the requirements given in Form A.A. They are not to be stored in aircraft prior to unloading.

(b) IXth T.C.C. AIRFIELDS. X-type parachutes will be initially issued to unit lines by No. 1 P.M.S.U. Hardwick Hall (for 1 Div. troops) and No. 4 M.P.S.U. Cottesmore (for Polish Para. Bde. troops) to meet the requirements given in Form A.A. Parachutes will subsequently be taken to airfields by individual troops concerned. G.S.O.I. Eastcote will issue necessary instructions to ensure that these parachutes are properly handled and stored by the army formation concerned. They are not to be stored in aircraft prior to unloading, unless this course is unavoidable, having regard to circumstances at respective departure airfields.

(ii) Supply Dropping Parachutes.

(a) FAIRFORD. Supply-dropping parachutes will be initially issued to Fairford by P.M. and S.U. Netheravon, to meet requirements given in Form A.A. Subsequent issue and fitting to containers etc., will be carried out at the airfield. O.C. Fairford is to ensure that R.A.F. personnel are available to assist as required. O.C. P.M. and S.U. is arranging to attach specialist parachute personnel to Fairford to supervise and assist as necessary. Delay-action devices and colours of parachutes will be in accordance with Form A.A.

(b) IXth T.C.C. AIRFIELDS. Supply-dropping parachutes will be initially issued to IXth T.C.C. Airfields by No. 1 M.P.S.U. (for 1 Div.) and No. 4 M.P.S.U. (for Polish para. Bde.) to meet requirements given in Form A.A. Subsequent issue and fitting to containers etc., will be carried out at airfields. M.P.S.U.'s concerned are arranging to attach specialist parachute personnel to each airfield to supervise and assist as necessary. Delay-action devices and colours of parachutes will be in accordance with Form A.A.

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- (c) Re-Supply. parachutes for re-supply will be issued by R.A.S.C. dumps concerned in accordance with normal re-supply procedure.

3. ISSUE OF CONTAINERS:

- (i) para. a/c. Containers to meet requirements in Forms A.A. will be initially issued complete with cradles and straps by No.1 M.P.S.U. (for 1 Div.) and No.4 M.P.S.U. (for Polish para. Bde.) to Army formations concerned for packing. They will be brought to departure airfields by the Army formation concerned, who will be responsible for providing unskilled labour for fitting of parachutes and loading onto aircraft. Station Commanders are to provide permanent personnel to supervise loading.
- (ii) glider a/c. Jettison containers for glider tugs are already located at airfields. parachutes are in course of issue from P.M. and S.U. Netheravon. Loading responsibility will be as for para. aircraft (see (i) above).
- (iii) Re-supply. Containers and panniers for re-supply will be issued by R.A.S.C. dumps concerned, in accordance with normal re-supply procedure.
- (iv) Lighting sets. Containers lighting sets will be provided in accordance with Form A.A. requirements by M.P.S.U.'s concerned and R.A.S.C. dumps.

4. LOADING AND PREPARATION OF GLIDERS:

- (i) General: separate instructions are in course of issue to C.T.O.'s concerned to ensure that all gliders are fully serviceable and operationally equipped, and to check and test all heavy loading ramps and ancillary equipment.
- (ii) seats. C.T.O.'s are to ensure that seats are fitted to Horsa gliders in accordance with requirements given in Forms AB. A.C.O.'s are therefore to brief C.T.O.'s on Form AB requirements as early as possible.
- (iii) Lashing and Unloading gear.
- (a) Horsa and Waco. Lashing and unloading gear for Horsa and Waco gliders will be brought to airfields by Army formations concerned, who are responsible for loading of gliders. Station Commanders are to provide R.A.F. personnel to assist as necessary.
- (b) Hamilcar. C.T.O. Tarrant Rushton is to ensure that appropriate lashing gear is available for loads specified in Forms AB, and is to provide R.A.F. personnel as necessary to assist in loading.
- (iv) Tow-ropes.
- Tow-ropes to be used in this operation must have completed at least one tow, and not more than 6 tows.
- (v) Mod.306 (tail jettisoning). All Horsas are fitted with Mod.306 (tail jettisoning).

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5. ISSUE OF EUREKA BEACONS:

Officer commanding 21st Independent Parachute Company is to draw Eureka beacons from 38 Group forthwith, and pack them on site. 4 beacons per stick will be used.

NOTE. Those beacons not taken on the operation will be handed in to the Radar Section of the Station concerned for safe custody.

6. DINGHIES:

Dinghies will not be carried in gliders, but life-belts are to be issued on a scale of one per man.

7. AIRCRAFT REFUELLERS:

Arrangements have been made to provide sufficient re-fuellers at 38 Group airfields to ensure a quick turn-over between lifts, to meet operational requirements.

8. PETROL POINT:

Officers commanding Stations from which gliders will operate are to earmark a suitable location for an Army petrol point, to carry out last-minute re-fuelling of vehicle loads.

9. SUMMARY OF PARA./C and GLIDER COMMITMENT:

Attached at Annexure "A" is a table summarising the total para./c and glider commitment for 38/46 Group airfields and IXth T.C.C. airfields in respect of 1st, 2nd and 3rd lifts of British and Polish troops.

10. AIRCRAFT LOADING TABLES (FORMS AA/AB):

Forms AA and AB are in course of issue under separate cover to Airborne Control Officers at airfields. G.S.O.1. Eastcote will arrange issue of these forms to Nos. 1 and 4 M.P.S.U.'s.

11. GUARDS:

Station commanders are to ensure that adequate guards are provided and maintained over all Army and R.A.F. equipment which accumulates at their airfields for this operation.

12. RECOVERY OF GLIDERS:

A reconnaissance of LZ's will be made by HGSU detachment (Farshore) as and when circumstances permit, to investigate the possibility of glider recovery. Subsequent action will depend upon this reconnaissance, and will be the subject of separate instructions.

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ANNEXURE "A" TO APPENDIX "G"
 38 GROUP OPERATION ORDER NO. 526,
 for OPERATION "MARKET".

SUMMARY OF TOTAL PARA. A/C AND GLIDER COMMITMENT

1st, 2nd and 3rd LIFTS

AIRFIELD	PARA.				GLIDER.			
	1st Lift.	2nd Lift.	3rd Lift.	total	1st Lift.	2nd Lift.	3rd Lift.	total
BRIZE NORTON (MANSTON)	-	-	-	-	50	38+ 4 Waco	-	88 + 4 Waco
FAIRFORD	12	-	-	12	38	40	-	78
HARWELL	-	-	-	-	50	5	-	55
KEEVIL	-	-	-	-	50	40	15	105
TARRANT RUSHTON	-	-	-	-	27 + 13 Hpn.	14 + 15 Hpn.	20 + 10 Hpn.	61 + 38 Hpn.
BROADWELL	-	-	-	-	47	44	-	91
BLAKEHILL FARM	-	-	-	-	34	22	-	56
DOWN AMPNEY	-	-	-	-	49	44	-	93
SALTEY	72	72	-	144	-	-	-	-
BARKSTON HEATH	71	-	-	71	-	-	-	-
SPANHOE	-	54	-	54	-	-	-	-
TOTALS	155	126	-	281	345+ 13 Hpn.	247 + 15 Hpn. 4 Waco.	35 + 10 Hpn.	627 + 38 Hpn. 4 Waco.

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