



HEADQUARTERS  
436TH TROOP CARRIER GROUP  
APO 133, U. S. ARMY

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**SUBJECT:** Monthly Historical Report.

**TO :** Commanding General, IX Troop Carrier Command, Forward,  
APO 133, U. S. Army. Attention: Historical Officer.

1. The month of March has been the busiest of any month since the activation of the Group. Everyone was kept busy putting the finishing touches on the new quarters and offices, in fact everyone were too busy to have any complaints.

2. The first ten days, between moving the remaining freight and gliders from the U.K., the Group dispatched two hundred and twenty-seven aircraft. This figure also included flights to various sections of France on Wing Missions. Also during this period the Squadrons held formation flying, including several Group formations so as to brush up on formation flying and also giving the pilots practise for any future mission that may occur.

3. On the ninth the Group dispatched eleven (11) C-47 aircraft and twenty-nine (29) CG-4A gliders on DS to Laon-Chambry where they were to work with the 17th Airborne, Glider Infantry. They remained at Laon-Chambry until the 15th, during which time they flew four hundred and twenty-six (426) glider sorties carrying five thousand six hundred and sixty-five (5,665) personnel of the 17th Airborne. Of the twenty-nine (29) gliders, eleven were abortive of which three (3) were complete wrecks but there were no casualties.

4. On the tenth, this Group participated in a practise Mission called "DENDRUP", furnishing forty-five (45) aircraft carrying six hundred and forty-three (643) paratroopers. Of the six hundred and forty-three paratroopers nineteen (19) were brought back to the field for refusing to jump. Two (2) paratroopers even refused to emplane at Stations time. All planes were airborne not one being aborted, arriving over the DZ right on scheduled time, making a good drop and then proceeded back to the home base. The map co-ordinates of the DZ were T490444. The paratroopers carried were members of the 2nd Battalion, 507th Parachute Infantry and Regimental Headquarters. There were 54 parerack bundles containing four hundred and twenty-five (425) pounds of medical supplies, nine hundred and ninety-five (995) pounds of communication equipment, nine thousand and nine hundred (9900) pounds of ammunition and two hundred and fifty (250) pounds of other combat supplies.

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5. On the 17th the Group participated in a practise mission "TOKEN" that consisted of four C-47 aircraft towing eight CG-4A gliders that were loaded with sand bags to represent actual condition for a combat flight. The flight lasted for four hours and ten minutes (4:10), the aircraft dropping the gliders at this field at the end of the flight. The gas consumption of the two aircraft was carefully checked and all figures on the flight were recorded to be used in case of any future combat glider missions.

6. This Group completed the move from Station 466 in the UK to A-55 in France on the twenty-fourth with seven hundred and forty-seven (747) aircraft being dispatched for the whole movement, carrying one thousand six hundred and eighty (1680) tons of equipment and two thousand and sixty three (2063) personnel by air. The movement by boat consisted of seven hundred and thirty-one and three quarters (731 3/4) tons of equipment and one hundred and thirty-nine (139) personnel. Even though weather conditions delayed the move to some extent the Group was ready for any other assignment the Wing gave us.

7. Glider after glider was ferried onto the field until there was hardly room for any more, but by good maneuvering there were three hundred and sixteen (316) CG-4A gliders parked in their respective areas. The pilots were kept busy test hopping the gliders to see that they were all in good flyable condition.

8. On the twenty-first the A/B moved into Camp Mike, guards were placed around it so as to isolate it, so it began to look as though the Group was about ready to participate in another combat mission.

9. On the twenty-fourth, after three days of preparation, the Group participated in the combat mission VARSITY, serials A10 and A11, from here (A-55) to the LZS, which was one mile NE of Wesel, Germany. There were seventy-two (72) aircraft dispatched towing one hundred and forty-four CG-4A gliders carrying equipment and one thousand and thirty-seven (1037) personnel of the 194th Glider Infantry of the 17th A/B. Five (5) CG-4A gliders were abortive due to various reasons and therefore failed to reach the LZS. Ack-ack was moderate but small arms fire was heavy causing damage to thirty (30) aircraft and the loss of three (3) aircraft. The casualties were high with nine (9) killed, twenty-six (26) missing and twenty one (21) being wounded and injured. The amount of material and equipment carried in the gliders consisted of thirty-seven jeeps, two jeeps being aborted; twenty-three (23) trailers, two (2) being aborted; twenty-seven (27) pieces of Field Artillery and Mortars; eight thousand nine hundred and thirty-five (8935) pounds of mines and explosives, four hundred and thirty-eight (438) pounds aborted; four thousand four hundred and eighty-four pounds (4484) pounds of rations, eighty pounds were aborted; four thousand three hundred and fifty-one (4351) pounds of medical supplies, one hundred and four (104) pounds aborted; sixty-eight thousand three hundred and thirty-

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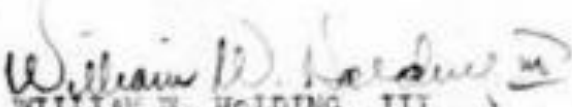
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nine(68,339) pounds of ammunition, five hundred and ninety(590) pounds aborted; one hundred and seventy-three thousand, seven hundred and seventeen (173,717) pounds of other combat equipment, six thousand eight hundred and fifty-two (6852) pounds aborted; or a total of two hundred and fifty-nine thousand, eight hundred and twenty-six (259,826) pounds carried with two hundred and fifty-one thousand and seven hundred and sixty-two (251,762) pounds dropped on the LZS, with only eight thousand and sixty-four (8064) pounds not reaching their objective, due to the abortive gliders.

10. The Group started ferrying gasoline into Germany on the thirtieth (30th) with fifty-four (54) aircraft dispatched carrying two hundred and seventy-four thousand six hundred and twenty-six (274,626) pounds (30,514 gallons) evacuating on the return trip eight hundred and fifty-four (854) patients.

11. The Group wound up the busiest month in its history by dispatching fifty-six (56) aircraft carrying two hundred and ninety thousand, one hundred and sixty-six (290,166) pounds (32,240 gallons) of gas, evacuating on the return trip seven hundred and seventy-one (771) patients.

For the Group Commander:

  
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