MEMO TO: Signal Communications Officer,  
Ninth Air Force,  
3 June, 1944.

1100 Conversation with Major Staton.

1. Major Staton informed this officer that he had contacted Lt. Col. Wall, Deputy Commander of First Army's Provisional Engineer Special Brigade Group, and that Colonel Wall stated that he could make no definite commitments regarding alternate siting for RAF 65 Group's GCI on Beach Omaha. However, he was of the opinion that the matter could be settled tentatively by a conference with a representative of Ninth Air Force.

1500 Conversation with Group Captain Stewart, CSO, RAF 65 Group.

1. Colonel Likes informed Group Captain Stewart that Lt. Col. Wall, mentioned in the paragraph above, had been contacted and that he was aware of the requirement for the alternate siting for RAF 65 Group's GCI in the Omaha Beach Area. Group Captain Stewart stated that the GCI team had been briefed on alternate sites one and two. It was agreed that any pre-landing paper agreement concerning the temporary re-location of GCI would undoubtedly have to be revised on the spot predicated on the actual tactical situation at the time. Group Captain Stewart stated that W/Cmdr. Anderson, the Senior Controller of RAF 21 Wing was in contact with General Heubner, Commanding General, 1st Division, and that coordination of the GCI temporary location would be made in accordance with the dictates of the tactical situation. Group Captain Stewart agreed that this was the best possible solution in view of First Army's change of the D Day phase line.

DISTRIBUTION:

2 - Sig. Comm. Off. 9AF.
3 - Deputy C/S Plans, 9AF.
4 - Col. Dutcher, SCIXAFSC.
5 - Topsec. Control Section 9AF.

Declassified
E011652
Lt. Parry stated that the equipment had been loaded on a Liberty Ship rather than an LST or LCT. He did not know the manner in which the equipment was to be unloaded or trans-shipped for unloading on the beach.

6. The Unit consists of 11 officers and 114 enlisted men including personnel from the 558th Signal Aircraft Warning Battalion, 527th Fighter Control Squadron and the RAF (5 men for operation of the Type T MSU).

7. The moral of this outfit is apparently quite high. They are quite confident but not exuberant. Lt. Parry has a clear idea of his general mission and expressed doubt only on minor points that could be adjusted after arrival on the farshore.

8. An attempt was made to visit the Light Warning Sets located near Liskeard in Cornwall. However, by the time this officer reached their Marshalling Area Camp they had been loaded and were not available for interview.


1. S/Ldr. Philips stated that due to the setting back of the phase line on D Day, a new site would be required for the RAF 85 Group GCI to be located on Beach Omaha. 2d TAF recommended two alternate sites for temporary location of the GCI until Ground Forces had advanced far enough for 85 Group to occupy their permanent site. Alternate site one, is located in the Brigade Vehicle Maintenance Area. Alternate site two is located in U.S. Navy Port Bivouac Area. Col. Likes stated that every effort would be made to clear both alternate sites with 1st U.S. Army and the U.S. Navy.

1200 Conversation Major General Royce and Brigadier General Strahm.

1. The situation outlined above was explained to Generals Royce and Strahm. General Royce expressed the opinion that on the night of "D" Day neither of the alternate sites would be completely occupied by the Special Engineer Brigade or the U.S. Navy. General Royce further stated that he could see no objection to RAF 85 Group occupying either site until the Ground Forces had cleared the permanent site. Colonel Likes stated that he would endeavor to clear both sites with the Army and Navy.

1330 Conversation with Captain Heath, Air Officer, W.N.T.F.

1. Colonel Likes stated that due to the re-phasing of the D Day line the original site chosen for the RAF 85 Group GCI would still be in enemy hands, and that one of the two alternate sites available was located in the area allocated for the Navy's Port Bivouac. This Officer requested that permission be given to allow the temporary siting of the 85 Group GCI in that location. Captain Heath stated that the Navy would have no objection to the temporary siting of the radar equipment in that area provided it was not a static installation.
1400 Conversation with Major Staton.

1. The situation outlined in the three paragraphs above was explained to Major Staton and it was requested that he endeavor to contact the A-3 of First U.S. Army and the Commanding General of First Army’s Special Assault Engineer Brigade in order to secure permission for the siting of the RAF 85 Group GCI in their Brigade Vehicle Maintenance Area. As of 1900 hours 2 June, 1944, this permission had not been secured due to the fact that neither A-3 of First Army or the Commanding General of the Special Assault Engineer Brigade were not available. However, tomorrow every effort will be made to contact these individuals.

1600 Conversation with W/Cmd. Reid, Deputy CO 85 Group.

1. Colonel Likes informed W/Cmd. Reid that alternate site number two in the Navy Bivouac Area had been cleared with Captain Heath the Air Officer, ANCF-WNTF and that every effort was being made to clear site one with U.S. Army and their Special Assault Engineer Brigade.

DISTRIBUTION:
2 - Sig. Comm. Off. 9AF.
3 - Deputy C/S Plans, 9AF.
4 - Col. Dutcher, SOIXAFSC.
5 - Top Sec. Control Section 9AF.