



D-DAY PLUS 20 1944-1964

A Commemorative
Documentary Recording
and
Photographic Album
of
THE ALLIED INVASION OF
NORMANDY, JUNE 6th, 1944

*"...our destinies are sometimes focused
on the small point of a bayonet."*

—JOHN F. KENNEDY
Thirty-fifth President of
the United States
1961-1963

FREEDOM'S DEFENDER—1964

Despite two decades of technological advances, we still rely upon the strength, courage and determination of the individual fighting man to defend our freedom.

This album is dedicated to his continuance of the finest traditions of our military service.



D-DAY PLUS 20 1944-1964

THE ACTUAL VOICES OF:
Dwight D. Eisenhower
Franklin Delano Roosevelt
Winston Churchill
Bernard Law Montgomery
Charles DeGaulle
Adolf Hitler
and others

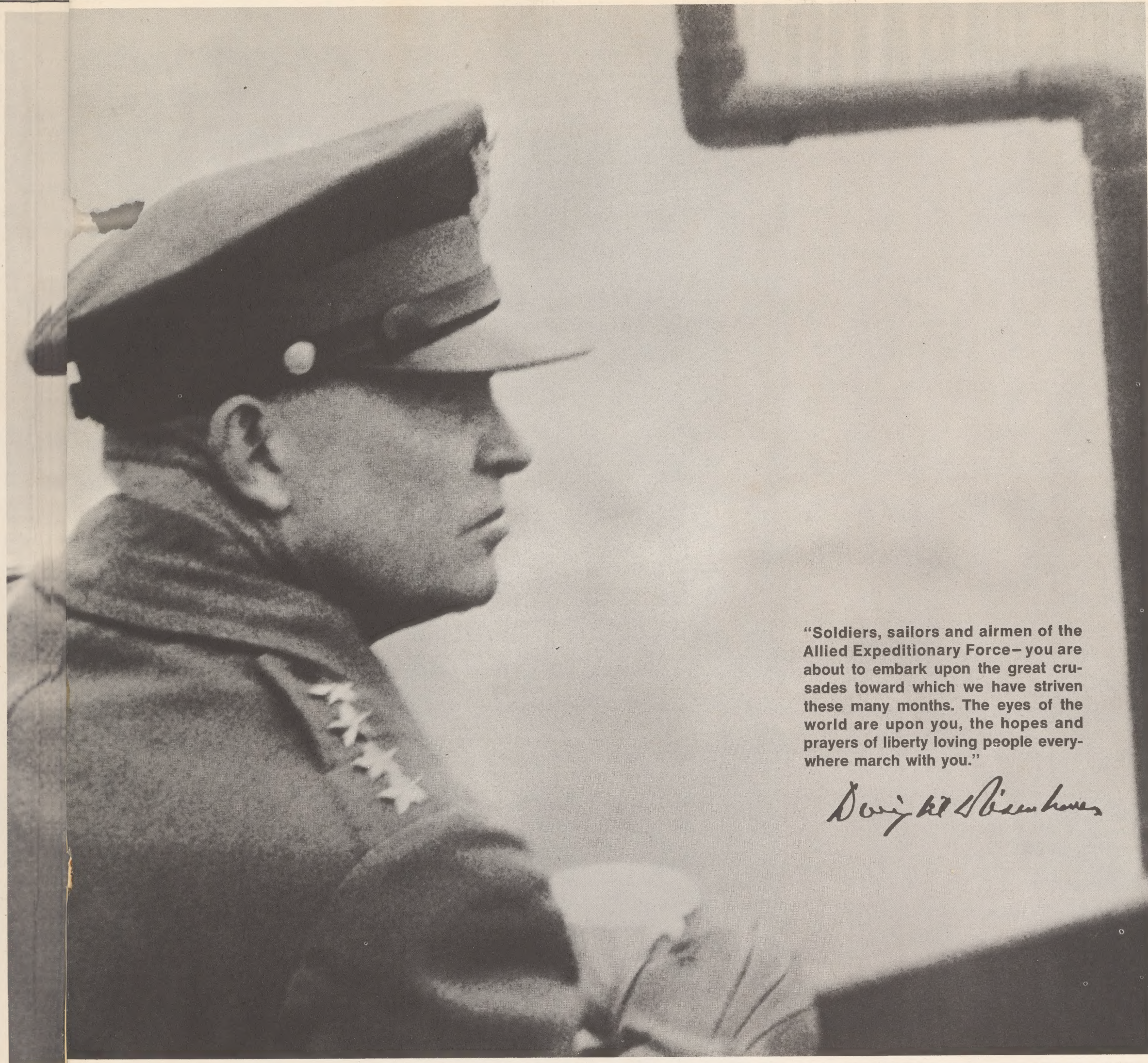
NARRATION:
Quentin Reynolds



Photo: Alexander Kerry

Before the most important day in the history of the 20th century passes into legend it is a good thing to have the authentic happenings of D-Day presented as they actually unfolded. If you were there D-Day this is what you would have heard.

Quentin Reynolds



"Soldiers, sailors and airmen of the Allied Expeditionary Force—you are about to embark upon the great crusades toward which we have striven these many months. The eyes of the world are upon you, the hopes and prayers of liberty loving people everywhere march with you."

Dwight D. Eisenhower

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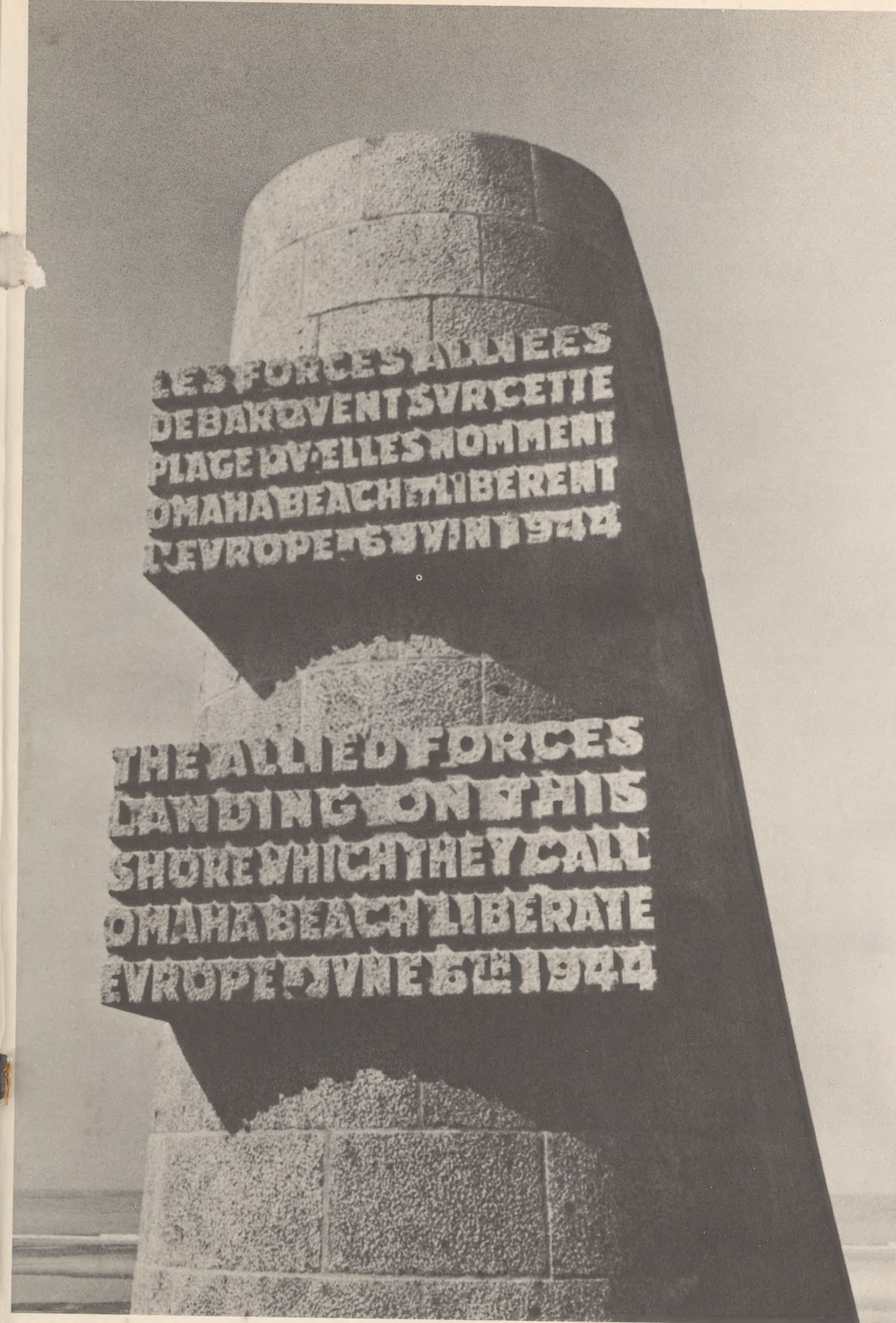
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PREPARATION



Preparations for D-Day were many and varied. A U.S. Army private looks beyond the imminent invasion to the time when a few well chosen words in the native tongue could be mightier than the sword (above). A modern Army travels on wings and wheels. Rubber tires are a basic necessity. Tires of all shapes and sizes are seen (right) being arranged in a huge warehouse in Lockerley, England. Plans called for the landing of more than twenty-thousand vehicles on the Normandy beaches by D-Day-plus-1. Over and above basic loads and equipment the stock-pile of materiel for American forces was 2,500,000 tons for the invasion alone.



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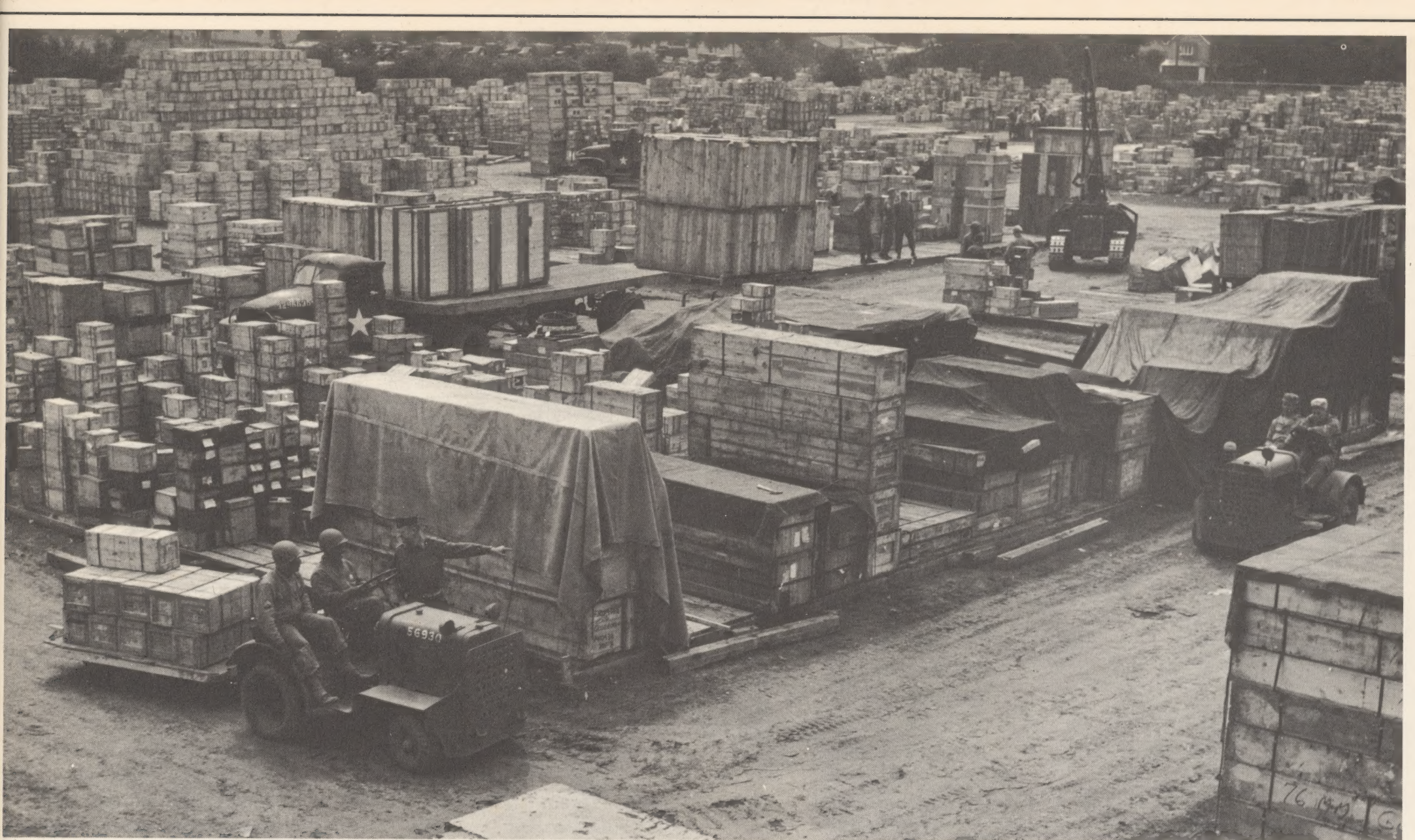
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MOUNTAINS OF SUPPLIES accumulated in vast depots which had been ball-fields and empty lots.



LANDING CRAFT off England staging for the vast armada assembled for the cross-channel invasion of France.

IN MEMORIAM for the men who died in the gray hours of June 6, 1944, this monument stands on Omaha Beach. It is more than a marker to show where brave men died. It marks a place where Freedom was reborn. On this and other beaches brave men have proven that Freedom is more than an idea, it is a belief. They believed that Freedom and justice are to be served if man is to survive—even if, in the serving, some do not survive.

The men of D-Day wooed the cause of Freedom and won. And in the winning some lost. We can do no less than honor them by honoring that for which they died.



French flower girls in the colors of France and the United States, pay tribute to the men who fell on Utah Beach on D-Day.

WINSTON CHURCHILL and Brigadier General Maxwell Taylor review troops of the 101st Airborne Division—among the first to contact the enemy on D-Day.



WAITING was also a part of pre-invasion preparations. Paratroopers of the 82nd Airborne Division (above) receive the last V-Mail forms they will see until the invasion has been completed. For some these would be their last letters home. Men of the 82nd and 101st Airborne divisions had had intense training and preparations in the United States and in Britain for their vital and highly dangerous D-Day assignment—a night drop into unknown territory

behind enemy lines in the pre-dawn hours. Another vital part of pre-D-Day preparations had begun in the early Spring of 1944 as Allied Strategic Air Forces began overwhelming attacks against the industrial heart of Nazi Germany with stunning results. By the end of the first month German oil production was cut to 80 per cent of its normal capacity. This loss ultimately affected the Nazi bomber and U-boat forces.

PREPARATION THROUGH PRAYER takes place as Chaplain says Mass for first assault troops on a pier in Plymouth, England.

D-DAY ASSAULT (map right) begins with airborne operations shortly after Midnight, June 6, 1944. The British 6th Airborne Division lands behind enemy coastal defenses between the village of Ranville and the important town of Caen. To the Southwest, the 82nd U.S. Airborne, and 101st U.S. Airborne troops were being dropped in the vicinities of Carentan and Ste. Mère Eglise on the Cotentin Peninsula—gateway to the Allies primary objective, the port of Cherbourg. Just before dawn the sea invasion began. Twelve flotillas of mine sweepers preceded the vast armada, clearing paths through the German mine fields for the heavy-gunned ships of the combined Naval forces, who would subject the enemy gun emplacements to heavy attack in conjunction with the softening-up operations of the air forces. Air bombardment of the defenses had begun just after Midnight. Finally, from the coastal staging areas in Britain, came the assault troops. Convoys which had left the Channel ports of Falmouth, Foway, Plymouth, Dartmouth, Torquay, Exmouth, Portland, Poole, Southampton, Portsmouth and Newhaven rendezvoused in the Channel and proceeded through the cleared mine fields to the assault beaches of Sword, Juno, Gold, Omaha and Utah. The U.S. First Army divided its attack forces thusly: Omaha Beach—1st, 29th and 2nd Divisions; Utah Beach—4th, 90th and 9th Divisions. The British Second Army divisions were: 3rd Division at Sword Beach; 3rd Canada and 51st British at Juno; and British 50th, 7th Armored and 49th Divisions at Gold Beach.

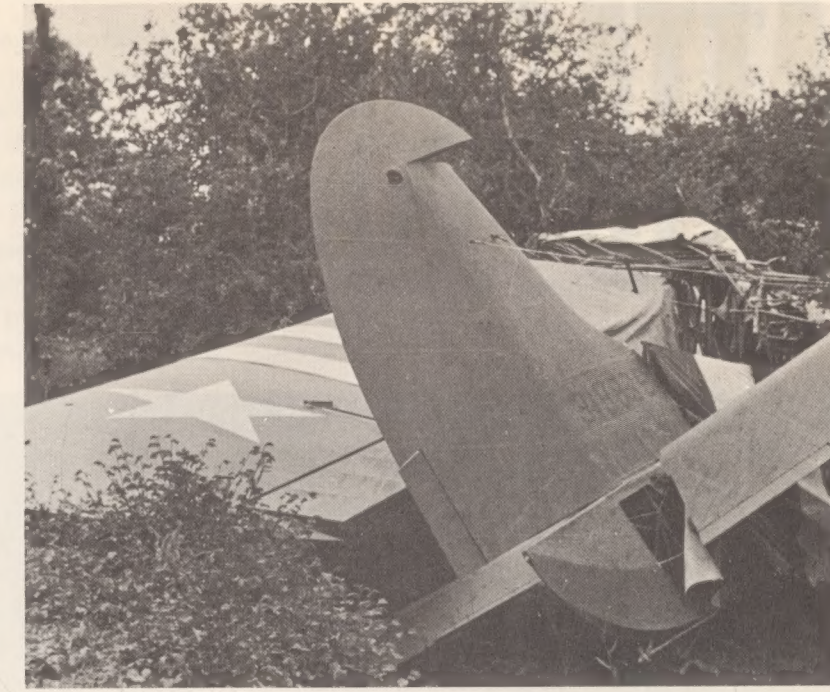


AIRBORNE

Four and a half hours before the first seaborne attack on the Normandy beaches, the Allied forces began the biggest airborne invasion ever attempted. Over 1600 aircraft and 512 gliders of the U.S. (IX) Troop Carrier Command, and 733 aircraft and 355 gliders of the RAF participated. Three complete Airborne Divisions were dropped on enemy-held territory. In a visit to paratroop forces somewhere in England prior to invasion time, General Eisenhower urged the men to plan on "Full victory—nothing else" (below). The overall airborne assault was successful, but casualties ran high, partly due to landing mishaps (right). The 82nd and 101st Airborne reported some 2500 killed, wounded and missing.



C-47's carry men and supplies to dropping zones over the new beachheads.



B-26 giving a cover to the landing craft shown below.



ATTACK

"...I could not find any hole between the shells and the bullets that blocked the last 25 yards to the beach..." So wrote photographer Robert Capa who snapped this dramatic picture moments after the first assault troops had landed at Omaha Beach. Pinned down by massive enemy fire, a group of amphibious engineers seeks cover behind steel "hedgehogs"—obstacles erected by Field Marshall Rommel along the Normandy beach-heads.

Landing craft can be seen foundering in the Channel, made turbulent by bad weather. The resulting poor visibility caused Allied bombers to unload thirteen thousand bombs up to three miles inland, instead of on the enemy's gun emplacements at Omaha Beach. This untimely, unpredictable circumstance added greatly to the loss of men and equipment in the early hours of D-Day.



Photo: "Images of War"—Robert Capa—Copyright 1964 by permission



WAVE AFTER WAVE of assault troops bounced through the choppy Channel, waiting tensely behind the protective fronts of the LCTs (upper left), then plunging into the frigid surf of the Normandy beaches (lower left). Some, lost before reaching the land, were victims of enemy machine-gun bullets and mortar shells. Others drowned in the rough water, over-burdened with equipment which proved to be too heavy for amphibious operations. One battalion of the U.S. Army's 1st Division, veterans of the North Africa and Sicily invasions, suffered thirty-per-cent casualties in half an hour, and earned 740 Bronze Stars. Of eight infantry companies in the first wave, only one landed intact. By the end of D-Day at Omaha Beach, the U.S. Army's 1st Division and the 29th National Guard Division counted 3000 casualties. Equipment and supply losses were equally heavy. Only 43 of 96 tanks had reached shore, and only 6 of 16 bulldozers. Totally destroyed or sunk were 26 artillery pieces, 50 landing craft and 2300 of 2400 tons of supplies. On Utah Beach, ten miles to the West of Omaha, the 4th Division had met with little resistance and lost only 197 men (60 in the water). The Utah landings were made at the wrong place—misdirected by a control boat which had become confused by heavy gunsmoke and strong down-coast currents. In spite of the error the 4th Division pressed its numerical advantage over the enemy defenders and made important gains toward the Allied plan for control of Cherbourg and the Contentin Peninsula.

BAD WEATHER and choppy seas accounted for many losses, directly and indirectly. Landing craft held almost to a standstill as they fought against waves, winds and currents, were easy targets for enemy guns situated on the high bluffs. Poor maneuverability resulting from weather and sea conditions made it impossible for some craft to avoid floating mines. A few LCTs, supposedly unsinkable, were engulfed by waves and despite frantic bailing efforts by the troops aboard, went under. Where time and the enemy would permit, troops were rescued from their disabled craft by fellow soldiers on the beach (upper right). Some swam to shore, or managed to climb aboard life rafts when their ships were hit (lower right). To further complicate landing operations, by 9 AM, D-Day morning, Normandy beach tides were rising rapidly, threatening to cover those beach obstacles which had not been removed by demolition. Heavy enemy fire made forward progress impossible during most of the morning hours. As General Montgomery said, the American infantrymen on Omaha Beach were pinned down and "... hanging on by their eyelashes."





AMERICAN INFANTRYMEN take positions behind an embankment as they cover operations during D-Day advance on Omaha Beach.

BY LATE AFTERNOON on D-Day at Omaha Beach the offshore gunfire plans had been revamped and began to have a telling effect on enemy gun emplacements. Units moved further inland and up the bluffs, while new waves of fully equipped assault troops continued to pour onto the beaches (below right). At 1:41 PM, the U.S 1st Division's operations journal was able to report: "Beaches...are entirely clear of opposition and ready for landing troops. No opposition on beach." Demolition crews had done their work well. Major landing obstacles were gone and landing craft (background below right) were beginning to jam the harbor. On the beaches further East—Sword, Juno, and Gold—British and Canadian Divisions were meeting only occasional opposition. Casualties were fewer than had been expected, with beach obstacles and mines accounting for much of the damage. The third seaborne attack by American forces was focused on the hundred foot high cliffs of Pointe du Hoc between Utah and Omaha beaches. Men of the 2nd Ranger Battalion fought fiercely up the cliffs to silence major gun emplacements—which were not there. The bunkers atop Pointe du Hoc were empty. The big guns had never been installed, and the French underground had tried unsuccessfully to relay this information to London. Of the original 225 Rangers of the 2nd Battalion, only 90 were able to bear arms by the end of the day's fierce struggle at Pointe du Hoc.

THE NEAR DISASTER of the misdirected landing at Utah Beach turned into a moment of triumph for Brigadier General Teddy Roosevelt of the 4th Division. It was his decision to launch the attack from that point and keep the forces rolling toward their planned link-up with the 101st Airborne who had dropped further inland during the early hours of the invasion. For his performance on Utah (he was the only general to land with the first wave of troops), Brigadier General Roosevelt was awarded the Congressional Medal of Honor. Not long after, he was appointed commanding officer of the 90th Division by General Eisenhower. Roosevelt never learned of the appointment. He died of a heart attack that same evening, at the age of fifty-seven.





GLIDERS bringing D-Day reinforcements and supplies, sail silently over heads of U.S. Army troops fighting on Utah Beach.



UTAH ADVANCE continues up the beach as American troops undergo bombardment by Nazi 88mm guns.

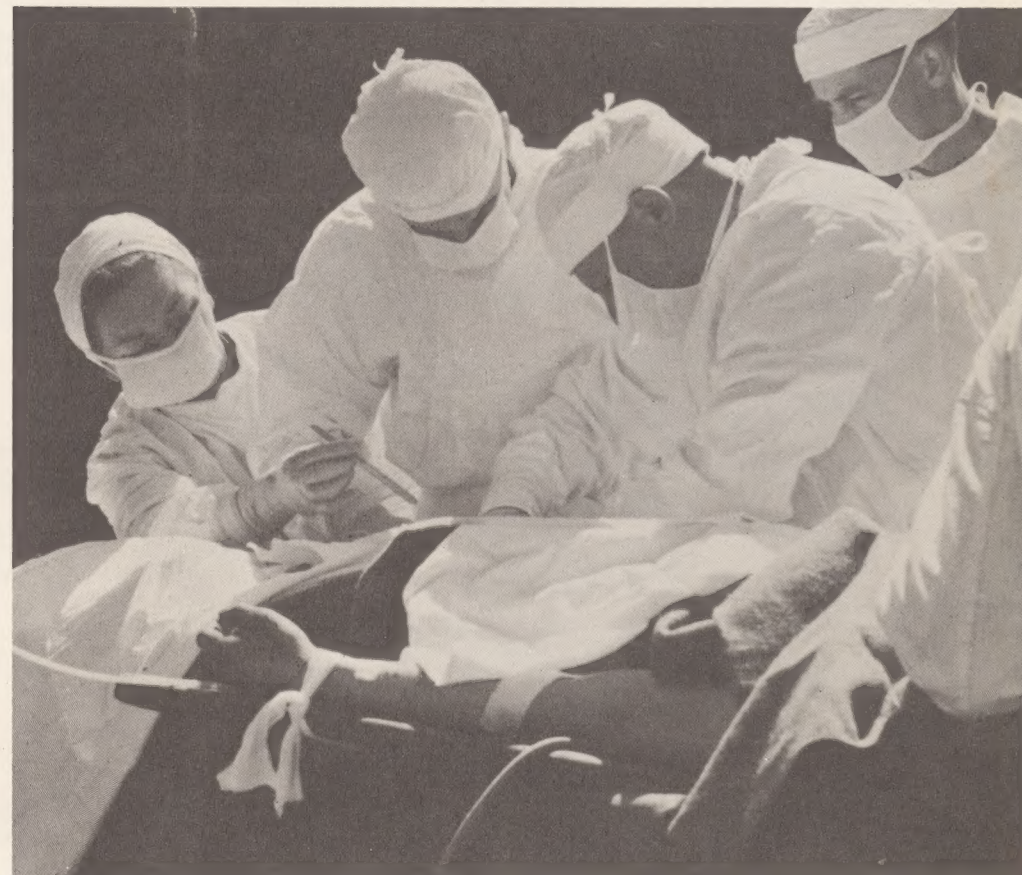


BATTLE WEARY AND WOUNDED GIs enjoy the comparative safety of a chalk cliff on the beach. The tension which had reached its climax as they plunged ashore hours earlier, is now replaced by fatigue. Soon, the personal

aspects of war would again become secondary to the master plan, as re-grouping and re-organizing were accomplished. The landings were over, but the war was just beginning.

MEDIC

AMERICAN WOUNDED in World War II totaled 670,846 who survived in spite of wounds. Many owe their lives to the doctors, nurses and medical corpsmen who were constantly on the job in all theaters of action, and under the most trying and dangerous conditions. Moments after being injured on a Normandy beach, a soldier receives medical attention (upper right). U.S. First Army's report on casualties during the twenty-four hours following the first D-Day landings was as follows: 1,465 killed, 3,184 wounded, 1,928 missing and 26 captured.



EMERGENCY SURGERY is performed in the open by sunlight.



AT THE SIGN OF THE RED CROSS a wounded GI gets immediate attention for a wrist wound sustained in battle.



VICTIMS of a landing craft mishap get immediate attention from medics on shore near Cherbourg, France.



WOUNDED COMBAT TROOPS begin rough voyage back to England in the belly of an amphibious craft.



FINAL ROLL CALL for a U.S. soldier beyond help of medics. Here a soldier performs grim task of identifying and tagging the dead.

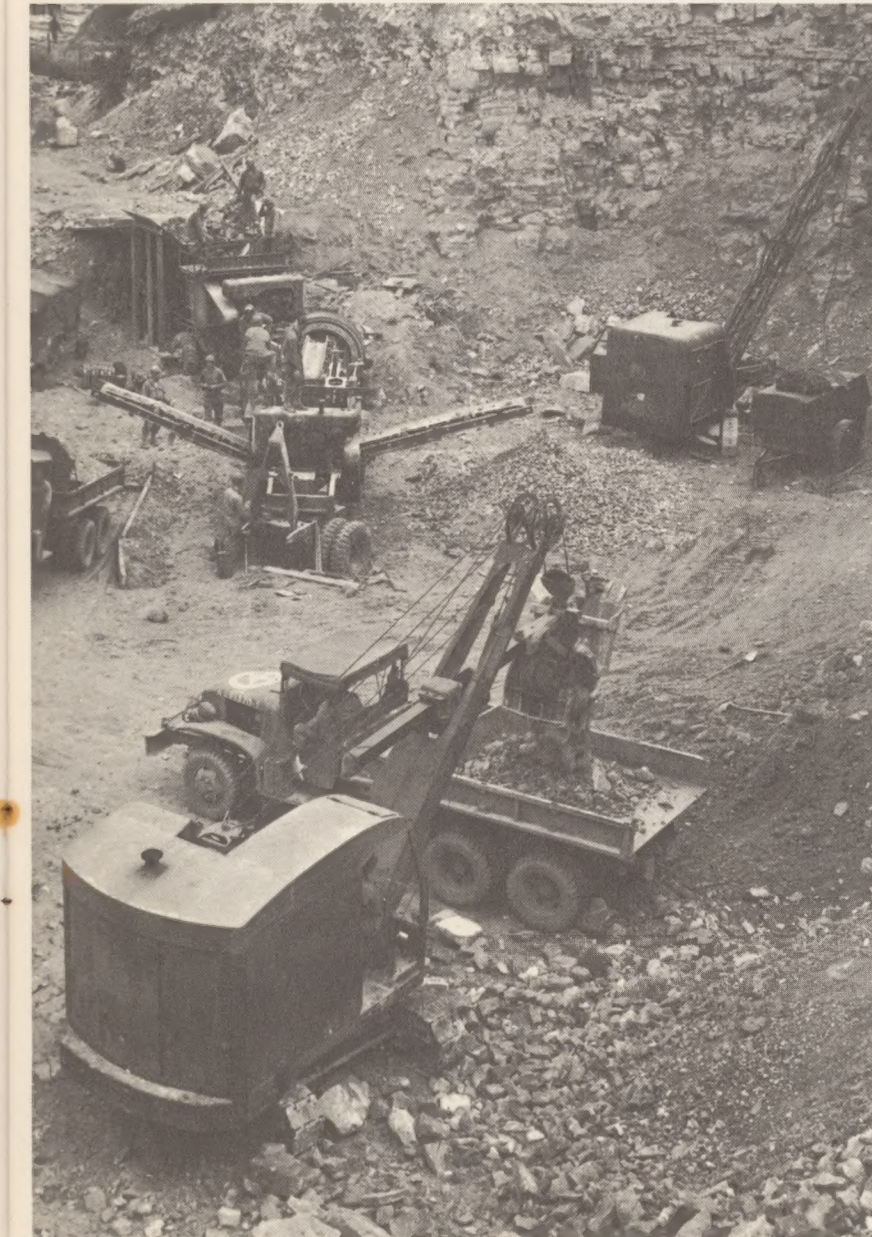
BUILD-UP

UNCEASING FLOW of men and equipment was the order of the day following the successful Normandy invasions. On the beach (below) columns of fully equipped troops march up the slopes to begin the trek inland. In the background a small fraction of the great

fleet that crowded into the invasion harbors. Many other ships and landing craft can be seen stranded in the wake of the receding tides. Clearing operations are also underway as bulldozers prepare the beach for the tons of supplies to come.



ADDING TO THE BUILD-UP American troops stream ashore on June 7, 1944 at Utah Beach (above).



ARMY ENGINEERS quarry rock from the bluffs of Omaha Beach. The rock will be used in road building operations.



DEATH-DEALING German pillbox becomes a life saving Allied dispensary as the Stars and Stripes and Red Cross flags are raised.



SETTING UP communication between the beaches and the advance troops (right) called for over 100,000 circuit miles of line.



AN OBSERVER looks out over the artificial harbors created by the Allies along the Normandy beachheads. Each harbor consisted of a "Gooseberry"—a sheltered anchorage constructed with sunken blockships, where landing craft could unload supplies in comparative safety from onshore winds—and a "Mulberry", that is a breakwater of sunken blockships supplemented with sunken concrete caissons, each 200 feet long. The enclosed areas were two miles in length and one mile in width (left). One-hundred-sixty tug boats had to make 35 tows daily to bring the 400 Mulberry units across the Channel by the target date of D-plus-18. Following a violent storm, only the Mulberry at Arromanches, between Gold and Omaha beaches, was functional. In one 24 hour period 4000 men, over 400 vehicles and more than 11,000 tons of supplies were unloaded at the Arromanches Mulberry. Since Cherbourg did not function in volume 'til the end of August, the importance of the Mulberries as major factors in the build-up of supplies and troops is apparent. Another important link in the build-up chain was the PLUTO plan. Gasoline pipe lines were laid under water across the Channel, thus saving shipping, increasing the rate of flow and preventing interference with gasoline supplies by bad weather. The PLUTO plan accounted for deliverance of 2500 tons of gasoline daily. The over-all picture of the Normandy build-up looked this way, by the end of August, 1944: two million men, three million tons of stores and 400,000 vehicles. The Allies were ready for the Big Push.



RHINO ferry unloads ambulances and hospital equipment in Normandy, July 1944.

ARMY CORPORAL directs raising of defense balloons at coastal position.

BIG PUSH

DAWN of July 18, 1944 saw the largest air assault ever employed in support of ground operations, as the U.S. First Army began its phase of the big push towards Paris. An infantry soldier advances through a cloud of

flying earth and smoke (below), as enemy guns try to find the range on the attacking Allied forces. (Right) Troops advance under heavy machine gun fire near Brest, France in September 1944.



A GRIM SOLDIER carries his machine gun as he moves up in support of advancing troops (below).



FROM THE SHADOWS of a building, American infantrymen set up to fire on German captured strong point near St. Malo, France.





RUNNING AT TOP SPEED a GI makes tracks for a position of safety as tell-tale smoke rises above the roof of a farmhouse. Occupied by the Nazis, this French cottage was now being used as an ammo dump and is about to be destroyed. Among the many hazards faced by the infantrymen were undetected mines. On occasion the enemy would evacuate an area so quickly they would not have time to remove the signs that warned of a heavily mined sector (right). Finding such a sign made the occupying forces' job that much easier. A favorite tactic of retreating enemy forces was to booby trap as many places and objects as time would permit, for the double purpose of killing the advancing Allies or slowing their progress by making them search out the boobytraps.

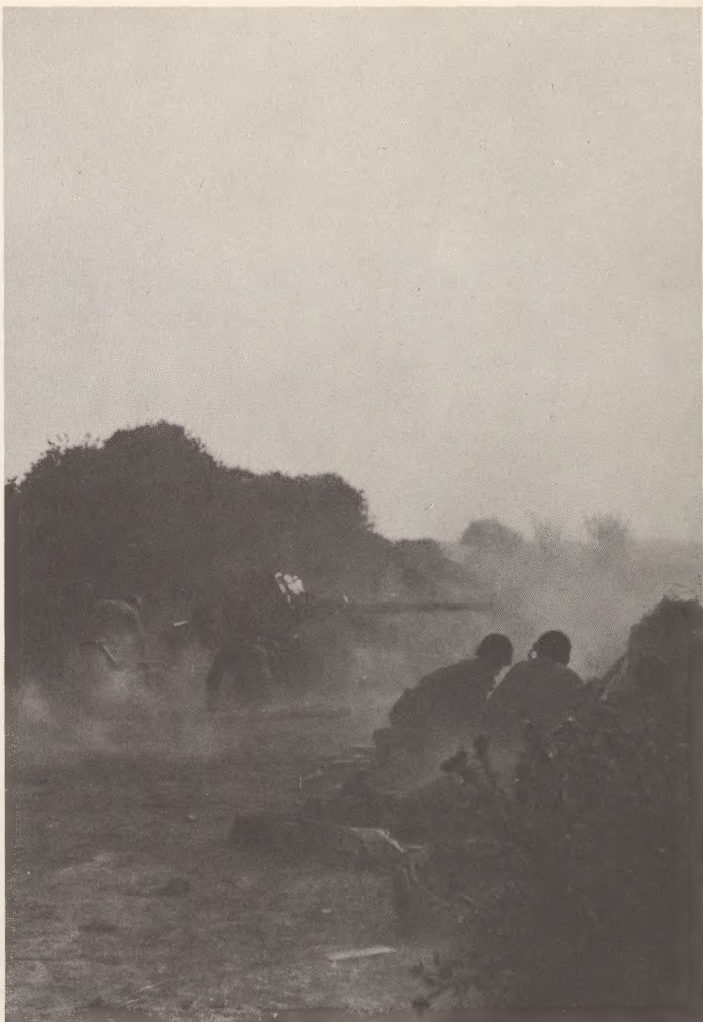


AN ARMY PATROL questions a French peasant in the Vierville Sur-Mer section of France.



U.S. MACHINE GUNNER waits tensely in the street of a small village where the fighting is door to door.

THE ALLIED PLAN at this time was to hold as many German divisions as possible on the British flank, and swing the American flank in a wide sweep toward Paris. The battle in the area west of St. Lo had resulted in 70 per cent casualties to the German Panzer Lehr Division. Through the Panzer Lehr hole more Allied divisions poured. The Germans counter-attacked at Mortain, and the battle raged for four days. When it was over, the best of the Panzer divisions in the west were gone. The Allies had won, and the big push continued. During the fighting, Yank patrols picked their way through the ruins of a number of small towns. At St. Lo (right) they head toward the cathedral of Notre Dame hunting for enemy artillery spotters.



ANTI-TANK GUN is fired at a house to dislodge a sniper holed up inside (left).



COMBAT VETERANS prepare to deal with a trapped sniper in the village of St. Malo (left).



THE WEHRMACHT retreated from this town and left behind nothing but a shambles.

VICTORY



HANDS BEHIND HEADS members of the Wehrmacht surrender to victorious Allies (right).



WALKING AND RIDING American troops pass through a break in the Siegfried Line (right).



TODAY THIS new-born French baby delivery by the U.S. Army Medical Corps is an adult to whom World War II is not experience but history.

WINSTON CHURCHILL (upper right), and General Charles De Gaulle (lower right) strike victorious poses—Churchill aboard a British warship, and De Gaulle as he leads a victory parade into Paris. Unconditional surrender of the German armies followed in less than a year.



AIR AND GROUND FORCE LEADERS, General Henry "Hap" Arnold and Lieutenant General Omar Bradley are pleased with the results of Allied actions.



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Side 2

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