

## Band of Brothers



During World War II, Easy Company of the 506th PIR (Parachute Infantry Regiment), 101<sup>st</sup> Airborne Division, parachuted behind German lines on the night before the D-Day Invasion. They later participated in Operation Market Garden, were engaged in the Battle of the Bulge, and were among the first Allied forces to reach Hitler's mountain retreat, the Eagle Nest around the time of the German surrender. The story of Easy Company was the subject of the book, *Band of Brothers*, and the subsequent successful HBO series.

DC-3 Airways has been chartered by a group of returning veterans and family members who wish to follow Easy Company's path during the war. The series of flights will traverse portions of England, France, Holland, Belgium, and Germany, and end in Austria. It's quite a story, and one heck of a ride.

We'll begin with a recreation of the dramatic night flight that dropped Easy Company behind enemy lines in Normandy, and end up with a challenging short but spectacular flight through the Austrian Alps.



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**1. To the D-Day Drop Zone–Normandy, 5 June 1944:** This is a night flight. On the night before D-Day, 5 June 1944, at 2310, a flight of C-47s began roaring down a runway of Upottery in southern England, now an abandoned airfield located about six miles west of Dunkeswell, our departure point. Members of Easy Company were to be dropped near Ste. Marie du Mont, about ten kilometers south of Ste. Mere Eglise. Their mission was to conduct behind-the-lines preparations for the next morning's huge invasion, specifically, destroy a German garrison, seize the exit of a road coming up from the coast, and destroy German communication lines. They were to jump at an elevation of 1500 feet, at an air speed of 120 knots. But the C-47 pilots had not previously encountered anti-aircraft fire, which was intense as soon as the planes began passing over Utah and Omaha Beaches, and continued for the twenty minutes or so they were over French soil. Many of the pilots panicked, and rather than slowing down to 120 knots, sped up to get out of the area, increasing speed to 150 knots, and dropping to elevation 1000 ft. rather than the prescribed 1500 ft. They also either made errors in computing the drop zone, or illuminated the green jump lights so the troops would jump and they would be able to exit the area of intense A-A fire. As a result, Easy Company's time in the air suspended under their open chutes averaged 45 seconds, and they landed spread out over a 25-mile area. They would not completely assemble for weeks. Once on the ground, those who were together were given the mission of knocking out German guns, which were pounding Utah Beach, where a portion of the invasion was landing. It was a night of nights, and I hope this flight leads to further appreciation of the feats of Easy Company as well as all who have served in uniform, regardless of his or her country of origin. After making the drops, the flights of C-47s returned to England. We will land in France.

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From – To	<b>Flight Description.</b> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 23	Init. Hdg – 204deg	Init. Alt – 5,500ft	Apt Elev. – 849ft			
Dunkeswell ( <b>EGTU</b> ) England  To  Caen ( <b>LFRK</b> ) France	<b>Departure:</b> To EX NDB, 337.0. Use short field take-off procedures. After take off commence climb to 5,500ft. Direct to NDB.....				204	7.2	00+03
	<b>Enroute:</b> To GUR VOR/DME, 109.40. Turn left to intercept GUR 167R. Direct to VOR.....				167	83.3	00+33
	To Fix 02. Turn left and track 096R outbound. Waypoint at GUR DME 30.....				096	30.0	00+12
	To Fix 03 (DZ – Drop Zone). Commence 500fpm descent to 1,500ft MSL (jump altitude), and slow to 120kts. Waypoint and DZ at GUR DME 53.3.....				096	23.3	00+11
	To Fix 04. Maintain course GUR 096 outbound and resume normal cruise speed. Tune Nav 2 to CAN VOR 115.40 and set the OBS to 130deg. Waypoint reached when the Nav 2 OBS needle centers.....				096	11.2	00+05
	<b>Approach:</b> To CAN VOR, 115.40. Turn right to intercept CAN 130R, slow to 120kts. Direct to VOR.....				130	24.0	00+10
	To Fix 05. Continue runway reciprocal 130deg and fly heading for 3min.....				130	6.0	00+03
	To runway. Commence a right procedure turn. Make a right 45deg turn to 175deg and fly Hdg for one minute. Make a left 180deg turn to 355deg. When you can see the runway turn left to runway Hdg 310deg for a visual approach.....				Final Hdg 310	11.2	00+06
	Land – Carpiquet runway 31      Length – 6,220ft      Width – 148ft      Surface – Macadam						
<b>Flight No. 519-6-01</b>	<b>Arrival Airport Elev. – 255ft      Estimated totals for this flight&gt;&gt;&gt;</b>					<b>196nm</b>	<b>01+22</b>

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**2. Back to England, July 1944:** For two months during late summer of 1944, Easy Company returned to England, sailing from Utah Beach in LSTs across the English Channel. Once ashore, they traveled to Albourne, which was a military base and assembly area near a small town of that name during the war. While there, they refitted and received replacement troops. They were briefed and prepared for numerous missions, but all were called off or postponed, some at the last minute, as war plans were modified or superseded by events. We'll fly to Lyneham, near Swindon, the closest airport to Albourne.

From – To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 31	Init. Hdg – 345deg	Init. Alt – 4,500ft	Apt Elev. – 255ft			
Caen (LFRK) France To Lyneham (EGDL) England	<b>Departure:</b> To CP NDB, 293.0. After take off turn right to 345deg, commence climb to 4,500ft and fly DR until the NDB signal is received. Direct to NDB.....				345	90.8	00+37
	<b>Enroute:</b> To CPT VOR/DME, 114.35. Turn right to intercept CPT 008R. Direct to VOR.....				008	55.0	00+22
	<b>Approach:</b> To Fix 02. Turn left and track 294R outbound from CPT. When the DME reads 4nm commence your descent to 3,500ft. Tune the ADF to LA 282.0. Waypoint reached when the RMI reads 247deg..... To runway. Turn left to 246deg for a visual approach.....				294 246	20.7 10.0	00+08 00+05
	Land – Lyneham AB runway 24    Length – 7,310ft    Width – 148ft    Surface – Concrete						
<b>Flight No. 519-6-02</b>	<b>Arrival Airport Elev. – 511ft                      Estimated totals for this flight&gt;&gt;&gt;</b>					<b>177nm</b>	<b>01+12</b>

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**3. Operation Market Garden, September 1944.** The largest airborne drop in history was during Operation Market Garden; it involved 4700 planes, most of which were C-47s. This was Easy Company's second and last combat jump of the war. They flew from southern England to the drop zone (DZ) in Holland. Unlike the jump into Normandy, this was a daytime operation. Although they flew through anti-aircraft fire a few minutes before jumping, the DZ was not hot; they encountered no resistance once on the ground, thanks to the element of surprise, which worked to their advantage. In all, 6700 paratroopers, primarily from British and American forces, made the jump. The objective of the 506<sup>th</sup> PIR, including Easy Company, was to secure the road and bridges for the British XXX Corps to pass through the City of Arnhem and over the Lower Rhine River into Germany in what would be a failed attempt to force an end to the war. Easy Company landed in the rural area north of Eindhoven, near the village of Son. Upon entering the village, they encountered stiff resistance from a German tank unit, and suffering casualties.

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	Dep. Rwy – 23	Init. Hdg – 089deg	Init. Alt – 5,500ft	Apt Elev. – 849ft			
Dunkeswell (EGTU) England  To  Eindhoven (EHEH) Holland (Netherlands)	<b>Departure:</b> To SAM VOR/DME, 113.35. Use short field take-off procedures. After take off turn left to 090deg, commence climb to 5,500ft and intercept SAM 090R. Direct to VOR.....				089	72.8	00+29
	<b>Enroute:</b> To LSH NDB, 340.0. Turn left to 084deg and fly DR until the NDB is received. Direct to NDB.....				084	76.1	00+30
	To KOK VOR/DME, 114.50. Turn right and intercept KOK 095R. Direct to VOR.....				095	75.5	00+30
	To NIK VOR/DME, 117.40. Turn left and intercept NIK 088R. Direct to VOR.....				088	57.9	00+23
	<b>Approach:</b> To ENH NDB, 397.0. Turn left and track 070R outbound from NIK until the NDB is received. When the DME reads 25nm commence descent to 1,800ft MSL and slow to 120kts. Direct to NDB.....				070	48.9	00+20
	To Fix 03. Turn left to runway reciprocal 038deg and fly heading for 2min.....				038	4.0	00+02
	To runway. Commence a right procedure turn. Make a right 45deg turn to 083deg and fly Hdg for one minute. Make a left 180deg turn to 263deg. When you can see the runway turn left to runway Hdg 218deg for a visual approach.....				Final Hdg 218	9.9	00+05
	Land – Eindhoven runway 22      Length – 9,834ft      Width – 148ft      Surface – Tarmac						
<b>Flight No. 519-6-03</b>	<b>Arrival Airport Elev. – 75ft      Estimated totals for this flight&gt;&gt;&gt;</b>					<b>345nm</b>	<b>02+19</b>

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4. **A Refit in France, November, 1944:** The company was taken off the line and traveled by truck convoy to Camp Mourmelon, about 30 kilometers from our destination of Reims (the closest airstrip). The camp had been used as a garrison for troops since the times of Julius Caesar and his Roman legions, and more recently, French soldiers had been billeted here. Here in the rear, Easy Company rested, relaxed, was put to work improving barracks, and received replacement soldiers and equipment. They remained at Camp Mourmelon for about seven weeks, with the Battle of the Bulge looming not too far in the future.

From – To	<b><u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 22	Init. Hdg – 216deg	Init. Alt – 4,500ft	Apt Elev. – 75ft			
Eindhoven (EHEH) Holland (Netherlands)  To  Reims (LFSR) France	<b>Departure:</b> To HULVOR/DME, 117.55. After take off, commence climb to 4,500ft and intercept HUL 216R. Direct to VOR.....				216	51.1	00+21
	<b>Enroute:</b> To Fix 02. Turn left and track 192R outbound from HUL. When the DME reads 65nm commence descent to 3,000ft MSL. Tune Nav 2 to REM VOR/DME 112.30 and set the OBS to 251deg. Waypoint reached when the Nav 2 OBS needle centers.....				192	83.3	00+33
	<b>Approach:</b> To Runway. Turn right to 250deg for a visual approach.....				250	10.0	00+05
	Land – Champagne runway 25      Length – 8,132ft      Width – 157ft      Surface – Tarmac						
<b>Flight No. 519-6-04</b>	<b>Arrival Airport Elev. – 314ft      Estimated totals for this flight&gt;&gt;&gt;</b>					<b>144nm</b>	<b>00+59</b>

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**5. The Battle of the Bulge, December 1944:** Bastogne, with its road network, located in relatively flat terrain surrounded by hills, was deemed of strategic importance to both sides in the war. In December 1944, the Germans launched an offensive to break through the existing line and capture Bastogne, forming a “bulge” in the line between the opposing forces. Easy Company was among the 250,000 allied troops that were committed at Bastogne. Despite the fact that they were to be refitted–Camp Mourmelon, their last stop, had no ammunition dump--they arrived in the back of cramped transport trucks short of winter gear and ammunition, the latter of which they borrowed from departing troops of the unit they were replacing. They took their place in the line, and while there, endured devastating barrages from German artillery and frontal attacks, yet Bastogne was held. Saint Hubert’s airport, our destination for this leg, is the closest one to Bastogne, which is about ten miles to the southeast.

From – To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 25	Init. Hdg – 090deg	Init. Alt – 5,500ft	Apt Elev. – 314ft			
Reims (LFSR) France  To  Saint Hubert (EBSU) Belgium	<b>Departure:</b> To CZ NDB, 379.0. After take off turn right to 038deg, commence climb to 5,500ft and fly DR until the NDB is received. Direct to NDB.....				038	41.1	00+17
	<b>Enroute:</b> To EBSU. Turn right to 071deg, and follow the OB (251deg) bearing from CZ. Remain on course when you loose the signal from CZ. When you can see EBSU in front of you commence descent to 3,300ft MSL ..... If the visibility is poor tune Nav1 to DIK VOR/DME, 114.40. Commence descent when the OBS needle passes 106deg (DME 33.5nm). Overhead EBSU when the OBS needle passes 113deg (DME 28.6nm).				071	37.4	00+15
	<b>Approach:</b> To Fix 03. Turn to runway reciprocal 070deg and fly heading for 2min..... To runway. Commence a right procedure turn. Make a right 45deg turn to 115deg and fly Hdg for one minute. Make a left 180deg turn to 295deg. When you can see the runway turn left to runway Hdg 250deg for a visual approach.....				070 Final Hdg 250	4.0  8.6	00+02  00+05
	Land – St Hubert AB runway 22    Length – 8,530ft    Width – 148ft    Surface – Concrete						
<b>Flight No. 519-6-05</b>	<b>Arrival Airport Elev. – 1,929ft</b>		<b>Estimated totals for this flight&gt;&gt;&gt;</b>			<b>91nm</b>	<b>00+39</b>

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**6. Street Fighting in Haguenau, February, 1945:** Easy Company was trucked to Haguenau, where they were assigned positions along the north bank of the Moder River, across from the German Army. But for the first time, they slept indoors, a great improvement over their winter foxholes at Bastogne. We'll fly along and over the Moder River, a tributary of the Rhine, on our way to the landing strip.

From – To	<b>Flight Description.</b> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 25	Init. Hdg – 127deg	Init. Alt – 5,500ft	Apt Elev. – 1,929ft			
Saint Hubert (EBSU) Belgium  To  Haguenau (LFSH) France	<b>Departure:</b> To LUX VOR/DME, 112.25. After take off turn left to intercept LUX 127R. Commence climb to 5,500ft. Direct to VOR.....				127	42.0	00+17
	<b>Enroute:</b> To PHG NDB, 424.0. Turn right and track 146R outbound from LUX until the VOR signal disappears. You will pick up the NDB signal a few minutes later. Direct to NDB.....				146	64.3	00+25
	To LFSH. Turn left to 087deg and follow the OB (267deg) bearing from PHG. 2 minutes after station passage PHG commence descent to 2,000ft MSL .....				087	24.6	00+10
	If the visibility is poor tune Nav1 to STR VOR/DME, 115.60 and set the OBS needle to 211deg. Overhead LFSH when the needle centers.						
	<b>Approach:</b> To Fix 02. Turn left to runway reciprocal 030deg and fly heading for 2min..... To runway. Commence a right procedure turn. Make a right 45deg turn to 075deg and fly Hdg for one minute. Make a left 180deg turn to 255deg. When you can see the runway turn left to runway Hdg 210deg for a visual approach.....				030 Final Hdg 210	4.0  9.3	00+02  00+05
	<b>Note:</b> <b>Exercise caution while on final approach; the runway has no lights, and is only 3,261 feet in length.</b>						
	Land – Haguenau runway 21      Length – 3,261ft      Width – 59ft      Surface – Concrete						
<b>Flight No. 519-6-06</b>	<b>Arrival Airport Elev. – 492ft      Estimated totals for this flight&gt;&gt;&gt;</b>					<b>144nm</b>	<b>00+59</b>



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**7. Return to Camp Mourmelon, February 1945:** Easy Company was taken off the line and given a short period of rest and relaxation in the rear. They traveled via rail on French “40 and 8s,” so named because they could hold either forty men or eight horses. For a pleasant change, nobody was shooting at them. They remained at Camp Mourmelon for a little over two months.

From – To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 21	Init. Hdg – 288deg	Init. Alt – 6,500ft	Apt Elev. – 492ft			
Haguenau (LFSH) France  To  Reims (LFSR) France	<b>Departure:</b> To GTQ VOR/DME, 111.25. After take off turn right to intercept GTQ 288R. Commence climb to 6,500ft. Direct to VOR.....				288	45.5	00+19
	<b>Enroute:</b> To MMD VOR, 109.40. Turn right to intercept MMD 294R. Direct to VOR.....				294	67.0	00+26
	<b>Approach:</b> To Fix 02. Turn left, track 272R outbound from MMD and commence descent to 3,000ft MSL. Tune Nav 2 to REM VOR/DME, 112.30 and set the OBS to 251deg. Waypoint reached when the Nav 2 OBS needle centers..... To runway. Turn left to runway Hdg 250deg for a visual approach.....				272 250	32.1 10.0	00+13 00+05
	Land – Champagne runway 25      Length – 8,132ft      Width – 157ft      Surface – Tarmac						
<b>Flight No. 519-6-07</b>	<b>Arrival Airport Elev. – 314ft      Estimated totals for this flight&gt;&gt;&gt;</b>					<b>155nm</b>	<b>01+03</b>

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**8. On German Soil, April, 1945:** After the success of Operation Varsity, in which Easy Company was not involved, the 101<sup>st</sup> Airborne, including Easy, was brought in by convoy to bolster the ring around the Ruhr Valley, taking up positions along the west bank of the Rhine River facing Dusseldorf. Despite the fact that Germany was their enemy, the members of Easy Company found themselves admiring the German people, who they considered more like themselves than the residents of other European countries they had spent time in. Hitler's last major assault broke up Operation Market Garden. At this point of the war, with allied forces on German soil, the end was in sight.

From – To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 25	Init. Hdg – 127deg	Init. Alt – 5,500ft	Apt Elev. – 314ft			
Reims (LFSR) France  To  Dusseldorf (EDDL) Germany	<b>Departure:</b> To SPI VOR/DME, 113.10. After take off turn right to intercept SPI 043R. Commence climb to 5,500ft. Direct to VOR.....				043	98.6	00+40
	<b>Enroute:</b> To BAM VOR/DME, 113.60. Turn right to intercept BAM 052R. When the DME reads 16nm commence descent to 3,000ft MSL. Direct to VOR.....				052	76.4	00+30
	<b>Approach:</b> To Fix 03. Turn left and track 303R outbound from BAM. Waypoint at BAM DME 7.5..... To runway. Turn left to runway Hdg 235deg for a visual approach.....				303 235	7.8 10.0	00+03 00+05
	Land – Dusseldorf runway 23L      Length – 9,830ft      Width – 147ft      Surface – Concrete						
<b>Flight No. 519-6-08</b>	<b>Arrival Airport Elev. – 147ft      Estimated totals for this flight&gt;&gt;&gt;</b>					<b>193nm</b>	<b>01+18</b>

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**9. To the Foothills of the Alps, May 1945:** The war was winding down. Elements of the German Army were surrendering. In April, the 101<sup>st</sup> Airborne, including the 506<sup>th</sup> PIR, was assigned to the U.S. Seventh Army. Their mission was to get American troops into the Alps in southern Germany to preclude their use by German troops as a base of operations to continue the war. They traveled southeast via rail through over three hundred miles of the German countryside. Their eventual assigned destination was Berchtesgaden, a mountain town near Hitler's mountain retreat, the Eagle Nest. Easy Company was the first of the Allied forces to reach both locations. We'll land at the airport closest to the base of mountains, just across the Austrian border, and about ten miles northeast of Berchtesgaden. Salzburg, our destination, was also the home of the Von Trapp family and the setting for the movie about them, The Sound of Music.

From – To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 23L	Init. Hdg – 133deg	Init. Alt – 7,500ft	Apt Elev. – 147ft			
Reims (LFSR) France  To  Salzburg (LOWS) Austria	<b>Departure:</b> To COL VOR/DME, 108.80. After take off turn left to intercept COL 133R. Commence climb to 7,500ft. Direct to VOR.....				133	46.7	00+20
	<b>Enroute:</b> To WUR VOR, 110.20. Turn left to intercept WUR 125R. Direct to VOR.....				125	110.6	00+42
	To Fix 02. Turn right and track 130R towards SBG VOR/DME, 113.80. When the DME reads 21nm commence descent to 5,500ft MSL. Tune the ADF to SU NDB, 356.0. Waypoint reached when the RMI reads 157deg.....				130	153.4	00+59
	<b>Approach:</b> To runway. Turn right to runway Hdg 157deg for a visual approach.....				157	14.3	00+07
	Land – Salzburg runway 16      Length – 9,009ft      Width – 148ft      Surface – Concrete						
<b>Flight No. 519-6-09</b>	<b>Arrival Airport Elev. – 1,410ft</b>		<b>Estimated totals for this flight&gt;&gt;&gt;</b>			<b>325nm</b>	<b>02+08</b>

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**10. Into the Austrian Alps, May, 1945.** After the German surrender, the 506<sup>th</sup> PIR was assigned occupation duty in Zell am See, an Austrian mountain town ten miles south of Berchtesgaden. Because the mountain passes leading south over the Alps into Italy were still blocked by snow, this was as far south as the German Army could retreat. As a result, Easy Company and the rest of the 2d Battalion, numbering around 600 men, found itself in an area occupied by 25,000 German soldiers. Their job was to maintain order, round up German soldiers, disarm them, and ship them off to POW camps. They remained there, a popular resort area for wealthy Germans, until July 1945, at which time they began a very welcome return to the United States. They had been gone since September 1943, and had experienced their share of combat. But in war they found the closeness known only to those few who have stood with one another on the field of battle. They had become a band of brothers, and although none would admit to being a hero, each would acknowledge that he served in a company of heroes.

From – To	<b>Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"</b>				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 16	Init. Hdg – 153deg	Init. Alt – 4,500ft	Apt Elev. – 1,410ft			
Salzburg ( <b>LOWS</b> ) Austria  To  Zell am See ( <b>LOWZ</b> ) Austria	<b>Departure:</b> To Fix 03. Before take off tune the ADF to SI NDB, 410.0. After take off turn slightly left to intercept the OB (333deg) bearing from SI. Commence climb to 4,500ft and head towards the mountain pass.....				153	15.0	00+07
	<b>Enroute:</b> To Fix 04 through Fix 08. Fly through the pass, then follow a distinct valley with a river and one or two roads as it turns slowly toward the right (west). Once through the pass, it's either level or slightly downhill all the way to the runway. Several crossroads are encountered. Follow the lower ones that lead to the right. If in doubt, follow the river; which is a slow curve that eventually heads due west. As the RMI passes 000deg start to descend to 3,500ft, whilst keeping to the right of the valley.....				Ave C'rse 222	27.8	00+10
	<b>Approach:</b> To Fix 10. As the runway starts to come into view, keep to the right of the valley and descend until you are just over the trees (about 3,000ft MSL)..... To runway. Turn left to runway Hdg 257deg for a visual approach..... <b>CAUTION: Negotiate a careful, low and slow approach, as the runway is only 2,162 ft. in length. If the wind dictates landing on runway 8, then this is safer, but only a limited space is available to negotiate a procedure turn.</b>				Ave C'rse 268 257	7.4 0.5	00+03 00+00
	Land – Zell Am See runway 26      Length – 2,162ft      Width – 59ft      Surface – Asphalt						
<b>Flight No. 519-6-10</b>	<b>Arrival Airport Elev. – 2,470ft      Estimated totals for this flight&gt;&gt;&gt;</b>					<b>51nm</b>	<b>00+20</b>