

G-2 P/W BRANCH

HQ ETOUSA

24 FEB 1943

E & E REPORT #5

EVASION IN FRANCE

2nd. Lt. FORREST D. HARTIN, 0660490
423 SQUADRON, 306th GROUP.

AGE: 28
LENGTH OF SERVICE: 2 Years
PEACETIME PROFESSION: Foreman, Ice Cream Factory.
HOME ADDRESS: 7 So. Maple St., Westfield, Mass.

OTHER MEMBERS OF CREW:

PILOT	LOYAL M. FELTS, 1st. Lt. - 0-366259
CO-PILOT	ROBERT J. JONES, 2nd. Lt. - 0-661844
NAVIGATOR	(NARRATOR)
BOMBARDIER	ANDREW L. GRAHAM, JR. 2nd. Lt. - 0-726152
CREW CHIEF	RICHARD L. BEERS, T/Sgt., 13030895
RADIO OPERATOR	JOHN A. WESTCOTT, T/Sgt., 13042436
TAIL GUNNER	GEORGE P. BOGUNILL, Sgt., 19078528
BALL TURRET GUNNER	CHARLES E. VONDERLEITH, S/Sgt., 32218597
WAIST GUNNER	DOANE HAGE, JR., Sgt., 12057315
WAIST GUNNER	

9 Nov 1942
CAME DOWN
5 MILES NW OF
ST. NAZAIRE.

We left THURLEIGH at 1000 hours, 9 November 1942, with St. Nazaire as our target. At approximately 1440 hours we ran into very heavy flak and I baled out about five miles northwest off St. Nazaire. The plane crashed and burned. After landing I saw two parachutes from our plane and think Graham and Bogunill baled out at the same time as I. In getting out of the a/c I was caught under the bomb sight for a short time. When free, I was hit by small flak and was also shot at by the Germans while on my way down. I sprained both ankles in landing.

Immediately, I folded my parachute and hid it in the brush which was growing along the side of the field. In coming down I lost the special purse containing money but did have my escape kit. I could not walk but managed to crawl along a ditch at the side of the field for 300 or 400 yards. I saw two French peasants walking to the spot where I had landed. I continued crawling until exhausted, then picked out a soft and muddy spot in the ditch and covered myself with leaves and mud.

At this time I heard rifle shots but don't know what they were. I heard someone running and two German soldiers passed within 5 or 6 feet of me. Shortly after this I saw 3 or 4 pairs of Germans searching in the immediate vicinity of where I had come down. I heard dogs barking and think they may have tried to put dogs on my trail but don't believe they were bloodhounds. The smoke from the St. Nazaire raid was drifting over my hiding place, obscuring the sun and making everything very hazy.

After waiting in the ditch until 1900 hours I crawled out and found two stout sticks to use as canes. I started walking in a northeasterly direction. Prior to this I had opened my
2/escape kit

5/5

escape kit and had taken two of the Benzadrine tablets. I had lost quite a lot of blood from my wounds. I walked slowly for about half an hour and arrived at the top of a small mole. Looking back, I saw several flashlights near the spot where I had landed. I kept away from roads and walked through the fields. I continued to walk slowly all night in a northeasterly direction until 0600 hours. Then I rested in a field for an hour. It was extremely cold and I was wearing only a light jacket. Setting off in the same direction again I soon came to a small farmhouse. Here, from a distance of about 200 yards, I watched the house. While doing this I ate several of the Horlicks tablets and took more of the Benzadrine tablets. I saw several people in the barnyard while watching the house. Finally I walked up to the rear of the house and listened at the back door. Not hearing any German spoken I knocked and a woman came to the door. There were, with the woman, two young men in the house. I asked for help. They would not allow me to enter the house, but they did bring me coffee. I went back to my hiding place and holed up all day.

At about 1600 hours two or three German military cars drove up to the farm house and about twenty German officers got out. Eight or ten mounted Germans also arrived at this time. They appeared to be holding a meeting at the front of the house and one officer was reading from a book and apparently giving the others a pep talk. About an hour passed; the German group broke up and most of the mounted troops departed, but the officers came in the direction I was hiding. They walked past me and stopped about six or seven yards from my hiding-place. I was well hidden and was lying on my face. I thought they would surely see me. They stood very close for about half an hour and the one officer who had apparently been talking to the man at the front of the house continued his talk there. By this time it was getting dark. Finally all the Germans walked back to the house. They appeared to have had one sentry posted about fifteen feet from where I was hiding and one close to the road. They all returned, got into their cars and, after a short delay, drove off.

I waited in hiding for a short time and then started walking about 1900 hours in a northeasterly direction. I followed a muddy road about three miles, stopped several times to rest and finally came to a small village. I stayed on the outskirts of the town and heard German spoken in the streets. I left and retraced my steps.

11 Nov 1942
GRAND BRIERE

I came to a barn which I had previously passed. I slept there in the straw. Later I was awakened by voices. I got up, and, looking through a crack in the barn, I saw several German soldiers. There seemed to be a German billet a short distance away in the main farmhouse. I remained hidden in the barn for several hours until the Germans left, then walked to some woods close by. I rested there and walked on to the GRAND BRIERE, which is a large marsh. It was now 1700 hours and, after walking a short while, I saw three small villages and started for them. I estimated the distance to be about ten miles and that I could arrive there shortly after dark. On the way I passed two German anti-aircraft guns. The marsh, which was high, very thick grass made walking difficult. At about 2200 hours I was so tired that I picked out the driest spot I could find, gathered some dry reeds, and made a small fire. It was very cold and I kept a small fire going for most of the night. In spite of this my hands and feet became numb.

3/About 0800 hours

12 Nov 1942

About 0800 hours I left my hiding place and started walking again, finally coming to a peat bog and a canal. I turned left, walked for about a quarter of a mile and found three elderly Frenchmen who were cutting peat. I asked them in broken French, for food. They gave me a cold potato and some sausage. After walking along the canal for about a mile I came to three small boats, two were dilapidated and the other half-full of water. I bailed out the third boat, cut the chain with the small file from my Escape Kit and crossed the canal.

There was another canal branching off from this one. I entered it and rowed for about two hours. I heard voices. I stopped and hid on the bank. A group of five or six Frenchmen and two boys came along. I approached them and told them, in French, I was an American flyer. They gave me food and wine and clothes consisting of pants, an old sweater and a beret. I spent most of the afternoon with these people. They were herding cattle. Finally, we all set off together in a boat, poling upstream. We continued until within a mile of the three villages I had seen the evening before. We left the boat and started walking. They were afraid to take me into the village where they were going. They said there were Germans in their village, but told me to go to the center village, where they would meet me at 0900 hours the next day.

13 Nov 1942

I walked to the village, went to a house where I said I was an American airman. They took me in, gave me food, but refused to let me spend the night. I went to a nearby barn and spent that night and all of the next day in the straw until about 1600 hours. At this time the door suddenly opened and an old Frenchwoman started in. Seeing me, she became very frightened and started yelling. I tried to quiet her but could not, even getting down on my knees in front of her. Eventually the lady who had fed me the night before came out and explained to the old Frenchwoman who I was. They took me in, fed me again, gave me a pair of socks, and told me the Germans were very close. They advised me to go NORTH.

I left, following a path. Coming to a fork, I decided to take the left-hand one. This led to a house, where I stopped and knocked on the door. An old man refused to let me in until I said "American". He then took me in, gave me milk and food and one of his cigarettes. He told me, that, if I had taken the right-hand path, I would have gone to a house where five Germans were billeted. I stayed with the old man a short while, then started walking again in a northeasterly direction and came to a railroad. This I followed until I saw that it entered a village. I left it, walked around the village and along the side of a main road for about a mile.

14 Nov 1942
ST. CROIX

I stopped at a farmhouse and asked if I could sleep in the barn. They refused. I tried the next farmhouse, where they were very cordial, took me in, gave me food, talked to me for some time, and finally hid me in their barn. I stayed there until 0500 hours the next morning, at which time a boy awakened me, gave me more food, and showed me which way to go.

I walked to a small village, where I stopped and asked for food, but was refused the first time. When I said, "American airman" and showed them my wounds, they gave me food, also a shirt to replace the army shirt I was wearing. I asked for a doctor to

4/take care of

take care of my legs. They drew a rough sketch showing me where I could find a doctor.

I set out again and finally came to ST. CROIX. On the way I passed a German camp, which apparently contained about 3,000 men. I could not follow the diagram the people had drawn for me so I decided to ask again.

In ST. CROIX a woman befriended me, gave me a meal, and had my wounds dressed. I produced my photographs and an identity card was prepared for me. I was also given an overcoat and wooden shoes, a bottle of cornac; food, and cigarettes. I then set off to walk to NANTES. After I had gone a short distance I was overtaken by two men on bicycles who had been sent by my helpers in ST. CROIX. They arranged to have me taken by truck to BLAIN.

In BLAIN I was kept for some time in a stable and then taken to a house, where I stayed for about a month, being allowed out at night only. My host quit work as soon as I arrived and spent most of his time with me. Through a woman who came to dress my wounds I was put in touch with an organisation which arranged the rest of my journey.

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HQ, ETOUSA

OFFICE OF AC OF S, G-2

MIS DETACHMENT

6 May 1943

E & E REPORT NO. 26
EVASION IN FRANCE

O-424871, Captain Richard D. ADAMS,
369 Bomber Squadron, 306 Bomber Group. ✓

AGE: 26
LENGTH OF SERVICE: 1 yr. 9 months
HOME ADDRESS: 802 Broadway,
HENRYETTA, Okla.

MIA: 8 November 1942.
Arrived Gibraltar:
21 April 1943.
Arrived UK:
24 April 1943.

OTHER MEMBERS OF CREW: (This information has been checked with PWIB)

PILOT	NARRATOR	
CO-PILOT	O-726193	2nd Lt. Carl W. COOK (P/W)
NAVIGATOR	O-726045	2nd Lt. Julius C. LANDRUM (P/W)
BOMBARDIER	O-725998	2nd Lt. John A. LATCHFORD (P/W)
ENGINEER	13038360	S/Sgt. Peter GREYNO (KIA)
RADIO OPERATOR	37069811	S/Sgt. Jim T. MCCLOY (KIA)
BOTTOM TURRET GUNNER	16044132	S/Sgt. John S. SAUNDERS (KIA)
TOP TURRET GUNNER	32236430	S/Sgt. Anthony J. LACEK (KIA)
WAIST GUNNER	35300780	S/Sgt. Frank M. ZECK (KIA)
TAIL GUNNER	15099665	S/Sgt. Ford L. WINCHELL (P/W)

8 NOVEMBER 1942

We left THURLEIGH at 1030 hrs 8 November 1942 for LILLE.

DAMAGED BY FLAK

We made landfall at 23,000 feet and after making our run over the target twice we were hit by flak. The right wing dropped down. I tried to level the plane with full left aileron. The bombardier said we had dropped our bombs. I switched over to Command and found that the leader had not been able to release his bomb load. This explained the second trip over the target. I told Command I was hit and would have to slow down. I jerked off my oxygen mask to ask the Co-Pilot which engine was hit. He seemed in a dazed condition - was sitting with his elbows on his knees. I pushed him against the armor-plating for protection. I could see a large hole in the wing between No. 1 and 2 engines. Gas was spraying out and No. 2 engine was on fire. The plane was moving in circles. I rang the warning bell and called over the inter-com to abandon ship. I signalled the co-pilot to bale out. I was trying to shut off No. 2 engine to avoid an explosion. The controls were limp. All this time we were taking a heavy beating from flak. The instruments and oxygen system went dead. The controls were shot away and the bank of the plane increased. Lt. COOK was still sitting in his seat. I jumped up and he followed me. He tried to shove my parachute up to me but it got wedged. After a struggle it finally got loosened. We were then at 20,000 feet. That is the last thing I remember until pulling the 'rip' at 2,000 feet. Whether I fell out, acted automatically or was shoved out by Lt. COOK, I don't know.

DELAYED JUMP

I landed in a pasture with no injuries though I hit the ground hard. The opportunity for evasion I can attribute to the delayed jump. I got out of my chute immediately and started running towards the hedges. When I reached a hedgerow I took off my Mae West and hid it. Not far away I saw a forest and ran towards it.

SECURES
IMMEDIATE HELP

There was a peasant boy on the road to whom I said, "R.A.F." He shrugged his ~~shoulders~~ his shoulders and I ran on towards the forest. A lady across the road signalled me to go back. I saw some straw over a chicken coop and crawled into this. In about 10 minutes someone came along and straightened the straw over me.

About 30 minutes later a French peasant came to me. He had on two suits of clothes. He pulled me out of the straw and motioned me inside the coop. I put on the clothes he had brought and we started walking down the road toward the North. He stopped a couple of boys on bicycles which they willingly gave us and we rode on to a house. Food and cognac was given me. Several visitors arrived - among them was the first boy I had met and who had shrugged his shoulders at me. He brought clothes and shoes.

9 NOVEMBER 1942

After dark some of the visitors came back and took me to another house 3 miles away. I spent the night there and hid in the barn during the next day. That night an English-speaking person came to see me. After we had talked he took me on to another house. From here my journey was arranged for me.

PERCY G. BLACK,
Colonel, GSC,
AC OF S, G-2.

JFW/ort

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	35		

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HQ, ETOUSA

OFFICE OF AC OF S, G-2

MIS DETACHMENT

6 May 1943

APPENDIX "B" TO E & E REPORT NO. 26

1. The following information has been obtained after an interview with:-

O-424871, Captain Richard D. ADAMS,
369 Bomber Squadron, 306 Bomber Group.

who evaded capture by the enemy, after being in enemy-occupied territory.

2. Further circulation of this information may be made, but when doing so, no information as to the source may be divulged.

1). Saw 30 miles North of MARSEILLES on railroad running from PARIS to MARSEILLES 2 freight trains mounted with 7 A.A. each. Approximately the same distance South of MARSEILLES towards NICE there were 2 similar trains.

2) At MARSEILLES saw 6-motored German clipper transport on the West side of the harbor.

3) At CASSIS and NICE there were Coast Guard defenses. At CASSIS machine guns and anti-tank guns along the harbor inlet. At NICE guards patrolled the sea-walk constantly.

4) At NICE in going to the top of a hill to see the Cathedral "Sanctuaire de Notre Dame de la Garde" saw Germans there with portable radio transmitters.

5) On 7 February saw concentrations of German troops in TOULOUSE. Heard they were going to Spanish Frontier.

6) Around NICE heard that Italians were indifferent to the war. Heard that many were deserting and saw searches organized there for such deserters.

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
P and X Detachment
Military Intelligence Service

By Authority of
AC of S, G-2
Initials W.S.H.
Date 11/11/43

B & E REPORT NO. 179
EVASION IN FRANCE

DECLASSIFIED
EO 11652
4 November 1943

August WINTERS, 1st Lt, O-729532
368 Bomb Squadron, 306 Bomb Group

AGE: 26 years
LENGTH OF SERVICE: 1 9/12 years
HOME ADDRESS: 351 E First Avenue
CHICO, California

MIA: 6 September 1943
Arrived in Spain:
10 October 1943
Arrived in Gibraltar:
29 October 1943
Arrived in UK:
3 November 1943

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-729096	2d Lt Wesley D PETERSON	MIA
CO-PILOT	0-671990	2d Lt Edward L MASLANKA	MIA
NAVIGATOR	0-6833072	2d Lt Donald B PHILLIPS	MIA
BOMBARDIER	0-729532	1st Lt August WINTERS	NARRATOR
RADIO OPERATOR	12011015	T/Sgt William B PLASKETT, JR	MIA
TOP TURRET GUNNER	15103808	T/Sgt William L UTLEY	MIA
BALL TURRET GUNNER	33021170	Sgt Frederick E HUNTZINGER	MIA
WHAIST GUNNER	16072028	S/Sgt George S MONSER	DEE NO. 169
WHAIST GUNNER	15300732	Sgt William E SCOTT, JR	DEE NO. 173
TAIL GUNNER	16127319	S/Sgt Douglas G TRIGHT	MIA

BOMBED
SECONDARY
TARGET

We left THURLEIGH 0900 hours 6 September 1943 to bomb STUTTGART, Germany. We had fighter escort most of the way. We encountered no flak to amount to anything until just before the target. We circled the target once, then without dropping our bombs, took a heading of 300°, flew about 20 minutes and dropped our bombs on a small town railroad station with very good results. We then headed for home.

OUT OF
GASOLINE

I heard the pilot say that we had 325 gallons of gas left. Very shortly after this either our No 1 or No 2 engine cut out and gasoline was transferred. The engineer was kept busy draining gasoline from one tank to another. The pilot said he was going to call the group leader and say that we were going to leave. About this time all four engines cut out.

BALLED
OUT

I told the navigator to bale out and picked up my walk-around bottle. I went back to where the co-pilot was getting ready to bale out. I saw the pilot was setting the plane on AFO. I urged the co-pilot to jump and before I went out, I looked back and saw the ball turret gunner leave. I then went back and dropped out through the bomb bay.

BLACKED
OUT

I jumped at about 17,000 feet, turned over twice and then pulled my rip cord. I blacked out and came to again at about 3,000 feet. I saw five chutes above me but did not see the plane. I noticed two fences below me and in trying to avoid them, hit an apple tree. My chute fell over the top of it. Since I could not get it down, I cut the shroud lines. Several French peasants came close to where I was and I tried to talk to them. But they did not seem to want to come very close, so I worked and finally managed to get my chute down, gathered it up and climbed over a fence. I put my chute, flying clothes and Mac West into a haystack. One of the Frenchmen motioned me to set fire to it. I did not wish to do this as I was afraid it would attract the Germans. But

DECLASSIFIED
EO 11652

FRENCH
HELP

he came up and hid it himself. The Frenchmen then took me with them to a farm occupied by either two or three families. On the way I gave them two packages of cigarettes, some chocolate and my knife.

As we approached the house several dogs started barking, so I was guided to a pigeon. There were a great many blackberry bushes with briars, so I crawled in there and hid. In about 20 to 30 minutes they called and I wouldn't come out. They came after me and when I did get out they had my co-pilot with them. They fed us both in the yard and while there they looked at our escape kits and purses. In a short while we were taken and hidden in a barn. They gave us a jug of cognac to keep with us. In about half an hour they brought us some peasant clothing and we discarded the rest of our uniforms.

We decided to start out. The farmer directed us on a wrong road and we landed in a forest. We sat down to take stock of what we had and where we wanted to go and to discard all unnecessary things. We stayed in this forest about five hours. We had come down just west of GOURNAY.

About 1800 hours the co-pilot started walking. I could not go with him owing to the fact that I had injured my left leg when I landed. I waited there until dark and was then so cold that I felt I had to move. As I started I heard three ladies talking, and after watching them for a short while, I approached them. I was almost crawling. I asked them for food and they hid me in a covered wagon. One of them went for her brother and when he came I found he could talk a little English. He hid me in an empty barn and in about half an hour brought me food. I spent five nights here. Then the brother came and said it was getting dangerous for me to stay there and moved me to a schoolhouse which was about three miles in the direction of REUVILLE. I slept there for two nights. He sent one of his friends to try to arrange help for me. From here the rest of my journey was arranged.

Compiled By:

Approved By:

Richard R. Nelson
RICHARD R. NELSON
Major, AC

W. S. Holt
W. S. HOLT
Lt Col, AC
Commanding

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	36	File	3
APPENDIX "A" - LIST OF HELPERS			22
I.S. 9	2	APPENDIX "E" - TECHNICAL INFORMATION	
File	1	MI-9	7
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AC of S, A-2, EC	1		20
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MIS, Washington, POW BRANCH	5		
File	3		
	21		

~~SECRET - AMERICAN~~
~~SECRET - BRITISH~~

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
P/W and X Detachment
Military Intelligence Service

DECLASSIFIED
EO 11652

4 November 1943

APPENDIX "B" TO E & E REPORT NO. 179

1. The following information has been obtained after an interview with an officer who evaded capture by the enemy, after being in enemy-occupied territory.
2. Further circulation of this information may be made, but when doing so, no information as to the source may be divulged.

Statement of information covering period from 6 September 1943
to 3 November 1943

- a. The Germans are not giving the Fascist salute, instead they are using one similar to the American salute. (obs.)
- b. During a recent raid on LE BOURGET 800 new German pilots and 300 army girls as well as high ranking officers were killed. (Hearsay)
- c. Food situation is critical in France, particularly amongst those who cannot afford to pay the prices of the Black Market. (Obs. and hearsay)
- d. German uniforms looked ragged and dirty.

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EO 11652

DECLASSIFIED
EO 11652

No., Rank, Name:- C-729532 1st Lt, August WINTERS

Unit:- 368 Bomb Squadron, 306 Bomb Group

Please answer carefully the questions below. Suggestions for improvement of escape equipment and training must come largely from those who make use of them. Your report and comments will help others to evade capture or to escape

1. AIDS BOX

- (a) Did you use your aids box? Yes
- (b) If not, had you one on you?
- (c) If not, why had you no aids box?
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g., "Lying up for 2 nights," etc.

Horlicks tablets. _____

Chocolate. _____

Milk (tube). _____

Benzadrine tablets (fatigue). _____

Halazone tablets (water purifier). _____

Matches. _____

Adhesive tape. _____

Chewing gum. _____

Water bottle. _____

Compass. _____

- (e) Did any of the above items prove unsatisfactory? If so, in what respect? Adhesive tape not enough
- (f) How did you finally dispose of the box? Helper took it away from me.
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger?

2. PURSE

- (a) Did you carry a purse? If so, state COLOR. Yes
In NOT, State why not.
- (b) Did you use the purse? Yes
- (c) If so, which of the following items in the purse did you use? Put a dash (-) against each item used and state briefly the circumstances.

Maps. Which ones? _____

Compass. _____

DECLASSIFIED
EO 11652

SECRET - AMERICAN
MOST SECRET - BRITISH

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
P/ and X Detachment
Military Intelligence Service

By Authority of
AC of E G-2
Initials...
Date... 28 November 1943

28 November 1943

E & E REPORT NO. 173
EVASION IN FLINCE

WILLIAM E SCOTT, Jr, Sgt, 15300732
368 Bomb Squadron, 306 Bomb Group

AGE: 22 years
LENGTH OF SERVICE: 1 4/12 years
HOME ADDRESS: 600 Elberon Avenue
DAYTON, Ohio

ML: 6 September 1943
Arrived in Spain:
9 October 1943
Arrived in Gibraltar:
27 October 1943
Arrived in UK:
30 October 1943

MEMBERS OF CREW: (This information checked with P 13)

PILOT	0-729896 2d Lt	Wesley D PETERSON	ML
CO-PILOT	0-671990 2d Lt	Edward L WILSON	E&E RPT 222
NAVIGATOR	0-683307 2d Lt	Donald E PHILLIPS	ML
BOMBARDIER	0-729532 1st Lt	August WINTERS	E&E RPT 179
RADIO OPERATOR	12011015 T/Sgt	William E. SCOTT JR	ML
TOP TURRET GUNNER	15103608 T/Sgt	William L WELLY	ML
MID TURRET GUNNER	33021170 Sgt	Frederick B HUNTSINGER	ML
W/ST GUNNER	16072028 S/Sgt	George P. WINSLER	E&E RPT 169
W/ST GUNNER	15300732 Sgt	William E SCOTT, JR	ML
TAIL GUNNER	16127317 S/Sgt	Douglas C. NIGHT	ML

THURSDAY
6 September 1943

TARGET
NOT BOMBED

We left THURSDAY about 0530, 6 September 1943, to find STAFF. I thought we had no fighter escort. I did not meet any fighters until we were close to the target, and I did not see any fighters until we were in Germany. Our group, however, was not attacked by the fighters. Because of the heavy clouds we did not drop our bombs on the target, and we looked for the secondary target. While we were hunting around, we were all getting worried, for we knew that we did not have too much gas. When we dropped our bombs on the secondary target, we were flying high and behind the lead ship. I did not see the bomb results. We turned and started back.

OUT OF GAS

I thought the pilot told the engineer to start transforming. Fighters attacked other groups, but not us. When we came north of PARIS the pilot called the group leader to tell him we were almost out of gas. Soon one or two engines went out, and we had to drop out of formation. When we were about 17000 feet, the pilot gave the order to bail out. I was still firing at the enemy planes in the distance, but I had had no attack on us. The tail turret man came up. The radio man kicked the waist door off, went back to the bomb-bay, and rolled out the engineer out there. I saw the left waist gunner get out the bomb-bay after the radio gunner. I tied my G.I. shoes to my parachute and went out the waist door head first, pulling the ripcord almost immediately.

BAILED OUT

LANDS IN WOODS
NEAR BEAUVAIS

I did not see what happened to the plane. On my way down I saw two parachutes. An FW circled me but left me alone. I landed in a woods about eight miles north of BEAUVAIS. My chute caught on a tree, leaving me hanging about 40 feet from the ground. I shook the chute, and it slipped off and eased noisily to the ground. I pulled the chute down and hid it and my flying boots and helmet under a bush. While I was putting on my G.I. shoes, I heard some voices and saw dogs barking. Soon Sgt WINSLER came with a French girl (See E & E Report No. 169) and from there on my journey was arranged for me.

FOUND HELP

Compiled By:

Richard A. Nelson

RICHARD A. NELSON
1730, AC

Approved By:

W. S. Holt

W. S. HOLT
Lt Col, AG - Commanding

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:      By Authority of      :
:      AC of S, C-2        :
:Initials...W. J. H....WSH:
:Date..22.August.1944...:
:.....:

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26 August 1944

TARGET: LA MINS

MLA: 17 June 1944
Arrived in UK:
19 August 1944

PILOT	0-809865	2d Lt	Joseph W PEDERSON	MIA
CO-PILOT	0-818819	2d Lt	Leon J BLOOD	MIA
NAVIGATOR	0-811635	1st Lt	Ragnar E GUSTAFSON	NARRATOR
BOMBARDIER/NOSE GUNNER	0-725095	1st Lt	William A SMITH	ESE RPT 930
RADIO OPERATOR	35691651	T/Sgt	John E WONNING	MIA
TOP TURRET GUNNER	13061280	T/Sgt	Barney F ARNOLD	MIA
BALL TURRET GUNNER	39698014	S/Sgt	Jack E BLACKWELL	MIA
WING GUNNER	37002808	S/Sgt	Warren E KERR	MIA
TAIL GUNNER	17081672	S/Sgt	Herman P EHRHARD, JR	ESE RPT 931

On the return trip after successfully bombing our targets the ship was set afire by flak and the entire crew boiled out over BRULON. I landed in a field NW of LOUE and almost immediately was met by two French farmers who directed me to a nearby wood and told me to stay there until help came. I stayed there two nights and three days while the French supplied me with food.

I was then taken to a chateau near BRULON, where my helpers provided civilian clothes and hid me in the home of a local woman member of the Maquis. From there I went by bicycle a month later to JUIGNE with another woman leader of a resistance group. A German Panzer division moved in and remained in the village three weeks. When the Americans advanced the Germans moved out and the town was occupied by a lone Negro truck-driver who had lost his way. Soon afterward JUIGNE was taken over by reconnaissance units of an American armored division.

Approved by

W S HOLT
Lt Col, AC
Commanding

APPENDIX "D"

1. AIDS BOX: I used the sewing kit, matches, gum, tape and compass.
2. PURSE: I carried a red purse which was most useful. The 2000 French francs I gave to the French.
3. PHOTOGRAPHS: I carried photos but did not use them.
4. LECTURES: I heard evasion and escape lectures in the US and England. They were valuable. It is important to stress the necessity of hiding chutes. If a chute is found on a farmer's property he is shot.

100 1152

Ivan E. Glaze, S/Sgt.
(12 Missions)
368th Bomb Squadron

MIA: 11 Jan 44
Arrived in UK; 28 June 44
Target: Halberstadt

After a running fight while we were returning Halberstadt, we were shot down by five FW 190s. The pilot pulled the plane out of a spin and ordered the crew to bail out. I was thrown out of the bomb bay at about 18,000 feet. I opened my parachute at about 8,000 feet and landed in a tree. I was slow in getting out of the harness, and almost before I could do anything, a Dutch farmer was there to help me. The Dutchman took me to a farm, fed me, and gave me civilian clothes. A man came, looked at my dogtags, and asked me a lot of questions. When these people were satisfied I was an American I was taken to a place from which my journey was arranged. I later met Sgt. Cole and we traveled together.

After many weeks, when we got down to the French-Belgian border, our helpers could take us no further, and we were left on our own. We went to a farmhouse, explained who we were, and asked for help. The farmer at first was most distrustful. Since we were in civilian clothes, he feared that we were a "Gestapo plant". But we managed to convince him that we were all right, and he took us to another farmer. From there our journey was once again arranged.

We were moved to a number of places. We were placed with a native resistance group, and when things became hot for them a large group of us were assembled in a very crowded shelter in the woods. Some weeks later we started to build a larger house in another woods, to shelter us more comfortably until we could be evacuated. We could see that there was little chance of going for some time, so we decided to set out on our own, as we had long been wanting to do. We started walking south and east.

We no longer had any compasses from our escape equipment. After some distance we saw a gate across the road which marked the Belgian-French border. We easily bypassed this control by a route through the woods that seemed designated for this purpose. In France that evening we stopped at a small farmhouse and asked for food and shelter. They told that we were extremely fortunate to have approached their house, for the people all around them were pro-German.

The next night we slept in a bombed out house. The following day we tried a number of isolated farmhouses for help but were refused. Finally we were taken in and sheltered for the night. These people had no connections for passing us on, and we had to continue in the morning.

That day while we were going through a town we were stopped by French policemen. We declared ourselves as Americans right away. They took us to a police station. There they brought out drinks, shined our shoes, gave us bread and meat tickets, and money, and made us generally welcome. We explained that we wanted to go to Paris. We then had the mistaken idea it would be easy to find help there. The policemen asked us whether we could buy a ticket by ourselves, and we assured them we had enough French to buy a ticket. We went to the station, bought a ticket with the money which the police had given us, and caught the train. We made the mistake of getting off before our station. We noticed a lot of people going out of the station by a back way, and so we followed them, and so did not have to give up our tickets. We went to one house trying to find help,

but, finding the gate locked we went to another. The people there were at first afraid and would not let us stay, but we assured them that we would be happy to sleep on the floor, and they finally gave us a bed. The next morning the man took us to the railroad station, bought us a ticket to Paris, explained where he changed trains and put us in a compartment.

When we reached Paris we had no idea where to go. We stopped at a couple of places, declared who we were and asked to be directed to a doctor, thinking that he would be likely to help. The people did not trust us at all, but one man, after telling us that he could not help us, brought a woman to talk to us. We were then taken to a place where a man questioned us carefully. We were then taken to a place, from which our journey was successfully arranged.

COMMENT:

This is one of a number of recent cases in which aviators have been held up because organizations have been broken up by the Gestapo. Evader's course in such events is pretty well defined by experience. After waiting until he is reasonably sure that his helpers can't move him further, he should move on, but only after a friendly understanding with them. They will usually try to dissuade him, being afraid that he will get picked up and betray them.

5	Forrest D. Martin 2nd Lt. 0660490 423 sq. 306 gp. Crossed into Spain 1/28/43, at St. Sebastian. 11/4/42	169	George S. Monser S/Sgt. 16072028 368 sq. 306 gp.
10	John R. McKee 1st Lt. 0435689 12/10/42 1/27/43 367TH	173	William E. Scott Jr. T/Sgt. 15300782 368 sq. 306 gp.
11	William J. Gise 2nd Lt. 0660484 10/9/42 367TH	179	August Winters 1st Lt. 0-729532 368 sq. 306 gp.
21	Bruce W. Gordon 2nd Lt. 0728197 368 sq. 306 gp.	222	Edward F. Maslanka 1st Lt. 0671990 368 sq. 306 gp.
22	Elden T. Ruppe 2nd Lt. 0791054	288	Lional E. Drew Jr. 1st Lt. 0729733 423 sq. 306 gp.
24	Ernest T. Moriarity Sgt. 11030793 368 sq.	326	William L. Utley T/Sgt. 15103808 368 sq. 306 gp.
25	John L. Ryan Cap. 0430670 367 sq. 306 gp.	487	Earl J. Wolf Jr. 2nd Lt. 9-680356 423 sq. 306 gp.
26	Richard D. Adams Cap. 369 sq. 306 Bgp. 11/9/42	821	Warren W. Cole S/Sgt. 16075471 368 sq. 306 gp.
28	John S. Trost 2nd Lt. 0660420 367 sq.	930	William A. Smoth 1st Lt. 0725095 306 gp.
30	Howard W. Kelly 2nd Lt. 0-726785 367 sq. 306 Bgp.	931	Hernon P. Ehrhard S/Sgt. 17081672 306 gp.
39	Raymont E. Wells S/Sgt. 15071583 366 sq. 306 gp.	1000	Guy H. Golden Jr. S/Sgt. 18166883 423 sq. 306 gp.
41	Robert E. Biggs 1st Lt. 0-726184 367 sq. 306 gp.	1001	Eldo C. Weselok S/Sgt. 19125479 423 sq. 306 gp.
45	Robert E. Kyluis 2nd Lt. 0-726043 Brady's crew 423 Bsq. 306 gp.	1068	Ragnos E. Gustafson (N) 1st Lt. 0811635 306 gp. 367TH
46	Clairborne W. Wilson T/Sgt. 14068222 Warner's crew 423 sq. 306 gp.	1084	Arne G. Ziem S/Sgt. 32768319 423 sq. 306 gp.
103	Allen N. Robinson S/Sgt. 12038047 367 Bsq. 306 Bgp.	1340	John H. Griffiths Sgt. 32450239. 306 gp.

1356 Robert J. Starzynski
S/Sgt. 36724725
367 sq. 306 gp.

1568 Howard J. Snyder
1st Lt. 0742461
369 sq. 306 gp. *2/18/44 425 Arcadia Co 1st 91006*

1575 Virgil W. Dingman
1st Lt. 0755892
367 sq. 306 gp.

2092 Milton Katz
Sgt. 12140624

2181 Louis Rodriguez
1st Lt. 0462257
368 sq. 306 gp.

2183 Robert A. Price
Sgt. 11117055
306 gp.

Wilbur Pensinger

2342 Clifford K. Hammersley
2nd Lt. 0813148

2343 Charles H. Weaver
2nd Lt. 0-1013961

2344 Woodie M. Rose
Sgt. 17014653

2428 Robert E. Stalnaker
2nd Lt. 0761337
369 sq. 306 gp.

2440 Jack E. Blackwell
Sgt. 39898014
367 sq. 306 gp.

2439 Leon J. Blood
2nd Lt. 0818819
367 sq. 306 gp.

2691 Arthur A. Flores
Sgt. 34042036
369 sq. 306 gp.

2934 Martin Cech
S/Sgt. 6927336
423 sq. 306 gp.

Warren W. Cole, S/Sgt.
(8 Missions)
368 Bomb Sqdn.

MIA: 11 Jan 44
Arrived in UK: 28 Jun 44
Target: Halberstad

Members of Crew:

Pilot: Willard D. Reed	P/W
CoPilot: Thomas J. Brady	KIA
Navigator: Ivan E. Glaze	Evadee
Bombardier: Myron J. Dmochowski	P/W
Radio Ops: G. A. Nichols	MIA
Engineer: Orian G. Owens	MIA
Ball Turret: Joseph G. OConnell	P/W
Waist: John Gemberski	MIA
Waist: A. C. Schaeffler	MIA
Tail: Warren W. Cole	Evadee

After the pilot rang the alarm bell and while I was putting on my parachute a 20 mm shell hit the base of the vertical stabilizer, stunning me. I was unable to open the tail hatch and started crawling to the forward escape hatch from which the others were jumping. The plane went into a spin and broke in half. The next thing I knew I was falling through the air. I must have dropped about 15,000 feet. I landed in a woods and was soon joined by a crew member. A number of people gathered round me, and we told them to go away because they attracted too much attention. I took out my phrase list, hoping that they could help us, but they were afraid.

After the crowd has dispersed a young fellow told us to follow him and led us to a gully where we stayed until dusk. Then a boy came and took us to a farmhouse, where we were hid. Later we were taken to a place from which our journey was arranged.

I later met Lt. Glaze and traveled with him.

EVASION REPORT # 24

11030793, St. Ernest T. Moriarity
368 Bomb Sqdn., 306 Bomb Gp

Age: 21
Length of Service: 1 year, 9 months
Peacetime Profession: Grocery Clerk
Home Address 19 Water Street, Winchendon, MA

MISSION - Rennes, France, 8 March 1943

MEMBERS OF CREW:

Pilot	Lt. Otto Buddenbaum, O-435852	(KIA)
Co-Pilot	Lt. Warren P. Edris, O-789381	(P/W)
Navigator	2nd Lt. Robert Biggs, O-726184	(Missing)
Bombardier	1st Lt. Joseph C. Wilkins O-724179	(POW)
Engineer	T/Sgt. Robert Guthrie, 15069779	(POW)
Radio Operator	S/Sgt Sylvester L. Horstmann, 37359997	(POW)
Waist Gunner	NARRATOR	
Waist Gunner	Sgt. Donald J. Huddle, 17040529	(POW)
Ball Turret Gunner	S/Sgt. Eulis E. Smith, 34189597	(POW)
Tail Gunner	S/Sgt. Robert E. Liscavage, 13025759	(POW)

We left Thurleigh at 1145 hrs. 8 March 1943. Our target was Rennes. Over halfway across the channel we had climbed to 22,000 ft and were at this altitude when attacked by F-W's. I did not see them until someone yelled over the intercom that they had opened up on us. The first attack got our tail gunner. The second burst hit the plane just to the right of me and continued into the radio room. I heard nothing until the order came to bale out. Sgt. Smith went out first. Sgt. Horstmann went in back of me to go out and I saw him, with Sgt. Huddle, help Sgt. Liscavage get out the tail. I saw an F.W. coming in with its wings tipped up and the cockpit towards me. I fired my gun until it went out. Then I followed Sgt. Horstmann out of the ship and Sgt. Huddle came after me. We were down to between 18,000-19,000 ft. I looked back and saw 4 chutes in the air behind me. The last I saw of the plane it was a trail of smoke in a sharp downward curve.

I landed in a field and was immediately surrounded by the French people working in the fields. They were eager to help. By gesturing a lot they knew I wanted to get the parachute down from a tree. They helped and we hid it in the bushes. I was bleeding under my chin where a bullet had cut me while still in the A/C. My flying clothes were hidden near my chute.

Some Frenchmen I hadn't seen came up to us and let me know that 2 comrades were about 4 kms. away. I picked up my Escape Kit and started across country alone. I had lost my English flying boots when my chute opened so was walking in my stocking feet. While crossing a plowed field two Frenchmen, who had seen me come down, came up and invited me to their house. They gave me food and wine. They heard that Germans

were in the vicinity searching me and told me that I should continue by walking out of the neighborhood.

After walking across several fields, I found some tall ferns and lay hidden in them for about an hour. I started walking again and saw a hay wagon on the road. I tried following it, thinking I might find a place to sleep. Two Frenchmen passed me on bicycles and not far ahead of me stopped to hold a conversation. The manner of my walking had attracted their attention and as I drew near them they let me know that they were friends. They helped me to a farm house where the farmer and his wife hid me in the woods back of their place. They came for me just after dark and I had food in the house before going out to the barn to sleep.

I was awakened at 0500 hours the next morning, given breakfast and put back in the woods for the day. About 100 hours I heard my name called but remained quiet. The voice was insistent. When I came out there were two French gendarmes who assured me they were friends. They said they of three of my comrades who were hidden. They would bring them to me that night. During the afternoon the farmer's wife brought a raincoat and took me to the house for food. After that I went to the barn and stayed until the two men had returned with the news that the three comrades had been taken P/W. The only name they could give me was Wilkins but said that one other had been wounded and from my knowledge of events supposed it to be Liscavage. They mentioned that two others had been taken P/W four kilometers SE of their house. The gendarmes brought clothes for me.

Again that night I slept in the barn and at 0500 hours was awakened. After eating breakfast and putting on the French clothes, the farmer walked with me to the main road leading to Collimee. He let me know that I should remain hidden as much as possible. I walked through two small villages before arriving at Collimee. At an isolated farmhouse before entering the village I went up to the door and knocked. When they heard me see "American" I was taken in and hidden for the night.

The next morning at 1000 hours a daughter of the family brought a friend who speak some English. She told me that she was going to Rennes to look for help. I stayed in the farmhouse that night but went back to the barn after breakfast. Later that day the girl who had gone to Rennes came back with information which was successful in securing help for me and the remainder of my journey was guided.

EVASION REPORT # 41

O-726184, 1st Lt Robert E. Biggs
367th Sqdn, 306th Gp

Age: 23
Length of Service: 20 months
Home Address: Gordon, Texas

MIA: 5 March 43
Arrived Spain: 5 June 43
Arrived Gibraltar: 26 June 43
Arrived UK: 28 June 43

Members of Crew:

Pilot	1st Lt Earl C. Tunnell, O-438541	(POW)
Co-Pilot	NARRATOR	
Navigator	2nd Lt Meyer Etkin, O-664296	(Dead)
Bombardier	1st Lt Andrew J. Friedrich, O-776143	(POW)
Engineer	T/Sgt Charles K. Kirby, Jr., 13025901	(POW)
Radio Operator	T/Sgt Robert A. Siavage, 13025875	(POW)
Ball Turret Gunner	T/Sgt George A. Tracy, 19082431	(Dead)
Waist Gunner	S/Sgt Charles D. Hill, Jr., 13050532	(POW)
Waist Gunner	S/Sgt Ernest C. Maynard, 11056150	(Dead)
Tail Gunner	S/Sgt Donald Tunstall, 14073191	(POW)

We left Thurleigh at approximately 0900 hours 5 March 1943. Our target was Lorient. After we made landfall over the Coast of France, I heard the pilot say that we had a broken oil line and that our number three engine was not working. Flak was not heavy. We sighted three enemy fighters which came in to attack. We fell behind the formation and our number four engine went out. As the fighters started their attack the pilot ordered us to prepare to bale out. After I snapped on my chute the pilot told me to get out. I jumped and may have been the first one to leave the aircraft. The bombardier and navigator were right behind me. I made a delayed jump from 22,000 to 10,000 feet. The bombardier delayed his jump, passed me, and opened his chute around 7000 feet. After my chute had opened I saw five chutes in the air. The plane was in a steep spiral when I last saw it. I saw the bombardier come down in a village about a mile from me.

I landed in a field near a large irrigation ditch. My shoes had fallen off when the chute opened so that I was in stocking feet. I unbuckled the chute harness, hid my chute in the irrigation ditch and walked along a path by the ditch. I met two Frenchmen who could not give me any information though we spent some time trying to understand each other. Finally they shook their heads and walked away.

I left the path to walk across the fields. I came to a road screened by a high hedgerow, and as I started through the hedge I heard cars passing. After waiting several minutes I came out of the hedge and was in full view of a parked car. I ducked back into the hedge but after observation could see no one in sight. I crawled into a deep gully and remained hidden until sundown.

When I started walking again, I headed for a large woods in the distance but as I got near I saw buildings dispersed among the trees and changed by direction. I chose a northeast course because I knew I was southeast of Lorient and would have to go north to get around Lorient.

208 Weaver St
Darlington, SC 29532
January 23, 1980

Mr. Russell A. Strong
2041 Hillside
Kalamazoo, Michigan 49007

Dear Russell:

It was so good to hear from you again, but sorry to learn you've moved so far away. It's a shame we did not get together while you were so close to Darlington.

Yes, I certainly do well remember 6 March, 1943...I consider it my second birthday and shall always remember that day.

I will try to answer a few of your questions, hoping you will be able to locate the report on our crew.

- 1) 3 were killed -- went down with the plane
- 2) we were not hit -- 3 engines went out
- 3) waist gunner (Charles E. Hill) received broken leg when he bailed out
- 4) had 2 runaway engines on righthand side
1 busted cylinder head-lefthand side
oil leak detected while flying across channel but pilot said no oil pressure drop so he said no need to turn back... flying low level til we got to coast of France and when going into a steep climb to gain altitude the engines started going one by one...pilot could not control plane so he ordered us to bail out.
- 5) crew members together after bailing out were: myself, Robert Siavage, Charles Hill and Chas. Kirby
- 6) Crewmembers I remember:
 - Lt. Tunnell, Pilot
 - Lt. Biggs, Co-pilot
 - Lt. Frederick, Bombadier
 - Navigator ? (dead)
 - Engineer - Charles D. Kirby
 - Radio Operator - Robert Siavage
 - Ball Turret gunner - Sgt. Tracy (dead)
 - Waist Gunner - Charles E. Hill
 - Waist Gunner - ? (dead)
 - Tailer Gunner - Don Tunstall

Please keep me informed.

Sincerely,


DONALD TUNSTALL

When I reached another road, I followed it hoping to meet a friendly person. Walking along, I could distinguish in the failing light a man some distance from the road. When within a hundred yards I saw that he was a German sentry. I turned to walk away and saw four German soldiers coming toward me from the direction I had followed. I walked very casually off the road, through a hedgerow, into the fields. Fortunately the field was thick with scrub trees and they could not get a good view of me. I had no shoes or hat and was dressed in coveralls. The soldiers paid no attention to me as I walked away, and I could hear them laughing and talking.

I crossed a valley and as I rounded a hill, I walked into a small group of empty farm buildings which appeared to have been bombed. There were no signs of life so I went into one of the buildings. My feet were bothering me and I hoped to find a pair of shoes. When I got inside it was very dark. I struck a match from my Escape Kit and immediately saw that the room was full of beds. In the brief moment the match flared, I had the impression that some of the beds were occupied. I got out quickly and as I was leaving I heard voices approaching the building. I left in the same direction I had arrived.

After travelling for some time, I came to a river, and followed it until I found a bridge. There were no sentries but, at the opposite end, I saw a sign in German which had the word "Verboten" on it. I cut away from the road and walked up a steep hillside which seemed to be lined with shallow trenches. Crossing another road I heard someone moving around and then spotted a lighted cigarette. I crawled along the side of the road until I was certain no one was around. I walked on for a while and noticed that I was getting into a thickly populated district. Before I realized it I was in Lorient. I found myself on a large road which was taking me into the center of town and then remembered that there might be a curfew. The houses along the street had the appearance of emptiness and of having been bombed.

I went into one of them. In one room on the second floor there was a bed and a few blankets. I slept there for the rest of the night and until late the next morning. I found some raw potatoes and onions which I ate, hoping to save the items in my Escape Kit. I found a pair of felt slippers and after dark started walking again. I tried to stay off the streets, but the yards are enclosed with high brick walls. Finally I reached the point at which I had entered the town. Because I was feeling tired and uncertain I went back to the house where I had spent the previous night. Both nights I had passed by two large isolated buildings which appeared to be power houses. I could hear machinery inside. I used these buildings as landmarks.

In the house, the second time I was there, I found an old civilian suit and cap. The coat was in good condition but the pants were ragged. I slept late the next morning and was awakened by a man, when I heard him enter the house. He came up to the room I occupied but when he saw me he ran out. I put on the coat and cap and left immediately. I walked on through the town without speaking to anyone. There were many Frenchmen and Germans on the streets. When I came to a large bridge there were Germans on both ends. Not wanting to take chances I turned away and followed the river until I was out of town. When I reached an isolated house I went up to a man in the yard and spoke to him, in English, saying that I was an American. After looking me over, he took

- 3 -

me inside for food, and later one of his sons led me to a bridge where I could cross the river safely. I had gotten across to the man my escape intentions by using my maps and mentioning SPAIN. I walked, without incident, the rest of the day. In the evening I arrived at a river where a dam was under construction. The laborers were just leaving and in the confusion I walked across the dam unnoticed. The houses I passed were very poor and didn't seem to offer much chance for help.

REFUSED
HELP

On the outskirts of a small settlement, I stopped a man driving a cart. I put my hands on my stomach, pointed to my mouth and said that I was an American. He kept answering "Nicht, Nicht", so I moved on. When I looked back he was going toward a house where German soldiers were standing in the yard. I believe he thought I was German.

I sneaked inside a high wall which enclosed a park. There was a large house in the grounds but I knew from intelligence lectures it was dangerous to approach such a house. I crossed the park and climbed the wall only to find about 50 to 60 children playing on the opposite side. I fell back into the park. I thought I would try to get some food from the house after dark.

HEARD LOUD
EXPLOSIONS
FROM LORIENT

Suddenly there were several very loud explosions in the direction of LORIENT. Some people came from the large house and stared in the direction of the explosions. I had to hide quickly in the bushes. Later, just about dark, I went to the side door of the house and was tugging at it when there were more explosions. The owner of the house must have come out again when I wasn't looking because he came up behind me. He was very frightened when I told him I was an American but took me inside the house. He gave me food, cigarettes and let me sleep there that night, but made it clear that I would have to leave the next day. I got the idea that Germans had been there that day requisitioning rooms and would be back the following day.

8 March 1943

GUIDED
TOWARD
LANGUIDIC

FEET
SWOLLEN AND
BLISTERED

The next morning he led me several kilometers to show me where to cross the river and find a road south. He suggested that I walk to LANGUIDIC and buy a ticket to NANTES. He offered me money if I needed it. I left the highway to walk through fields and must have missed the town. I walked all day without incident. That evening I stopped at a farmhouse and when I said, "American", they gave me food. I slept that night in a hayloft. My feet were in very bad shape. I still was wearing the felt shoes. The women of the house gave me a pair of wooden shoes.

9 March 1943

I walked all this day but was not able to cover more than ten miles. The wooden shoes had not helped my feet. I took some of the benzadrine tablets in my Aid Box and discovered them to be a great help for fatigue. In passing through one small village several cars of German soldiers came by but they ignored me. In

- 4 -

HELPERS
LOCATED

the outskirts of the opposite side of this village I stopped to talk to a man who was chopping wood in the yard. He was very friendly and took me in immediately when I made signs of hunger and told him I was an American. He sent for some friends of his who lived in the village. They came out to the house to talk to me and through them the remainder of my journey was arranged.

Compiled By:

Approved By:

J. F. White Jr.
J. F. WHITE JR.
1st Lt, AC

W. S. Holt
W. S. HOLT
Lt Col, AC

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R.A.F. School Highgate (S/Ldr Evans)	1	R.A.F. School Highgate (S/Ldr Evans)	3
File	3	File	27
	28		
APPENDIX "A" - LIST OF HELPERS		APPENDIX "C" - FUTURE PLANS	
I.S. 9	2	I.S.9	2
File	1	File	1
	3		3
		APPENDIX "D" - EQUIPMENT & TRAINING	
		M.I.9	5
		MIS, Washington, POW BRANCH	1
		File	2
			6

JUMPED NEAR
LORIENT

When I started walking again, I headed for a large woods in the distance but as I got near I saw buildings dispersed among the trees and changed my direction. I chose a northeast course because I knew I was southeast of LORIENT and would have to go north to get around LORIENT.

When I reached another road, I followed it hoping to meet a friendly person. Walking along, I could distinguish in the failing light a man some distance from the road. When within a hundred yards of him I saw that he was a German sentry. I turned to walk away and saw four German soldiers coming toward me from the direction I had followed. I walked very casually off the road, through a hedge, into the fields. Fortunately the field was thick with scrub trees and they could not get a good view of me. I had no shoes or hat and was dressed in coveralls. The soldiers paid no attention to me as I walked away, and I could hear them laughing and talking.

WANDERED INTO
OCCUPIED
BUILDINGS

I crossed a valley and as I rounded a hill, I walked into a small group of empty farm buildings which appeared to have been bombed. There were no signs of life so I went into one of the buildings. My feet were bothering me and I hoped to find a pair of shoes. When I got inside it was very dark. I struck a match from my escape kit and immediately saw that the room was filled with beds. In the brief moment the match flared, I had the impression that some of the beds were occupied. I got out quickly and as I was leaving, I heard voices approaching the building. I left in the same direction I had arrived.

WALKED INTO
LORIENT

After travelling for some time, I came to a river, and followed it until I found a bridge. There were no sentries but, at the opposite end, I saw a sign in German which had the word 'Verboten' on it. I cut away from the road and walked up a steep hillside which seemed to be lined with shallow trenches. Crossing another road I heard someone moving around and then spotted a lighted cigarette. I crawled along the side of the road until I was certain no one was around. I walked on for a while and noticed that I was getting into a thickly populated district. Before I realized it I was in LORIENT. I found myself on a large road which was taking me into the center of town and then remembered that there might be a curfew. The houses along the street had the appearance of emptiness and of having been bombed.

SLEPT IN
ABANDONED
HOUSE

6 March 1943

I went into one of them. In one room on the second floor there was a bed and a few blankets. I slept there for the rest of the night and until late the next morning. I found some raw potatoes and onions which I ate, hoping to save the items in my escape kit. I found a pair of felt slippers and after dark started walking again. I tried to stay off the streets, but the yards were enclosed with high brick walls. Finally I reached the point at which I had entered the town. Because I was feeling tired and uncertain I went back to the house where I had spent the previous night. Both nights I had passed by two large isolated buildings which appeared to be power houses. I could hear machinery inside. I used these buildings as landmarks.

FOUND OLD
CIVILIAN
CLOTHES

7 March 1943

In the house, the second time I was there, I found an old civilian suit and cap. The coat was in good condition but the pants were ragged. I slept late the next morning and was awakened by a man, when I heard him enter the house. He came up to the room I occupied but when he saw me he ran out. I put on the coat and cap and left immediately. I walked on through the town without speaking to anyone. There were many Frenchmen and Germans on the streets. When I came to a large bridge there were Germans on both ends. Not wanting to take chances I turned away and followed the river until I was out of town. When I reached an isolated house I went up to the man in the yard and spoke to him, in English, saying that I was an American. After looking me over, he took

HQ. ETOUSA.,
OFFICE OF AC OF S, G-2,
MIS DETACHMENT.

E. & E. REPORT, NUMBER 10.

EVASION IN FRANCE

Arrived in U.K. - 26th JANUARY 1943.

JOHN R. McKEE, 1st Lt., O-435689, (Narrator).
306th Bomber Group (H).

MISSION: Target ROMILLY, France. 20th December, 1942.

AGE: 28.

LENGTH OF SERVICE: 10 months USAAF.

PEACETIME PROFESSION: Shipbuilder.

HOME ADDRESS: 106 Lawrence Avenue,
Barrington,
New Jersey, U.S.A.

MEMBERS OF CREW:

Pilot:	Narrator.
Co-Pilot:	HAMACKER, Leonard E. 2nd Lt. O-661830 (P/W)
Bombardier:	MATTHEWS, George L. 2nd Lt. O-726058 (P/W)
Navigator:	MARCHANT, Thomas S. 1st Lt. O-789785
Engineer-T.T. Gunner:	GARNER, Stanley C. T/Sgt. 39162992 (P/W)
Radio Operator:	HESS, Francis J. T/Sgt. 13029315 (P/W)
Ball Turret Gunner:	WARHEIGHT, Carl H. Sgt. 13038200 (Killed)
Waist Gunner:	WISSENBACH, Darwin E. S/Sgt. 19004598 (P/W)
Tail Gunner:	ROEDER, Helmuth, V. S/Sgt. 38034835 (Killed)
Waist Gunner:	

20 DEC 1942
ROMILLY

FORCED JUMP
50 MILES N.E.
OF PARIS.

SEEN BY
GERMAN
SENTRY

We left THURLEIGH the morning of 20 December, 1942, and ran into extremely heavy flak over ROMILLY. I baled out at 15,000 feet, two minutes after the last man had left the ship. I landed near a small village about 50 miles N.E. of PARIS. I landed in a ploughed field and immediately about 15 women came running to me. By sign language, they told me that they had seen eight chutes come out of the plane. I left my chute in the field and started west. I walked about a mile until I came to a river. I found a boat and crossed. I continued WEST, walking through fields, until about 1730 hours. I avoided all towns and villages. About 1730 hours I came to a bridge. Approaching it carefully, I noticed that it was guarded. I turned off at a 90 degree angle and walked for about 600 yards to a ravine and had only taken about six steps when a German sentry saw me. He drew a bead on me with his rifle, but for some reason did not fire. I fell flat on my face in the grass and stayed there until after a minute or two the sentry started off.

When he turned his back I hurried out of the ravine and walked two miles further, at which time I crossed another ravine and then came to a river where I met a Frenchman fishing. I told him I was RAF and wanted help. After 15 minutes of sign language, which I had to use, since I could not speak French, he gave me his overcoat, fishing rod and pail and took me back past a German sentry. We walked about two miles to a small place where I was given food, a change of clothes, and allowed to sleep for four hours. The man who owned the place went to the quarters where 15 or 20 Germans were billeted. He was told that

eight of my crew had gotten out, that one had died on the ground, that one was missing and that they had captured six. I remained here until 2230 hours that night and gave them my leather flying jacket to burn. They gave me overalls, raincoat and beret. My host rowed me across the river and I again started walking WEST.

21 DEC 1942

I walked until 0130 hours or 0200 hours the next morning and then slept in a haystack until dawn. I continued on in the same direction and during the course of the morning asked several people the direction to PARIS. One man gave me bread and wine. About 1230 hours I came to a fork in the road, did not know which way to go, so sat down and waited. Eventually, an old man came along and I asked him which direction to go. He stood looking at me for about three minutes and then said to follow him. He took me to the home of a relative of his who had helped an RAF man four weeks previously. This RAF man had broken his leg. After two or three hours, a man living in the town came to see me. He spoke good English and assured me I was in good hands and would be helped. I spent six days here.

21 DEC 1942

TO

27 DEC 1942

During the six days I went to see the RAF man and talked to him. He had baled out only 50 yards from a German camp and had broken a small bone in his ankle, which the doctor had treated. He had been shot down by ack-ack. He confirmed the fact that I was in good hands. We decided, after much discussion, that if these people did not move us within two weeks we would start out on our own. The seventh day, a young man came and asked me two questions about our Air Force, which I answered. He was apparently satisfied. We went by and picked up the RAF man and our subsequent journey was managed for us.

QUESTIONED
ABOUT AAF.

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30

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29

Appendix "A" - List of Helpers.

I.S.9.	2 copies
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5 May 1943

o-660420 - 2nd Lt. John S. Trost
367th Bmb Sqdn, 306th Bomb Gp

Age: 23
Length of Service: 19 months
Address: 12777 Kilbourne Av., Detroit, MI

MIA 20 Dec 42
Arr Spain 9 Feb 43
Arr Gibraltar 22 Apr 43
Arr U.K. 24 Apr 43

MEMBERS OF CREW:

Pilot	1st Lt Danton J. Nygaard, O-437882 (POW)
Co-Pilot	1st Lt Daniel D. DeButts, Jr., O-659674 (dead)
Navigator	2nd Lt Frank B. Leasman, O-725999 (POW)
Bombardier	NARRATOR
Top Turret	S/Sgt. Cecil J. Floyd, 18052829 (Dead)
Radio Operator	S/Sgt Robert B. Sandlin 20827942 (Dead)
Waist Gunner	S/Sgt Arthur A. Bloom, 15098879 (Dead)
Waist Gunner	Sgt. Stephen Ross, 36162965 (Dead)
Tail Gunner	S/Sgt. Arnold C. Pearson, 15084497 (Dead)
Tail Gunner (sic)	S/Sgt. Edwin A. Simoncek, 33169394 (Dead)

We took off from Thurleigh at 0930 hrs., 20 Dec 42 to bomb Romilly. We went into France near Rouen and followed the Seine to Paris. Enemy fighters attacked after we were beyond Rouen at approximately 20,000 feet. The fighters came in low, four or five at a time, from 3 o'clock. They strafed the formation without singling out any particular plane and remained at least a thousand yards away. The entire formation went over the target unloading it's bombs. Just as we got out of the target area we were attacked again by fighters. This time from below. One ball turret gun and one waist gun, which were checked on the way in, were not working. Our left hand tailplane was shot off. The fighters started headon attacks and were just missing the "Forts". As I turned to call the pilot's attention to an attack on another plane in our formation, I felt our plane tremble and a 20 mm shell burst in back of the catwalk entering into the nost of the a/c. We went into a steep climb, stalled, fell into a spin for 2,000 feet and then levelled off upside down.

I baled out at 18,000 feet through the bombardier's hatch. There was one chute in the sky a mile away. There were fighters flying around me but they paid no attention to me. I landed in a muddy field north of Nanois.

Immediately four French farmers rushed up to help me out of my chute. They examined me for injuries, then pointed to the woods and direction I should take. I ran for about 200 yards and then slowed down to a fast walk. I had travelled about a mile and a half when I met a Frenchman. I had just crossed a field and gotten onto a road. He was with two or three children. He pointed to a wood and then to the time on his watch to indicate when he would come for me.

At 2130 hours he returned with several men. We split into parties with one leading the way and moved cautiously to an abandoned farm building. He brought food and wine and left me there with a promise to return the next morning.

On the next day more food and clothes were brought to me. I dressed in old military boots and trousers, top coat, beret and other items. When I left this farmhouse I walked down the road and was overtaken by a horse and buggy driven by my first friend. We drove through St. Just and caught a train in Nansouis for Paris. My ticket was bought for me. While waiting for the train we sat in a cafe across from the station. The train was packed. There were German troops on the train. I sat in a compartment while my friends stood outside in the aisle.

We went into the subway when we reached Paris and rode to the end of the line where we caught a bus to the home of one of my friends. I stayed there until 1 January while one of my friends arranged for the rest of my journey. An identity card was prepared for me before I left. My picture for the card was taken in a department store.

On 9 Feb 43 at 0100 hours I started across the Pyrenees in a company of people. At the top of the first mountain we stopped in a small cabin to spend an hour around the fire. At 0400 hours we started walking again and continued until 2300 hours. We spent this night in another cabin. It was here that my feet started suffering. They were wet and my socks and shoes were soon frozen to my feet. The next day they were very badly swollen. We had to walk all day but reached a settlement that night. Arrangements had been made for us to stay here. We were here two days and nights. Arrangements had to be made for transportation because I had a severe case of frostbite. I spent a month in a hotel under doctor's care. There were two doctors in this vicinity-one of them incompetent. One of my toes was amputated. Later the Military Attache took me to Madrid. I spent 6 weeks in the British-American hospital. Arrived at Gibraltar on 21 April and U.K. 24 April where I reported to London Assembly Centre.

X 5 R Forrest D. Martin
2nd Lt. 0660490
423 sq. 306 gp.
Crossed into Spain 1/28/43,
at St. Sebastian. 11/9/42

X 10 R John R. McKee
1st Lt. 0435689 12/19/42 1300 Studio St
1/27/43 367TH Burbank, CA

X 11 R William J. Gise
2nd Lt. 0660484 10/9/42 367TH

21 Bruce W. Gordon
2nd Lt. 0728197
368 sq. 306 gp. 303rd

22 Elden T. Ruppe
2nd Lt. 0791054

24 Ernest T. Moriarity
Sgt. 11030793
368 sq.

X 25 R John L. Ryan d 3.6.43
Cap. 0430670 out 4.17.43
367 sq. 306 gp.

26 R Richard D. Adams
Cap.
369 sq. 306 Bgp. 11/9/42

28 John S. Trost
2nd Lt. 0660420
367 sq.

X 30 R Howard W. Kelly
2nd Lt. 0-726785
367 sq. 306 Bgp. Deceased

39 R Raymond E. Wells
S/Sgt. 15071583
366 sq. 306 gp.

41 Robert E. Biggs
1st Lt. 0-726184
367 sq. 306 gp.

X 45 R Robert E. Kyluis
2nd Lt. 0-726043 Brady's crew
423 Bsq. 306 gp.

X 46 R Claiborne W. Wilson
T/Sgt. 14068222 Warner's crew
423 sq. 306 gp. Box 383
Fogarty, Danvers, NC

103 Allen N. Robinson
S/Sgt. 12038047
367 Bsq. 306 Bgp.

169 George S. Monser
S/Sgt. 16072028
X 368 sq. 306 gp.

173 William E. Scott Jr.
T/Sgt. 15300782
368 sq. 306 gp.

X 179 R August Winters
1st Lt. 0-729532
368 sq. 306 gp.

222 Edward F. Maslanka
1st Lt. 0671990
368 sq. 306 gp.

X 288 Lionel E. Drew Jr.
1st Lt. 0729733
423 sq. 306 gp.

326 William L. Utley
T/Sgt. 15103808
368 sq. 306 gp.

X 487 Earl J. Wolf Jr.
2nd Lt. 9-680356
423 sq. 306 gp.

821 Warren W. Cole
S/Sgt. 16075471
368 sq. 306 gp.

930 William A. Smith
1st Lt. 0725095
306 gp.

931 Herman P. Ehrhard
S/Sgt. 17081672
306 gp. 4000 Keckuk
St Louis Mo

1000 Guy H. Golden Jr.
S/Sgt. 18166883
423 sq. 306 gp.

1001 Eldo C. Weselok
S/Sgt. 19125479
423 sq. 306 gp.

X 1068 R Ragnos E. Gustafson (N)
1st Lt. 0811635
306 gp. 367TH

1084 Arne G. Ziem
S/Sgt. 32768319
423 sq. 306 gp.

1340 John H. Griffiths
Sgt. 32450239
306 gp.

1356 Robert J. Starzynski
X S/Sgt. 36724725
367 sq. 306 gp.

5253 N Hwy
clm 60630

1568 Howard J. Snyder
X 1st Lt. 0742461
369 sq. 306 gp.

2/8/44 425 Arcadia Av
Arcadia, Calif 91006

797 Ivan E. Glaze
1st Lt.
368th Sq.

1575 Virgil W. Dingman
X 1st Lt. 0755892
367 sq. 306 gp.

2092 Milton Katz
Sgt. 12140624

2181 Louis Rodriguez
X 1st Lt. 0462257
368 sq. 306 gp.

2183 Robert A. Price
Sgt. 11117055
306 gp.

2342 Clifford K. Hammersley
2nd Lt. 0813148

2343 Charles H. Weaver
2nd Lt. 0-1013961

2344 Woodie M. Rose
Sgt. 17014653

2428 Robert E. Stalnaker
2nd Lt. 0761337
369 sq. 306 gp.

2440 Jack E. Blackwell
Sgt. 39898014
367 sq. 306 gp.

2439 Leon J. Blood
2nd Lt. 0818819
367 sq. 306 gp.

2691 Arthur A. Flores
Sgt. 34042036
369 sq. 306 gp.

2934 Martin Cech
S/Sgt. 6927336
423 sq. 306 gp.

- 2 -

p. 2/11

LANDS IN
BELGIUM

I did not see any Ichutes in the air. I waited for landing and, looking up, I saw two F-11's circling around me. One of the planes made a steep dive at me but did not shoot. I unbuttoned the Ichute. There were several civilians on the road that ran by the field. I thought at the time that I was in FRANCE instead of BELGIUM.

I stood up a civilian ran across the field. He motioned for me to get down in a ditch and to go along a road towards a house. The man did not go with me but went to where the plane had crashed. The ditch was half-full of water. I crawled to the end of it and stayed hidden in the reeds for about an hour. While waiting, I took one of the benzalene tablets from my Escape Kit.

The man came back and motioned me to go to another ditch and hide. I did this and waited until the man came back with a pair of coveralls.

Still lying down, I changed into the coveralls and hid my flying suit under some weeds. I followed the man across the road to a barn. There were two men and two women in the barn. They brought in a pan of water so that I could wash. There was a cut on my hand. The coveralls were too small so one of the men took off his clothes and I put them on. When I noticed that I was thirsty they brought wine which helped me.

Then, I walked with two of the men across the fields for about a mile to a store. I could not keep the wooden shoes on my feet and had to walk in my socks. Later, I was given a pair of old rubber shoes.

A man at the store asked me for pictures and I gave him two. We got two bicycles here and cycled for about 8 miles, keeping a distance of 50 yards between us, to his home. His mother gave me food and then he took me, on foot, to an old vacant house. He left me there all afternoon but returned that evening with a man who spoke some English. They gave me a change of clothes. I followed the new man, cycling South for about 10 miles, where I was put in the hands of an Organisation, which arranged my subsequent journey for me.

PWK/nw

SUMNER WHITE
Colonel, GSC
U.S. Army.

NO. 1700A
OFFICE OF AG OF S, 1-2
HIS DETACHMENT

S & T REPORT NO. 28
EVASION FROM ENEMY

5 May 1943

O-660420, 2nd Lt. John S. THOST,
367 Bomber Squadron, 306 Bomber Group

MIA 20 Dec 1942
Arrived Spain
9 Feb 1943
Arrived Gibraltar
22 Apr 1943
Arrived U.K.
24 Apr 1943.

AGE: 23
LENGTH OF SERVICE: 9 Months
PRIVATE ADDRESS: 12777 Kilbourne Ave,
DETROIT, Mich.

OTHER MEMBERS OF CREW: (This information has been checked at FIB).

PILOT	O-437682, 1st Lt. Danton J. NYGARD	(Prisoner)
CO-PILOT	O-659674, 1st Lt. Daniel D. DEBUTTS, Jr.	(Dead)
NAVIGATOR	O-725999, 2nd Lt. Frank B. LEASUN,	(Prisoner)
BOMBARDIER	NARRATOR.	
TOP TURRET	18J52829, S/Sgt. Cecil J. FLOYD,	(Dead)
RADIO OPERATOR	20827942, S/Sgt. Robert B. SANDLIN	(Dead)
WAIIST GUNNER	15098879, S/Sgt. Arthur A. BLOCH,	(MIA)
WAIIST GUNNER	36162965, Sgt. Stephen ROSS,	(Dead)
TAIL GUNNER	15084497, S/Sgt. Arnold C. PEARSON	(Dead)
TAIL GUNNER	33169394, S/Sgt. Edwin A. SIMONICK,	(Dead)

20 Dec 1942

We took off from THURLEIGH at 0330 hrs., 20 Dec 42 to bomb ROMILLY. We went into France near ROUEN and followed the SEINE to PARIS. Enemy fighters attacked after we were beyond ROUEN at approximately 20,000 feet. The fighters came in low, four or five at a time, from 3 o'clock. They strafed the formation without singling out any particular plane and remained at least a thousand yards away. The entire formation went over the target unloading it's bombs. Just as we got out of the target area we were attacked again by fighters. This time from below. One ball turret gun and one waist-gun, which were checked on the way in, were not working. Our left hand tail-plane was shot off. The fighters started head-on attacks and were just missing the "Forts". As I turned to call the pilot's attention to an attack on another plane in our formation, I felt our plane tremble and a 20 mm shell burst in back of the cat-walk entering into the nose of the a/c. We went into a steep climb, stalled, fell into a spin for 2,000 feet and then levelled off upside down.

**BROUGHT DOWN
BY FIGHTERS**

**BALLOUT
NEAR NANCIS**

I baled out at 18,000 feet through the bombardier's hatch. There was one chute in the sky a mile away. There were fighters flying around me but they paid no attention to me. I landed in a muddy field north of NANCIS.

Immediately four French farmers rushed up to help me out of my chute. They examined me for injuries, then pointed to the woods and direction I should take. I ran for about 200 yards and then slowed down to a fast walk. I had travelled about a mile and a half when I met a Frenchman. I had just crossed a field and gotten onto a road. He was with two or three children. He pointed to a wood and then to the time on his watch to indicate when he would come for me.

HQ, AFOLSA

OFFICE OF AS OF C, 6-2

9th April, 1943.

E & E REPORT NO. 24.

EVASION FROM FIRE.

11030793, Sgt. Ernest T. HORTLBY,
368 Bomber Squadron, 3rd Bomber Group.

AGE: 21
LENGTH OF SERVICE: 1 year, 9 months.
PREVIOUS OCCUPATION: Grocery Clerk.
HOME ADDRESS: 19, Water Street, Finchenden, Essex.

MISSION - RENNES, 8 March 1943.

OTHER MEMBERS OF CREW:

PILOT	4435852 1st Lt. Otto H. B. [REDACTED]	(REMOVED FROM CREW)
CO-PILOT	0-709381 1st Lt. Warren P. [REDACTED]	(in [REDACTED])
NAVIGATOR	0-726184 2nd Lt. Robert E. [REDACTED]	(in [REDACTED])
BOMBARDIER	0-724179 1st Lt. Joseph C. [REDACTED]	([REDACTED])
ENGINEER	15-627779 C/Sgt. Robert [REDACTED]	([REDACTED])
RADIO OPERATOR	57-59997 S/Sgt. Sylvester L. [REDACTED]	([REDACTED])
WING GUNNER	[REDACTED]	(returned)
WING GUNNER	17040529 Sgt. Donald A. [REDACTED]	([REDACTED])
BASE TURRET GUNNER	34189597 S/Sgt. Louis A. [REDACTED]	([REDACTED])
TAIL GUNNER	13025759 S/Sgt. Robert E. [REDACTED]	([REDACTED])

THURLEIGH
8 MARCH 1943

DROPPED
BY F.O's.

FORCED
JUMP

We left THURLEIGH at 1145 hrs. 8 March 1943. Our target was RENNES. Over halfway across the channel we had climbed to 22,000 ft. and were at this altitude when attacked by F.O's. I did not see them until someone yelled over the inter-com that they had opened up on us. The first attack got our tail runner. The second burst hit the plane just to the right of me and continued into the radio room. I heard nothing more until the order came to bail out. Sgt. Smith went out first. Sgt. Horstmann went in back of me to go out and I saw him, with Sgt. Huddle, help Sgt. Lisosvare get out the tail. I saw an F.O. come in with its wings tipped and the cockpit towards me. I fired my gun until it went out. Then I followed Sgt. Horstmann out of the ship and Sgt. Huddle came after me. We were down to between 18,000 - 19,000 ft. I looked back and saw 4 chutes in the air behind me. The last I saw of the plane it was a trail of smoke in a sharp downward curve.

I landed in a field and was immediately surrounded by the French people working in the fields. They were eager to help. By posturing I let them know I wanted to let the parachute down from a tree. They helped me and hid it in the bushes. I was bleeding under my chin where a bullet had hit me while still in the air. My flying clothes were hidden near my chute.

SHOULDER

Some Frenchmen I hadn't seen came up to me and let me know that 2 comrades were about 4 kms. away. I picked up my Escape Kit and started across country alone. I had lost my English flying boots when my chute opened so was walking in my stocking feet. While crossing a plowed field two Frenchmen, who had seen me come down, came up and invited me to their house. They gave me food and wine. They heard that Germans were in the vicinity searching for me and told me that I should continue my walking out of that neighbourhood.

2nd page of
probably 29
#

11 MARCH 1943
RICKS ISOLATED
PLAYHOUSE FOR
KID

Colonel, GSO
Acting AC of S, G-2

-/CL.

SECURITY
FRENCH
HELM

At 2130 hrs he returned with several items. He will int.
partly with the loading the way and moved cautiously to an abandoned
farm building. He brought food and wine and left it there with a promise
to return the next morning.

On the next day more food and clothes were brought to me. I
dressed in old military boots and trousers, top-coat, beret and other
items. When I left this farmhouse I walked down the road and was over-
taken by a horse and buggy driven by my first friend. We drove through
ST. JUST and caught a train in NANTES for PARIS. The train was delayed
3 hours because of a raid in the vicinity. My ticket was bought for me.
While waiting for the train we sat in a cafe across from the station.
The train was packed. There were German troops on the train. I sat in
a compartment while my friends stood outside in the aisle.

We went into the subway when we reached PARIS and rode to
the end of the line where we caught a bus to the home of one of my
friends. I stayed here until 1 January while one of my friends arranged
for the rest of my journey. An identity card was prepared for me before
I left. My picture for the card was taken in a department store.

On 9 Feb 43 at 0100 hours I started across the Pyrenees in
a company of people. At the top of the first mountain we stopped in a
small cabin to spend a hour around the fire. At 0100 hrs we started
walking again and continued until 2300 hrs. We spent this night in
another cabin. It was here that my feet started suffering. They were
wet and my socks and shoes were soon frozen to my feet. The next day
they were badly swollen. We had to walk all day but reached a settle-
ment that night. Arrangements had been made for us to stay here. Down
here two days and nights. Arrangements had to be made for transporta-
tion because I had a severe case of frostbite. I spent a month in a hotel
under doctor's care. There were two doctors in this vicinity - one of
them incompetent. One of my legs was amputated. Later the Military
Attache took me to MADRID. I spent 6 weeks in the British-American
hospital. Arrived at GIBRALTAR on 21 April and U.K. 24 April where I
reported to London Assembly Centre.

FRANCIS G. BLACK,
Colonel, GSC.
AC 1019, G-2.

JFW/ira

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HQ, ETOUSA
 Office of AC of S, C-2
 MTS Detachment

3 July 1943

E & E REPORT NO. 41
EVASTON IN FRANCE

0-726184, 1st Lt Robert E. BIGGS
 367 Bomb Squadron, 306 Bomb Group

MIA: 5 March 1943
 Arrived Spain:
 5 June 1943
 Arrived Gibraltar:
 26 June 1943
 Arrived UK:
 28 June 1943

AGE: 23 years
 LENGTH OF SERVICE: 1 8/12 years
 HOME ADDRESS: GORDON,
 Texas

OTHER MEMBERS OF CREW: (This information has been checked with PWIB)

PILOT	0-438541	1st Lt Earl C. TUNNELL	(P/W)
CO-PILOT	NARRATOR		
NAVIGATOR	0-664296	2d Lt Meyer (MMI) LITKIN	(Dead)
BOMBARDIER	0-776143	1st Lt Andrew J. FRIEDRICH	(P/W)
RADIO OPERATOR	13025875	T/Sgt Robert A. STAVAGE	(P/W)
TOP TURRET GUNNER	13025901	T/Sgt Charles K. KIRBY JR.	(P/W)
BALL TURRET GUNNER	19082431	T/Sgt George A. TRAVY	(Dead)
WAIIST GUNNER	13050532	S/Sgt Charles D. HILL JR.	(P/W)
WAIIST GUNNER	11056150	S/Sgt Ernest C. MCKINARD	(Dead)
TAIL GUNNER	14073191	S/Sgt Donald (MMI) TUNSTALL	(P/W)

5 March 1943
 THURLEIGH

We left THURLEIGH at approximately 0900 hours 5 March 1943. Our target was LORIENT. After we made landfall over the Coast of FRANCE, I heard the pilot say that we had a broken oil line and that our number three engine was not working. Flak was not heavy. We sighted three enemy fighters which came in to attack. We fell behind the formation and our number four engine went out. As the fighters started their attack the pilot ordered us to prepare to bale out. After I snapped on my chute the pilot told me to get out. I jumped and may have been the first one to leave the aircraft. The bombardier and navigator were right behind me. I made a delayed jump from 22,000 feet to 10,000 feet. The bombardier delayed his jump, passed me, and opened his chute around 7000 feet. After my chute had opened I saw five chutes in the air. The plane was in a steep spiral when I last saw it. I saw the bombardier come down in a village about a mile from me.

FIVE CHUTES
 SEEN

LOSES SHOES

I landed in a field near a large irrigation ditch. My shoes had fallen off when the chute opened so that I was in stocking feet. I unbuckled the chute harness, hid my chute in the irrigation ditch, and walked along a path by the ditch. I met two Frenchmen who could not give me any information though we spent some time trying to understand each other. Finally they shook their heads and walked away.

I left the path to walk across the fields. I came to a road, screened by a high hedgerow, and as I started through the hedge I heard cars passing. After waiting several minutes I came out of the hedge and was in full view of a parked car. I ducked back into the hedge but after observation could see no one in sight. I crawled into a deep gully and remained hidden until sundown.

EVASION FROM BELGIUM

Arrived in U. K. 20 Feb 43

ASN - 19004589, T/Sgt. Erwin Derold Wissenback
367th Bomb Sq., 306 Bomb Gp.

Mission: Target - Lille, France, 9 October 1942

Age: 22
Length of Service: 2 years
Peacetime Profession: Student
Home Address: Rt. 3, Box 1130, Klamath Falls, OR

Other Members of Crew:

PILOT	JOHN W. OLSON, Capt., O-439684	(Killed)
CO-PILOT	JOSEPH N. GATES, 1st Lt., O-726221	(Killed)
NAVIGATOR	WILLIAM J. GISE, 2nd Lt., O-660484	(Evading)
BOMBARDIER	Albert W. LaCHASSE, 2nd Lt., O-726044	(P/W)
ENGINEER	NARRATOR	
RADIO OPERATOR	THOMAS W. DYNAN, T/Sgt., 32190053	(Killed)
TAIL GUNNER	BERT F. KAYLOR, S/Sgt., 14077998	(Killed)
BALL TURRET GUNNER	TRUMAN C. WILDER, JR., S/Sgt., 18039744	(Killed)
WAIST GUNNER	Bruce Nicholson, S/Sgt., 6937694	(Killed)

9 Oct 42 We left Thurleigh about 0830 hours, 9 October 1942 to bomb LILLE. Shortly after we crossed the French coast I noticed we had missed our primary target. We made a wide turn and started for our secondary target (an Aerodrome). At the end of the turn we were hit by flak and fell behind the formation.

As a Focke-Wulf came at us I shot him all the way in, feeling that I had hit him, for, as he turned away, smoke was pouring from his engine. Three more F-W's came after us, but, before they were within firing range, flak tore a hole, about one foot in diameter, through our nose. This helped clear a dense smoke from inside the plane.

PLANE DIS- I went to the floor as fighters came in hitting my turret.
ABLED BY I got up, saw the F-W's closer, but before I could shoot
FLAK flak hit the cabin again and, I believe, killed the Pilot. Then, there was a burst of flak in the tail and we went into a steep dive.

The F-W's were machine-gunning us as we started down. I tried to get at my parachute but could not get out of my turret until we had gone into a flat spin at about 3,000 feet. I saw the Pilot was bleeding badly and the co-pilot was slumped forward. While getting my 'chute, I saw someone go out of the nose of the A/C. I think it was the bombardier. I buckled the chest-buckle of the 'chute but did not have time to fasten the leg straps. I went out of the bombardier hatch, head-first. I was too low for a delayed jump. I pulled the rip-cord with one hand and when it failed to

FORCE JUMP

respond jerked at it with both hands. The 'chute opened around 500 feet. Just before I made the ground, I heard the bombs and plane explode. Immediately after this there was another explosion.

LANDS IN
BELGIUM

I did not see any 'chutes in the air. I made a good landing and, looking up I saw two F-W's circling around me. One of the planes made a steep dive at me but did not shoot. I unbuckled the chute. There were several civilians in the road that ran by the field. I thought at the time that I was in France instead of Belgium.

As I stood up a civilian ran across the field. He motioned for me to get down in a ditch and to go along a road towards a house. The man did not go with me but went to where the plane had crashed. The ditch was half-full of water. I crawled to the end of it and stayed hidden in the reeds for about an hour. While waiting, I took one of the benzedrine tablets from my Escape Kit.

The man came back and motioned me to go another ditch and hide. I did this until the man came back with a pair of coveralls.

Still lying down, I changed into the coveralls and hid my flying suit under some weeds. I followed this man across the road to a barn. There was a cut on my hand. The coveralls were too small, so one of the men took off his clothes and I put them on. When I motioned that I was thirsty they brought wine which helped me. (Omitted as 3rd sentence: There were two men and a woman in the barn. They brought in a pan of water so that I could wash.)

Then, I walked with two of the men across the fields for about a mile to a store. I could not keep the wooden shoes on my feet and had to walk in my socks. Later, I was given a pair of old rubber shoes.

A man at the store asked me for pictures and I gave him two. We got two bicycles here and cycled for about 8 miles, keeping a distance of 50 yards between us, to his home. His mother gave me food, and then he took me, on foot, to an old vacant house. He left me there all afternoon but returned that evening with a man who spoke some English. They gave me a change of clothes. I followed the new man, cycling South for about 10 miles, where I was put in the hands of an Organization, which arranged my subsequent journey for me.

1356 Robert J. Starzynski
S/Sgt. 36724725
367 sq. 306 gp.

1568 Howard J. Snyder
1st Lt. 0742461
369 sq. 306 gp. *2/8/44 425 Arcadia Av
Arcadia, Calif 91006*

1575 Virgil W. Dingman
1st Lt. 0755892
367 sq. 306 gp.

2092 Milton Katz
Sgt. 12140624

2181 Louis Rodriguez
1st Lt. 0462257
368 sq. 306 gp.

2183 Robert A. Price
Sgt. 11117055
306 gp.

2342 Clifford K. Hammersley
2nd Lt. 0813148

2343 Charles H. Weaver
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2344 Woodie M. Rose
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2428 Robert E. Stalnaker
2nd Lt. 0761337
369 sq. 306 gp.

2440 Jack E. Blackwell
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367 sq. 306 gp.

2439 Leon J. Blood
2nd Lt. 0818819
367 sq. 306 gp.

2691 Arthur A. Flores
Sgt. 34042036
369 sq. 306 gp.

2934 Martin Cech
S/Sgt. 6927336
423 sq. 306 gp.

MIS, WASHINGTON.

SECRET - AMERICAN
MOST SECRET - BRITISH

HQ, ETOUSA

OFFICE OF AC OF S, G-2

Ref: 319.1

12 March, 1943.

E & E REPORT NO. 15.

(EVASION FROM BELGIUM.)
Landed in U.K. 5 March, 1943.



✓ ASN - 0660484, 2nd Lt. William J. GISE,
367th Bomber Squadron, 306th Bomber Group

MISSION: - TARGET - LILLE, FRANCE, 9 October, 1942.

AGE: - 23
LENGTH OF SERVICE: - 1 year and 6 months.
PEACETIME PROFESSION: - Surveyor.
HOME ADDRESS: - 212 Whitfield Street, Yoakum, Texas, U.S.A.

OTHER MEMBERS OF CREW: -

PILOT	JOHN W. OLSON, Capt., O-439684
CO-PILOT	JOSEPH N. GATES, 2nd Lt., O-726211
NAVIGATOR	NARRATOR
BOMBARDIER	ALBERT W. LA CHASSE, 2nd Lt., O-726044
RADIO OPERATOR	THOMAS W. DYNAN, T/Sgt., 32190053
TAIL GUNNER	BERT F. KAYLOR, S/Sgt., 14077938
BALL TURRET GUNNER	TRUMAN C. WILDER, Jr., S/Sgt., 18039746
WAIST GUNNER	BRUCE NICHOLSON, S/Sgt., 6937694
TOP TURRET GUNNER	ERWIN DEROLD WISSENBACK, T/Sgt., 19004589

9 October, 1942 We left THURLEIGH at 0830 hours, 9 October, 1942. Our target was LILLE, FRANCE. We met our Fighter escort at 22,000 feet and were accompanied across the Channel without incident. We were attacked by fighters after we had reached the target area.

HIT BY FLAK We made our run on the target and by my calculations were too far off to release our bomb load. We made a wide turn to the left for a run on our secondary target which was an aerodrome. Coming out of the turn we were hit by flak and from the way a thick black smoke poured into the plane, I was sure that we were hit in one of the engines. Our plane fell behind the formation. Lt. McKee's plane stayed with us until we were well out of the turn and then left to join the formation.

ATTACKED BY FIGHTERS We were being peppered with flak and I saw 4 fighters coming in on a beam attack from out of the sun. I tried to catch them in the gun fire, as they zoomed up on the other side of the plane. We started to dive and I thought we were trying to get low, but when the plane went into a flat spin, I knew it was time to get out.

FORCED JUMP FLAK WOUNDS Wissenback and I got out the Escape Hatch. I had trouble getting the door open. I had two slight flak hits, one in my arm and the other just over my eye. Our chutes were followed down by the German fighters; two circled slowly about me till I landed. They did not shoot at me.

REC'D-G-2 APR - 2 1943

LANDING IN
BELGIUM

I landed in a ploughed field in BELGIUM. A large group of peasants had watched us coming down. When I got to my feet an old Belgian lady grabbed me by the arm and motioned me to come with her. Leaving two men folding my chute, the two of us ran about a mile to her house.

GIVEN
CIVILIAN
CLOTHING

She took my clothes and gave me civilian clothing. There were two young boys here and, together, with me riding the handlebars, we cycled to another house some two miles away.

At this house I changed my clothes again and was given an overcoat and a bicycle. I was taken a quarter of a mile away to another house and given food. There was a young girl here and an elderly man. After I had eaten, they managed to make it known to me that I was to follow the girl on my bicycle, keeping at least 25 yards behind her.

GIVEN NOTE
WRITTEN IN
ENGLISH

We rode, in this fashion, for several hours and arrived at the girl's sister's home in the country. We stayed here until dark and then planned to go to LILLE. The girl, her sister, and I, were just starting when a middle-aged woman came in to me with a note in English, reading, "Follow me".

I went with her to her home where I found Sgt. Wissenback. We stayed here four days and then made contact with an Organization which arranged our subsequent journey.

FWK/ob

SUMNER WAITE
Colonel, GSC
U.S. Army

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SMO J.T.
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Date: 4-16-83

W. S. E. REPORT NO. 103
EV. STION IN FRANCE

Film: 16 February 1943
 Arrived in Spain:
 1 September 1943
 Arrived in Gibraltar:
 29 September 1943
 Arrived in UK:
 21 September 1943

AGE: 26 years
LENGTH OF SERVICE: 1 9/12 years
HOME ADDRESS: 202 Fix Street
DURLINGTON, North Carolina

100-443686 ON ONE: (This information checked with FBI)

PILOT	C-659677	1st Lt	Joseph M. DOWNING JR.
CO-PILOT	C-726735	2d Lt	Howard W. KELLY
NAVIGATOR	C-790173	2d Lt	Howard H. PRATT
BOMB FILER	C-663232	2d Lt	George V. BRYANT
RADIO OPERATOR			
TOP TURRET GUNNER	34057900	S/Sgt	Henry H. JONES
MID TURRET GUNNER	1063902	S/Sgt	Royal A. GREEN
W/ST GUNNER	1405253	S/Sgt	Harvey J. COSS JR
T/ST GUNNER	1702612	S/Sgt	George W. GREEN
R/ST GUNNER	36503461	S/Sgt	Loras O. ELLIOTT

P/W
L&E REPORT N. 30
P/W
P/W

P/W
P/W
ILL
P/W
P/W

STRAPS TROUSERS

**JOURNEY
ARRIVED**

Compiled By:

Approved by:

RICHARD T. NELSON
Major, AC

W.S. HOLT
Lt Col, MC
Commanding

HQ, ETOUSA

OFFICE OF AC OF S, G-2

MIS DETACHMENT

20 April 1943

E & E REPORT NO. 25.
EVASION FROM FRANCE.

Arrived in U.K.:

17 April 1943

O-430620, Capt. John L. RYAN,
367 Bomber Squadron, 306 Bomber Group.

AGE: 26
LENGTH OF SERVICE: 2 yrs.
PEACETIME PROFESSION: School teacher. (taught French)
PRIVATE ADDRESS: 546 Eighth Avenue,
TROY, N.Y.

OTHER MEMBERS OF CREW:

PILOT		NARRATOR	
CO-PILOT	O-661870	1st Lt. Gerald L. SIMMONS	(Killed)
NAVIGATOR	O-660491	1st Lt. Robert B. HERMANN	(Prisoner)
BOMBARDIER	O-661003	1st Lt. James LAINE	(Prisoner)
TOP TURRET	17032540	T/Sgt. Glen A. BLAKEMORE	(Landed safely)
RADIO OPERATOR	11009583	T/Sgt. Charles E. PERRY	(Prisoner)
BALL TURRET	18058542	Sgt. James C. GREENE, Jr.	(Prisoner)
WAIST GUNNER	18081398	S/Sgt. John R. CHAPMAN	(Prisoner)
WAIST GUNNER	15082521	S/Sgt. Robert G. MUMAW	(Prisoner)
TAIL GUNNER	15099498	S/Sgt. William H. FORRESTER	(Prisoner)

6 MARCH 1943

DAMAGED BY
FLAK

We left THURLEIGH at 0945 hrs on 6 March 1943 to bomb LORIENT. The flak was intense as we approached the target at 23,000 ft. One burst knocked out our No. 3 engine and cut out my engine controls. I could not feather the No. 3 prop and the engine set up a terrific vibration. We had been hit just before unloading our bombs on the target.

We made a left turn off the target and flew about 30 miles out to sea in formation. The No. 3 engine vibrated about 6 inches, shook off the cowlings and then the prop flew off. It hit the side of the fuselage, knocking out the windshields. The Co-pilot's face was badly cut. We started dropping behind. Capt. DRAPER, leading the lower element, slid up under me and passed me. I realized that it was impossible to get back to ENGLAND. The engines were running wide open. We could not keep up and were doing 2100 RPM's and about 41 inches. My gas was insufficient to get back at that power setting. We made a right turn out of formation and headed in for the QUIMPER Peninsula.

The plain started to let down immediately. Our speed picked up and I lowered the wheels to slow us down. After giving the warning signal I told the crew not to jump until we had crossed the coast and to wait until I told them.

GUILVENEC

We crossed the coast at 4,000 ft. over GUILVENEC.

ATTACHED BY
FIGHTERS

I waited until we were at least two miles inland before giving the order to abandon ship. Before the order we were attacked twice by F.W.'s. One was from the rear which I did not see and the other came in at 1100 hours. The second one was shot down by Sgt. BLAKEMORE, top turret gunner. The fighter went into the sea. The

- 2 -

French saw this and told me about it.

ABONDONS
SHIP

We started baling out at 3,500 ft. while travelling at 220 m.p.h. The top turret gunner went out first and I was out last. I put the ship on the automatic pilot and it held fairly steady. Before jumping I went into the nose which was empty, back past the cockpit where I twisted the knob on the automatic pilot to down position. The air speed had risen to 240 m.p.h. I found no one in the radio compartment and could see that the main entrance door was off. I went back to the bomb bay and jumped. Before leaving the cockpit I had destroyed the I.F.F. and I believe the bomb sight was thrown into the ocean. My jump was at 1430 hrs.

ST. JEAN-
TROLIMAN

When the chute opened my left arm got tangled in the main straps and was jerked up my back and over my head. (It was discovered upon his return that Capt. Ryan's arm had been broken near the shoulder) Because of the low altitude jump I was down quickly. I landed on my shoulder and passed out. The landing was made in a pasture about 10 ft. from a road and a mile from ST. JEAN-TROLIMAN. There were about 40 Frenchmen surrounding me when I regained consciousness. A woman helped me out of my chute. I asked about the Germans and was told they were in the town. Immediately I was shown the best direction in which to run. The French buried my chute.

I was in a small valley and started running West. When I came to a stream I walked in the water for an hour before resting. I took a benzadrine tablet and filled my water bottle and continued to walk until 1750 hrs. For a hiding place I found some brush in the corner of a field and covered myself in it. I remained hidden here until 2100 hrs. After eating some of the chocolate and malted milk tablets and drinking most of my water I walked for about 300 yds. to a farm and asked for food. I approached a man and boy in a barn and told them who I was. They gave me milk, bread and butter and told me the Germans had captured seven of my crew and that one was dead. I did not ask for help here because it seemed too near the area of search. With the aid of my compass I walked S.W. until 2430 hrs., but when this brought me in sight of the ocean I changed my direction to North. Finally I found a haystack. My arm was hurting too badly to climb up on it so I slept at the bottom. When I woke up I felt feverish.

7 MARCH 1943

At 0700 hrs. I went across the road to a farmhouse. There was a Frenchman and a 13 yr. old boy in the house. After talking to them they gave me coffee, bread and soup. They also gave me cake and bread to take away. After sitting by their fire for an hour I started walking North keeping close to the hedgerows. At 1200 hrs. having found a field of heavy brush, I made a bed and lay in the sun to get warm. I ate more break and chocolate before falling asleep. About 1300 hrs. a Frenchman awakened me. I was still wearing my uniform (pinks, leather flying jacket). He asked me about myself and when I said, "An American parachutist" he was very friendly. He took his knife and cut off my insignia. Then he told me to stay where I was, hidden, until he went after food. In an hour he was back again with a friend and some food (wine, a bowl of stew, 5 raw eggs and bread and butter). They stayed with me for about 30 minutes but before leaving said they would come back for me that evening and hide me in their stable. They were back again at 2100 hrs. We went to their stable and they said they thought they might find help for me. At 0030 hrs. they awakened me to say that friends were with them.

8 MARCH 1943

The friends were two men who brought civilian clothes and wooden shoes. I gave my passport pictures to one of the men who was to try getting an identity card for me. After they left I slept until 0500 hrs. when the farmer came in and told me to hide in the field

- 3 -

HELPER'S
EFFORTS
FAIL

that day. At 2100 hrs. the friend who was trying to get the identity card returned. He was discouraged because his effort had failed. My pictures were given back to me and after we had eaten I was told that since suspicion had been aroused it would be best for me to go further for help.

9 MARCH 1943

At 2400 hrs. I started walking N.E. I walked until 1200 hrs. before stopping for a long rest. My water bottle had been lost in some of the thorny underbrush. While I was sitting in the corner of a field smoking, two Frenchwomen brought their cows into the field and upon seeing me ran away. I was walking off hurriedly when the two women came after me bringing a man with them. They asked for my identity and then took me into their house for food. All of their neighbors came in to see me. The doctor who was called could not come because he had no gas. I stayed all that afternoon and slept in the stable that night.

10 MARCH 1943

One friend who came said he thought he knew someone who could help me. At 1300 hrs. a farm hand walked with me to a wood about 3 miles away where we met the friend. He took me another 2 miles deep in the forest where I waited while he went off to talk to the supposed helper. In a half-hour they both joined me and after talking for a few minutes the rest of my journey was arranged for me.

F. P. TOMPKINS
Colonel, GSC
Acting AC of S, G-2

JF"/ort

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	4. Material requested may be purchased for \$ _____. Make check or money order for exact amount stated and payable to AFO, Maxwell AFB, AL 36112, and send it to above address.	
	5. Because of backlog of work, a delay of _____ is anticipated in providing the material.	
	6. A large backlog of official requests makes it impossible to provide the material requested.	
	7. Forwarded to you for appropriate action and direct reply to the requestor, who (has) (has not) been notified of this referral.	
	8. Suggest you submit your request to: _____	
	9. Information concerning unit emblems may be requested from AFMPC (DPMASA) Randolph AFB, TX 78148. See AFR 900-3 for emblem procedure.	
	10. Submit request to 1361 Photo Sq, ATTN: Depository Services, 1221 So Fern St, Arlington, VA 22202 for availability of photography.	
	11. Suggest you visit our Center at Maxwell AFB to do your research. See attached brochure.	
	12. Before coming to Maxwell AFB for research, contact the Office of the Secretary of the Air Force (SAFOIP), Washington, D.C. 20330 to obtain proper authorization for access to our documentation collection.	
	13. Please refer to: ☐ Maurer (ed.), Air Force Combat Units of World War II (Washington: USGPO, 1961; New York: Franklin Watts, 1963). Now out of print. ☐ Maurer (ed.), Combat Squadrons of the Air Force, World War II (Washington: USGPO, 1969). Available from Superintendent of Documents (D 301.26/6: C73/2), \$8.25. ☐ Craven and Cate (eds.), The Army Air Forces in World War II (Chicago: University of Chicago Press, 7 vols., 1948-1958). Available from publisher, \$10.00 a volume. ☐ Futrell, The United States Air Force in Korea (New York: Duell, Sloan and Pearce, 1961). Out of print. ☐ Cresswell & Berger, United States Air Force History, An Annotated Bibliography (Washington, D.C.: Air Force Office of History, 1971), Supt of Documents, GPO (0870-0307), 50 cents. ☐ Mueller & Carson, The Army Air Forces in World War II: Combat Chronology, 1941-1945 (Washington: USGPO, 1975). Available from Superintendent of Documents, GPO (0870-00334), \$14.30. ☐ Item 16 for list of references on your subject. ☐ Your local library for these or other published materials.	
	14. Request for extension granted. New suspense date will be: _____	
	15. Request return of material forwarded on Document Receipt Number _____ dated _____ with a suspense date of _____.	
16. Remarks Attached are the four escape and evasion reports you requested. To aid you on the unit insignia of the squadrons of the 306th we are also attaching the Lineage and Honors data on the squadrons.		
TYPED NAME AND TITLE Gerard E. Hasselwander, Historian, AFSHRC		SIGNATURE 

fen, Germany, 9 Apr 1945; Reims, France, 23 Jun–11 Jul 1945; La Junta AAFld, Colo, c. 3 Aug–7 Nov 1945.

AIRCRAFT. P-40, 1943; P-47, 1943–1945.

OPERATIONS. Combat in ETO, 20 Dec 1943–8 May 1945.

SERVICE STREAMERS. American Theater.

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe.

DECORATIONS. Distinguished Unit Citations: Ardennes, 24 Dec 1944–2 Jan 1945; ETO, 19–20 Mar 1945; Germany, 8–25 Apr 1945. French Croix de Guerre with Palm.

EMBLEM. On a medium blue oval, flecked with white stars, a golden orange lightning bolt, point to base, surmounted by a dark blue falcon in flight, with white head, brown feet, and black claws. (Approved 6 Sep 1943.)

367th BOMBARDMENT



LINEAGE. Constituted 367th Bombardment Squadron (Heavy) on 28 Jan 1942. Activated on 1 Mar 1942. Inactivated on 25 Dec 1946. Redesignated 367th Bombardment Squadron (Very Heavy) on 11 Jun 1947. Activated on 1 Jul 1947. Redesignated 367th Bombard-

ment Squadron (Medium) on 11 Aug 1948.

ASSIGNMENTS. 306th Bombardment Group, 1 Mar 1942–25 Dec 1946. 306th Bombardment Group, 1 Jul 1947; 306th Bombardment Wing, 16 Jun 1952–.

STATIONS. Gowen Field, Idaho, 1 Mar 1942; Wendover Field, Utah, c. 6 Apr–1 Aug 1942; Thurleigh, England, c. 6 Sep 1942 (detachments operated from Lagens, Azores, 20 Aug–Oct 1945; Dakar, French West Africa, Sep 1945; Marrakech, French Morocco, Oct 1945); Giebelstadt, Germany, 25 Dec 1945; Istres, France, 26 Feb 1946; Furstenfeldbruck, Germany, 16 Aug 1946; Lechfeld, Germany, 13 Sep–25 Dec 1946. Andrews Field, Md, 1 Jul 1947; MacDill AFB, Fla, 1 Aug 1948–.

AIRCRAFT. B-17, 1942–1946. B-29, 1948–1951; B-50, 1950–1951; B-47, 1951–.

OPERATIONS. Combat in ETO, 9 Oct 1942–19 Apr 1945. Photo-mapping, Europe and Africa, Jun 1945–Mar 1946; later, courier missions to aid photo-mapping operations of the group. Apparently not manned, 1 Jul 1947–1 Aug 1948.

SERVICE STREAMERS. None.

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe; Air Combat, EAME Theater.

DECORATIONS. Distinguished Unit Citations: Germany, 11 Jan 1944; Germany, 22 Feb 1944. Air Force Outstanding Unit Award: 22 Jan 1953–8 Dec 1956.

EMBLEM. Gules, a griffin sergeant holding in his dexter claw a lightning bolt of four flashes or. *Motto*: PARATUS PRO RETALIATO, Prepared for Retaliation. (Approved 7 Aug 1953.)

367th FIGHTER

LINEAGE. Constituted 367th Fighter Squadron on 20 Dec 1942. Activated on 1 Jan 1943. Inactivated on 7 Nov 1945.

ASSIGNMENTS. 358th Fighter Group, 1 Jan 1943-7 Nov 1945.

STATIONS. Richmond AAB, Va, 1 Jan 1943; Camp Springs AAFld, Md, 20 Apr 1943; Millville AAFLD, NJ, 29 May 1943; Philadelphia Mun Aprt, Pa, 16 Jun 1943; Richmond AAB, Va, 13 Aug-25 Sep 1943; Goxhill, England, 20 Oct 1943; Leiston, England, 4 Dec 1943; Raydon, England, 31 Jan 1944; High Halden, England, 13 Apr 1944; Cretteville, France, 4 Jul 1944; Pontorson, France, 14 Aug 1944; Vitry-le-Francois, France, 15 Sep 1944 (operated from St Dizier, France, 12-17 Oct 1944); Mourmelon, France, c. 16 Oct 1944; Toul, France, c. 20 Nov 1944; Sandhofen, Germany, 8 Apr 1945; Reims, France, 23 Jun-10 Jul 1945; La Junta AAFld, Colo, c. 3 Aug-7 Nov 1945.

AIRCRAFT. P-40, 1943; P-47, 1943-1945.

OPERATIONS. Combat in ETO, 20 Dec 1943-8 May 1945.

SERVICE STREAMERS. American Theater

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe.

DECORATIONS. Distinguished Unit

Citations: Ardennes, 24 Dec 1944-2 Jan 1945; ETO, 19-20 Mar 1945; Germany, 8-25 Apr 1945. French Croix de Guerre with Palm.

EMBLEM. On a disc medium blue, a vulture proper, beak dripping blood, perched on one of three golden orange lightning bolts issuing from large white cloud formation in sinister chief; small cloud formations in dexter chief of gray and maroon respectively. (Approved 1 Mar 1944.)

368th BOMBARDMENT

LINEAGE. Constituted 368th Bombardment Squadron (Heavy) on 28 Jan 1942. Activated on 1 Mar 1942. Inactivated on 25 Dec 1946. Redesignated 368th Bombardment Squadron (Very Heavy) on 11 Jun 1947. Activated on 1 Jul 1947. Redesignated 368th Bombardment Squadron (Medium) on 11 Aug 1948.

ASSIGNMENTS. 306th Bombardment Group, 1 Mar 1942-25 Dec 1946. 306th Bombardment Group, 1 Jul 1947; 306th Bombardment Wing, 16 Jun 1952-.

STATIONS. Gowen Field, Idaho, 1 Mar 1942; Wendover Field, Utah, c. 6 Apr-1 Aug 1942; Thurleigh, England, c. 6 Sep 1942 (detachment operated from Gibraltar, 18 Aug 1945-Jan 1946; Port

Lyautey, French Morocco, Feb-15 Jul 1946); Giebelstadt, Germany, 25 Dec 1945; Istres, France, 24 Feb 1946 (detachment operated from Dakar, West Africa, Jan-Mar 1946); Furstenfeldbruck, Germany, 16 Aug 1946; Lechfeld, Germany, 13 Sep-25 Dec 1946. Andrews Field, Md, 1 Jul 1947; MacDill AFB, Fla, 1 Aug 1948-.

AIRCRAFT. B-17, 1942-1946. B-29, 1948-1951; B-50, 1950-1951; B-47, 1951-.

OPERATIONS. Combat in ETO, 9 Oct 1942-19 Apr 1945. Photo-mapping, Europe and Africa, Jun 1945-Jul 1946. Apparently not manned, 1 Jul 1947-1 Aug 1948.

SERVICE STREAMERS. None.

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe; Air Combat, EAME Theater.

DECORATIONS. Distinguished Unit Citations: Germany, 11 Jan 1944; Germany, 22 Feb 1944. Air Force Outstanding Unit Award: 22 Jan 1953-8 Dec 1956.

EMBLEM. On a white cloud the representation of the Norse mythological god Thor issuant, habited in a red cloak, a gold cap with black horns, casting with his upraised right arm a black chain mace. (Approved 26 August 1942.)

368th FIGHTER

LINEAGE. Constituted 368th Fighter Squadron on 20 Dec 1942. Activated on 15 Jan 1943. Inactivated on 10 Nov 1945. Redesignated 165th Fighter Squadron, and allotted to ANG, on 24 May 1946.

ASSIGNMENTS. 359th Fighter Group, 15 Jan 1943-10 Nov 1945.

STATIONS. Westover Field, Mass, 15 Jan 1943; Grenier Field, NH, 7 Apr

1943; Republic Field, NY, 26 May 1943; Westover Field, Mass, 24 Aug-2 Oct 1943; East Wretham, England, c. 19 Oct 1943-c. 4 Nov 1945; Camp Kilmer, NJ, 9-10 Nov 1945.

AIRCRAFT. P-47, 1943-1944; P-51, 1944-1945.

OPERATIONS. Combat in ETO, 13 Dec 1943-25 Apr 1945.

SERVICE STREAMERS. None.

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe; Air Combat, EAME Theater.

DECORATIONS. Distinguished Unit Citation: Germany, 11 Sep 1944.

EMBLEM. None.

369th BOMBARDMENT



LINEAGE. Constituted 369th Bombardment Squadron (Heavy) on 28 Jan 1942. Activated on 1 Mar 1942. Inactivated on 29 Jun 1946. Redesignated 369th Bombardment Squadron (Very Heavy) on 11 Jun 1947. Activated on 1 Jul 1947. Redesignated 369th Bombardment Squadron (Medium) on 11 Aug 1948.

ASSIGNMENTS. 306th Bombardment Group, 1 Mar 1942-29 Jun 1946. 306th Bombardment Group, 1 Jul 1947; 306th Bombardment Wing, 16 Jun 1952-.

STATIONS. Gowen Field, Idaho, 1 Mar 1942; Wendover Field, Utah, c. 6 Apr-1

Aug 1942; Thurleigh, England, 6 Sep 1942 (detachment operated from Istres, France, 31 Aug-Sep 1945; Marrakech, French Morocco, 6 Sep 1945-Jan 1946); Giebelstadt, Germany, 25 Dec 1945; Istres, France, 26 Feb-29 Jun 1946. Andrews Field, Md, 1 Jul 1947; MacDill AFB, Fla, 1 Aug 1948-.

AIRCRAFT. B-17, 1942-1946. B-29, 1948-1951; B-50, 1950-1951; B-47, 1951-.

OPERATIONS. Combat in ETO, 9 Oct 1942-19 Apr 1945. Photo-mapping, Europe and Africa, Jun 1945-Jun 1946. Apparently not manned, 1 Jul 1947-1 Aug 1948.

SERVICE STREAMERS. None.

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe; Air Combat, EAME Theater.

DECORATIONS. Distinguished Unit Citations: Germany, 11 Jan 1944; Germany, 22 Feb 1944. Air Force Outstanding Unit Award: 22 Jan 1953-8 Dec 1956.

EMBLEM. On a turquoise blue disk, a caricatured black bug with green face, wings, and markings on stomach, wearing black helmet, black boxing gloves and black shoes, in fighting stance on black irregular figure at base of, and in front of a large white cloud formation. (Approved 10 Aug 1944.)

369th FIGHTER

LINEAGE. Constituted 369th Fighter Squadron on 20 Dec 1942. Activated on 15 Jan 1943. Inactivated on 10 Nov 1945. Redesignated 167th Fighter Squadron, and allotted to ANG, on 24 May 1946.

ASSIGNMENTS. 359th Fighter Group, 15 Jan 1943-10 Nov 1945.

STATIONS. Westover Field, Mass, 15 Jan 1943; Grenier Field, NH, 6 Apr 1943; Republic Field, NY, 26 May 1943; Westover Field, Mass, 24 Aug-2 Oct 1943; East Wretham, England, c. 18 Oct 1943-c. 4 Nov 1945; Camp Kilmer, NJ, 9-10 Nov 1945.

AIRCRAFT. P-47, 1943-1944; P-51, 1944-1945.

OPERATIONS. Combat in ETO, 13 Dec 1943-25 Apr 1945.

SERVICE STREAMERS. None.

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe; Air Combat, EAME Theater.

DECORATIONS. Distinguished Unit Citation: Germany, 11 Sep 1944.

EMBLEM. None.

370th BOMBARDMENT



LINEAGE. Constituted 370th Bombardment Squadron (Heavy) on 28 Jan 1942. Activated on 15 Apr 1942. Inactivated on 18 Jan 1946. Redesignated 370th Bombardment Squadron (Very Heavy) on 15 Jul 1946. Activated on 4 Aug 1946. Redesignated 370th Bombardment Squadron (Medium) on 28 May 1948.

ASSIGNMENTS. 307th Bombardment Group, 15 Apr 1942-18 Jan 1946. 307th Bombardment Group, 4 Aug 1946; 307th Bombardment Wing, 16 Jun 1952-.

SQUADRONS

519

Command, 12 Mar 1944; 71st Fighter Wing, 4 May 1944; IX Air Defense Command, 6 Aug 1944; IX Tactical Air Command, 7 Oct 1944–30 Sep 1945.

STATIONS. Orlando AB, Fla, 1 Aug 1943; Kissimmee AAFld, Fla, 3 Nov 1943; Orlando AB, Fla, 6 Jan–13 Feb 1944; Charny Down, England, 7 Mar 1944; Scorton, England, 6 May 1944 (detachments operated from Hurn, England, 28 Jun–11 Jul 1944, and Ford, England, 16–c. 26 Jul 1944); Maupertus, France, 25 Jul 1944; Chateaudun, France, 28 Aug 1944; Florennes, Belgium, 16 Sep 1944; Strassfeld, Germany, 6 Apr 1945; Langensalza, Germany, 24 Apr 1945; Kassel/Rothwesten, Germany, 26 May–Aug 1945; France, Aug–20 Sep 1945; Camp Myles Standish, Mass, 29–30 Sep 1945.

AIRCRAFT. DB-7, 1943; P-70, 1943; YP-61, 1943; P-61, 1944–1945; L-6, 1944; Oxford, 1944; C-78, 1944; A-20, 1944–1945.

OPERATIONS. Combat in the ETO, 3 Jul 1944–4 May 1945.

SERVICE STREAMERS. None.

CAMPAIGNS. Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe; Air Combat, EAME Theater.

DECORATIONS. Distinguished Unit Citation: Ardennes Salient, 16/17 and 27/28 Dec 1945.

EMBLEM. Over and through a golden orange disc, wide border black, charged with eight stars of the first, arranged four, two, and two, a green caricatured bat in flight, with a look of ferocity on his face, wearing gray aviator's goggles, holding in the right hand a gray automatic revolver with smoke issuing from the barrel, and a dagger with white blade, point red, emitting one drop of blood, held in the left hand. (Approved 29 Dec 1943.)

423d BOMBARDMENT



LINEAGE. Constituted 34th Reconnaissance Squadron (Heavy) on 28 Jan 1942. Activated on 1 Mar 1942. Redesignated 423d Bombardment Squadron (Heavy) on 22 Apr 1942. Inactivated on 25 Dec 1946. Redesignated 423d Bombardment Squadron (Light) on 15 Nov 1952. Activated on 1 Jan 1953. Inactivated on 19 Jul 1954. Redesignated 423d Bombardment Squadron (Medium) on 6 Oct 1958. Activated on 1 Jan 1959. Discontinued, and inactivated, on 1 Jan 1962.

ASSIGNMENTS. 306th Bombardment Group, 1 Mar 1942–25 Dec 1946 (attached to 305th Bombardment Group, 16 Jul 1946–25 Dec 1946). 4430th Air Base Wing (attached to 4400th Combat Crew Training Group), 1 Jan 1953; 4400th Combat Crew Training (later Tactical Bombardment) Group, 1 May 1953–19 Jul 1954. 306th Bombardment Group, 1 Jan 1959–1 Jan 1962.

STATIONS. Gowen Field, Idaho, 1 Mar 1942; Wendover Field, Utah, c. 6 Apr–1 Aug 1942; Thurleigh, England, c. 9 Sep 1942 (detachment operated from Istres, France, 31 Aug–Dec 1945); Giebelstadt, Germany, 17 Dec 1945; Istres, France, 26 Feb 1946 (detachments operated from Dakar, French West Africa, Mar-

May 1946; Gibraltar, Jun-26 Sep 1946); Lechfeld, Germany, 16 Jul-25 Dec 1946 (detachment operated from Port Lyautey, French Morocco, 16 Jul-26 Sep 1946). Langley AFB, Va, 1 Jan 1953-19 Jul 1954. MacDill AFB, Fla, 1 Jan 1959-1 Jan 1962.

AIRCRAFT. B-17, 1942-1946. B-26, 1953-1954. B-47, 1959-1961.

OPERATIONS. Combat in ETO, 9 Oct 1942-19 Apr 1945. Photo-mapping, Europe and Africa, Jun 1945-Sep 1946.

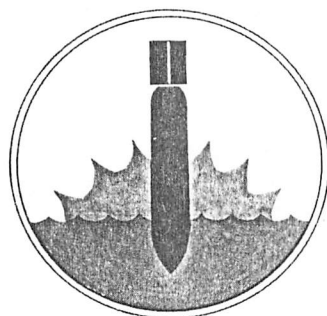
SERVICE STREAMERS. None.

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe; Air Combat, EAME Theater.

DECORATIONS. Distinguished Unit Citations: Germany, 11 Jan 1944; Germany, 22 Feb 1944.

EMBLEM. On and over a globe checky light blue and Air Force blue, a red winged chess knight in profile, highlights and details Air Force golden yellow, nostril and eye white between in dexter an olive branch arched and in sinister a lightning flash arched, Air Force golden yellow, shaded golden brown. *Motto:* On a red scroll, IMPE-DIMUS HOSTES, We Check the Adversary, inscribed Air Force golden yellow. (Approved 27 Jan 1961.)

424th BOMBARDMENT



LINEAGE. Constituted 35th Reconnaissance Squadron (Heavy) on 28 Jan 1942. Activated on 15 Apr 1942. Redesignated 424th Bombardment Squadron (Heavy) on 22 Apr 1942. Inactivated on 26 Dec 1945. Redesignated 424th Bombardment Squadron (Light) on 15 Nov 1952. Activated on 1 Jan 1953. Inactivated on 19 Jul 1954. Redesignated 424th Bombardment Squadron (Medium) on 11 Aug 1958. Activated on 1 Sep 1958. Discontinued, and inactivated, on 1 Jan 1962.

ASSIGNMENTS. 307th Bombardment Group, 15 Apr 1942-26 Dec 1945. 4430th Air Base Wing (attached to 4400th Combat Crew Training Group), 1 Jan 1953; 4400th Combat Crew Training (later Tactical Bombardment) Group, 1 May 1953-19 Jul 1954. 307th Bombardment Wing, 1 Sep 1958-1 Jan 1962.

STATIONS. Geiger Field, Wash, 15 Apr 1942; Ephrata, Wash, 26 May 1942; Sioux City AAB, Iowa, 29 Sep-20 Oct 1942; Dillingham Field, TH, 2 Nov 1942 (operated from Midway, 22-24 Dec 1942; Funafuti, 20 Jan-c. 1 Feb 1943; Espiritu Santo, c. 6 Feb-c. 18 Mar 1943); Guadalcanal, 18 Mar 1943 (operated from Munda, New Georgia, 28 Jan-15 Feb 1944); Los Negros, 13 May 1944; Wakde, 22 Aug 1944 (operated from Noemfoor, 26 Sep-c. 8 Nov 1944); Morotai, 10 Nov 1944; Clark Field, Luzon, 5 Sep-7 Dec 1945; Camp Stoneman, Calif, 26 Dec 1945. Langley AFB, Va, 1 Jan 1953-19 Jul 1954. Lincoln AFB, Neb, 1 Sep 1958-1 Jan 1962.

AIRCRAFT. B-17, 1942; B-24, 1942-1945. B-26, 1953-1954. B-47, 1958-1961.

OPERATIONS. Sea search from Hawaii, Nov 1942-Jan 1943. Combat in Central Pacific, 22-23 Dec 1942 and 20 Jan-c. 4

SECRET - AMERICAN
MOST SECRET - BRITISH

HQ, ETOUSA
Office of AC of S, G-2
MIS Detachment

11 July 1943

E & E REPORT NO. 45
EVASION IN FRANCE

0-726043, 2d Lt Robert E. KYLIUS
423 Bomb Squadron, 306 Bomb Group

MIA: 16 Feb 1943
Arrived Spain:
5 June 1943
Arrived Gibraltar:
26 June 1943
Arrived UK:
29 June 1943

AGE: 26 8/12 years
LENGTH OF SERVICE: 2 years
HOME ADDRESS: 802 Cedar St.
YANKTON, South Dakota

OTHER MEMBERS OF CREW: (this information checked with FWIB)

PILOT	0-437894 1st Lt William H. WARNER	(KIA)
CO-PILOT	0-727172 2d Lt Arnold R. CARLSON	(MIA)
NAVIGATOR	0-660533 1st Lt Lewis H. UTLEY	(KIA)
BOMBARDIER	NARRATOR	
RADIO OPERATOR	39083381 T/Sgt Eddie F. ESPITALIER	(P/W)
ENGINEER	14068222 T/Sgt Claiborne W. WILSON	(Returned to Duty)
BALL TURRET GUNNER	19005539 S/Sgt Walter C. MORGAN	(MIA?)
WAIST GUNNER	6964897 S/Sgt Colon E. NEELEY	(KIA)
WAIST GUNNER	6658162 S/Sgt Robert D. KISLING	(KIA)
TAIL GUNNER	14058038 S/Sgt William E. WILLIAMS	(MIA?)

16 February 1943
THURLEIGH

We left THURLEIGH approximately 0900 hours 16 February 1943. Out target was ST. NAZAIRE. We reached the target, without incident, and dropped our bombs at 1130 hours. At this time no one of the crew was injured though the aircraft was showing a few flak holes. Our plane was leading the second element of the group. The first three ships made a sharp turn to the left away from the target. In following, we made a wide turn which threw our three ships far to the right of the formation. On the turn we were exposed and saw four FW 190's coming in to attack from 12:00 o'clock. The first attack knocked out the 'inter-com' and left our number four engine smoking. I think this was the attack that killed the pilot (**Lt WARNER**).

EXPOSED TO
ENEMY ATTACK

AVOID MID-AIR
CRASH

PILOT KILLED

FORCED TO
ABANDON SHIP

Our ship nosed down steeply almost crashing into the right-wing ship. The co-pilot must have seen it in time for he pulled the ship level and peeled away from the formation. Our right wing tip dropped. Six fighters were making nose-on attacks as we steadily lost altitude. I went up to the pilot to suggest getting under clouds and the co-pilot motioned me to come to him. The pilot was lying in the cat-walk - dead. He had been shot in the back of the head. I helped the co-pilot fly the ship until we reached thin clouds at 6,000 feet. Another fighter attack set our number three engine on fire and more bursts got the hydraulic lines. The co-pilot and I decided it was time to get out.

I tried to climb back through the bomb-bay but found it impossible. The cat-walk was blocked by the top-turret and oxygen bottles. When Lt CARLSON saw that I couldn't get to the waist, he turned on the alarm bell. I went down to tell the navigator and saw that he was still firing. After a struggle I got the escape-hatch door away. In trying to get out I was caught for a short time by my parachute and the slipstream.

SEES ONE CHUTE Lt CARLSON finally kicked me out. I opened my chute at 300 feet and saw one chute open in back of me. I landed all right while an ~~air~~ circled with the pilot waving to me.

GREETED BY
FRENCHMEN

WARNED OF
GERMANS

Four Frenchmen were on the spot to greet me. After I got out of my chute I gave it to them to bury. They shook hands with me. I don't speak French but when I asked about Germans they told me the Boche were seven kilometers away. I left them and walked about 100 feet to a group of people - one of whom had called to me in English. This person brought a pair of trousers to me and told me to run because the Germans were coming.

I ran down a hill to some bushes where I discarded my flying coveralls and heated suit. I had a green combat jacket and scarf to go with the trousers and kept my flying shoes on. For two hours I walked along a canal keeping out of sight until I spotted a Frenchman who looked friendly. When I asked the way to SPAIN he pointed the directions of St. Nazaire, Lorient and Brest. He told me one 'Canarade' had been taken to a hospital with a bad leg wound, I believe this was Sgt ESPITALIER. Continuing to follow the canal for about three kilometers I passed a barge. I saw about six Frenchmen watching me so I walked to them. I said I was an American but they seemed to know immediately and felt about me for injuries. After they had given me some wine, I left them and sometime later walked along a road. Whenever I heard a car I dived into a ditch and hid until it passed. Several times I hid in woods to avoid people.

RECOGNISED BY
TWO BOYS

About 1900 hours I arrived in the outskirts of a small village. As I passed two young boys I heard them say, "RAF or American." I walked to the side of the road and motioned to them. Told them, "American," and made signs to show I was hungry. They took me to their home for food. As soon as I got there, the father left, returning later with a man who spoke English. I told him I wanted to go to Spain. He said it was impossible and that I'd better stay with him until the war was over. When I refused he suggested I come for a week anyway. I stayed with him three weeks during which time my subsequent journey was arranged for me.

16 February
1943
9 March 1943
JOURNEY
ARRANGED

Compiled By:

Approved By:

J. F. White
J. F. WHITE
1st Lt, AC

W. S. Holt
W. S. HOLT
Lt Col, AC
Commanding

EW:jed

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SECRET - AMERICAN
MOST SECRET - BRITISH

HQ, ETOUSA
Office of AC of S, G-2
MIS Detachment

11 July 1943

APPENDIX "B" TO E & E REPORT NO. 45

1. The following information has been obtained after an interview with an officer who evaded capture by the enemy, after being in enemy-occupied territory.

2. Further circulation of this information may be made, but when doing so, no information as to the source may be divulged.

Statement of information covers period from 16 February 1943
to 1 June 1943

1. Saw near PLOERMEL, flying at low altitude, six unidentified single engine (radial) planes.
2. At MORLAIX - Saw an airfield near here which the French said had just enough petrol for combat in that area. (March)
3. At CARHAIX - Heard that Germans were moving in 7 to 1700 top-line troops around 1 May 1943.
4. In PARIS, the German officers were well-dressed. In small towns in BRITTANY, German soldiers were either very young or middle-aged. They were dressed shabbily.
5. Southwest of PARIS (nr VERSAILLES) an hour on the train saw fully loaded troop train on siding. Also saw light tan tanks loaded on trains standing on sidings. Two hours train ride from PARIS going south saw more troop trains, not moving, loaded with very tired and haggard looking troops.
6. BORDEAUX - Saw thick balloon barrage.

100, MTOUSA
Office of AC of S, G-2
MIS Detachment

18 June 1943

E & E REPORT NO. 39
EVASION IN BELGIUM

15071583, Raymond Earl WALLS, S/Sgt
366 Bomb Squadron, 306 Bomb Group

AGE: 24 years
LENGTH OF SERVICE: 1 5/12 years
HOME ADDRESS: 202 Lambert Street
MONANGAH, West Virginia

MIA: 5 April 1943
Arrived in Spain:
2 June 1943
Arrived in Gibraltar:
13 June 1943
Arrived in UK:
17 June 1943

OTHER MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-442240	1st Lt	Robert W. SEELOS	(MIA)
CO-PILOT	0-661851	2d Lt	Alexander (MII) KRALLARINKO	(MIA)
NAVIGATOR	0-726079	2d Lt	William W. SAUNDERS	(MIA)
BOMBARDIER	0-732757	2d Lt	James MURRAY	(MIA)
ENGINEER	39380694	T/Sgt	Stanley P. STEMKOSKI	(MIA)
RADIO OPERATOR	16022965	T/Sgt	William H. KESKEY	(MIA)
BALL TURRET GUNNER	14071743	T/Sgt	Fred R. HAMPTON	(MIA)
TAIL GUNNER	39826025	S/Sgt	Roland (MII) MAGEE	(MIA)
WAIST GUNNER	34258894	S/Sgt	William E. BAKER	(MIA)
WAIST GUNNER			NARRATOR	

5 April 1943
THURLEIGH

We left THURLEIGH at 1230 hours 5 April 1943 to bomb targets at ANTWERP. After we had dropped our bombs, a flak burst cut our control cables. I heard the radio operator say that flak had hit our number one engine. It was smoking badly. The co-pilot called out that FW's were coming in on the nose. There must have been about ten enemy fighters. After firing several bursts, my gun jammed.

GUN JAMMED

BOMB-BAY DOOR
STUCK

I heard the co-pilot order the bomb-bay doors to be opened. Later I learned from the radio operator that they stuck after opening about an inch. A few minutes later the co-pilot said, "Let's get out of here," but I didn't hear the pilot answer. I didn't hear the order to bale out but knew that it must have been given because the tail gunner came up from his position and the radio operator came back to go out of the waist door. When I got to the door the tail gunner was trying to get it open, but the handle had been shot off. After we kicked at the door for a few minutes it finally fell open. The tail gunner went out first; the radio operator, second. I went out third and the other waist gunner followed me. We jumped at 20,000 feet.

WAIST DOOR
STUCK

HOBOKEN,
BELGIUM

I did not make a delayed jump but pulled my rip cord immediately. When the chute opened, one shoe jerked off. I landed in a field near a farmhouse. Later I learned this was not far from HOBOKEN in Belgium. After taking off the chute harness, I folded the chute and hid it, but a farmer came up and pointed first to the chute and then to himself. I nodded, and he took it away with him. Several people came running up to me but I could not understand what they were saying. They were pointing in several directions and motioned me to move on. I had a flak wound on my leg which was painful and bleeding. I couldn't run but started hobbling across the field. A girl ran out of a farmhouse and, though frightened, bandaged my leg. She

WOUNDED

wouldn't take me into the house and while she was dressing the wound 15 to 20 people gathered around. When the girl had finished they motioned me to start walking in a certain direction.

I had walked a short distance across the fields when two boys approached me. They were on bicycles and one of them motioned me to get on with him. We rode along a path about a half-mile to a woods. After walking a short distance into the woods I saw one of my crew members talking to some farmers. He was trying to get food and clothing. I joined him and we were told that food and clothing would be brought to us at 9 o'clock that night. There was a line of shallow, narrow trenches in the woods and, after the people left, we got into one of these and tried to cover ourselves with brush. About 15 minutes after we'd hidden, the two boys returned. They told us that the Germans were coming. We left with the boys and went to a large clump of trees about half a mile away. The boys took our leather jackets and asked for our money. We argued for a few minutes since we wanted to give them only half of it, but they insisted on all of it. (Later we heard that these two boys had been captured and imprisoned. I don't know what happened to them.) After the boys left us we got into a ditch similar to our first hiding place. We covered over with grass. Our position was about thirty feet from the patch which ran along the clump of woods. About 30 minutes after we had hidden, we heard the voices of German searching parties. The other American could see the path from his position and saw a German officer walking along it slowly. If the German had looked directly at us, it is difficult to see how he could have missed us.

We lay hidden in the ditch from 1700 hours to 2300 hours that night. After dark we could see flashlights and several times heard dogs barking. We decided to get out of the neighborhood and started to what appeared to be a farmhouse, but when we reached it, there was nothing but a clump of trees. I had to crawl because my leg would not support me. We remained in this woods until daybreak.

6 April 1943

There was a farmhouse and barn in the distance which we approached cautiously. We hid in the barn until 0900 hours. A man and woman standing in the yard looked like people we could get help from, so we went up to them. After getting across that we were American airmen they held a long discussion and finally the woman took us into the house for food. The man rode off in a cart. We took out our maps and studied them. The woman pointed out our position and we decided to try for Switzerland. After we had been here for an hour we were moved into another room and two men came to the house. They could speak some English and promised to help us get to Switzerland.

They told us to hide in the barn and they would return for us that night. Eventually they hid us, not in the barn but under some brush by the side of the barn. Three times that day the two men brought food. They returned at night with bicycles and our subsequent journey was arranged.

Compiled By:

Approved By:

John F. White, Jr.
JOHN F. WHITE, Jr.
1st Lt, AC

W. S. Holt
W.S. HOLT
Lt Col, AC
Commanding

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File	3	File	3
	28		27
APPENDIX "A" - LIST OF HELPERS		APPENDIX "C" - FUTURE PLANS	
I.S.9	2	I.S.9	2
File	1	File	1
	3		3
		APPENDIX "D" - EQUIPMENT & TRAINING	
		MI-9	5
		MIS, Washington, POW BRANCH	1
		File	2

SECRET

SECRET - AMERICAN
MOST SECRET - BRITISH

HQ, ETOUSA
Office of AC of S, G-2
MIS Detachment

APPENDIX "B" TO E & E REPORT NO. 39

1. The following information has been obtained after an interview with a sergeant who evaded capture by the enemy after being in enemy-occupied territory.

2. Further circulation of this information may be made, but when doing so, no information as to the source may be divulged.

Statement of information covering period from month of April 1943
***through month of May 1943

1. All young Belgians have been sent to Germany to work. Men, 45 years of age, were receiving their papers to report for work in Germany.
2. At a house in Brussels I saw several cases of guns -- shotguns and pistols
3. All Germans in Brussels had orders to be ready to move at an hour's notice.
4. German soldiers seen in Brussels were old and disabled.

SECRET

DECLASSIFIED
EO 11652

~~SECRET~~ -- AMERICAN
~~SECRET~~ -- BRITISH

HQ, ETOUSA
Office of AC of S, G-2
MIS Detachment

6 July 1943

E & E REPORT NO. 46
EVASION IN FRANCE

14068222, T/Sgt Claiborne W. WILSON
423 Bomb Squadron, 306 Bomb Group

AGE: 25 years
LENGTH OF SERVICE: 1 1/2 years
HOME ADDRESS: HOLLY SPRINGS,
North Carolina

MIA: 16 Feb 1943
Arrived Spain:
5 June 1943
Arrived Gibraltar:
26 June 1943
Arrived UK:
29 June 1943

OTHER MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-437894	1st Lt William H. WARNER	(KIA)
CO-PILOT	0-727172	2d Lt Arnold R. CARLSON	(MIA)
NAVIGATOR	0-660533	1st Lt Lewis H. UTLEY	(KIA)
BOMBARDIER	0-726043	2d Lt Robert E. KYLIUS	(Returned to Duty)
RADIO OPERATOR	39083381	T/Sgt Eddie F. ESPITALIER	(P/W)
ENGINEER		NARRATOR	
BALL TURRET GUNNER	19005539	S/Sgt Walter C. MORGAN	(MIA?)
WAIIST GUNNER	6964897	S/Sgt Colon E. NEELEY	(KIA)
WAIIST GUNNER	6658162	S/Sgt Robert D. KISLING	(KIA)
TAIL GUNNER	14058038	S/Sgt William E. WILLIAMS	(MIA?)

16 February 1943
THURLEIGH

We left THURLEIGH at 0900 hours 16 February 1943 to bomb ST. NAZAIRE. We had clouds all the way to the target but the target area was clear. We had encountered flak, which was heavy only in target area and only accurate in altitude. We turned left after dropping our bombs and very soon I saw five FW's getting ready to attack. There were flak holes in both wings of our ship.

ATTACKED BY
FIGHTERS

The fighters carried their attack head-on to our aircraft. I called to the pilot to lower our nose so I could get to them. He answered, "Okeh." The first attack came from 1:00 o'clock but I couldn't fire. Suddenly the plane lurched into a dive. I could hear the sound of bullets striking the fuselage. The co-pilot was calling the navigator and bombardier to say that Lt WARNER had been wounded. There was no answer. The 'inter-con' in the nose had been shot away. We were out of formation. I could see the pilot standing in a stooped position in the cat-walk with his head hanging down. I saw he was badly wounded. The second attack from the fighters jerked my turret loose and knocked three large oxygen cans from their racks. The turret was swinging loose and dragging the cans around so that they were hitting the pilot. I opened the door into the bomb-bay and threw the cans in there. I heard nothing more on the 'inter-con.' There was a large hole about 2 feet wide in the fuselage near me. I fired at fighters from 24,000 feet until we were down to 6,000 feet, and could see that I was getting strikes. Number four engine was hit and smoking. While the fighters were attacking in pairs, one would parallel us and rake the ship with machine gun fire.

INTER-PHONE
SHOT OUT

AIRCRAFT
UNDER HEAVY
ATTACK

DECLASSIFIED
EO 11652

We fought for 15 minutes. When we hit slight clouds at 6,000 feet I knew we were too low to get help. The fighters picked us up when we came out of the clouds. They hit our number three engine and I thought I heard the 'bale out' signal. When I stooped over I saw the co-pilot taking off his head-phones. I had on my seat chute. When I got to the door of the radio room it was hard to open and, after I got in the radio room, I saw that the radio operator had been leaning against the door. He had a serious leg wound. I motioned to him that we were leaving the ship. In the waist the ball turret gunner was standing by his turret. One waist gunner, Sgt NEELEY, was dead. The other, Sgt KISLING, was standing by his gun in a dazed condition. He was very seriously wounded.

CREW MEMBERS
DEAD OR
WOUNDED

I pulled the release on the waist door but nothing happened. I got on my knees to brace myself and pulled, pushed, tugged and finally kicked it open. The radio operator had crawled to the door by this time so I motioned him out. Sgt. KISLING and Sgt MORGAN were behind me when I jumped.

BALES OUT
AT 6,000
FEET

I made a slightly delayed jump from 6,000 feet. When my chute opened I saw the plane gliding away. Number three engine was burning. Flames covered the top and bottom of the wings. I saw the plane hit the ground where it seemed to disintegrate. At the right, and higher than my chute, there was another. I think it was Sgt ESPITALIER. There was an open, empty chute above that. It looked as if the harness had broken away when the chute opened. Two fighters circled me and the other chute, looking us over, but did not bother us.

AIRCRAFT BREAKS
UP ON GROUND

I made a good landing just missing some trees. After cutting a piece from the silk of the chute I hid it with my Mae West under some leaves in a ditch. I started to run then. There was very little cover but I kept to ditches and underbrush until I reached a canal. After following that for a while, I got onto a road. One young boy, about 12 years of age, saw me though I tried to hide from him. He knew who I was, came to me, and when I asked about the 'Boche' he pointed down the road and shook his head. After he left I walked for about four kilometers before I met anyone. When I got into a ditch to hide a French peasant brought me four apples. I stayed in this ditch until dark before walking again. I had gotten into a well-populated countryside. While in the ditch I ate some malted milk tablets from my escape Aids Box. The benzedrine tablets relieved my tiredness. Altogether, I felt rather washed up - my head ached, my hands were cut and there were small shrapnel wounds on my face.

NO HELP DURING
FIRST DAY

I walked all the first night. There was a bright moon and I met very few people. I rested for a while in a pine forest and filled my water bottle. During the whole of the night I looked for a barn but the houses in this section didn't have any. At 0800 hours I went to a farm house, watched it for some time, and when a woman came out, I spoke to her. I told her I was an American and she took me in immediately. I was fed and was there for an hour before she took me to another house. At this house I was interviewed by a person who spoke some English. They

WALKS ALL
NIGHT

17 Feb 1943

SECURS HELP

17 Feb - 25 Feb
1943
27 Feb - 5 Mar
1943

wanted me to stay there for the duration of the war, but I said I could not do that. They gave me clothes and during the day, for eight days, I hid in a forest but came into the house at night to sleep. Finally the man who spoke English took me from here to his home where I spent eight days in an upstairs room. On 5 May 1943 I was visited by someone who arranged my subsequent journey.

Compiled By:

J. F. White
J. F. WHITE
1st Lt, AC

Approved By:

W. S. Holt
W. S. HOLT
Lt Col, AC
Commanding

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File	3	File	3
	<u>28</u>		<u>27</u>
<u>APPENDIX "A" - LIST OF HELPERS</u>		<u>APPENDIX "C" - FUTURE PLANS</u>	
I.S.9	2	I.S.9	2
File	1	File	1
	<u>3</u>		<u>3</u>
		<u>APPENDIX "D" - EQUIPMENT & TRAINING</u>	
		MI-9	5
		MIS, Washington, POW BRANCH	1
		File	2
			<u>8</u>



Eastern Michigan University

Ypsilanti, Michigan 48197

Dept. of History
April 12, 1979

Mr. Russell A. Strong
306th Bombardment Group Association
Rt. 1, Turnpike Road
Laurinburg, North Carolina 28352

Dear Mr. Strong:

It was nice to hear from a colleague formerly with Western Michigan University. You were wise to skip the last two winters in Michigan. They have been very severe.

It is splendid that you are writing a history of the 306th. Unfortunately I do not know where long interrogation reports might be stored. Thus far I have only worked in what I call the "raw" reports of the E&E's and the photostat briefer reports. Sometimes they are the same reports. So far none of them have been longer than 5 pages. These documents are found in the National Archives in Suitland branch, Washington, D. C. They are MIS-X documents in record group 332.

I have worked in the last year with Mr. George C. Chalou, Reference Branch, General Archives and Records Service, Washington, D. C. 20409. Although Mr. Chalou is pleasant, he is very over-worked and the archives are very understaffed. It is, therefore, not unusual to wait 3 months for a reply to a letter. As I have told Ralph Patton I do not think that the National Archives' personnel really know what they have in thousands of boxes just now being declassified. One of the reasons for the delay in my work is the delay in the Archives. They now declassify each piece!

Good luck with your work.

Sincerely yours,

Margaret L. Rossiter

Margaret L. Rossiter
Associate Professor of History



Department of History and Philosophy
(313) 487-1018

C
O
P
Y

16 April 1979

Dear Dr. Rossiter:

After writing you, and in fact a week ago today, I spent another morning in archives (which is about as satisfying as eating one peanut), and talked about the E & E reports with George Chalou.

He assures me they know where they are, that they are not in a collection but scattered in several places, and that if I will let him know ahead of time, that they will be able to get them out for me. I think I'll probably give it a try in late May or early June.

I am able to get Bomb Group mission reports expeditiously, but they are not well cared for.

George also says that some of the reports, or parts of the E & E reports are still regarded as highly sensitive, and I gathered not so much for what they saw as for how some of the information was elicited. I shall be interested in what I may find on my next venture there. I have a dozen or so that I am particularly interested in locating.

My most interesting one to date, however, is about a 306th member who parachuted into Germany, was held at Moosburg and other places, and escaped in early 1944, made his way through Yugoslavia into Italy, and was back in England about a year after he was shot down. It is an interesting story, and fortunately was written up by a literate intelligence man in Italy.

Thanks for your help,

Sincerely yours,

HEADQUARTERS 1ST BOMBARDMENT DIVISION
OFFICE OF AC of S, A-2
APO 557

D-C-4

10 June, 1944

SUBJECT: Report of the First 300 Evaders for the 1st Bombardment Division,
APO 557.

TO : A.C. of S., A-2, Headquarters, 1st Bombardment Division, APO 557.

1. On June 1, 1944 the 300th evader of the 1st Bomb Division was returned to the United Kingdom. The value of these returned trained personnel to the Army Air Forces can probably be estimated in dollars and cents based on the cost of training, but the vast amount of valuable military information that they have furnished to G-2 can never be evaluated.

2. A break down by crews showing the number returned and the position flown in as follows:

<u>Rank or Grade</u>	<u>No.</u>	<u>Position</u>	<u>No.</u>
Major	1	Pilots	32
Captain	2	Co-Pilots	37
1st Lt.	23	Navigator	30
2nd Lt.	95	Bombardier	27...126
F/O	4...125	Radio	37
T/Sgt.	43	Waist Gun	53
S/Sgt.	93@	Tail Gun	25
Sgt.	40..176	Top Turret	32
		Ball Turret	25@
		Photo	3.....175
<u>Total</u>	<u>301</u>		<u>301</u>

@S/Sgt. Lee Gordon, an escaper from a German Prison Camp is included.

A. It will be noted that the proportion of Officers to Enlisted Men is approximately the same ratio as the make up of a combat crew.

B. Apparently there is little choice of positions in an A/C from the standpoint of accessibility to bail out. The ball turret and tail gunner are only slightly below the average with 25% of each returning, while the Co-Pilot and Radio Operator are high with 37.

3. Successful evasion naturally has a high element of luck. Combat crews, forced to come down in Germany, have small chance to evade, whereas those in occupied countries stand a fair chance of escaping capture. It is of interest to note that from the P/W records over 62% of our A/C lost in operations were estimated to be down in Germany while 25% were in occupied territory. To more clearly visualize this the following chart is included and is derived from the crew interrogation reports:

Total A/C lost in Operations.....	948
" " " " Germany.....	592
" " " " Occupied Countries	232
" " " " Neutral Countries	34
" " " " the sea.....	79
" " " " places unknown...	11

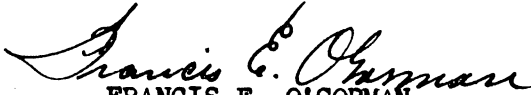
From the total A/C lost in Occupied countries 297 have returned and the other four came from Germany, three by evasion and one by escaping. The total of 297 from occupied countries represents 268 from France and 30 from Holland, Belgium and Denmark.

4. It is not the purpose of this report to comment on the outstanding evasion of any who have returned, but it is noteworthy to mention that those who adheared to the prescribed methods laid down by the P/W Officer found the going easier than those who disobeyed instructions. There is little doubt that delaying opening of the parachute when bailing out from high altitude has a great bearing on avoiding initial capture. Likewise those who trusted their helpers found their way safely home. The splendid cooperation of the French peasants has largely been responsible for returning these thirty crews. Recorded statements by evaders indicate that often times these peasants were found wearing two suits of clothing to expedite the changing from flying clothes to civilian attire. Repeatedly they have misdirected the Germans searching parties, and their quick and efficient help has been the big factor that has made evasion possible.

5. One phase of training should receive greater stress and that is parachuting. Too many are injured in landing. Too many parachutes are reported as having to be opened by hand. The number who might have escaped had they landed safely and unharmed will never be known but it is safe to estimate them at several hundred. Plans at present are under way to produce a movie at one of the Groups which will not only show how to parachute but how to land safely.

EDWARD S. DODGE,
Major, A.C.,
P/W Officer.

THIS IS A TRUE COPY:


FRANCIS E. O'GORMAN,
1st Lieut., AC.

REPORT - AIRCRAFT
 REPORT - AIRCRAFT
 RECALLING
 BRITISH COUNCIL OF INFORMATION
 3/4 and 4 Detachment
 Military Intelligence Service

1
 2
 3
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 10
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 14
 15
 16
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12 October 1943

FAIR PLAY NO. 222
WINTER 1943-44

Edward L. MASLATA, 1st Lt., O-71990
 304 Bomb Squadron - 304 Bomb Group

AGE: 21 years
 LENGTH OF SERVICE: 1917 years
 HOME ADDRESS: 304 West Callerton St.,
 CHICAGO, Illinois

Arrived in Spain
 2 October 1943
 Arrived in Gibraltar
 10 November 1943
 Arrived in UK
 20 November 1943

MEMBERS OF CREW: (This information is classified as CONFIDENTIAL)

PILOT	O-729896	2d Lt	Edward L. MASLATA	SEA
CO-PILOT	O-671990	1st Lt	Donald D. MASLATA	SEA
NAVIGATOR	O-683307	2d Lt	Donald D. PHILLIPS	SEA
BOMBARDIER	O-729532	1st Lt	August W. WITTE	SEA
RADIO OPERATOR	12011015	T/Sgt	William B. BLACKBURN, Jr.	SEA 179
TOR TURRET GUNNER	15103808	T/Sgt	William L. UTLEY	SEA
BALL TURRET GUNNER	33021170	Sgt	Frederick E. HUNTER	SEA
WING GUNNER	16072028	S/Sgt	George F. ROUSE	SEA 169
WING GUNNER	15300712	Sgt	William D. SCOTT, Jr.	SEA 173
TAIL GUNNER	16127319	S/Sgt	Douglas G. WRIGHT	SEA

THUNDERBOLT
 6 SEPTEMBER 1943
 SEE EASE 169, 173
 AND 179

About 0000 hours on 6 September 1943 we took off from
 Thurston to bomb SPITFIRE. I thought we flew the course as
 briefed, but the navigator said that we went in at 2,000 feet
 and started back at 17,000 feet when it should have been just
 the reverse. At any rate, we had headwinds going in instead
 of tailwinds. We flew north of PARIS and had no trouble going
 in. Over the target we had a heavy barrage, and the flak
 followed us for a few minutes. We opened the bomb bay doors,
 but because of the heavy clouds we did not bomb. We went on,
 opening our bomb bay doors three times and closing them again
 three times. It was about fifteen minutes before we released
 our bombs on some thing town in the hills. Clouds were still
 heavy, and I could not see what we hit.

DELAY IN
 BOMBING

GAS-CONSUMING
 AIRPLANE

I was getting worried about the gas and the time which we
 were wasting. We had the heaviest gas-consuming plane on the
 field; we knew it, and apparently they realized it at the
 field, for they gave us quite a pep talk about it before we
 left. After we released our bombs, we figured that we had just
 enough gas to get to the channel and ditch, with a slim chance
 that we might make the English coast. We could see the Alps,
 and a lot of fellows turned off to Switzerland, but we decided
 that we would try to make it to the channel.

LOW ON GAS

Our gas got lower and lower, and we saw that we were not
 going to make it even to the coast. We told the men to put on
 their parachutes and to prepare to bail out or ditch, and we
 started destroying any letters or papers which might help the
 enemy. We flew north of PARIS and were already beyond it.

LOW ON GAS

ENGINES BEGAN
TO GO OUT

According to the navigator we were only ten minutes from the coast when number three engine started to go out. We changed gas from one tank to another, but number one then began to go out. For about five minutes we were flying with zero indicated on all tanks. We had seen some FV's attacking another group, but none had come near us. When we pulled out of formation a bit, however, fighters started to come in on our tail, so we went up again and put the plane on automatic pilot.

BAILED OUT

The pilot and I yelled over the interphone the order to bail out. He pulled the emergency release for the bomb bay doors, and I grabbed the parachutes for both of us. I saw the navigator go out the nose. I handed the pilot his parachute and went to the bomb bay. I looked in the back of the ship and saw that only one man was left. He did not seem to be quite sure what he was doing, and he was fumbling with his parachute. I yelled at him to try to bring him out of it. The bombardier did not want to go out the nose and came tearing back to the bomb bay. I went out at about 17,000 feet.

NO TROUBLE
CLEARING PLANE

I jumped out facing the rear of the plane. I had heard a lot of men express fears of hitting the ball turret if they bailed out the bomb bay. Consequently I was interested to notice that I cleared the ball turret by some six feet, even though they were pointing straight down. Furthermore, when the navigator jumped from the nose, he cleared the bomb bay doors by about five feet.

ADVISES SOLD
INSTRUCTION IN USE
OF PARACHUTE

I knew there was supposed to be a layer of clouds at 10,000 to 12,000 feet, so I delayed as long as I could until I came to the cloud level. I could see the plane going on under automatic pilot all the while I was falling, I could see the plane gradually pull down out of formation. I could see only one chute far above me; I believe it was the bombardier's. When I pulled the rip-cord, I was surprised. The chute opened with a tremendous jerk, and my head came with a jolt to the back of my head. I blacked out, and when I recovered consciousness, I thought I had broken my back. From 10,000 to 8,500 feet I felt a wind-rocking chute, and I got a sick. At 8,500 feet the wind died down, and I began feeling a little better. I saw that I was heading for an orchard and tried to avoid it. Unfortunately, however, I had had no instruction whatever in the technique of using a parachute, so all my efforts were unavailing. I think that every man should, at the very least, be instructed in how to turn around in a parachute by crossing his arms and pulling. He might have the bad luck to catch my back as I did, and not know how to turn around. Since I saw I was really heading right for the apple orchard, I put my hands over my face to keep them from the trees. I hit right on a dead tree, bringing half of the tree down with me and breaking a rib on my right side in the fall. I landed about 10 miles westward of AIX-LES-BAINS.

HIT TREE -
BROKE RIB

MET FRENCH

While I was lying in the ground, my parachute draped over the remains of the tree, an FV flew overhead at 200 feet, evidently hunting for those who had bailed out. When I was about 300 feet up, I had seen a number of people in barnyards watching my fall. Soon after dark they came pick me up; I could not arise by myself. I pulled out my cigarette lighter and began to set fire to my parachute, but the French prevented me. They thought I was not in too hot a spot that they had all sorts of use for a parachute. I took off my jacket and overalls and left them. I lost my cap and gloves in the way down. Before I jumped, I had taken off my flying boots and put on some brown canvas oxfords. If I were doing any more jumping, which took as much walking, I would have been certain that I was wearing good GI shoes.

REF ID: A6222

STARTED OFF

The French seemed unwilling to let me go, no doubt because they feared the Germans would catch any minute, so I started off across the fields, going as best as my right side permitted. It was pretty bad; I had to go underneath fences because I couldn't climb them. When I had let out, it was 1147 hours, and I walked away from the French people about 1301 hours.

MET OTHER
FRENCH PEOPLETHROUGH THE SMOKE
FOUND BOMBARDIERGIVEN CIVILIAN
CLOTHES

When I had walked about half a mile, I came to a farmland just off a road. About ten people were crowded in it. I walked up to them and said that I was an American aviator. I pulled out my phrase sheet and asked them if they could help me. They stood around as if they didn't know what to do. I was suddenly struck by the fact that they all seemed to be smoking, and the cigarettes were not home-made affairs. In fact, they looked like American cigarettes. I suspected that one of my crew members must be around and asked them where he was. They went to the bushes rather reluctantly, and pulled out my bombardier, Lt. HEDS (See E & E Ref 175). They took us both to a haystack and covered us up. Later they brought us some civilian clothes and took our uniforms. When we told them of our story then, they just laughed and laughed, explaining that they would give them an order and use of them. Later I saw some uniforms which had been given to them in other colors, but I would have spotted them as good GI OP's any day. After they gave each of us trousers, a shirt, a cloth jacket, a beret, and a pair of shoes, and a loaf of bread, they took us to a room, and warned us that the Germans would be looking for us any minute.

LED OFF

LEFT ALONE

We walked on a way with an old man and soon let out on a bicycle. She warned the old man that the Germans had looked for the road. He took us to a place about a mile from the place where I had been taken and told us to stay there. We plunked ourselves down under some trees. Lots of clouds of smoke were about, but in any close search we could have been seen from a few feet away.

RECONNOITERED

DECIDED TO PUSH ON

BOMBARDIER PRE-
FERRED TO STAY

During the afternoon I heard a lot of shooting. At first I thought it was French on the Germans; then it occurred to me that the French were not supposed to have arms. While we sat there, we opened our escape kits and packed. Later I took a reconnaissance of a hill all day. When I didn't see anything, I told the bombardier that we had better stay there. He said that his leg hurt and that he thought we should stay there all night. The spot was such a close to the place where we came down that it was far too close to feel like spending the night there. I went back to the other side, and my right side was pretty stiff, but I felt no shame in being under any circumstances. When we were there, the bombardier had to pull himself up from the ground and then help me up, since I couldn't get up by myself. He seemed determined to stay there, and was equally set in his opinion, so I left him the bread and wine and pushed on, smoking, through the woods for a couple of hours.

LOOKED FOR HELP

CONVERSATION
WITH FRENCH
LIST

I came to a house on the edge of a village and entered a shed in which a man was repairing a machine. When I asked him, he seemed frightened, but he did not order anything. I sat down next to him and watched him work. He knew who I was but did not seem to know what to do about me. When his wife came, she was very unwilling to see me and didn't want to help me there, so he got a blanket and took me to an old, deserted barn on the other side of the village. Later he brought a friend of his who carried some real wine, but I was feeling pretty bad and didn't wish to eat. I had a wonderful conversation with this old man, using my phrase sheet and filling

D & E REF. 222

in the days of signal lamps or pictures on the ground. In fact, if someone had taken all the escape equipment away from me and left me only a compass and the phrase list, I would have been happy enough.

OTHER USES FOR
ESCAPE EQUIPMENT

I gave my Horlicks tablets to the children at one place where I stayed. I was careful to give them the tablets just before I left, so that I would not be around when the children ate them. I gave a sweet bit with some other children by giving them the chocolate, which is the sweet part, and I succeeded with some of them by giving them the chocolate. But the phrase sheet was invaluable. I spent many whole evenings of the winter just passing the sheet back and forth with my hosts. I found the compass equally useful. Besides charting a course with it, I used it when I walked over the Pyrenees. It was then I found I literally could not see the man ahead of me, so I had him put a round tin compass on a string and hang the compass in his back. I followed the little luminous dot as the only thing I could see -- hoping all the time that the man ahead of me would not walk over a cliff and I follow the last night home.

WHAT CAN BE DONE
WITH A COMPASSWANTED TO GO
TO PARIS

I told the man that I wanted to go to PARIS. I do not recall that I had been warned in briefing to keep away from PARIS. The man told me that PARIS was some 90 kms away and asked how I expected to get there. When I replied that I was going to walk, he just laughed and laughed. Later I did not think it was so funny.

7 SEPTEMBER 1943
ACROSS THE FIELDS

About 0530 hours the next day I took off like a scared rabbit, carefully keeping to the hills. I climbed a hill in order to survey the terrain and to locate the towns to avoid. At 0700 hours I came to a highway. Just as I was about to cross it, a truck came along, filled with German soldiers armed with rifles. I ducked into the weeds along the side of the road. Just as I reached the other side, another truck came by. I lay low and hid for the time being as I could. While I was lying off, saw German motorcycle cyclists who looked like couriers went down the road.

COMPASS COURSE
SOUTH

I followed a compass course south and slightly west. When I came to a place where I could see BLANVAIS about a mile or so to the east, I talked to a farmer who told me "BLANVAIS -- allons", so I was careful to keep away from the town. I walked until 1130 hours going across country because I was afraid to go on the roads, and being very best to avoid everyone. A little later I came to a small town. I was very thirsty, so I stopped at a small house on the edge of the town and asked for water. I thought that I would ask a man for water, and if he seemed friendly about giving me water, I would ask him for food and then possibly for help. This system seemed to work all for me. It gave me a chance to try to size up the person I was approaching. This man was only too glad to give me water, insisted that I come into his house, and his wife fed me some beans. I was so hungry that anything would have tasted good. After we had a few oral conversations by means of my phrase list, I asked him if I could sleep in his barn. When he said no, I prepared to leave, but he took me to a bedroom, spread out a褥子 on the floor, and said I was to sleep there, and started talking to me in French. I fell asleep while he was talking to me.

SYSTEM FOR
APPROACHING
FRENCHMEN

SLEPT IN HOUSE

8 SEPTEMBER 1943

DECIDED TO GO
ON ROADS

The next thing I knew someone was shaking me. My host was waking me at 0630 for a breakfast of bread and butter which his wife had just fried. Soon after breakfast I started off. Since I felt considerably more secure now after this meal and food I decided to stay on the roads. I even started off right through the village. A farmer was shuffling along ahead of me. With my back safely to him I had no trouble working up a good shuffle, so there we were, two farmers going off to work in the morning.

RAN INTO GERMAN
GUARDS

BUT PASSED THEM

GERMAN AIRFIELD

GERMANS CHECKED
PASSES

BUT NOT ON HIS
ROAD

PASSED BY MORE
GERMANS

ONION-PICKER
FOR THE MOINE

ROUND FOOD
AND SHELTER

USED POLISH TO
TALK TO THE
FRENCH THAT HE
WAS AMERICAN

I walked on the roads all that day, stopping only for water. I was beginning to have all kinds of fun and was even getting over-confident. Just about that time the bottom fell out of my confidence. I came around a curve in the road and found myself almost on top of a couple of heavily armed German soldiers who were walking up and down the road. When I saw them, I thought I had hit it. It was too late to turn back, so I kept right on going, just waiting for them to stop and take me off. Today I remember they didn't seem to pay any attention to me, so I didn't wait around to strike up a conversation. As I walked on, I decided that they were guarding an airport, for I came upon some large buildings which were so well camouflaged that I didn't spot them until I was right upon them. It was one of the best pieces of camouflage I had ever seen. I approached on their road at right angles to mine and saw some more German sentries on it. When I came closer, I saw that they were checking passes. My confidence took another jolt then, but I figured I had better brave out these new guards than to back and take a look at the ones I had just passed, so I kept on going. When I came up to these guards and walked right on by them without so much as a word from them, my confidence started bouncing up a bit. Apparently they were checking passes on the cross road, but not on the highway. As I walked away, a German soldier came after me, I thought, but instead of catching me, he disappeared into the road, apparently bound for a job. A lot of other German soldiers came along with the same light, quick step, evidently on duty.

About this time a crowd of farmworkers came out of the fields, so I took to the road, behind them, just another one of the many and fully as worn out as they. My legs were getting blistered, and I could scarcely keep my legs. I thought I had better begin to look for a place to spend the night. When I came to a cluster of huts which looked something like a French settlement, I saw a man working in his vegetable garden. I told him that I was thirsty, and he took me over a cup and gave me some water. When I told him I was an American, he hustled me to his hut. He and his wife seemed very glad to see me and wanted to help me. She brought in a bed and insisted that I sleep there that night. They helped me fix up my blisters as best I could. About that time I was wishing that I had some other shoes than my canvas oxfords.

My host told me that in the hut was a French war hiding out from the Germans. The next day I could not walk, so I stayed where I was. The people seemed to become a little suspicious of me. I guessed that they were afraid I was German, partly I believe, because I said "Yeah" in answer to a lot of their questions, and they seemed to think I was saying "No". But I talked to a Polish man who had spent 20 years in France and was hiding out from the Germans. I can speak some Polish, so I had a long conversation with him. He satisfied himself that I was all right, and from then on I was in with the rest of the French people there. They brought out a large piece of ham from a recently slaughtered hog, and we had quite a feast.

REF ID: A66121

ONE NIGHT IN
A BAR ROOM -
WITH GERMANS

On the night I was there we went down to a Nazi-infested bar-room and drank. I did not feel happy about him in the room with all these German soldiers, but I was anxious to see how easy it would be to get away with if he could just stick it out.

JOURNEY ARRIVED

The following journey was arranged for us.

A couple of subsequent incidents are worth mentioning, on the one hand because they are in themselves amusing, and on the other because they show what a man can get away with if he can just stick it out.

INSTRUCTIONS
FOR GERMANS -
FIVE RISKS FOR
NARRATION

I was riding along on a bicycle following three French boys on bicycles in front of us, through a fairly large town. The French boys cycled along and teased the Germans: they were along at the speed, headed straight for a German, stuck out his leg toward him, and then swerved just before they reached him, turning around and laughing furiously. The Germans cursed and shouted -- and looked back to see if any more bicyclists were coming. When I rolled along as slowly and properly as could be, exhorting the infuriated Germans to "uncle" me at any moment, when I shook my fist at the French boys and tried to get them to stop this thrilling and exhausting sport, they just laughed and thought it was a great joke.

HOW TO AVOID
GERMAN CHARGES?

When we got to the other side of the town, we came to a bridge guarded by Germans. We turned up the canal, found a narrow path, and crossed the canal. I went so close to the bridge that I could have hit the guards with stones. Why the guards left us alone, I don't know yet.

INVESTIGATION OF
A WORKING PARTY

Much later I was riding along in the back of a truck with a couple of other evaders and a large number of French. While we were stopped at the side of a road eating a sort of picnic lunch a German sergeant on a bicycle passed us. I heard afterwards that this sergeant was a linguist, and I figured that he probably heard a couple of us talking English too loudly. When we started off again, two German officers passed us in a car, in the other direction and looked at us curiously. A little later the sergeant bicycled up to us, gave us long, searching looks, and went to the town ahead of us. In the town, we went around a curve and found ourselves near a German headquarters with Germans looking the street. Two of the Frenchmen in the back of the truck jumped off and started running away at top speed, but the Germans called them back. I could see myself sitting at Dula Luft already.

The Germans ordered everyone out of the truck. The Frenchmen lined up along the street, but we evaders sat in the back of the truck, not knowing anything else to do. I figured they might as well come after us. The Germans lined the Frenchmen up against the wall and checked their identity papers, the Frenchmen protesting vociferously all the time. When the Germans had checked the Frenchmen's papers, two officers yelled at us, apparently to get out of the truck. We had no identity papers, so we just sat there, waiting for the worst. All this time the Frenchmen were protesting about the outrage; their papers were in order, why were we stopped, and so on endlessly. The two German officers shouted at us angrily, and, when we still sat there, one came over to the car of us. The officer screwed up his monocle in the best Kevin picture fashion and looked us up and down. While we looked at him as only as we could, one of the Frenchmen came back, waving his papers and protesting about this outrage, stopping you.

SECRET - AMERICAN
MOST SECRET - BRITISH

HEADQUARTERS
EUROPEAN THEATRE OF OPERATIONS
P/W and X Detachment
Military Intelligence Service

SECRET
By Authority of
AC of S, G-2
Initials
Date: 12/11/73

13 November 1943

W. B. REPORT NO. 162
MISSION IN FRANCE

George S. LENSEL, S/Sgt, 16072028
368 Bomb Squadron, 306 Bomb Group

Left: 6 September 1943
Arrived in Spain:
14 October 1943
Arrived in Gibraltar:
27 October 1943
Arrived in UK:
29 October 1943

AGE: 23 years
LENGTH OF SERVICE: 1 5/12 years
HOME ADDRESS: 22 W. Hill,
Illinois

MEMBERS OF CREW: (This information checked with P. 1.)

PILOT	0-729896	2d Lt	Wesley D. PETERS	11.
CO-PILOT	0-671990	2d Lt	Edward L. WILSON	11.
NAVIGATOR	0-683307	2d Lt	Donald E. PHILLIPS	11.
BOMBARDIER	0-729532	1st Lt	August WENTZ	11.
WING MAN	12011015	T/Sgt	William F. FLASKITT, JR.	11.
TAIL TURRET GUNNER	15103808	T/Sgt	William F. WELLY	11.
WING MAN	33021170	Sgt	Frederick E. HUNTZINGER	11.
WING MAN	16072028	S/Sgt	George S. LENSEL	11.
WING MAN	15300732	Sgt	William E. SCOTT, JR.	11.
WING MAN	16127315	S/Sgt	Douglas G. ALBERT	11.

6 September 1943 We left THUNDERBOLT 0630 hours, 6 September 1943, to bomb a factory in STUTTGART, Germany. Eighty-four escorted us as far as THUNDERBOLT.

HEAD-ON ATTACKS Right after they turned back, F4's and P-51's started their attacks but did not press our formation. We were the lead group. I noticed that most of the attacks were head-on attacks. They left us when we reached the target. Before the enemy fighters left us, I saw four of our planes hit down and saw smoke coming out of each ship. I also saw six other planes in line, six of them smoking.

HEAVY FLAK ON BOMB RUN We made our bomb run and heavy flak started. Some of the planes behind us made a second run and ran into extremely heavy and accurate flak. We in our formation did not drop our bombs due to heavy flak over the target. We started for home and went over STRASSBURG. We dropped our bombs but I do not know what the target was. There was no flak here.

LOW ON GAS We continued on our way and when we reached the point where the enemy fighters had left us, they picked us up again. This time we were getting low on gas and were forced to switch it from one tank to another. We were lagging a little behind the formation. The fighters attacked us and we did a great deal of shooting, but I don't think we got any of them. I do not believe they hit us.

ORDERED TO BALE OUT When we were just north of PARIS the pilot gave the order to prepare to bale out. We all did this except the ball turret gunner.

LGE APT. NO. 169

who seemed to be in a daze, so I put his chute on him. When just south of LAUVAIS the pilot gave the order to bail out. I kicked the waist door off. The radio gunner motioned for me to come to the bomb-bay, so I went up and bailed out there, following the engineer and radio gunner. This was at about 17000 feet. Just before I went out, I looked back and saw the other waist gunner trying to get the ball turret gunner out. I found out afterwards that he could not get him to jump, so he was left in the plane. I opened my chute immediately. It took me approximately twenty minutes to reach the ground. While going down I saw our ship burning in the air. I also saw four other chutes. One of them circling me, did not shoot at me, but did try to shoot a hole in my chute. I don't believe he hit it.

GREETED BY FARMERS

I landed in tall grass at the side of a railroad. Just before landing I saw farmers coming to the spot where I would land. I immediately took off my chute, hid it along with my two West and heavy flying boots in some woods. I climbed a fence and started toward the farmers. By this time there were 15 or 20 of them, all ages. When about 30 yards away they started to make a circle around me. I went to an old man, stuck out my hand and said "Comrade", then went on around the circle saying this. When I came to a big fellow, he held my arm and said "Deutsch!" I said "No, American!" He said there were no Germans around.

SEARCHES FOR CREW MEMBER

Three boys and a girl then took me to the woods about 100 yards away. They had seen one of our crew members come down there. They asked me to yell, which I did. We soon found the chute which I knew belonged to our right waist gunner, Sgt SCOTT, so I started calling him. In a few minutes he appeared and we hid what was left of his chute. The French had already taken part of it.

USES ESCAPE AIDS MAP

We were then taken to a farmyard. By using the maps from our purse, they explained to us where we were. I asked if they knew how we could get back to England. They said to wait--some one who could speak English would come. We were hidden in some raspberry bushes and there given civilian clothing. One of the men took off his shoes and gave them to us. We in turn gave them our uniforms and asked them to bury them which they did. After about an hour we were taken to a farmhouse and fed. Then we walked about a mile to a deserted farmhouse where we were hidden until 2000 hours. At that time our radio gunner was brought in. The man with him arranged the rest of our journey for us.

JOURNEY ARRANGED

Certified By:

Approved By:

Richard R. Nelson
RICHARD R. NELSON,
Major, AC

W. S. Holt
W. S. HOLT,
Lt Col, AC
Continuing



AIR FORCES Escape & Evasion Society

January, 1983

Dear Members & Friends:

Enclosed is a report done by Ralph Patton on our Cincinnati meeting. It was an outstanding success and I have heard nothing but good words from our guests and the members who attended. As Ralph mentions in his report the Europeans were hosted and entertained by the entire membership of the AFEES, without your contributions this gathering could not have taken place.

RALPH K. PATTON
PRESIDENT
720 VALLEY VIEW ROAD
PITTSBURGH, PA. 15243

WILLIAM H. SPINNING
VICE PRESIDENT
357 WADDINGTON
BIRMINGHAM, MICH. 48009

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RICHARD M. SMITH
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HEYWARD C. SPINKS
P. O. BOX 844
BEAUFORT, S. C. 29902

REPRESENTATIVE IN FRANCE

LESLIE ATKINSON
46 RUE AUGUSTE-BUISSON
92250 LA GARENNE - COLOMBES
FRANCE

As Ralph says in his narrative the gathering became a MUTUAL ADMIRATION SOCIETY. Anne Brusselmanns says, "An Evader and A Helper have a line of communication that cannot be understood by anyone outside of our two groups." This was obvious during the entire stay in Cincinnati as Helper and Evader who had not known one another before had a wonderful exchange even with a language barrier that was often present. The joys of knowing our Helpers again is something almost impossible to describe.

We would like both guests and members to understand that it was physically impossible to include pictures of everyone in attendance. The pictures used are those that came out best and give us a cross section of the attendance.

Due to the scheduling difficulties the symposium was held early and as a result attendance was not as great as the previous one, this was unavoidable because of Saturdays program at Wright Field. Our panelist were outstanding and everyone who attended came away with a little more knowledge of the operation of the various Escape Lines & Organizations.

On behalf of the AFEES I have written and thanked everyone in Crossville, TN that I could identify as helping the Loiseaus. We all owe many people in Crossville a debt because of the wonderful way they looked after Genevieve and Rene during a most unusual situation.

PART OF A LETTER OF TRIBUTE

"The loss of every Allied plane shot down over Europe was a tragedy — every member of a crew that was found and saved and sent back to us brought joy to all his comrades. To everyone who joined in this great work and to each member of his family and to all who shared, in those days, his risks and dangers I send assurances of my deep and lasting gratitude."

Sincerely,

DWIGHT D. EISENHOWER

We are begining plans for future activites and sincerely invite your thoughts on our operations. For 1983 we would like to meet with the Canadians in Quebec City on Sept. 22-26. We can join their activities but still have time for a meeting of our own. The Canadians in attendance in Cincinnati added immeasurably to our gathering.

There is a sheet enclosed in Ralphs report concerning the 8th AFHS trip to England and Europe this year. This will be great for anyone who can make this visit, however, we are seriously considering going as a group in 1985 with particular plans to join with the Dutch in their celebration of the 40th anniversary of their liberation. If we can get enough of our people interested in this we can devote our trip to visiting with our Helpers in Holland, Beligum and France.

There has also been conversation concerning the AFEES meeting on its own rather than the 8th AFHS. This might or might not work and will depend on some of our members doing some research on a time and place that we can gather. If we follow our previous format we would proably have European guests in 84. If any of you want to have our meeting in your home town or some place close by this is your opportunity.

I have mentioned above many things we are considering and look forward to your comments on any or all of them. Take a few minutes and write me with your ideals, the more people we get involved the better organization we will have.

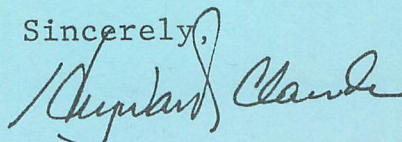
Now I would like to challenge each of you to make a serious effort to publicize our organization so we can reach the potential members we have and are unable to contact. Do not pass up an opportunity to speak to any group that will listen to your story about our Helpers, this will expose our organization to more people. Possible a newspaper story or even an ad in a newspaper would bring us potential members.

We are now accepting dues for 1983 and hope to be flooded with checks. Annual dues are \$5.00 per year, however, we do not complain if your check is for more.

We have also developed a small PX line. We have 8" armetale plates like we presented to our foreign guests at \$20.00 each. We have a very good blazer patch at \$10.00 each. We have decals of 4½ inches and 1¼ inches. These are \$5.00 for a set of 8, 4 of each size. These are exterior decals and are excellent for your luggage making it easier to identify in airports. The AFEES makes a profit on all of these items with the money going in our fund for our future plans. With both your dues and any of the above items are contributions to AFEES and therefore tax deductible.

A word to the Friends of the AFEES. In securing our tax excmption status from the IRS our Associate members status was questioned and we have eliminated this type membership, you are now Friends of the AFEES. This is in no way expressed a change in our attuides toward you and in fact may express our thoughts even better, you are truly FRIENDS of the AFEES.

Sincerely,



Heyward Claude

AIR FORCES ESCPAE & EVASION SOCIETY

GUESTS & VISITOR HELPERS

Cincinnati 1982

BELGIUM

ANTOINE-DUMON, Andree

COLLAERT, Elizabeth

DEPOVER, Blanche

DEPPE, Jacqueliën & Arnold

JONCKHEERE, Marie

LARDOT, Maya

PARDON, Gaby

SPIRA-VAN SEVENAN, Betty

VAN TUYROM, Jacqueline

FRANCE

ATKINSON, Lesile

CHARETON, Anne, Armell, Andre

GUIGAN, Jean

HENDRICKX, Mariette

LOISEAU, Genevieve & Rene

CANADA

BRUSSELMANNS, Anne

DUMAIS, Lucien

HOLLAND

FOLMER, Joke

de KEIZER, Andriaan

MANION, Elly

ODEKERKEN, Miles & Guus

VOGES, Trees & Jan

de WIT, Bas

RAFEEES-Canadian Branch

BAUSET, Monique & Peire

GOUINLOCK, Margaret & Jack

WEINS, Peggy & Ross

306th Bombardment Group - EVADEES and ESCAPEES

Name	Rank or Grade	Crew Pos.	Sqdn.	Mission Date	Target	Pilot	Present Status
William J. Gise	2 Lt	Nav	367	9 Oct 42	Lille	Olson	Seguin, TX
Erwin Wissenback	T/Sgt	Eng	367	9 Oct 42	Lille	Olson	College Place, WA
Richard D. Adams	Capt	P	369	8 Nov 42	Lille		Dec. 5 Apr 71
Forrest D. Hartin	2 Lt	Nav	423	9 Nov 42	St Nazaire	Felts	Dec. 24 Mar 76
John R. McKee	Capt	P	367	20 Dec 42	Romilly		Audubon, NJ
John S. Trost	2 Lt	Bomb	367	20 Dec 42	Romilly	Nygaard	Dec.
Robert E. Kylius	1 Lt	Bomb	423	16 Feb 43	St Nazaire	Warner	Riverside, CA
Allen N. Robinson	S/Sgt	WG	367	16 Feb 43	St Nazaire	Downing	Dec 21 Feb 67
Claiborne W. Wilson	T/Sgt	Eng	423	16 Feb 43	St Nazaire	Warner	Sanford, NC
Howard W. Kelly	2 Lt	CP	367	16 Feb 43	St Nazaire	Downing	Dec 16 Jan 69
Robert E. Biggs	1 Lt	CP	367	5 Mar 43	Lorient	Tunnell	Unknown
John L. Ryan	Capt	P	367	6 Mar 43	Lorient		Albuquerque, NM
Ernest T. Moriarty	Sgt	WG	368	8 Mar 43	Rennes	Buddenbaum	Orange, MA
Raymond E. Walls	S/Sgt	TG	368	5 Apr 43	Antwerp	Seelos	Baltimore, MD
Glenn Loveland	S/Sgt	WG	368	13 Jun 43	Bremen	Marcette	Ashtabula, OH
Lionel E. Drew, Jr.	1 Lt	Bomb	423	26 Jun 43	Romilly	Check	Savannah, GA
Edward F. Maslanka	2 Lt	CP	368	6 Sep 43	Stuttgart	Peterson	Unknown
George S. Monser	S/Sgt	WG	368	6 Sep 43	Stuttgart	Peterson	Peoria, IL
William E. Scott, Jr.	Sgt	WG	368	6 Sep 43	Stuttgart	Peterson	Dec. 1 Nov 69
William L. Utley	T/Sgt	Eng	368	6 Sep 43	Stuttgart	Peterson	Unknown
August Winters	1 Lt	Bomb	368	6 Sep 43	Stuttgart	Peterson	Dec 20 Mar 78
Warren W. Cole	S/Sgt	TG	368	11 Jan 44	Hlaberstadt	Reed	Unknown
Howard F. Snyder	1 Lt	P	369	8 Feb 44	Frankfurt		Sedona, AZ
Louis Rodriquez	1 Lt	Nav	368	25 Feb 44	Augsburg	Coleman	Stamford, CT
Martin Cech	S/Sgt	WG	423	6 Mar 44	Berlin	Adams	Unknown
Guy H. Golden, Jr.	S/Sgt	WG	423	11 Feb 44	Frankfurt	DiBetta	Pine Bluff, AR
Eldo C. Weseloh	S/Sgt	TG	423	11 Feb 44	Frankfurt	DiBetta	Dec 8 Dec 71
Earl J. Wolf., Jr.	2 Lt	CP	423	11 Feb 44	Frankfurt	DiBetta	Indiatlantic, FL

EVADDEES and ESCAPEES

Arne G. Ziem	S/Sgt	TG	423	15 Jun 44	Nantes	O'Brien	Unknown
Herman E. Ehrhard	S/Sgt	TG	367	17 Jun 44	Noyen	Pedersen	Unknown
William A. Smith	1 Lt	Bomb	367	17 Jun 44	Noyen	Pedersen	Unknown
Ragnar E. Gustafson	1 Lt	N	367	17 Jun 44	Noyen	Pedersen	Dec.
Wilbur H. Pensinger	2 Lt	CP	367	17 Jun 44	Noyen	Dingman	Lady Lake, FL
Robert J. Starzynski	S/Sgt	TG	367	17 Jun 44	Noyen	Dingman	Chicago, IL
Virgil W. Dingman	1 Lt	P	367	17 Jun 44	Noyen		Unknown
Jack E. Blackwell	S/Sgt	BT	367	17 Jun 44	Noyen	Pedersen	Unknown
Leon J. Blood	2 Lt	CP	367	17 Jun 44	Noyen	Pedersen	Waterville, VT
John H. Griffiths	Sgt	Eng	369	16 Jul 44	Munich	Jones	Unknown
Fred G. Jones	2 Lt	P	369	16 Jul 44	Munich		College Park, GA
Milton Katz	Sgt	WG	369	16 Jul 44	Munich	Jones	Dec 5 Feb 71
Robert A. Price	Sgt	RO	369	16 Jul 44	Munich	Jones	Unknown
Clifford K Hammersley	2 Lt	CP	369	16 Jul 44	Munich	Jones	Dec. Jan 74
Charles H. Weaver	2 Lt	N	369	16 Jul 44	Munich	Jones	Pittsburgh, PA
Woodie N. Rose	S/Sgt	BT	369	16 Jul 44	Munich	Jones	Unknown
Robert J. Stalnaker	2 Lt	B	369	16 Jul 44	Munich	Jones	Unknown
Arthur A. Flores	Sgt	TG	369	16 Jul 44	Munich	Jones	Unknown
Allen L. Babin	1 Lt	P	369	10 Apr 45	Oranienberg		New Orleans, LA
Gilbert J. McGuff	2 Lt	CP	369	10 Apr 45	Oran...	Babin	Unknown
Donovan B. Clemetson	2 Lt	N	369	10 Apr 45	Oran...	Babin	Janesville, WI
William R. McKillop	S/Sgt	NG	369	10 Apr 45	Oran...	Babin	Unknown
William L. Ferguson	S/Sgt	Eng	369	10 Apr 45	Oran...	Babin	Henderson, TX
Henry P. Deutsch	S/Sgt	RO	369	10 Apr 45	Oran...	Babin	unknown
Robert J. Zamiska	Sgt	BT	369	10 Apr 45	Oran...	Babin	unknown
William M. Quinn	S/Sgt	TG	369	10 Apr 45	Oran...	Babin	Dec. 25 Jun 86

EVADEES and ESCAPEES

Allen Babin
6644 Orleans Ave
New Orleans, LA 70124

Leon J. Blood
Rt. 1, Box 1475
Waterville, VT 05492

Donovan Clemetson
816 N. Randall Ave
Janesville, WI 53545

Lionel E. Drew, Jr.
402 County Courthouse
Savannah, GA 31401

Willia, Ferguson
Rt. 8, Box 478
Henderson, TX 75652

Col. William J. Gise
124 Bobwhite Trail
Seguin, TX 78155

Guy H. Golden, Jr.
3205 Willow St.
Pine Bluff, AR 71603

Fred G. Jones
3349 Reed, Apt. 3
College Park, GA 30337

Robert E. Kylius
4648 Whipple Rd
Riverside, CA 92506

Glenn Loveland, Jr.
1406 Myrtle Ave
Ashtabula, OH 44044

LTC John R. McKee
249 S. Barrett Ave
Audubon, NJ 08106

George S. Monser
6909 N. Patricia Ln
Peoria, IL 61614

Ernest T. Moriarty
W-105 Warwick Rd
Orange, MA 01364

LTC Wilbur C. Pensinger
Apt. 212
2362 Hillcrest Dr
Lady Lake, FL 32659

J. Louis Rodriquez
237 Russet Rd. N
Stamford, CT 06903

Col. John L. Ryan
218 Wells Dr., N
Albuquerque, NM 87123

Howard J. Snyder
115 Red Rock Cove Dr
Sedona, AZ 86336

Robert J. Starzynski
5253 N. Long Ave
Chicago, IL 60630

Raymond E. Walls
129 Compass Rd
Baltimore, MD 21220

Charles H. Weaver, Jr.
407 Park Pl
Pittsburgh, PA 15237

Claiborne W. Wilson
1903 Spring Ln
Sanford, NC 27330

Erwin D. Wissenback
1219 Dewey Dr
College Place, WA 99324

Earl J. Wolf
1912 Shore View Dr
Indiatlantic, FL 32903

306th Bombardment Group - EVADEES and ESCAPEES

Name	Rank or Grade	Crew Pos.	Sqdn.	Mission Date	Target	Pilot	Present Status
William J. Gise	2 Lt	Nav	367	9 Oct 42	Lille	John Olson	Seguin, TX
Erwin Wissenback	T/Sgt	Eng	367	9 Oct 42	Lille	John Olson	College Place, WA
Richard D. Adams	Capt	P	369	8 Nov 42	Lille		Deceased 5 Apr 71
Forrest D. Hartin	2 Lt	Nav	423	9 Nov 42	St Nazaire	Loyal Felts	Deceased 24 Mar 76
John R. McKee	Capt	P	367	20 Dec 42	Romilly		Audubon, NJ
John S. Trost	2 Lt	Bomb	367	20 Dec 42	Romilly	Danton Nygaard	Deceased
Robert E. Kylius	1 Lt	Bomb	423	16 Feb 43	St Nazaire	William Warner	Riverside, CA
Allen N. Robinson	S/Sgt	WG	367	16 Feb 43	St Nazaire	Joseph Downing	Deceased 21 Feb 67
Claiborne W. Wilson	T/Sgt	Eng	423	16 Feb 43	St Nazaire	William Warner	Sanford, NC
Howard W. Kelly	2 Lt	CP	367	16 Feb 43	St Nazaire	Joseph Downing	Deceased 16 Jan 69
Robert E. Biggs	1 Lt	CP	367	5 Mar 43	Lorient	Earl Tunnell	Unknown
John L. Ryan	Capt	P	367	6 Mar 43	Lorient		Albuquerque, NM
Ernest T. Moriarty	Sgt	WG	368	8 Mar 43	Rennes	Otto Buddenbaum	Orange, MA
Raymond E. Walls	S/Sgt	TG	368	5 Apr 43	Antwerp	Robert Seelos	Baltimore, MD
Glenn Loveland	S/Sgt	WG	368	13 Jun 43	Bremen	William Marcotte	Ashtabula, OH
Lionel E. Drew, Jr.	1 Lt	Bomb	423	26 Jun 43	Romilly	Raymond Check	Savannah, GA
Edward F. Maslanka	2 Lt	CP	368	6 Sep 43	Stuttgart	Wesley Peterson	Unknown
George S. Monser	S/Sgt	WG	368	6 Sep 43	Stuttgart	Wesley Peterson	Peoria, IL
William E. Scott, Jr.	Sgt	WG	368	6 Sep 43	Stuttgart	Wesley Peterson	Deceased 1 Nov 69
William L. Utley	T/Sgt	Eng	368	6 Sep 43	Stuttgart	Wesley Peterson	Unknown
August Winters	1 Lt	Bomb	368	6 Sep 43	Stuttgart	Wesley Peterson	Deceased 20 Mar 78
Warren W. Cole	S/Sgt	TG	368	11 Jan 44	Haberstadt	W. Dale Reed	Unknown
Howard F. Snyder	1 Lt	P	369	8 Feb 44	Frankfurt		Sedona, AZ
Louis Rodriquez	1 Lt	Nav	368	25 Feb 44	Augsburg	J. Ray Coleman	Stamford, CT
Martin Cech	S/Sgt	WG	423	6 Mar 44	Berlin	Arthur Adams	Unknown
Guy H. Golden, Jr.	S/Sgt	WG	423	11 Feb 44	Frankfurt	Geno DiBetta	Pine Bluff, AR
Eldo C. Weseloh	S/Sgt	TG	423	11 Feb 44	Frankfurt	Geno DiBetta	Deceased 8 Dec 71
Earl J. Wolf., Jr.	2 Lt	CP	423	11 Feb 44	Frankfurt	Geno DiBetta	Indiatlantic, FL

EVADDEES and ESCAPEES

Arne G. Ziem	S/Sgt	TG	423	15 Jun 44	Nantes	Wilbur O'Brien	Unknown
Herman E. Ehrhard	S/Sgt	TG	367	17 Jun 44	Noyen	Joseph Pedersen	Unknown
William A. Smith	1 Lt	Bomb	367	17 Jun 44	Noyen	Joseph Pedersen	Unknown
Ragnar E. Gustafson	1 Lt	N	367	17 Jun 44	Noyen	Joseph Pedersen	Deceased
Wilbur H. Pensinger	2 Lt	CP	367	17 Jun 44	Noyen	Virgil Dingman	Lady Lake, FL
Robert J. Starzynski	S/Sgt	TG	367	17 Jun 44	Noyen	Virgil Dingman	Chicago, IL
Virgil W. Dingman	1 Lt	P	367	17 Jun 44	Noyen		Unknown
Jack E. Blackwell	S/Sgt	BT	367	17 Jun 44	Noyen	Joseph Pedersen	Unknown
Leon J. Blood	2 Lt	CP	367	17 Jun 44	Noyen	Joseph Pedersen	Waterville, VT
John H. Griffiths	Sgt	Eng	369	16 Jul 44	Munich	Fred Jones	Unknown
Fred G. Jones	2 Lt	P	369	16 Jul 44	Munich		College Park, GA
Milton Katz	Sgt	WG	369	16 Jul 44	Munich	Fred Jones	Deceased 5 Feb 71
Robert A. Price	Sgt	RO	369	16 Jul 44	Munich	Fred Jones	Unknown
Clifford K Hammersley	2 Lt	CP	369	16 Jul 44	Munich	Fred Jones	Deceased Jan 74
Charles H. Weaver	2 Lt	N	369	16 Jul 44	Munich	Fred Jones	Pittsburgh, PA
Woodie N. Rose	S/Sgt	BT	369	16 Jul 44	Munich	Fred Jones	Unknown
Robert J. STalnaker	2 Lt	B	369	16 Jul 44	Munich	Fred Jones	Unknown
Arthur A. Flores	Sgt	TG	369	16 Jul 44	Munich	Fred Jones	Unknown
Allen L. Babin	1 Lt	P	369	10 Apr 45	Oranient		New Orleans, LA
Gilbert J. McGuff	2 Lt	CP	369	10 Apr 45	Oran...	Allen Babin	Unknown
Donovan B. Clemetson	2 Lt	N	369	10 Apr 45	Oran...	Allen Babin	Janesville, WI
William R. McKillop	S/Sgt	NG	369	10 Apr 45	Oran...	Allen Babin	Unknown
William L. Ferguson	S/Sgt	Eng	369	10 Apr 45	Oran...	Allen Babin	Henderson, TX
Henry P. Deutsch	S/Sgt	RO	369	10 Apr 45	Oran...	Allen Babin	Unknown
Robert J. Zamiska	Sgt	BT	369	10 Apr 45	Oran...	Allen Babin	Unknown
William M. Quinn	S/Sgt	TG	369	10 Apr 45	Oran...	Allen Babin	Deceased 25 Jun 86

INDEX OF EBE REPORTS - AMERICAN IN WESTERN EUROPE

<u>NOB.</u>	<u>NAME</u>	<u>ORGANIZATION</u>	<u>ESCAPE OR LIVATION FROM</u>
195.	HOOVER, Chas. H., 2d Lt.	535 Bn Sq 381 Bn Gp	France
196.	MURRAY, Keith W., 1st Lt.	335 Bn Sq 95 Bn Gp	France
197.	HOUSER, Ralph, T/Sgt.	335 Bn Sq 95 Bn Gp	France
198.	SWANSON, Ernest V., S/Sgt.	67 Bn Sq 44 Bn Gp	Italy
199.	CONCORAN, James C., T/Sgt.	67 Bn Sq 44 Bn Gp	Italy
200.	TERABLOIX, Philip F., S/Sgt.	67 Bn Sq 44 Bn Gp (H)	Italy
201.	BIOLA, Michael P., S/Sgt.	67 Bn Sq 44 Bn Gp (H)	Italy
202.	BUICE, John F., T/Sgt.	331 Bn Sq 94 Bn Gp	France
203.	MURPHY, James D., 2d Lt.	339 Bn Sq 96 Bn Gp	France
204.	BIGLER, Chas., 2d Lt.	333 Bn Sq 94 Bn Gp	France
205.	CHITCHENER, Stanley H., 2d Lt.	333 Bn Sq 94 Bn Gp	France
206.	MURRAY, Fred A., T/Sgt.	556 Bn Sq 387 Bn Gp	France
207.	MADOCK, Harold B., T/Sgt.	332 Bn Sq 94 Bn Gp	France
208.	JANOWSKI, Alfred A., Sgt.	366 Bn Sq 305 Bn Gp	France
209.	MAFANDOLA, Anthony, S/Sgt.	366 Bn Sq 305 Bn Gp	France
210.	HAMBLIN, Oscar K., T/Sgt.	546 Bn Sq 384 Bn Gp	France
211.	NAMES, Harry A., 2d Lt.	546 Bn Sq 384 Bn Gp	France
212.	JOHNSON, Allan G., 2d Lt.	422 Bn Sq 305 Bn Gp	France
213.	CARTER, Grant, T/Sgt.	422 Bn Sq 305 Bn Gp	France
214.	MOORE, Kenneth R., Sgt.	327 Bn Sq 92 Bn Gp	France
215.	CAGLE, Joseph W., Sgt.	327 Bn Sq 92 Bn Gp	France
216.	MUTH, Robert D., S/Sgt.	407 Bn Sq 92 Bn Gp	France
217.	FLEISCH, Mike, T/Sgt.	407 Bn Sq 92 Bn Gp	France
218.	THEISS, Bertram R., 2d Lt.	407 Bn Sq 92 Bn Gp	France
219.	COX, Vincent J., S/Sgt.	335 Bn Sq 95 Bn Gp	France
220.	JORDISON, Merle, 2d Lt.	547 Bn Sq 384 Bn Gp	France
221.	PIRANS, A.L., T/Sgt.	547 Bn Sq 384 Bn Gp	France
222.	MAHLAND, Edward L., 1st Lt.	368 Bn Sq 306 Bn Gp	France
223.	HEWITT, Chas. A., 1st Lt.	323 Bn Sq 91 Bn Gp	Belgium
224.	GALLERS, Joseph J., S/Sgt.	535 Bn Sq 381 Bn Gp	Belgium
225.	PAUGHES, Kenneth F., S/Sgt.	327 Bn Sq 92 Bn Gp	Belgium
226.	HOCKER, Billy J., P/O	563 Bn Sq 388 Bn Gp	Belgium
227.	AQUINO, Joseph H., S/Sgt.	335 Bn Sq 95 Bn Gp	Belgium
228.	REAGOUDE, Frank H., 2d Lt.	84 Ptr Sq 78 Ptr Gp	France
229.	KIRKICH, Martin G., 2d Lt.	335 Bn Sq 95 Bn Gp	Belgium
230.	LAGSON, Henry F., 2d Lt.	335 Bn Sq 95 Bn Gp	Belgium
231.	HASTIGAN, Wm. R., 2d Lt.	358 Bn Sq 303 Bn Gp	France
232.	BOTHWELL, Lorin F., 2d Lt.	358 Bn Sq 303 Bn Gp	France
233.	STREINER, Arthur, 2d Lt.	327 Bn Sq 92 Bn Gp	France
234.	MAJOS, Joseph E., S/Sgt.	331 Bn Sq 94 Bn Gp	France
235.	WATIN, Chas. J., S/Sgt.	506 Bn Sq 44 Bn Gp	Italy
236.	STRANDBERG, Clarence W., T/Sgt.	68 Bn Sq 44 Bn Gp	Italy
237.	SHIPS, Paul F., S/Sgt.	534 Bn Sq 381 Bn Gp	Fr, Holl, Belg
238.	BERRY, James L., S/Sgt.	327 Bn Sq 92 Bn Gp	Belgium
239.	SENIARSKI, Peter, S/Sgt.	547 Bn Sq 384 Bn Gp	Germany, France
240.	MURDICK, Clayton H., T/Sgt.	554 Bn Sq 386 Bn Gp	France
241.	BROOK, Russell H., 2d Lt.	366 Bn Sq 305 Bn Gp	France
242.	THOMPSON, Harold E., 2d Lt.	561 Bn Sq 388 Bn Gp	France
243.	ROSLAND, Henry C., 2d Lt.	561 Bn Sq 388 Bn Gp	France
244.	WOODSILL, Merle E., 2d Lt.	337 Bn Sq 96 Bn Gp	France
245.	LAWHEAD, Duane J., S/Sgt.	366 Bn Sq 305 Bn Gp	France
246.	CARR, Floyd H., S/Sgt.	327 Bn Sq 92 Bn Gp	France
247.	QUIRK, Joseph F., Sgt.	707 Bn Sq 446 Bn Gp	France
248.	BALLINGER, Olof H., 1st Lt.	533 Bn Sq 381 Bn Gp	France
249.	MCQUEEN, Selvon A., 2d Lt.	407 Bn Sq 92 Bn Gp	France
250.	CASSIDY, Rodley E., T/Sgt.	407 Bn Sq 92 Bn Gp	France
251.	WEATHERFORD, Louis F., S/Sgt.	545 Bn Sq 384 Bn Gp	France
252.	WOOD, Wm. B., S/Sgt.	365 Bn Sq 305 Bn Gp	France
253.	GREYER, Beverly C., S/Sgt.	331 Bn Sq 94 Bn Gp	Belgium
254.	WAGNER, John H., T/Sgt.	350 Bn Sq 100 Bn Gp	France
255.	RIGHER, Rodolphe H., T/Sgt.	339 Bn Sq 96 Bn Gp	France

INDEX OF 1942 REPORTS - AMERICAN IN WESTERN EUROPE

NO.	NAME	ORGANIZATION	LEGATE OF NATION FROM
130.	GRATT, Warren E., P/O	82 Pst Sq 76 Pst Sq	France, Belg
131.	GUNNINGHAM, Richard H., 2d Lt.	563 Inf Sq 385 Inf Sq	France
132.	HUGHES, Marius L., S/Sgt.	563 Inf Sq 385 Inf Sq	France
133.	BINGER, John H., 2d Lt.	331 Inf Sq 94 Inf Sq	France
134.	KIMOTK, Frank, S/Sgt.	358 Inf Sq 303 Inf Sq	France
135.	MYERS, Edwin R., T/Sgt.	535 Inf Sq 381 Inf Sq	France
136.	RYAN, Jack L., 2d Lt.	526 Inf Sq 379 Inf Sq	France
137.	RAVEN, Wayne S., 2d Lt.	526 Inf Sq 379 Inf Sq	France
138.	BOYLE, John Y., 2d Lt.	524 Inf Sq 379 Inf Sq	France
139.	TYLER, Albert P., T/Sgt.	524 Inf Sq 379 Inf Sq	France
140.	FINDER, Chas. A., S/Sgt.	544 Inf Sq 384 Inf Sq	France
141.	WAGNER, James L., S/Sgt.	544 Inf Sq 384 Inf Sq	France
142.	TEMPLE, George W., 2d Lt.	41 Inf Sq 44 Inf Sq	Italy
143.	VOGEL, Robert L., S/Sgt.	68 Inf Sq 44 Inf Sq	Italy
144.	ROXBOROUGH, Clarence E., Sgt.	67 Inf Sq 44 Inf Sq	Italy
145.	NICHOLLS, Robert W., S/Sgt.	67 Inf Sq 44 Inf Sq	Italy
146.	DUNN, Isabelle, S/Sgt.	67 Inf Sq 44 Inf Sq	Italy
147.	NICHOLSON, Glen C., S/Sgt.	506 Inf Sq 44 Inf Sq	Italy
148.	BRIDGEMAN, Thomas E., S/Sgt.	506 Inf Sq 44 Inf Sq	Italy
149.	BRIDGEMAN, Robert E., S/Sgt.	67 Inf Sq 44 Inf Sq	Italy
150.	HARRIS, John E., S/Sgt.	67 Inf Sq 44 Inf Sq	Italy
151.	JAY, Joseph E., T/Sgt.	504 Inf Sq 44 Inf Sq	Italy
152.	LEE, Dale V., S/Sgt.	504 Inf Sq 44 Inf Sq	Italy
153.	BRIDGEMAN, Robert E., S/Sgt.	506 Inf Sq 44 Inf Sq	Italy
154.	WHITNEY, Ray L., S/Sgt.	504 Inf Sq 44 Inf Sq	Italy
155.	BRIDGEMAN, Wesley L., S/Sgt.	68 Inf Sq 44 Inf Sq	Italy
156.	GRADY, Alastair C., 1st Lt.	551 Inf Sq 385 Inf Sq	France
157.	MURPHY, John E., 2d Lt.	551 Inf Sq 385 Inf Sq	France
158.	KIMBLE, Adelbert E., 2d Lt.	551 Inf Sq 385 Inf Sq	France
159.	FRASER, Melvin L., S/Sgt.	551 Inf Sq 385 Inf Sq	France
160.	CANADY, Denver E., S/Sgt.	551 Inf Sq 385 Inf Sq	France
161.	ALLISON, George E., S/Sgt.	551 Inf Sq 385 Inf Sq	France
162.	SMITH, Claude, S/Sgt.	548 Inf Sq 385 Inf Sq	France
163.	HARRIS, Glen F., 2d Lt.	355 Inf Sq 95 Inf Sq	France
164.	LO-ELL, Fred E., 2d Lt.	419 Inf Sq 328 Inf Sq	France
165.	HOPE, Henry C. Jr., 2d Lt.	544 Inf Sq 384 Inf Sq	France
166.	LONG, Vern P., T/Sgt.	544 Inf Sq 384 Inf Sq	France
167.	DANIEL, Michael P., S/Sgt.	349 Inf Sq 177 Inf Sq	France
168.	FRUCHTER, Ralph E., 1st Lt.	507 Inf Sq 384 Inf Sq	France
169.	HARRIS, George E., S/Sgt.	508 Inf Sq 384 Inf Sq	France
170.	HARRIS, Robert L., Capt.	532 Inf Sq 381 Inf Sq	France, Ger
171.	WILL, Raymond A., S/Sgt.	532 Inf Sq 381 Inf Sq	France, Ger
172.	BARRETT, Daniel R., 1st Lt.	545 Inf Sq 384 Inf Sq	France
173.	SOOTY, Wm. L. Jr., Sgt.	368 Inf Sq 928 Inf Sq	France
174.	ROXBOROUGH, George A., T/Sgt.	544 Inf Sq 384 Inf Sq	France
175.	WRIGHT, Norman E., Lt.	327 Inf Sq 92 Inf Sq	France
176.	NICHOLSON, Horace, S/Sgt.	327 Inf Sq 92 Inf Sq	France
177.	FRITCH, Lyle E., T/Sgt.	67 Inf Sq 44 Inf Sq	Italy
178.	FRITCH, Henry E., S/Sgt.	67 Inf Sq 44 Inf Sq	Italy
179.	WINTER, August, 1st Lt.	368 Inf Sq 306 Inf Sq	France
180.	FINE, Leonard J., 2d Lt.	546 Inf Sq 384 Inf Sq	France
181.	KRISTENSEN, Norman E., S/Sgt.	351 Inf Sq 11 Inf Sq	France
182.	RAMBLE, Wm. T., 2d Lt.	327 Inf Sq 92 Inf Sq	France
183.	WOMAN, James C., 2d Lt.	544 Inf Sq 384 Inf Sq	France
184.	DELVINGO, Pasquale J., S/Sgt.	355 Inf Sq 95 Inf Sq	France
185.	ALSTIN, Horace E., 1st Lt.	506 Inf Sq 44 Inf Sq	Italy
186.	SLATTERY, Dennis E., T/Sgt.	68 Inf Sq 44 Inf Sq	Italy
187.	DELMOND, Albert E., S/Sgt.	332 Inf Sq 91 Inf Sq	Belgium
188.	JAY, Leland C., S/Sgt.	322 Inf Sq 91 Inf Sq	Belgium
189.	SPARKS, Gerald A., S/Sgt.	69 Inf Sq 44 Inf Sq	Italy
190.	WELLES, Arthur T., S/Sgt.	322 Inf Sq 94 Inf Sq	France
191.	ROBINSON, Herbert E., T/Sgt.	322 Inf Sq 94 Inf Sq	France
192.	MR ROCHERS, John E., T/Sgt.	544 Inf Sq 384 Inf Sq	France
193.	KIRK, Willie E., S/Sgt.	544 Inf Sq 384 Inf Sq	France
194.	BOREN, Wm. T., Major	559 Inf Sq 387 Inf Sq	France

INDEX OF MEN REPORTED - AMERICAN DISTRICT EUROPE

NO.	NAME	ORGANIZATION	LOCATED ON
66.	ARMSTRONG, George, S/Sgt.	544 In Sq 304 In Cp	France
67.	ARMSTRONG, Robert R., T/Sgt.	544 In Sq 304 In Cp	France
68.	ARMSTRONG, Frank J., S/Sgt.	544 In Sq 304 In Cp	France
69.	ARMSTRONG, Theodore R., 1st Lt.	526 In Sq 379 In Cp	France
70.	ARMSTRONG, John M., T/Sgt.	526 In Sq 379 In Cp	France
71.	ARMSTRONG, Anthony P., S/Sgt.	544 In Sq 304 In Cp	France
72.	ARMSTRONG, Salvatore, S/Sgt.	422 In Sq 303 In Cp	France
73.	ARMSTRONG, Peter F., S/Sgt.	431 In Sq 303 In Cp	France
74.	ARMSTRONG, Herman L., T/Sgt.	336 In Sq 94 In Cp	France
75.	ARMSTRONG, Donald L., 2d Lt.	410 In Sq 94 In Cp	France
76.	ARMSTRONG, Louis L., 1st Lt.	336 In Sq 94 In Cp	France
77.	ARMSTRONG, Roy A., S/Sgt.	336 In Sq 94 In Cp	France
78.	ARMSTRONG, Wm. C., S/Sgt.	336 In Sq 94 In Cp	France
79.	ARMSTRONG, Glen, T/Sgt.	336 In Sq 94 In Cp	France
80.	ARMSTRONG, Miles L., S/Sgt.	336 In Sq 94 In Cp	France
81.	ARMSTRONG, Tom J., 2d Lt.	544 In Sq 304 In Cp	France
82.	ARMSTRONG, Wm., S/Sgt.	544 In Sq 304 In Cp	France
83.	ARMSTRONG, Wm. F., S/Sgt.	452 In Sq 323 In Cp	France
84.	ARMSTRONG, Joseph M., S/Sgt.	453 In Sq 323 In Cp	France
85.	ARMSTRONG, Cecil L., Sgt.	1 Tp Cav Cavd 433 Cp	France
86.	ARMSTRONG, Lawrence R., S/Sgt.	331 In Sq 94 In Cp	France
87.	ARMSTRONG, Ransom F., 2d Lt.	332 In Sq 94 In Cp	France
88.	ARMSTRONG, Wm. C., 1st Lt.	304 In Sq 303 In Cp	France
89.	ARMSTRONG, Ralph D., 1st Lt.	304 In Sq 303 In Cp	France
90.	ARMSTRONG, John L., 2d Lt.	351 In Sq 100 In Cp	France
91.	ARMSTRONG, Joe R., Capt.	332 In Sq 94 In Cp	France
92.	ARMSTRONG, Floyd R., 1st Lt.	331 In Sq 94 In Cp	France
93.	ARMSTRONG, Bruno R., T/Sgt.	438 In Sq 303 In Cp	France, Belg
94.	ARMSTRONG, LeRoy A., S/Sgt.	335 In Sq 94 In Cp	France
95.	ARMSTRONG, John, S/Sgt.	334 In Sq 94 In Cp	France, Belg
96.	ARMSTRONG, Joseph S., S/Sgt.	544 In Sq 304 In Cp	France
97.	ARMSTRONG, George F., Sgt.	544 In Sq 304 In Cp	France
98.	ARMSTRONG, David R. Jr., 2d Lt.	333 In Sq 94 In Cp	France
99.	ARMSTRONG, Richard S., S/Sgt.	333 In Sq 94 In Cp	France
100.	ARMSTRONG, John L., S/Sgt.	331 In Sq 94 In Cp	France
101.	ARMSTRONG, Samuel E., T/Sgt.	331 In Sq 94 In Cp	France
102.	ARMSTRONG, John A., 2d Lt.	540 In Sq 303 In Cp	France
103.	ARMSTRONG, Allen R., S/Sgt.	307 In Sq 304 In Cp	France
104.	ARMSTRONG, James S., 1st Lt.	544 In Sq 304 In Cp	France
105.	ARMSTRONG, Francis R., S/Sgt.	544 In Sq 304 In Cp	France
106.	ARMSTRONG, James T., Sgt.	327 In Sq 94 In Cp	France
107.	ARMSTRONG, Michael G., S/Sgt.	327 In Sq 94 In Cp	France
108.	ARMSTRONG, Leonard C., T/Sgt.	544 In Sq 304 In Cp	France
109.	ARMSTRONG, Jefferson D., S/Sgt.	332 In Sq 94 In Cp	France
110.	ARMSTRONG, Chas. R., T/Sgt.	332 In Sq 94 In Cp	France
111.	ARMSTRONG, Donald L., T/Sgt.	412 In Sq 94 In Cp	France
112.	ARMSTRONG, Harry L., S/Sgt.	331 In Sq 94 In Cp	France
113.	ARMSTRONG, Philip J., T/Sgt.	544 In Sq 304 In Cp	France
114.	ARMSTRONG, Wm. R., 2d Lt.	569 In Sq 390 In Cp	France
115.	ARMSTRONG, Francis L., 2d Lt.	569 In Sq 390 In Cp	France
116.	ARMSTRONG, Archibald L., 2d Lt.	350 In Sq 100 In Cp	France
117.	ARMSTRONG, Joseph G., 1st Lt.	336 Pdr Sq 4 Pdr Cp	France
118.	ARMSTRONG, Wm. F., 2d Lt.	358 In Sq 303 In Cp	France
119.	ARMSTRONG, Clifford R., Major	Hq 95 In Cp	France, Belg
120.	ARMSTRONG, Roy F., 1st Lt.	350 In Sq 100 In Cp	France, Belg
121.	ARMSTRONG, Edward F., Sgt.	358 In Sq 303 In Cp	France
122.	ARMSTRONG, John, S/Sgt.	358 In Sq 303 In Cp	France
123.	ARMSTRONG, Albert V., S/Sgt.	358 In Sq 303 In Cp	France
124.	ARMSTRONG, Ford C., T/Sgt.	323 In Sq 94 In Cp	France, Belg
125.	ARMSTRONG, Joseph F., S/Sgt.	331 In Sq 94 In Cp	France
126.	ARMSTRONG, Desirée, 1st Lt.	560 In Sq 388 In Cp	France
127.	ARMSTRONG, Arthur M., 2d Lt.	563 In Sq 388 In Cp	France
128.	ARMSTRONG, Alfred, 1st Lt.	563 In Sq 388 In Cp	France
129.	ARMSTRONG, Wm., S/Sgt.	563 In Sq 388 In Cp	France

INDEX OF DAE REPORTS AMERICAN IN WESTERN EUROPE 7/7/47

NO.	NAME	ORGANIZATION	ESCAPE OR EVASION FROM
1.	HOLLINGSWORTH, Del O., Capt.	17 Tp Car Sq 64 TC Gp	Portugal
2.	CROOKS, Wm. B., Jr., 2d Lt.	17 Tp Car Sq 64 TC Gp	Portugal
3.	JUDD, Frank L., T/Sgt.	17 Tp Car Sq 64 TC Gp	Portugal
4.	HOLLINGSWORTH, LeRoy S., Cpl	17 Tp Car Sq 64 TC Gp	Portugal
5.	HARTIN, Forrest D., 2d Lt.	423 Sq 306 Gp	France
6.	WAYS, Robert L., 2d Lt.	303 Bn Gp 358 Sqn	France
7.	SMITH, Robert E., 2d Lt.	336 Sqn 4 Pdr Gp	France
8.	SCHWALTER, Gilbert, 1st Lt.	360 Bn Sq	France
9.	WILLIAMS, Jack L., 2d Lt.	360 Bn Sq	France
10.	MOORE, John L., 1st Lt.	306 Bn Gp	France
11.	WISSEBAUGH, Erwin D., T/Sgt	367 Bn Sq 306 Bn Gp	Belgium
12.	MCDERMOTT, Mark L., 2d Lt.	427 Bn Sq 303 Bn Gp	France
13.	VOGEL, Sebastian L., S/Sgt.	427 Bn Sq 303 Bn Gp	France
14.	THURMAN, Norman P., Sgt.	360 Bn Sq 303 Bn Gp	France
15.	GISE, Wm. J., 2d Lt.	367 Bn Sq 306 Bn Gp	Belgium
16.	SPENCE, John W., 2d Lt.	399 Bn Sq 303 Bn Gp	France
17.	DEVENS, Sidney, T/Sgt.	399 Bn Sq 303 Bn Gp	France
18.	HILLIEMAN, Kenneth G., T/Sgt.	358 Bn Sq 303 Bn Gp	France
19.	TONEY, James R., Sgt.	358 Bn Sq 303 Bn Gp	France
20.	HARTUNG, Frederick A., T/Sgt.	360 Bn Sq 303 Bn Gp	France
21.	GORDON, Bruce W., 2d Lt.	358 Bn Sq 303 Bn Gp	France
22.	PUPPE, Eldon T., 2d Lt.	358 Bn Sq 303 Bn Gp	France
23.	MAYO, Thomas P., 1st Lt.	422 Bn Sq 305 Bn Gp	France
24.	MORIMATT, Ernest T., Sgt.	368 Bn Sq 306 Bn Gp	France
25.	RIAN, John L., Capt.	267 Bn Sq 306 Bn Gp	France
26.	ADAMS, Richard D., Capt.	369 Bn Sq 306 Bn Gp	France
27.	HOPPE, Grady W., 2d Lt.	327 Bn Sq 92 Bn Gp	France
28.	THOUT, John S., 2d Lt.	367 Bn Sq 306 Bn Gp	France
29.	JONES, Wilen E., T/Sgt.	399 Bn Sq 303 Bn Gp	France
30.	KELLY, Howard W., 2d Lt.	367 Bn Sq 306 Bn Gp	France
31.	WHITMAN, Wm. A., T/Sgt.	360 Bn Sq 303 Bn Gp	France
32.	FLANNERY, Iva L., S/Sgt.	360 Bn Sq 303 Bn Gp	France
33.	TILFORD, Harold L., S/Sgt.	364 Bn Sq 305 Bn Gp	France
34.	DEMOSE, Sylvio E., Pvt.	Co "G" 6 Armd Inf	Tunisia
35.	BURMAN, Rene G., Pvt	Co "A" 2d Inf 1 Div	Tunisia
36.	TEMPER, Joseph E., 2d Lt.	365 Bn Sq 305 Bn Gp	France
37.	NOTAGANT, Almer E., Capt.	83 Pdr Sq 78 Pdr Gp	France, Belg
38.	HODEN, Douglas G., 2d Lt.	303 Bn Sq 91 Bn Gp	France
39.	WALLS, Raymond L., S/Sgt.	366 Bn Sq 306 Bn Gp	Belgium
40.	LIMBS, Jack O., T/Sgt.	364 Bn Sq 305 Bn Gp	France
41.	BIGGS, Robert E., 1st Lt.	367 Bn Sq 306 Bn Gp	France
42.	DWYER, Homer, 2d Lt.	410 Bn Sq 94 Bn Gp	France
43.	KINCH, Walter E., Sgt.	410 Bn Sq 94 Bn Gp	France
44.	HOACH, Harry E. Jr., 2d Lt.	427 Bn Sq 303 Bn Gp	France
45.	KELIUS, Robert E., 2d Lt.	423 Bn Sq 306 Bn Gp	France
46.	WILSON, Claiborne W., T/Sgt.	423 Bn Sq 306 Bn Gp	France
47.	COX, Arthur J., Sgt.	303 Bn Sq 93 Bn Gp	France
48.	MARLAND, Dale, S/Sgt.	422 Bn Sq 305 Bn Gp	France
49.	FORD, Carey E., S/Sgt.	422 Bn Sq 305 Bn Gp	France
50.	COLE, Edgar E., Major	336 Bn Sq 95 Bn Gp	France
51.	GREENE, Frank W., S/Sgt.	399 Bn Sq 303 Bn Gp	France
52.	BROWN, Lester, Jr., S/Sgt.	546 Bn Sq 384 Bn Gp	France
53.	HOUGHTON, John H., S/Sgt.	546 Bn Sq 384 Bn Gp	France
54.	ROSIE, Joseph, 2d Lt.	546 Bn Sq 384 Bn Gp	France
55.	EVANS, George W., 2d Lt.	546 Bn Sq 384 Bn Gp	France
56.	KUERNER, John H., S/Sgt.	546 Bn Sq 384 Bn Gp	France
57.	GLOUDEMANN, George H., P/O	511 Bn Sq 351 Bn Gp	France
58.	NOHILLE, Joseph P., 2d Lt.	511 Bn Sq 351 Bn Gp	France
59.	SPERAK, Edward J., 1st Lt.	410 Bn Sq 94 Bn Gp	France
60.	FIRZGERALD, Allen M., Sgt.	364 Bn Sq 305 Bn Gp	France
61.	CONROY, Robert T., 2d Lt.	332 Bn Sq 94 Bn Gp	France
62.	WATSON, Cody U., 1st Lt.	334 Bn Sq 95 Bn Gp	France
63.	KOENIG, Bernard H., T/Sgt.	358 Bn Sq 303 Bn Gp	France
64.	PERRICA, Frank R., 2d Lt.	422 Bn Sq 305 Bn Gp	France
65.	ERICKSON, Gordon B., P/O	544 Bn Sq 384 Bn Gp	France

CLASSIFICATION CHANGED TO

INDEX OF WAR REPORTS AMERICAN IN WESTERN EUROPE

7/7/47

NOS.	NAME	ORGANIZATION	ESCAPE OR EVASION FROM
1.	HOLLINGSWORTH, Del O., Capt.	17 Tp Car Sq 64 TC Gp	Portugal
2.	CROOKS, Wm. B., Jr., 2d Lt.	17 Tp Car Sq 64 TC Gp	Portugal
3.	JUDD, Frank E., T/Sgt.	17 Tp Car Sq 64 TC Gp	Portugal
4.	HOLLINGSWORTH, LeRoy S., Cpl	17 Tp Car Sq 64 TC Gp	Portugal
5.	HARTEN, Forrest D., 2d Lt.	423 Sq 304 Gp	France
6.	WAYS, Robert L., 2d Lt.	303 Bn Gp 358 Sqn	France
7.	SMITH, Robert E., 2d Lt.	336 Sqn 4 Ptr Gp	France
8.	SCHWARTZ, Gilbert, 1st Lt.	360 Bn Sq	France
9.	WILLIAMS, Jack E., 2d Lt.	360 Bn Sq	France
10.	HCKER, John E., 1st Lt.	306 Bn Gp	France
11.	WISSEBACH, Erwin D., T/Sgt	367 Bn Sq 306 Bn Gp	Belgium
12.	MCDEMONY, Mark L., 2d Lt.	427 Bn Sq 303 Bn Gp	France
13.	VOGEL, Sebastian L., S/Sgt.	427 Bn Sq 303 Bn Gp	France
14.	THURSTON, Norman P., Sgt.	360 Bn Sq 303 Bn Gp	France
15.	GISE, Wm. J., 2d Lt.	367 Bn Sq 306 Bn Gp	Belgium
16.	SPENCE, John W., 2d Lt.	399 Bn Sq 303 Bn Gp	France
17.	DEVINS, Sidney, T/Sgt.	399 Bn Sq 303 Bn Gp	France
18.	HILDEBRAND, Kenneth G., T/Sgt.	358 Bn Sq 303 Bn Gp	France
19.	TOMMY, James R., Sgt.	358 Bn Sq 303 Bn Gp	France
20.	HARTUNG, Frederick A., T/Sgt.	360 Bn Sq 303 Bn Gp	France
21.	GORDON, Bruce W., 2d Lt.	358 Bn Sq 303 Bn Gp	France
22.	PUPPE, Eldon T., 2d Lt.	358 Bn Sq 303 Bn Gp	France
23.	WATO, Thomas P., 1st Lt.	422 Bn Sq 305 Bn Gp	France
24.	MORTARTY, Ernest T., Sgt.	368 Bn Sq 306 Bn Gp	France
25.	RYAN, John L., Capt.	267 Bn Sq 306 Bn Gp	France
26.	ADAMS, Richard E., Capt.	369 Bn Sq 306 Bn Gp	France
27.	HOPPE, Gredy W., 2d Lt.	327 Bn Sq 90 Bn Gp	France
28.	THOCH, John E., 2d Lt.	367 Bn Sq 306 Bn Gp	France
29.	JOHNS, Ellen E., T/Sgt.	399 Bn Sq 303 Bn Gp	France
30.	KELLY, Howard E., 2d Lt.	367 Bn Sq 306 Bn Gp	France
31.	WHITMAN, Wm. A., T/Sgt.	360 Bn Sq 303 Bn Gp	France
32.	PEGGIE, Iva L., S/Sgt.	360 Bn Sq 303 Bn Gp	France
33.	TILBURY, Harold E., S/Sgt.	364 Bn Sq 305 Bn Gp	France
34.	BEROSHE, Sylvia N., Pvt.	Gp "G" 6 Armd Inf	Tunisia
35.	BUTLAND, Rene G., Pvt	Gp "A" 26 Inf 1 Div	Tunisia
36.	WEMERER, Joseph E., 2d Lt.	365 Bn Sq 305 Bn Gp	France
37.	MCLAGGART, Elmer E., Capt.	83 Ptr Sq 78 Ptr Gp	France, Belg
38.	MURPHY, Douglas C., 2d Lt.	323 Bn Sq 91 Bn Gp	France
39.	WALLS, Raymond E., S/Sgt.	366 Bn Sq 306 Bn Gp	Belgium
40.	LUNN, Jack O., T/Sgt.	364 Bn Sq 305 Bn Gp	France
41.	WIGGS, Robert E., 1st Lt.	367 Bn Sq 306 Bn Gp	France
42.	GENTONIS, Homer, 2d Lt.	410 Bn Sq 94 Bn Gp	France
43.	KINCH, Walter E., Sgt.	410 Bn Sq 94 Bn Gp	France
44.	BOACH, Harry E. Jr., 2d Lt.	427 Bn Sq 303 Bn Gp	France
45.	KELLOGG, Robert E., 2d Lt.	423 Bn Sq 306 Bn Gp	France
46.	WILSON, Claiborne W., T/Sgt.	423 Bn Sq 306 Bn Gp	France
47.	COX, Arthur E., Sgt.	303 Bn Sq 93 Bn Gp	France
48.	HARKLAND, Dale, S/Sgt.	422 Bn Sq 305 Bn Gp	France
49.	FORD, Carey E., S/Sgt.	422 Bn Sq 305 Bn Gp	France
50.	GOLD, Edgar E., Major	336 Bn Sq 93 Bn Gp	France
51.	GREENE, Frank W., S/Sgt.	399 Bn Sq 303 Bn Gp	France
52.	BROWN, Lester, Jr., S/Sgt.	546 Bn Sq 384 Bn Gp	France
53.	HOUGHTON, John H., S/Sgt.	546 Bn Sq 384 Bn Gp	France
54.	ROGIE, Joseph, 2d Lt.	546 Bn Sq 384 Bn Gp	France
55.	EVANS, George W., 2d Lt.	546 Bn Sq 384 Bn Gp	France
56.	KUBENSKI, John E., S/Sgt.	546 Bn Sq 384 Bn Gp	France
57.	GLAUBERMAN, George H., P/O	511 Bn Sq 351 Bn Gp	France
58.	NORMIE, Joseph P., 2d Lt.	511 Bn Sq 351 Bn Gp	France
59.	SPEVAK, Edward J., 1st Lt.	410 Bn Sq 94 Bn Gp	France
60.	FIRZENFELD, Allen M., Sgt.	364 Bn Sq 305 Bn Gp	France
61.	CONROY, Robert T., 2d Lt.	332 Bn Sq 94 Bn Gp	France
62.	WATSON, Cody U., 1st Lt.	334 Bn Sq 95 Bn Gp	France
63.	KOFNIG, Bernard H., T/Sgt.	398 Bn Sq 303 Bn Gp	France
64.	PERKINS, Frank R., 2d Lt.	422 Bn Sq 305 Bn Gp	France
65.	BRICKSON, Gordon E., P/O	544 Bn Sq 384 Bn Gp	France

CLASSIFICATION CHANGED TO

By authority of the A. E. D. S. G-2, W-1, C
 INDEX OF P&E REPORTS AMERICAN IN WESTERN EUROPE 2/1/47
 By [redacted]

NOS.	NAME	ORGANIZATION	ESCAPE OF EVASION FROM
1.	HOLLINGSWORTH, Del O., Capt.	17 Tp Car Sq 64 TC Gp	Portugal
2.	CROOKS, Wm. B., Jr., 2d Lt.	17 Tp Car Sq 64 TC Gp	Portugal
3.	JUDD, Frank L., T/Sgt.	17 Tp Car Sq 64 TC Gp	Portugal
4.	HOLLINGSWORTH, Lefoy S., Cpl	17 Tp Car Sq 64 TC Gp	Portugal
5.	HARTIN, Forrest D., 2d Lt.	423 Bn Sq 304 Bn Gp	France
6.	HAZS, Robert L., 2d Lt.	303 Bn Gp 308 Bn Gp	France
7.	SMITH, Robert L., 2d Lt.	306 Bn Gp 308 Bn Gp	France
8.	SCHOVALIER, Gilbert, 1st Lt.	360 Bn Gp	France
9.	WILLIAMS, Jack L., 2d Lt.	360 Bn Gp	France
10.	SEEL, John R., 1st Lt.	306 Bn Gp	France
11.	WISSEBACK, Edwin D., T/Sgt.	367 Bn Gp 304 Bn Gp	Belgium
12.	WIDENBECK, Mark L., 2d Lt.	427 Bn Gp 303 Bn Gp	France
13.	VOGL, Sebastian L., S/Sgt.	427 Bn Gp 303 Bn Gp	France
14.	THEBLEN, Norman P., Sgt.	360 Bn Gp 303 Bn Gp	France
15.	GISE, Wm. J., 2d Lt.	367 Bn Gp 303 Bn Gp	Belgium
16.	SPENCE, John W., 2d Lt.	399 Bn Gp 303 Bn Gp	France
17.	BEVER, Sidney, T/Sgt.	399 Bn Gp 303 Bn Gp	France
18.	HILLIARD, Kenneth O., T/Sgt.	398 Bn Gp 303 Bn Gp	France
19.	TURLEY, James A., Sgt.	398 Bn Gp 303 Bn Gp	France
20.	HARTUNG, Frederick A., T/Sgt.	360 Bn Gp 303 Bn Gp	France
21.	GOUGH, Bruce W., 2d Lt.	398 Bn Gp 303 Bn Gp	France
22.	COFFE, Eldon L., 2d Lt.	358 Bn Gp 303 Bn Gp	France
23.	WATD, Thomas P., 1st Lt.	422 Bn Gp 303 Bn Gp	France
24.	MURPHY, Ernest L., Sgt.	368 Bn Gp 306 Bn Gp	France
25.	RYAN, John L., Capt.	267 Bn Gp 306 Bn Gp	France
26.	ADAMS, Richard S., Capt.	369 Bn Gp 306 Bn Gp	France
27.	ROPER, Grady W., 2d Lt.	327 Bn Gp 30 Bn Gp	France
28.	TROST, John S., 2d Lt.	367 Bn Gp 306 Bn Gp	France
29.	JONES, Miles S., T/Sgt.	299 Bn Gp 303 Bn Gp	France
30.	WILLY, Edward W., 2d Lt.	367 Bn Gp 306 Bn Gp	France
31.	WHITMAN, Wm. A., T/Sgt.	360 Bn Gp 303 Bn Gp	France
32.	FEATHER, Tom L., T/Sgt.	360 Bn Gp 303 Bn Gp	France
33.	THURKE, Harold L., T/Sgt.	364 Bn Gp 303 Bn Gp	France
34.	BERGHEIM, Sylvia E., Pvt.	Co "C" 6 Armd Inf	Denmark
35.	BRIDGEMAN, Sam O., Pvt.	Co "A" 26 Inf 1 Div	Denmark
36.	WENNER, Joseph L., 2d Lt.	365 Bn Gp 303 Bn Gp	France
37.	MCNAGLE, Elmer L., Capt.	83 Pdr Bn 78 Pdr Gp	France, Belg
38.	RAMON, Douglas L., 2d Lt.	303 Bn Gp 303 Bn Gp	France
39.	WALL, Raymond L., T/Sgt.	366 Bn Gp 306 Bn Gp	Belgium
40.	LEWIS, Jack O., T/Sgt.	364 Bn Gp 303 Bn Gp	France
41.	WILSON, Robert L., 1st Lt.	367 Bn Gp 306 Bn Gp	France
42.	WILSON, Robert L., 2d Lt.	410 Bn Gp 304 Bn Gp	France
43.	WILSON, Walter L., Sgt.	410 Bn Gp 304 Bn Gp	France
44.	WILSON, Harry E., Jr., 2d Lt.	427 Bn Gp 303 Bn Gp	France
45.	WILSON, Robert L., 2d Lt.	423 Bn Gp 306 Bn Gp	France
46.	WILSON, Charles H., T/Sgt.	423 Bn Gp 306 Bn Gp	France
47.	WILSON, Robert L., Sgt.	303 Bn Gp 303 Bn Gp	France
48.	WILSON, John L., T/Sgt.	422 Bn Gp 303 Bn Gp	France
49.	WILSON, Harry E., T/Sgt.	422 Bn Gp 303 Bn Gp	France
50.	WILSON, Robert L., Major	396 Bn Gp 303 Bn Gp	France
51.	WILSON, Frank L., T/Sgt.	399 Bn Gp 303 Bn Gp	France
52.	WILSON, Lester, Jr., T/Sgt.	346 Bn Gp 304 Bn Gp	France
53.	WILSON, John L., T/Sgt.	346 Bn Gp 304 Bn Gp	France
54.	WILSON, Joseph, 2d Lt.	346 Bn Gp 304 Bn Gp	France
55.	WILSON, George W., 2d Lt.	346 Bn Gp 304 Bn Gp	France
56.	WILSON, John L., T/Sgt.	346 Bn Gp 304 Bn Gp	France
57.	WILSON, George W., P/O	311 Bn Gp 303 Bn Gp	France
58.	WILSON, Joseph P., 2d Lt.	311 Bn Gp 303 Bn Gp	France
59.	WILSON, George W., 1st Lt.	410 Bn Gp 304 Bn Gp	France
60.	WILSON, Allen L., Sgt.	364 Bn Gp 303 Bn Gp	France
61.	WILSON, Robert L., 2d Lt.	392 Bn Gp 304 Bn Gp	France
62.	WILSON, Gary L., 1st Lt.	392 Bn Gp 304 Bn Gp	France
63.	WILSON, Robert L., T/Sgt.	392 Bn Gp 303 Bn Gp	France
64.	WILSON, Frank L., 2d Lt.	392 Bn Gp 303 Bn Gp	France
65.	WILSON, Robert L., P/O	392 Bn Gp 304 Bn Gp	France

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