

8PM. July 10, 1943 at 23,000 ft.

The attack came from the front at about 12:30 made up of 6 ME 109's coming one behind the other. I had turned my turret around so I could look into the sun and by the time I got into firing position the first fighter was about a 100 yds away. I got a few bursts at #1 and #2 fighter and was drawing on #3 when the pilot began evasive action and I lost the fighter in my sights. The first fighter was the one that really got us. The right wing was riddled and #4 engine was smoking. There was a hole about 12 inches in diameter between #3 & 4 engines in the leading edge of the wing from which smoke was pouring.

The plane began a gradual dive for perhaps two minutes and then her nose dropped like a rock and began to spin a few moments later. I couldn't hear over my interphone and I stayed in my turret until the nose dropped and then I got out and snapped on my chute. I opened the door to the bomb bay but the doors were shut & the bombs were still intact so I turned around to go out of the lower hatch — at that moment the plane began to spin. The co-pilot had gotten out of his seat and snapped on his chute and was preparing to go thru the hatch between the seats. The pilot was still at the controls. I could see the navigator's leg sticking out of his door but it wasn't moving — in my belief that he and the bombardier was hit by the first two fighters.

When the plane began to spin the co-pilot and I couldn't move. He was standing in the hatch between the seats and I was squatting in my turret. The Pilot was still fighting the controls. By this time the cockpit was filled with smoke & #3 engine was also on fire. We began to spin at about 20,000 ft. Between 1500 & 2000 ft the right wing exploded and

and half of the cockpit was ripped out taking the co-pilot & I with it. My leg was caught on falling out but I jerked it free.

I was lying on my back when my chute opened and I was about 500 ft above the ground. I was directly above the plane when my chute opened and the aircraft was enveloped in flames & smoke. The plane hit on the edge of a village of about 12 houses and I landed in an orchard on the other side of the village. An old woman came out and led me across the road to a house and then she went off and came back with some civilian clothes and then a man took me off to some woods about a mile away.

I found out the next day that the co-pilot had been turned over to the Germans.

About 12.30 P.M. a man came to with my case. Took me to Elbenf walked to a house where I stayed 4 days. I was then moved to a house in country a Belgian farmer stayed until 24th received papers. Man from Elbenf (short, mustache, V-shaped, spoke English) The 24th left with papers but he on bikes went to Evreux to a house and met Ardis he took name, his address, dog tags. Spent night with a barber next morning, barber took me to train and there met Ardis with Sgt Mc Newar & Sgt Polk.

In Tair we were separated for 5 days I went to a wine dealer house on St Michel St 122.

In Jersey I stayed with Maurice Bissland in a garage (Rue Paul).

We all (14) started to cross to Spain together
A bike came down the road & we all jumped
in ditch I was behind with Sgt Green, a Canadian
and a Frenchman. We did not see others leave
and stayed in ditch about an hour. Could not
find others. Spent night in barn. Went back
across but and stayed with an old lady in
a very small village very poor. The Frenchman
with us went back to Foix to contact guides
Night of 5th day all went back to a hotel in
Foix picked up Lt Matthews, Sgt Lee (R.A.F.)
Sgt Fink and another R.A.F. Left next
morning to walk. Walked 4 nights to Andorra
and Lee picked up Sgt Polk and McNamee
~~stayed~~ 2 nights in Andorra left 3rd night
in car to frontier then walked till 2 P.M. to
barn then started again at 8 A.M. Lt Matthews
left and went to road by himself crossed Spanish
frontier and walked 2 days and one night slept
in barn walked 2 nights and 1 day then arrested
in Pons by French Civil. 2 nights - guided then
by bus to Leida but not Sgt Polk & McNamee.

SECRET
EQUALS BRITISH

LOST SECRET

APPENDIX "B".
HIS(X).....

The following information has been obtained from our interview with
T/Sgt. Donald F. Harding... (...19577011...) who escaped
after capture by the enemy/evaded capture by the enemy after being
in enemy/enemy occupied territory.

Further circulation of this information may be made, but when doing so
it is important not to divulge any particulars of source.

Statement of information covering period from *July 19. 1943*
to *Oct. 5. 1943.*

At the break of the war in Italy. French people informed
me that there was quite a bit of movement among the Germans
and it seemed to be the opinion that they were moving south.

A large fighter base at Evreux, France and one
(possibly two) in the country 15 or 20 km west of there. ^(possibly 250 fighters)

Repair factory 10 km. S. of Juvisy France and a large
marshalling yard in Juvisy. The rail traffic is rather
heavy with supplies, troops, airplane parts, and mobile
equipment. A twin engine flying school also at Juvisy -
there are also some FW 190 + Me 109 in the field

I was informed that 80,000 Germans were based
at Nice, France. France as a whole is busy with Germans.

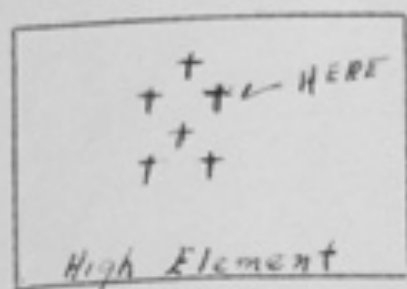
FW 190 training base 50 or 10 miles south of Toulouse, France.

.....
.....

HIS(X).

NAME Donald E. Harding RANK T/Sgt ASN 19077011 REPORT NO. 111

SQ 712 GROUP 95 A/C NO. _____ Letter _____ Load ¹⁶ 300 Date July 10, 1943



Position in formation.
Make Diagram

Observed results of Bombing: Bombs were not dropped

Enemy Fighter Tactics: Head on attack of 6 fighters one behind the other
Markings: GERMAN

Our Tactics: Up & down evasive action

Our Fighter Support: Spitfire escort had just turned back to England

<u>Flak</u>	<u>Time</u>	<u>Place</u>	<u>Quality</u>
-------------	-------------	--------------	----------------

Technical Failures

Motors: #3 & 4 engine shot out & on fire

Armor:

Armament:

Miscellaneous:

Comments and Suggestions on any of the above:

SECRET

APPENDIX "D" TO E AND E REPORT NO. 111

No., Rank, Name: - 19077011 T/Sgt. Donald E. Harding

Unit: - 95 Bomb Sq. 712 Sqd.

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~~ No

(b) If not, had you one on you? No

(c) If not, why had you no aids box? I placed it on an ammunition can beside my bunk on take off and when we were shot down I had no time to look for it.

(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.

(i) Horlicks tablets.

(ii) Chocolate

(iii) Milk (tube).

(iv) Benzadrine tablets (fatigue)

(v) Halazone tablets (water purifier).

(vi) Matches.

(vii) Adhesive tape.

(viii) Chewing gum.

(ix) Water bottle.

(x) Compass ~~not~~

(e) Did any of the above items prove unsatisfactory? If so, in what respect?

(f) How did you finally dispose of the box? The French destroyed it.

(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? ~~no~~ Yes
If so, state COLOR.
If 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.

(i) Maps. Which ones?

- (ii) Compass. ← To get my bearings in relation to Paris from where I was shot down.

(iii) File (hacksaw).

(iv) Foreign currency. State countries and amounts. *2000 Franc French*
How did you spend the money. *I gave it to an old French woman*

(d) How did you dispose of:- *in return for 5 days of food + shelter before crossing the Pyrenees Mts.*

Maps.

Compass.

File (hacksaw).

Surplus currency.

*helped
French destroyed them.*

3. AIDS TO ESCAPE - (GADGETS+)

(*Issued separately from aids boxes and purses.)

(a) Did you carry or wear any of the following?
If you used any of them, state briefly WHEN and WHERE

- (i) Round compass.
- (ii) Stud compass.
- (iii) Swinger compass.
- (iv) Fly-button compass.
- (v) Pencil clip compass.
- (vi) Tunic button compass.
- (vii) Pipe compass.
- (viii) Pouch
- (ix) Special flying boots (and knife).

(b) Were they satisfactory?

(c) Can you suggest any improvements, additions, or substitutions which would improve the above equipment?

4. PASSPORT SIZE PHOTOGRAPHS

(a) Did you carry passport-size photographs? *3*
If so, how many?

(b) Did you use them? *used on false identity card*
State how. *I gave them to the French for fixing a false identity card.*

5. LECTURES

(a) Were you lectured on evasion and escape?
State WHERE, WHEN and by WHOM.

75 Bomb Sq. Aug. 1943.

(b) Did you find the lectures of value?

Yes.

19 October 1942

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

1. It is the duty of all Americans to safeguard information which might, either directly or indirectly, be useful to the enemy.
2. It is an offense, carrying heavy penalties, to publish or to communicate to any unauthorized person any information which might be useful to the enemy.
3. Information about your escape or your evasion from capture would be useful to the enemy and a danger to your friends. It is therefore SECRET.
4. a. You must therefore not disclose, except to the first Military Attache to whom you report, or to an officer designated by the Commanding General of the Theater of Operations:
 - (1) The names of those who helped you.
 - (2) The method by which you escaped or evaded.
 - (3) The route you followed.
 - (4) Any other facts concerning your experience.
- b. You must be particularly on your guard with persons representing the Press.
- c. You must give no account of your experiences in books, newspapers, periodicals or in broadcasts or in lectures.
- d. You must give no information to anyone, irrespective of nationality, in letters or in conversation, except as specifically directed in Par. 4a.
- e. No lectures or reports are to be given to any unit without the permission of the War or Navy Department.

By command of Lieutenant General EISENHOWER:

(signed) RALPH PULSIFER,
Colonel, AGD, Ass't. Adj. Gen.

CERTIFICATE

I have read the above and certify that I will comply with it.

I understand that any information concerning my escape or evasion from capture is SECRET and must not be disclosed to anyone other than the American Military Attache to whom I first report, or an officer designated by the Commanding General of the Theater of Operations. I understand that disclosure to anyone else will make me liable to disciplinary action.

Name(Print) DONALD E. HARDING Signed Donald E. Harding
 Rank T/Sgt A.S.N. 19077011 Date Oct. 2, 1943
 Unit 95th Bomb GRP Witness [Signature]

9 April 1943.

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

1. It is the duty of all Americans to safeguard information which might, either directly or indirectly, be useful to the enemy.
2. It is an offense, carrying heavy penalties, to publish or to communicate to any unauthorized person any information which might be useful to the enemy.
3. Information about your escape or your evasion from capture would be useful to the enemy and a danger to your friends. It is therefore SECRET.
4. a. You must therefore not disclose, except to the first Military Attache to whom you report, or to an officer designated by the Commanding General of the Theater of Operations:
 - (1) The names of those who helped you.
 - (2) The method by which you escaped or evaded.
 - (3) The route you followed.
 - (4) Any other facts concerning your experience.
- b. You must be particularly on your guard with persons representing the press.
- c. You must give no account of your experiences in books, newspapers, periodicals or in broadcasts or in lectures.
- d. You must give no information to anyone, irrespective of nationality, in letters or in conversation, except as specifically directed in Par. 4g.
- e. No lectures or reports are to be given to any unit without the permission of the War or Navy Department.

By command of Lieutenant General ANDREWS:

Ralph Pulsifer
 RALPH PULSIFER, A.T.A.
 Colonel, AGD, Adjutant General.

CERTIFICATE

I have read the above and certify that I will comply with it.

I understand that any information concerning my escape or evasion from capture is SECRET and must not be disclosed to anyone other than the American Military Attache to whom I first report, or an officer designated by the Commanding General of the Theater of Operations. I understand that disclosure to anyone else will make me liable to disciplinary action.

Name (Print) HARDING, Donald E. Signed *Donald E. Harding*
 Rank 7/Sgt ASN 19A77011 Date Oct. 6, 1943
 Unit 75 Bomb Grp, 412 Sqs Witness *Richard R. Nelson*
 Major A.C.

SECRET - AMERICAN
MOST SECRET - BRITISH
MIS(X)

HQ, STCUSA

OFFICE OF AC OF S, G-2

MIS DETACHMENT

QUESTIONNAIRE FOR SERVICE PERSONNEL
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No. *Ronald E. Harding T/Sgt. 19027011*
2. Decorations. *—*
3. Unit or Squadron. *412 Bomb Sq.*
4. Division (Army) or Group. *95 Bomb Sq.*
5. Date of Birth. *Nov. 30, 1921*
6. Length of Service. *19 months*
7. Private Address. *Embley, Keweenaw Pt #3*
8. If in A.F., on what operation were you engaged? State place, date, and time of departure. Where and when did you come down?
Were Aircraft and all instruments and papers destroyed?
*Villa Coubaux, France July 10, 1943 Departed at 6 AM.
Came down 7 miles south of Elbeuf, France at 8.30 AM.
The aircraft was burning before and after it hit the ground
I do not know the extent of the damage.*
9. If in AF, give names of other members of crew and what happened to them.
10. Give details and full story of your trip on attached sheets.
11. Did you pay your guides? If so how much? *Yes*
12. Do you speak French? Spanish? *Yes*
13. Did you have Identity Papers? *Yes*
14. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given anyone a written report on your experiences? Where and when? *Major Dady Lewis at Sib Oct 5, 1943*
15. Did you report on your operations? If so, where and to whom?
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? *yes. Alhama, Spain Sept 30, 1943 Sib. Oct 4, 1943*
17. Place and date of departure for U.K. By sea or air. *Sib Oct 4, 1943 By air*
18. Place and date of arrival in U.K. *Bristol, England Oct 5, 1943*

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

E & E REPORT NO. 111
EVASION IN FRANCE

Oct 6, 1943
(Date)

Donald E. Harding T/Sgt 19077011
(Name) (Rank) (ASN)

412 Sq. 95 Group
(Squadron) (Group)

AGE: 27
LENGTH OF SERVICE: 19 months
HOME ADDRESS: Cass, Kansas
Rt # 3

MIA: 10 July
Arrived in Spain: Sept. 10, 1943
Arrived in Gibraltar: Oct. 2, 1943
Arrived in UK: Oct. 5, 1943

OTHER MEMBERS OF CREW: (This information checked with PWIB) - all missing & not

			Official Disposition	Narrator's Disposition
PILOT	O-735671	1st Lt	James R. SARCHET	killed
CO-PILOT	O-743053	2d Lt	Robert M. McCOWEN	Captured
NAVIGATOR	O-796564	2d Lt	Donald S. McMILLEN	killed
BOMBARDIER	O-734137	2d Lt	Arthur P. PRICE	killed
RADIO OPERATOR	35380985	T/Sgt	Paul J. RUSKA	killed
TOP TURRET GUNNER	19077011	T/Sgt	Donald E. HARDING	Narrator
BALL TURRET GUNNER	36257844	S/Sgt	Leonard A. BUDNIK	killed
LEFT WAIST GUNNER	33103680	S/Sgt	Jennings L. LILLER	killed
RIGHT WAIST GUNNER	19126937	S/Sgt	John A. LUTRELL	killed
TAIL GUNNER	35492155	S/Sgt	Edwin M. HARMON	killed
LEFT W. GUNNER				

TAIL

Frank told me they pulled it out too soon and clutched caught on fuselage exhaust.

Were you wounded? — 4 slight wounds in the right leg.

10 July 1943

At 0600 hours, 10 July 1943, we ~~takeoff~~ left our Base to bomb VILLADONNELAY.

Before reaching the target we were attacked by six Me 109's. After the first attack our number three and four engines were smoking. The aircraft went into a gradual dive for about two minutes, then the nose dropped and we fell into a spin. I came out of my turret and started to the nose escape hatch after finding the bombs still intact and the bomb-bay doors closed.

The pilot was ~~xxxx~~ ^{working} at the controls but the co-pilot was trying to get to the escape hatch also. I saw the navigator's legs sticking out of his compartment. He appeared to be badly injured.

aircraft
in
violent
spin

When we went into a violent spin at 20000 feet the copilot and I were unable to move. At about 3000 feet the right wing exploded and the co-pilot and I were blown, with half the cockpit, free of the plane. I got my chute open at 500 feet and was directly above the plane ~~which~~ ^{which} crashed and burned in a village ~~of twelve houses.~~ ^{small}

IMMEDIATE
FRENCH
HELP

I landed in an orchard on the edge of the village. A Frenchman came out to help me with my chute and then led me to a house. As soon as I had gotten into civilian clothes I was taken to a wood about a mile from the village. ~~Next~~ After dark a Frenchman was brought to question me and from here my journey was arranged. On the following day I was told ~~that~~ the co-pilot had reached the ground safely but had been captured.

- Appendix B: ^{of}
1. French sources speak ~~that~~ large steady German troop movements to the south after invasion of SICILY.
 2. There is a large fighter base at ~~xxxxxx~~ ^{Vxxx} and another 15 to 20 kms west of ~~xxxxx~~. (partial observation and hearsay)
 3. There is an airplane-engine repair ~~factory~~ shop 10 kms north of JUVISY.
 4. Saw large marshalling yards in JUVISY. Saw heavy traffic of ^(hearsay) supplies, troops, airplanes parts and mobile equipment.
 5. Saw a twin-engine training field at JUVISY with some FW 190's and Me 109's on the field. ^{German}
 6. French source state that 80000 troops were stationed in ~~NICE~~ ^{NICE}.
 7. About 5 miles south of NULOUSE saw an airdrome which appeared to be an FW 190 training base.

~~SECRET~~

By Authority of 6
A.C. of S. G-2.

Initials W.S.H.

Date 8-10-43

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

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

8 October 1943

E & E REPORT NO. 111
EVASION IN FRANCE

Donald E. HARDING, T/Sgt, 19077011
412 Bomb Squadron, 95 Bomb Group

MIA: 10 July 1943
Arrived in Spain:
10 September 1943
Arrived in Gibraltar:
2 October 1943
Arrived in UK:
5 October 1943

AGE: 22 years
LENGTH OF SERVICE: 1 7/12 years
HOME ADDRESS: Route No. 3,
EUREKA, Kansas

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-735671	1st Lt	James R. SARCHET	MIA
CO-PILOT	0-743053	2d Lt	Robert M. McGOWEN	MIA
NAVIGATOR	0-796564	2d Lt	Donald S. McGILLIN	MIA
BOMBARDIER	0-734137	2d Lt.	Arthur P. PRICE	MIA
RADIO OPERATOR	35380985	T/Sgt	Paul J. RUSKA	MIA
TOP TURRET GUNNER	19077011	T/Sgt	Donald E. HARDING	NARRATOR
BALL TURRET GUNNER	36257844	S/Sgt	Leonard A. BULNICK	MIA
LEFT WAIST GUNNER	35492155	S/Sgt	Edwin M. HARMON	MIA
RIGHT WAIST GUNNER	19126937	S/Sgt	John A. LUTHELL	MIA
TAIL GUNNER	13103680	S/Sgt	Jennings L. LILLER	MIA P/W

10 July 1943

At 0600 hours, 10 July 1943, we left our Base to bomb VILLACOURBIAY. Before reaching the target we were attacked by six ME 109's. After the first attack our number three and four engines were smoking. The aircraft went into a gradual dive for about two minutes, then the nose dropped and we fell into a spin. I came out of my turret and started to the nose escape hatch after finding the bombs still intact and the bomb-bay doors closed.

The pilot was working at the controls but the co-pilot was trying to get to the escape hatch also. I saw the navigator's legs sticking out of his compartment. He appeared to be badly injured.

AIRCRAFT IN
VIOLENT SPIN

When we went into a violent spin at 20,000 feet the co-pilot and I were unable to move. At about 3000 feet the right wing exploded and the co-pilot and I were blown, with half the cockpit, free of the plane. I got my chute open at 500 feet and was directly above the plane when it crashed and burned in a small village.

SEARCHED
INDEXED

**IMMEDIATE
FRENCH HELP**

I landed in an orchard on the edge of the village. A Frenchman came out to help with my chute and then led me to a house. As soon as I had gotten into civilian clothes I was taken to a wood about a mile from the village. After dark a Frenchman was brought to question me and from here my journey was arranged. On the following day I was told that the co-pilot had reached the ground safely but had been captured. Ground-observers said three members of crew pulled rip-cords too quickly and their chutes caught fire from plane exhaust.

Compiled BY:

Approved By:

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

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

IN 100 100

AVIATION ENGINEER	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION
WING WARDEN	100000	100%	WALTER F. TITUS	AVIATION

REMARKS ON CASE (SEE REPORT FOR DETAILS)

100000 100% WALTER F. TITUS AVIATION

100000 100% WALTER F. TITUS AVIATION

100000 100% WALTER F. TITUS AVIATION

100000 100% WALTER F. TITUS AVIATION

100000 100% WALTER F. TITUS AVIATION

100000 100% WALTER F. TITUS AVIATION

100000 100% WALTER F. TITUS AVIATION

100000 100% WALTER F. TITUS AVIATION

REMARKS ON CASE (SEE REPORT FOR DETAILS)

REMARKS ON CASE (SEE REPORT FOR DETAILS)

REMARKS ON CASE (SEE REPORT FOR DETAILS)

REMARKS ON CASE (SEE REPORT FOR DETAILS)

100000 100% WALTER F. TITUS AVIATION

<u>REPORT DISTRIBUTION</u>	<u>COPIES</u>	<u>APPENDIX "C" - FUTURE PLANS</u>	<u>COPIES</u>
DDMI (P/W)	1	I.S.9	2
MI-9	15	File	1
AC of S, G-2, ETOUSA	3		3
AC of S, A-2, AF	2	<u>APPENDIX "D" - EQUIPMENT AND TRAINING</u>	6
AC of S, A-2, DC	1	MI-9	2
AC of S, A-2, FC	1	AC of S, A-2, AF	1
AC of S, A-2, ASC	1	AC of S, A-2, BC	1
MIS, Washington, POW BRANCH	5	AC of S, A-2, FC	1
RAF School Highgate (S/Ldr Evans)	1	AC of S, A-2, ASC	1
File	3	MIS, Washington, POW BRANCH	5
	<u>33</u>	File	3
<u>APPENDIX "A" - LIST OF HELPERS</u>			<u>19</u>
I.S.9	2	<u>APPENDIX "E" - TECHNICAL INFORMATION</u>	
File	1	MI-9	7
	<u>3</u>	AC of S, A-2, AF	2
<u>APPENDIX "B" - MILITARY INFORMATION</u>		AC of S, A-2, BC	4
MI-9	2	AC of S, A-2, FC	1
AC of S, G-2 ETOUSA	3	AC of S, A-2, ASC	1
AC of S, A-2, AF	2	MIS, Washington, POW BRANCH	5
AC of S, A-2 BC	1	File	3
AC of S, A-2, FC	1		<u>23</u>
AC of S, A-2, ASC	1		
MIS, Washington, POW BRANCH	5		
File	3		
	<u>18</u>		

SECRET - AMERICAN
MOST SECRET - BRITISH

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

8 October 1943

APPENDIX "B" TO E & E REPORT NO. 111

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 10 July 1943
to 10 September 1943

1. French sources speak of large steady German troop movements to the south after invasion of SICILY.
2. There is a large fighter base at EVREUX and another 15 to 20 kms west of EVREUX. (partial observation and hearsay)
3. There is an airplane-engine repair shop 10 kms north of JUVISY. (hearsay)
4. Saw large marshalling yards in JUVISY. Saw heavy traffic of supplies, troops, airplane parts and mobile equipment.
5. Saw a twin-engine training field at JUVISY with some FW 190's and ME-109's on the field.
6. French source states that 80,000 German troops were stationed in NICE.
7. About 5 miles south of TOULOUSE saw an airdrome which appeared to be an FW 190 training base.

S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 111

No., Rank, Name:- 19077011 T/Sgt Donald E. Harding

Unit:- 95 Bomb Gp, 412 Sq.

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? No
- (b) If not, had you one on you? No
- (c) If not, why had you no aids box? I placed it on an ammunition can beside my turret on take off and when we were shot down I had no time to reach for it.
- (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.
- (i) Horlicks tablets.
 - (ii) Chocolate
 - (iii) Milk (tube).
 - (iv) Benzadrine tablets (fatigue)
 - (v) Halazone tablets (water purifier).
 - (vi) Matches.
 - (vii) Adhesive tape.
 - (viii) Chewing gum.
 - (ix) Water bottle.
 - (x) Compass
- (e) Did any of the above items prove unsatisfactory? If so, in what respect?
- (f) How did you finally dispose of the box?
- (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? Yes
If so, state COLOR.
If 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.
- (i) Maps. Which ones?
 - (ii) Compass. To get my bearings in relation to Paris from where I was shot down.

(iii) File (hacksaw).

(iv) Foreign currency. State countries and amounts. 2000 Francs - French
How did you spend the money. I gave it to helpers in return for 5 days
food and shelter before crossing the Pyrenees Mts.

(d) How did you dispose of:-

Maps.)
Compass.) Helpers destroyed them.
File (hacksaw).)
Surplus currency.

3. AIDS TO ESCAPE - (GADGETS+)

(*Issued separately from aids boxes and purses.)

(a) Did you carry or wear any of the following?
If you used any of them, state briefly WHEN and WHERE

- (i) Round compass.
- (ii) Stud compass.
- (iii) Swinger compass.
- (iv) Fly-button compass.
- (v) Pencil clip compass.
- (vi) Tunic button compass.
- (vii) Pipe compass.
- (viii) Pouch
- (ix) Special flying boots (and knife).

(b) Were they satisfactory?

(c) Can you suggest any improvements, additions, or substitutions
which would improve the above equipment?

4. PASSPORT SIZE PHOTOGRAPHS

(a) Did you carry passport-size photographs? 3
If so, how many?

(b) Did you use them? Used on false identity card
State how.

5. LECTURES

(a) Were you lectured on evasion and escape?
State WHERE, WHEN and by WHOM. ?
95 Bomb Gp, August, 1943

(b) Did you find the lectures of value?

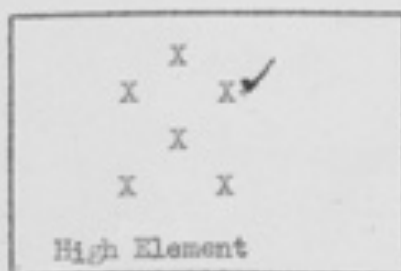
Yes

SECRET

Appendix E to EOE reports 11

NAME Donald E. HARDING RANK T/Sgt ASN 19077011 REPORT NO. 111

SQ 412 GROUP 95 A/C NO. _____ Letter _____ Load 16-300 Date 10 July 1943



Position in formation.
Make Diagram

Observed results of Bombing: Bombs were not dropped

Enemy Fighter Tactics: Head on attack of 6 fighters one behind the other
Markings: German

Our Tactics: Up and down - evasive action

Our Fighter Support: SPITFIRE escort had just ^{turned} back to England

<u>Flak</u>	<u>Time</u>	<u>Place</u>	<u>Quality</u>
-------------	-------------	--------------	----------------

Technical Failures

Motors: No. 3 and No. 4 engines shot out and on fire.

Armor:

Armament:

Miscellaneous:

Comments and Suggestions on any of the above:

SECRET

SECRET - AMERICAN
MOST SECRET - BRITISH

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

8 October 1943

APPENDIX "B" TO E & E REPORT NO. 111

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 10 July 1943
to 10 September 1943

MILITARY ✓

1. French sources speak of large steady German troop movements to the south after invasion of SICILY.

2. There is a large fighter base at EVREUX and another 15 to 20 kms west of EVREUX. (partial observation and hearsay)

~~MILITARY~~

3. There is an airplane-engine repair shop 10 kms north of JUVISY. (hearsay)

MILITARY ✓
flomic

4. Saw large marshalling yards in JUVISY. Saw heavy traffic of supplies, troops, airplane parts and mobile equipment.

5. Saw a twin-engine training field at JUVISY with some FW 190's and ME-109's on the field.

MILITARY ✓

6. French source states that 80,000 German troops were stationed in NICE.

7. About 5 miles south of TOULOUSE saw an airdrome which appeared to be an FW 190 training base.

SECRET - AMERICAN
MOST SECRET - BRITISH

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

8 October 1943

E & E REPORT NO. 111
EVASION IN FRANCE

Donald E. HARDING, T/Sgt, 19077011
412 Bomb Squadron, 95 Bomb Group

AGE: 22 years
LENGTH OF SERVICE: 1 7/12 years
HOME ADDRESS: Route No. 3,
EUREKA, Kansas

MIA: 10 July 1943
Arrived in Spain:
10 September 1943
Arrived in Gibraltar:
2 October 1943
Arrived in UK:
5 October 1943

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-735671	1st Lt	James R. SARGENT	MIA
CO-PILOT	0-743053	2d Lt	Robert M. McGOWEN	MIA
NAVIGATOR	0-796564	2d Lt	Donald S. McMULLEN	MIA
BOMBARDIER	0-734137	2d Lt.	Arthur F. PRICE	MIA
RADIO OPERATOR	35380985	T/Sgt	Paul J. RUSKA	MIA
TOP TURRET GUNNER	19077011	T/Sgt	Donald E. HARDING	NARRATOR
BALL TURRET GUNNER	36257844	S/Sgt	Leonard A. BUDNIK	MIA
LEFT WAIST GUNNER	35492155	S/Sgt	Edwin M. HARMON	MIA
RIGHT WAIST GUNNER	19126937	S/Sgt	John A. LUTRELL	MIA
TAIL GUNNER	13103680	S/Sgt	Jennings L. LILLER	MIA

10 July 1943

At 0600 hours, 10 July 1943, we left our Base to bomb VILLACOUBLAY. Before reaching the target we were attacked by six ME 109's. After the first attack our number three and four engines were smoking. The aircraft went into a gradual dive for about two minutes, then the nose dropped and we fell into a spin. I came out of my turret and started to the nose escape hatch after finding the bombs still intact and the bomb bay doors closed.

The pilot was working at the controls but the co-pilot was trying to get to the escape hatch also. I saw the navigator's legs sticking out of his compartment. He appeared to be badly injured.

AIRCRAFT IN
VIOLENT SPIN

When we went into a violent spin at 20,000 feet the co-pilot and I were unable to move. At about 3000 feet the right wing exploded and the co-pilot and I were blown, with half the cockpit, free of the plane. I got my chute open at 500 feet and was directly above the plane when it crashed and burned in a small village.

SEARCH HIT
DIVERGENT

I