

AG 383.6

Hq ETOUSA

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) WILLIAM B. McNATT Signed William B. McNatt  
 Rank 2<sup>nd</sup> Lt A.S.N. 0-674228 Date Jan 16, 1944  
 Unit 335 sq. 95 Bomb Group Witness Harold W. Davis  
Col. O.S.C.

# RESTRICTED

## WAR DEPARTMENT The Adjutant General's Office Washington

AG 383.6 (31 Jul 43) OB-S-B-M

KLS/el-2B-939 Pentagon

6 August 1943

SUBJECT: Amended Instructions Concerning Publicity in Connection with Escaped Prisoners of War, to Include Evaders of Capture in Enemy or Enemy-Occupied Territory and Internees in Neutral Countries.

TO: The Commanding Generals,  
Army Ground;  
Army Air Forces;  
The Commander-in-Chief, Southwest Pacific Area;  
The Commanding Generals,  
Theaters of Operations;  
Defense Commands;  
Departments;  
Base Commands;  
The Commanding Officers,  
Base Commands;  
Director, Bureau of Public Relations.

1. Publication or communication to any unauthorized persons of experiences of escape or evasion from enemy-occupied territory, internment in a neutral country, or release from internment not only furnishes useful information to the enemy but also jeopardizes future escapes, evasions and releases.
2. Personnel will not, unless authorized by the Assistant Chief of Staff, G-2, War Department General Staff, publish in any form whatever or communicate either directly, or indirectly, to the press, radio or an unauthorized person any account of escape or evasion of capture from enemy or enemy-occupied territory, or internment in a neutral country either before or after repatriation. They will be held strictly responsible for all statements contained in communications to friends which may subsequently be published in the press or otherwise.
3. Evaders, escapees, or internees shall not be interrogated on the circumstances of their experiences in escape, evasion or internment except by the agency designated by the Assistant Chief of Staff, G-2, War Department General Staff, or the corresponding organization in overseas theaters of operations. In allied or neutral countries, American Military Attaches are authorized to interrogate on escape, evasion and internment matters.
4. Should the services of escaped prisoners of war, evaders, or internees be deemed necessary for lecturing and briefing, such services will be under the direct supervision of the agency designated by the Assistant Chief of Staff, G-2, War Department General Staff, or the corresponding organization in overseas theaters of operations.
5. Commanding Officers will be responsible for instructing all evaders, escapees, and internees in the provisions of this directive which supersedes letter, AG 383.6 (5 Nov 42) OB-S-B-M, 7 November 1942, subject: Instructions concerning Publicity in Connection with Escaped Prisoners of War and other previous instructions on this subject.

By order of the Secretary of War:

/s/ J. A. ULIO  
J. A. ULIO  
Major General,  
The Adjutant General.

1. 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*.
2. *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, or by A. C. of S., G-2, W. D.
  - (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. 4.  
*e* No lectures or reports are to be given to any unit without the permission of A. C. of S., G-2, W. D., or corresponding organization in the theater.

### 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 agency designated by A. C. of S., G-2, War Department, the corresponding organization in overseas theaters of operations, or to the Military Attache in a neutral country to whom I first report. I understand that disclosure to anyone else will make me liable to disciplinary action.

Name (Print) WILLIAM K. McNATT  
Rank 2nd Lt AC A. S. N. 0-674728  
Unit 95 BOMB GROUP 335 SQ.

Signed William K. McNatt  
Dated 1-31-44  
Witness Robert G. Smith Capt WAC

# RESTRICTED

(3)

SECRET - AMERICAN  
MOST SECRET - BRITISH  
MIS (X)

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

QUESTIONNAIRE FOR SERVICE PERSONNEL  
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No. *WILLIAM K. McNATT 1<sup>st</sup> LT. O-674228*
2. Decorations. *AIR MEDAL*
3. Unit or Squadron. *95 BOMB GROUP 335 SQ*
4. Division (Army) or Group. *95 " "*
5. Date of Birth. *FEB. 17, 1918*
6. Length of Service. *1 YR. 10 mos.*
7. Private Address. *179 WASHINGTON ST. LYONS, GA.*
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?  
*REGENSBURG, GERMANY. 95 BOMB GROUP, AUG 17, 1943,  
TAKE OFF AT 0630. NORTH OF ANTWERP - 1030.  
YES, TO BEST OF MY KNOWLEDGE  
Between Tilburg and Breda*
9. What was your position in aircraft? *NAVIGATOR*
10. Were you wounded? *YES*
11. Did you pay your guides? If so how much? *NO*
12. Do you speak French? Spanish? *FRENCH - A LITTLE*
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? *WRITTEN REPORT OF SOME EXPERIENCES AND NAMES OF THOSE WHO HELPED ME WERE GIVEN TO BRITISH INTERROGATION OFFICERS AT GIBRALTAR*
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. WITH MAJOR CLARK AT ALHAMA, SPAIN*
17. Date of arrival in Spain. *DEC. 27, 1943*
18. Date of arrival at Gibraltar. *JAN 26, 1944*
19. Place and date of departure for U.K. By sea or air. *GIBRALTAR JAN 30, 1944 AIR*
20. Place and date of arrival in U.K. *JAN 30, 1944*



McKatt.

(1)

17 Aug Regensburg (4)

The first five started a very large  
fighter in the radio room while we  
were still over Belgium. We left formation  
hoping to reach the sea and were attacked  
by 3 or 4 fighters. After a minute or so  
~~the pilot~~ I realized that the alarm bell  
was ringing. The pilot pulled my  
shoulder & made a jumping motion.  
He baled out followed by TTG. I followed  
them.

I tried delaying my jump and  
killed for 2 or 3000 ft from 14000 to 11 or 12000.  
Thought I was blacking out & pulled the  
upcord. Could now count four eutes  
beside my own. Had seen a fire  
below me and A/C parts before opening  
my chute. Before pulling the cord I  
was spinning but when I pulled my  
feet together straight out in front of me  
and stiffened up I floated on my back  
& watched the ground over my shoulder.  
I was drifting backwards fast and  
was afraid of hitting my head on  
landing. Wanted to guide the chute  
& better control this, but I had on a  
chest type chute & never could reach  
the straps.

Looked for a patch of wood in  
which to land - I could only see one  
I unloaded my pistol case I thought



to working Messerschmitt had  
marked me for the ground forces & didn't  
want to land as an armed soldier  
cause I didn't know just what procedure  
was there. I landed in a small field  
quite easily cause I had watched the  
ground & had kept my feet together &  
crossed limbs

~~There~~ I was so upset that  
I couldn't really remember where I  
was. There was a group of people  
standing nearby. I couldn't tell  
what they were, so I walked  
away hoping they would make some  
movement that would reveal their feelings;  
they did, <sup>they</sup> called ~~me~~ <sup>me</sup> and ~~one~~ <sup>invited</sup> me to  
come back. I ~~tried~~ <sup>tried</sup> to come back  
I tried to shake hands all round but  
I wasted no time talking cause I figured  
I didn't. They offered no help or suggestions  
I set off for the town 300 yds away.  
I did this because I was sure it  
was the wrong time to do it though that  
my ~~the~~ <sup>the</sup> would force them to be more  
helpful. This worked. A small  
boy ran after me and took my  
shells. An older man in the crowd  
had already taken my pistol &  
equipment. I hid it ~~in~~ <sup>in</sup> a hole he led me  
then through a small path to the woods  
The shells in my case forced me

my pocket was up my back  
my pistol was up my back  
my pocket was up my back  
my pocket was up my back  
my pocket was up my back

my pocket was up my back

I walk, I just couldn't swim. We then went to the back of a house on the main village road. He went to the back door, but the man said no. I picked out the most obvious spot & hid in it as I thought to obvious the safest. It was behind a tree in a clump of bushes on the main road. I stayed here 8 hrs. My little 12 yr old friend here brought me bread & coveralls ~~for~~ which I put on over my uniform. He also brought a friend of his own age who spoke a little Eng. & I made it clear to him that I wanted to see and older man who could speak English. Then I just sat & watched to German search. The German never went to the woods above the town to which the people had seen me hide, but he thoroughly searched the woods below the town. So you see the people led them that I had gone in the opposite direction to the one in which they had seen me more. Then last night I brought that night the 2nd child brought an English speaking man who lived close by. He gave me dressing for my wounds & said I could sleep in his barn. His son who also spoke English was to take me to Antwerp but showed me my position on the escape map so I

I don't see reference to  
 the German never went to the woods above the town to which the people had seen me hide, but he thoroughly searched the woods below the town.

When I was in Belgium while I was  
hiding in the afternoon I had opened  
and examined all my aces, and destroyed  
all my personal papers. Used my  
handkerchief & some gauze to buy  
some me of dress and wounds &  
used the tape from the aces box to  
hold them on. When I got the  
coveralls I sewed it into condition  
so that it would hide my uniform  
completely. It was the most useful thing  
I had.

After an hours sleep they woke  
me. He explained that he had  
given civilian police orders. What  
the orders were no one knew but  
he was afraid of keeping me for toll  
our sakes. <sup>said it was impossible to get a small boat on the canal</sup> He gave me

200 Belgian francs & some change  
& directed me to a small town  
to catch a street-car & leave  
immediately nearby. I set out  
as bid but soon saw a "German  
army camp" and heard the voices  
of what I thought was the patrol. I  
took to the fields & started to  
crawl. ~~and~~ I passed several such  
"camps" came to dawn I had  
covered very little territory and  
found my "camps" were fields  
full of haystacks.

He gave me a  
200 franc piece  
I had a wife  
to contact with  
an "oh keep to camp"  
I saw the only  
lets me & help



Circle Circle meet - broken is Capt C van Happort  
Somerdale Road  
Hot Springs Arkansas

I came to a village. A streetcar  
came from going north I thought I could  
leave to my on the seacoast close by  
& would go to car to return. It came  
back nearly empty & not being sure  
where I was gave the conductor  
to five francs when he said something  
that sounded like to name of a boat  
I nodded my head. He gave me  
a ticket & change, & tried to start  
a conversation. He & his fellow  
conductors started talking and I soon  
heard English or American. In a few  
minutes a nice looking man got on  
& the conductor started explaining  
to him. At the next stop some type of  
officer or policeman boarded. The  
nice looking man grabbed me  
by the shoulder and pushed me  
to the front of the car & then stood  
behind me. Then he said in broken  
English: English or American <sup>and American</sup> ~~and~~ of  
"Africa" "you go where?" I said  
"I have" We followed to route  
on into Antwerp & ~~Paris~~  
He asked if I was hungry & gave  
me part of his sandwiches. ~~At the~~  
Whenever we changed trains he  
bought the tickets & showed me  
where we were going & from  
this I gathered that he was

Then said

Guiding me. When we passed guns  
 he would point to them & write down  
 the names of the towns. In Antwerp  
 took train to Brussels  
 and then to Comines on the Belgian  
 border. Went to a café across the street  
 from the nr station, and an old lady  
 there gave me shoes & sandwiches.  
 They asked if I could swim. Idea being  
 that I would cross the border that night  
 that way. But carried me to river  
 on a bike in daylight & crossed  
 the main bridge guarded by  
 French customs officers. A railroad  
 man ~~had passed~~ who accompanied  
 me, will had now left, had gone  
 ahead & warned the guard so they  
 asked for no papers. Went to  
 Comines France. Went one block  
 from bridge  
 to a bar. The manager Oscar  
 walked me to Fidèle Beaque  
 asst-mayor old man in whose factory  
 Benton Dept trucks when army was  
 in France. Stayed with him  
 three weeks while Oscar  
 arranged rest of trip.

French passport  
 no spare outfit  
 Oscar escorted  
 I gave me the  
 spare outfit

Martha Allard whom I met at  
 Oscar's had a bar herself. Spoke  
 but by self taught but got me a  
 doct. & foot brush etc.  
 after wk & 1/2 Oscar contacted  
 his in Willimam of 154 la rue Pasteur

Took pictures  
of some stuff  
& spent money  
before

Marquette a suburb of Lille came  
see me. Took info. Told me it  
would be 4 to 6 weeks before I could  
leave cause the org had been broken  
at end of three weeks I moved to a  
brother of Oscar's for a week  
cause I mean had been caught & League  
got worried as it was time for his son's  
labor draft.

Wed 15 to Sept went with  
Willwan to Marquette. Met morning  
5ft 8 in. Had helped 19 collected by

Slight black hair  
short appearance  
Production manager  
for Masson - Hadus  
(agriculture experiments)

Moisie Playart  
of La Madeline also  
a suburb. She had assisted  
15 men 33 mrs nice but  
masculine looking. Husband 1/2

here until 7 Oct. An old lady replacing  
to breakdown on the line was supposed  
to come to 17th but it was a week  
& 1/2 before she appeared & then  
claimed a capt & 1st lt had priority  
a week later returned (Wednesday) said  
going to Paris for me & Kukowski will  
set off. Later discovered she was  
just old's muddled but at the time  
Willwan suspected her & made new  
contacts. She returned. Tdiers & hers  
was a scene. We went to Willwan's  
for a week. Then set off ~~from~~ on  
14th ~~Sept~~ having picked up new  
guide at Playart's house.



This was 3rd of Paris by train  
12 of us on train 4 U.S. Street unknown 4  
RAF & 4 FR. Took ~~to~~ metro  
to Versailles 4 guides all men in  
total. Merlyn was one he gave  
us our instructions here in N.Y. France  
at 13 newspaper correspondent joined RAF  
in car stopped down in Fr was now or  
had just been working for G as a  
chauffeur. Wore a belt which he  
the boys told me contained draughts  
copies of airfields. 2nd day he knew  
of Hughes in G gave him entire belt &  
took it by. Told me that he  
was trying to get a plane out as he  
had info that must get out in  
two weeks. Took one by one  
American (unknown) with him to a  
hotel. Tall slim black hair

We stayed in an apt  
by ourselves in Versailles for 2 days  
We were supposed to get a boat  
on 16 Oct. a Fr boy in R.A. & stopped  
in Fr <sup>now working for</sup> ~~known~~ RAF met us told me  
that of the 5 guides I knew all  
the plans as they out cafe one  
night man with pistol who  
had done some work with them  
came in in the fight the #5  
man was killed of a native  
later died no boat seen blew up

(5)

Left to flat for La Chapelle  
& stayed in man's flat (5 of us)  
for three days. Americans had  
been with him before seemed to be  
ready for this region was  
in trucking business before war  
Spent nearly all his money working  
with to org.

Kulkowski & I were taken  
to lumber factory & meet Raymond  
& passed from him to Goble's  
3 La rue Gatesept St Cloud  
here till 19-22 Nov. ~~Left Kulkowski~~

Kulkowski of another place  
(alone)  
His wife speaks English family  
in UK. Asst navigator for all  
waterways. 5 ft 7 in - blue  
eyes 3 boys brown hair  
Had lived in Indo China.

He is man  
who told  
about canal

On 22 Nov Charles  
Gottel came for me 87 rue Moin  
Paris  
& I spent 1 night with him  
and next morning met  
Christianson ~~at~~ there.  
Left here immediately for  
Chie Frassy & rue Motre  
Dome, Victoria Paris Gottel &  
Mr Knockersast were to return next  
day

they never returned & no word  
of them. So we gave up idea of  
leaving by plane.

Camil Mignor was foreman of  
guards of a school but was Resistant  
chief of his little town

I got lost, getting off the <sup>from others</sup>  
train at Perpignan got in small  
crowd & passed  $\phi$  this way  
in center of crowd.

My guide at Toulouse  
wanted 30,000 francs ahead  
to take us across



Comines  
Antwerp

The following information has been obtained from our interview with .....  
..... (.....) 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 .....  
to.....

1. Heavy guns (A.A. 8 to 10) on Southern edge of Weremunde, a suburb of Antwerp. A row Aug 18, 1943
2. Four (4) light a.a. guns in valley of Comines Belgium, 100 yds. from canal, directly opposite power plant in Comines France.
3. (A) German officers on coast of France carry civilian clothes in small valise. (B) Some of the cement block houses & enclosures on coast have no guns & have doors too small for any type of gun to be carried through except machine guns. They are made to look as if capable of holding guns - Not Comines  
(A + B) Told to me by (C) reliable eye witnesses.
4. Last of August or first week of September when B 76's bombed airfield 6 miles south <sup>market</sup> of Comines, France & 5 miles north of Marquette. Bombs penetrated <sup>FIRST</sup> cement covering of gasoline storage, but not the second cement covering - Gas did not burn - FW + Mx 109 at this field sometimes use parachute belly tanks which are dropped on field for reuse when possible. Told to me by a French voluntary employee who worked at field, also. There

is a highway on edge of field which is used by planes for landing & take off when field is bombed. Same informant.

5. I noticed that planes took off approx. 10 minutes before bombers flew over this section - comines & Marquette (suburb of Lille). also, two or three times there were 7 W's that came over at 50 to 100 ft. following B-17 formation, would not climb until even or ahead of formation. - Sept.
6. Sept. During mock invasion, rumored that 1500 to 7,000 <sup>CIVILIANS</sup> people killed on coast by bombs exploding land mines or by Germans setting off land mines.
7. Sept. - When supply trains were bombed at Lille, all completely destroyed. Told several times that "632 or 732" train cars were destroyed. Germans were exploding damaged shells 4 and 5 days later. <sup>Sept</sup>
8. East of Lille [5 to 10 miles] is a central electrical distributing plant. all power plants connected to this particular plant. In case one is destroyed, power can still be furnished through this point - fairly reliable information.
9. Lille to Paris - Oct. 14, 1943 - I saw marshalling yards just north of Amiens - Good bomb hits & fire, only activity was one small steam shovel or engine for lifting over turned R.R. cars. I saw further south 4 or 5 overturned R.R. cars (freight). I saw guns (A.A. small) mounted on small freight cars. <sup>in PARIS</sup>
10. Oct. 20 to Nov. 21, I stayed with the assistant navigation manager for all canals & rivers. There are four routes from France to Germany. In Oct. it was impossible for boats to go direct to Strasbourg or vicinity because



[I am certain of Lys +  
Sambre Rivers - I think  
the ones to Strasbourg are  
either Seine, Marne, Rhine]

PARIS

(1)

LYS

(2) SAMBRE

(3)

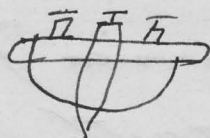
(4)

routes 3 + 4 had been  
stopped by sabotage of locks.

During Nov. a lock on Sambre was  
sabotaged, this man told me that it would  
take 3 to 4 months to repair - In his work  
he observed + examined all damage done to water  
routes or factories directly connected to shipping  
of supplies - In Nov. 10, (approx.) the Lys  
was the only route open - I heard this  
statement every day for 3 weeks "When you  
return to England, you must tell some one that  
the boys are not to stop the boats, because  
if the boat is damaged, it can be repaired in  
a short while, <sup>HOURS</sup> Destroy one lock + stop one  
route for 3 months."

11. July 14, raid on Le Bourget, approximately 1,000  
men killed, 70 planes [bombers + fighters] destroyed.  
Raid in Sept. - Less damage than July 14, but  
women soldiers killed. Still under repair  
in Dec. but all types of planes landing + taking off.

I saw one plane "Beer Bottle" with huge  
iron ring.



12.

(?)

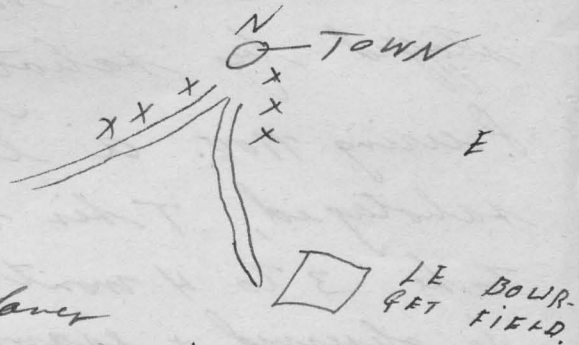
I was told by fairly reliable source that  
in woods East of Senlis there are 4 or 5  
small airfields close together, each having five



or six planes.

(HE THOUGHT) also in woods South or either S. West of Senlis there was a gun with a 40 meter base of cement capable of shooting 400 kilometers.

13. I saw + was told that these highway lights about 4 miles north of field were left on, especially when planes came over at night, from map it looks as if lights on road at field are on.



14. I saw four heavy A. A. guns on race track at "Le Bois de Boulogne" across river at St. Cloud.

15. airfield north of Marquith (#4).

There are 7 or 9 heavy A. A. guns at west end of E. W runway in small woods. also in Marquith, there are at least 5 or 6 groups of guns. One is beside building for old people marked with red cross.

Other guns are in vicinity of the ammonia factory <sup>and</sup> toward the eastern end of field.

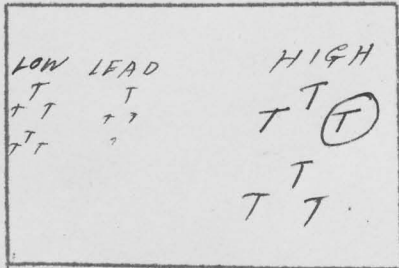
Between the ammonia factory + northern edge of road Marquith is storage for petrol + other warehouses -

B-26 O N L Y*Marquette*

<u>Date</u>	<u>Number</u>	<u>Place</u>	<u>Remarks</u>
Aug 24	72 Air Support	Flew diversion without incident	
25	21 Air Support	Rouen	
	36 Air Support	Tricqueville Airdrome	
26	36 Air Support	Caen/Carpique Airfield, France	
27	35 Air Support	Poix Airdrome	
30	24 VIII Air Support	St Omer	
31	33 Air Support	Mazingarbe, France	
	36 Air Support	Lille/Vendeville Airfield	1 shot down by flak
Sept 2	35 Air Support	Mazingarbe, France	
	70 Air Support	Pas de Calais	
3	31 Air Support	Beaumont/Le Roger Airfield	
	36 Air Support	Beauvais/Tille Airfield	
	31 Air Support	Lille/Nord Airfield	
4	33 Air Support	Lille marshalling yards	(
	35 Air Support	Courtrai marshalling yards	( all back
	24 Air Support	St Pol marshalling yards	( safe
	33 Air Support	Hazebrouck marshalling yards	(
5	72 Air Support	Ghent marshalling yards	
	36	Returned from another mission without bombing because of haze.	

NAME WILLIAM K. MENATT RANK 2<sup>nd</sup> LT. ASN 0-674228 REPORT NO. \_\_\_\_\_

SQ 335 GROUP 95 A/C NO. ~~335~~ ? Letter ? Load ? Date 17 August



Position in formation.  
Make Diagram

Observed results of Bombing:

Enemy Fighter Tactics:

Markings:

Our Tactics:

Our Fighter Support:

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

Technical Failures

Motors:

Armor:

Armament:

Miscellaneous:

Comments and Suggestions on any of the above:

ENEMY FIGHTERS CLIMB TO LEVEL OF BOMBERS & ATTACK BEFORE  
P 47'S CAN ENGAGE, SUGGEST LOWER ALTITUDE ESCORT [AS WELL AS 47'S]  
~~WHEN~~ WHEN CROSSING COAST AT CLOSE RANGE.



SECRET - AMERICAN  
MOST SECRET - BRITISH

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

E & E REPORT NO. 366  
EVASION IN

1-31-44  
(Date)

William K McNATT, 2d Lt, O-675228

(Name) (Rank) (ASN)

335

(Squadron)

95

(Group)

TARGET: REGENSBURG, GERMANY

MIA: 17 August 1943

Arrived in UK:

1-30-44

MEMBERS OF CREW: (This information checked with PWIB)

					Official Disposition	Narrators Disposition
	PILOT	O-735467	1st Lt	John L SUNDBERG	P/W	
	CO-PILOT	O-740882	2d Lt	John P MOYER	P/W	
RD	NAVIGATOR	O-674228	2d Lt	William K McNATT	NARRATOR	
	BOMBARDIER	O-738951	2d Lt	Claude F LIVINGSTON	P/W	
	RADIO OPERATOR	31119120	T/Sgt	Anthony L CARLONE	MIA	taken P/W badly burned on landing face said Belgian There was fire in radio room
PW	TOP TURRET GUNNER	36330057	T/Sgt	Lester E SCHWAB	P/W	
PW	BALL TURRET GUNNER	39603275	S/Sgt	Vermerso L DAVIES	P/W	
RD	WAIST GUNNER	37272514	S/Sgt	Leroy A FUNK	E&E #94	
PW	WAIST GUNNER	35374757	S/Sgt	Franklin G BARRETT	P/W	
RD	TAIL GUNNER	33284596	S/Sgt	Joseph M AQUINO	E&E #227	

Were you wounded?

YES shell fragments in leg

Kulawasthi safe Paris 20 Oct

Sgt photographer in Paris 20 Oct  
A new group down about a month.  
Went from Arizona Very tall blond

Sgt from N.Y.

End Dec or beginning Jan 304.S.  
suspect have been caught on freight  
train south of Bordeaux. Were  
armed with cheap big automatic  
rifles

A/c  
on fire

The first fighters started  
 a very severe fire in the radio  
 room, while we were still  
 over Belgium. We left formation  
 and turned back in the hopes of  
 reaching the sea. We were attacked  
 by three to four fighters. After  
 a minute at my gun, I realized  
 that the alarm bell was ringing.  
 The pilot pulled my shoulder, and  
 made a jumping motion. He  
~~jumped~~ baled out, followed  
 by the top turret gunner. I followed  
 down.

attempt  
delayed  
jump

I tried to delay <sup>my</sup> jump, but ~~had~~ fell  
 from 14000 to 11000 ft, then, as I  
 thought I was bailing out, I pulled  
 the rip-cord. I counted four  
 chutes beside my own.  
 Before opening my chute, I had  
 seen five ~~air~~ aircraft debris  
 below me. I started to spin



badly, but when I pulled my feet together, straight out in front of me, and lay still, I floated on my back. I was drifting backwards fast, and was afraid of hitting my head or landing. I wanted to guide the chute and better control the drift, but it was a chest type chute, and I never could reach the shrouds.

I looked for a patch of woods in which to hide, but could only see one. I unloaded my pistol because to circling we had already marked me to the ground force and I was not sure as to what the procedure was if I landed as an "armed soldier". I landed in a small field. It was an easy landing because I had watched the ground, and kept my feet together and my knees

easy landing

Where I was I was really  
 of upset & know. A group of  
 people stood staring nearby.  
 I could not tell what their attitude  
 was, so I walked away. My idea  
 was to force them to make some  
 movement that would reveal  
 their feelings. This scheme  
 worked and I was immediately  
 motioned and called to "come back"  
 I went to shake hands all  
 round, but wasted no time trying  
 to talk, for I wanted to hide

~~of~~  
 uncertainty  
 of crowd's  
 feelings

No help or suggestions were  
 offered. I set off for the village,  
 about 300 yds away. I didn't ~~know~~  
 this because I knew it was wrong.  
 I thought it might force them to  
 be ~~more~~ co-operative. This  
 also worked. A young boy  
 ran after me for my chute and  
 hid it. I wanted to hang in it ~~justing~~  
 hid it. An older man disposed  
 of my pistol and equipment. When  
 I took off my flying suit, in  
 pink and ~~red~~ colored insignia

hid cleverly  
 forced from  
 onlookers

most obvious would be the  
 safest. I stayed here eight  
 hours. my little friend brought  
 me bread and coveralls, but  
 the coveralls on over my uniform  
 He also brought another boy who  
 spoke some English. I made  
 it clear to the latter that I  
 wanted to see an English  
 speaking man. I mended the  
 torn <sup>so that they would cover my uniform</sup> coveralls with the needle  
 and thread from <sup>my aids box</sup> and using the tape in the box, made a grossing  
 web <sup>with my handkerchief</sup>. There was nothing left

uses aids  
 Box

Watches  
 German  
 Search

of do now, but watch the German  
 search. The Germans never  
 went to the woods above the  
 town, in which the crowd had  
 seen me hide, but they thoroughly  
 searched the wooded area  
 below town. I feel sure that the  
 people had told them that  
 I had gone in the opposite direction  
 from the one where they had seen me take.



That night the second boy brought a ~~man~~ <sup>Yupik</sup> speaking ~~man~~. He gave me dressing for my wounds and said I could sleep in his barn. They showed me my position on my escape map and told me that I would be taken to the nearest big town.

After a hours sleep, they woke me to say that the Germans had given orders to the civilian police. What the orders were they did not know, but they were very frightened. He

Helpers  
Frightened

could not keep me longer. He said it was impossible to get a small boat on the coast, as I had hoped and told me how to walk to another village by a streetcar that would take me out of the vicinity. He gave me 200 Belgian francs

and some change. I was to give  
the conductor a five framed  
piece with an "oh keep the  
change" gesture. Then I would  
be able to ride to the nearest  
big city.

I got out as hid, but  
soon saw a "German Camp"  
and heard the voices of what  
I thought was the patrol. I took  
to the fields and started to  
crawl. I passed several  
camps. Came the dawn and  
I had covered very little territory.  
My camps, I could now see,  
were fields full of haystacks.  
I reached a village, and  
a train came through going  
north. I waited until it returned.  
It was nearly empty. I had  
no idea of where I was so  
I gave the conductor five

~~See~~  
surrounded  
by "German  
Camps"

faces. When he said  
 something, that sounded like the  
 name of a town, I nodded  
 my head. He gave me a  
 ticket and change, then he  
 tried to start a conversation  
 I could not answer. So he  
 went over to the other conductor  
 and I soon heard, as clear  
 as crystal "English or American"  
 I sat there. A nice looking  
 man got on and the conductor  
 started talking to him

Spotted  
 by  
 Conductors

at the next stop some  
 type of officer or policeman  
 boarded the train. The nice  
 looking man grabbed me by  
 the shoulder and pushed me  
 to the front of the car; he then stood  
 behind me. In broken English, he  
 said: "English or American". I said:  
 "American". Then he said: "My  
 brother captain American Africa. you go

a self  
 appointed  
 Guide



where?" I said, "France."

We followed the trolley route to the nearest big city. When he found I was hungry, he shared his sandwiches with me. He bought the tickets whenever we changed trolleys and showed them to me so that I would know where we were going. In this way we finally reached a big railroad station.

My friend bought me a railroad ticket, and went with me to a town near the frontier. At first I don't think he knew how he was going to get me across the frontier, but a way was found. Another man took charge of me, and from then on my journey was arranged.

Journey  
arranged

B # 366

"

17 August  
to 30 December

Eight to ten heavy anti aircraft  
guns were observed south of  
Wieremunde (a suburb of Envers)  
on 18 August 1943

Four light anti-aircraft guns were  
observed in the valley of ~~Comines~~  
Belgium. They are situated 100 yds  
from the canal, directly opposite  
a ~~the~~ power plant in ~~Comines~~ France  
August 1943

Hearsay that German officers on  
the coast of France carry civilian  
clothing in a small suitcase

Hearsay that some of the cement block-  
houses and emplacements on the coast north  
of Comines have no guns. The doors are  
too small for any type of gun to be carried  
through, except machine guns. These  
places are, however, built so as to look  
capable of holding heavy guns.

During the B26 raid ~~of~~ toward the end of  
 August ~~to~~ the first week in September ~~for~~ the airfield 6  
 miles ~~south~~ of Combes and ~~the bombs penetrated the~~  
 5 miles north of Marquette, (Hills / road 3 September?), the bombs  
 penetrated <sup>the</sup> first layer of cement over the gasoline  
 storage, but not the second layer.

The gasoline did not burn. The  
 F/W and M/E 109 based at this field  
 sometimes use pasteboard belly  
 tanks which are ~~not~~ dropped on  
 the field for re-use whenever possible.  
 The highway on the edge of the airfield  
 is used by aircraft to land and  
 take off when the field's runways  
 have been bombed. (Hearsay from  
 someone working on the field)

The September bombing of supply  
 trains at Lille was a good job. 632  
 to 732 cars were destroyed. The  
 Germans were still exploding damaged  
 shells four and five days later. (Hearsay)

During the mock invasion of  
 September it is said that ~~five~~  
~~to 1500~~ thousands of civilians  
 were killed along the coast by



133

land mines, some of which were exploded by allied bombs and others by the Germans. Hearsay

Fighters were observed to leave the airfield ~~for~~ ten minutes before the Fortresses flew over it during September missions. Several times FW following the Forts crossed this area at 50 to 100 ft and ~~were visible~~ <sup>did not</sup> ~~to~~ <sup>at</sup> low altitude until they were over with or ahead of the formation.

Five to ten miles east of Lille is an electrical distributing plant which is the central ~~for~~ supply plant for ~~the~~ all the power houses in this area. When one of the outlying power houses is destroyed, electricity can still be supplied from this central point near Lille. Hearsay

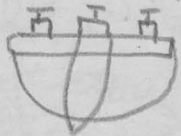
In 14 October, 1943 the marshalling yards north of Amiens on the Lille - Paris line were observed bomb hits. had been scored and there were fires burning. A steam shovel used to ~~raise~~ <sup>showed</sup> overturned railroad cars, ~~was~~ the only signs of activity. Further south there were four of five overturned freight cars and some light anti aircraft guns mounted on freight cars.

A reliable source told informant that there are four water routes from France to Germany, <sup>The type, Sambre, Marne, and</sup> in October it was impossible for boats and barges to go directly to Strassbourg or that recently because two of these routes had been blocked by sabotage work on the locks of the Marne, and. During November, a lock on the Sambre was sabotaged.

and so badly that it ~~is~~ is taking  
 three or four months to repair it. On  
 10 November the only route open was  
 to Lys. ~~The~~ ~~report~~ ~~was~~ ~~the~~  
~~source~~ ~~was~~ very emphatic in  
 stating that strafed boats and barges  
 can be repaired in a matter of  
 hours while a bombed lock of  
 stops traffic for months.

Hearsay that the raid of 14 July  
 on Le Bourget killed approximately 2000  
 men and destroyed 20 bomber and <sup>in</sup> personal  
 ships. During the September raid less  
 damage was done but the German  
 WAC stationed there were killed. The  
 field was still under repair in  
 December but all types of aircraft  
 were taking off and landing.

One "Beer Bottle" with large iron  
 ring was observed at Le Bourget  
 in December



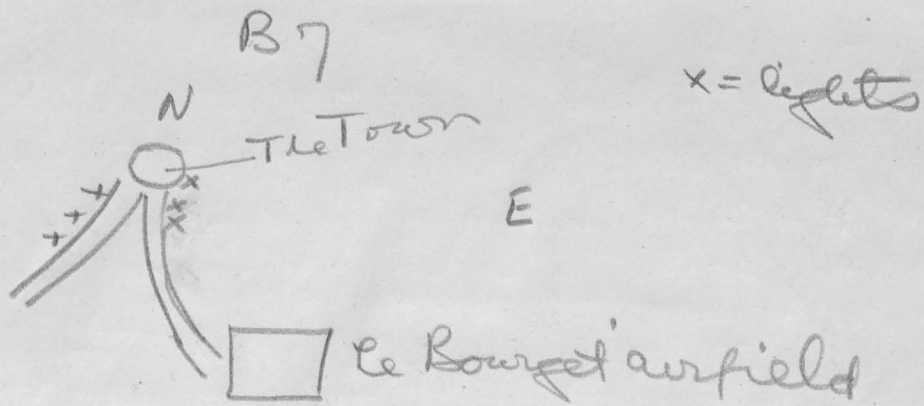
Hearsay that in the woods east  
 of Senlis there are four or five  
 airfields close together each



was 5 or 6 planes based on it. Source believed that in the woods south or west of Senli's here is a gun with a 40 meter cement base capable of shooting 400 km.

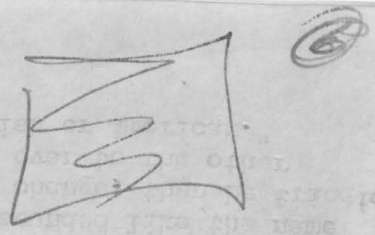
Four heavy anti-aircraft guns were observed on the track at Longclamps  
October - November

There are seven, or <sup>in the little woods</sup> were heavy anti-aircraft guns, at the western end of the east-west ~~into~~ runway of the airfield north of Marquette. There are five or six groups of guns in Marquette proper. One group of guns is beside the old people's home, which is marked with the Red Cross. Observation. There are other guns ~~are~~ in the vicinity of the ammonia factory toward the eastern end of the airfield. Between the large ammonia factory and the northern edge of Marquette is the German petrol storage dump and other warehouses, ~~Harvey and observation~~



Hearsay and observation that the highway lights <sup>of the town</sup> four miles north of Le Bourget are left on at night, especially so when ~~events~~ aircraft fly over. This makes it look as though the lights on the road ~~to the~~ leading to the airfield had been left on.

SECRET - AMERICAN  
MOST SECRET - BRITISH



*Donald*

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

12 February 1944

E & E REPORT NO. 366  
EVASION IN FRANCE

*Belgium and*

William K McNATT, 2d Lt., O-675228  
335 Bomb Squadron, 95 Bomb Group

TARGET: REGENSBURG, ~~Germany~~

MIA: 17 August 1943

Arrived in UK:

30 December 1943

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-735467	1st Lt	John L SUNDBERG	P/W
CO-PILOT	0-740882	2d Lt	John P MOYER	P/W
NAVIGATOR	0-674228	2d Lt	William K McNATT	NARRATOR
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RADIO OPERATOR	31119120	T/Sgt	Anthony L CARLONE	MIA
TOP TURRET GUNNER	36330057	T/Sgt	Lester E SCHWAB	P/W
BALL TURRET GUNNER	396Q3275	S/Sgt	Vermerso L DAVIES	P/W
WAIST GUNNER	37272514	S/Sgt	Leroy A FUNK	E&E RPT 94
WAIST GUNNER	35374757	S/Sgt	Franklin G BARRETT	P/W
TAIL GUNNER	33284596	S/Sgt	Joseph M AQUINO	E&E RPT 227

AIRCRAFT ON FIRE

*on our way to the target.*  
The first fighters started a very large fire in the radio room, while we were still over Belgium. We left formation and turned back in the hopes of reaching the sea. We were attacked by three to four fighters. After a minute at my gun, I realized that the alarm bell was ringing. The pilot pulled my shoulder and made a jumping motion. He baled out, followed by the top turret gunner; I followed them.

ATTEMPTS  
DELAYED JUMP

I tried to delay my jump, and free fell from 14000 to 11000 feet, then, as I thought I was blacking out, I pulled the ripcord. I counted four chutes beside my own. Before opening my chute, I had seen fire and aircraft debris below me. I started to spin badly, but when I pulled my feet together, straight out in front of me, and lay stiff, I floated on my back. I was drifting backwards fast, and was afraid of hitting my head on landing. I wanted to guide the chute and better control the drift, but it was a chest type chute, and I never could reach the shrouds.

EASY LANDING

I looked for a patch of woods in which to hide, and could only see one. I unloaded my pistol, because the circling ME had already marked me for the ground forces and I was not sure as to what the procedure was if I landed as an "armed soldier." I landed in a small field. It was an easy landing because I had watched the ground, and kept my feet together and my knees limber.

Where I was I was really too upset to know. A group of people stood staring nearby. I could not tell what their attitude was, so I walked away. My idea was to force them to make some movement that would reveal their



UNCERTAIN OF  
CROWD'S FEELINGS

feeling. This scheme worked and I was immediately motioned and called to "come back." I had to shake hands all round, but wasted no time trying to talk, for I wanted to hide.

*because we were on a "shuttle" <sup>raid.</sup>*

AID CLEVERLY  
FORCED FROM  
ONLOOKERS

No help or suggestions were offered. I set off for the village, about 300 yards away. I did this because I knew it was wrong, I thought it might force them to be cooperative. This also worked. A young boy ran after me <sup>took</sup> my chute and hid it in a ditch, I lay in <sup>ditch</sup> it. An older man disposed of my pistol and equipment. When I took off my flying suit, I was in pinks <sup>with</sup> collar insignia, ready for Africa. The boy cut off my collar and sleeve insignia, and we slashed my pockets, so that I would not look military. When I rolled up my sleeves he saw my watch and held out his hand. In my position I had to give it to him. Someone in the crowd gave me an old cap.

USES AIDS BOX

The boy then led me down a path to the woods. The shells <sup>FRAGMENTS</sup> in my legs forced me to walk, I just could not run. We went to the back of a house on the main road. He went to the door, but the occupants refused to have me. I picked out the most obvious spot I could find - a clump of bushes behind a tree on the main road - and hid in it, for I thought the most obvious would be the safest. I stayed here eight hours. My little friend brought me bread and coveralls. I put the coveralls on over my uniform. He also brought another boy who spoke some English. I made it clear to the latter, that I wanted to see an English-speaking man. I mended the torn old coveralls, so that they would cover my uniform, with the needle and thread from my aids box, and using the tape in the box, made a dressing <sup>for my wounds</sup> with my handkerchief.

WATCHES GERMAN  
SEARCH

There was nothing left to do now, but watch the German search. The Germans never went to the woods along the town, in which the crowd had seen me hide, but they thoroughly searched the wooded area below the town. I feel sure that the people had told them that I had gone in the opposite direction from the one which they had seen me take. That night the second boy brought an English-speaking man. He gave me dressings for my wounds and said I could sleep in his barn. They showed me my position on my escape map and told me that I would be taken to the nearest big town.

GIVEN BELGIAN  
MONEY

After an hour's sleep, they woke me to say that the Germans had given orders to the civilian police. What the orders were they did not know, but they were very frightened. He could not keep me longer. He said it was impossible to get a small boat on the coast, as I had hoped, and told me how to walk to another village for a streetcar that would take me out of the vicinity. He gave me 200 Belgian francs and some change. I was to give the conductor a five franc piece with an 'oh keep the change' gesture. Then I would be able to ride to the nearest big city.

SURROUNDED BY  
"GERMAN CAMPS"

I set out as bid, but soon saw a "German Camp" and heard the voices of what I thought was the patrol. I took to the fields and started to crawl. I passed several camps. Came this dawn and I had covered very little territory. My camps, I could now see, were fields full of haystacks. I reached a village, and a <sup>streetcar</sup> came through going north. I waited until it returned. It was nearly empty. I had no idea of where I was, so I gave the conductor five francs. When he said something, that sounded like the name of a town, I nodded my head. He gave me a ticket and change, then he tried to start a conversation. I could not answer. So he went over to the other conductor and I soon heard as clear as crystal: "English or American."

SPOTTED BY  
CONDUCTORS

I sat there. A nice looking man got on and the conductor started talking to him.

At the next stop some type of officer or policeman boarded, ~~the train~~. The nice-looking man grabbed me by the shoulder and pushed me to the front of the car; he then stood behind me. In broken English he said: "English or American." I said: "American." Then he said: "My brother, Captain American, Africa. You go where?" I said: "France". We followed the trolley route to the nearest big city. When he found I was hungry, he shared his sandwiches with me. He bought the tickets whenever we changed trolleys, and showed them to me so that I would know where we were going. In this way we finally reached a big railroad station.

My friend bought me a railroad ticket, and went with me to a town near the frontier. At first I don't think he knew how he was going to get me across the frontier, but a way was found. Another <sup>MAN</sup> took charge of me, and from then on my journey was arranged.

Compiled By:

*Dorothy A. Smith*  
DOROTHY A SMITH  
Capt, WAC

Approved By:

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

A SELF  
APPOINTED  
GUIDE

JOURNEY  
ARRANGED

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

12 February 1944

APPENDIX "B" TO E AND E REPORT NO. 366

1. The following information has been obtained in 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 in that case it is important that any particulars as to the source are not divulged.

Statement of information covering period from 17 August 1943 to 20 December 1944

- a. Eight to ten heavy anti-aircraft guns were observed south of WEREMUNDE (a suburb of ANVERS) on 18 August 1943.
- b. Four light anti-aircraft guns were observed in the valley of COMINES, Belgium. They are situated 100 yards from the canal, directly opposite a power plant in COMINES, France. August 1943
- c. Hearsay that German officers on the coast of France carry civilian clothing in a small suitcase.
- d. Hearsay that some of the cement block-houses and enforcements on the coast north of COMINES have no guns. The doors are too small for any type of gun to be carried through, except machine guns. These places are, however, built so as to look capable of holding heavy guns.
- e. During the B-26 raid toward the end of August or the first week in September on the airfield six miles south of COMINES and five miles north of MARQUETTE (LILLE/NORD 3 September?) the bombs penetrated the first layer of cement over the gasoline stores, but not the second layer. The gasoline did not burn. The F/W and ME 109's based at this field sometimes use pasteboard belly tanks, which are dropped on the field for re-use whenever possible. The highway on the edge of the airfield is used by aircraft to land and take off when the field's runways have been bombed. (Hearsay from someone working on the field)
- f. The September bombing of supply trains at LILLE was good job, 632 to 732 cars were destroyed. The Germans were still exploding damaged shells four and five days later (hearsay)
- g. During the mock invasion in September it is said that thousands of civilians were killed along the coast by land mines, some of which were exploded by allied bombs and others by the Germans. (hearsay)
- h. Fighters were observed to leave the <sup>Lille/Nord? (see e)</sup> airfield ten minutes before the Fortresses flew over it during September missions. Several times FW's following the Forts crossed this area at 50 to 100 feet and did not gain altitude until they were even with, or ahead of the formation.

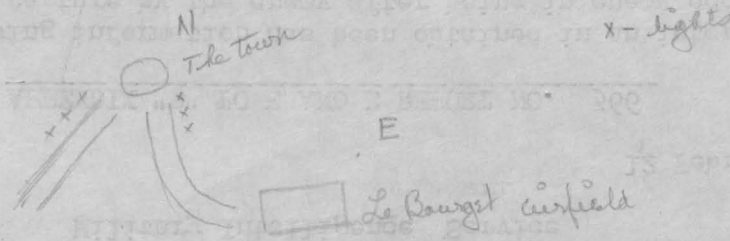


- i. Five to ten miles east of LILLE is an electrical distributing plant which is the central supply plant for all the power houses in this area. When one of the outlying power houses is destroyed, electricity can still be supplied from this central point near LILLE. (hearsay)
- j. On 14 October 1943 the marshalling yards north of AMIENS on the LILLE-PARIS line were observed. Bomb hits had been scored and there were fires burning. A steam shovel, used to raise overturned railroad cars, showed the only signs of activity. Further south there were four of five overturned freight cars, and some light anti-aircraft guns mounted on freight cars.
- k. A reliable source told informant that there are four water routes from France to Germany, the LYS, Sambre, MARNE and ~~\_\_\_\_\_~~. In October it was impossible for boats and barges to go directly to STRASSBOURG or that vicinity because ~~two~~ <sup>two</sup> ~~of these routes~~ had been blocked by sabotage work on the locks of the MARNE, ~~and~~. During November, a lock on the Sambre was sabotaged so badly that it is taking three to four months to repair it. On 10 November the only route open was the LYS. The source was very emphatic in stating that strafed boats and barges can be repaired in a matter of hours while a bombed lock stops traffic for months.

- l. Hearsay that the raid of 14 July on LE BOURGET killed approximately 2000 men and destroyed 20 bomber and pursuit ships. During the September raid less damage was done but the German ~~was~~ <sup>who</sup> stationed there were killed. The field was still under repair in December but all types of aircraft were taking off and landing. One "Beer Bottle" with huge iron ring was observed at LE BOURGET in December.



- m. Hearsay that in the woods east of SENLIS there are four or five airfields close together, each having five or six planes based on it. Source believed that in the woods south or west of SENLIS there is a gun with a 40 meter cement base capable of shooting 400 kilometers.
- n. Four heavy anti-aircraft guns were observed on the track at LONGCHAMPS. October - November
- o. There are seven or nine heavy anti-aircraft guns in the little woods at the western end of the east-west runway of the airfield north of MARQUETTE. There are five or six groups of guns in MARQUETTE proper. One group of guns is beside the old peoples home, which is marked with the Red Cross. (observation) There are other guns in the vicinity of the amonia factory toward the eastern end of the airfield. Between the huge amonia factory and the northern edge of MARQUETTE is the German petrol storage dump and other warehouses. (hearsay & Obs)



- p. Hearsay and observation that the highway lights to the town north of LE BOURGET are left on at night, especially ~~so~~ when enemy aircraft fly over. This makes it look as though the lights on the road leading to the airfield had been left on.

SECRET

APPENDIX "D" TO E AND E REPORT NO.

No., Rank, Name:- *2<sup>nd</sup> LT. WILLIAM K. MENATT*

Unit:- *335 SQ. 95 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. *- while HIDING FOR SEVERAL HOURS - was 22 hrs without food*

Chocolate. *- " " " "*

Milk (tube).

Benzadrine tablets (fatigue).

Halazone tablets (water purifier).

Matches.

Adhesive tape. *- ~~used~~ FIRST AID KIT  USED. ~~to~~ to hold bandkerchief over SMALL WOUNDS*

Chewing gum. *NEEDLE + THREAD - TO PATCH WOAN COVERALLS, ~~to~~ what they would. HIDE UNIFORM*

Water bottle.

Compass. *- TO REACH SMALL TOWN + AVOID COAST LINE*

(e) Did any of the above items prove unsatisfactory? *NO*  
If so, in what respect?

(f) How did you finally dispose of the box?  
*WAS BURIED WITH UNIFORM*

(g) Can you suggest anyway 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. *~~GRAY~~ Red*  
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? *BELGIUM - FOR LOCATION + DIRECTION TO RAILROAD + AWAY FROM COAST*

Compass. *YES*  
*but " " " " " "*  
*used stars mostly*



File (hacksaw).

Foreign currency. State countries and amounts. *2000 FRENCH FR.*  
How did you spend the money? *POOR FAMILIES WHO FEED ME.*

(d) How did you dispose of:-

Maps. - *BURIED*

Compass. - *"*

File (hacksaw). - *"*

Surplus currency. *700 FRENCH FRANCS LOST IN PYRENNEES*

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.

Round compass. - *DURING FIRST NIGHT TO LEAVE COAST AREA*

Stud compass.

Swinger compass. - *" " " " " " REACH R. ROAD*

Fly-button compass.

Pencil clip compass.

Tunic button compass.

Pipe compass.

Pouch

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? *YES*  
If so, how many? *4 OK*

(b) Did you use them? *YES*  
State how. *FOR PASSPORT IDENTIFICATION PAPERS*

5. LECTURES

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

*95 Bomb Group, JULY + AUGUST, BY RETURNING AIRMEN + S2*

(b) Did you find the lectures of value? *YES*

*Had never had anything on Belgium  
or Holland before going down, (believe they  
do now)*

*I was told to delay my escape purposes.  
They should add delays avoid scrutiny to.*

*Wearing light shoes didn't watch walking clothes  
given shoes. Shoes scarce in France should  
have G.I. shoes that have never been polished so as to look shabby easily*

*Wideman wear  
black shoes  
Business man  
brown shoes*



ready for Africa. The boy  
cut off my collar and sleeve  
insignia and we slashed  
my pockets, so that I would  
not look military. When I  
pulled up my sleeves he  
saw my watch and held  
out his hand. In my position  
I must give it to him. Someone  
in the crowd gave me an old  
cap.

The boy then led me down  
a path to the woods. The shells  
in my legs forced me to walk  
I just could not run. We  
went to the back of a house  
on the main road. He went  
to the door, but the occupants  
refused to have me. I picked  
out the most obvious spot I could  
find - a clump of bushes behind  
a tree on the main road - and  
hid in it, for I ~~also~~ thought the

Safety in  
the obvious