

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) <u>John White</u>	Signed <u>John White</u>
Rank <u>S/Sgt.</u> A.S.N. <u>11114696</u>	Date <u>12/43</u>
Unit <u>334th Sq. 95th Gr.</u>	Witness <u>Major Lewis</u>

Major

9 April 1943

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By command of Lieutenant General ANDREWS:

*Ralph Pulsifer*  
 RALPH PULSIFER,  
 Colonel, AGD, Adjutant General.

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Name (Print) John White Signed John White  
 Rank S/Sgt. ASN 11114696 Date Sept. 12, 1943  
 Unit 95th Gr. 334th Sqd Witness John F. White, 1st Lt. A.C.

SECRET - AMERICAN  
MOST SECRET - BRITISH  
MIS(X)

HQ, ETOUSA

OFFICE OF AC OF S, G-2

MIS DETACHMENT *73*

QUESTIONNAIRE FOR SERVICE PERSONNEL  
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No. *John White, s/sgt. - 11114696*
2. Decorations. *none*
3. Unit or Squadron. *334th Sqdr*
4. Division (Army) or Group. *95th Bomb Gr.*
5. Date of Birth. *Feb. 21, 1924*
6. Length of Service. *11 months*
7. Private Address. *41 Charles St., Dorchester, Mass.*
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, Aug. 17 - 7:45 A.M. - Dashed about 9:00 or 10:00 - I am not certain.*
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? *no*
12. Do you speak French? Spanish? *no*
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 experience? Where and when? *yes, Major Clark, Madrid - Mr. Anderson Gibraltar*
15. Did you report on your operations? If so, where and to whom? *yes Madrid - Maj. Clark*
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? *yes, Madrid - Gibraltar*
17. Place and date of departure for U.K. By sea or air. *Sept. 15 - air*
18. Place and date of arrival in U.K. *Sept. 16, 1943*

*not wounded*

a/

S/sgt John White 1114696  
335 Bomb Sq 95 Bomb Gp  
~~Paris~~ September 1943

# 95

17 August

Frank an Englishman provided bicycle  
near Dessel Belgium Guide,  
Blond Belgian }  
Priest } rowed across  
canal

17 August

2 girls Clothes bicycle Belgian <sup>money</sup>  
Train controller, turnout lights shelter put on train  
some English, his wife  
nephew - also helped.

2 Sisters Brussels Shelter for day & night  
one crippled, some  
English

a Belgian girl a guide, identifying questions  
some English Pictures took & ~~took~~  
Rene, <sup>his</sup> wife Guides, Coes took 8 photographs  
Felix - a girl Took pictures got  
identity card.

Frenchman with glasses Guide ~~from~~ Brussels took  
William or Willie French passports  
Paper for bikes, Guide across  
frontier France & from  
Bordeaux to Day

Doctor Paris Member of Organization  
Shelter for 4 nights & 3 days

c/

A Englishman named Frank found  
us in the woods. He told us to swim across the canal.  
The co-pilot and engineer did, I wouldn't. He told  
me to bicycle on my side & they on theirs and that  
he would meet us at nightfall. Two hours later  
a blond man who spoke some English and a  
prieur arrived. They advised me to give

myself up. I ~~convincing~~ <sup>persuaded</sup> them to row me across  
the canal in their row-boat. An hour later two  
girls with clothes found me. They gave me  
Belgian money & a bicycle but I had no shoes.  
I followed a boy to the home of his English-  
speaking aunt in Tournai. I went to bed and  
next morning the man of the house, a train controller,  
took us to the railroad station. I was now  
wearing a second set of civilian clothes. The  
nephew sat on a bench with me in Brussels  
until his aunt joined us when he left. She took  
me to a home in which I stayed for four days.  
Then met a man on a train who turned me  
over to a young girl. The young girl left me at  
the home of two sisters, one of whom was crippled  
and told me to stay there for she would be back.

On her return we went to the home of an  
engraver René. He fixed up a pair of his wife's  
shoes for me as mine were too big. He then took  
me to be photographed at a département store.  
When we came out of the store we met Felix,  
the girl who had taken the pictures. She brought my  
identity card that evening. René's wife took  
me to a Frenchman who wore glasses and  
spoke a little English. We got off the Brussels -  
Paris train at a small village and spent the  
night there. A new guide William gave  
us French passports which he had stamped  
and a paper with permission of bicycle in a  
certain town. We got up at 5 o'clock and walked  
across the frontier. We reached Paris after our  
cards had been examined on the train.

We went to a church and met a man  
who spoke a little English. An ~~example~~ of French police  
took us to a doctor's home. I slept in the apartment

above for four nights and three days. The doctor's  
brother supplied me with food. A French pilot  
of me by underground & meet an Englishman  
The woman with the Englishman took me to  
Bordeaux. She returned to Paris and I went on  
of day with Willie who was waiting for us  
when we reached Bordeaux. We got bikes  
and rode on to Bayonne with a French  
tank officer who was coming through as  
Funk and Galleran's guide.

We left Horsham - flak light - - around Antwerp -  
 #2 on fire - ~~#4~~ one ftw low 7 o'clock - 4 me 1095's  
 Tail gunner reported 3 JUSTO - didn't see escort after in  
 trouble - ftw got <sup>up</sup> on fire - back turret cooked with oil -  
 so loaded bombs & were going to come home - before #4  
 was hit - Tail gunner got one fighter - 2 got one - it came in  
 low 5 o'clock - 600 yds & firing - gave long burst -  
 25 rounds - on fire - a w. gunner saw him go down -  
 pilot said prepare to bale out - rescinded order -  
 told me to come out of turret - fire bad - right -  
 called pilot - to ask if we should BO - pilot said  
 yes - Bombardier checked the order & pilot said  
 several times "all BO" - a waist gunner chute  
 had popped open - he gathered it up & jumped -  
 Before I was out I saw no one & after I jumped  
 I saw 8 chutes - one chute was ripped -  
 BO'ed at 13-15000 - delayed to 8-10000 - I landed in  
 wooded area in clear - chute in branches - got it down -  
 hurried it - heard someone coming on bikes - flat  
 country - They passed without seeing me - Then a bunch  
 of bikes ran up to me - several spoke broken English -  
 They said - showed them chute - they took it - they said  
 2 comrades near me - They took me to them - it  
 was eng & copilot - cop was badly burned around  
 eyes, wrist, & necks - engi wasn't hurt - eng had  
 escape kit - cop didn't - An Englishman arrived on  
 scene - 'Frank' - he said to swim across canal - I couldn't  
 but others did - cop & Eng. swam across - took escape  
 kit & money with them - Englishman told me to take on this  
 side of canal & the others on other side - said back  
 at night I'll - 2 hrs later another blond Belgian - speaking  
 little English - came - a padre came also - told me to go with  
 them - They should give myself up - they had a row boat -  
 told them to take me over canal - they agreed & took me to  
 other side - hour later 2 girls came with clothes -

Belgium -  
Dessched

but all friends  
Too many people had seen me ~~but all friends~~ - girls had no  
shoes - gave me like - gave me Belgian money -  
Two boys - led me - away - followed one to <sup>house side</sup> Tournout -  
went to Aunt's house - went to bed there - some English spoken -  
5 am next morning man's house - train controller - took us to  
station - 3 of us - at 8 am arr. BRUSSELS - new  
clothes given me - ticket paid out of francs given me -  
We were to meet lady in BRUSSELS - nephew stayed  
with me - sat on bench & waited til 10 am - lady returned -  
nephew left - lady took me to a house - stayed til  
following Monday evening 23<sup>rd</sup> - got on train & met  
a man who took me to a young girl who took me  
to a house (2 sisters) - one crippled - very little English - girl could  
speak some English - took name, rank, C.O. Sq. - told me to  
stay there that night - & she would get me Wed am. for  
pictures - did - went to home of engraver (René - )  
shoes too big - couldn't get a pair to fit - fixed a pair of women's  
shoes - engraver's wife took me to town & dept store &  
had 4 photos made - coming out met girl who took  
pictures & evening she brought identity card -  
(Italian pseudonym) - met am. 26<sup>th</sup> - wife took me  
to station where girl was & she took me a Frenchman who  
wore glasses - very little English - met two more people -  
one an Englishman <sup>RAF</sup> St. Denis Foster - on train from Brussels  
to PARIS - got off train & walked thru small village - spent  
night - changed guide to (William - ) he had  
French passports - filled out & stamped there - gave me a  
(different name - he gave) - another paper gave us  
permission to live in a certain town - by 9 am &  
walked 2 hrs - got over frontier - on bus for hr to another  
town - missed train - walked another 2 hours - train to  
PARIS - on train cards examined by German controller -  
2<sup>nd</sup> PARIS - went to church - met a man who spoke a little English -  
ex French pilot took us to his home - stayed in apt over  
Dr - went up there - slept - brother of Dr. fed us -



Stayed there 4 nights <sup>+ 3 days</sup> — a trench pilot took us  
to ~~Station~~ <sup>Underground</sup> — met Englishman again — Lady with  
him — she led us to RR station — went 2<sup>nd</sup> class to Bordeaux  
From Bordeaux — met Willie again (had <sup>3 hrs</sup> had with trace) <sup>200 paper checks</sup> —  
Lady back to PARIS — He took us on train to DAX —  
~~went in baggage~~ got bikes — rode north to wood —  
a French tank officer coming thru & acting as guide  
to Frank & Hallem — pedaled to BAYONNE

#

White

MOST SECRET

APPENDIX "B".  
M. I. 9. (b) / S / P. G. ....

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 .....

troops in BRUSSELS, Paris -  
Ger. Air drome about 1 mile outside of  
Bayonne south west. — heavy Me 109's, He 111's  
few trainers. mine detector ring -  
From Bordeaux to DAX, PRISON  
camps, about five, looked like  
furks or Arabs, (red turbans)

M. I. 9.  
/ / 42.

Lieut.-Colonel, G.S.

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

E & E REPORT NO. 95  
EVASION IN FRANCE

Sept. 13, 1943  
(Date)

John White s/sgt. 11114696  
(Name) (Rank) (ASN)  
334th. 95th.  
(Squadron) (Group)

MIA: 17 Aug  
Arrived in Spain: Sept 7  
Arrived in Gibraltar: 12  
Arrived in UK: 16

AGE: 19  
LENGTH OF SERVICE: 11 months  
HOME ADDRESS: 41 Charles St  
Dorchester, Mass.

OTHER MEMBERS OF CREW: (This information checked with PWIB) all MIA 14 Sept

	Official Disposition	Narrators Disposition
PILOT ←	WALTER A BAKER 1ST LT 0736458	
CO-PILOT ←	MARTIN G. MINNICH 2nd LT 0-675363	(E.V. ADING)
NAVIGATOR ←	CEDRIC L. NUSSBAUM 2nd LT 0-797372	
BOMBARDIER	HENRY P. SARNOW 2nd LT 0-734984	
RADIO OPERATOR	WILLIAM H. BINNERBOSE S/SGT 16024974	
TOP TURRET GUNNER	<del>ROSCOE J. ALDERMAN S/SGT 34124195</del>	
BALL TURRET GUNNER	ALBERT G. BERGERON S/SGT 33093733	
LEFT WAIST GUNNER	WALTER T. McDERMOTT T/SGT 11095326	
RIGHT WAIST GUNNER	ALVIN O. FORNEY T/SGT 35213248	
TAIL GUNNER		

WHAT WAS YOUR POSITION IN A/C? — Ball Turret

PLEASE DRAW ARROWS TO CONNECT NAMES WITH POSITIONS IN PLANE! Not a regular member of the crew;

WERE YOU WOUNDED? — was not wounded

HORSHAM  
17 AUGUST 1943

We left HORSHAM at 0745 hours 17 August 1943 to bomb REGENSBURG, GERMANY.

~~after making~~ After making landfall over BELGIUM we were attacked by enemy fighters and one coming in low at 7:00 o'clock set out number two engine on fire. After that I counted four Me 109E's attacking and the tail gunner reported three Ju 88's. Our number four engine caught fire and the ball turret was covered with oil. The tail gunner shot down one fighter and I got another one. It had come in low at 5:00 o'clock and when 600 yards off I gave it a long burst and saw it go down burning.

The pilot gave an order to bale out but rescinded it before anyone jumped.

PLANE ON  
FIRE

As the fire from the engines spread ~~the navigator called to pilot to bale out~~ ~~should~~ the pilot called several times over the inter-phone for everyone to bale out. One of the waist gunner's chutes had popped open and as I came out of the turret he gathered it in his arms and jumped. There was no one else in the waist when I went to the dorr and fell out at 15000 feet, delaying my jump to 10000 feet. After my chute opened I saw eight chutes, one was ripped and going down fast.

SEES EIGHT  
CHUTES

I landed on the edge of a wood. My chute was caught in the branches of a tree but I managed to drag it down and bury it. Just as I finished I heard ~~some~~ people approaching on bicycles and lay down in the weeds until they passed. A few minutes after this a group of children saw me. Several of them spoke broken English. After showing them where I had hidden the chute they told me two of my comrades were near by. I joined my copilot and engineer who were having a conversation with a man who spoke English. The copilot was very badly burned around his eyes, wrist and neck.

JOINS CREW  
MEMBERS

The English-speaking man told us to swim to the other side of the canal because the weeds and brush were thicker and hide there until he returned. Since I can't swim I ~~had to stay~~ was to stay where I was. By accident my escape kit and purse was tied to the copilot's flying jacket and I did not see ~~it~~ <sup>The engineer or copilot had</sup> again. Our friend left us after saying he

ADVISED  
TO SURRENDER

would return after dark. *I tried to hide along the edge of the canal but* Several hours after this ~~I~~ was discovered by two

Belgians who advised me to give myself up. One of them spoke some English and after an argument I persuaded them to row me across the canal and leave me.

I tried to hide but too many people ~~was hanging~~ *stayed around watching* around me. ~~Finally~~ Finally two girls

Given CLOTHES  
BICYCLE AND  
MONEY

brought civilian clothes. There were two boys with them who had brought an extra bicycle and after putting on the clothes I rode off with them. One of the girls gave me some Belgian money.

After we had cycled for a short distance one of the boys left us and I followed the other one to TURNHOUT where we went to a house and my journey was arranged.

APPENDIX B:

1. Saw many Me 109 E's and He 11K's, a few trainers and one plane with a mine detector ring flying in the vicinity of BAYONNE. Heard that a large airdrome was located one mile southwest of BAYONNE.

complied by white.

S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 93

No., Rank, Name:- 1114696 - S/Sgt. John White  
Unit:- 95th. Gr. 334th Sqr.

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? *yes*
- (c) If not, why had you no aids box? *Gave to injured crew member*
- (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. *Blown*  
If NOT, state why not. *gave to injured crew member*
- (b) Did you use the purse? *no*
- (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.

(iii) File (hacksaw).

(iv) Foreign currency. State countries and amounts.  
How did you spend the money.

(d) How did you dispose of:-

Maps.

Compass.

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? **No**  
If so, how many?

(b) Did you use them?  
State how.

5. LECTURES

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

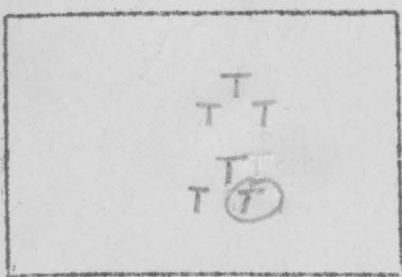
(b) Did you find the lectures of value?

*yes. - Bovington - Intelligence officer*

*yes.*

NAME John White RANK S/Sgt ASN 11114696 REPORT NO. \_\_\_\_\_

SQ 334 GROUP 95 A/C NO. 174 Letter B Load Inland Date Aug. 18, 1943



Position in formation.  
Make Diagram

Observed results of Bombing:

*did not reach target*

Enemy Fighter Tactics:  
Markings:

*nose, tail, waist, high + low*

Our Tactics:

*evasive action*

Our Fighter Support:

*P-47 ~~supposed to be~~  
Enemy fighters attacked low when escort was  
above formation -*

Flak

<u>Time</u>	<u>Place</u>	<u>Quality</u>
<i>09:00 hours</i>	<i>Coast of Belgium</i>	<i>Fair</i>

Technical Failures

Motors: \_\_\_\_\_

Armor: \_\_\_\_\_

Armament: \_\_\_\_\_

Miscellaneous: \_\_\_\_\_

Comments and Suggestions on any of the above:



SECRET

SECRET

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

6

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

Initials.....

Date 26-9-43

E & E REPORT NO. 95  
EVASION IN FRANCE AND BELGIUM

*Please  
initial* ↑

25 September 1943

John WHITE, S/Sgt, 11114696  
334 Bomb Squadron, 95 Bomb Group

MIA: 17 August 1943  
Arrived in Spain:  
7 September 1943  
Arrived in Gibraltar:  
12 September 1943  
Arrived in UK:  
16 September 1943

AGE: 19 years  
LENGTH OF SERVICE: 11/12 years  
HOME ADDRESS: 41 Charles St.,  
DORCHESTER, Mass.

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-736458	1st Lt	Walter A. BAKER	MIA
CO-PILOT	0-675363	2d Lt	Martin G. MINNICH	MIA
NAVIGATOR	0-797372	2d Lt	Cedric L. NUSSBAUM	MIA
BOMBARDIER	0-734984	2d Lt	Henry P. SARNOW	MIA
RADIO OPERATOR	16024974	S/Sgt	William H. BINNEBOSE	MIA
TOP TURRET GUNNER	34124195	S/Sgt	Roscoe J. ALDERMAN	MIA
BALL TURRET GUNNER	11114696	S/Sgt	John WHITE	NARRATOR
LEFT WAIST GUNNER	33093733	S/Sgt	Albert G. BERGERON	MIA
RIGHT WAIST GUNNER	11095326	T/Sgt	Walter T. McDERMOTT	MIA
TAIL GUNNER	35213248	T/Sgt	Alvin O. FORNEY	MIA

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17 AUGUST 1943

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SECRET

JOINS CREW  
MEMBERS

chute they told me two of my comrades were near by. I joined my co-pilot and engineer who were having a conversation with a man who spoke English. The co-pilot was very badly burned around his eyes, wrist and neck.

ADVISED TO  
SURRENDER

GIVEN  
CIVILIAN  
CLOTHING

The English-speaking man told us to swim to the other side of the canal because the weeds and brush were thicker, and hide there until he returned. Since I can't swim I was to stay where I was. By accident my escape kit and purse were tied to the co-pilot's flying jacket and I did not see the engineer or co-pilot again. Our friend had left us after saying he would return after dark. I tried to hide along the edge of the canal but was discovered by two Belgians who advised me to give myself up. One of them spoke some English and after an argument I persuaded them to row me across the canal and leave me. I tried to hide but too many people hung around watching me. Finally two girls brought civilian clothes. There were two boys with them who had brought an extra bicycle and after putting on the clothes I rode off with them. One of the girls gave me some Belgian money.

After we had cycled for a short distance one of the boys left us and I followed the other one to TURNHOUT where we went to a house and my 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

1st Lt	JOHN F. WHITE, JR.	1st Lt	W. S. HOLT
2nd Lt		2nd Lt	
3rd Lt		3rd Lt	
4th Lt		4th Lt	
5th Lt		5th Lt	
6th Lt		6th Lt	
7th Lt		7th Lt	
8th Lt		8th Lt	
9th Lt		9th Lt	
10th Lt		10th Lt	

NUMBER OF CREW: (TYPE TELETYPE OR CHECKED BY AIR MAIL)

DATE: 11/15/45  
PLACE OF CREATION: 11/15/45  
TYPE: 1st Lt

FOR COPY INFORMATION: 33 COPY MADE  
TYPE: 1st Lt

SECRET - AMERICAN  
MOST SECRET - BRITISH

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

25 September 1943

APPENDIX "B" TO E AND E REPORT NO. 95

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 17 August 1943  
to 7 September 1943

1. Saw many ME 109-E's and HE-11 K's, a few trainers and one plane with a mine detector ring flying in the vicinity of BAYONNE. Heard that a large airdrome was located one mile southwest of BAYONNE.

S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 95 .

No., Rank, Name:- John WHITE, 11114696, S/Sgt

Unit:- 95 Bomb Group, 334 Bomb Squadron.

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? Yes
- (c) If not, why had you no aids box? Gave to injured crew member.
- (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. Brown  
If NOT, state why not.
- (b) Did you use the purse? No, gave to injured crew member.
- (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.

(iii) File (hacksaw).

(iv) Foreign currency. State countries and amounts.  
How did you spend the money.

(d) How did you dispose of:-

Maps.

Compass.

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? None  
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? No  
If so, how many?

(b) Did you use them?  
State how.

5. LECTURES

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

Bovingdon, June, Intelligence Officer.

(b) Did you find the lectures of value? Yes

SECRET

NAME John WHITE RANK S/Sgt ASN 11114696 REPORT NO. 95

SQ 334 GROUP 95 A/C NO. 174 Letter B Load \_\_\_\_\_ Date 17 August 1943

X  
X X  
X  
X (X)-  
Dash indicates  
position of aircraft

Position in formation.  
Make Diagram

Observed results of Bombing:

Did not reach target.

Enemy Fighter Tactics:

Markings:

Nose, tail, waist, high and low.

Our Tactics:

Evasive action.

Our Fighter Support:

P-47's. Enemy fighters attacked low when escort was above formation.

Flak

<u>Time</u>	<u>Place</u>	<u>Quality</u>
0900 hours	Coast of BELGIUM	Fair

Technical Failures

Motors:

Armor:

Armament:

Miscellaneous:

Comments and Suggestions on any of the above:

SECRET

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

E & E REPORT NO. 95  
EVASION IN FRANCE AND BELGIUM

25 September 1943

John WHITE, S/Sgt, 11114696  
334 Bomb Squadron, 95 Bomb Group

MIA: 17 August 1943  
Arrived in Spain:  
7 September 1943  
Arrived in Gibraltar:  
12 September 1943  
Arrived in UK:  
16 September 1943

AGE: 19 years  
LENGTH OF SERVICE: 11/12 years  
HOME ADDRESS: 41 Charles St.,  
DORCHESTER, Mass.

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-736458	1st Lt	Walter A. BAKER	MIA
CO-PILOT	0-675363	2d Lt	Martin G. MINNICH	MIA
NAVIGATOR	0-797372	2d Lt	Cedric L. NUSSBAUM	MIA
BOMBARDIER	0-734984	2d Lt	Henry P. SARNOW	MIA
RADIO OPERATOR	16024974	S/Sgt	William H. BINNEBOSE	MIA
TOP TURRET GUNNER	34124195	S/Sgt	Roscoe J. ALDERMAN	MIA
BALL TURRET GUNNER	11114696	S/Sgt	John WHITE	NARRATOR
LEFT WAIST GUNNER	33093733	S/Sgt	Albert G. BERGERON	MIA
RIGHT WAIST GUNNER	11095326	T/Sgt	Walter T. McDERMOTT	MIA
TAIL GUNNER	35213248	T/Sgt	Alvin O. FORNEY	MIA

HORSHAM  
17 AUGUST 1943

We left HORSHAM at 0745 hours 17 August 1943 to bomb REGENSBURG, GERMANY. After making landfall over BELGIUM we were attacked by enemy fighters and one coming in low at 7:00 o'clock set our number two engine on fire. After that I counted four ME 109's attacking and the tail gunner reported three JU 88's. Our number four engine caught fire and the ball turret was covered with oil. The tail gunner shot down one fighter and I got another one. It had come in low at 5:00 o'clock and when 600 yards off I gave it a long burst and saw it go down burning.

CRASHED  
CLAIMED  
CLAIM  
PLANE ON FIRE  
SINGLES  
VDAISED JO

The pilot gave an order to bale out but rescinded it before anyone jumped. As the fire from the engines spread the pilot called several times over the inter-phone for everyone to bale out. One of the waist gunner's chutes had popped open and as I came out of the turret he gathered it in his arms and jumped. There was no one else in the waist when I went to the door and fell out at 15000 feet, delaying my jump to 10000 feet. After my chute opened I saw eight chutes, one was ripped and going down fast.

SEES EIGHT  
CHUTES

I landed on the edge of a wood. My chute was caught in the branches of a tree but I managed to drag it down and bury it. Just as I finished I heard people approaching on bicycles and lay down in the woods until they passed. A few minutes after this a group of children saw me. Several of them spoke broken English. After showing them where I had hidden my

MEMBER'S  
JOINS CREW

**JOINS CREW MEMBERS**

chute they told me two of my comrades were near by. I joined my co-pilot and engineer who were having a conversation with a man who spoke English. The co-pilot was very badly burned around his eyes, wrist and neck.

The English-speaking man told us to swim to the other side of the canal because the weeds and brush were thicker, and hide there until he returned. Since I can't swim I was to stay where I was. By accident my escape kit and purse were tied to the co-pilot's flying jacket and I did not see the engineer or co-pilot again. Our friend had left us after saying he would return after dark. I tried to hide along the edge of the canal but was discovered by two Belgians who advised me to give myself up. One of them spoke some English and after an argument I persuaded them to row me across the canal and leave me. I tried to hide but too many people hung around watching me. Finally two girls brought civilian clothes. There were two boys with them who had brought an extra bicycle and after putting on the clothes I rode off with them. One of the girls gave me some Belgian money.

After we had cycled for a short distance one of the boys left us and I followed the other one to TURNHOUT where we went to a house and my journey was arranged.

**CHIEF  
SERIES NICHOL  
  
ADVISED TO  
SURRENDER  
LIVE OR LIKE  
GIVEN  
CIVILIAN  
CLOTHING**

**IA MICHAEL IOWE  
HOSEMAN**

Compiled By:

Approved By:

JOHN F. WHITE, JR.	1st Lt, AC	W. S. HOLT	Lt Col, AC
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JOHN F. WHITE, JR.	1st Lt, AC	W. S. HOLT	Lt Col, AC

**MEMBERS OF CREW: (TYPE INFORMATION CHECKED WITH LAIB)**

HOME ADDRESS:	DOVER, DELAWARE	IA MICHAEL IOWE
FAMILY OR RELATIVE:	IA MICHAEL IOWE	IA MICHAEL IOWE
AGE:	IA MICHAEL IOWE	IA MICHAEL IOWE

**NAVY DEPARTMENT  
WASHINGTON, D.C.  
OFFICE OF THE CHIEF OF BUREAU  
NAVY DEPARTMENT**



SECRET - AMERICAN  
MOST SECRET - BRITISH

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