

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

Sgt
 Handwritten 109118

E & E REPORT NO.
EVASION IN FRANCE

FEBR 28 1944
 (Date)

TARKINGTON, W.C. 2NDLT. 0-673752
 (Name) (Rank) (ASN)

336th 95th
 (Squadron) (Group)

MIA: DEC. 30 1943
 Arrived in Spain:

AGE: 23
 LENGTH OF SERVICE: 4 1/2 YR.
 HOME ADDRESS: 202 W. 28th ST.
KEARNEY, NEBRASKA

Arrived in Gibraltar:
 Arrived in UK:
FEBR. 27, 1944

MEMBERS OF CREW: (This information checked with FWIB)

	Official Disposition	Narrators Disposition
PILOT <u>RICHARD M. SMITH</u>	<u>IN ENGLAND</u>	
CO-PILOT <u>W. H. BOOHER</u>	" "	
NAVIGATOR <u>LOUIS FEINGOLD</u>	" "	
BOMBARDIER <u>Tarkington</u>		
RADIO OPERATOR <u>A. M. MELE</u>	" "	
TOP TURRET GUNNER <u>K. MORRISON</u>	1	<u>PRISONER ①</u>
BALL TURRET GUNNER <u>G. ESHIUS</u>	<u>IN ENGLAND</u>	
WALST GUNNER <u>ROBERT ADAMS</u> wounded badly in desert		<u>PRISONER ②</u>
WALST GUNNER <u>ANTHONY ONESI</u>		" ③
TAIL GUNNER <u>THOMAS HEARN</u> 4075 miles		<u>DEAD ④</u> 1234 ecarway

Were you wounded?

No. Cut ankle on side of ship going out in agony 10 days

379 CP
✓ Lt Glen Campbell pilot
✓ Lt James Cooper navigator

✓ Lt Edward Donaldson
✓ Sgt Melnard Parker

✓ Lt Reeves Radio Op on Liberator
near Howick had been to
Keesli flying left wing
on Genl Johnson's ship
MIA 21 Jan Pas de Calais

Safe Hands Clermont 14 Jan
Radio Op wounded but safe
TG KIA
BTG # Paris on own co-pilot thought KIA
Engineer chute descent open
went with us from
bombardier Clermont & Paris

Worst gunner Safe Hands Paris
27 Jan but part
of it caught. They
did not make ready for
unknown to our contact
man so may have been
caught.

Englishman
Typhoon pilot 3 yrs mountaineer
had fought in Spain with Loyalists
& in Finsland. On his
last sortie (had 100 lbs in air)
before making flying control officer
an accountant MIA ~~France~~
France
Presumed caught as staying at ~~France~~
Mme Schutte

Tarkenton

SECRET - AMERICAN
MOST SECRET - BRITISH

APPENDIX "D" TO E AND E REPORT NO.

List all military information which you observed or were told while evading. Give fullest possible details. (Airfields, troop encampments, coastal and interior defenses, AA batteries, radar installations, troop movements, results of allied bombing, location of enemy factories and ammunition dumps, enemy and civilian morale, etc., etc.,.....)

new in a mole in the road bet St Just & Reunes

RADAR INSTALLATION - NEAR ST. JUST EN CHAUSSÉE

LARGE OIL & GAS STORAGE - " " " " " in a wooded area on both sides of the railroad. ^{bet St Just & Reunes} a new spur has been built into the woods

2 Jan

There are tank traps ^{in the wooded areas near} all the small towns ^{including Amiens} 17 Jan

17 Jan

They were looking for billets in St Juste for Marines coming in from ~~Dunkerque~~ Dunkirk 15 Jan

A hat troop from Russian front passed through Paris around 15 Jan on way to west coast.

Train from Clermont Creil there was a troop train on 14 Jan on a side track (probably stopped for meal) all were heading up, about 600 (abandoned) lbs

At Guingamp on 5 Feb a first class carriage full of high ranking officers was observed moving west toward the coast

Reason that advanced flying cadets are being sent up as fighters during raids

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) TARKINGTON, WARREN C.
Rank 2ND LT. A. S. N. 0-673752
Unit 336 B Sq. 95 B Gp

Signed Warren C. Tarkington
Dated Feb 28, 1944
Witness Robert E. Smith Capt WAC

RESTRICTED

SECRET - AMERICAN
MOST SECRET - BRITISH

APPENDIX "D" TO E AND E REPORT NO.

List all military information which you observed or were told while evading. Give fullest possible details. (Airfields, troop encampments, coastal and interior defenses, AA batteries, radar installations, troop movements, results of allied bombing, location of enemy factories and ammunition dumps, enemy and civilian morale, etc., etc.,.....)

Chien rouge bien soigné

SECRET - AMERICAN
MOST SECRET - BRITISH
MIS (X)

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

QUESTIONNAIRE FOR SERVICE PERSONNEL
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank, and Serial No. **TARKINGTON, WARREN C. 2NDLT. O-673752**
2. Decorations. **AIR MEDAL - OAK LEAF CLUSTER.**
3. Unit or Squadron. **336th Sq. 95th Gp.**
4. Division (Army) or Group. **→**
5. Date of Birth. **AUG. 27, 1920**
6. Length of Service. **4 1/2 YR.**
7. Private Address. **202 W. 28th ST., KEARNEY, NEBRASKA**
8. Job as civilian. **STUDENT**
9. From what field did you take off? **HORHAM**
10. Take off time. **0815**
11. Date and target. **DEC. 30, 1943 LUDWIGSHAVEN**
12. Where did you land? **ST. JUST EN CHAUSSIS (OISE) FRANCE**
13. Were all secret papers and equipment destroyed? **YES**
14. What was your position in aircraft? **BOMBARDIER**
15. Were you wounded? **No**
16. Did you pay your guides? If so how much? **No**
17. Do you speak French? Spanish? **No**
18. Did you have Identity Papers? **YES French made**
19. 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?
No
20. Did you report on your operations? If so, where and to whom? **No**
21. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? **No**
22. Date of arrival in Spain. **_____**
23. Date of arrival at Gibraltar. **_____**
24. Place and date of departure for U.K. By sea or air. **27th French coast**
25. Place and date of arrival in U.K. **27th Dartmouth**

SECRET - AMERICAN
MOST SECRET - BRITISH

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

16 March 1944

E & E REPORT NO. 419- 420

EVASION IN FRANCE

Warren C TARKINGTON, 2d Lt, O-673752 - ~~420~~
Louis (NMI) FEINGOLD, 2d Lt, O-747085 - 419
336 Bomb Squadron, 95 Bomb Group

TARGET: LUDWIGSHAVEN

MIA: 30 December 1943

Arrived in UK:

27 February 1944

20 Missions
13 Missions

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	O-672007	1st Lt	Richard M SMITH	E&E RPT 349
CO-PILOT	O-680161	2d Lt	William R BOOHER	E&E RPT 350
NAVIGATOR	O-747085	2d Lt	Louis (NMI) FEINGOLD	E&E RPT 419
BOMBARDIER	O-673752	2d Lt	Warren C TARKINGTON	E&E RPT 420
RADIO OPERATOR	32515731	T/Sgt	Alphonse M MELE	E&E RPT 351
TOP TURRET GUNNER	39846543	T/Sgt	Kenneth A MORRISON	MIA
BALL TURRET GUNNER	19113783	S/Sgt	Jerry (NMI) ESHUIS	E&E RPT 352
WAIST GUNNER	35318775	S/Sgt	Robert F ADAMS	MIA
WAIST GUNNER	32479031	S/Sgt	Anthony (NMI) ONESI	MIA
TAIL GUNNER	11090452	S/Sgt	Thomas G HERN	MIA

LT FEINGOLD:

DIRECT
FLAK HIT

Heavy flak was encountered at the target. One burst must have hit the ship directly from below, for a fragment came through the floor of the aircraft, and, leaving a large hole beside the navigator, lodged in the instrument panel. Number four ran away, and the pilot was heard to say, on the interphone, that he could not feather the prop. Someone suggested shooting it off from the ball turret, but this was disregarded. The aircraft could not keep up with the formation, and also began to lose altitude. Fighter escort was called for, but could not be contacted. Just before the inter-com went out, it was learned that the ball turret gunner had been wounded. The plane started into a shallow dive for cloud cover, but never made it.

BOMBARDIER
GETS FIGHTER

A tail attacking fighter passed right under the ship, cutting away at two o'clock, only 50 yards off. The bombardier fired 250 rounds, and the fighter started to smoke, catching fire all along the fuselage. The plane fell into a dive, and was a mass of flames when it disappeared in the overcast. As Lt TARKINGTON turned from his gun he saw the engineer go through the nose escape hatch. He turned to Lt FEINGOLD and said, "Let's get the hell out of here." The navigator could not

NO BALE-
OUT SIGNALS

hear this, but realized what was happening when the bombardier passed him on the way out.

LT TARKINGTON'S STORY

The engineer had not used the emergency release, and the hatch door had closed again automatically in the slipstream. I pulled the release, and went out with the door feet first. We must have been at 12000 feet at the time. I next remember hearing myself say aloud: "I guess I'd better pull my chute." I pulled the ripcord and the chute opened without any noticeable jerk. I had a back chute, and always wore my harness tight. Fighters were still attacking the aircraft, and there was a large fire in number three engine. I could see three chutes beside my own.

My ankle was hurting badly, and I thought I must have been hit. When I looked at my boot, I could see no hole, so I must have hit the side of the plane in jumping. I reached overcast at 7000 feet. When I came out at 4000 feet, I could see a car coming along the road. It stopped, and I thought this meant that I would be captured immediately on landing, but I never it saw when I did get down. *did not see it when I landed.*

I landed on one foot, in an effort to spare my injured ankle. This was a mistake, for my landing leg just seemed to crumple up, and I hit the ground with terrific force. I spilled my chute immediately, and therefore was not dragged. As I turned, I saw another chute coming down 50 yards away. Taking off my harness and mae west, I placed them in a small pile on the ground on top of my tightly rolled chute. I looked up and saw that the other crew member had landed, and was carrying his equipment toward a haystack.

Leaving my equipment, to be cared for by the peasants, who were now driving up in a cart, I ran toward my comrade. I could soon see that it was Lt FEINGOLD. I yelled "Hey Louis". He turned around and saw me. From then on we traveled together.

LT FEINGOLD'S STORY

When I saw the bombardier zoom outpast my head, I turned and pulled off my oxygen mask and inter-phone wires. I started out after him feet first. The slipstream caught my legs and I decided that it was best to go out head-first as instructed. I had quite a struggle to pull my feet in, but I finally succeeded. The co-pilot was waiting by the hatch when I went out ~~head-first~~. I had my hand on the ripcord as I dove, I pulled it, but the chute did not open. I must note

TIGHT HARNESS
CHUTE OPENS
EASILY

INCORRECTLY
LANDS ON
ONE FOOT

JOINS
NAVIGATOR

JUMPS HEAD
FIRST AS
INSTRUCTED

have pulled it far enough, for when I pulled a second time, the chute billowed out and opened smoothly without a jerk. I could see the aircraft. Fighters circled ~~our~~ chutes, and then we started through the overcast. When I came out I could see a chute below me, and a car that was just stopping.

I hit the ground hard and fell flat on my face. I ~~tried~~ to get up, but my chute started to drag me. I lay still and it stopped, but whenever I tried to move, ~~my chute would~~ drag me again. I decided that I would have more control if I remained seated. I unhooked the leg straps first, then the chest straps and got out of my harness. I rolled up the chute and ran with it to a haystack. The straw was too tightly packed for me to be able to make a hole, so I placed the chute on the ground beside the rick. I put my mae west and helmet on top of ~~it~~ and then sat down to rest for a minute. When I ~~lost~~ my wind, I got up and looked around to see what was going on about me.

UNABLE
TO HIDE
EQUIPMENT

JOINED BY
BOMBARDIER

Some peasants were coming toward me. I had started in their direction when I heard someone calling me. I turned around and was joined by Lt TARKINGTON.

LT TARKINGTON & LT FEINGOLD

ADVISE
CROWD TO
SCATTER

We walked over to a wagon, and as we did so another cart drove up. We motioned to all of ~~them~~ ^{the peasants} to scatter, so that they would not attract the Germans. This they did. A man, who spoke some English, put us into his cart and we lay down. He drove us to a wooded ravine three quarters of a mile away. Here we took off all our flying clothes with the exception of Lt TARKINGTON's boots. From this spot we could clearly see two peasants ~~looking~~ off with our chutes. We were next led a mile cross-country, carefully hugging the hedges on the sides of the fields.

TAKE
ADVANTAGE
OF HEDGES

CIVILIAN
CLOTHING

We reached another wooded area. Here we waited while the peasant went off to fetch us civilian clothing. When he returned we changed, but ~~we~~ still had to retain our OD shirts. The shoes he brought for Lt TARKINGTON were too small, which did not help matters, as he already had a bruised ankle. Now disguised, we walked along the main road. A man came toward us on a bicycle, and stopping us, said in perfect English, "Get off the main road, but follow it until you come to a great mass of wires, which cross the road." He said he would meet us there in two and a half hours, and that there would be plenty to eat and drink. This all sounded too easy, and we did not trust him. We asked our peasant guide what he knew of this man and learned that he owned a very large house. Remembering all the S-2 advice against big houses, we decided to pay no attention ~~to~~ his advice.

SUSPICIOUS
OF HELP
OFFERED

REMEMBER
WARNING
AGAINST
LARGE HOUSES

SECRET

APPENDIX "D" TO E AND F REPORT NO.

No., Rank, Name: T. Einfeld
Unit:-

Suggestions for improvement of escape equipment and training 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, why? Left it in the ship on the deck.
no room in pocket
- c. If you used it, state briefly the circumstances in which you used each item, for example, "While hiding in woods for two nights".

Horlicks tablets.

Chocolate or Peanut Bar.

Milk (tube).

Benzadrine tablets (fatigue).

Halazone tablets (water purifier).

Matches.

Adhesive tape.

Chewing gum.

Water bottle.

Compass.

Sewing kit.

- d. Did any of the above items prove unsatisfactory?
- e. How did you finally dispose of the box?
- f. 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?

~~IF POSSIBLE, A SMALL TOOTH BRUSH WOULD BE OF GREAT HELP~~

2. PURSE

- a. Did you carry a purse? yes
State color of stripes and letters. Red - M H
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?

Maps. Which ones? *NO*

Compass. *NO*

File (hacksaw). *NO*

Foreign currency. State countries and amounts. *French 2000 - FRANCS*
How did you spend the money? *cigarettes + REMAINDER*
TO ORGANIZ. helpers

d. How did you dispose of:-

Maps.

Compass.

File (hacksaw).

Surplus currency.

8 ~~ORGANIZ.~~
helpers

3. Were you issued any extra compasses or further aids to evasion?

NO

4. PASSPORT SIZE PHOTOGRAPHS

a. Did you carry passport-size photographs? *YES*

If so, how many? *6*

b. Did you use them?

YES used one. They were too dark & the wrong size. For said, should have light background & far as body went.

5. LECTURES

a. Were you lectured on evasion and escape? *YES*

State WHERE, WHEN and by WHOM.

BOVINGTON & HORHAM

b. Did you find the lectures of value? *YES*

c. Do you have any suggestions to make which, from your experience, you feel will help other evaders and escapers?

~~Different~~ *photographs - should be clearer and lighter. We had had our pictures 6 mos believe they have been corrected now but no one ever told us to get new ones.*

W. never heated shoes & flying boots never needed F.I., as Foreman gave me right size shoes. Should carry a tooth brush as they are not available in France.

APPENDIX "D" TO E AND F REPORT NO. fm

No., Rank, Name:- TARKINGTON, W.C. 2ND LT. 0-673752

Unit:- 336th Sq. 95th B.Gp.

Suggestions for improvement of escape equipment and training 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~~ YES
- b. If not, why? ~~I WAS IN UNDERGROUND IMMEDIATELY ON LANDING.~~
- c. If you used it, state briefly the circumstances in which you used each item, for example, "While hiding in woods for two nights".

Horlicks tablets.

Chocolate or Peanut Bar. ✓

Milk (tube).

Benzadrine tablets (fatigue).

Halazone tablets (water purifier).

Matches. ✓

Adhesive tape.

Chewing gum.

Water bottle.

Compass.

Sewing kit.

- d. Did any of the above items prove unsatisfactory?
- e. How did you finally dispose of the box? GAVE IT TO FRIENDS
- f. 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
State color of stripes and letters. Red M-4
If NOT, State why not.
- b. Did you use the purse?

~~NO~~ YES

(over)

c. If so, which of the following items in the purse did you use?

Maps. Which ones?

Compass.

File (hacksaw).

Foreign currency. State countries and amounts. *cigarettes etc*
How did you spend the money? *gone & helpers*

d. How did you dispose of:-

Maps.

Compass.

File (hacksaw).

Surplus currency.

Helper
GAVE IT TO ORGANIZATION

3. Were you issued any extra compasses or further aids to evasion?

No

4. PASSPORT SIZE PHOTOGRAPHS

a. Did you carry passport-size photographs? *YES*
If so, how many? *5*

b. Did you use them? *ONE but too dark to see to get*

5. LECTURES

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

HORHAM BEFORE STARTING OPERATIONS

b. Did you find the lectures of value? *YES*

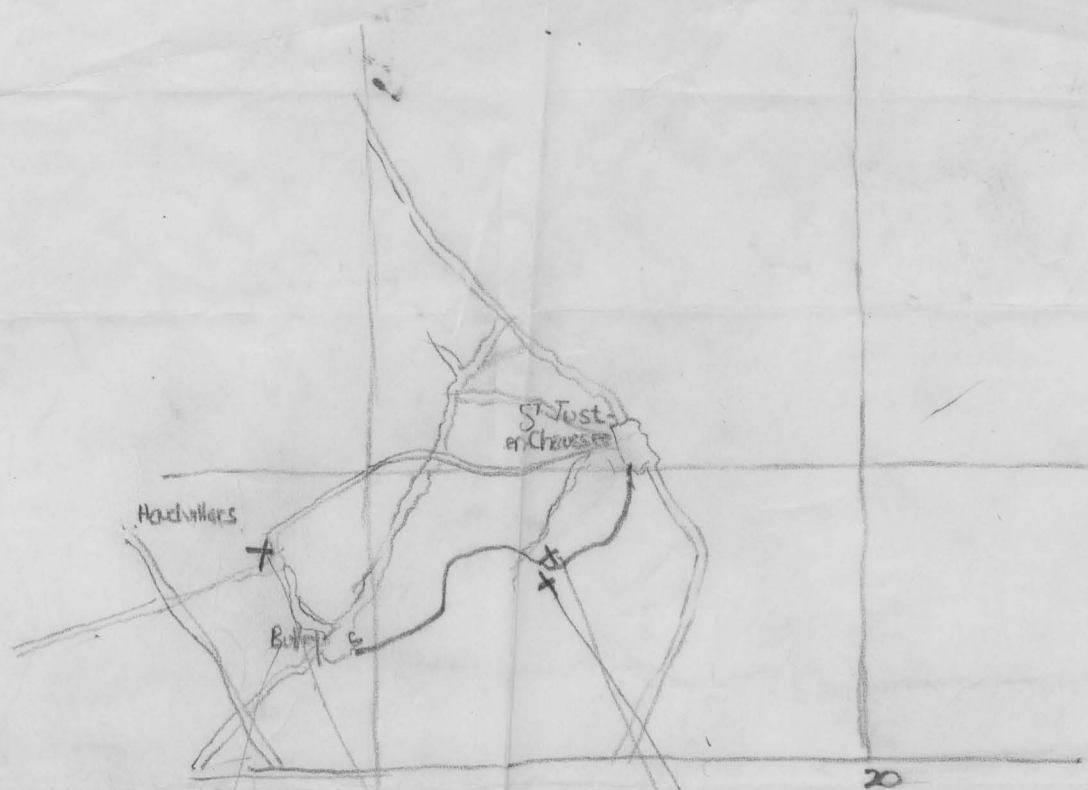
c. Do you have any suggestions to make which, from your experience, you feel will help other evaders and escapers?

THE PICTURES WERE NO GOOD AS THEY MADE NEW PICTURES FOR ME. THEY WERE TOO DARK.

*Had a glass flying boots me in the
G.I. I did not wear G.I. shoes as was wearing leather
boots shoes French gear we were too small
Take along some kind of a toilet brush there
are none here.*

ppys
ago

of Raurer's



55°

20

BULLES

radio
installation

oil pumps

Medelin
Sheet 52

0° 20' east
55° North

SECRET - AMERICAN
MOST SECRET - BRITISH

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

10 March 1944

APPENDIX "B" TO E & E REPORTS NOS. 419 & 420

1. The following information has been obtained after an interview with two officers who evaded capture by the enemy, while 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 30 December 1943
to 24 February 1944

- a. Hearsay on 29 January that there is a radar installation near ST JUST EN CHAUSSEE. It is situated in an angle in the road between the town and BEAUVAIS. Also hearsay that there is a large gas and oil storage dump in the wooded area on both sides of the railroad from ST JUST EN CHAUSSEE to BULLES. A new spur has been built from the railway into the woods. (See map.)
- b. Hearsay on 17 January that there are tank traps in the wooded areas near all the small towns that circle AMIENS.
- c. Hearsay on 5 January that the Germans were looking for billets in ST JUST EN CHAUSSEE for marines who were being transferred there from DUNKIRK.
- d. Hearsay that troops from the Russian front passed through PARIS around 15 January while on their way to the west coast.
- e. On 14 January a troop train carrying 600 Germans was observed on a siding between CLERMONT and CREIL. Everyone was engaged in washing and it appeared as though the train had been put on the siding at mealtime.
- f. On 5 February a first class railroad carriage full of high ranking German officers was observed at GUINCAMP. The train was moving west toward the coast.
- g. Hearsay that advanced flying cadets are being sent up as fighters during heavy raids.

Tarkington says f are now
not only checking I cards but all
station books

Olsen says now checking bread
coupons, carte de la guerre too

At the target we encountered enemy flak
one burst must have been directly behind the ship
One fragment went directly through the floor of the
cabin beside the navigator leaving a large hole
& lodged in the instrument panel. Nobody knew
of a while. I heard #4 running away
& pointed it out to the navigator. Then we heard
over the interphone that they could not feel the
prop. Someone suggested shooting it off from
the ball tower but this was disregarded.

We couldn't keep up with formation & fell out
We began to lose altitude & began to
call for fighter escorts. We could not contact
them.

We went on again & were
soon over France. The navigator called
a fighter at 9 o'clock & started firing.
The pilot said not to cause it was a Spitfire.
The r/c went one & came in at 12 o'clock.

Towich bombardier said 'Spitfire' tell that a
Spitfire broke away at 50 ft & we didn't
get him. On the intercom we learnt that
the BTG was wounded, then the inter

com went out. The a/e started a shallow
dive for cloud cover but never made it. \$

Another fighter which must have originally
come in a 12 o'clock was sighted at
10:30 by the navigator
who fired at him & missed when he cut
away. A tail attacking plane came
right under the ship bearing at 2 o'clock
within 50 yds. Bombardier fired 250
rounds. It started smoking and then
set fire all along the fuselage. Then
fell out into a dive in a mass of flames
then he hit the overcast. On turning

the phone
but no bell
heard

bombardier saw engineer going down
the escape hatch. He turned to
navigator & said lets get the hell out
of here, he didn't hear ~~me~~ but
he realized what had happened
when the bombardier passed him on the
way out.

~~John~~ The engineer hadn't used the emergency
release for the door so it had closed
in the airstream. I pulled the emergency
release & went out into the door
feet first at 12000 ft. The next thing
I knew I knew I was saying I guess I'd
better pull my chute & I did
It opened without any noticeable

(2)

York. It was a back chute and I wore the
harness tight. I could see the A/C
& the fibres still attacking. There was a
large fire in #3 & I could see two
chutes. My ankle was hurting badly
& I thought I had been shot there.
Looking at my boot I could see
no hole. It must have been hit against
the A/C when I jumped. At 7000ft I hit the
overcast coming out at 4000ft. I
could see a car moving along the
road & it stopped. I thought this
meant I would be ^{but never saw it again} captured.
I hit the ground with a ball of a captured
cause I landed on one foot in an effort to save the captured
bag, but was not dragged. I fell
to chills immediately. I turned around
and saw another chute coming down
50 yds away. I took off my harness
& was wedged & tried to get one to
ground. My ankle was rolled tight & put under
the harness. When I looked again the
other man had landed & was carrying

one
I jumped
up

his chute toward a haystack. I started
moving in that direction - leaving my
equipment as I thought that the peasants
driving up in a cart would take care of it.
As I came closer I could see it was
the navigator & started holtering for
hours he was just leaning his body back
when he turned he saw ^{the} ~~the~~ ^{and}
we went over to a group of peasants
with a horse & wagon to pass away.
From here on we travelled together.

Frank

I saw Turkington jump out by
my head and turned & pulled off my
oxygen mask. & microphone wires.
I then started after him. I started out
feet first, but the slipstream caught
my legs & I decided to do it
^{as I had been told to do}
lead first. I could now see the
co-pilot venting by the hatch. The struggle
to pull my legs in was pretty rough,
but I finally got them in. I bled
but lead first. I had my hand on the
rip-cord as I dove. I pulled it but the
chute did not open evidently I had
not pulled it far enough. I pulled
again & it opened without and
I was. On one side I could see

one chute on the other to A/c & 4 more
 The A/c turned left pouring smoke from #3,
 Fighters circled the chutes but did not
 fire. We hit the overcast. When
 I came out I saw a chute below me a
 two a mile away. A car was just dropping
 I hit the ground hard and fell on my face.
~~My chute started to~~ I got up & my chute
~~started to drag me on my back.~~
 Whenever I moved I dragged so I decided
 I would sit down to get more control. I
 unhooked the leg straps first for if I
 had done the chest first I could not have
 controlled the drag on my legs. Then
 the chest straps & got out. Picked up the
 chute and ran over to the haystack
 and put it beside it because the straw
 was too tightly packed. I found & covered
 it. I left my main vest & helmet with it
 & sat down on the ground rest for a minute.
 When I got up I looked around & see
 what was cooking. Seeing some

peasants I started to walk over
toward them someone called to me
and I turned around. When he came
up to me I saw that it was Lt Arklon

~~Both~~ We walked to the wagon and shook
hands with the peasants. More came
up and so did another wagon. We noticed
for them to scatter so that they would
not attract to G. and all but the 1st
cart left. Belgian in charge of wagon
spoke some to us & took us in hand.
We got in to wagon & lay down. He
drove us to a ravine by a wooded
area $3/4$ of a mile away. There
we got off ~~the~~ all our flying clothes
into the ~~direction~~ of the bombardiers
both. We saw a young French
girl with one child & a man was
taken over another. The Belgian
took us on foot across fields leading
to ledges for a $1/2$ mi no G anywhere.
We met a man on a bicycle
in a field who later turned out to be
agent of the underground chief of St
Just. He talked to the peasant &
left us. The peasant took us

(4)

of a wooded area $\frac{3}{4}$ of a mile
 away. He told us to wait as he
 would be back with axes in an
 hr. We waited and when he returned
 we changed into coolian shirts
 we changed into coolian clothes. Kambaden
 shoes to light & he had to ankle. Then
 followed him to a main road where we
 saw a man on a bicycle coming down the
 road whodling Tipperary. He stopped
 & in good English told us to get off
 to main road but follow it a
 mile and a half ^{toward St. Just} until he came to a
 place where a bunch of wires crossed
 the road. He would get us there at
 2000 hrs now 1730. Promised food
 & drink aplenty. He talked so big
 we had little faith in him but he later
 turned out to be the chief of St. Just
 When he left we asked the peasant if
 he was any good. He didn't know but
 said he had a big chateau in town
 he said he ~~was~~ believed to be good

by places. We acceded & followed
 the peasant. We walked down the road
 a short way & met a farmer plowing his
 field right beside the road. The peasant
 asked the farmer what he knew about this
 war, he said he was OK so we
 left the peasant and followed the instructions
 arriving at ready-rooms at 1800 hrs
 We waited and were very cold as
 we had no blankets. The bombardier
 had his escape but so we ate the
 candy & used the water.

Jean
 Crouet
 Chemical
 engineer for
 Fod.

At the appointed time M. Jean made
 ready-rooms he took us to a stock
 for rum tea and sandwiches. After
 an hour here we were taken to
 his chateau in St Just in Claussee
 We left here that night (30 Dec) a doctor
 was brought for the bombardier he soaked
 my foot.

Monday 31st at 0630^{AM} Jean
 took us to his paint factory (working for
 G) make camouflage paint which is
 has sabotage of it that so that it is
 no protection from aerial photography
 He's regional sabotage chief
 blew 15 locomotives in one night
 5 for meant to do 25 but had a premature
 explosion. Place unknown (Paris)
 Here he put a in a tunnel under
 the factory where we slept on

that St Just
 + Clermont

draw until noon. It was very cold
 Then taken to his office for food & drink.
 People in factory had gone to lunch.
 at 1300 back to tunnel here until 1830
 after workers had left. Stayed in office
 that night and all ~~31st~~ ~~to~~ ~~work~~
 of 1 Jan as no work that day.

Meanwhile truck loads of 6
 were searching town for us for several
 months before 10 men from a fort
 had been saved by townspeople so
 I announced that I'd build anyone
 in field of help women. That night
 we were taken to a house overlooking the town at
 Teras a bakers house M. Harry. Stayed here
 night of 1st and all 2nd, & day of 3rd. Night of
 3rd went back to home of M. Jean for night & next
 day (4th) The night of 4th to of another house
 near bakers also on main st M. & M. Rousseau
 Here all 5th ~~to~~ 6th afternoon of 6th at 1700 hrs
 he left St. Just en Chaussée by following
 M. Jean at a distance of 20 & 30 yds down

The main road out of town, as we walked
a small truck passing along from behind us
picked us up one by one. Here left Mr. Jean
While here learnt Smith, Koober & Mele were
safe there + 4th unidentified also three P/W + IRA
Mr. Jean gave bombardier ^{over} shoes, ⁵⁰⁰⁰ slacks &
overcoat. Gave ^{over} mangled overcoat, ⁵⁰⁰⁰ ^{and} ^{pieces} ^{parts}

We rode 2 mi out of town & came
upon two parked cars ahead of us.
we stopped left truck + got into one car
~~to~~ Both cars drove off car ahead
leading us. We drove to Clermont
stopping on an obscure corner (high wall)
& got out. We were led around corner
1/2 to house directly on street
Home of Mue Odette & her son
Edmund ^{owns a dairy} Savage. She is in good
with G ~~the~~ commandant, she can use his car
Her husband a collaborator, went to G in '33
Lives with Gaston Legend an escaped P/W who
is a black market butcher. He shoots
collaborators & was waiting for us to leave
so he could shoot one Sunday

Edmund is ^{has been} ^{walking} ^{with} ^{help}
since 15 ^{past} ^{and} ^{milk} ^{for} ^{children} ^{commandant} finally caught him
& knelt him downstairs & all over. Takes
advantage of mothers in with G to go to G
H. P. & steal cigarettes for evaders.
When we ^{arrived} ^{at} Edward Donaldson
was there.

(6)

During day visited every other evening
by Mlle Bernadette who could speak
good Eng. She was a member of the org
brought books. She went to Cambridge
7 yrs a dressmaker in Clermont had been
a governess in Scotland. Took letters off
our families twice. Also Lucien
Merivice Leclere sons of one of Clermonts
biggest men (saw mill etc) so exempt from
labour draft. Brought food & cigarettes
brand new sweater, shirt & tie for ea
from Mme Leclere. On Sat 8 Jan
learned 3 more Americans (Donaldson's
pilot navigator & gunner) coming. They
arrived. All had good care & food
love. Mlle Bernadette came & said
I would leave out on 21st Jan. ^{2 1/2 wait till Tuesday} ^{5 or 20th} st ^{in aft} But left
in AM instead. Decided to be 3 love
longest & have other 3 cut cards. Parties
won. There were two ^{new} guides who came
for us. We walked to our station
Lucien Leclere drove around in his car
keeping watch.

at the station all OK, got on train as
I left, for Beauvais, we had been told, but
we got off a Creil. Here one of a mix-up
Bomb & Mary were split & Louis went with
Donaldson & Bomb with Parker

Warkington

Left nr with Parker & went to ~~Creil~~ walked
town Creil to a house where the guide
left us with a woman. Here night of 21st
next AM Wovar got us up at 0600
& she took us to r.r. station where
we met other couple with a man guide
had talked + on street in Creil persons
evening.

We went to a 5 + 10 ^{246 France} Waited 10 min for
a man then stepped out & met another
man guide left, man took us
home, ate here, woman here though
he would leave by sub. Left on
22nd for r.r. station & rejoined others.

Waited until guides came one
was Edmund Savage and other man
of previous day. Took train getting
off at a station near Moailles
a car waiting. Got in & guides
left us. Man driving took us 10 miles
to a farmhouse where
M. & Mme Robert Eckert & 3 kids
lived. Stayed here night of 22nd
guide told us we were leaving
next Tuesday afternoon for
~~cast~~ all 23 + 24. On evening of 24

Man in small truck came and told us he was taking us that night. During stay bombardier sick due to gas poisoning (agustates) supposed to buy or had never did. visited by nephew who was labor evader.

Night of 24th by small trucks to Ammeril where we were taken to house of guide M. Gilbert. He was Justice of the peace had been officer in Army & escaped from G. local of lead.

Whilo-dere
Donaldson taken
& Pearson & the
photographed as his
pictures showed
how much of
my help reading

This night a doctor speaking by fire set up bombardier. The next day Gilbert to our pictures and made us I cards

Stayed here. (Parker & Donaldson & blacksmiths) Left morning of 27th. ~~with a car~~ The 26th

a fellow named Reeves down 21 km in hit joined us. Barber came & gave us trousers. He turned out to be a true guide.

Morning of 27th. Told car for 25 miles to an installation where we left for Paris Gilbert & Barber were guides

Crowned in Paris OK. Gilbert very
confident let Parker carry a ~~law~~
~~name~~ Schwitt. By obvious ph
✓ took metro got off ~~at~~ & went to the
Schmitt. Here met Olof and E. Trifon
pilot ~~not~~ name. Spent day here (27th)
As we discussed experiences I listened
to Olof. Teen bombardier went & told Mr.
Gilbert that he was a phox. He told
me to interrogate. Can without his
knowing & ~~to~~ inform other boys & tell
them not to ask questions

His story - a part in us army working for
BBC making recordings. Shot down on
13 Oct on American road to Kassel
crew Canadians in a Fort. I immediately
checked raids in my mind & knew there
was none on 13 Oct as 10 Münster & 14

Schavenfurt. Also knew a part not allowed
to fly in A/C on a combat mission according
to 8th AF regulations.

Asked him where he had flown from
said Ipswich. Asked which didn't
remember which he didn't know
letter on A/C didn't know. So definitely
phox. Said no allowance for living
in town lived with friends but didn't
know name. BBC paid him \$4.00 a
day & army 50.00 per mo. Wrote

5

We were told ^{not to tell anyone how} we were leaving ^{man who took us + Gilbert} in boat. I asked we said ^{dad told} again
He said no other way

articles in Dutch for G which he spoke

Bombardier left room Euguan
took me aside & said he thought he was
a phony told him dad told same. Gilbert
Euguan told him that, at story put home in
Norway but Euguan spoke Norwegian
& found Dof couldn't. I then said
parents really Dutch & father in charge
of Norway radio station

At dinner Claudette came
& she talked to us & told us that
she had handled Smith & Booker
& told us next on crew. After dinner
while boys playing cards, Claudette
took Tarlington aside to bedroom & discussed
Dof. She told me she suspected them but
thought he was a butcher trying to get
to England that day. Thought I didn't be
a spy. In my work France had
picked him up & sent him to her. He had
said he had escaped from G. The
French on 27 Jan had never used 3rd

degree on hem.

Claudette Wellesley ^{bossy as hell} graduate about 33 or 35 yrs
She said that on 26th rest of crew had left
Paris for coast & we had looked all over
N France for us. She had a rendez vous
& pick us up but we weren't there
That afternoon Claudette took Parker
& Donaldson somewhere else at 1700
at 1900 she took us. Reeves was
to leave at 2100 hrs.

We went by metro to the Pasteur
station & walked 10 rue de Brest
Renar to the flat of Mme Kocera
Massenett. Claudette said she
would be back on 28th & was
bringing cups. On 30th brought ^{took pictures} blades
On 31st came again then not until
3 Feb which was the last time
we saw her. She said she had to
go north France & would not be
back until 5th. We stayed in
4 weeks after that. She had taken us to
be photographed on the 3rd &
Parker had been taken to 1st, taken
by metro to a little shop with automatic
machine. Mme Massenett had a
son Jean Kocera in org - married
& a Norwegian girl 2 cute kids

her husband
owner of
check sugar
factory etc saw
thing said in
Sofa of Chicago

9

visited once. a fellow always with
year also in org Raymond Mauret
// his meda vieux pont Corbeville
Seine, 30 yrs good-looking drove tank
at Dunkerque made his back
work in org very wealthy industrialist
for father. They did not seem to
have any info on Claudette when
we would ask. As well here.

Marcel came on to 16th Feb
He is Fr-Canadian. He interrogated
us for identification & told us that he
was to new contact maintaining
Claudette's place as she had been
arrested by the Gestapo due to the
fact that Prof had gotten away at
Mme Schmitt. They had been on trial
before her house had been
searched in north France!
He did not know anything
about Parker Donaldson Reeves & Oles Egnar
~~about that~~ They had sent women's loaves
where Claudette had farmed men
In arrival these women had been arrested

by the Gestapo. Mme Schmitt was also
taken. ~~He said~~ Claudette had ~~no~~ ^{navigators}

A.G.O. which he had forgotten turn in
navigator card 11 June 1949 brown hair
a ~~guy~~ card 167 lbs brown eyes clerk

Washington for ~~it~~. From what he said
we think C was caught with the list of names
& addresses of farming houses & about
leave our house cause such a close
friend. She had our pictures.

Marcel said ~~that~~ that Claudette
was only actual or member caught
& no one carried over. ~~At that time~~

~~again~~ ~~that~~ He came again on to
~~that~~ & took our pictures with him
& said that we were leaving Wed & Thurs
for east. This his last visit

On 14 Feb Jean & Raymond
brought 2 Americans from the
country of Paris & brought them to
the place for an hour & then to a
flat in the same block #2 ^{1 no name}

(FRUTH,
VINES)

X This is
Anita Le Monnier
(See FRUTH)

On ~~Sunday~~ Sat 18th when we took us
of visit from WG & Engineer Feb
MIA 7 Jan (Pudwigshaven) not from same crew
thought they were leaving with us but
were held in Paris for next trip
on Wed the 23rd Raymond & Jean
came & said leaving Paris
on 24th evening

The 24th they came. Raymond went
& pick up 2 more Americans,

They had reservations for 6 of us in
one train compartment. Jean took us
to our station on foot when we
reached compartment the others were there
Dyvik & Quinn, I.

Arrived at Quincamp at
0915 to 25th. On arrival Jean
gave each of us a piece of folded
newspaper & every 20 that rendez-vous
could be made. Met by a man & young
girl Luissette. R & J left. The man
took us to a house across st from
our station & 20 yds from rendez-vous
Louselle took Dyvik & Quinn. Stayed
an hour. Man & girl came and
took us on foot to another house a
good distance away. Here met Quinn
& Dyvik. Here Mme son's daughter,
Louselle were ^{most of time} ~~most of time~~
Here until 3:00 PM when a young
fellow came & took us into town
to a ~~trucks~~ truck outside a carriage
L. had other for town us at butcher.

that afternoon we were interrogated by
a Frenchman called the Captain excellent
by, said nothing of self, I showed
articles. Left in truck at intervals
we would stop & pick up more
americans until there were 17 in all
in truck (1 Belgian ^{spitfire pilot} ^{check piece}) Road
on. At intervals different lights from
flashlights along road. Stopped & said
4 men should get out of truck. We
moved on to make ^{2nd} rendezvous - road
but there was a steep up so we turned
& went back to town until contact
was re-established. They then came
& told us to get out & walked us 8 blocks
to a house where they put all eight
of us at 2200 hrs. This house
unoccupied on farm, Swiss of Co.
stayed here. They had up 8 keep up men
mattresses, blankets, etc. Stayed the
night. The 26th we stayed here
until dark. News told us we
would have the news at 1930 or 2130
at 2015 we came in & said it would
be that night. At 2145 two men
came. We left the house on
foot following men in dark. Walked
3 km to a house where we
met 9 left previous night. Saw
that one had landed behind
back the Belgian (see church)

Here met the Chief little man
 black hair Canadian. Told
 us now we were to go to coast etc
 complete instructions. Waited
 around & then left. 1st the Chief
 asked for all our money saying
 we could use it. Went out
 single file man & girl leading so
 dark we had to hold hands to
 follow. Had thru fields over
 fences ^{at top of cliff at that time} came near coast but
 had to retrace steps & come up
 over a cliff & down a cliff slowly
 sliding most of the time. We
 we got to the bottom we lay down
 & rested & waited. After 45 min
 the said there a light someone
 signalling all along from cliff
 We went down to beach & put in
 each boat & rowed us out
 of a gunboat. 4 men followed us at
 farmhouse Gestapo on his heels

boarded G boat & left at 0215
Good calm crossing. Taken on
paddle wheel for clothes washing
met Wynnehan Wright

Tarkington says F are now
not only checking I cards but all
ration books

Olsen says now checking bread
coupons, carte de la guerre too