

E + F Rpt # 130

(F/O Warren E. Graff)

Appendix C

F.O. Graff came down S.E. of Dunkirk on the Belgian border. He walked S.W. for five nights, and on the sixth day towards evening approached a lone farmhouse. The family here kept him that night and the next afternoon brought in a ~~some~~ schoolmistress who spoke some English. She questioned him carefully and finally was convinced that he was an American. ~~The farmers~~ She ^{then brought} ~~family then~~ gave Graff civilian clothing, and two days later the farmer's daughter took him by bicycle to a farm three miles away. The farmer there led him to a road several miles away where a man and a woman met him with bicycles. Graff took one of the bicycles and followed the man who after five miles turned him over to another. This ~~man~~ guide was relieved by a third five miles further on, and after seven miles more the third guide turned Graff over to three men on bicycles who led him to Wicquinghem (near Fauquembergues) to the home of the mayor, M. Perevoire (? spelling?). After he had been here a week the mayor took him to ~~the~~ ^a farm at Renty on the edge of

(over)

~~the~~ the wood (Mme Feilerne, mistress of the farm). This place was a refuge for evaders who came into the hands of the organization. During the two and a half weeks here Graff was taken by Mme. Feilerne back and forth between Renty and Wicquinghem where he got his identity card. Then he was taken by car to Anvin and thence ~~to~~ by train to Paris to the flat of M. Perevoire's son who took him to another flat in la Chapelle, the home of M. Marecheau. Here Graff stayed for a while with a French pilot who had come with him from Renty. This Frenchman ~~first~~ ~~travels~~ after a few days left with his father who was in an organization in eastern France. Two men of the organization, Raoul and Pierre, returned to Paris and planned the boat trip. Karnezi and Kimoteh were brought in on 6 September, and Ryan was brought in by Raoul and Pierre with whom the whole party then left Paris by train. The rest of Graff's story is the same as that of Ryan (E and E Rpt # 136).

REPORT DISTRIBUTION

DDMI (P/W)
 MI-9
 AC of S, G-2, ETOUSA
 AC of S, A-2, AF
 AC of S, A-2, DC
 AC of S, A-2, FC
 AC of S, A-2, ASC
 MIS, Washington, POW BRANCH
 RAF School Highgate (S/Ldr Evans)
 File

COPIES

1
 15
 3
 2
 1
 1
 1
 5
 1
 3
33

APPENDIX "A" - LIST OF HELPERS

I.S.9
 File

2
 1
3

APPENDIX "B" - MILITARY INFORMATION

MI-9
 AC of S, G-2 ETOUSA
 AC of S, A-2, AF
 AC of S, A-2 BC
 AC of S, A-2, FC
 AC of S, A-2, ASC
 MIS, Washington, POW BRANCH
 File

2
 3
 2
 3
 2
 1
 1
 1
 5
3
 18

APPENDIX "C" - FUTURE PLANS

I.S.9
 File

COPIES

2
1
 3

APPENDIX "D" - EQUIPMENT AND TRAINING

MI-9
 AC of S, A-2, AF
 AC of S, A-2, BC
 AC of S, A-2, FC
 AC of S, A-2, ASC
 MIS, Washington, POW BRANCH
 File

6
 2
 1
 1
 1
 5
3
 19

APPENDIX "E" - TECHNICAL INFORMATION

MI-9
 AC of S, A-2, AF
 AC of S, A-2, BC
 AC of S, A-2, FC
 AC of S, A-2, ASC
 MIS, Washington, POW BRANCH
 File

7
 2
 4
 1
 1
 5
3
 23

do not cut

APPENDIX B:

- a. The most noticeable anti-aircraft positions seen in FRANCE were on the railway lines entering PARIS. They were both light and heavy caliber. They served dual purpose of protecting railway lines and as anti-aircraft guns. (obs. Sept-Oct 1943)
- b. Germans are building a heavy-duty road through a forest near RANTI. ^{County} Purpose unknown. The road is north of FRUGES in the PAS DE CALAIS. (obs - 20 August)
- c. Heard that the town of Le PORTEL has been completely destroyed. 9 Sept 43
- d. Heard that the railway station at AMIENS was not in use for a week after receiving bomb hits. 25 Sept 43.
- e. Heard that a raid on LE BOURGET airdrome killed 1200 German personnel. 3 Sept 43.
- f. Heard that railway station at ARRAS successfully bombed and rail traffic through ARRAS held up for two days. 28 Sept 43.
- g. ~~ANTI~~ Anti-aircraft guns heavily concentrated in PARIS. Dangerous locale for bombers to fly over before bombing targets. (OBS)
- h. Heard that large numbers of German troops were moving to the Russian Front during July and August.

^{who spoke English}
~~then~~ if they could get someone to help me.

Questioned By
English-Speaking
Woman

The next afternoon the farmer brought an English-speaking woman to talk with me. She was nervous, frightened and doubtful of my identity. She had me read ~~French~~ and write French, looked carefully at all of my credentials and then, finally, accepted me as an American.

I stayed at the farmer's house that night and the next day the English-speaking woman brought civilian clothes. I had been wearing an old brown leather jacket, dirty Pinks, khaki shirt and old (G. I., non-buckle, low-cut) shoes. I was given a complete new outfit except ~~for~~ ^{my friends} for shoes. ~~They~~ insisted I keep mine since they were better than any which could be found for me.

JOURNEY
ARRANGED

I spent one more night with the farmer and the next morning someone came to ~~to~~ move me to another house. From here my journey was arranged.

30 July 1943
ESCORTING
B-17's

(P-47's)

We took off from DUXFORD at 0900 hours, 30 July 1943, to furnish escort

B-17's returning from a raid on a German target. Our aircraft had been fitted with extra fuel tanks which, on many of the ~~aircraft~~ ^{planes}, cut out ~~from 16000 to 25000 feet~~ at altitudes from 16000 to 25 000 feet forcing them to return. This had no effect on the mission as far as I know. We penetrated further into Germany than was planned because the B-17's were ten minutes late. When we joined the bombers they were under heavy fighter attack. Other squadrons and groups peeled away to attack the enemy fighters and we were taking position for attack when an Me 109 came after us. My element lead broke formation to attack this aircraft and I went for it with him. After destroying the aircraft we reassembled and climbed for altitude.

DESTROYS AN
Me 109

I glanced back and saw an FW 190 coming up behind us. It was out of range and I saw no reason for excitement but ~~no~~ no sooner had I turned around than cannon shells exploded in ~~my~~ turbo and starboard wing. I glanced up and saw several Me 109's attacking from above. I called the leader to warn him but ~~found~~ I had no radio connection. During that moment I turned for deck with ~~the~~ Me 109's on my tail. My evasive action kept them off as well as possible until I reached deck but one hit scored on my engine. I unbuckled my straps, turned the aircraft for inverted flight and baled out at 1000 feet. The plane ~~was~~ ^{ing} crashed before I opened my chute at 500 feet. I was swing heavily when I struck the ground.

FORCED TO
BALE OUT

~~French or Belgian~~ Men, women and children came running in all directions and surrounded me before I could get my chute off. I made a bundle of the Mae West and chute before putting it under a bush. I motioned to ~~the~~ ^{my audience} Belgians to take care of it and then ran at full speed for at least a mile and a half. I thought I was running east but didn't stop to check the direction because I only wanted to get away from the scene of the crash. When I considered I ~~was~~ ^{had travelled} a safe distance from the plane I scrambled into the foliage of a thicket at the brow of a hill overlooking the wide valley into which I had parachuted. I had my Aids Box and lay there quietly for the rest of the day. During the afternoon I watched the German comb the valley south of me. There was much shouting and yelling at each other. The search was carefully organised and once I ~~could~~ saw ~~ten~~ ten men, spread out about 20 feet apart, walking through the valley. They kept this up for four hours. I ~~saw~~ ^{had seen} no signs of a search until two hours after I was down. Once, a motorcycle party (3) came to the summit of the hill and

RUNS TO GET
AWAY FROM
SCENE OF CRASH

BRINGS TO

Watches GERMAN
SEARCH

went through a wheat field below me. One of them came within ten yards of ^{my hiding-} ~~me.~~ ~~place.~~
After looking for half-an-hour, they departed. At no time did they look in the hedgerows around the field.

After dark I walked in a southwesterly direction by compass and stars.

PLANS ~~TO~~
TRAVEL AT
NIGHT

I ~~intended travelling most of the time~~ ^{planned to travel only} at night and the first thing I ~~thought~~ ^{wanted} of was ~~water~~ water. Eventually I stumbled across a stagnant creek, ~~where~~ I filled my water bottle, using the halazone tablets ⁱⁿ my AIDS BOX~~s~~ to purify it. I went through fields and woods all night, making a point of keeping away ^{off} from roads.

AVOIDS
ROADS

31 July 1943

At the first sign of daylight I crawled into bushes ~~xxxxxx~~ along the side of a wheat field. I heard no activity during the day and slept most of the time.

AVOIDS
VILLAGES

I walked uneventfully all of the second night. I saw no ~~signs~~ of people, ~~heard~~ and all ~~noises~~, avoided ~~villages~~ villages. Fences, hedgerows and dogs were my only worries. I had never ~~known~~ ^{realized} there ~~were~~ ^{could be} so many fences and hedgerows and once I ran into a dog which set up a howling that I could hear ^{for} the rest of the night.

1 AUGUST 1943

At daybreak I went into hiding and slept undisturbed, again, for most of day. From ~~the start of the next night~~ ^{the hours of dusk} I ~~spent most of the time~~ ^{walked all this ~~next~~ night} in a forest.

2 August 1943

At 0400 hours I came to a road where I found a signpost ^{pointing} ~~which point~~ to BOULOUAGNE in one direction and ST OMER in the other. I turned south and walked for two hours before daylight. Again, the only trouble I had was with dogs and fences.

Soon after daylight I went into a wood, found a hiding place and slept all day. After dark I kept to the wood and was in the same wood most of the night.

3 AUGUST 1943

When I reached the end of the wood and saw what appeared to be open country ahead of me, I sat down and rested until daybreak. ^{because the contents of my Aids Box were gone I thought I had better look for help.}

There was a farmhouse not far from me and I watched it until ~~there were~~ ^{noticed} signs of activity late afternoon. I ~~saw~~ there were no telephone wires and the family ^{seemed} ~~seemed only~~ to be a farmer, wife and child. There had been no signs of unusual activity about the house all day. I went up to them ^{at 1700 hours} while they worked in the field between my hiding-place and the house.

DECIDES TO
ASK FOR
HELP

They were very frightened when I first walked up to them. I spoke in French though I can understand it better than I speak it. After using every possible means of identification - English money, Aids Box, maps and appearance - I convinced them I was American. They hid me in bushes until they had finished work and I followed them home. After I had eaten, I explained where I ~~thought~~ I had parachuted, how I had travelled and they wanted to know where my aircraft had fallen, where my chute was hidden, how long I had been travelling and whether there were any Germans following me. I spent the night in their house and asked

SECRET - AMERICAN
MOST SECRET - BRITISH

*Secret
with
date*

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

3 November 1943

E & E REPORT NO. 130
EVASION IN FRANCE AND BELGIUM

GRAFF, Warren E., F/O, T-190479
82 Fighter Squadron, 78 Fighter Group

Mia: 30 July 1943
Arrived in UK:
24 October 1943

AGE: 22 years
LENGTH OF SERVICE: 10/12 years
HOME ADDRESS: 101 Armadale Ave.,
TORONTO, Ont., Canada

30 July 1943
Escorting
B-17's

We took off (P-47's) from DUXFORD at 0900 hours, 30 July 1943, to escort B-17's returning from a raid on a German target. Our aircraft had been fitted with extra fuel tanks which, on many of the planes, cut out at altitudes from 16000 to 25000 feet, forcing them to return. This had no effect on the mission as far as I know. We penetrated further into Germany than we planned because the B-17's were ten minutes late. When we joined the bombers they were under heavy fighter attack. Other squadrons and groups peeled away to attack the enemy fighters and we were taking position for attack when an ME-109 came after us. My element lead broke formation to attack this aircraft and I went for it with him. After destroying the aircraft we reassembled and climbed for altitude.

DESTROYS AN
ME-109

I glanced back and saw an FW 190 coming up behind us. It was out of range and I saw no reason for excitement but no sooner had I turned around than cannon shells exploded in my turbo and starboard wing. I glanced up and saw several ME-109's attacking from above. I called the leader to warn him but I had no radio connection. During that moment I turned for deck with ME-109's on my tail. My evasive action kept them off as well as possible until I reached deck but one hit scored on my engine. I unbuckled my straps, turned the aircraft for inverted flight and baled out at 1000 feet. The plane crashed before I opened my chute at 500 feet. I was swinging heavily when I struck the ground.

FORCED TO
BALE OUT

Men, women and children (French or Belgian) came running in all directions and surrounded me before I could get my chute off. I made a bundle of the Mae West and chute before putting it under a bush. I motioned to my audience to take care of it and then ran at full speed for at least a mile and a half. I thought I was running east but didn't stop to check the direction because I only wanted to get away from the scene of the crash. When I considered I had travelled a safe distance from the plane I scrambled into the heavy foliage of a thicket at the brow of a hill overlooking the wide valley into which I had parachuted.

RUNS TO GET
AWAY FROM
SCENE OF
CRASH

(Handwritten mark)

WATCHES
GERMAN SEARCH

I had my aids box and I lay there quietly for the rest of the day. During the afternoon I watched the Germans comb the valley south of me. There was much shouting and yelling at each other. The search was carefully organized and once I saw ten men, spread 20 feet apart, walking through the valley. They kept this up for four hours. I had seen no signs of a search until two hours after I was down. Once, a motorcycle party (3) came to the summit of the hill and went through a wheat field below me. One of them came within ten yards of my hiding place. After looking for half-an-hour, they departed. At no time did they look in the hedgerows around the field.

PLANS TRAVEL
AT NIGHT

After dark I walked in a southwesterly direction by compass and stars. I planned to travel only at night and the first thing I wanted was water. Eventually I stumbled across a stagnant creek. I filled my water bottle, using the halazone tablets in my Aids Box, to purify it. I went through fields and wood all night, making a point of keeping off roads.

AVOIDS
ROADS

31 July 1943

At the first sign of daylight I crawled into bushes along the side of a wheat field. I heard no activity during the day and slept most of the time. I walked uneventfully all of the second night. I saw no people and avoided all villages. Fences, hedgerows and dogs were my only worries. I had never realized there could be so many fences and hedgerows and once I ran into a dog which set up a howling that I could hear for the rest of the night.

AVOIDS
VILLAGES

1 August 1943

At daybreak I went into hiding and slept undisturbed, again, for most of the day. From the hours of dusk I walked all this night in a forest. At 0400 hours I came to a road where I found a signpost, pointing to BOULOUAGNE in one direction and ST OMER in the other. I turned south and walked for two hours before daylight. Again, the only trouble I had was with dogs and fences.

2 August
1943

Soon after daylight I went into a wood, found a hiding place and slept all day. After dark I kept to the wood and was in the same wood most of the night. When I reached the end of the wood and saw what appeared to be open country ahead of me, I sat down and rested until daybreak. Because the contents of my Aids Box were gone I thought I had better look for help.

3 August
1943

DECIDES TO
ASK FOR HELP

There was a farmhouse not far from me and I watched it until late afternoon. I noticed there were no telephone wires and the family seemed to be a farmer, wife and child. There had been no signs of unusual activity about the house all day. I went up to them at 1700 hours while they worked in the field between my hiding-place and the house.

They were very frightened when I first walked up to them. I spoke in French though I can understand it better than I speak it. After using every possible means of identification - English money, Aids Box, maps and appearance - I convinced them I was American. They hid me in bushes until they had finished work and I followed them home. After I had eaten, I explained where I had parachuted, how I had travelled and they wanted to know where my aircraft had fallen, where my chute was hidden, how long I had been travelling and whether there were any Germans following me. I spent the night in their house and asked if

they could get someone who spoke English to help me.

QUESTIONED
BY ENGLISH
SPEAKING
WOMAN

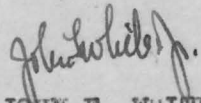
The next afternoon the farmer brought an English-speaking woman to talk with me. She was nervous, frightened and doubtful of my identity. She had me read and write French, looked carefully at my credentials and then, finally, accepted me as an American.

I stayed at the farmer's house that night and the next day the English-speaking woman brought civilian clothes. I had been wearing an old brown leather jacket, dirty Pinks, khaki shirt and old (G.I., non-buckle, low-cut) shoes. I was given a complete new outfit except for shoes. My friends insisted I keep mine since they were better than any which could be found for me.

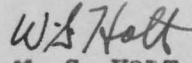
JOURNEY
ARRANGED

I spent one more night with the farmer and the next morning someone came to move me to another house. From here my journey was arranged.

Compiled By:


JOHN F. WHITE, JR.
1st Lt, AC

Approved By:


W. S. HOLT,
Lt Col, AC
Commanding

42-3041

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

E & E REPORT NO. 130
EVASION IN FRANCE

(Date)

WARDEN E. GRAFF F/O -
(Name) (Rank) (ASN)

8276 78 FB
(Squadron) (Group)

AGE: 22
LENGTH OF SERVICE: 10 mos -
HOME ADDRESS: _____

10 _____

MIA: 30 July 1943
Arrived in Spain: _____
Arrived in Gibraltar: _____
Arrived in UK: 27 Oct

MEMBERS OF CREW: (This information checked with FWIB)

Official Narrators
Disposition Disposition

- PILOT
- CO-PILOT
- NAVIGATOR
- BOMBARDIER
- RADIO OPERATOR
- TOP TURRET GUNNER
- BALL TURRET GUNNER
- WAIST GUNNER
- WAIST GUNNER
- TAIL GUNNER

Afterwards crew

Were you wounded?

SECRET

APPENDIX "D" TO E AND E REPORT NO. 130

No., Rank, Name:- Warren E. GRAFF, F/O, T-190479

Unit:- 78 Fighter Group, 82 Fighter 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? 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. Hunger

Chocolate. "

Milk (tube). "

Benzadrine tablets (fatigue). No

Halazone tablets (water purifier). To purify stagnant water

Matches. No

Adhesive tape. No

Chewing gum. Yes - exercise

Water bottle. Yes to carry drinking water.

Compass. Yes, to walk in right directions.

- (e) Did any of the above items prove unsatisfactory? If so, in what respect? No
- (f) How did you finally dispose of the box? Burned it.
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger? The contents of the box should be more simply explained. Use common not technical names.

2. PURSE

- (a) Did you carry a purse? Yes
If so, state COLOR.
In NOT, State why not. Brown

- (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? Germany and France

Compass. For directions

File (hacksaw). No

Foreign currency. State countries and amounts. France 2000 francs

How did you spend the money? Gave to helpers. More money should be included.

(d) How did you dispose of:-

Maps. Burned

Compass. Destroyed

File (hacksaw). Destroyed

Surplus currency. Gave to helpers.

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. Yes

Stud compass. Yes

Swinger compass. No

Fly-button compass. No

Pencil clip compass. Yes

Tunic button compass. Yes

Pipe compass. No

Pouch

Special flying boots (and knife). No

(b) Were they satisfactory? YES

(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? Three

(b) Did you use them? Yes, identification card.
State how.

5. LECTURES

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

(b) Did you find the lectures of value? Yes, 78th Fighter Group Base by Major MacVeagh, Lt Voorhees, Hank Bjorkm, and dozens in RAF also.

Yes. They told me to delay jump when landing, to give my chute to French. They also said start running and run and run and run! A gun is dangerous, I found no use for a gun.

SECRET - AMERICAN
MOST SECRET - BRITISH

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

3 November 1943

APPENDIX "B" TO E & E REPORT NO. 130

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

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

Statement of information covering period from 30 July 1943
to 24 October 1943

- a. The most noticeable anti-aircraft positions seen in FRANCE were on the railway lines entering PARIS. They were of both light and heavy caliber. They served a dual purpose of protecting railway lines and as anti-aircraft guns. (obs. Sept-Oct 1943)
- b. Germans are building a heavy-duty road through a forest near RENTY. Purpose unknown. The road is north of FRUGES in the PAS DE CALAIS. (obs - 20 August)
- c. Heard that the town of Le PORTEL has been completely destroyed. 9 Sept. 1943
- d. Heard that the railway station at AMIENS was not in use for a week after receiving bomb hits. 25 Sept. 1943
- e. Heard that a raid on LE BOURGET airdrome killed 1200 German personnel. 3 Sept. 1943
- f. Heard that ^{the} railway station at ARRAS ^{was} successfully bombed and rail traffic through ARRAS held up for two days. 28 Sept. 1943
- g. Anti-aircraft guns heavily concentrated in PARIS. Dangerous locale for bombers to fly over before bombing targets. (observation)
- h. Heard that large numbers of German troops were moving to the Russian Front during July and August.

One March - I saw ten men spread out - 20 ft apart -
rolling terrain - kept up for 2 hrs - Saw first sign
of search two hrs after dawn - a German ⁽³⁾ intruder.
Party came to summit of hill in front of me & combed
a wheat field in front of me - 100 yds to 10 yds missed -
looked 1/2 hr & they left - didn't look like groups - think I
was in coastal area - at dark I left Southwest by
stars & compass - travelling at night - searched for water -
found stagnant creek - using bit - during app of
daylight hid again - had kept to fields & woods -
hid in bushes off wheat field - slept all day -
heard no activity - continued that night - next night
walked to forest & app. St. Omer - knew because struck
road at 4 am. - saw signpost - Boulogne & St Omer - turned
direct South - travelled for 2 more hours & hit
wood - avoided villages - fences were troublesome -
dogs worrisome - once set one dog in motion - kept on going -
into woods until daylight - hid all day - slept -
that night walked to edge of woods - then till morning
& overlooked the surrounding country - saw farm
house - observed people - no telephone connections -
saw they were farmers - late afternoon approached them -
very simple - no unusual activity - farmer & wife & child
approached at 5 p.m. - frightened at first

Washed off at Pan - belly tank with 9/16. escorting by going into
German tanks - all fine except for fuel tanks - they
cut out at alt 16,000 - 25,000 & men returning - had no
bad results - one bomber too much late - further into German
being attacked - then group of 8 of 109's attacked & we
positioning to attack - My climb lead broke from to attack
I was in 109 - I destroyed 4 - reassembled
& climbed for alt - glanced behind saw 150 coming
up - out of range - no reason for excitement - no sooner
turned around when cannon shells exploded in turbo.
& starboard wing - 9/16 109's attacked from above -
had not seen - called leader - warned him - no contact
During that moment turned for duck - 109's on tail - trying to
fire at me - best of us well as possible - evaded to deck - hit in
engine - unburned - unaided drop - turned 9/16 for inverted flight
& BOB at 10,000 ft - 9/16 on ground before opening chute -
opened around 5,000 ft - ground heavily ravaged - children & farmers
around - countryside - I gathered chute & M.W. & put under bushes - then
walked to Belgium to take care of it - then ran for mile & half -
that I was running east - trying to get from scene of crash -
buried self in foliage - 11 a.m. - hid thinking safe distance &
was only strip of bushes on side of hill overlooking valley - had
complete escape but - there for remainder of day - Germans
combed the valley south of me - shouting & screaming (3)

3
Spoke to them in French - (speak a little French can understand
them better than speak) used every possible means
of identification - Eng money, hat, maps - appearance -
asked of Germans about - convinced them I was
American - hid some in the bushes at their work -
I went with them that evening to their farmhouse - afraid
when I had finished & how far walked & they asked where
I was - what it was - where child was - Any time
after me, following - how long traveling? - Stayed
that night - asked for someone who spoke English - met
old hot schoolmistress - spoke broken English - Seared -
doubtful & difficult to convince - had me read French
& write French to credentials - was trying to get my accent
as American - convinced her finally - next day she
sch then had clothes - had been wearing brown leather jacket &
dirty pants & low cuts - ^{black} shirt - old ^{red} & white non-buckle
she had old French clothing - complete outfit except for shoes -
next am, left by bike with young girl who rode 100 yds in front
of me - I had told her I wanted clothing & to be put in proper
bedrds - young girl was farmer's daughter - rode to farm
about 3 miles away - from there on foot with farmer about
2 miles to a road & lay by side I wanted a man & woman
came on bike & man proceeded on bike & woman stayed

got off & walked other direction & I went to road & took
bike & followed the man on bike - Rode five miles
& changed hands to another man² & followed him another
5 miles to another man³ & 7 miles followed him
& met 3 men⁽⁴⁾ on bikes & followed them to ^{Wicquinghem} Weinggo
near ^{Fauguembergues} Falgembergues x Remained at home of Mayor
of town who was in direct contact with Gestapo ^{ey} M. Perrière.
Then for week - Gestapo came once. I stayed in room
a RR conductor from Boulogne came in visit - taken for
walks in evening - By bike with ^{may} to farm at ^{Renty} Renty, on
edge of forest - met farmer, refuge for escapers x There for
week I could go in forest - travelled to Falgembergues
with Mme. Feilorne - motor phone - connected with
Org - travelled back & forth between these farms - after
2 1/2 weeks at first farm Germans started bldg
construction from small road into woods for
heavy duty purpose - at Weinggo had P.I card
made up by Frenchman - Week after that I left &
another Fr. pilot & 4 in car drove to station at
Anvin x Went to PARIS x About 28 Aug - Straddled way
Only person talked to me was Fr. prison of Gestapo - asked me for cigarette -
gave it to him - Arr. in Paris taken to flat of son M. Perrière
son to another flat in La Chapelle - Name of man with
Marecheau & Fr pilot I remained here

name of each of photographs —

Fr. pilot moved out with father who was in Oag in ~~center~~
France near Switzerland — He travelled all over France —
During time in Paris guided around Paris by all of family
& neighbours x First we were going by car to Spain with
Trish in German uniform — fell thru — next by air —
fell thru — bad weather — no English contact & my head away
in a case — Two men of Oag (Raoul & Pierre)
returned to Paris — they planned trip by boat to
St. Demetrios & ~~St. Demetrios~~ ^{arrived} (6 Sept) & meanwhile Andre had
tried to escape to Switzerland — failed — returned — got
new I Card by Pierre — & then Ryan came
with Raoul & Pierre & we left by train

SECRET

APPENDIX "D" TO E AND E REPORT NO.

No., Rank, Name: T-180479 - No - GRAFF ~~W~~ Warren E,
Unit: 78 FIGHTER GROUP 82 FSq

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.
 - (i) Horlicks tablets. - HUNGER
 - (ii) Chocolate - " ~~II~~
 - (iii) Milk (tube). - "
 - (iv) Benzadrine tablets (fatigue) NO
 - (v) Halazone tablets (water purifier). - STAGNANT WATER
To purify
 - (vi) Matches. NO
 - (vii) Adhesive tape. NO
 - (viii) Chewing gum. YES EXERCISE
 - (ix) Water bottle. YES TO CARRY WATER FOR DRINKING PURPOSES
 - (x) Compass YES DIRECTING MYSELF TO WALK IN TO FRANCE
- (e) Did any of the above items prove unsatisfactory? If so, in what respect? NO
- (f) How did you finally dispose of the box? BURNED IT
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger? LARGER SHUN OF MONEY TO ASSIST THE FRANCE
The content of the box should be more simply explained, use common not technical names

2. PURSE

- (a) Did you carry a purse? If so, state COLOR. If NOT, state why not. YES, BROWN
- (b) Did you use the purse? YES
- (c) If so, which of the following items in the purse did you use? Put a dash (-) against each item used and state briefly the circumstances.
 - (i) Maps. Which ones? YES GERMANY & FRANCE
 - (ii) Compass. DIRECTING FOR directions

- (iii) File (hacksaw). *NO*
- (iv) Foreign currency. State countries and amounts.
How did you spend the money. *FRENCH 2000 FR. gave of helpers. more money should be included*
- (d) How did you dispose of:-
 Maps. *BURNED*
 Compass. *DESTROYED*
 File (hacksaw). *"*
 Surplus currency. *all of helpers GAVE TO FRENCH*

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. *YES*
- (ii) Stud compass. *YES*
- (iii) Swinger compass. *NO*
- (iv) Fly-button compass. *NO*
- (v) Pencil clip compass. *YES*
- (vi) Tunic button compass. *YES*
- (vii) Pipe compass. *NO*
- (viii) Pouch
- (ix) Special flying boots (and knife). *NO*
- (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? *THREE*
- (b) Did you use them? *YES*
State how. *IDENTIFICATION CARD*

5. LECTURES

- (a) Were you lectured on evasion and escape? *YES - 78 E.G.P.*
State WHERE, WHEN and by WHOM.

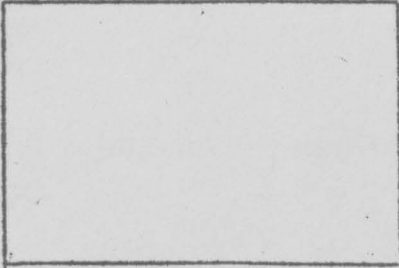
- (b) Did you find the lectures of value?

yes - They told me to delay going when landing, give salute to French. Start running 6 runs from run - a surprise dangerous! I found no use for a gun

at 78th F.G. Major Macreagh Lt. Vovkies Hans Byrken dozens in RAF also

NAME GRAFF E WARREN RANK F/O ASN T-190479 REPORT NO. _____

02 SQ 02 GROUP 78 A/C NO. _____ Letter MX Load _____ Date 30/8/43



Position in formation.
Make Diagram

Fighter Plane

Observed results of Bombing:

Enemy Fighter Tactics: *NOTHING UNUSUAL*
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:

Smith objects

Draft

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 ..30.1.43
to ..23.10.43

A-A positions:- Most noticed positions
of A.A. were on the railway line
on entering Paris. They were light
& heavy caliber. Used as dual
purpose protecting railway line
and A.A. Sept - Oct / 43

German building heavy duty road
into forest. ^A Rente for ^{N of France} ^{Reserve}
unknown purpose Aug. 20 / 43
Perpof

Enemy morale has been crushed
beyond conception, they admit
defeat and failure which results

M. I. 9.
1 / 42

Lieut. Colonel, G.S.

with suicide & desertion of
some personnel From Here say
19 personnel under command of German

Le ^{PORTAL} Portal completely
destroyed 15/9/43
The Railway station at Amiens
destroyed beyond ~~use~~ ^{use over} ~~use~~ period
of one week 25/9/43 ^{heard thru}
La Bourget and drove 1200 German
Personnel killed 3/9/43
1,000 men 200 women
(German)

The Railway station at Arras
successfully bombed and
a great deal of damage was
done, enough to hold up the
trains for two days 29/9/43 ^{heard}
Black concentration is excellent
in Paris, ~~very~~ ^{dangerous} ~~use~~ for
bombers to fly over before
bombing targets. ^{Pers} ~~Ob~~
Large number of German moving
to Russian front from July
to Aug. ^{Hersey}
obs
on trains

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. WARREN E. BRAFF - F16 - T190479
2. Decorations. _____
3. Unit or Squadron. 78th FIGHTER GROUP - 82ND FIGHTER SQUADRON
4. Division (Army) or Group.
5. Date of Birth. SEPT 3 1921
6. Length of Service. 10 MONTHS
7. Private Address. 101 ARMADALE AVE. TORONTO, ONT. CANADA
8. If in A.F., on what operation were you engaged? State place, date, 7th OPER. and time of departure. Where and when did you come down? Were Aircraft and all instruments and papers destroyed?
DEPARTURE 0900 HRS - DOWNED SOUTHWEST OF DUNKIRK ON BELGIUM BORDER
A/C COMPLETELY DESTROYED
Coastal area - ^{Belgium} PILLOT
Buxford County, Essex
9. What was your position in aircraft? PILLOT
10. Were you wounded? NO
11. Did you pay your guides? If so how much? NO
12. Do you speak French? Spanish? FRENCH understand some German
13. Did you have Identity Papers? YES (false french)
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? NO
15. Did you report on your operations? If so, where and to whom? NO
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? NO
17. Date of arrival in Spain. NO
18. Date of arrival at Gibraltar. NO
19. Place and date of departure for U.K. By sea or air.
20. ³ Place and date of arrival in U.K. PENZANCE - 24/10/43

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:

Ralph Pulsifer
 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) GRAFF, WARREN B. Signed Warren B. Graff.

Rank F/O A.S.N. 7180499 Date 25/10/42

Unit 78 FIGHTER GROUP Witness [Signature]