

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) Edwin B. Myers Signed Edwin B. Myers
Rank T/Sgt A.S.N. 35310860 Date Oct 26 43
Unit 535 B Sqd. 381 B Group Witness Walter C. Smith

(2)

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. *Edwin B. Myers T/sgt. 35310860*
2. Decorations. *Air Medal*
3. Unit or Squadron. *535th*
4. Division (Army) or Group. *381st*
5. Date of Birth. *Jan. 29, 30*
6. Length of Service. *1 yr 4 mo.*
7. Private Address. *Leavittsburg, Ohio*
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?
*TO Bomb Bomilly air field Sept. 3, 43 6 P.M. ^{Ridgewell}
50 miles S.E. of Paris 10 P.M. ?*
9. What was your position in aircraft? *Chalkmason? Flamboin nearby towns
Radio Op.*
10. Were you wounded? *No*
11. Did you pay your guides? If so how much? *No*
12. Do you speak French? Spanish? *No*
13. Did you have Identity Papers? *No*
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? *L.A.C. Oct 26, 43*
17. Date of arrival in Spain.
18. Date of arrival at Gibraltar.
19. Place and date of departure for U.K. By sea or air.
20. Place and date of arrival in U.K. *Penzance 10/24/43*

Larners light - watched plane out of sight & saw no
 more chutes - plane still in air flying & watched it til
 hit ground - & saw six chutes above me - I noticed
 that woods were near where I was headed so when hit
 ground I took off chute & flying boots & picked them
 in arms - started towards woods - saw a town from
 air - (village - 5 miles away) - away from village - in
 field where I came down were peasants - when I
 started running they motioned me to come to them
 and motioned me to drop chute & boots & then
 motioned to woods - no words spoken - ran to
 woods & hid in brush inside woods - wasn't sure
 about getting help - that little about it - I was
 trying to think what I would do - about 5 hrs after
 down 2 Helicopters drove by woods edge in jeep -
 15 mins after another Gen - on motorcycle & then they
 went off for distance I didn't hear them again -
 Stayed all that day & night til next day about 2 o'clock
 & out of woods - saw 1 peasant in woods by self and
 must have seen me coming - I was walking inside edge of
 woods - must have expected me - he walked towards
 where I was & started burning grass as if it were
 something he wanted to do. He moved towards me &
 made motions whether I was one down in chute if he was

On I.P. & again bomb bay doors - I was attacked - rose - not
in formation - behind - all was over that way -
hit by fighter & #4 ^{feathered} engine lost - next attack from tail
no one in front firing fired on first attack - #1 engine not
firing - I hit at first two that came in - TG said he
was getting ready to shoot when I called to check -
my ammunition out - #1 engine ^{losing oil} knocked out
pilot gave BO order - came over interphone - no alarm bell -
I opened door into Bomb bay - ^{Bomb bay} not open - I opened door
into ward & ball turret man coming out of ball turret -
TG said in going ^{'BO'} over into com - Two W.C. trying
to release waist door to BO & they couldn't get it open -
trying to push it out - I was by radio room - explosion &
fire started in radio room - put it out with foot - went to
Bomb bay & now open - pilot & copilot just jumping
out as I looked in - I went to W. door & it not
open & I motioned the W. gun to go out Bomb bay
doors - I jumped - 16000, saw 6 chutes in air
below me - ~~could~~ counted chutes while falling -
delayed jump to 3-4000 feet - after first couple seconds
there was nothing to it I just felt like sitting in air - I
held feet together & arms across chest - opened chute - had
been watching ground - from flying experience judged height

one who mentioned that six slaves the Germans had caught -
he got me food - when I shrugged w/ understanding he mentioned
to know to know & I that he would get food -
stood around awhile before leaving - at last I left
walking - had compass out walked south - about 4 hrs
that night I walked on roads - had blue heated suit under
summer flying trousers - had GI shoes made little noise -
I needed better find place to sleep - found haystack -
woke up at 2 am - started walking again - stayed in
woods as much as possible - obs up & down roads &
fields before crossing them - In woods ran into German
farm & I asked them for clothing - shook head, "no"
afraid to help - knew who I was - told them - met 2
peasants in field & asked them for food & clothing - said I
was Am flyer & all were afraid - asked about ten
or 12 - all by themselves - advised them that no help
possible - about 11 am - so I took to roads &
started walking on roads - walked thru couple of
little towns - few people who saw me stared at me -
got on RR tracks for 4 1/2 miles & came to 1st town remember
name - Chalmers - walked thru on tracks & about
a mile another town - Flamborne - As walking long
RR tracks Ichim came by on bicycle - road - As he got by ^{tried to} me asked
me if Amer - I said yes - Am flyer - He asked if I

4.
spoke Dutch - no - spoke a few words of German to
all of them what he was talking about - didn't answer so he
took me into woods nearby & motioned to mouth & me & to
town we had just come from - Came back in 15 minutes
with clothes & food - put on those clothes - he took my clothes -
I was on way again - I walked a mile & heard someone
whistle & he was behind me again on bike - I think he
followed me to see where I was going - woods along side of road &
he rode into woods & motioned me to come in after him -
I went in & he motioned me to sit down & took down out
watch & pointed at 5 o'clock - He left - Came back with
wife & another man - They on bikes & the other man put
me on handlebars & went back towards town & before getting
to town turned into lane between open field & woods near
& went into woods - came to lake & motioned me to stay there
and he left (sun up) Back in 1/2 hr with razor & towel & soap &
took bath in pond & shaved - Jark then - took me to his place -
Stayed two days & then he moved me to this town Chalemaison/
to a clergyman's house - Stayed two days & had nine young
girls there from PARIS (14-23) & two of them could speak some
English - They came every day & talked to me & had food -
no info from them - except I was to move to PARIS - Had an
elderly blind man around house drunk a bit & talked of me
being there & I was moved to chalet in woods for 2 days

5
and girls hot food - took me back to clergyman's house for ^{2 days}
+ two of girls + mother took me into Paris to their apartment - ^{12th} Oct
I was to move from there on 15th but on 14th an Am Air force
bomber struck I was in + was impossible to get out
because I cards were asked for of people going in
and out - Sat a.m. asking for cards of people
going in + I got out to hotel where stayed for a
week - was fed by lady who owned hotel -
hotel near St. Phildu Roule - across st from subway
station - had lot of visitors - could speak Eng -
general discussions - Next Sat mom went to woman's
place Mme Sykes - ~~the~~ Karch - she had been in
Am - Stayed 1 day - on Monday moved to
Paris with Ryan -

SECRET

APPENDIX "D" TO E AND E REPORT NO. *135*

No., Rank, Name:- *35310860 T/sqf Edwin B. Myers*

Unit:- *535 B sqd. 381 B. Group.*

Please answer carefully the questions below. Suggestions for improvement of escape equipment and training must come largely from those who make use of them. Your report and comments will help others to evade capture or to escape.

1. AIDS BOX

- (a) Did you use your aids box? *yes*
- (b) If not, had you one on you?
- (c) If not, why had you no aids box?
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g., "Lying up for 2 nights", etc.
- (i) Horlicks tablets. - *While laying up*
- (ii) Chocolate - *" " "*
- (iii) Milk (tube).
- (iv) Benzadrine tablets (fatigue)
- (v) Halazone tablets (water purifier). - *While laying up*
- (vi) Matches.
- (vii) Adhesive tape.
- (viii) Chewing gum. - *While laying up*
- (ix) Water bottle. - *" " "*
- (x) Compass - *While on move*
- (e) Did any of the above items prove unsatisfactory? If so, in what respect?
- (f) How did you finally dispose of the box? *yes*
- (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. *gray*
If NOT, state why not.
- (b) Did you use the purse? *Yes/used*
- (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? *French*
- (ii) Compass. -

(iii) File (hacksaw).

(iv) Foreign currency, State countries and amounts. *2000 Fr.*
How did you spend the money. *Gave to red/pable person*

(d) How did you dispose of:-

Maps. *burned them*

Compass. *buried*

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.

*NOT IN REGULAR FLYING KIT
didn't expect to go up,*

5. LECTURES

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

Aug. Ridgewell S-2 Officer

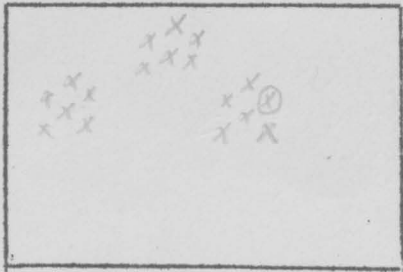
(b) Did you find the lectures of value? *No*

Hardly out of value

*not applicable
as I'd keep out
of Paris & 30 mile
coastal*

NAME Edwin B Myers RANK T/Sgt. ASN 35810860 REPORT NO. 135

SQ 535 GROUP 791 A/C NO. _____ Letter _____ Load 11500 Date Sept 3, 48



Position in formation.
Make Diagram

Observed results of Bombing:

NO

Enemy Fighter Tactics:

Markings:

5 o'clock High And Nose

Our Tactics:

Our Fighter Support:

Fighter support visible

Flak

<u>Time</u>	<u>Place</u>	<u>Quality</u>
<i>9 A.M.</i>	<i>Over Target</i>	<i>light</i>

Technical Failures

Motors:

1 engines out

Armor:

Armament:

Miscellaneous:

burning in radio room put out the flame

Comments and Suggestions on any of the above:

Did you black out. No.
Did you use bale out bottle NO

Meyer

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

*Was in Paris on Sept 14. When Forts bombed Factory
S.W of Paris. Was in an apartment that over looked the factory.
Seen bombs hit. Did a very good job on the place. Bombs also
hit German hotel and hospital. Also a few French homes.*

SW part of Paris

closed up in room most of time

M.I.9.
/ /42.

Lieut.-Colonel, G.S.

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

E & E REPORT NO.
EVASION IN FRANCE

Oct 26, 43
(Date)

MYERS, Edwin R. T/Sgt 35310860
(Name) (Rank) (ASN)

535 381
(Squadron) (Group)

AGE: 23
LENGTH OF SERVICE: 1 yr 4 mo
HOME ADDRESS: Flinting St
Leavittsburg, Ohio

MIA: 3 September 1943
Arrived in Spain: _____
Arrived in Gibraltar: _____
Arrived in UK: Oct. 25 43

MEMBERS OF CREW: (This information checked with PWIB)

			Official Disposition	Narrators Disposition
PILOT	0-795331	2d Lt Benjamin J ZUM	<i>jumped</i>	<i>raw B0</i>
CO-PILOT	0-678265	2d Lt Charles H HOOVER	<i>"</i>	<i>195</i>
NAVIGATOR	0-430115	2d Lt John W WILLIS, JR	<i>"</i>	
BOMBARDIER	0-676427	2d Lt Ruther C CLARK	<i>"</i>	
RADIO OPERATOR	35310860	T/Sgt Edwin R MYERS	NARRATOR	
TOP TURRET GUNNER	38195226	T/Sgt Robert E ITALIANO	<i>jumped</i>	
BALL TURRET GUNNER	<i>382</i> 20820644	S/Sgt Floyd H TERRY	<i>I don't believe</i>	<i>jumped</i>
WAIST GUNNER	12141044	S/Sgt Frank J PROCITTO	<i>"</i>	<i>"</i>
WAIST GUNNER	43103513	S/Sgt Charles F BANG	<i>"</i>	<i>"</i>
TAIL GUNNER	12064194	S/Sgt Ferdinand (NMI) CHRISTOPHERO	<i>jumped</i>	

*jumped
wounded
195*

One was shot. Don't know which one

Were you wounded?

No.

1245

3 Sept 43
RIDGEWELL TO
ROMILLY

On 3 September 1943 at 0600 hours we took off from RIDGEWELL to bomb the ROMILLY airfield. We were over the target and had opened our bomb-bay doors when enemy fighters attacked our formation. At the time, we were ~~slightly out of~~ a short distance behind our formation ^{and} had been all the way from Base to target. In the first attack we lost our number four engine which ^{was} feathered without difficulty. No one had fired from the front of the ship during the first attack and when the fighters came in at 6 o'clock on ~~the~~ their second attack the tail gunner did not fire. I called the tail gunner to ~~ask~~ ask him what was wrong and he answered that he was getting ready. Then my ammunition ran out and I noticed that the number one engine had been ~~knocked~~ ^{hit} out and was losing oil. The pilot gave the order to bale out. There was no alarm bell.

Hit By
Fighters

I opened the door into the bomb-bay and ~~found~~ and saw that the bomb-bay doors had been closed. In the waist the ball-turret man was climbing out of his turret; the tail-gunner called over the inter-com that ~~the~~ he was baling out and the two waist gunners were at the waist door trying to release it. This escape door ~~and~~ had jammed and ~~would not open in spite~~ ~~of their efforts~~ as I started back to help with it, a 20 mm shell exploded in the radio room, starting a fire. I stamped it out with my foot and glanced ~~into~~ into the bomb-bay. ~~The copilot and pilot were~~

WAIST DOOR
JAMMED

The doors were now open and the copilot and pilot were getting ready to jump. I ran back to the waist door ^{and} kicked at it, ~~and~~ ^{it was still jammed so} started back ^{to} the bomb-bay, motioning the two waist gunners to come forward and ~~go out there~~ leave by the bomb-bay. ^{and went}

Delays
Jump

I jumped ~~at~~ around 16000 feet and counted 6 chutes ~~while~~ before pulling ^{the} ripcord at 4000 feet. My delayed jump was intentional. After the first few seconds there was nothing to it; ~~I felt~~ no falling sensation ~~of~~ or spinning. I held my feet together and folded my arms across my chest.

I judged the height at which to open my chute from flying experience and watched the ground over my shoulder. My harness was tight and comfortable.

For half-a-minute or more I watched the plane until it was out of sight but saw no chutes leave it. When my chute opened I ~~began~~ ^{studied} the ground and saw that I ~~would~~ would land either in or near a large wood. Against the horizon I saw a very large town and five miles ~~closer~~ or so nearer to me a village. Although I worked my shroud lines to get into the forest I fell in an open field. Gathering my chute and equipment I started for the wood but some peasants standing at the other end of the field motioned me to run to them. I did and ^{then} they motioned ~~for~~ me to drop the chute, and ^{as} soon as I had, they pointed to the wood. I ~~did~~ followed their direction automatically and had no conversation with them because I was anxious to get under cover. Along an edge of the wood I crawled into underbrush to think over the situation. When I had given my chute to the peasants I hadn't thought of asking for further help and now I ~~wondered~~ wondered what I should do and how I should go about getting help. Because I had a good hiding place it seemed best to stay there for awhile because there ~~were~~ were no signs of a search. About five hours later two Germans drove around the edge of the wood in a jeep. Five minutes ^{after} that another German passed on a motorcycle. They all disappeared beyond a corner of the wood and I neither saw nor heard them again.

For the rest of that day and night and until 1400 hours on the ~~th~~ following afternoon I lay quietly in my brush-pile hiding-place. The tablets in my Aids Box were sufficient food until then ~~although I was~~ ~~getting thirsty~~ but I was beginning to feel very thirsty. When I decided to go in search of help I walked just inside the edge of the wood and tried to move quietly enough to not be heard ^{and} yet hear ~~if~~ anyone approached ^{ing}. Before very long I saw a French peasant working ~~in~~ alone in the fields. He must have ~~been~~ been watching me for as I got closer to get a better look at him he came over to the edge of the wood and set fire to the dry grass as

MAKES
EVASION PLANS
FROM AIR

GIVES
FLYING
EQUIPMENT
TO FARMERS

GERMANS
PASS BY
HIDING-PLACE

BECAUSE OF
THIRST LEAVES
HIDING-PLACE

~~because~~ ~~it~~ ~~was~~ ~~discouraged~~ ~~and~~ ~~thought~~ ~~I~~ ~~would~~ ~~get~~ ~~no~~ ~~help~~ ~~from~~ ~~them~~ ~~I~~ ~~went~~ ~~back~~ ~~to~~ ~~the~~ ~~roads~~ ~~and~~ ~~walked~~ ~~through~~ ~~several~~ ~~very~~ ~~small~~ ~~villages~~ ~~the~~ ~~people~~ ~~passed~~ ~~stared~~ ~~at~~ ~~me~~ ~~with~~ ~~curiosity~~

By noontime I became so discouraged that I lost some of my caution and went back to ~~the~~ walking on the roads. Passing through several small villages I could arouse nothing more than wide-eyed curiosity. No one made any effort to stop me or to speak to me. I knew I was taking risks and when ~~nothing~~ this coming into the open failed to get help for me I got off the roads on to railroad tracks. I must have walked about five miles before

(CHALMAISON)

passing through the first village ~~where~~ ~~I~~ ~~saw~~ ~~a~~ ~~sign~~ ~~that~~ ~~helped~~ ~~me~~ ~~locate~~ ~~myself~~. I took a detour to avoid the town but picked up the tracks ~~again~~ on the other side and followed them to another village. ~~XXXXXX~~

I was walking along the tracks at a point where they ran close to a road when a man on a bicycle passed, stopped and waited for me to draw near

before asking, in French, if I were an American. I nodded, ~~yes~~, because he looked friendly and was a civilian. Then he spoke to me in German and I stared at him blankly; I knew he was trying to trick but, at the same time,

I hadn't ~~kn~~ understood what he said. After glancing around to see that we were not observed he motioned me to into a wood near the road. As soon as he ~~was~~ felt we were alone he motioned to his mouth, to me, then down the road and pointed to his watch to indicate he would return soon. In 15 minutes he had returned with food and clothing. After eating, ~~and~~ ~~putting~~

I put on the clothing, gave ~~mine~~ ^{my uniform} to him and seeing that he meant to do nothing more for me, I walked off down the road. I could not have gone more than a mile when I heard a whistle behind me, and looking back, saw my friend who had just give me clothing. I think he had ~~followed~~ ~~me~~ ~~to~~ ~~see~~ ~~where~~ ~~I~~ ~~was~~ ~~going~~ intended helping me all the time but let me go to see if I were genuine. I had not noticed him following me but learned ~~later~~ that he had. Again, he motioned me into ~~the~~ ~~wood~~ a wood. He pointed to

WALKS
ALONG
RAILROAD
TRACKS

APPROACHED
BY FRENCHMAN

WKE 51M
CSE-M-WENDES
FOV52 21K

HOARS SIX
CREW-MEMBERS
ARE P/W

if it were a job he had ~~gone into the fields to do~~ planned. While doing this he made motions to ask if I had come down in a parachute. We struggled with sign language for a few minutes and I learned that six of my crew-members had been caught by the Germans. When he asked if I were hungry I couldn't understand and as soon as he saw that I didn't he made eating motions with his hands. I waited in the wood ~~for food to get~~ while he went home to get the food and, after returning, he stood around while I ate ~~other~~.

GIVEN Food
BY PEASANT

Soon after this he walked away without suggesting any farther help. I ~~wanted to see if he would come back but when there was no sign of~~ ~~him after dark, I checked my compass and set off~~ started off in a southerly direction.

WALKS ON ROADS
AT NIGHT

Since it was dark I saw no reason to avoid roads. ^{although} My G.I shoes made little noise on the dirt road, and I walked carefully. After midnight I looked for and found a haystack to sleep in.

At 0700 hours the next morning I continued my walking. My uniform was a blue heated suit under summer flying coveralls. While I wasn't worried about ^{the uniform} ~~at night~~ in the daytime I ^{walked} ~~kept~~ in the woods, leaving them only when I had to cross open spaces to get to another wood. ^{Anytime I had to do} ~~Before I would do~~ this I looked the countryside over carefully ~~the way~~ and ^{was} ~~remain~~ in the open the least amount of time possible.

FAILS TO GET
HELP BECAUSE
FRENCH ARE
FRIGHTENED

Once in the woods I came across a farmer and his son. When I asked for clothing the older man shook his head and gestured that because of the Germans it would be too dangerous to help me. All during the morning I found plenty of farmers alone in the fields but when I approached them and explained my identity in order to get food and clothing they all turned me down ~~with the explanation that~~ by either explaining it, ^{was} ~~too danger~~ ^{ous} or flatly refusing. ~~to help~~

to 1700 hours on his watch, left me for a short time and returned with another man. They were on bicycles and I rode on the handle-bars of my friend's bicycle. We had almost arrived at a village when my friend turned ~~off~~ into a lane that led through a wooded area to a lake. The other man had continued on into the village. ~~But~~ We waited at the lake and soon the man who had gone into the village joined us, bringing a razor, soap and towel. I shaved, ~~and~~ took a bath in the lake, and after waiting until dark, we rode to the man's house. From here my journey was arranged.

JOURNEY
ARRANGED

APP - 3:

Due to circumstance of evasion ~~but~~ Evader has little military information -

a. Observed Fortress raid on PARIS, 11 September 1943. A factory in southwest area was destroyed; bombs also landed on a German hotel and hospital. A few French homes were hit. — (ob)

E + E Rpt 135
(Sgt. E. R. Myers)

Appendix C

Sgt. Myers landed near ~~PROVINS~~ near CHALMAISON (S of PROVINS, Seine et Marne) on 3 September 1943. After hiding and walking ~~to~~ to FAMBOIN (4 kms SE of CHALMAISON) he was stopped by a man on a bicycle who hid him in a wood, gave him food and civilian clothing, and brought his wife and another man to see him. This other man took Myers to his home for two days and then to the home of a clergyman in CHALMAISON where there were nine girls (14 to 23 years old) from Paris staying. After six days two of these girls and their mother took Myers to their apartment in Paris. From here he was moved about 15 October to a hotel across from the metro station, ST. PHILIPPE DU ROULE; the woman who owned the hotel fed and cared for Myers. After a week here Myers was taken to the home of Mme. SYBRES in KARCH(?). Here he remained a week and was then moved back to Paris where he joined Ryan (E + E # 136), and ~~thereafter his~~ with whose journey Myers' is from this point identical (see E + E # 136-137)

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

26 October 1943

APPENDIX "B" TO E & E REPORT NO. 135

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, information as to the source may not be divulged.
3. Due to circumstances of evasion Evader has little military information.
 - a. Observed Fortress raid on PARIS 11 September 1943. A factory in southwest area was destroyed; bombs also landed on a German hotel and hospital. A few French homes were hit. (observation)

(5)

SECRET - AMERICAN
MOST SECRET - BRITISH

stenciled

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

E & E REPORT NO. 135
EVASION IN FRANCE

4 NOVEMBER 1943
26 October 1943

Edwin R MYERS, T/Sgt, 35310860
535 Bomb Squadron, 381 Bomb Group

MIA: 3 September 1943
Arrived in UK:
25 October 1943

AGE: 23 years
LENGTH OF SERVICE: 1 1/2 years
HOME ADDRESS: Florine Street
LEAVITTSBURG, Ohio

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-795331	2d Lt Benjamin J ZUM	MIA
CO-PILOT	0-678265	2d Lt Charles H HOOVER	MIA
NAVIGATOR	0-430115	2d Lt John W WILLIS, JR	MIA
BOMBARDIER	0-676427	2d Lt Luther C CLARK	MIA
RADIO OPERATOR	35310860	T/Sgt Edwin R MYERS	NARRATOR
TOP TURRET GUNNER	38195226	T/Sgt Robert E ITALIANO	MIA
BALL TURRET GUNNER	20820644	S/Sgt Floyd H TERRY	MIA
WAIST GUNNER	12141044	S/Sgt Frank J PROCITTO	MIA
WAIST GUNNER	43103513	S/Sgt Charles F BANG	MIA
TAIL GUNNER	12064194	S/Sgt Ferdinand (NMI) CHRISTOPERO	MIA

3 September 1943 On 3 September 1943 at 0600 hours we took off from RIDGEWELL, to
RIDGEWELL TO bomb the ROMILLY airfield. We were over the target and had opened
ROMILLY our bomb-bay doors when enemy fighters attacked our formation. At
the time, we were behind our formation and had been all the way from
Base to target. In the first attack we lost our number four engine
which was feathered without difficulty. No one had fired from the
front of the ship during the first attack and when the fighters came
in at 6 o'clock on their second attack the tail gunner did not fire.
I called the tail gunner to ask him what was wrong and he answered
that he was getting ready. Then my ammunition ran out and I noticed
HIT BY that the number one engine had been hit and was losing oil. The
FIGHTERS pilot gave the order to bale out. There was no alarm bell.

WAIST DOOR I opened the door into the bomb-bay and saw that the bomb-bay
doors had been closed. In the waist the ball-turret man was climbing
out of his turret; the tail-gunner called over the inter-com that
he was baling out and the two waist gunners were at the waist door
trying to release it. This escape door had jammed and as I started
back to help with it, a 20 mm shell exploded in the radio room,
starting a fire. I stamped it out with my foot and glanced into

the bomb-bay. The doors were now open and the co-pilot and pilot were getting ready to jump. I ran back to the waist door and kicked at it. It was still jammed so I went back to the bomb-bay, motioning the two waist gunners to come forward and leave by the bomb-bay.

I jumped around 16000 feet and counted 6 chutes before pulling the ripcord at 4000 feet. My delayed jump was intentional. After the first few seconds there was nothing to it; no falling sensation or spinning. I held my feet together and folded my arms across my chest. I judged the height at which to open my chute from flying experience and watched the ground over my shoulder. My harness was tight and comfortable.

DELAYS JUMP

MAKES EVASION
PLANS FROM AIR

For half-a-minute or more I watched the plane until it was out of sight but saw no chutes leave it. When my chute opened I studied the ground and saw that I would land either in or near a large wood. Against the horizon I saw a very large town and five miles or so nearer to me a village. Although I worked my shroud lines to get into the forest I fell in an open field. Gathering up my chute and equipment I started for the wood but some peasants standing at the other end of the field motioned me to run to them. I did and then they motioned me to drop the chute. As soon as I had, they pointed to the wood. I followed their directions automatically and had no conversation with them because I was anxious to get under cover. Along an edge of the wood I crawled into underbrush to think over the situation. When I had given my chute to the peasants I hadn't thought of asking for further help and now I wondered what I should do and how I should go about getting help. Because I had a good hiding place it seemed best to stay there for awhile because there were no signs of a search. About five hours later two Germans drove around the edge of the wood in a jeep. Five minutes after that another German passed on a motorcycle. They all disappeared beyond a corner of the wood and I neither saw nor heard them again.

GIVES FLYING
EQUIPMENT TO
FARMERS

GERMANS PASS
BY HIDING-PLACE

BECAUSE OF
THIRST LEAVES
HIDING PLACE

For the rest of that day and night and until 1400 hours on the following afternoon I lay quietly in my brush-pile hiding-place. The tablets in my Aids Box were sufficient food until then but I was beginning to feel very thirsty. When I decided to go in search of help I walked just inside the edge of the wood and tried to move quietly enough to not be heard and yet hear anyone approaching. Before very long I saw a French peasant working alone in the fields. He must have been watching me for as I got closer to get a better look at him he came over to the edge of the wood and set fire to the dry grass as if it were a job he had planned. While doing this he made motions to ask if I had come down in a parachute. We struggled with sign language for a few minutes and I learned that six of my crew members had been caught by the Germans. When he asked if I were hungry I couldn't understand and as soon as he saw that I didn't he made eating motions with his hands. I waited in the wood while he went home to get the food and, after returning, he stood around while I ate. Soon after this he walked away without suggesting any further help. I waited to see if he would come back but when there was no sign of him after dark, I checked my compass and started off in a southerly direction.

HEARS SIX
CREW MEMBERS
ARE P/W

GIVEN FOOD
BY PEASANT

WALKS ON ROADS
AT NIGHT

Since it was dark I saw no reason to avoid roads. Although my G.I. shoes made little noise on the dirt road, I walked carefully. After midnight I looked for and found a haystack to sleep in.

At 0700 hours the next morning I continued my walking. My uniform

was blue heated suit under summer flying coveralls. While I wasn't worried about the uniform at night, in the daytime I walked in the woods, leaving them only when I had to cross open spaces to get to another wood. Anytime I had to do this I looked the countryside over carefully and was in the open the least amount of time possible.

FAILS TO GET
HELP BECAUSE
FRENCH ARE
FRIGHTENED

Once in the woods I came across a farmer and his son. When I asked for clothing the older man shook his head and gestured that because of the Germans it would be too dangerous to help me. All during the morning I found plenty of farmers alone in the fields but when I approached them and explained my identity in order to get food and clothing they all turned me down by either explaining it was too dangerous or flatly refusing.

WALKS ALONG
RAILROAD TRACKS

By noontime I became so discouraged that I lost some of my caution and went back to walking on the roads. Passing through several small villages I could arouse nothing more than wide-eyed curiosity. No one made any effort to stop me or to speak to me. I knew I was taking risks and when this coming into the open failed to get help for me I got off the roads onto railroad tracks. I must have walked about five miles before passing through the first village (CHALMAISON) in which I saw a sign that helped me locate myself. I took a detour to avoid the town but picked up the tracks on the other side and followed them to another village.

APPROACHED
BY FRENCHMAN

I was walking along the tracks at a point where they ran close to a road when a man on a bicycle passed. He stopped and waited for me to draw near before asking, in French, if I were an American. I nodded, "yes", because he looked friendly and was a civilian. Then he spoke to me in German and I stared at him blankly; I knew he was trying to trick me but, at the same time, I hadn't understood what he said. After glancing around to see that we were not observed he motioned me to a wood near the road. As soon as he felt we were alone he motioned to his mouth, to me, then down the road and pointed to his watch to indicate he would return soon. In 15 minutes he had returned with food and clothing. After eating, I put on the clothing, gave my uniform to him and seeing that he meant to do nothing more for me, I walked off down the road. I could not have gone more than a mile when I heard a whistle behind me, and looking back, saw my friend who had just given me ^{the} clothing. I think he had intended helping me all the time but let me go to see if I were genuine. I had not noticed him following me but learned later that he had. Again, he motioned me into a wood. He pointed to 1700 hours on his watch, left me for a short time and returned with another man. They were on bicycles and I rode on the handlebars of my friend's bicycle. We had almost arrived at a village when my friend turned into a lane that led through a wooded area to a lake. The other man had continued on into the village. We waited at the lake and soon the man who had gone into the village joined us, bringing a razor, soap and towel. I shaved, took a bath in the lake and after waiting until dark, we rode to ~~the~~ ^{my} ~~friend's~~ ^{FRIENDS} house. From here my journey was arranged.

JOURNEY
ARRANGED

Compiled By:

John F. White, Jr.

JOHN F WHITE, JR
1st Lt, AC

Approved By:

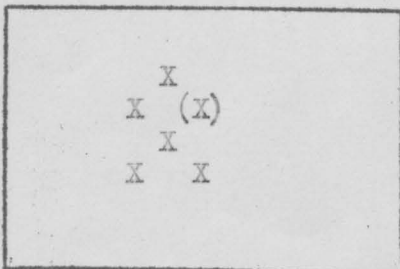
W.S. Holt

W.S. HOLT
Lt Col, AC
Commanding

APPENDIX "E" TO E & E REPORT NO. 135

NAME Edwin R MYERS, T/Sgt, 35310860 RANK _____ ASN _____ REPORT NO. 135

SQ 535 GROUP 381 A/C NO. _____ Letter _____ Load 10-500 lbs. Date 3 Sept 1943



Position in formation.
Make Diagram

Observed results of Bombing:

No

Enemy Fighter Tactics:

Markings:

Our Tactics: 5 o'clock, high and nose

Our Fighter Support:

Fighter support visible

Flak

<u>Time</u>	<u>Place</u>	<u>Quality</u>
0900 hours	Over target	Light

Technical Failures

Motors: Number two engine out

Armor:

Armament:

Miscellaneous: Radio room burning, I put out the flames

Comments and Suggestions on any of the above:

DID YOU BLACK OUT? No

DID YOU USE BALE-OUT BOTTLE? No

S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 135

No., Rank, Name:- Edwin R MYERS, T/Sgt, 35310860

Unit:- 535 Bomb Squadron, 381 Bomb Group

Please answer carefully the questions below. Suggestions for improvement of escape equipment and training must come largely from those who make use of them. Your report and comments will help others to evade capture or to escape

1. AIDS BOX

- (a) Did you use your aids box? Yes
- (b) If not, had you one on you?
- (c) If not, why had you no aids box?
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g., "Lying up for 2 nights," etc.

Horlicks tablets. While lying up

Chocolate. While lying up

Milk (tube).

Benzadrine tablets (fatigue).

Halazone tablets (water purifier). While lying up

Matches.

Adhesive tape.

Chewing gum. While lying up

Water bottle. While lying up

Compass. While lying up

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

- (f) How did you finally dispose of the box? Yes

- (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. Grey
In NOT, State why not.

- (b) Did you use the purse? Yes

- (c) If so, which of the following items in the purse did you use? Put a dash (-) against each item used and state briefly the circumstances.

Maps. Which ones? French

Compass. (-)

File (hacksaw).

Foreign currency. State countries and amounts. 2000 francs

How did you spend the money? Gave to reliable person.

(d) How did you dispose of:-

Maps. Burned them

Compass. Buried them

File (hacksaw). Buried them

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.

Round compass.

Stud compass.

Swinger compass.

Fly-button compass.

Pencil clip compass.

Tunic button compass.

Pipe compass.

Pouch

Special flying boots (and knife).

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

(a) Did you carry passport-size photographs? No
If so, how many?

(b) Did you use them? Not in regular flying kit. Didn't expect to go up.
State how.

5. LECTURES

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

August, Ridgewell by S-2 Officer

(b) Did you find the lectures of value? ~~No~~ YES OF SOME VALUE

~~Hiding out of value. Not applicable as told to keep out of PARIS
and 30 mile coastal area.~~