

19 October 1942

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

1. It is the duty of all Americans to safeguard information which might, either directly or indirectly, be useful to the enemy.
2. It is an offense, carrying heavy penalties, to publish or to communicate to any unauthorized person any information which might be useful to the enemy.
3. Information about your escape or your evasion from capture would be useful to the enemy and a danger to your friends. It is therefore SECRET.
4. a. You must therefore not disclose, except to the first Military Attache to whom you report, or to an officer designated by the Commanding General of the Theater of Operations:
  - (1) The names of those who helped you.
  - (2) The method by which you escaped or evaded.
  - (3) The route you followed.
  - (4) Any other facts concerning your experience.b. You must be particularly on your guard with persons representing the Press.  
c. You must give no account of your experiences in books, newspapers, periodicals or in broadcasts or in lectures.  
d. You must give no information to anyone, irrespective of nationality, in letters or in conversation, except as specifically directed in Par. 4a.  
e. No lectures or reports are to be given to any unit without the permission of the War or Navy Department.

By command of Lieutenant General EISENHOWER:

(signed) RALPH PULSIFER,  
Colonel, AGD, Ass't. Adj. Gen.

## CERTIFICATE

I have read the above and certify that I will comply with it.

I understand that any information concerning my escape or evasion from capture is SECRET and must not be disclosed to anyone other than the American Military Attache to whom I first report, or an officer designated by the Commanding General of the Theater of Operations. I understand that disclosure to anyone else will make me liable to disciplinary action.

Name(Print) RALPH R. PULSIFER Signed Ralph R. PulsiferRank 1st Lt A.S.N. 0-665337Date October 28, 1942Unit 384th Bomb GrpWitness Grady Lewis  
major

AG 383.6

Hq ETOUSA

9 April 1943.

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By command of Lieutenant General ANDREWS:

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

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Name (Print) RALPH R. PULSIFER Signed *Ralph R. Pulsifer*  
Rank 1st Lt ASN 0-665337 Date October 30  
Unit 384th Bomb Grp Witness *Walter G. Smith*

HQ, ETOUSA

OFFICE OF AC OF S, G-2

MIS DETACHMENT

QUESTIONNAIRE FOR SERVICE PERSONNEL  
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No.

Full Name, Rank and Serial No.  
RALPH R. PULIPHER, 1st Lt. O-665337

2. Decorations.

AIR MEDAL

3. Unit or Squadron.

547<sup>th</sup> 59DN

4. Division (Army) or Group.

Army) or Group.  
1384th Bomb B 6/10

5. Date of Birth.

DATE OF BIRTH: OCTOBER 5, 1919

6. Length of Service.

9 yrs

7. Private Address.

WILLIAMSBURG, MICHIGAN

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?

STUTTGART. - GRAFTON UNDERWOOD. SEPTEMBER 6 - MORNING

12:00 noon AT Beauvais

PLANE WAS BURNED UNDER SUPERVISION OF MYSELF. ALL PERSONAL  
ON PERSON WAS TORN AND BURIED.

9. If in AF, give names of other members of crew and what happened to them.

9. 11 in Ar, give names of other members of crew and what happened to them.

MERLE JOHNSON, COPILOT. UNJURED BUT UNKNOWN. THOMAS E. FURREY, ARMOR GUNNER. UNJURED BUT UNKNOWN. ALBERT F. GAGE, TAIL GUNNER. UNJURED BUT UNKNOWN. Wm EUREY, NAVIGATOR. PAUL S. LIVERS, BOMBARDIER. JUDITH H. DREUS, - 20 MILLIMETER GUN. ENTERED RIGHT LEG AND EXPLODED. ASBURY L. FARKAS, RADIO OPERATOR. WILLARD D. McLAUGHLIN, ASST RADIO. STAY IN PARIS. SPREAD PARACHUTE AND PLACES. JOE M. HAWKINS, ENGINEER. UNJURED BUT UNKNOWN. SPREAD PARACHUTE AND PLACES.

10. Give details and full story of your trip on attached sheets. *Sgt Waser in middle*

11. Did you pay your guides? If so how much?

4cc. 1600 FRANCES Pyrenees

12. Do you speak French? Spanish?

Ne

13. Did you have Identity Papers?

~~推~~: 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 experience? Where and when? *Yes, BARCELONA - Commander GILMORE*

yes, GIBRALTER, BRITISH. sergeant

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?

yes, married, Lebralter

17. Place and date of departure for U.K. By sea or air.

Gebrüder October 28th air.

18. Place and date of arrival in U.K.

Port Reath October 29<sup>th</sup>



Palaphe

(4)

Left Graft. Moved to bus Magneto works  
at Sutton Sept 6<sup>th</sup>. Nothing up to target.  
Ran to flak knocked out No 1 right after target.  
Did not drop on target but dropped the on  
a tree I think they fell in woods. No 4 was knocked  
out by flak. <sup>both of them fell out.</sup> I left formation & descended to 12000  
ft. Fighters came in right after target. I saw  
from one side of formation to the other. They followed  
us down attacks all from tail. I am out of  
ammunition. No fighters came in. Knocked out No 2  
this happened while T. G. had his head down  
& could not tell to me. also got R W 3 in  
leg & I 2 in left leg. I lost altitude slowly  
all over fields. 3000 ft near a woods bailed  
crew out. I kept on on load was light & I  
though I could make channel No 3 out of  
I stabilized plane stall & bailed out of  
bus bay 1500 ft. I pulled up chute & chute  
did not open I looked down & still had  
chute just as packed. I was canvas off  
with hands & pilot chute came out & chute  
opened just as I hit trees & the good  
chute took off two oak limbs about 2 inches  
in diameter. This saved me. This 1200 chakron.  
I left everything there chute, Mac West & boots.  
& went to clearing to see if ship burning or I  
neared edge saw it was. I saw Germans  
coming toward plane. I went back in woods  
full of ferns. 2 ME109 passed over & I light  
recon plane. I hid in mass of thick ferns.  
I had a G.O. crew shot & I saw that the  
German came & did not come close. at 5 AM while  
German still seeing I stated wing. I had seen  
Woodchoppers not close & watched them & about 7.30  
I approached & asked for help. used T. Phao sheet.  
He wanted to take off clothes & to meet after  
the woodchoppers. They came gave me the clothes

English. I told him who I was. He said wait 2  
hrs. I went to a little office next to a bar &  
saw a sleep. 2 hrs I was taken back but met  
an English lady & her wife. She told me just what  
I was going to do. I was fed & stayed all  
afternoon. At 7:30 P.M. I was put in engine of electric  
train & the Vierge disintegrated engine & had me  
slip into a bed & shelter 1 1/2 hrs. the engine  
picked me up & to Limoges & then changed engine  
many times on electric & cab & steam. I acted  
as fireman. Reel switching on. ~~at~~ Then Toulouse &  
at Carcassonne I started to get off but engineers  
would not let me. Then to Narbonne then to R.R.  
got. Engine spoke to clerk & I was put in bunk.  
Next a room full of German. Slept all night.  
Next A.M. called me to the boss of R.R. who spoke  
English. Took me to R.R. Y.M.C.A. put me in a room.  
I stayed that day. He brought in a guide. At  
1 A.M. guide picked me up on engine & started for  
Perpignan. Then train stopped out off to main  
R.R. office had me empty pockets put in my  
water bag & in 2 hrs got on another engine. I  
at Perpignan he was told same French but then killed  
the A.M. trying to cross train. I rested in the  
Y.M.C.A. for when the book then to Elne. He told  
me then to remember Marshall Jeffries. My guide  
was a R.R. man about 45. Waited a lot to look  
next to German. Then on train to Ceret took  
all afternoon. Then turned over one of a cafe  
right across from station. At 6 P.M. he took me to  
his garage in a truck. Then stayed all night  
2 nights 1 day. A boy 16 speaks perfect English and  
to him said had to wait 30 hrs. Well Fred  
Peck came. Camille Carcassonne furnished  
food bath & clo. 6 A.M. 2 guides were brought. 4  
gave them 1600 francs they did not think it  
enough but took me & crossed over into right  
bank of Serat. By 10 A.M. in Spain I walked  
all day slept in hay stack that night. Feet  
in bad shape legs swollen. Next morning gave  
self up in Figueras & gave self up to army.  
They turned me over to police & I was put in  
jail for 2 days then to Figueras prison then  
9 days. In meantime a British Consul <sup>Dog tags</sup> came & I asked  
to see him. A week later American <sup>Roberts</sup> consul came  
took me to Hotel Paris then 28th left to Oct 9th.  
The Spanish A.T. took me to Barcelona 1 night  
the Alakua 15 days then Oct 25th & reached  
2 days left in train for Gib. at Gib about 10 hrs.



They took nine Germans still in the  
Feld. I had no money for 3 loaves of bread. I did  
not take money, at dark sent me walking toward  
Paris. I walked all night until 4 A.M. across fields.  
I had on G.I. shoes. I had my stock bag slung but  
at 5 A.M. so cold no more. Walked all day as best  
for help. 4 times for field markers but did not  
get it. I had escape kit used all but milk tube.  
That night in bag stock slept 2 hrs. then no more.  
I had reached a main road & used it to Tonnoir.  
Here I stopped a freight train & moved until morning.  
Then stopped in a yard in same town & I got off &  
walked on into Paris. This was 10 Kilometers N.W.  
I went to first bus stop & got on a bus & looked  
conductor 100 franc note & he gave me 4 tickets.  
95 franc change. I sat down & met down to heart  
of Paris. While a Bus of German officer got on and  
sat down next to me. I had looked back & conductor  
looked at me. I was last officer out of city. The  
conductor laughed. I started walking by my  
compass due South. Walked a long way came  
to subway entrance & met down. I looked at  
a map of Paris & watched people by tickets so I  
went up laid down 2 Francs got ticket and  
met on down many Germans. I got on and  
rode to Orleans then walked on highway.  
bought beer in 2 cafes also grapes & bread.  
Shed many & bread comfort. Walked rest of  
day to suburbs near an airport & walked over  
and lay down & watched ships. My feet were blistered.  
I then moved over to a house on a hill sat  
down outside the door & watched the then  
the window saw war came out & balance the slope.

He took me in I told him American Airman. His book  
used a book English - French & asked me questions.  
Said he would keep me until 6 A.M. next A.M.  
at 7 A.M. had breakfast. A French policeman came &  
said stay away from airport night get caught.  
I walked all day on main road to Orleans.  
At Toury I waited for train had shoes & hair cut  
in A.S. forgot ticket by saying Orleans & lay  
down many met 3rd class & on Orleans 8:30 P.M.  
No check at station walked main road to  
Vierzon. It started to rain I saw a bicycle  
stop it & rode out of town. It rained so hard I  
stopped slept in farm shed buggy & canvas.  
Before daylight rode on to 23 Kilometers South  
of Orleans. Two next flat so started at in woods.  
Walked 3 Kilometers to a small town beginning  
with L. I went to R.R. station main office &  
said Vierzon 3 times he did not understand. I  
was so weak I said American Airman. He  
shut both doors & pulled shades & left. In  
5 mi. he returned with boy who spoke a little

MOST SECRET

APPENDIX "B"

M.I.9.(b)/S/P.G. ....

The following information has been obtained from our interview with

RALPH R. PULCIPNER ( 1st Lt ) 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

Sept 6 1943

to

Sept 16-1943.

I happened to be south of Paris on September 9th when the Luftwaffe made a raid on Paris. At 5 minutes to 9 o'clock an air raid alarm was given. Ten minutes later the air was full of planes (twin engine bombers) Ju 88, and numerous other enemy bombers which took off from Villacoublay airport. At 9:40 all enemy bombers were on ground in auxiliary airports covered with camouflage, with brush, nets etc. At 10:12 the Luftwaffe hit Paris. Shortly after the Luftwaffe had vanished the fighters descended in a perfect traffic pattern below 4000 ft. Germans have a traffic (definite pattern) for descent all descend at same place and at same altitude.

I observed a large well camouflaged air base and repair depot. I would like to describe this material to a military officer. Between Paris & Orleans

9. Sept

camouflaged  
planes dispersed  
all over field, auxiliary  
woods. Very excellent type of net camouflage

3 huge H.Q. bldgs

Repair shops

back of range

3 huge hangars

5 auxiliary repair

hangars

2 large forges

parts & discuss further landing field is cow-pasture

With

large scale map can

This field much bigger than many fields which have been targeted

M.I.9.  
/ / 42.

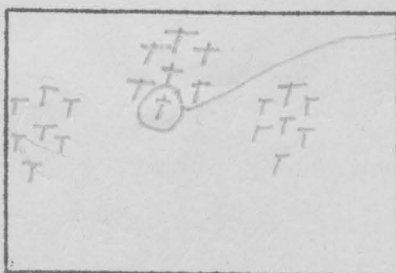
3 large piles of boxes look like boxes in engine room

Lieut.-Colonel, G.S.



NAME RALPH R. PULCIPHER RANK 1st Lt ASN 0665337 REPORT NO. \_\_\_\_\_

SQ 547 GROUP 384 A/C NO. 425843 Letter 505 Load 10/500 Date Oct



Position in formation.  
Make Diagram

Observed results of Bombing: No. Bombs were not dropped  
on target

Enemy Fighter Tactics: tail attacks after dropped out of formation  
Markings: Yellow nose PW190s.

Our Tactics: Evasive action. Only hit after tail gunner  
ran out of ammunition.

Our Fighter Support: P 47s

Flak

<u>Time</u>	<u>Place</u>	<u>Quality</u>
<u>Target. Briefed.</u>	<u>Stu Hrgt.</u>	<u>Accurate and Heavy.</u>

Technical Failures

Motors:

Armor:

Armament: Tail gunner

Miscellaneous:

#14. Two engines out by flak at target fighters shot away  
remaining two within sight of channel.

Comments and Suggestions on any of the above:

DID you BLACK out? NO.  
DID you use BAIL out BOTTLE? NO.



SECRET

APPENDIX "D" TO E AND E REPORT NO. *168*

No., Rank, Name:- *P. H. Hinton, Ralph R 1st Lt*

Unit:- *547 B Sq. 384 288*

*0-665237*

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? *yes.*
- (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. *ate them all my trip while walking*
  - (ii) Chocolate *gnawing*
  - (iii) Milk (tube). *of no value*
  - (iv) Benzadrine tablets (fatigue)
  - (v) Halazone tablets (water purifier). *first two nights travel*
  - (vi) Matches.
  - (vii) Adhesive tape.
  - (viii) Chewing gum.
  - (ix) Water bottle.
  - (x) Compass *lost all <sup>small</sup> compasses but*
- (e) Did any of the above items prove unsatisfactory? *yes*. If so, in what respect? *milk, container broke in pocket.*
- (f) How did you finally dispose of the box? *buried*
- (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. *10.D. color*. 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? Put a dash (-) against each item used and state briefly the circumstances.
- (i) Maps. Which ones? *with*
  - (ii) Compass. *no did not use*

- 168
- (iii) File (hacksaw).
- (iv) Foreign currency. State countries and amounts.  
How did you spend the money. *all french francs bought drinks in small towns*
- (d) How did you dispose of:-
- Maps. *burned*
- Compass. *souvenirs*
- File (hacksaw). *still in possession*
- Surplus currency. *gone to French*

3. AIDS TO ESCAPE - (GADGETS+)

(\*Issued separately from aids boxes and purses.)

- none*
- (a) Did you carry or wear any of the following? *no*  
If you used any of them, state briefly WHEN and WHERE

- (i) Round compass. *S. I. 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? *yes*  
If so, how many? *8*
- (b) Did you use them? *no* *used no papers*  
State how.

5. LECTURES

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

- U.S. lecture unknown, Kearney sub.*  
*U.K. GRATTON Underwood.*
- (b) Did you find the lectures of value?

*yes*



E + E Rpt. /68  
(Lt. Pulcifer)

App. C.

Lt. Pulcifer came down near ~~the~~ BEAUVAIS on 6 September 1943.

He was given civilian clothing and some food by a number of woodcutters and then made his way alone through ~~PARIS~~ PARIS and on towards ETAMPES. Somewhere near this city a man gave him

out the Porte d'Orleans and along the highway to ~~ET~~ ETAMPES.

Somewhere S. of PARIS a man gave him food and shelter for the night. He then continued on the highway through ORLEANS and in a small town 26 ~~miles~~ kms. S. of ORLEANS

(LA FERTE ST. AUBIN?) where he tried to ~~buy~~ buy a railway ticket the station agent ~~but~~ discovered his identity, ~~and~~ and got in touch with an Englishwoman, the wife of a doctor, who told him exactly what they were going to do with him.

He was put into the cab of an electric ~~eng~~ locomotive and taken to VIERZON. There the engineer turned him over to

another engineer who took him in the cab of his locomotive to LIMOGES. He was passed from one ~~train~~ engineer to

another through CARCASSONE to NARBONNE. In NARBONNE

a railway clerk ~~put him into a railway hotel for the~~

~~night~~ gave him a bed for the night and the next morning

introduced him to the yard boss who gave him a room

(over)

(a railway man about 45 years old.)  
 in a railway Y.M.C.A. That night ~~they~~ the railway men brought a guide to him, and at 0100 ~~hrs.~~ hrs. the guide and Pulcifer got on to ~~a~~ a locomotive and rode to TERPIGNAN. ~~From there~~ From there ~~he was~~ they changed from locomotive to locomotive until they reached CERET. In CERET Pulcifer was turned over to the owner of a cafe directly across from the railway station who took him in a truck to his garage where Pulcifer stayed two nights. CAMILLE CARCASSONE brought him food here. At ~~0600~~ 0600 <sup>hrs.</sup> on the second morning two guides were brought to ~~him~~ Pulcifer who gave them 1600 francs. They led him into the mountains at once and at 1000 ~~hrs.~~ hrs. they were in Spain. Pulcifer walked on by himself that day, slept in a haystack that night, and gave himself up to Spanish soldiers in FIGUERAS the next day. They turned him over to the police who put him in jail for two days and then removed him to FIGUERAS prison for nine days. A British consul came in during this time and Pulcifer asked to see him. A week later the American consul, Mr. ROBERTS, arrived and took him to the Hotel PARIS where he stayed from 28 Sept. to 9 Oct. The Spanish Air Force then took him to Barcelona for a night and from there to Alhama for 15 days. On 25 October he was taken to Madrid and on ~~27~~ 27 October to Gibraltar from where after ten hours he left for U.K.

N.B. In ELNE Pulcifer was told by his helpers to remember MARSHALL JEFFRIES.



*Proofer*

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

E & E REPORT NO. *168*  
EVASION IN FRANCE

2 October 1943  
(Date)

Ralph R. PULCIPHER 1st Lt. O-665337  
(Name) (Rank) (ASN)

547 Bomb Sq. 384 Bomb Gp.  
(Squadron) (Group)

AGE: 24  
LENGTH OF SERVICE: 1 1/2  
HOME ADDRESS: WILLIAMS BURG  
Michigan.

MIA: 6 Sept. 1943  
Arrived in Spain: September 16<sup>th</sup>  
Arrived in Gibraltar: October 28<sup>th</sup>  
Arrived in UK: October 29<sup>th</sup>

OTHER MEMBERS OF CREW: (This information checked with PWIB) *all in 9a 2 adp*

Official Narrators  
Disposition Disposition

PILOT	O-665337	1st Lt.	Ralph R. PULCIPHER	NARRATOR	
CO-PILOT	O-741911	2d Lt	Merle JOHNSON	MIA	<i>EX 220</i>
NAVIGATOR	O-735983	1st Lt	William EUDEY	MIA	<i>GIVENS</i>
BOMBARDIER	O-729423	1st Lt	Paul S. GIBBONS	MIA	<i>7h</i>
RADIO OPERATOR	6284668	T/Sgt	Asbury L. PERKINS	MIA	<i>EX 221</i>
TOP TURRET GUNNER	14978782	T/Sgt	Judson DACUS	MIA	<i>270</i>
BALL TURRET GUNNER	17088525	S/Sgt	Willard D. McLAIN	MIA	
LEFT WAIST GUNNER	35328989	S/Sgt	Albert F. GASE	MIA	
RIGHT WAIST GUNNER	15117276	S/Sgt	Joe M. HASKINS, JR.	MIA	
TAIL GUNNER	13043315	S/Sgt	Thomas E. FURREY	MIA	

*Top Turret.*

*HAWKINS Willard D. McLain in  
heads of organization in Paris*

*Top Turret - Thomas E. FURREY  
Right Waist Gunner - Judson L. DACUS  
Left Waist " - Joe M. HAWKINS  
Tail Gunner - ALBERT F. GASE.*

*Were you wounded?  
Yes. two 20 millimeter fragments in left leg, injury of no  
importance just flesh wounds.*

PULCIPHER

6 September  
STUTTGART

We left GRAFTON UNDERWOOD, 6 September 1943, to bomb STUTTGART. After leaving the target our number-one and number-four engines were damaged by flak. We pulled out of the formation and went down to 12000 feet. Fighters ~~we~~ attacked us after we left formation and followed us ~~down~~ <sup>to the lower altitudes</sup>. The attacks were made from the tail and after the tail gunner had run out of ammunition one fighter came in and knocked out the number-two engine. We were losing altitude slowly.

Bales Crew Out  
AT 3000 FEET  
OVER WOODS

Because we were over open fields I delayed the order to bale out and until we were flying over a wood at 3000 feet. I stayed with the plane after the crew had baled out because the load was light and I thought I could make the channel but when number three engine cut-out I stabilized the plane for a stall and baled out of the bomb-bay at 1500 feet. My chute ~~would~~ <sup>did</sup> not ~~open~~ <sup>work</sup> when I pulled the ripcord but I ~~managed to tear~~ <sup>tore</sup> open the canvas with my hands and it ~~blow~~ <sup>opened</sup> out about ~~50~~ <sup>fifty</sup> feet above the ground.

OPENS CHUTE  
WITH HANDS

I landed in a large oak tree. Because ~~the~~ <sup>the</sup> chute was draped over some top limbs of the tree I did not stop to hide my equipment. I ran to the edge of the wood and saw the plane burning ~~in a field~~ <sup>in a field</sup>. German soldiers ~~running~~ <sup>were</sup> to the scene of the crash. The woods were thick with ferns which made an excellent hiding place, and while German soldiers searched for me I hid in the ferns. The search moved

HIDES IN  
FERNS

to a different section of the wood so I left my hiding place and ran south. I heard someone cutting wood and crawling up to investigate, I found several woodchoppers. One of them was working by himself. I went up to him with my French <sup>phrase</sup> sheet and asked for help. He was very friendly and called the other woodchoppers over. After they had gathered around me, they motioned me to take

ASKS WOODCHOPPER  
FOR HELP

off my clothes and each one of them gave me an article of clothing. While this was going on we could still hear the Germans yelling and shouting, ~~searching~~ <sup>by the woodchoppers who also gave me bread</sup> for me in the distance. A package of food was fixed <sup>by the woodchoppers who also gave me bread</sup> and as soon as it was dark I ~~was given the direction to PARIS.~~ <sup>I was given the direction to PARIS.</sup> I was given directions as to how I could walk to PARIS. I walked all night ~~through the~~ <sup>through the</sup> until 0400 hours ~~keeping in~~ <sup>keeping in</sup> fields. For an hour I lay in a haystack and tried



to sleep but decided I would be warmer if I kept moving. Still walking in the fields I kept going all day and asked help of field-workers four different times but did not get it because they were frightened. Several times during the day I ate tablets from my Aids Box. I found a haystack to sleep in on this night and early the next morning, followed a main highway into PONTTOISE. I walked by the station of this town and while a freight train was stopped in the yard I got on it and rode to a small town north of PARIS. I walked from there into PARIS during the afternoon. I got on a bus on the edge of PARIS and handed the conductor a 100-franc note. He gave me four tickets and 95 francs change. I rode the bus into the heart of PARIS. Once a German officer got on and sat down beside me. I happened to glance at the conductor who was watching me, and when he looked at me, he winked. I was the last one off the bus at its last stop and when I got off the conductor laughed. <sup>did not speak</sup> I ~~never had spoken~~ to him.

RIDES  
BUS INTO  
PARIS

GOES  
THROUGH  
PARIS  
WITHOUT  
STOPPING

After checking my compass I started walking due south. I stopped in a subway entrance and studied a map of PARIS. After watching people buy their tickets I bought one <sup>to a station on the south side of PARIS</sup> ~~to ORLEANS~~, and got there without any trouble. I <sup>came out</sup> ~~got~~ on a highway going south and stopped <sup>at two different</sup> ~~in two~~ cafes where I bought beer and bread. I used the coupons given to me by the woodchoppers <sup>to get</sup> ~~for~~ the bread. I spent the rest of the day walking through the suburbs. Because my feet were blistered I went to a house and sat on the steps. After I had watched the people in the house through a window a man came out and spoke to me. I told him I was an American airman and he motioned me to follow him into the house. He had a French-English dictionary and asked me enough questions to satisfy him <sup>all that I was American.</sup> ~~about my identity~~. I slept in this house for one night. The man who had taken me in had not offered to help me any further so I left after breakfast and walked all day along a main road. At TOURY I decided to try riding the train and while waiting for the next train to ORLEANS, I had a shave, <sup>and</sup> hair cut in the station barber shop. I bought my ticket by saying ORLEANS and putting down my money. I traveled third class and arrived at ORLEANS at 2030 hours. There was no check at the station gate. I walked out and found the main road to VIERZON. While passing a house

BUYS  
TRAIN TICKET  
TO ORLEANS

on the edge of town I stole a bicycle that was standing in the yard of a house and rode into the country where I found a farm shed to sleep in. The next day at daylight I rode ~~on and went~~ about 23 kilometers south of ORLEANS. One of the bicycle tires went flat. I left the bicycle hidden in a wood and walked 3 kilometers further to a small town. I went to the railroad station and tried to buy a ticket to VIERZON but could not make the ticket agent understand

where I wanted to go. He motioned me to come into an office and when he still could not understand <sup>me</sup> I told him that I was an American airman. He closed both doors to the office, ~~and~~ pulled down the shades, and left.

In five minutes he returned with a boy who spoke a few words of English.

After I told him what I had done up to now and what I was trying to do he asked me to wait for him to get help. While he was gone I was hidden in a shed. Two hours later he brought an English-speaking lady ~~XXXX~~ who told me how I would be helped and what I was to do. ~~Late in the afternoon my friends gave me a railroad ticket~~

~~XXXX~~ My journey to SPAIN was arranged but the guides I had for the mountains left me as soon as we crossed the mountains. I walked through woods for a day but gave myself up the next morning in FIGUERAS because my legs and feet were in such bad condition. The police kept me in a local jail for two days and then I was moved to a larger prison in FIGUERAS. I explained that I had escaped from the Germans and when ~~the British Consul came~~ a representative of the British Consul came to the prison I asked for him and my return to U.K. was arranged.

*Nelson Compiled*  
APPENDIX B:

a. Evader was in south PARIS 9 September when 'Fort's' raided a PARIS target. At 0855 hours the air raid alarm sounded. Ten minutes later the air was full of twin-engine bombers which had taken off from VILLACOUBLAY airdrome. By 0940 hours all these planes had landed at auxilliary airfields near PARIS. At 1012 hours the Forts were over PARIS and soon after the Fort departed enemy fighters came down in traffic pattern below 4000 feet. (hearsay and obs)

b. Evader observed a large well-camouflaged air base and repair depot between PARIS and ORLEANS. It had 3 large HQ buildings, three large hangars, five auxilliary ~~repair~~ repair hangars, & two large forges. The repair shops are in back of the hangars. Camouflaged planes are dispersed over all the field and in the surrounding wood. Excellent tree and net camouflage. The landing field looks like a cow pasture.

9Sept

QUESTIONED  
BY  
TICKET AGENT  
WHILE  
BUYING  
TICKET

JOURNEY  
ARRANGED

Pyrenees