

SECRET - AMERICAN
MOST SECRET - BRITISH

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

7 December 1943

APPENDIX "B" TO E & E REPORTS NO. 195

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, ^{in that} ~~but when~~ ~~doing so,~~ information as to the source may not be divulged.

Statement of information covering period from 1943
to 1943

a. French stated that the 15 Sep bombing of PARIS was ~~poor~~ as far as direct hits on the targets was concerned. ere

b. Germans are using mobile flak guns (on trucks) in the streets of PARIS. The barrage was very heavy on the night of 22 Sep but after that the PARIS flak seemed to be lighter. (observation)

c. While traveling from PARIS to ORLEANS evader saw several large power plants located near the railroad, but exact location was not determined. There is a large foundry in the southern city limits of PARIS which was seen from train going to ORLEANS. Many trucks and other military equipment (under canvas) seen on rail cars in the yards of VIERZON. Three hours and ten minutes by train from PARIS, traveling toward VIERZON, there is an airfield adjoining the main-line railroad tracks. way

d. Evader watched dive-bombers practicing at night in the ST JUST area. Four aircraft flew in a rectangular pattern at 5,000 feet. From sound evader judged that the engines were cut and the plane put into a shallow dive from which flares were released. Then the pattern reformed before going through the same tactics. Double and triple flares were released during the practice.

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) Hoover Charles H. Signed Charles H. Hoover
 Rank 2nd Lt A.S.N. O-678265 Date Nov 6, 1943
 Unit 381st Bomb Group 535 Sqdn Witness Wm. W. [unclear] Col. G.S.C.

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Name (Print) Hoover Charles H. Signed Charles H. Hoover
 Rank 2nd Lt. A.S.N. 0-678265 Date Nov 8, 1943
 Unit 381ST Bomb Gp 535 Bomb Sq Witness John G. Smith 1st Lt USMC

(3)

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. *Charles Henry Hoover O-678265*
2. Decorations. *None*
3. Unit or Squadron. *381st Bomb Grp 535 Bomb Sqdn.*
4. Division (Army) or Group. *381st Bomb Grp.*
5. Date of Birth. *Feb 14, 1916*
6. Length of Service. *Enlisted July 14, 1941 - Com June 22, 1943*
7. Private Address. *347 Balston St. Reno, Nevada.*
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? *Ridgewell*
Were Aircraft and all instruments and papers destroyed? *#6*
Romilly *Romel Airport France Sept 3, 1943 TAKE OFF TIME 0600 CAME DOWN FORET DE JOUY NEAR ST. JUST PER CHALEAUBLEAU - I DO NOT HAVE ANY INFO OF PLANE*
9. What was your position in aircraft? *Co-Pilot.*
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?
BY AN ENGLISH CAPTAIN IN Gib.
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 Madrid + Gib.
17. Date of arrival in Spain.
OCT. 28, 1943.
18. Date of arrival at Gibraltar.
Nov. 6, 1943
19. Place and date of departure for U.K. By sea or air.
BY AIR FROM Gib NOV 7, 1943
20. Place and date of arrival in U.K.
Bristol, Eng Nov 8, 1943

5

see Edwards 135 for crew

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

E & E REPORT NO. 195
EVASION IN FRANCE

8 Nov
(Date)

Hoover Charles H. 2nd Lt. 0-678265
(Name) (Rank) (ASN)

TARGET: Romilly AIRPORT

535 Bomb Sqdn 381st Bomb Gr.
(Squadron) (Group)

MIA: Sept 3, 1943
Arrived in Spain:
Oct 28, 1943
Arrived in Gibraltar:
Nov 6, 1943
Arrived in UK:
Nov 8, 1943

AGE: 27
LENGTH OF SERVICE: 2 yrs 4 mo
HOME ADDRESS: 347 Ralston St.
Reno, Nevada

MEMBERS OF CREW: (This information checked with FWIB)

Official Disposition Narrators Disposition

PILOT	ZUM BENJAMIN J. 2nd Lt.	mia	
CO-PILOT	Hoover CHARLES H. 2nd Lt.	Ret	
NAVIGATOR	Willis W. J. 2nd Lt.	P/W	In Source -
BOMBARDIER	CLARK L.C. 2nd Lt.	MIA	tried to say
RADIO OPERATOR	MARRIS-EDWARD	Ret	Italians
TOP TURRET GUNNER	ITALIANO R. T/sgt.	MIA	chuck shot
BALL TURRET GUNNER	Terry Floyd. S/sgt.	MIA	open
WAIST GUNNER	GROCCITTO FRANK S/sgt.	MIA	No sure of his
WAIST GUNNER	BANG	MIA	2 repld captured
TAIL GUNNER	Christopher Ferdinand S/sgt.	MIA	& were sold

unofficial
PW
"
"

open
No sure of his
2 repld captured
& were sold
out by people
who live in
CHATEAU BLEAU

Were you wounded?

No

F. Source said
a Terry
had gun
there

SECRET - AMERICAN
MOST SECRET - BRITISH

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

7 December 1943

E & E REPORT NO. 195
EVASTON IN FRANCE

Charles H HOOVER, 2d Lt, O-678265
535 Bomb Squadron, 381 Bomb Group

TARGET: ROMILLY Airport

MIA: 3 September 1943

Arrived in Spain:

28 October 1943

Arrived in Gibraltar:

6 November 1943

Arrived in UK:

8 November 1943

AGE: 27 Years
LENGTH OF SERVICE: 2 4/12 years
HOME ADDRESS: 347 Ralston Street
RENO, Nevada

MEMBERS OF CREW: (This information checked with PIWB)

PILOT	0-795331	2d Lt	Benjamin J ZUM	MIA
CO-PILOT	0-678265	2d Lt	Charles H HOOVER	MARRATOR
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	E&E RPT 135
TOP TURRET GUNNER	38195226	T/Sgt	Robert E ITALIANO	MIA
BALL TURRET GUNNER	20820644	S/Sgt	Floyd H TERRY	MIA
WALST GUNNER	12141044	S/Sgt	Frank J PROCITTO	Unofficially P/W
WALST GUNNER	43103513	S/Sgt	Charles F BANG	" P/W
TAIL GUNNER	12064194	S/Sgt	Ferdinand (NMI) CHRISTOPERO	" P/W

DAMAGED BY FLAK On the way to the target we had trouble with number three engine. The regulator was not true, ^{which made} making it hard to hold formation. Our lead aircraft aborted, so we pulled into that position, and all was well after meeting P-47 cover. Before the target we were hit in number four engine by flak, and soon after fighter cover left us. This engine was feathered. We were worried about fire, and over the target flak was particularly heavy. Fighters attacked, and we had gun trouble. One tail gun failed, and a waist gun went at

TAIL GUN OUT

About four minutes beyond the target fighters made a heavy attack, and number one engine oil line was broken. We were drifting back, and finally number one quit. We pulled out of formation, and the order to bale out was given by the pilot.

VERY DELAYED
JUMP

The engineer left by the bomb-bay, and I followed him. The pilot was standing in back of me, and the door into the radio room was closed. I left at 22000 feet and delayed my jump down to below 1000 feet. Before leaving the plane I had unconnected my oxygen hose but felt no ill effects. Although I fell into a spin, there was no sensation of falling. Once I almost pulled the ripcord at 10000 feet but changed my mind when I realized the altitude. I was in a flat spin with my arms and legs whirling, and I tried to get into a diving position so that I could steer my body toward a forest. This may have been only an idea, but it seemed to work.

My legs were pulled in close to my body and my arms were out in a dive. I was flipped on my back, and the air pressure almost doubled me up. I put out my hand and rolled over. I was very close to the ground when I turned over, and the first thing I saw was a farmhouse near a forest. All the way from 10,000 feet there had been good ground prospective. When I saw the farmhouse I pulled the rip cord because I was turning on to my back again. I thought the chute wasn't working and had started to claw at the pack when it hit me. The chute opened and I hit the ground. It could not have opened more than 500 feet above the ground.

er
CHUTE OPEN
AROUND 500 FEET

LANDS IN
A TREE

I landed in a tall tree, suspended about thirty feet above the ground. I started swinging and reached a branch which I clung to until the chute harness was unbuckled. Before climbing to the ground I dropped my helmet and mae west. As soon as I was down I started running but stopped once to take off my boots and throw away the throat "mike." There was the sound of motorcycles in the distance. I stopped a second time and went through my pockets for papers. Everything I found I tore up and buried. Choosing no direction I ran through the thickest and densest part of the forest. Once I looked up and counted five chutes above 5,000 feet. For a mile at least I ran before crawling into thick brush to rest. There was a main highway about 100 yards from me, and while in hiding I could see motorcycles passing occasionally. I got out my maps and looked through the escape kit to see what I had.

FROM GROUND
COUNTS FIVE
CHUTES

About half an hour later when I thought activity had quieted down I crawled to the highway, and after looking carefully up and down the road I started across. When in the middle of the road suddenly I saw a German soldier standing quietly on the edge of the wood about 100 yards away. I dived back into the bushes and crawled to my former hiding place. I got out my map again when I was confident of not having been seen by the sentry and tried to work out an escape route. Although I didn't know exactly where I was, I chose a southwest course as the best under the circumstances.

ALMOST RUNS
INTO GERMAN
SENTRY

An hour later I crawled back to the highway and this time made doubly sure there was no one in sight. I wanted to get out of this area because there was the danger of an increase in the size of the searching party. After crossing the highway I started south by compass and followed the road, though I kept within the cover of the trees.

TRIES TO LEAVE
SEARCH AREA

At the edge of the wood I stopped to look over the surrounding country, and in a nearby field I saw a farmer. I thought of attracting his attention, but he appeared to be too well-dressed to be in the fields, so I left him alone. While I was watching him, I saw two German soldiers walking to the top of a small knoll across the fields; and at the top they sat down where they had a good view of the surrounding country. I crawled along the edge of the wood, covering very little ground, and tried never to get too far from a quick hiding place. I could hear people yelling in the distance and supposed it was a searching party.

SEES TWO GERMAN
SENTRIES ON AN
OPEN KNOLL

Far across the fields there was a farmer spreading manure, but I could not attract his attention without being seen by the two German sentries. All afternoon I crawled and hid along the edge of the wood, and at dusk the two sentries left their hill-top position.

There was nothing but open fields ahead of me, and, when at the far end of the wood, I saw a farmhouse not far away, I decided not to approach it, because there was a dog in the yard. Leaving the wood, however, I skirted the house and got quickly into a small clump of trees. Here I found several apple trees and ate enough apples to quench my thirst. After dark I lay in the wet grass and tried to sleep but found it too cold even in my flying coveralls and sweat suit. (y)

All night I was kept awake by the cold. During the earlier hours of the evening German dive-bombers were practicing and I tried to study their technique. They were flying in a rectangular pattern around 5,000 feet where they would cut their engines and, from the sound, go into a shallow dive before releasing a flare. They increased their speed, reformed their pattern, and, after an hour of this, started dropping double flares. Later, they practiced with triple flares. (to judge by)

The next morning around daybreak I heard a wagon, and, crawling near to the edge of the field, I saw two farmers gathering hay. I got into a ditch and crawled as close to the two farmers as I could. When the wagon was loaded, one of the farmers drove it away, and when he was gone I called to the other. As soon as he saw me he was scared and motioned me to keep hidden. After that he paid no attention to me until the wagon had returned and left again. Then he came over to the edge of the ditch. Without much trouble I made him understand that I was an American parachutist. He pointed in a direction and said "Paris." Before leaving me he gave me some bread, and then I crawled back down the ditch making my way eventually into the forest.

I sat in the bushes for ^while wondering what I could do. I knew that eventually I could have to leave cover and go into the open. Because there were no signs of danger, I thought I might as well start south now. I knew there was a town not far from me, and, since I wanted to know what it was, I got onto a country lane and approached cautiously. (sh) (to)

About a mile from the forest I had to pass near a farmer who was in a garden picking beans. He stopped to look at me, and before I got by he yelled at me to ask if I were an American parachutist. I understood him and walked into the garden, telling him that I was an American airman. My clothes had attracted his attention, and, after looking me over, he took me to a clump of bushes where I was told to wait for his return. He was back soon with innumerable friends who brought their friends to see what was hidden in the bushes. This went on all day, and I became more and more worried at the idea of all France knowing where I was hidden. (there)

Late in the afternoon, however, a man came with civilian clothes, and, after changing, I followed him through ST JUST to his home. I

FINDS APPLES TO
QUENCH THIRST

WATCHES DIVE-
BOMBERS PRACTICE
AT NIGHT

GIVEN BREAD BY
SCARED FARMER

RECOGNIZED BY
FRENCHMAN

HIDDEN BY
FARMER

ST JUST

spent the night here and the next morning was told that two of my crew-members had been staying in a house near by but that during the night they had become frightened and started out on their own. I heard, too, that two crew-members had been taken prisoners of war in a small village not far away. had

My journey was arranged for me at this house.

Compiled by:

JOHN F WHITE, Jr
Capt, AC

Approved by:

W. S. Holt
W S HOLT
Lt Col, AC

JOURNEY
ARRANGED

Hoover Charles H.

SECRET
EQUALS BRITISH

MOST SECRET

APPENDIX "B".
MIS(X).....

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

The Bombing in Paris 9.15,43 was poorer as told to
me by French people.

Germans are using mobile flak guns on trucks
in the streets of Paris it was quite heavy the
nite of Sept 22 but after that it did not seem
so heavy

There are several power plants along the
rail way from Paris to Orleans a large
Foundry on south city limits of Paris, an air
port 3 hours & 10 min by train from Paris Two
trains wrecked along rail, a lot of trucks & eqpt
on rail way cars parked in Vierzon,
the Germans are inspecting all passes
at Vierzon & RR station came thru train

German were shooting men in
Parachuts over Paris (Hearsey) raid of 22nd

MIS(X).

SECRET

APPENDIX "D" TO E AND E REPORT NO.

No., Rank, Name:- 0-678265 R N 1 Lt Charles Henry Hoover

Unit:- 381st Bomb Gp. 535 Sqdn.

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

1. AIDS BOX

- (a) Did you use your aids box? ~~NO~~ YES
- (b) If not, had you one on you? ~~NO~~ Picked up before we needed
- (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.

Chocolate. -

Milk (tube).

Benzadrine tablets (fatigue).

Halazone tablets (water purifier).

Matches. -

Adhesive tape. -

Chewing gum. -

Water bottle.

Compass. -

- (e) Did any of the above items prove unsatisfactory? If so, in what respect?
NO
- (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?
NO

2. PURSE

- (a) Did you carry a purse? YES
If so, state COLOR. O.D.
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? - MAP OF FRANCE

Compass. - used ~~then~~ ONLY TO FIND WAY OUT OF Forest.

File (hacksaw). *NO*

Foreign currency. State countries and amounts.

How did you spend the money?

*stolen by supposed helper
TAKEN BY ORGANIZATION*

(d) How did you dispose of:-

Maps. *stolen*

Compass. *stolen*

File (hacksaw). *stolen*

Surplus currency. *stolen*

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. *None*
To find way out of forest, in purse

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; forgot them*
If so, how many?

(b) Did you use them? *NO*
State how.

5. LECTURES

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

Yes - Ridgewell - 5-2 Picnic -

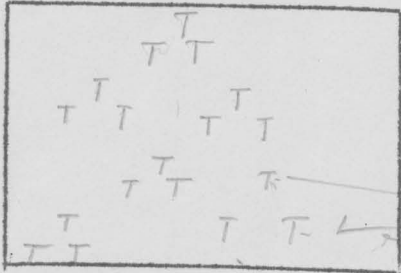
(b) Did you find the lectures of value?

Yes

*Found ^{that to have} two compasses ^{was of great help because} of great value
when the needle broke on one*

NAME Hoover Charles H. RANK 2nd Lt. ASN 0-678265 REPORT NO. _____

SQ 535 GROUP 381st A/C NO. _____ Letter _____ Load _____ Date _____



Position in formation.
Make Diagram

*aborted & we took the position
of several positions*

Observed results of Bombing:

NONE

Enemy Fighter Tactics:

Markings:

*From Side & Rear
yellow nose FW190*

Our Tactics:

Our Fighter Support:

Good.

Flak

<u>Yes</u>	<u>Time</u>	<u>Place</u>	<u>Quality</u>
<i>yes</i>	<i>?</i>	<i>over target</i>	<i>Med. accurate</i>

Technical Failures

Motors: *Supercharger on #3 acting up*

Armor:

Armament:

ONE WAIST-GUN OUT. ONE TAIL-GUN OUT;

Miscellaneous:

*FLAK TOOK #4 SUPERCHARGER UP THROUGH WING
FIGHTERS SHOT UP NO 1 ENGINE PART OF RUDDER & Elev^{no. 2} SHOT OFF*

Comments and Suggestions on any of the above:

BLACKOUT - NO

Bail out Bottle NO

E & E # 195
(Lt. Charles Hoover)

App. C.

Lt. Hoover came down on 3 September 3 miles E of ST. JUST (8 kms. NE of NANGIS. Near ST. JUST a farmer recognized him, hid him and fed him, and brought CHARLES FORAS of ST. JUST to him. FORAS who had helped several evaders before, took Hoover to his home, kept him there until 5 September and then took him to the home of a blacksmith in ~~ST. CROIX~~ LA CROIX EN BRIE. After spending the day there, Hoover was taken to FONTAINS (3 kms. S. of NANGIS) where he stayed for seven days with PIERRE SOUÉLEMÉ (FONTAINS, PRÉS NANGIS, SEINE ET MARNE) and then was removed three houses down the street to stay with the family of a blacksmith, L. FRANCOIS. Here he stayed until 21 September ~~and~~ and during this time was joined by Keith Murray. A ~~farmer who was~~ A friend of PIERRE SOUÉLEMÉ ~~and~~ who ^(on the farm) lives ^{several} ~~hundred~~ kms. from him was trying to get in touch with the organization; and on 21 September RAOUL and ANDRE came from PARIS and took Hoover and Murray to the apartment of ELLI MIGNON (66 RUE POUCHET, PARIS XVII) where they found Harold Bailey staying. After staying here one night Hoover was moved down stairs into the manager's apartment. Here an English woman (large-boned; straight, black hair tied in a bun on her neck) came to see them; and on 24 September RAOUL
(over)

and ANDRE returned and took them to the home of Mme DORÉ (or DORA?). Her husband moved Hoover and Murray to the home of his cousin, JEANETTE (widow who runs a restaurant), 21 RUE DE FAUBOURG ST. MARTIN.

At JEANETTE's Hoover met a number of people from the organization: GUIDO, a wealthy man who owns the PALACE HOTEL; CHARLES, a short man who tried to make arrangements for an aircraft to take them out; ANDREE, a handsome woman of 23 years who had an English aviator, "Bob", staying with her and who was captured along with him. Meanwhile RAOUL, who had taken Hoover's and Murray's money and identity-bracelets, fell under the suspicion of the organization and had to be shot. When ANDREE was arrested the organization feared that she might be put to torture and reveal Mme. DORÉ's address. Eight evaders, three of whom had been with Mme. DORÉ (Bailey, Lt. Oley), and a sergeant called "Bud", were moved to JEANETTE's hotel. (Sgt. Daley and Trigg had joined Hoover and Murray about 16 October).

Daley and Trigg were then taken to Free French H.Q. in a forest at CHAMPIGNY and on 21 October Hoover, ~~MURRAY~~ Murray, Bailey, Oley, and two others were taken by Mme DORÉ, JEANETTE, and JEANETTE's BARMAID to a rendez-vous with a COLONEL'S WIFE (5'6" tall, quiet, spoke English). They had already been given papers by MARIE (short, blonde Belgian woman). The colonel's wife ~~led them~~ now led them to MARIE and six young Frenchmen who took them by train to TOULOUSE. There they were turned over to a French captain who put them up in a warehouse for the night. The next day they went by train

to MON TSAUNÈS (4 kms S. of ST. MARTORY) and thence by bus to
 ST GIRONS where they spent the night in a hotel. The following
 day they went by ~~the~~ bus to MASSAT (20 kms. S.E. of ST. GIRONS)
 and then ~~they~~ walked to SOC. Here Oley dropped out from
 exhaustion and was left at a farmhouse. ^{She rest was bed} ~~She rest walked~~
 on; ~~into~~ ANDORRA, ^{but} though Bailey and "Bill" were crazed with
 exhaustion and "Bud" had no control over himself. These
~~rest of my~~ ~~three~~ had to be left in the mountains.
 See Major Borens' report (E + E[#] 194)

Left at 0600 hrs & table with #3, right not true - further
 hard to hold - a/c in front about - we crawled to lateral
 position - all okay - hard to hold further - met cover (47) -
 little flak - before that hit in #4 by flak -
 out - eng 4/5 - word about fire - escort left - feathered eng -
 word about fire - over that - flak heavy - 1/2 hrs in before
 that - fire table - 1st got out - W.G. fuel - Beyond
 that 4 mins - got in - oil line broken on #1 -
 4 flaked - 1/2 hrs in heavier - drifting back -
 #1 out - oil & hydraulic fluid added us to get out -
 jettisoned fuel + BOB pilot gave order -
 Engineer ~~left~~ thru Bombay - 1 out next - pilot in
 back of me - door into radio room closed -
 at 22,000 ft - made Delyd jump to 500 ft - at 1st -
 Cobain hitting me - no ill effects - had pulled oxygen hose - went
 into spin - no sensation of falling - once almost jett
 chute at 10,000 ft - but changed mind & went into
 flat spin - arms & legs whirling - tried to dive
 head down - saw a forest wanted to fall to it - tried
 to steer body into it - pulled legs close to body - held
 hands in dive - was flipped on back - air pressure
 held me up - stuck hand out & rolled me over

Very close to ground when bird over - spotted
from near forest - got ground perspective at
9-10000 ft - just before a back - chute opened at
500ft or less - opened & I hit ground - that I wasn't
working when pld rig + started to claw at pack then
it hit me - then to only 200ft of ground - had
had no time to see chute overhead - dlyd jny
best because jemies are out on motorcycles & can
follow chutes easily -

Landed in tall tree - ~~was~~ suspended about
30 ft from ground - still swinging & reached a
branch - fell in an untied chute - took my MW &
helmet & dropped them - down tree - went 15ft
& took off boots & threw them away - just
threw them - heard motorcycles - went thru pockets
for papers & threw them up - dug hole & hid them -
started to run - chose no direction - ran thru thorns
& briars in ~~the~~ dense wood - looked up and saw five
chutes - at 8 or 9000 ft - I ran for $\frac{3}{4}$ mile & hid
heavy bushes & crawled in & listened for a while -
About a mile from where I hid was a main highway
I was 150 yds from it - lay there for $\frac{1}{2}$ hr - quietly -
heard motorcycle on road - opened escape bit & got out
maps & compass for inventory - looked back -
on then to highway - looked both ways until in
mid of highway & there (75 yd away) I stood Jerry -
back to me - Made dive back into bushes

down at 9:30 -

Turn Benwan Hutches drove up to a hollow to survey forest tracks for me & consultant

and crawled back to heavy brush - lay still for awhile -
 while there I got maps again to figure course -
 chose to travel by compass - didn't know where
 we were - (Fred &) 3 miles east of ^{5 kms NE of NANGIS} St Just - near
Chateau blanc -) Back to highway 1/2 later -
 felt it oaze & I wanted to get away because I
 wanted only the area - that searching south
 size might increase - after crossing highway went
 south - in forest edge - followed edge around to
 western tip - saw farmer - looked too well dressed to
 be in fld - afraid of him - ^{about 1000 am} walked away
 thru wood - had wasted time taking time - Cold hear
 people hollering - saw game spreading manure -
 he wasn't near enough for me to contact & I didn't
 want to leave cover - never came within calling
 distance - started to get late - dusk - Didn't want
 to leave cover in light - nothing but open flds ahead of me -
 after dusky 2 sentries left & saw gun here I had to get
 to it - 50 yds away - didn't like looks - had a
 dog - went back to from house to clump of woods -
 dark - found plenty of apples - quench thirst - dark
 & I lay down in wet grass - very cold - flying crickets
 & sweet ant

that into big make by coll - 7 Roman dino Bult
practicing - tried to fix technique - fly in rectangle pattern
at 1000 ft - cut engines & in shallow dive by sound
of wings & whistle - rise a flare - increase speed + into
pattern again - did this for an hr - started dropping
double flares - started dropping triples - that's all -

25th MAR
next a.m. - no sleep - at daybreak - herd wagon - 2 farmers
gathering hay - got into ditch - angled near them -
when wagon loaded me with it to further + other in
field - yelled at him - saw me I was scared -
motioned me to get low - rd no altitude to me + wagon
back + loaded again - after it left again he came
over to me - finally made him understand and I was
an Am parachutist - put in a ditch & said Parole Parole
I gave me 2 pieces of bread & butter - I left vicinity & went
back to forest in Western edge - didn't know what
to do - knew it was to come in your corner or later -
so came out + strided down highway - in traffic country
lane - had to know where I was - trying to get
close enough to ST JUD to know where I was -

saw a farmer picking beans - wife - mile from forest -
He hollered at me - asked if Am parachutist - clothes
attracted him - He took me to clearing of bushes + hid me
+ soon back with food - told me to stay - there for
H hrs - still buying people crowded to show them
what he had in bushes - friends of his - worrisome -
all fed to see me, etc -

1

On the way to the target we had trouble with number three engine. The regulator was not true ^{making it hard to hold formation} ~~and the formation~~ ~~was hard to hold~~. Our lead aircraft aborted so we pulled into that position and all was well ^{after} ~~the~~ meeting P-47 cover.

Damaged
By flak

Before the target we were hit in number four engine by flak and soon after fighter cover left ^{us}. This engine was feathered. We were worried about fire and over the target flak was particularly heavy. Fighters attacked and we had gun trouble. One tail gun failed and a waist gun went out.

Tail
Guns out

About four minutes beyond the target fighters made a heavy attack and number one engine oil line was broken - We were drifting back and finally number one quit. We pulled out of formation and the order to bale out was given by the pilot.

VERY DELAYED
JUMP

The engineer left by the bomb bay and I followed him. The pilot was standing in back of me and the door into the radio room was closed. I left at 22000 ft and delayed my jump down to below 1000 feet. Before leaving the plane I had ^{unconnected} pulled my oxygen ~~line~~ ^{hook} but felt no ill effects. Although I fell into a spin ~~effect~~

for its effects; there was no sensation of falling. Once I almost pulled the ripcord at 10000 feet but changed my mind when I realized the altitude & I was in a flat spin with my arms and legs whirling and I tried to get into a diving position so that I could steer my body toward a forest. This may have been only an idea but it seemed to work.

My legs were pulled in close to my body and my arms were out in a dive & I was flipped on my back and the air pressure almost doubled me up. I put out my hand and rolled over. I was very close to the ground when I turned over and ~~saw~~ the first thing I saw was a farmhouse near a forest. All the way from 10000 feet there had been good ground perspective. When I saw the farmhouse I pulled the ripcord because I was turning onto my back ^{again}. I thought the chute wasn't working and had started to claw at the packs when it hit me. The chute opened and I hit the ground. It could not have opened more than 500 feet above the ground.

CHUTE OPEN
AROUND 500 feet

LANDS IN
A TREE

I landed in a tall tree, suspended about thirty feet above the ground. I started swinging and reached a branch ~~where~~ which I clung to until the chute harness was unhooked. Before climbing to the ground I dropped my helmet and ~~Walt~~ West. As soon as I was down I started running but stopped once to take off my boots and throw away the throat mikes. There was the sound of motorcycles in the distance. I stopped ^{a second time} ~~again~~ and went through

my pockets for papers. Everything I found, I tore up and buried. ~~the~~ Choosing no direction I ran through the thickest and densest part of the forest. One I looked up and counted five chutes above 5000 feet. For a mile, at least, I ran before crawling into thick brush to rest. There was a main highway about 100 yards from me and while in hiding I could see motorcycles passing occasionally. I got out my maps and looked through the escape net to see what I had.

FROM GROUND
COUNTS FIVE
CHUTES

About half an hour later when I thought activity had quieted down I crawled ~~to~~ to the highway and ~~then~~ after looking carefully up and down the road I started across. ^{When} In the middle of the road ~~I~~ suddenly ^I saw a German soldier standing quietly on the edge of the wood about 100 yards away. I dived back into the bushes and crawled to my former hiding place. I got out my maps again when I ~~thought~~ ^{was confident of not having} that I had not been seen ^{by the sentry} and tried to work out an ^{escape route} ~~course~~. Although I didn't know exactly where I was I chose a southwest course as the best under the circumstances.

ALMOST RAN
INTO GERMAN
SENTRY

An hour later I crawled back to the highway and this time made doubly sure there was no one in sight. ~~The highway~~ I wanted to get out of this area because there was the danger of ~~the~~ an increase in the size of the searching party. After crossing the highway I started south by compass and followed the road though I kept within the cover of the trees.

TRIES TO
LEAVE
SEARCH
AREA

at the edge of the wood I stopped to look over the surrounding country and in a nearby field I saw a farmer. I thought of attracting his attention but he appeared to be too well-dressed to be in the fields so I left him alone. While I was watching him I saw two German soldiers walking to the top of a small knoll across the fields and at the top they sat down, where they had a good view of the surrounding country. I crawled along the edge of the wood, covering very little ground, and tried never to get ^{too} far from a ^{quick} hiding place. I could hear people yelling in the distance and supposed it was a searching party. Far across the fields there was a farmer spreading manure but I could not attract his attention without being seen by the two German sentries. At afternoon I crawled and hid along the edge of the wood and at dusk the two sentries left their hilltop position.

Sees Two
GERMAN ~~SOLDIERS~~
SENTRIES ON
TOP OF
A KNOLL

There was nothing but open fields ahead of me and, when at the ~~far~~ far end of the wood, I saw a farmhouse not far away, I decided ^{not} ~~against~~ approaching it because there was a

SEARCHED
RECORDED

FINDS
APPLES TO
QUENCH
THIRST

dog in the yard. Leaving the wood, however, I skirted the house and got quickly into a small clump of trees. Here I found several apple trees ~~which~~ and ate enough apples to quench my thirst. After dark I laid in the wet grass and tried to sleep but found it too cold even in my flying coveralls and sweat suit.

WATCHES
DIVE-BOMBERS
PRACTICE AT
SIGHT

SEARCHED
RECORDED

All night I was kept awake by the cold. During the earlier hours ^{of the evening} German dive-bombers were practicing and I tried to study their technique. They were flying in a rectangular pattern around 5,000 feet ~~and~~ where they would cut their engines and, from the sound, go into a shallow dive before releasing a flare. They increased their speed, reformed their pattern and, after an hour of this, started dropping double flares. Later, they practiced with triple flares.

The next morning around daybreak I heard a wagon and crawling ^{to the edge} of the field I saw two farmers gathering hay. I got into a

ditch and crawled as close to the two farmers as I could. When the wagon was loaded one of the farmers drove it away and when he was gone I called to the other. As soon as he saw he was scared and motioned me to keep hidden. After that he paid no attention to me until the wagon had returned and left again. Then he came over to the edge of the ditch. Without much trouble I made him understand that I was an American parachutist. He pointed in a direction and said "Paris". Before leaving me he gave me some bread and then I crawled back down the ditch making my way eventually into the forest.

I sat in the bushes for a while wondering what I could do. I ~~soon~~ knew eventually I would have to leave cover and go into the open. Because there were no signs of danger I thought I might as well start south now. I knew there was a town not far from me and since I wanted to know what it was I got onto a country lane and approached the town cautiously.

About a mile from the forest I had to pass near a farmer who was in a garden picking beans. He stopped to look at me and before I got by he yelled at me to ask if I were an American parachutist. I understood him and walked ~~into~~ into the garden, telling him ^{that} I was an American airman. My clothes had attracted his attention and after looking me over he took me to a clump of bushes where I was

GIVEN BREAD
BY SCARED
FARMER

RECOGNISED BY
FRENCH MAN

RECOGNISED BY
FRENCH MAN

RECOGNISED BY
FRENCH MAN

next a.m. at both would split us up & get us out —
Took Daley & Terry to forest where the French are
CHAMPAGNE or Monteban — Went to forest early that
a.m. — Stayed hotel all day & 6 in evening came
to stay we were going to enter — Jeanette & Mme Dore
Barb & Jeanette apt — supper & sleep that
night — early next a.m. to subway Mme Dore &
Jeanette took Bailey & Murray & self (& Oley
& Bud stayed with Jeanette's barmaid) — next
a.m. — Colonel wife (5'6 - quiet, soft English -
thrust with ^{her} — Mme Dore & Jeanette took
Murray, self, Bailey & Bill & Barmaid but Oley
& Bud — subway station — We followed Colonel's
wife — & then followed ~~the~~ 6 French boys
& one woman onto train — (Mme Marie
had met ^{us} 9 days ago in Paris - she big stout - Belgian
woman, short, stiff, blonde. — she gave us I.C.s) —
train for TOULOUSE — stopped in VIEZON —
okay — a Fr. Captain took charge at Toulouse —
at Toulouse. — over night — in a warehouse — slept in
autos — next a.m. train to ^{Montsaumes} ~~Montsaumes~~ — off train
on bus to 10 mile further — wrote in hotel —

ST GIROUS

MONTSAUMES 4 kms S. of
ST MARTORY

MASSAT 20 kms SW of
751 312015

out of town on another bus to Massat
walking - Bailey, Munn, God, Oly, Bill, Francis or
Bud

major (not on train after Paris)
13 kms SW of TARASCON SUR ARIEGE

Suc - Oly dropped out - exhausted - was
going to stay at farm until 3 days later - not apt -

walking - day state - went into Andorra -
3

shot by ^{out} French - Bailey giving out +
came to tent & tried to get in & door open if 2 shots fired -

On to another hut to sleep - Bailey about gone -
tied ropes around waist - fought with bundles

day - finally over ridge - started down -
Bud helping Bailey - we broke trails over

mt - Bailey collapsed - Major had to help &
couldn't - Bud & Bill & Bailey gave out -

Major tried to scare them by firing pistol -
Bailey + pull out of head - Bud had no control -

left - them - next day into Andorra -

MASSAT 20 kms SW of
751 312015

27 612015

3/ Then he brot a man named Chas. Joras - owns
frunkse at St Just - vol sent q clothes + hat - after changing
clothes took me to his home - stayed all the day + night -
A couple of the crew staying in a home near me
but that nite they left - fear? - told me 2 crew
PIW - odd - ~~next am.~~ Joras went to St Croix
+ saw a blacksmith - name? - has helped several
boys escape before - furnished a bike with 2 in
front + 2 in rear - rode to blacksmith's home ^{5th Sept}
in ~~St Croix~~ ^{LA CROIX EN BRIE} in his attic til 6pm - on bike thru
NANCIS + to FONTAINS, ^{3 kms ST NANCIS} To Pierre Souche mé -
address Fontaino Pere Nongis, Sine et marne -
Stayed here for 7 days - from there moved down
street 3 homes to stay with blacksmith's family -
L. Francois, same address - There + joined
by Keith Murray - Arr. 17 Sept - here until
21st Sept - ~~at~~ ^{then} man was working to contact Org
lives in farm 7 kms from Pierre - from U.S. ^{Army} ~~Army~~
in hiding from Germans - On 21st we were moved by
2 men from PARIS - RAOUL + ANDRE - They took us
to an apt house in PARIS - Elli MIGNON - 66 Rue de
^{Pouchet} PUCHETTE - 17th Ave, Paris - ^{we} stayed here (Harold Bailey ^{was here})
this nite - next nite - I moved downstairs to Mignons apt -
/// about 1030 RAF went over + flak very heavy -
30% down - next nite downstairs - An
English woman came to see us - large boned - str black
hair - been in back - reports police every day -

On 24th Raoul & Andre returned & took us to
 Mme Doré (Doria) home - a diversion point -
 last of Raoul & Andre - Murray + self moved by
 her husband's to his cousin's home - she is a widow,
 runs restaurant - Jeannette (DICHON) 21 Rue de
 FAUBOURG - S MARTIN, PARIS - stay for
 rest of stay in Paris - Several members of Org. came
 while here to make diff. arrangements - a
 wealthy man, Guido, owns PALACE HOTEL came,
 many others - some little man named Charles
 seemed to be trying to make arrangements about
 getting a plane - told us we were leaving by
 a/c - wanted us to fix a radio code - worked out
 a code - supposed to bring me to England - didn't -
 another young girl, Andre, 23 yrs old - good looking -
 spoke poor English - had an Eng. staying with her
 name of "Bob" - affray from fear, etc - ditched in channel
 once - she was captured with him - In meantime
 RAOUL had gone crazy + he was under suspicion - he took
 Murray + my money & identity belts - A head of Org had to
 shoot him - 18th or 19th Oct - after Andre taken off and she
 might be tortured to get Mme Doré's address - 30 boys with
 Mme Doré - Barley, ^{15 ans} Oley (Asen) + Bud - ¹⁴ July out
 of 3810⁺ - ~~Comet~~ Bill (Sgt. RO.) - (Daley + Trigg had
 James Murray + me - about 16th - ³⁰⁶ Sept) ¹⁰⁰ Sept
~~38~~ of us moved to a hotel - Jeannette's hotel - she
 & Mme Doré took care of us -

PO 17 Sept 2109
 24 Sept