

THOMAS P. MAYO

1

1. 0-437888 1st LT. THOMAS PALMER MAYO
2. NONE
3. 305th BOMB GROUP, 422nd SQUADRON
4. 305th BOMB GROUP
5. AUGUST 9, 1920
6. 1 yr. 1 month
7. STUDENT
8. 7 MAIN ST., NORTHFIELD, VERMONT
9. BOMBED LOCKS AT ST. NAZAIRE
CHELVESTON
FEBRUARY 16, 1943
0900
TEN MILES WEST OF QUESTEMBERT. AT 1135.
UNKNOWN. PILOT WAS STILL WITH PLANE
WHEN I BALED OUT.
10. PILOT - CAPT. STEENBARGER
CO-PILOT - LT. THOMAS P. MAYO
NAVIGATOR - LT. CARPENTER
BOMBARDIER - LT. VARHOL
RADIO OPER. - SGT. FORD
TOP TURRET G. - SGT. DEWIG

691.
SENNY

must have gone out before me

Beet -

passes - ~~never~~ go thru over top of pit, always side
town dangerous -

Pilot -	
Co-Pi -	-
Nav.	Carpenter 1 st John K. Carpenter, 1 st Lt., O-389586
Bomb -	Varhol
R. J.	S/Sgt. Ford Carey B. Ford,
TT	- S/Sgt Dewig
B. T	- " Gilbert
W. G.	- " Wall
l. W. G.	- " Markland
TG.	- " Lewis
photo.	- T/Sgt N.C. Miller

- 21 - yes - Mr. Anderson - no detail - none other -
22. no - (Anderson, yes)
23. ~~alabama~~ Babcock - Holcombe Dist - here
24. ^{Thursday, am. m.} Lili - an - Oran - Marabush - Prestwick
25. Prestwick 28 Sunday 1015 -
-
-

App A

17 Feb

Joseph Mallet -

19 Feb

Cambo -

trench farmhouse Henri (hired man's first name)

on road going into rats -

Give USA address -

App B -

Appendix B

1. / One drone south of Bayonne.
I did not see the field but did see a Heinkel III make approach to field. I also saw three me 110 flying in this vicinity.

2. / None.

3. / None.

4. / While in Cambo I saw many medium or light tanks, lorries, and guns being driven into the ^{border} mountains. The guns were either A.A. guns or field pieces. The French people told me that this procedure had been going on for three days. Three trains had arrived in Cambo during one day with troops and equipment. The above information I gave to Col. Stevens, assist Military Attache in Madrid, on March 1st. Date seen was Feb. 20 and

4. Continued.

It seemed that Bayonne was a very active place. I walked throughout the city for two hours and nearly all buildings of size were requisitioned by the Germans.

5. No.

6. The morale of the German soldiers appeared good. The majority of the soldiers and officers were well dressed and gave the impression of being confident and efficient.

No., Rank, Name:-

Unit:-

E+E no 23

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. Lost during descent.*
- (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 tick (✓) against each item used and state briefly the circumstances, e.g. "Lying up for 2 nights", etc.
- (i) Horlicks tablets.
 - (ii) Chocolate.
 - (iii) Milk (tube).
 - (iv) Benzadrine tablets (fatigue).
 - (v) Halazone tablets (water purifier).
 - (vi) Matches.
 - (vii) Adhesive tape.
 - (viii) Water bottle.
 - (ix) Chewing gum.
 - (x) Compass.
- (e) Did any of the above items prove unsatisfactory? If so, in what respect?
- (f) How did you finally dispose of the box?
- (g) Can you suggest any way in which the contents of the aid box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger?

M.I.9 / /

Distribution by M.I.9:-

M.I.9(d)
I.S.9.
Lt.Col. Holt.
File.

Lieut.-Colonel, G.S.

2. PURSE

- (a) Did you carry a purse? If so, state COLOUR. *Yes. Tan.*
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 tick (✓) against each item used and state briefly the circumstances.

(i) Maps. Which ones? ✓ *France + Spain.*

(ii) Compass. ✓

(iii) File (hacksaw).

(iv) Foreign Currency. State countries and amounts.
How did you spend the money?

French Francs. Spent on train fare.

(d) How did you dispose of:-

Maps.

military attache in Madrid.

Compass.

Spanish Police

File (hacksaw).

Still in my possession.

Surplus currency.

Spanish Police.

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. ✓

Immediately upon landing.

(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? *No.*

(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? If so, how many? *Three*

(b) Did you use them? State how.

No.

5. LECTURES.

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

*305th Bomb Group, December 1942
Capt. Hitchcock*

(b) Did you find the lectures of value?

Yes.

PURSE

(A) Brown with Red letters

(B) yes

(C)

(I) ✓

(II) no need for it.

(III) " " " "

(IV) 1900 FRENCH FRANCES.
GAVE TO FRENCH.

(V) ~~nothing to French~~

~~nothing~~ left with French.

Lo fan = left at the same place

Silo = left in France.

Surplus money = none

AIDS TO ESCAPE

(a) (i)

(ii)

(iii)

(iv)

(v)

(vi)

(vii)

(viii)

(ix)

~~none~~

I AIDS Box

A ~~no~~ yes

B

C

D

(i) ~~at a few~~ used

(ii) ~~at~~ used

(iii)

(iv)

(v)

(vi) used for cigarettes

(vii)

(viii) still have it.

(ix)

(x)

(E) The circumstances of my evasion did not make the Escape Kit essential.

(F) Left at ~~Solihull~~ with British in clo I can see in

(g)

(B) did not find.

(C) no

4 (a) Hoda of the old lagoons.

(b) no.

5 (a) yes. at the light by
St Weld. about Jan 1943

(b) No, largely due to circumstances
of my evasion

Suggestions:

Eraders should have
learned some direct phrases

We left Chelveston 0900 16 February 1943. To bomb target at 24000ft. We were low outside aeroplanes. We reached target 25 after 11 am. Did not see a jet until beyond target + halfway thru flak & no flak to amount to anything until we dropped bombs. Then flak intense. Still thru flak I saw lead aeroplane of group had #4 engine on fire - in front for a while + then dropped back, at 1130 the wing had blown off - plane going down - saw me climb - 2 mins later we went down - hit about 6 or 7 jets - coming in at 1100 o'clock one after another - Each one hit as + some of the first 4 ones got rubble + jets. About 6 or 7 plane got #1, 2, 4 engines, oil pouring over cowlings + smoking badly. Pilot ordered us to bailout. He peeled off to left + dove for clouds to elude jets. ~~Saw~~ ^{Saw} Lt. Carpenter stretched out with blood all over his face + looked as if he had been shot in chest + Web in nose. Did not see Lt. Vachol but don't think he got out. I got out next to hatch. Sgt. Dewick, eng., was fastening chest chute when I left plane + sure he got out.

11 men in plane

Saw ⁷⁰⁰⁰ 8 chutes in air. I bailed out at 17000 ft. + chute opened immediately. Ball turret guns were pointed down & I just missed them. Made a rough landing and wrenched my knee. The chute pulled me for about 300 yds & threw a cabbage patch. I last saw smoke trail of plane going into clouds at sharp dive angle. Landed next to a main country road. Folded tent & hid it under a bush. Saw some French women coming toward me. I was taking off flying kit. They were friendly but couldn't tell me where I was as we looked at maps which came out of purse. One woman sent child after me. He came & gave me a cap. Rubbed mud over shoes & walked to his house & got wine & cognac. They gave me a coat. Very friendly. Did not seem to know what to do. Found direction South & started walking. Stayed off road walking by hedges & followed river. Walked for 2 hrs & got careless & started walking along road. Walked along road for 1/2 hr & came to Lezignu village. On street passed several elderly French who asked if I was going. "Voyage". I ^{sounded like -}

passed them but their friendliness caused me to turn back &
they pointed out an inn nearby & the innkeeper
came out & asked me in & gave me glasses of wine
& bread & then out the window we saw a car
loaded with Germans step down street, innkeeper
said "alle vil" and I left by another door
and ran like hell down street & left road &
went into hills & went about mile & laid down &
stayed about 1/2 hr. when farmer came by & he discovered
me & took me to his home which was off the
road. He gave me food & wine. Did not know what to do.
after eating I left & stayed off road. ^{2:30} Walked SE for
1/2 hr then fields but near the road & saw 2 young
Frenchmen plowing field & found them anxious to help me
when I identified myself to them. Still had an officer's shirt
& had my whip in my pocket. Can speak a small amount
of French. They took me to farmhouse & gave me slacks
& shirt & vest & swapped shoes with them. I kept
my sweater under shirt & they gave me food & kept me
in back room. Told them my plan & they agreed. Plan to
walk to Nantes (main idea was to get out of the territory) about 4pm
when I found the two Frenchmen.

about 6 pm. Farmer came in & gave me a nice salute & eager to help & had been wounded in this war. About 35 or 40 - Name was Joseph Mallet or Mailey - Went over plan with him & he thought all right. Said to stay there that night & did. Next night at 9:30 ~~went to~~ Farmer, self & 2 soldiers walked to Quentimbert. We stayed back of station while farmer went in & got ticket. Said good bye to him & kept talking about 2nd front. Went with one of the soldiers to waiting room & when train came I got in last car. 10:30. Train to Nantes - arrived 1:30. Got off train & saw a million Germans. Scared hell out of me. Farmer told me to go up & buy ticket for Bordeaux - Started to go in door for Army people but saw lot of papers being flashed & went into baggage door with lot of ~~business~~. Walked through station & into street for about 50 or yds then came back to station. Went tried to went over & laid down with Fr. who were lying around. Had value full of food. About 2⁰⁰ train announced for Bordeaux & it was too late to buy ticket without being conspicuous. I checked train schedules & saw not another train until 2 next day. Stuck -

Left Nante 2 pm
Left Bordeaux 12:30 pm (2 hrs)
Left " 12:30

Says in teilet for about 4 hrs out of the twelve, 2 days
growth of beard. Got on wrong train which was headed
North, when suspicious asked & jumped off & walked
back to station, (have seen Frenchmen get on just as train pulled
out of & get off before train gets into station) found my train
& stayed between two cars, (Went to ticket window in line &
saw "Bordeaux" & was given 3rd class ticket). At
Bordeaux^{TD} went into station in crowd & handed in ticket.
Immediately went ticket window & bought ticket. Had
trouble pronouncing "Bayonne". First time, at first gave
me ticket for 2 frames which made me think it was
to wrong place. Then went to ticket taker & went
onto tracks. Stayed in subway for most of the
time, was asked by station attendant what I was doing
down there. Here 2 hrs. Very poor train. Had few German
soldiers on it, Had compartment to myself. Cold & could not
sleep. Half way we stopped at station for a long time &
I looked around for warmer car & went into last car
which was warm & just as I sat down noticed it was
special car for German soldiers most of whom
were asleep. Went into next car which was warm
& slept all the way to Bayonne & had one Frenchman in it

who wanted to talk x Bayonne, 8 a.m. started to
hand in ticket at gate, 2 Fr. Gendarmes checking
papers, asked me for papers of identification x Didnt
know what to say I Didnt say anything for a minute
and then said in French, "My brother" & pointed
over my shoulder x They asked me if I was Belgian
& I said "wee" Then I said "in French -" in a
minute x Walked back onto platform x Put down
valise on platform & started up tracks x Went under
cars and started over wall but saw German Wire
on street below - fell back onto platform and
walked to a boarded up section of wall and crawled
through to street x Walked away from town & followed
river trying to find French men x (Almost went into
church to get help from ~~the~~ priest but general there
changed my mind) x Went into hills & going along
road when I saw a monastery (new) that I thought
I would go into but saw German soldiers in trucks
outside & because I thought of control I walked
back into town x Then decided to go to other church in
town x Decided to go to Cambes - had my own map -

Went to walk to Combo - Halfway - passed people by
farmhouse & they started laughing, surprised
that I hadn't fooled them, later kid on bike
passed & looked back 3 times. After he had gone
my & I reached Ustairty, I walked around
town. Just as I passed fork in road Geddarme
rode up on bike & asked for papers. I told him
I was an American - convinced him with dog tags
wings, etc. He let me go on - was desperate -
walked thru Combo - few Germans. Tried hungry &
had 2 blister on ankle - walked to side of town -
were in - Went to farmhouse on edge of town -
kid outside - she took me into mother - told her
I was American - at first that I said Moroccan
& finally straightened out & she gave me food -
told her I was going over mts that night & she
told me I wouldn't make it - too many dogs &
Germans - I said I was going anyway - I
had 17⁰⁰ francs - 45's - Didn't think I had enough
for guide - First man came & said he would try
to get guide - He & another tried came went to town

and found that two Frenchmen were leaving Sunday night & this was Friday aft. They said they would let me to go with them & stayed in farmhouse & next day the two Frenchmen came to see me - talked with them - glad to help me - would not take money for guide - Very glad to help - Bought shoes - coat hat clothes given me here - (Guide was Spanish Red - took us to border & left us) - finally left Camba - 7:30 Sunday night - 1st hour was most dangerous - Got into Spain at 1:30 a.m. Went to farmhouse that Guide had told us to go to - Slept in hayloft -

Stayed there that night - 8 a.m. left for town by main road & car came by & we hailed it & was going to Pamplona but the two men stopped just outside Elizardo & turned us over to civil guard & we had story & I was an officer & the two Frenchmen were my soldiers - taken into Elizardo - interrogated - language difficulties & Frenchmen admitted to being French - let us go to hotel for dinner & Jail - next morning to Pamplona -

Had ~~not~~ treated so well in Pamplona — Told them I
was Am. Officer & wanted to see Consul — they
brought me in with French & I yelled &
cut up & was taken to hotel — There I found
that W. Gordon & Ruppel were in next hotel —
Sent note to them — Wished if they had made contact
with consul ^{Tues} — ^{yes} — coming that night —
Stayed there a week — Left following Tuesday
for Madrid — Col. Stephens — Capt. MA —
Col S. gave Army off — some food etc, & finally talked
the Spanish into letting us go to Madrid in his
care — Madrid — Tues — night to Monday a.m.
Sent to Aharibo — Here 2 weeks — Then to
Gib — trees off gunpowder



Mayo (5)

16 February
CHELVESTON

We left CHELVESTON at 0900 hrs. 16 February 1943. Our target was ~~the~~ ST. NAZAIRE Locks. Our ship was the low outside aeroplane in the formation and at 1125 hours we dropped our bombs on the target. There had been no flak to amount to anything until we dropped our bomb load; then it was intense. We did not see an enemy fighter until beyond the target and halfway through the flak. While taking evasive action I saw what I thought to be the lead aeroplane of the formation struggling with its # 4 engine on fire. After a few moments it dropped back and at 1130 hours the wing had blown off. I saw only one chute come out of the plane as it went into a steep dive. Two minutes later we went down.

PLANE HIT
BY ENEMY
FIGHTERS

We were hit by about 6 or 7 fighters which came at us from 1100 o'clock - one following the other. Each one hit us and some of the first in got our navigator and bombardier. One of the last fighters to strike hit our # 1, 2 and 4 engines. Oil was pouring over the cowlings and the engines were smoking badly. The pilot ordered us to bale out. He peeled away from the formation and dived for cloud cover to get away from the fighters. I saw Lt. CARPENTER stretched out and he appeared to have been killed. He was shot in the chest. I did not see Lt. VARHOL. I saw Sgt. DEWIG fastening his chest chute and am sure he jumped just after me.

FORCED
JUMP

I baled out at 17,000 ft and pulled the 'rip' immediately. The ball-turret guns were pointed down and I just missed them. There were 7 or 8 chutes in the air. The last I saw of the plane was a smoke trail going into the clouds at a sharp diving angle. My landing was a jarring and rough one - the chute pulled me for about 300 yards through a cabbage patch until I was stopped by a stone wall. The wall ran along a main country road. I folded my chute and hid it completely from sight under a bush. While I was taking off my flying kit some French women came up to me. They were very friendly and wanted to be helpful but could not tell me on the map, I had produced from my special purse, where I was. One of the women sent a small child after her husband. He arrived bringing a cap with him. I rubbed mud over my shoes and we walked to his house ~~which was~~ nearby. They gave me some cognac and a coat but in spite of their obvious desire to be helpful I could see they had no idea of any other way to help me. I found the direction South by my compass and their pointing and started walking.

STARTS
WALKING
SOUTH

I stayed off the road - walking through fields and along hedges. As much as possible I followed a river. I travelled this way for two hours and then becoming careless I walked along the road. In about half-an-hour I came to a village (ELVEN). On one of the streets I passed a group of elderly Frenchmen. They remarked something to me as I went by and I could tell from the way they spoke and the word "voyage" that they ~~were~~ asking if I were ~~going~~ ^{taking} on a trip. (Lt. MAYO has a slight ability to speak and understand French). I answered "oui" and continued on my way. Their friendliness caused me to turn back to them and they pointed out a nearby house. As I approached the house a man came out and invited me in. Just as he gave me a glass of wine and a piece of bread, we saw a car loaded with Germans stop at a house down the street. The man cried, "Allez vite" and I ran out of a side door into the street and kept running until I got to the outskirts of the village where I turned off into the fields.

ELVEN

AVOIDS
GERMAN
SEARCH

After running for about a mile I crawled off by a hedge and had been lying there for about 30 minutes when a farmer discovered me. He took me to his home which was ^{at} away from the road and gave me food and wine. He did not know ^{at} any way to help me so I left after eating and continued walking South East through the fields. After an hour and a half of this - at about 1600 hrs - I saw two young Frenchmen plowing a field. After I identified myself they were very eager to help me. I was still wearing my officer's shirt and had my wings in my pocket. They took me to a farmhouse and gave me a complete outfit of clothes. I kept my G.I. sweater to wear beneath the shirt. They also gave me food and we stayed in a back room discussing my plan which was to walk to NANTES. Actually my main idea was to get out of this particular territory. They agreed that it was a good plan.

SECURES FOOD
AND CLOTHES

About 1800 hrs a farmer came in and when he walked into the room, ^{greeted me with a military salute} ~~stopped and threw a salute at me.~~ He was very anxious to help me and I went over my plan again with him. He thought it all right but told me to stay there that night. I slept most of the next day and in the evening at 2130 hours the farmer, myself and the two young boys, who had been soldiers, walked to QUESTEMBERT. The farmer went into the station and bought my ticket leaving the rest of us waiting out in back. I said good-bye to him there and with one of the soldiers ~~and the farmer~~ went into the waiting room ~~and stayed~~ until train-time. At 1030 hours I got into the last car on the train to NANTES. I arrived at 0130 hours 18 Feb 43. When I got out of the train onto the platform I had not thought there could be so many Germans in one place. It shook me badly for a moment and I started into a waiting room for Army personnel. Just before I got in the door I saw that the people ^{entering} going in were showing papers, ~~so~~ I veered off towards the baggage room and entered it with a lot of Frenchmen. There was no control. ~~so~~ I walked on through the station into the street but after walking for about 500 yards I turned back to the station.

17 FEB 1943

QUESTEMBERT

18 Feb. 1943
NANTES

I was feeling very tired. There were a lot of people sitting and lying around. I joined the ones sleeping on the floor next to the wall and was ~~just~~ falling asleep when I heard the train announced for BORDEAUX. This was at 0200 hours. It was too late to buy a ticket without being conspicuous and I remembered ^{with misgivings} that the farmer in QUESTEMBERT had told me to buy my ticket to BORDEAUX as soon as I arrived in NANTES. I checked the train schedules only to find that the next train to BORDEAUX would leave at 1400 hours that day. At least four hours of my 12-hour wait here were spent in the lavatory. I had a 2-day growth of beard and tried to keep out of sight as much as possible. However, the beard did not make me feel conspicuous since I was dressed as a peasant worker.

MISSSES
TRAIN

When finally it was time for my train I got in the queue at the ticket window and was given a 3rd Class ticket though I said nothing more than "BORDEAUX". I felt too uneasy about my accent to say any more than that. I went out to get on the train and for some reason got onto the wrong track and in the wrong train. As the train pulled out I felt uneasy about the direction for it seemed to me that we were going North. Eventually I asked a Frenchman near me in as few words as possible if this train were going to BORDEAUX. As soon as he said "No", I opened the door of the compartment and jumped out. We had travelled about half a mile. I walked back to the station and got on the right train just in time.

BORDEAUX

At BORDEAUX I walked into the station with the crowd and was not stopped as I handed my ticket in at the door. I bought ~~my~~ ticket to BAYONNE immediately. There was some trouble about my pronunciation of "Bayonne". The ticket seller gave me a ticket that cost only 2 francs. I knew this couldn't be right so I handed it back repeating "Bayonne". I had to pronounce it at least five times before the ticket seller seemed to know what I wanted. He was annoyed. I took the ticket over to the platform door and indicated that I wanted to go on the platform. I had a two-hour wait and

spent most of the time down in the subway under the tracks though twice station attendants asked me what I was doing down there. I did walk up and down the platform occasionally but felt happier in the subway.

19 FEB 1943
0300 hrs.

ENTERS
SPECIAL CAR
FOR GERMANS

The train to BAYONNE was a local and the compartment which I had to myself was so cold that I found sleep impossible. Once, about half-way, the train stopped for an unusually long wait. I asked ~~where we were and~~ looked for a warmer compartment. The last car seemed warmer than any other. Just as I found a place to sit down I saw that I was next to a German soldier and then looking around more carefully found that this was a special car for German soldiers. I got out as fast as I could into the next car which was not too cold. I slept until we got to BAYONNE.

BAYONNE

The train arrived at 0800 hours. I mingled in the crowd going into the station waiting room and handed in my ticket. There were 2 French gendarmes checking papers and they asked me for mine. I was startled and could think of nothing to say until one of them asked me if I were a Belgian coming there to work. I answered, "Oui", and then pointed back over my shoulder into the crowd and said, "my brother,". As I turned back onto the platform I said, "in a minute". I crossed immediately to another platform which put a train between me and the gendarmes, where I put down my valise with the food in it and started walking down the tracks. At the end of the station I saw further down the tracks a group of workmen and after watching them for a few minutes I couldn't tell whether there was a guard among them. There was a low wall along one side of the tracks that separated me from the street. I scrambled up it and as I started over saw a German officer walking along the street. He glanced up and saw me but did not show any interest. I jumped back down and walked along the wall until I came to a boarded section. There was a gap in it and I went through into the street.

in mumbled french,

still mumbled in western french

I walked away from the ^{center of} town, following ^{ed} a river and went into the hills. I was looking for a Frenchman to ask advice of ~~him~~. I could see a building at the top of a rise in the street which looked like a monastery. As I approached it I saw several cars ^{stopping} in front filled with German soldiers. I turned back into the town and at one place would have gone into a church looking for a priest but there was a funeral in progress.

STARTS
WALKING TO
FRONTIER

There seemed nothing left to do but continue walking South. I was still using the map from my purse and from it picked CAMBO. About halfway there I passed a group of people standing in front of a farmhouse who stared and laughed at me. This disturbed me because I had become confident of my disguise. A few minutes later a very young boy on a bicycle passed me, slowed down, and stared back at me over his shoulder. He went on and since I was getting near a village (USTARITZ) I left the road and walked around it. When I came back to the road a gendarme caught up with me on a bicycle and stopped. He asked for identity papers. I felt that it was a desperate moment. I had my hand in my pocket and opened my knife. The Spanish mountains were off in the distance and just before the gendarme stopped me I had felt hopeful of reaching them. My tiredness and lack of food made it almost impossible to think of anything to do. I told him who I was and where I meant to go and showed him my dog tags and wings. He appeared convinced and let me continue on my way.

USTARITZ

STOPPED BY
GENDARME

CAMBO

In CAMBO there were a few Germans on the street. I walked through to the southern end of the town, and, feeling tired and hungry and having two large blisters on my foot, I approached a farmhouse. There a small girl playing outside took me into her mother. She was brusque at first thinking that I ^{was saying} "Moroccan", instead of "American". She was very eager to help when I convinced her that I was an "American airman". When I told her that I was going over the mountains that night she said that I would never make it because of the German patrols and the dogs. I decided that I would make the

*then there
dono un minuto*

effort anyway for I thought I didn't have enough money for a guide. One of the hired men arrived and said that I should have a guide. He and another hired man went into CAMBO to find one for me. They returned with the information that two Frenchmen were going to cross the frontier the following Sunday night. I was persuaded to wait for them and the next day they came to the farmhouse to see me. They were anxious to help me. They bought new shoes and brought ~~me~~ clean clothes. They would not take any money. ~~I~~ ^{for me} left at 1930 hrs Sunday night 21 Feb 43 and proceeded very cautiously the first two hours - our guide saying that was the most dangerous part of the trip. He left us at the border and we were in Spain at 0130 hrs. We slept that night in a hayloft to which our guide sent us.

21 FEB 1943

SPAIN
22 FEB 1943

At 0800 hrs the next morning we left for ELIZONDO by the main road. We hailed a car which stopped and picked us up. The two Spaniards ^{in the car} seemed to agree that we could go on as far as PAMPLONA with them but outside of ELIZONDO they turned us over to the Civil Guard. Our story - a feeble one as it turned out - was that I was an escaped American officer and the two Frenchmen were my soldiers. The Spanish saw through this and eventually the two Frenchmen admitted their identity. We were taken to a hotel after the interrogation ^{where we} and bought our own dinner before going to jail. The next morning we were taken to PAMPLONA.

ELIZONDO.
ARRESTED BY
CIVIL GUARD

23 FEB 1943
PAMPLONA

We were not treated as well in PAMPLONA as we had been in ELIZONDO. I was herded into the jail with the French but yelled and cut up saying that I was an American officer and that I wanted to get in touch with my consulate ~~and~~ they took me to a hotel and I learned that Lts. GORDON and RUPPE were in a nearby hotel. I sent them a note and through them saw someone from the Consulate the next day. We arrived in GIBRALTAR on Tuesday 23 Mar 1943 and left for U.K. 25 March 1943, arriving at PRESTWICK 28 March 1943.

ARRIVES U.K.
28 MAR 1943

(ELE report # 21-22)

Before leaving this house I discovered that I had been laughed at just outside of Combo because of the cap I was wearing. It was a dirty peasant cap and unusual in this part of the country. I should have ~~had a better~~ changed to a beret. Also I learned that the Gendarme who had stopped me bought food in the next town but had not been able to locate me later that day.

^{Paris} #X The two Frenchmen, guide and I left

AG 383.6

Hq ETOUSA

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) THOMAS P. MAYO Signed Thomas P. Mayo

Rank 1-1LT. A.S.N. 0-437888 Date 23 MAR 1943

Unit 305th BOMB GR. 422nd Sq. Witness Carl W. Holcomb

Lt. Col. Carl W. Holcomb, C.A.C.
United States Army
GIBRALTAR

7

Identity Document in Spanish used by Lieut. Mayo U.S.A. Air Force seems to have procured better treatment for him.

Believe all U.S.A. AIR FORCE are provided with them. Suggest we do the same.

Secret appendices

Lt Mayo did
questioned - Identity
not have -
Document. ~~Sixty~~ 4/15/43

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Ralph Pulsifer
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Name (Print) THOMAS P. MAYO Signed Thomas P. Mayo
Rank 1st Lt. A.S.N. O-437888 Date March 29, 1943
Unit 305th BOMB GROUP Witness V.R. V.R. Nelson
Capt A.L.