

(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. JOSEPH EMANUEL MANOS, S/SGT.
12145982
2. Decorations. — NONE
3. Unit or Squadron. 331 ST BOMB Sqd. 94th Bomb. GRP.
4. Division (Army) or Group. →
5. Date of Birth. DECEMBER 28 - 1923
6. Length of Service. 1 yr.
7. Private Address. 412 AMSTERDAM AVENUE NEW YORK CITY
NEW YORK
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?
PLACE — BERRY ST. EDMOND
DATE — JULY - 14 - 1943
TARGET — LE BOURGET
CAME DOWN — SOMEWHERE BETWEEN LE BOURGET — LOUVRES —
AND BONDY — WING AND GO INTO DIVE — HIT BURST
SAW AIRCRAFT PEARL OF ON ONE INTO FLAME AND EXPLODES — NEAR LOUVRE
R.R. STATION ON TRACKS
9. What was your position in aircraft? TAIL GUNNER —
10. Were you wounded?
11. Did you pay your guides? If so how much? — NO —
12. Do you speak French? Spanish? NO — NO —
13. Did you have Identity Papers? — FRENCH MADE — GOOD JOB!
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 exper-
iences. Where and when?
QUESTIONED TWICE BEFORE IN MADRID BY AN ENGLISHMAN
REGARDING FRENCH ORGANIZATIONS AND ONCE IN GIB. BY AN ENG. SGT.
AT AMEL COMS.
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 — ONCE AT MADRID — ALHAMA — GIB.
17. Date of arrival in Spain. NOV-26 NOV-25-33 NOV-28-
OCT - 29 - '43
18. Date of arrival at Gibraltar.
NOV - 28 - '43
19. Place and date of departure for U.K. By sea or air.
GIB. BY AIR
20. Place and date of arrival in U.K.
BRISTOL AIRFIELD — OVERSEAS AIRWAYS
30 - NOVEMBER - 1943

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) MANOS, JOSEPH E. Signed Joseph E. Manos
Rank S/SGT. A.S.N. 121 45 982 Date 3-28-43
Unit 331st Bn. 2nd. 94th Bn. Sup. Witness John W. Bachm
Col. G.S.C.

AG 383.6

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9 April 1943.

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By command of Lieutenant General ANDREWS:

Ralph Pulsifer
 RALPH PULSIFER, *B.T.S.*
 Colonel, AGD, Adjutant General.

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Name (Print) MANOS, JOSEPH E. Signed Joseph E. Manos
 Rank S/Sgt ASN 12145982 Date 11/30/43
 Unit 331st Bomb. Sq. 94th Bomb. Div. Witness _____

APPENDIX "D" TO E AND E REPORT NO.

No., Rank, Name: *MANOS, JOSEPH E. 12145982 S/SGT.*Unit: *331st Bomb. Sq. 94th. Bomb. Sq.*

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?
PARTS OF IT, YES, to give to helpers, Received immediate aid.
- (b) If not, had you one on you?
- (c) If not, why had you no aids box?

- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g., "Lying up for 2 nights", etc.

- (i) Horlicks tablets. _____
- (ii) Chocolate - ~~FAMILY FIRST STAYED WITH.~~ X
- (iii) Milk (tube). - ~~" " " " " "~~ X
- (iv) Benzadrine tablets (fatigue) _____
- (v) Halazone tablets (water purifier). _____
- (vi) Matches. - ~~FAMILY~~ X
- (vii) Adhesive tape. _____
- (viii) Chewing gum. - ~~TRUCK DRIVER AND BOYS THAT PICKED ME UP.~~ X
- (ix) Water bottle. _____
- (x) 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? *ORGANIZATION SAID I WAS TO GET RID OF ALL AMERICAN STUFF - SO "KIT" WENT INTO KITCHEN STOVE - KEPT MONEY -*
- (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 - OLIVE DRAB - RED STRIPE + RED "F" ON IT.*
If so, state COLOR.
If NOT, state why not.

- (b) Did you use the purse? *YES - USED*

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

(i) Maps. Which ones? *NO -*

(ii) Compass. *NO -*

- (iii) File (hacksaw). ~~NO~~
- (iv) Foreign currency. State countries and amounts.
How did you spend the money. YES - 2,000 FRANCES
PUT INTO FUND FOR TRAVEL TO SOUTH OF FRANCE.
- (d) How did you dispose of:-
Maps. - KITCHEN STOVE
Compass. - " "
File (hacksaw). " "
Surplus currency. _____

3. AIDS TO ESCAPE - (GADGETS+)

(+Issued separately from aids boxes and purses.)

Not issued

(a) Did you carry or wear any of the following?
If you used any of them, state briefly WHEN and WHERE

- (i) Round compass. ~~NO~~
- (ii) Stud compass. ~~NO~~
- (iii) Swinger compass. ~~NO~~
- (iv) Fly-button compass. ~~NO~~ WAS ASKED FOR THIS A LOT.
- (v) Pencil clip compass. ~~NO~~
- (vi) Tunic button compass. ~~NO~~
- (vii) Pipe compass. ~~NO~~
- (viii) Pouch ~~NO~~
- (ix) Special flying boots (and knife). ~~NO~~

Leave out of stencil

(b) Were they satisfactory?

(c) Can you suggest any improvements, additions, or substitutions which would improve the above equipment?
NO -

4. PASSPORT SIZE PHOTOGRAPHS

(a) Did you carry passport-size photographs? YES - THREE -
If so, how many?

(b) Did you use them? TWO WERE GIVEN TO 1st ORGANIZATION & NEVER
State how. SEEN AGAIN -
THIRD FINALLY USED ON MY "CARTE D'IDENTITE"

5. LECTURES

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

YES IN DIE OTU INSTATES
AND ATA BASES BY S2

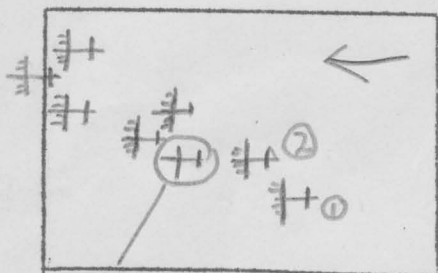
(b) Did you find the lectures of value?

YES! BUT, S2 OFFICERS SHOULD TRY TO GET
MORE SERIOUS INSTEAD OF MAKING UP STORIES
AND ANECDOTES. TO AMUSE BOYS AND THEY SHOULD
ALSO GET RID OF THE LINE "I KNOW BOYS YOUR
BORED STIFF WITH ESCAPE LECTURES BUT - - -"

practised climbing up + down stairs for exercise before crossing PYRENEES

NAME MANOS, JOSEPH E. RANK S/SGT. ASN 12146982 REPORT NO. _____

SQ 331 GROUP 94 A/C NO. # 701 Letter — Load — Date JULY-14-'43



Position in formation.
Make Diagram

"TAIL END CHARLIE".

WENT AND TO THE REAR AS INDICATED

WHEN ① EXPLODED + ② WENT INTO A LOOP WE WERE AT THE TAIL-END OF FORMATION.

701

Observed results of Bombing:

NEVER REACHED TARGET — WERE TURNING TO MAKE RUN ON TARGET, WHEN HIT BY FIGHTERS AND WERE KNOCKED OUT OF FORMATION —

Enemy Fighter Tactics:

HEAD ON ATTACKS FROM 11:00 AND 1:00 O'CLOCK

Markings:

FLYING RIGHT THROUGH FORMATION — GOOD FIGHTERS WITH PLENTY NERVE!! —

Our Tactics:

VERTICAL TAIL PLANE AND ENGINE COWLING — SPINNER WAS YELLOW — DIDN'T NOTICE OTHER MARKINGS AS THE ABOVE STOOD OUT SO CLEARLY —

Our Fighter Support:

DIDN'T NOTICE ANY PARTICULARLY EXCEPT FOR PILOT TRYING TO FLY INTO ATTACK TO MAKE IT AS SHORT AS POSSIBLE —
NONE

Flak

Time

Place

Quality

RECALL THERE WAS SOME "FLAK" — BUT CAN'T GIVE ANY SPECIFIC INFORMATION ON IT —

Technical Failures

DIDN'T NOTICE ANY PARTICULARLY — EXCEPT, I HAD

Motors:

THE TAIL GUN AMMO CANS SO LOADED THAT THE COVERS COULD NOT BE PUT ON — WHEN WE WERE GOING THROUGH EVASIVE ACTION

Armor:

THE AMMO FLEW OUT OF CANS BEFORE LONG THE BELTS WERE OUT OF CANS AND ALL OVER FLOOR SO; WHEN WE WERE OUT OF FORMATION ALL BY OUR LONESOME AND A FW-190 CAME IN FROM THE TAIL THE TAIL GUNS

Armament:

WERE ONLY GOOD FOR A FEW ROUNDS BEFORE THE JAMMED BELTS STOPPED THE GUN FROM BEING FED,

Miscellaneous:

ALLSO PULLED TAIL ESCAPE HATCH RELEASE AND IT ONLY PULLED ONE PIN FROM THE HINGES, LEAVING DOOR DANGLING ON ONE PIN.

Comments and Suggestions on any of the above:

I THINK THERE SHOULD BE AN "ABANDON SHIP" BELL IN THE TAIL-GUN POSITION. IF THE PILOT PUTS SHIP ON AUTO. PILOT AND RINGS THE BELL WITHOUT SAYING A WORD OVER INTER-PHONE — THE BALL-TURRET GUNNER AND TAIL-GUNNER ARE LEFT SITTING TIGHT. — I DON'T WANT TO CRITICIZE ANY ONE ON MY CREW, BUT FOR SOME TIME WE FLEW ALONG ON AUTO-PILOT WITH THE BELL RINGING — I NEVER HEARD IT AT ALL (OVER)

SOME ONE PIPED UP WITH, " — SOME ONE SAY SOMETHING"
OVER INTERPHONE — JUST TO BE SOCIALABLE, I SAID, "TAIL GUNNER
OKAY". NOT UNTIL I LEFT MY POSITION AND TOOK A LOOK
THRU THE TAIL GUN COMPARTMENT DOOR. DID I REALIZE THAT
THE WAIST GUNNER WAS WORKING ON THE WAIST ESCAPE-HATCH

AND THE BELL WAS RINGING !!
POSSIBLY THEY COULD INTRODUCE A VISUAL "ABANDON
SHIP" SIGNAL AS WELL AS THE BELL —
SOMETHING ON THE LINES OF THE
OXYGEN WARNING LIGHT. —



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

ENEMY AIRPORTS - IN THE VICINITY OF TO
MENNACY^{2 miles from} SOUTH WEST OF PARIS I NEVER ACTUALLY SAW
THE BASE BUT SAW THE JU-88'S FLYING ABOUT - DOING
FORMATION FLYING AND THEY FLEW BOTH DAY AND NIGHT
WAS TOLD IT WAS A OTU. BASE - JU-88'S WERE PAINTED
ALL BLACK - NEVER SAW BASE AS IT WAS HIDDEN IN
WOODS - ALSO THOUGHT I SAW ONE OR TWO
HENSEL 129'S - AROUND THIS VICINITY, WHILE RIDING R.R. TO MENNACY
I SAW WINGS FROM JU 88'S PILED ON ONE STATION (NAME CAN'T RECALL) ONE OF
THE WINGS HAD CANNON HOLES PUNCHED THRU IT - OTHERS WERE GOOD - THEIR WERE 10 ALL
WHILE STAYING AT TOULOUSE SAW JU 88'S, FLYING AROUND
QUITE A LOT - HEARD THAT THERE WAS ANOTHER OTU
OUTFIT IN THE VICINITY,
WHILE RIDING THE R.R. SOUTH FROM TOULOUSE SAW
LOTS OF TRUCKS AND MOTORCYCLES AND OTHER VEHICLES BEING
TRANSPORTED BY TRAIN ^{spring east} OUTSIDE(N) OF PERIGNAN ^{plus by train by RR tracks} SAW
A GERMAN AIRPORT (WITH ONE ME-210) ONE RAMP OUTSIDE OF
HANGER - ALSO A HELLVA LOT OF PILL BOXES AND
BARBED WIRE ON SHORE - ALONG R.R. TRACKS.

parted for direct equipment (motorcycles)

.....
.....

That 1st out of 3 - Carpenter broke me out tail hatch - the door stuck - bashed into it - had oxygen mask - think 16000 ft - pld rip at 16000 - chute open - 3 chutes in air between 2nd & 3rd - saw 3rd chute peel off on left wing - hit and burst in flames and then exploded - almost hit RR station - chute harness not adjusted - held at backward angle - my chute didn't have straps leading to shoulder lines - good vision - small village on right. saw people looking at me - no one running toward me - yanked with line to miss wires & started swinging - quit - landed in beet field - took off chute - hid it under pack with mac west - hid in deep furrow of fld - road lay fld - ran across it & into ditch a low fld & ran toward other three chutes away from village - ran into peasants starting intake on road - they said, "Boche" & I ducked into bushes by wheat fld - German on bike passed & he went down road - stopped - Chd around - went on - got into wheat fld & burrowed along - had someone yell Comrade & as young Frenchman came into wheat after me - brot me to road to truck - told me to lie in back - rode to lovely road - ^{small} big metal box for wood chips - took off heated suit - to place where collect wood - loaded truck - then to trader's house - gave me blue shirt - over summer flying jacket - house in Bondy outside Paris - styd 2 days - met young boy. old man. officer in last war - to America - spoke Eng - sd into Paris next day - met Steward at Bondy - got some clothes - took everything away except dog tags - Steward was going to take me to Spain - gave him 2 pictures - for papers ^{in papers} - left next day in truck for Charenton - on way changed truck guides - one guy in back of truck with bike - he took me to 47 Travell Ave, Charenton, Seine. M. Lucien Cazalis, spoke Eng - designer - govt work - he took me to a family in Charenton - styd one month 16th July - 16 Aug -

M. Cazalis came to see me every night - young boy Maurice
who'd for Org - Another man keeping Frenchman - argued w/ get
me away - Tibet - An English girl Gladys Marshall or Jeanette
Rolling - She took me to Am hosp. at Neuilly.
I met Dr. S. Jackson ^{Bangor, Me.} - would be to get me in hosp for
3 days to fix up papers - Dr said crazy idea - Dr Jackson American
Chief of hosp since last war - Gladys was going to take me to a General ^{Canadian}
who has a house like boarding house filled with old men, north
Eng, led out of concentration camp + they rptd to Jerry everyday -
I stayed with Dr. Jackson 2 days at his home - Gladys
took me with Gilbert - ^{RUE ASSELINE, 1497 & 1794} - yikesome Eng - Went to
Mennancy for weekend + stayed with a friend - Gilbert
was going to get fine papers + me go to Spain alone (1000 us) -
after weekend Gilbert took me away from Gladys to his
home northeast Paris - stayed 3 weeks - Org huddled up - Org
had by Maurice, old man greyish black hair, grey beard -
Gilbert got papers, work papers, etc - Gilbert, 3 who later, took me
to Bordeaux ^{to} (Libourne) - ^{la Garde} Ste. Foy - met man who owned bar +
rest - stayed in rooming house - hung around rest all day +
met my fellow named Maurice, owned bar in St Foy, he
& Gilbert took me to Dupas' farm outside St. Foy - lived
there - ^(here on 23rd Sept) 3 who - Maurice came on me day & said I was leaving -
I got on the end of motorcycle - into St Foy - met a Frenchman - yikesome Eng -
took me to La Force - to his house - stayed 3 days - to Toulouse
I met Francoise (an old lady) always going to Geneva to see consultants -
Therese lived here - whose name - there - til S/Ldr Griffiths
came from Switzerland - went to Perpignan - met guides
I walked over mts - 3 nights - into Spain - road to
Figueras - walked thru at 5 a.m. - Thiff had bad leg - Thiff had

Money - big notes - went into RR station in Figuera - got
two tickets - stld byt in train - asked for cards - taken to
prison - interrogated - said escaped Germans - Griff not of the
talking - to Figueras prison. hours - styd 5 days - Brit
consul got us out - had known we were coming - put us
in the prison - met Seniawsky - 30 Oct - taken to
Gerona - hotel - styd 2 weeks - Barcelona - Saragosa
Alhama - met Major Clark - left with 14 Amer for
Madrid - styd day - Feb 28 Nov - overnight

Stenciled

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

E & E REPORT NO. 234
EVASION IN FRANCE

(Date)

MANOS, JOSEPH E. S/SGT. 12145982
(Name) (Rank) (ASN)

331st Bom. Sqd. 94th Bom. Grp.
(Squadron) (Group)

AGE: 19

LENGTH OF SERVICE: 1 yr.

HOME ADDRESS: 412 AMSTERDAM AVENUE
NEW YORK CITY, NEW YORK

See below for crew list

MIA: JULY 14 - '43

Arrived in Spain:

OCT - 29 - 1943

Arrived in Gibraltar:

NOV - 28 - 1943

Arrived in UK:

NOV - 30 - 1943

MEMBERS OF CREW: (This information checked with PWIB)

Official Narrators
Disposition Disposition

PILOT	0-379167	1st Lt	Floyd Bentley Watts	92	
CO-PILOT	0-739890	2nd Lt	John William Bieger	133	Ret'd duty E + Z Report no
NAVIGATOR	0-736844	2nd Lt	Allan Clifford Eastman	P/W	Ret'd duty E + Z Report no
BOMBARDIER	0-734481	2nd Lt	Redard Morden Manning	P/W	
RADIO OPERATOR	31167454	T/SGT	Samuel Edwin Potvin	101	Ret'd duty
TOP TURRET GUNNER	34267523	T/SGT	John Frank Bue	100	Spain
BALL TURRET GUNNER	34213971	S/SGT	John LeRoy Carpenter	100	Ret'd duty
WAIST GUNNER	13103641	S/SGT	Barton Hartman Reppert		KIA
WAIST GUNNER	13117691	S/SGT	Lawrence Earl Phillips		KIA
TAIL GUNNER	12145982		Joseph Emmanuel Manos		Narrator

Were you wounded?

E 1 E 234

Sgt. Maus

App C

Sgt. Maus came down between LE BOURGET and BONDY (N.E. of PARIS) on 14 July 1943. A young man picked ~~him~~ Maus up and took him to his house in BONDY. Here he ~~was~~ lived for two days. The station-master of BONDY brought him civilian clothes. Then Maus was taken in a truck to the home of M. LUCIEN CAZALIS, 47 RUE DE GRAVELLE, CHARENTON (SEINE). CAZALIS put Maus in the home of a family in CHARENTON where ^(there was a) young man MAURICE who worked for the organization. Here Maus lived from 16 July to 16 August. CAZALIS came to see him every evening. An English girl, GLADYS MARSHALL, took ~~him~~ Maus to meet DR. S. JACKSON of Bangor, Maine who is in charge of the American ~~Red~~ Hospital at NEVILLY, and Maus stayed at Dr. JACKSON's home for two days. GLADYS introduced Maus to a young Frenchman named GILBERT (RUE ASSELINE 1497 or 1794) who took Maus to live with him for three weeks. Then this organization headed by an elderly man named MEURICE (greyish black hair and grey beard) broke up, and GILBERT took Maus to STE. FOY LA GRANDE (GIRONDE). Here they met ^(owner of a cafe in STE FOY) a young man named MAURICE who took Maus to the farm of M. DUPAS outside of STE. FOY. There Maus lived three weeks, after which MAURICE took him back to STE. FOY and turned him over to a man who took him for three days to his home in LAFORCE (8 kms W of BERGERAC) and

(over)

then turned him over to FRANCOISE in TOULOUSE. Maus
stayed with FRANCOISE and THERESE until S/L Griffiths
came from Switzerland. Then he went with Griffiths to
PERPIGNAN where they met guides and walked for

~~3~~

three nights across the mountains into Spain. They were
taken to FIGUERAS and put into prison. After five
days the British consul got them released (30 October).
They then spent two weeks in a hotel in GERONA
and from there went to ALHAMA via BARCELONA
and ZARAGOZA. From ALHAMA Major Clark took
Maus with fourteen other Americans to MADRID.
Maus arrived in Gibraltar on 28 Nov. and the next
day left for U.K.

(Watts) No

The events preceding the order to bale out are given in E+E Report

After the order to bale out was given Sgt CARPENTER came back to leave the aircraft through the tail-hatch. The escape door was ~~is~~ jammed and when it failed to release I sat on it, forcing my way through. I thought I was the first to leave the plane but when my chute opened - and I had opened it immediately - there were three chutes between me and the aircraft. This was and 16000 feet. I watched our aircraft peel off on its left wing, dive for the ground where it burst into flames before exploding. Later I learned that it had exploded on railway tracks, delaying traffic over that line for eight hours.

Tail door
Jammed

OPENS CHUTE
AT 16000
FEET

My chute harness had not been adjusted too well ^{and} so that I was held in a backward slanting angle during the descent. I had expected ^{to find} harness straps ^{ing} to lead up to the shroud lines and blamed my awkward position on the fact that the shroud lines ~~is~~ were attached to the chest strap. I was floating down near a small village and could see people in the streets watching me but none of them were running toward my landing point. Before hitting the ground I fooled around with the shroud lines to avoid some power lines, but, when this started a violent body swing, I stopped.

I landed in a beet field, gathered in my chute and hid it, with my Mae West, under the chute pack in the deep furrows of the field. No one was in ~~sight~~ ^{sight} when I ran across a road, down a steep embankment and into another field. There I turned down a line of hedges and ran along the road toward a wooded section. I wanted to get near the area in which the other three chutes were landing so that I could start my evasion with another crew-member. Quite unexpectedly, before I reached the wood, I ran by two men who were trying to start a motor-bicycle. We saw each other at the same time and when they yelled, "Boche!," while pointing excitedly down the road, I jumped into some bushes. A few seconds later a German soldier on a bicycle came into sight. He passed ~~by~~ my hiding place but stopped to look around several hundred yards ~~further~~ down the road. I crawled ~~into~~ from the bushes into a wheat field

FRENCHMEN GIVE
WARNING OF
APPROACHING
GERMAN

and burrowed through it as fast as I could without making too much commotion.

I heard some one yell, "comrade," and in a few minutes a Frenchman came into the wheat field after me. He took me back to the road where a car was waiting. I was told to get in and lie down in the back. When I had done this the Frenchman covered me with logs and drove me to a home^{use} where the rest of my journey was arranged.

Capt White

W. J. West

14 July - 29 Oct.

JOURNEY
ARRANGED.

APPENDIX B:

- A. There is ~~an~~ a German airfield hidden in dense woods two miles from MENNACY, southwest of PARIS. Evader did not see the Base but saw many Ju 88's practising formation flights in that area. Often the Ju 88's were in traffic pattern. They flew both day and night and it was stated by the French that this field was an OTU for Ju 88's. All the aircraft were painted black. Several times evader thought he saw several Henschel 129's in this area. Aug 43
- b. In a small railway station (name unknown) near MENNACY evader saw a stack of ~~new~~ ten new Ju 88's wings.
- c. In TOULOUSE evader saw many Ju 88's in flight and was told that there was a Ju 88 OTU located here.
- d. While traveling south from TOULOUSE on a main railroad line evaders saw trainloads of trucks, motorcycles and other vehicles traveling in an easterly direction. Oct 43
- e. Two hours by train north of PERPIGNAN evader saw a small German airfield with one Me 210 parked on the ramp outside of a hangar. Oct 43