

AG 383.6

Hq ETOUSA

9 April 1943.

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 ANDREWS:

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

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) James L. Berry

Signed James L. Berry

Rank S/Sgt ASN 32382034

Date 30 November 1943

Unit 92<sup>th</sup> Bomb Group

Witness W. L. Emerson 2d Lt AUS

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Name (Print) James L. BERRY

Signed James L. Berry

Rank S/SGT ASN 32382034

Date 30 November 1943

Unit 92<sup>th</sup> Bomb group 327<sup>th</sup> sq.

Witness W. C. Crews 2d LT AUS

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Hq ETOUSA

19 October 1942

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By command of Lieutenant General EISENHOWER:

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

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Name(Print) James H. BERRY Signed James H. Berry  
Rank Sgt A.S.N. 32342034 Date 28 Nov 42  
Unit 92<sup>nd</sup> Witness H. W. Dorch  
Col. G. S. C.



(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.  
*James Lytle BERRY 32382034*
2. Decorations.
3. Unit or Squadron.  
*92<sup>nd</sup> Bomb Squadron*
4. Division (Army) or Group.  
*92<sup>nd</sup> Bomb Group*
5. Date of Birth.  
*Dec 28, 1921*
6. Length of Service.  
*15 yrs*
7. Private Address.  
*Bliss, New York Box 57*
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?  
*Altomberg Aug 17 1943 about 11:30  
Belth 20 Km. from Trugren, Belgium. Aug 17, 1943 between  
16:30 - 18:00. The Air Craft was destroyed from some part  
I saw but instruments and papers I do not*
9. What was your position in aircraft?  
*top turret gunner*
10. Were you wounded?  
*no*
11. Did you pay your guides? If so how much?  
*yes to organization  
to guides 500 F.*
12. Do you speak French? Spanish?  
*no*
13. Did you have Identity Papers?  
*yes Belgium and French make*
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?  
*evasion yes Gibraltar by English officer  
no.*
15. Did you report on your operations? If so, where and to whom?  
*no.*
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when?  
*yes Spain. Nov. 15 mediant 27*
17. Date of arrival in Spain.  
*Nov. 5, 1943*
18. Date of arrival at Gibraltar.  
*Nov. 28, 1943*
19. Place and date of departure for U.K. By sea or air.  
*Gibraltar Nov 29, 1943*
20. Place and date of arrival in U.K.  
*Bristol air port Nov 30, 1943*



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

E & E REPORT NO. 238  
EVASION IN FRANCE

(Date)

James L. BERRY S/Sgt 32382034  
(Name) (Rank) (ASN)

327<sup>th</sup> 92<sup>nd</sup>  
(Squadron) (Group)

AGE: 21

LENGTH OF SERVICE: 1 year 370

HOME ADDRESS: Bldg. New York  
Box 157

MIA: Aug. 17 1943

Arrived in Spain:

Nov 5, 1943

Arrived in Gibraltar:

Nov 28, 1943

Arrived in UK:

Nov 30, 1943

MEMBERS OF CREW: (This information checked with PWIB)

	Official Disposition	Narrators Disposition
PILOT <u>Capt. Sergeant</u>		
CO-PILOT <u>1st Lt. Byington</u>	→ Possible Killed	
NAVIGATOR <u>Capt McNelly</u>		
BOMBARDIER		
RADIO OPERATOR <u>S/Sgt C. J. Sailer</u>	→ Wounded Taken prisoner But was O.K. the last I had heard from him.	
TOP TURRET GUNNER <u>S/Sgt J. L. Berry</u>	→ got away but never heard from him.	
BALL TURRET GUNNER <u>S/Sgt H. S. Richards</u>	→ none.	
WAIST GUNNER <u>S/Sgt N. K. Schwartz</u>	taken prisoner	
WAIST GUNNER <u>Sgt J. J. Whitey</u>	taken prisoner	
TAIL GUNNER <u>S/Sgt K. Fackel</u>	have arrived in U.K.	

Were you wounded?

no







C 20-27

Ripped My virginia, name here in jacket - gave to girl  
 men you little English. Day up - got bed, shook head - bed  
 people taking me to Hartys - people started follow, headed  
 ledge - ran to woods - out of sight before people realizing what  
 happened, stopped in etc - drink of water from well.  
 A ledge indicated come back 11 o'clock - mentioned go to the  
 wheat field - 25, 30' into wheat field in lands & trees. 50 & 8  
 flying around - 4-5000' HD something in woods. kids?  
 went away. People started going home from work - found  
 green cowards not good coming home - went into woods.

Came back c 1030, whistled - got eaten some Horlicks tablets  
 not eat chocolate because figured like immaturity.

Don't food - but - fruit. Stay woods up - but go to brother -  
 to take me his place other side of Betha - took me some  
 not shelter or employment - brother & another clip with me.  
 Then 1830 - brother ask about work up - would go but  
 could, met father - mother daughter put stuff in of @ help.

Best feather bed & blankets.  
 During day met by used here NYC - speak English but  
 forgot. Alley by - found with 1/2 go in 1/2 no grant.

18/10 That met other fellows who had come with boy. Can c 1200  
 picked up another man - middle age - near farm. Cross  
 fields - 0130 met man speak fluent English. Two more  
 men came - to return leave to - I slept till 0430 -

other there. 2 bicycles - walked - to dirt road - walked to  
 main road (50 is) - c 0530 2 got on bikes - man can  
 speak fluent English - saw woods with what looked like old

can. To Tongues - cafe c 0730 - On same street  
 as totally back - now there. ~~There till~~ Girl c 20  
 came, picked up, took to her house - mother & 2 dtrs - then 9

days. Marie Gose - girl - Antoinette other girl - 18  
 F - Feather died 20 years ago  
 still in black

grace  
 for  
 flying  
 jacket.

exposed  
 to  
 with

changed  
 houses -  
 jacket -  
 red coat  
 scarf

and looking  
 under the  
 cage







UZH Woman's husband & girl at cafe. - c 1500

Came in week after B bombed

at cafe 14 days - out - hair cut & shave

Went 3 times movie room with girl, then with man

Went football match

Walked every night with same man

No 28 street car past cafe.

No people I know from my - can see

C15-29  
Ver

UZH in the 28 - wanted take in - washing still wet.

Shot man with when going to stop

He gave me all crap about plane.

Do left  
with  
ident

UZH about size of hat in photo - 5'7-8" wears  
tortoise shell glasses - black hair - grey must -

Chin high bangs - but good eye I think

Has recognition card - price 1939 - UZH 086

Spoke pretty good English - made no nervous

Talked to me about the

Wrote out name, crew - not field no no - when coming down  
who can down.

Asked me for keys - but had given at Toyer.

Told me cost lot of money take care

On the Donnie Brien arrival

En. bonne suite

Tell to any one who  
stopped

Invited to reading room with BBC

Told me man who with him can back next afternoon &  
back 21.

Short, slight hair very dark, spoke English fluently 31-35

NEXT AFTERNOON 28 ST USE TO MAKE PACE 20 P. TIME

THERE TRANSFERRED to  
there there. His wife had been in England last year - spoke  
good English. Had Irish man before me - PAZ - had walked  
with 1000 - left 10 minutes before I got there.  
1800 Saw H-15

9  
Then 2 nts, about 2 days.  
Stayed in.

30 Sept Nxt nt after arrival V2H came told me about  
2 nts - 1 by plane, 1 by way - I be first to go land -  
by plane. Here told me 100+ men in Brussels,  
8.6 in other town.

Here led pictures taken again - for photo all burnt.  
10 Oct Moved to a cop's place - another man - 28 came spotted  
in p - 8 man at it - walked c 25 min to place near  
big park - not far from by stadium where big houses -  
Then 15 days.

Out one, Pwalk to police station with my wife  
Mr Gaston - <sup>stadium</sup> ~~stadium~~ <sup>1</sup> - let way hair - wears  
glasses - came 3 times to see me. medium-heavy build  
said waiting for radio message  
Squaky voice

After 15 days up 10 down up street - don't know why moved,  
Nurse & husband - hosp in vicinity

then 9 days - 2 walks:

Tubby woman came see  
man who led me to store took me up street  
Mr Gaston to nurse's place - waiting for word - first  
change, go old way.

Tuesday nurse took to house where met 2 Eng - RAF - don't  
know names, put down C26 A-17 led him 7 walks in Holland  
at minister's place.

6 Oct Following day Mr Gartin said leaving that day -  
go c 1700 - Came back at 1645 - bright clear -

Gartin  
dropped  
out - not  
affair

Walked 1/2 hr met man think with Int - took to his  
apartment  
5'6" - study - hair turning grey - dth stud up his  
sweater - met her - took pictures with his wife.

ABOVE 2000 Anne came in - TAN 5'11", brown attractive  
no glasses - brown coat - 35-40

Overstayed about being American man - what TM

Asked us for maps - Jack had pockets full.

She took us c 2100 - walked c 1/2 hr - met Lil - with  
her Jack with Anne. He asked me where I been. She said  
man came & took me, supposed to go.

Anne took us to Lil's place where been before. -  
Ask why not tell me before that when there before. Told  
her been with UZH.

Thurs  
day  
to  
home

'If he doesn't map out I'll have to be shot.'  
Thurs Wed - Left following Wed - 220 ct. Lil took  
Anne comes back once

Someone else had been seized up by UZH - she said  
At station met by John Dix - rode on train to  
Tanna (4 of us) - went to 3d class train - tired

of him.  
met by 2 girls - from 18 up 25. Went with 2 girls -  
men & by left.

Eventually to have as main road - her got red / Belgium  
many, identification etc.

Boy shot  
light, killed





ate dinner - met John Dix & Shyie. On bicycles  
again. Split again - Cly & Shyie - Dix & I  
To cafe later - canal - near Ocean became tide in  
canal. There all night;

Started out on bicycles next day - saw 2 guides

~~0630~~ 1830 to 0430 - had had time going - other fellow

SNOW helped - Not far from town.

There was town about 2 days. Turned sides into Spanish  
police. Left after 2-3 days - Thus sat - for time.

Picked up 2 & 14 soldiers

Got to BERRA - I know just where 13 (MAYET, PAIRKE  
LEFT - SP AIR FORCE MAN TOOK TO SANAGUOSA -

PICKED UP JUST BEFORE SANAGUOSA. C F hrs

WENT TO ALANA - THERE C 1 week - more Am's

came in

Then Thanksgiving - tremendous party. My Clerk  
provided Champagne

To Madrid - Major Clark -

To GIB C 1600

02H  
Semi O, Section 86 in Brussels - Had been prop by  
Belgians / O from by smuggle guns - gave man  
message - He said <sup>had</sup> 150 men with him

Lady N - proved

MR GASTON



S E C R E T

APPENDIX "D" TO E AND E REPORT NO.

No., Rank, Name:-

Unit:-

32 382034  
5567 James G. Berry (BERRY)  
92th

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

1. AIDS BOX

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

Horlicks tablets.

Chocolate. - *to get rid of it.*

Milk (tube).

Benzadrine tablets (fatigue).

Halazone tablets (water purifier).

Matches. *yes for smokes*

Adhesive tape.

Chewing gum. *yes to stop some thirst*

Water bottle.

Compass.

- (e) Did any of the above items prove unsatisfactory?  
If so, in what respect?
- (f) How did you finally dispose of the box?  
*I left it with some people that I was living with*
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger?

2. PURSE

- (a) Did you carry a purse? *yes*  
If so, state COLOR. *grey*  
If NOT, State why not.
- (b) Did you use the purse? *yes*
- (c) If so, which of the following items in the purse did you use?  
Put a dash (-) against each item used and state briefly the circumstances.

Maps. Which ones?

Compass.

File (hacksaw).

Foreign currency. State countries and amounts.

How did you spend the money?

(d) How did you dispose of:

Maps. gave them to the people with the list.

Compass. the same as above

File (hacksaw). same

Surplus currency. to French guides at border of Spain.

3. AIDS TO ESCAPE - (GADGETS+)

(+Issued separately from aids boxes and purses.)

(a) Did you carry or wear any of the following?

If you used any of them state briefly WHEN and WHERE.

Round compass.

Stud compass.

Swinger compass.

Fly-button compass.

Pencil clip compass.

Tunic button compass.

Pipe compass.

Pouch

Special flying boots (and knife).

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

(a) Did you carry passport-size photographs?

If so, how many?

no. at station for about five days

(b) Did you use them?

State how.

5. LECTURES

(a) Were you lectured on evasion and escape?

State WHERE, WHEN and by WHOM.

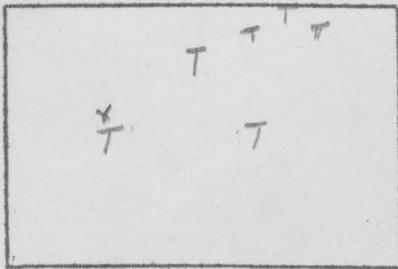
Burichon Aug 10 1943 or about that date.

(b) Did you find the lectures of value?

yes.

NAME James L. Berry RANK P50T ASN 32382034 REPORT NO. \_\_\_\_\_

SQ 327 GROUP 92 A/C NO. 435 Letter \_\_\_\_\_ Load 50000 <sup>lb.</sup> Date 9/1/44



Position in formation.  
Make Diagram

Observed results of Bombing:

*Looked at a very good bombing all I could see was smoke and dust like.*

Enemy Fighter Tactics:

Markings:  
*most of them were from six o'clock level, but if we weren't knocked down by it it was a fighter that got it from below*

Our Tactics: \_\_\_\_\_

Our Fighter Support:

*P47 good while with us.*

Flak

Time

Place

Quality

*Do not know as to whether remember*

Technical Failures

Motors:

*no 2 motor was feathered just before going over target*

Armor:

*flak flash when ball turret cut from electric connection started by*

*FW 190*

Armament:

Miscellaneous:

Comments and Suggestions on any of the above:

*not to fly with plane without the A Triangle or letter on it and guns that have not been attached tested*



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.....

air field at Brussel was operation quite a bit around middle of  
Oct. and before that I am quite sure of having a Hinkle 177 taking  
off from there and more two engine Bomber and Mac 109 F.G.  
at 16:00 to 16:15 for a long while was time that for 4 to six  
planes always took off mostly look like J.U. 88. while in Paris  
I didn't get a chance to see anything.

H.H. Grand between Lille and Paris on Oct 27 I saw  
a great many guns on trains but no permanent guns  
Radio emplacement none

Enemy planes

Hinkle 177 taking off from Brussel air field.

F.W. 190 flying around " "

109 F.G. taking off and flying around Brussel.

J.U. 88 " " " " " "

Coastal Defenses none

Gas defenses none

new Defense lines

French moral I only saw three french people to have  
close contact <sup>with</sup> ~~with~~ They all were with us but were getting  
tired of the war. Belgium moral some were down a little  
about how long the war was lasting but the rest were very  
good, except for the first part of sept. just after the bomb-  
ing of Brussel but knew we had hit a good job on the

Germans, and a lot more were killed than Belgians.  
I saw the German picture in the movies and some of the people  
didn't think much of us for that but they were pretty  
black shirts as people that had had some of this people  
killed in the raid but for the most part it was rather  
high.

German would the people I don't know but soldiers  
were... a. a. l. or middle age now and I don't think that  
there was so many in Brussel in middle of act as there  
was in the first part of sept. or at least I didn't see as  
many around town.

Troop movement more  
results of U. S. Bombing didn't see any  
communication dumps. " " "

Factories

men weapons " " an hour.

2380

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0437875 Capt Roland L SARGENT	MIA
CO-PILOT	0442753 1st Lt Keith E BYINGTON	MIA
NAVIGATOR	0431801 Capt Robert T McNEELY	MIA
BOMBARDIER	22099721 S/Sgt GEORGE L MIKE <sup>or</sup> MIA	
RADIO OPERATOR	33327521 S/Sgt Charles J SAILER	MIA
TOP TURRET GUNNER	32382034 S/Sgt James L BERRY	<del>NARRATOR</del>
BALL TURRET GUNNER	39832932 S/Sgt Harry S RICHARDS	MIA
WAIST GUNNER	38161273 Sgt J J WHITLEY	P/W
WAIST G NNER	32412531 S/Sgt Nathan SCHWARTZ	MIA
TAIL GUNNER	15329254 S/Sgt Kenneth F FAHNCKE	E&E 225



Between 1100 and 1200 on 17 August 1943 we took off from ALCONBURY to bomb

SCHWEINFURT. ~~We~~ picked up our escort of P-47's just as we crossed the coast of Belgium and met a little flak, a short distance into the country. Number four engine was hit ~~but not enough to do much damage beyond slight gas leakage.~~ WITH NO An FW 190 came in, <sup>but</sup> I fired on him and ~~hit him~~ scared him away. Several more FW's came in and hit the tail gunner and ~~also a fin.~~ <sup>our</sup> Flak hit ~~us in the elevators~~ about a foot out from the fuselage but did not affect our flying, so far as I knew, since the pilot did not mention any trouble. I thought we were then still over Belgium. We kept meeting flak off & on but were not hit.

While I was watching a plane back of our tail and high, the top turret was hit, breaking the glass and sending fragments against my forehead and something into my eye, for I had trouble with it for the next few days. <sup>My</sup> ~~The~~ left hand gun was knocked out. The radio man was hit in <sup>the</sup> his intestines. I think it was this <sup>from this attack until the time we were shot down I did not see any fighters coming</sup> attack which shot out the electrical connections on the ball turret. <sup>^</sup> We were meeting flak on and off; but none hit us.

Soon ~~the~~ tail gunner reported that his guns were not working; <sup>he</sup> he could ~~not~~ <sup>not</sup> hand charge ~~the~~ guns with his left hand. The pilot ordered one waist gunner to go back and take over the tail turret, <sup>but</sup> the ball turret man <sup>who</sup> was already out of his position went back. The tail gunner took over the waist window and the assistant radio man went up in the radio position. I transferred gas to numbers three and four engines. Just before we came to the target a JU 88 got caught between two of our formations, and we shot it down.

We were low when we dropped our bombs, <sup>about 20,000 feet</sup> some other planes were almost over us. Just before ~~we~~ or just after we were on the bomb run a bullet hit number two engine, and we had to feather the propellor. The navigator said it was a 50-caliber bullet which hit us. I thought that some of the other planes might have fired on us, thinking we were ~~a~~ a B-17 which the Germans had captured and were using against American formations. Our plane was a brand new one and was used on this

ALCONBURY  
17 AUGUST 1943

FLAK

FIGHTERS

TOP TURRET  
HIT

CREW  
SHIFTED

HIT BY  
SUPPOSED  
50-CAL  
BULLET

PLANE NOT  
PROPERLY  
MARKED

raid because every available plane was needed. We did not have the customary triangular marking and we did not even have the group letter yet. Indeed, our guns had not yet been altitude tested.

COULD NOT  
STAY WITH  
FORMATION

When we were circling and coming back from the target, I transferred gas from number three engine to number one. In Belgium the pilot asked the group leader if he could slow down the formation because we were having trouble keeping up with numbers four and three, ~~in our formation~~. We used all the manifold pressure that we dared, but we kept falling farther ~~back~~ behind, and the formation behind us passed us.

Just before we were shot down, <sup>we saw</sup> a smoke screen ~~was laid down~~ ahead of us. I thought it came from an airfield. The time was about 1530. ~~Something~~ I did not know whether it was flak or a fighter. ~~came in and~~ hit number one engine and set it on fire. <sup>back</sup> We had no fire extinguisher at all in our ship. The pilot gave the order to bail out; I thought we were about 18,000 feet. I did not see any fighters around. We were supposed to pick up our ~~own~~ fighter escort just about the time that we went down.

<sup>IP</sup> For the sake of the bombardier + navigator we did not ~~open~~ bomb bay doors immediately to give the navigator and bombardier a chance to get out. I went back to check the rest of the crew. The radio operator was wounded, and I yelled to him to come out. I put on my ~~waist~~ parachute and went out after the tail gunner. I pulled my rip cord as soon as I was clear of the ship. After my chute opened I heard a plane firing; it sounded like 20-mm, not machine guns, so I thought that we had probably been hit by a fighter rather than by flak. On the way down I saw four other chutes in the air. I thought they belonged to the ball turret, tail turret, and two waist gunners, but I was not certain.

It took me 20 or 30 minutes to go down. I hit hard but did not hurt myself. I landed near a man with a shovel. Fifty or sixty people were standing about. I saw another man land not far away; no people were around him, and I assumed that he walked off. I snapped my chute off quickly, rolled my mae west and flying boots in it, and buried them. A girl looked at my eye which was watering, trying to remove any foreign material. I ripped off my insignia and the name piece on

ENGINE HIT  
& SET AFIRE

BAILED  
OUT

SAW FOUR  
PARACHUTES

LANDED

WALKED OFF  
WITH A MAN

my flight jacket and gave them to the girl. A man came up to me, talked a bit, and told the people that he was taking me to the Gestapo. People started to follow us. He went toward a hedge, and we were in the woods and out of sight before the people realized what had happened. We stopped, ~~in the woods~~ and I got a drink from a well. We walked to the ~~edge~~ <sup>edge</sup> of the woods, and he left me, telling me to hide in a nearby wheat field until he <sup>returned</sup> ~~came back~~ late that night.

HIP

I crawled over to the wheat field. A Ju 88 was circling overhead at 4000 or 5000 feet. I heard some noises in the woods, but did not see any persons. <sup>When</sup> I heard people going home from work, and I feared that my green coveralls did not provide good camouflage in the ripe grain, so I crawled into the woods. I ate some Horlicks tablets from my escape kit. I did not eat the chocolate because I was afraid it was very bitter stuff like the chocolate in iron rations. When I gave it away to some children afterwards and found it was sweet, I was a bit annoyed.

HELPED

When the man came back he brought me some ~~food~~ food. I was supposed to stay in the woods that night, but when he learned that my eye was bothering me, he took me to his house. There I washed, and <sup>his family</sup> ~~they~~ fed me, and dressed my eye, and gave me some civilian clothes. They found a place outside for me to hide ~~in~~ that night.

JOURNEY  
ARRANGED

From there my journey was arranged.

Compiled by:

Approved by:

D-E EMERSON  
1st Lt, AUS

W STULL HOLT  
1st Col, AC  
Commanding

Appendices A-E

Appendix B

1. The following information has been obtained in an interview with a sergeant who evaded capture by the enemy after being in enemy occupied territory.

2. Further circulation of this information may be made, but in that case it is important not to divulge any particulars about the source.



Statement of information covering period from 17 August 1943 to 5 November 1943

a. In Belgium I saw a German plane with one engine and a great wing span flying at 12,000 or 15,000 feet. I did not recognize it, and the man with whom I was staying did not recognize it either.

b. In October each afternoon ~~the~~ <sup>six</sup> between 1600 and 1620 two or four planes took off from the Brussels air field, generally He 177's, apparently in routine patrols.

c. In late October I saw many A.A. guns mounted on trains between LILLE and Paris.

d. I TALKED TO BELGIANS who were disturbed by the number of railroad cars, civilian ~~casualties~~ casualties in the raid on Brussels.

SECRET - AMERICAN  
MOST SECRET - BRITISH

SECRET  
By Authority of  
A.C. of S. G-2.

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

Initials.....  
Date.....  
.....

13 December 1943

E & E REPORT NO. 238  
EVASION IN FRANCE

*Belgium*

James L BERRY, S/Sgt, 32382034  
327 Bomb Squadron, 92 Bomb Group

MIA: 17 August 1943

Arrived in Spain: 5 November 1943

Arrived in Gibraltar: 28 November 1943

Arrived in UK: 30 November 1943

AGE: 21 years  
LENGTH OF SERVICE: 1 3/12 years  
HOME ADDRESS: Box 51  
BLISS, New York

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-437875	Capt Roland L SARGENT	MIA
CO-PILOT	0-442753	1st Lt Keith E BYINGTON	MIA
NAVIGATOR	0-431801	Capt Robert T McNEELY	MIA
BOMBARDIER	22099721	S/Sgt George L MIKEL, Jr	MIA
RADIO OPERATOR	33327521	S/Sgt Charles J SAILER	MIA
TOP TURRET GUNNER	32382034	S/Sgt James L BERRY	NARRATOR
BALL TURRET GUNNER	39832932	S/Sgt Harry S RICHARDS	MIA
WAIST GUNNER	38161273	Sgt J J WHITLEY	P/W
WAIST GUNNER	32412531	S/Sgt Nathan SCHWARTZ	MIA
TAIL GUNNER	15329254	S/Sgt Kenneth F FAHNCKE	E & E RPT 225

ALCONBURY  
17 AUGUST 1943

Between 1100 and 1200 hours on 17 August 1943 we took off from ALCONBURY to bomb SCHWEINFURT. Just as we crossed the coast of Belgium we picked up our escort of P-47's and met a little flak. Number four engine was hit with no damage beyond slight gas leakage. An FW 190 came in, but I fired on him and scared him away. Several more FW's came in and hit the tail gunner and a fin. Flak hit our elevators about a foot out from the fuselage but did not affect our flying, so far as I knew, since the pilot did not mention any trouble. I thought we were then still over Belgium. We kept meeting flak off and on but were not hit.

FLAK

FIGHTERS

TOP TURRET HIT

While I was watching a plane back of our tail and high, the top turret was hit, breaking the glass and sending fragments against my forehead and something into my eye, for I had trouble with it for the next few days. My left hand gun was knocked out. The radio man was hit in the intestines. I think it was this attack which shot out the electrical connections on the ball turret. From this attack until the time we were shot down I did not see any fighters come in on us. We were meeting flak on and off, but none hit us.

CREW SHIFTED

Soon the tail gunner reported that his guns were not working; he could not hand charge one gun with his left hand. The pilot ordered one waist gunner to go back and take over the tail turret, but the ball turret man who was already out of his position went back. The tail gunner took over the waist window and the assistant radio man went up in the radio position. I transferred gas to number three and four engines. Just before we came to the target, a JU 88 got caught between two of our formations, and we shot it down.

HIT BY  
SUPPOSED  
50-CAL BULLET

We were low when we dropped our bombs--about 20,000 feet; some other planes were almost over us. Just before or just after we were on the bomb run a bullet hit number two engine, and we had to feather the propellor. The navigator said it was a 50-caliber bullet which hit us. I thought that some of the other planes might have fired on us, thinking we were a B-17 which the Germans had captured and were using against American formations. Our plane was a brand new one and was used on this raid because every available plane was needed. We did not have the customary triangular marking and we did not even have the group letter yet. Indeed, our guns had not yet been altitude tested.

PLANE NOT  
PROPERLY  
MARKED

When we were circling and coming back from the target, I transferred gas from number three engine to number one. In Belgium the pilot asked the group leader if he could slow down the formation because we were having trouble keeping up with numbers four and three. We used all the manifold pressure that we dared, but we kept falling farther back, and the formation behind us passed us.

COULD NOT  
STAY WITH  
FORMATION

ENGINE HIT  
AND SET ON FIRE

Just before we were shot, we saw a smoke screen ahead of us. I thought it came from an airfield. The time was about 1530 hours. Something hit number one engine and set it on fire. I did not know whether it was flak or a fighter. We had no fire extinguisher at all in our ship. The pilot gave the order to bail out; I thought we were about 18,000 feet. I did not see any fighters around. We were supposed to pick up our fighter escort just about the time that we went down.

BAILED OUT

For the sake of the bombardier and navigator we did not open the bomb bay doors. I went back to check the rest of the crew. The radio operator was wounded, and I yelled to him to come out. I put on my parachute and went out the waist after the tail gunner. I pulled my rip cord as soon as I was clear of the ship. After my chute opened I heard a plane firing; it sounded like 20-mm, not machine guns, so I thought that we had probably been hit by a fighter rather than by flak. On the way down I saw four other chutes in the air. I thought they belonged to the ball turret, tail turret, and two waist gunners, but I was not certain.

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PARACHUTES

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It took me 20 or 30 minutes to go down. I hit hard but did not hurt myself. I landed near a man with a shovel. Fifty or sixty people were standing about. I saw another man land not far away; no people were around him, and I assumed that he walked off. I snapped



WALKED OFF  
WITH A MAN

my chute off quickly, rolled my mae west and flying boots in it and buried them. A girl looked at my eye which was watering and tried to remove the foreign material. I ripped off my insignia and the name piece on my flight jacket and gave them to the girl. A man came up to me, talked a bit, and told the people that he was taking me to the Gestapo. People started to follow us. He went toward a hedge, and before the people realized what had happened, we were in the woods and out of sight. We stopped, and I got a drink from a well. We walked to the edge of the woods, and he left me, telling me to hide in a nearby wheat field until he returned late that night.

HID

I crawled over to the wheat field. A JU 88 was circling overhead at 4,000 or 5,000 feet. I heard some noises in the woods but did not see any persons. When I heard people going home from work, I feared that my green coveralls did not provide good camouflage in the ripe grain, so I crawled into the woods. I ate some Horlick's tablets from my escape kit. I did not eat the chocolate because I was afraid it was very bitter stuff like the chocolate in iron rations. When I gave it away to some children afterwards and found it was sweet, I was a bit annoyed.

HELPED

When the man came back he brought me some food. I was supposed to stay in the woods that night, but when he learned that my eye was bothering me, he took me to his house. There I washed, and his family fed me, dressed my eye, and gave me some civilian clothes. They found a place outside for me to hide that night.

JOURNEY  
ARRANGED

From there my journey was arranged.

Compiled by:

Approved by:

D E EMERSON  
1st Lt; AUS

*W S HOLT*  
W S HOLT  
Lt Col; AC  
Commanding

APPENDIX "B" -(over)

APPENDIX "B"

STATEMENT OF THE COMMISSIONER OF THE BUREAU OF THE ARMY

TO THE HONORABLE MEMBERS OF THE HOUSE OF REPRESENTATIVES

APPENDIX "B"

Statement of information covering period from 17 Aug 1943  
to 5 Nov 1943

APPENDIX "B" - (0000)

a. In Belgium the evader saw a German plane with one engine and a great wing span flying at 12,000 or 15,000 feet. He did not recognize it and the man with whom he was staying did not recognize it either.

b. In October each afternoon between 1600 and 1620 hours two to six planes, generally HE 177's, took off from the BRUSSELS air field, apparently on routine patrols.

c. In late October  
between LILLE and PARIS ~~in late October~~ the evader saw many AA guns mounted on railroad cars.

d. I talked to Belgians who were disturbed by the number of civilian casualties in a raid on BRUSSELS.