

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) OLOF M. BALLINGER Signed Olof M. Ballinger
 Rank 1st Lt. A.S.N. 0-736459 Date November 28, 1943
 Unit 381st Bomb. Gp. 533rd Bomb. Sq. Witness Wm. W. [Signature]
Col. G. S. C.

AG 383.6

Hq ETOUSA

9 April 1943.

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By command of Lieutenant General ANDREWS:

Ralph Pulsifer
B. T. S.

RALPH PULSIFER,
Colonel, AGD, Adjutant General.

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Name (Print) OLOF M. BALLINGER Signed *Olof M. Ballinger*

Rank 1st Lt. ASN 0-736459 Date December 4, 1943.

Unit 381st Bomb. Grp. (H) Witness *Ralph G. Smith, Lt Col AGD*

PRELIMINARY WARNING AGAINST GIVING INFORMATION ABOUT YOUR
ESCAPE, EVASION OF CAPTURE, OR REPATRIATION.

This applies to Members of all Services.

1. It is the duty of all persons to safeguard information which might, either directly or indirectly, be useful to the enemy.
2. The Defence Regulations make it an offence, punishable with imprisonment, to publish or to communicate to any unauthorised person any information or anything which purports to be information on any matter which would or might be directly or indirectly useful to the enemy.
3. This document is brought to your personal notice so that you may clearly understand information about your escape or how you evaded capture is information which would be useful to the enemy, and that therefore to communicate any information about your escape or how you evaded capture is an offence under the Defence Regulations.
4. At the earliest possible moment you will be interrogated by an Officer or Officers specially appointed for this purpose, who will instruct you how to deal with questions by your family, friends, and members of the public, whether in the Services or not.

TO BE COMPLETED IN THE PERSON'S OWN HANDWRITING, AND WITNESSED BY AN OFFICER.

I have read the above paragraphs, and I understand that I must on no account disclose any information about my escape, evasion of capture, or repatriation, to any unauthorized person, and I undertake to maintain a strict secrecy about my experiences.

Signed.. Olof M. Ballinger

Date.. Dec. 4, 1943

Full Name. (Block letters) OLOF MAXIMILLIAN BALLINGER

Rank and Number.. 1st Lt. O-736459

Unit.. 381st Bomb. Grp (H) USAAF

Witnessed by.....

(4)

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. OLOF M. BÄLLINGER, 1st Lt. 0-736459.
2. Decorations. None.
3. Unit or Squadron. 533rd Bomb. Sq. (H).
4. Division (Army) or Group. 381st Bomb. Grp. (H).
5. Date of Birth. April 26, 1919.
6. Length of Service. 1 year 8 months.
7. Private Address. 60-A Mahoning Ct., East River Gardens,
Newton Falls, Ohio.
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? Operation was
Were aircraft and all instruments and papers destroyed? Operation was
Station 167 - Ridgewell, England; July 4, 1943, Take off time
was about 0930 hours. I came down about 1230 hours on July 4,
1943. I landed about two kilometers south east of the village of
la Coulauche, department of Orne, France. The plane crashed
about one mile west of where I landed. Aircraft and
9. What was your position in aircraft? First Pilot. bombs exploded and
burnt when it crashed.
Everything destroyed.
10. Were you wounded? No.
11. Did you pay your guides? No. If so how much?
12. Do you speak French? Spanish? No.
13. Did you have Identity Papers? - Yes - French Papers,
Given me by member of
French organization.
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-
I also was
required to give
a report of the
crash and other
crew members to
French organization
member in Paris
on Sept. 1, 1943.
ences. Where and when? Questioned by British Interrogation Officer
at Gibraltar on November 29, 1943. Gave report on military
information to Mr. White, Intelligence Officer at American Consulate General's
Office, Barcelona,
Nov. 16, 1943, Spain.
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? Two copies in Madrid
Nov. 29, 1943, Two copies in Gibraltar, Nov. 29, 1943, Three copies on arrival
17. Date of arrival in Spain. at London District Transit Camps Nov. 4, 1943.
18. Date of arrival at Gibraltar. Nov. 28, 1943.
19. Place and date of departure for U.K. By sea or air. Gibraltar, December
3rd, 1943 by Air.
20. Place and date of arrival in U.K. December 3rd, 1943 - landed at
RAF Base about seven miles from Ridgewater, England,
Name of base unknown.

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/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.....

When in Paris I saw photographs of the Renault
plant taken after the last raid by the fortresses.
The pictures clearly showed that the plant was almost
demolished and the wreckage was littering up all the
parts of the plant. 1 Sept

I also walked past the Hispano-Suiza
aircraft engine plant in Paris after it was bombed
in September 1943 and from what I could see the
bombing results were very good. ~~1st~~ Oct ^{3rd} week

I was given some information about gasoline dumps
and an ammunition dump which were under construction
and I reported this to Mr. White, intelligence officer,
at the American Consul-General's office in
Barcelona, Spain. There was also included in
this the location of a dam and power station which
supplied most of the power in the Cherbourg peninsula
region.

I was told that the moral of the German troops
in France was very bad and that if one German alone
did any talking ~~he~~ he generally expressed the opinion
that he was tired of the Hitler regime.

FORET D'ANDAINNE

Road to Domfront

Star in Forest
or joining point
of road system.

Above sketch taken from
Map Alencon N.W., Sheet 62 N.W.,
Dept. of Orne.

Ammunition Depot
Under Construction as
of August 30, 1943, should
be in use as of Dec. 1943.

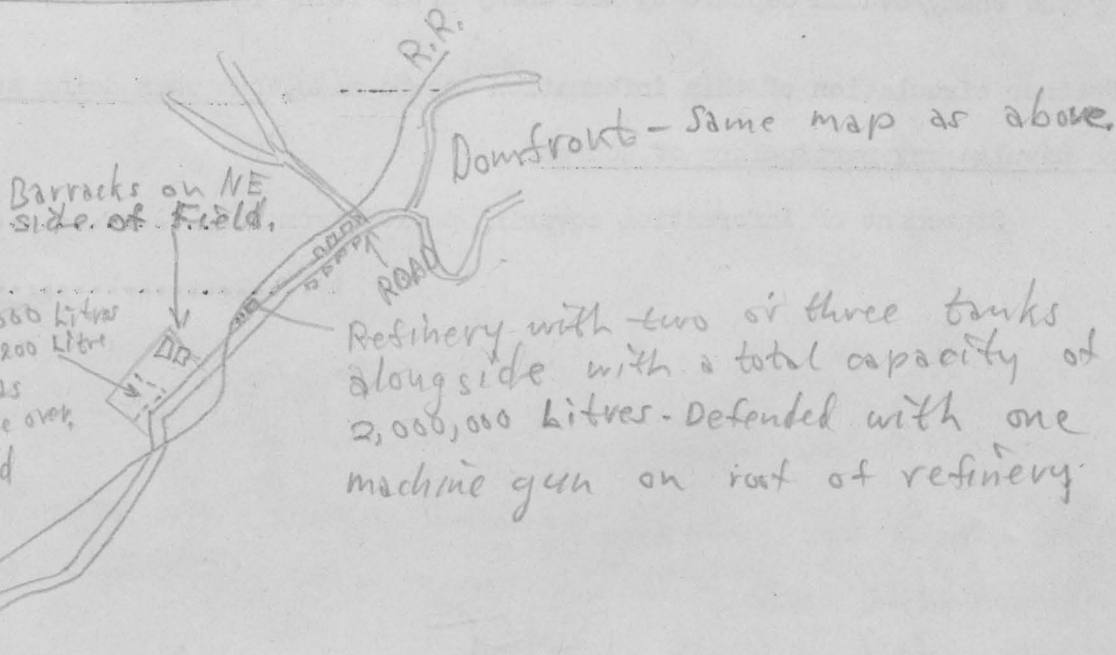
One Bldg. just
before road, no other
bldgs. near.

ST MICHEL
des Andaine

Gasoline Depot

Gas stored in 200 litre Drums about
10 drums to a group, total of
3,000,000 litres, stored
in open above ground.

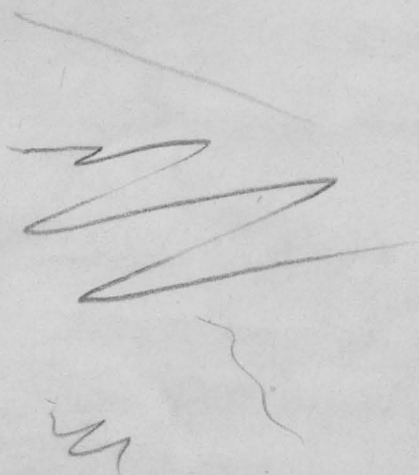
Road to
Bagnoles,
de l'Orne.



1,000,000 litres
of Gasoline stored in 200 litre
drums and dispersed as
above with camouflage over
On SW side of Field

Refinery with two or three tanks
alongside with a total capacity of
2,000,000 litres. Defended with one
machine gun on roof of refinery.

Selune River - Two Barrages with power stations,
which produce all the power for the
Cherbourg peninsula area. These are shown on
the "Michelin" series of maps.



walked to home of Prof. c 2300-000 to station for train to Paris -
Arrived Paris 1 Sept c 0500 - stood yr all way - Lt of my book is where
we staying - left that afternoon - to train station - met 2 young fellows:
Paul, Anthe (again). Took to Suzanne Lamort Lamort
N° 28 Rue du Marché
Le Verrier et, Serin et

Sept 15

There - not go out

25 Sept Paul & Anthe move us back to Paris - Mrs Lamort's sister & train line
Suzanne Normand - Boulevard Bessieres - N° 26
No 23 Buisson Boulevard

2 Aug -
John & R. B. +
there (wk before
we

Visited by Eng lady - elderly, nurse black hair, eyes
[Le deux petites filles montagnaises.]

Owens LT Harold Bailey then when we stayed - at home of still older than in di. about

26 To Normand's
1 wk at Normand's

3 Oct - moved to gain: Mrs Dora Rosygoe - Eng woman married to J
Stayed there - ran into Bailey again. Bill Plantier then when arrived
met Keith Murray & Charlie Hoover who staying at Fran - cousin of M

Rosygoe

Two more boys then with Murray & Hoover.
17 Oct Anthe & Jim staying with her picked up by Rosygoe - told of girl

downstairs where Anthe living - friends Rosygoe. Girl can go & wanted us -
17-89 is to hotel. Moved to ^{next} some day to home of waitress who works for Paris - when staying

18 and hours
to waitress

Then last night
Plantier & Bailey to home - 2 boys left Paris that day - not seen afterwards

Oct 20 6 of us to train station - met man to take us from Paris - not Major Bone then.
Join them with Murray & Hoover.

20 To Toulouse, Jean Esange that night. Train to Brissac on 21
To St Germain - all day. Hotel at night. Next morning bus - to Massat. Started
walk - 7 hrs - 6 in including guide. That evening to farm - stayed in barn that night
Also stayed there next day. c 1900 other 12 m behind - they thought I slow thing -
knew I weak. Told in some guide book when 10 days later - meant in exercise
Following Fri - 29 Oct - to farm told in all next taken prisoner by SS I have to leave -
two more to hand

Two before Fri - wife up after food 10 to soldiers coming - hid in woods all day in rain - throat hurt in back. At dark went back down - shivered in bed. Next morning was on ground - back woods. c/200 back - hid in bushes. Women had something eat. Say he's gone by before.
I know that at

Sat morning 30 c 0730 - walked out general direction Spain - no compass - through Assat - after, stayed on rd leading S - Clemis by Stan. To plan when road on way to vly - trail ahead. Looked old ^{thru} ~~at~~ ^{to} ~~the~~ ^{the} ~~old~~ ^{old} ~~man~~ ^{man} which directed in Spain - before - pointed up trail to A, rd to Sp.

c1300

Told us 4 hours walking to frontier.
At 1730-1800 reached top of divide - within 1000' of mt peaks and - in snow c 2 hrs - 2-2 1/2 hrs - now going down. Dark c 1830 - another half hr out/mow - couldn't stay in trail - had guide - sat under pine tree all mt. At c 0645 - back on trail. 0900 into first settlement

Sun afternoon

in Andorra - asked for food - first since previous mt before.
Ate. Out again - road - at through Andorra city. To St. Julia in c 4 miles from Sp frontier. Passed man on bridge going other way - can talk & told us tricks out - told us get some more pants - took me to Hotel Principal - Ate - had in pair of pants - arranged for me to stay - arrange was into Spain.

31 Oct in
2 Nov

left with approx 6 Sp remaining - we cross into Spain - mt. dark - carrying 5 lb packs of trans - I being heavy up - they almost nothing.
Walked all that mt - all day Thurs & Fri walked - staying fast. half way to Barcelona

6 Nov
8

c 0600 ~~Prinell~~ half way to Barcelona
Mon morning c 0200 to vly - arranged ride with 7 ft train to Manresa - to station.
c 5 mi before train left, Civil Guard asked me for papers - to justify

Manresa - from 0600 to 1700 - then to Barcelona - subject of Police.
Mon-Tue-Wed. - 7 hr to office
Told story that taken promise by us - briefed on that
Council got me out Wed afternoon
c 2 weeks in Barcelona

23/24 leave for Alama -
Left 27 with Major Clark to Madrid - few hours
Left on 2000 train to Guel
There 28.

THAT PAUL
DOWN IN WIND
BUNCH

ET D...
M...
H...
C... WITH M...

To c 0930 4 July RIDGEWELL - La Mans - between over flash installations
at north of river La Mans - generally 8 corners - no flash - first flash at 11P -
accurate 6 bursts on on sky with in 50 yds ¹⁰ close to it using top -
lost No 4 engine short - Co-1st notified me that O2 out in rear - in the
phase out - flash bursts apparently hit it underneath red is worn - believe
some burst killed BTG - gunner with me in trace of BT not more after
that time (from W6) Other W6 had original BT but no response.

1P
Sawed
23,000

Out / forward in this period - decided without O2 better get to low
altitude & make back E. ~~Forward~~ Tuned, N - down 350m
Try make over coast c 30^mN - we over return. c 20m NOT Sawed
by flash 12, 15, 000' - not know if hit - but Nav later claimed we were
Picked up by 8-9 109's - attacks about same time as flash. No 2 start
burn - c 9,000' plane out / control - when stabilizer crumpled up -
according to W6 with me - but believe controls shot out to.

Plane into stall - No 1 & 3 in good - only control of using engine keep
plane from spin. First thing gave wood bailout - pushed alarm bell.
Kept AC straight while boys bailing - using throttle. Nav out 1st.
Co-P followed. By after time - 2 still in cockpit. 13 up tell me no
chute - not ask why - his chute had gone in his report - Nav report. Told
Break up chute - but refuse - started back to B13 - at 3000' -
tight spiral at - left controls - chute on - Pulled up ⁱⁿ and, chute opened

c 500'. From J Over idea of back: RO injured by 20mm - stam & sick
O was led you to RGS & helped him - got bailout bottle, for still at
alt. I helped him into chute - aided to rear escape hatch - release on
rear escape hatch not work - held door open - held door while RO saw
out - Then got into own chute - said other W6 getting in his chute, at behind
him when Over went at - but not get out for some reason. TG out rear hatch

Plan crashed ^{down} in your field - told later 3 bodies: W's, BT, W6
It with MC 109's Nav 1, TG ORC
Between La Courlaube & La Saucelzere plan crashed - SW - mile or 2 from La C

Sanded c 1-1/2 miles from plan - hear humming, explosions from 50 cal shells.
Till in retreat c 100 yds from house - not in good
Took chute & equipment off - by had seen me fall up - also 3 or 4 81 - man, lady,
& boy.

By face bleeding - nose broken. In woman took him by arms wash face.
hid chute in ditch under bushes - with help of 81 - but later saw away with
by 81

Down
chute
shattered

MM
looks
good
behind

Dinner
c 1230
Selling
1 mile
from camp

From took me - toward house - through another orchard. c 50 yds from
barr c 6 soldiers into lawn & bicycles - I in full st - they not see.
Climbed behind bldg - very fine - into next yard - to cabbage garden c 3' high
wall covered. Saw to go into base of garden in @. Marching around c
hr. by still until c 1900 - had seen no go into garden
c 1900 saw other 2 come - showed me ident. plat of Owens - made
them understand that on my comrades.

Colours

27 yr man, old, had farm & worked the bushes. Apparently took Owens at
same time as falling - but didn't to cabbage patch - food clothes - took
army clothes - gave civ clothes - cotton pants, shirt, jacket - farm's clothes.
Just before dark took to go to shed - blanket - tell us back later that not
to by who spoke little by older man back c 0400. Walked W sev
miles - part near where plane crashed - to located farm - in layoff barn.
Food there - stg & be quiet - had not met
Cam way out c 0000 cam - good food - ^{to get} not know any names of helpers
this soldier man whose friend's
father helping

NT 46 NT 8TH

NT 8 c 0000 - 16 hrs N - helping older elderly man - then met young
André Mageloni - school teacher in St Opportune - getting in.
Man in whose farm to stg met us too. Reached farm c 0500
André Bésler Lived in granary barn - bed / straw, blankets
There 2 months. One time started leave, but plane fell through.

Rough
log

After which I go out to woods near barn -
Got some by myself, looks fairly well.
met girl who speaks Eng - ^{her} father
head of org in @ we were. He had been helping TG - then he moved to
Domfront - where stayed with Nas till 2 went to Paris. He & father had
come to farm to get information about us.
Took photos - measurements for clothes - but as each went - altered to fit

28 Aug by speaking girl & man in org making contact with Paris org.
André Rouquayon
2 in dilapidated car to Chang - secret. Then 29-31 Aug Tues.
Sun - André R & young farmer & wife took me to place of crashed - on
bicycles - as had taken most of plane except small pieces.
31 walked to nearest train station - to Fleres Rouquayon gave me info about gas depots
Walked around till met man with heavy wire glasses - prof at Notre Dame girls
school in Fleres - we had at school.
[CNR told Rouquayon good hide on train]
Left at just before dark c 1900 - by with glasses met Roger Rouze -
met another André - to take us to Paris - spoke by - been in farm

I don't do
papers

B

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

E & E REPORT NO. 248
EVASION IN FRANCE

Strat

(Date)

Olof M BALLINGER, 1st Lt 0-736459
(Name) (Rank) (ASN)

533 381
(Squadron) (Group)

AGE: 24
LENGTH OF SERVICE: 1 year 8 mo.
HOME ADDRESS: 60-A Mahoning Ct.,
Eastriver Gardens,
Newton Falls, Ohio.

MIA: 4 July 1943 -
Arrived in Spain: November 2, 1943.
Arrived in Gibraltar: November 28, 1943.
Arrived in UK: December 3, 1943.

MEMBERS OF CREW: (This information checked with PWIB)

		Official Disposition	Narrators Disposition
PILOT	0-736459 1st Lt Olof M BALLINGER	NARRATOR	
CO-PILOT	0-796562 2d Lt Paul H McCONNELL	MIA - Evaded Capture - Went to Paris	
NAVIGATOR	0-737353 2d Lt John M CARAH	<i>IN NEUTRAL COUNTRY</i> Evaded capture - Was to follow me to Paris the second week of September - No other information.	
BOMBARDIER through bomb bay.	0-735008 2d Lt George C WILLIAMS	MIA	Killed in Crash. His chute opened in ship. He came through cockpit before I left and I told him to take my chute but he refused and the last I saw of him he was going P/W Wounded badly - Captured.
RADIO OPERATOR	34207244 T/Sgt John K IANE	P/W	Wounded badly - Captured.
TOP TURRET GUNNER	39242710 T/Sgt Byron J GRONSTAL	P/W	Worse was broken and I saw him taken prisoner by German soldiers. I was told by french people later that he had escaped.
BALL TURRET GUNNER	39103466 S/Sgt Albert G WACKERMANN	MIA	Believed to have been killed by enemy action before crash.
WAIST GUNNER	33303393 S/Sgt Francis E OWENS	MIA	Evaded Capture and was with me the full time I was in France. Was left on top of mountains in Pyrenees and I know nothing further of him. It is known nothing further of him. It is known nothing further of him.
WAIST GUNNER	35661197 S/Sgt Henry W BAUSCHER, JR <u>HARRY</u>	MIA	Believed he died at exposure. Killed in Crash.
TAIL GUNNER	34315087 S/Sgt William C HOWELL	MIA	Evaded capture and was with Lt. McConnell and also went to Paris with him. No other information known.

Were you wounded? No.

The bodies of the three men who were killed were removed from the plane and the french man who made contact with the Paris organization for me said he had heard that the Germans had buried these men in Alencon the capital city of the department of Orne, France.

(Bill)
Lt. Harold Bailey and T/sat William Plaskett were the
two men left with S/sat Francis E. Owens (Bud) in the
Pyrenees. It is my belief they all died of exposure.
The three other Americans who were with this group were
Major Bowen, 1st Lt. Keith Murray, and 2nd Lt. Charles Hoover.
I knew of an American in Paris whose name was Bob but
I didn't know his last name. He was picked up by the
Gestapo on October 24th along with a French girl
named Andree, with whom he was staying. He was
about 5'10" tall, ^{waged about 140 lbs} with dark brown hair which was cut
short and brown eyes. He had a scar which I
believe was on the left side of his face and which
was received in a ditching in the channel. I could
identify him from a photograph.

RIDGEWELL
4 JULY 1943

About 0930 on 4 July 1943 We took off from RIDGEWELL to bomb Le MANS. We flew at 23,000 feet following a generally southerly course over flak installations at the mouth of the river near Le HAVRE, ^{but} We were flying at 23,000 feet. We did not meet any flak until our IP, LAVAL. There six bursts of black flak came within 50 yards of our ship, one burst very close to the right wing tip. We lost number four engine. The co-pilot notified me that the oxygen system was out in the rear, and the inter phone was out. Flak bursts apparently hit right underneath the radio room, and I thought that one of these bursts killed the ball turret gunner. ^{A crew member} Sgt OWENS told me later that the ball turret did not move after these bursts.

HIT BY
FLAK

I decided that with our oxygen system out I had better get to low altitude and make our way back to England, so I dropped out of formation and turned to the north. There was eight-tenth ^s cloud, and I expected to use this cover to return. About 20 miles north of LAVAL we met light flak at 12,000 or 15,000 feet, ~~but~~ I did not know ^{whether} if any hit us, but the navigator claimed later that it did. Eight or nine Me 109's picked us up and attacked about the same time ^{that} as we met this flak. Number two engine started to burn. At 9,000 feet the plane went out of control; ^{a crew member} Sgt OWENS told me later that the right horizontal stabilizer crumpled up, but I thought that the controls were shot out. The plane went into a stall.

HELD PLANE
WHILE CREW
BAILED OUT

Numbers one and three ^{engines} were working well, and only by controlling the engines could I keep the plane from a spin. I gave the order to bail out and pushed the alarm bell. By using the throttle I managed to keep the A/C straight while the boys jumped out. The navigator went out first, and the co-pilot ^{engineer} followed him. ~~The engineer went next.~~ The bombardier came up to tell me that he had no parachute. I told him to take mine, but he refused and started back to the bomb bay. ~~The navigator I later learned that the bombardier's parachute had opened in the plane.~~ ^{I could no longer control} At 3000 feet the plane went into a tight spiral to the right. I left the controls, put on my chute, and jumped out the nose. I pulled the rip cord, and the chute opened at about 500 feet.

BAILED
OUT

^{one of the gunners} From Sgt OWENS I later got some idea of what happened in the back of the

My informant

SGT OWENS

plane. A 20-mm shell wounded the radio operator in the right arm and side. ~~OWENS~~ went to the radio room to help him, got a bail out bottle for him while we were still at altitude, and helped him into his chute. Later he aided him to the rear escape hatch and held the door open for him when the emergency release did not work. Then ~~Sgt OWENS~~ got into his own chute and went out. He said that ~~the other waist gunner~~ was ready to follow him out, but for some reason did not come. He said that the tail gunner went out the rear hatch.

SAW PLANE CRASH

While I was coming down the plane exploded. I saw ~~the plane~~ crash in an open field between La COULANCHE and La SAUV~~LE~~ LEGERE and burn. I landed about a mile or so from the plane and heard it burning without injury and the explosions of 50-caliber shells. I landed ~~in~~ an orchard about 100 yards from a house. While I was taking off my chute and equipment, ~~the engineer~~ ^{one of my crew members} came up and three or four French people. The ~~engineer's~~ ^{crew member's} face was bleeding badly, and his nose seemed to be broken. A French lady led him away by the arm and washed his face. Some Frenchmen helped me to hide my mae west, flying boots, jacket, ~~and~~ helmet, and parachute under some bushes. Then they took me down to a house through another orchard.

HELPED BY FRENCH

When we were about 50 yards from their barn, I saw about six German soldiers coming into the farm on bicycles. I ducked behind a building, went over a fence, and ran to a cabbage patch. The cabbage seemed to be about three feet high and furnished good cover. I saw the Germans go into the house toward which I had been heading. They searched the area but did not find me. I later learned that I had landed about a mile from a German camp. I came down about 1230 and stayed in the cabbage patch until 1900.

HID FROM GERMAN

Some Frenchmen had seen me run to the cabbages. About 1900 some ~~of the~~ Frenchmen came and showed me an identity disc belonging to Sgt OWENS. I made them understand that he was one of my comrades. At dark they brought me civilian clothes. I continued to wear my GI shoes---and was throughout glad that I had them. Some Frenchmen took me to some out buildings, hid me in them, and arranged the journeys for ~~Sgt OWENS~~ ^{a crew member} and me.

JOURNEY ARRANGED

Compiled by:

Approved by:

D E EMERSON
1st Lt, AUSW STULL HOLT
Lt Col, AC
Commanding

Appendices A-E:

Appendix B

1. The following information has been obtained in 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, but in that case it is important not to divulge any particulars about the source.

Statement of information covering the period from 4 July 1943 to 2 November 1943.

a. When I was in Paris in early September, I saw photographs of the Renault plant taken after the last fortress raid. The pictures clearly showed that the plant was almost demolished, and that the wreckage was littering up all parts of the plant.

b. In the third week of October I walked past the Hispano-Suiza aircraft engine plant in Paris, and from what I could see the results of the bombing were very good.

c. Frenchmen told me that the morale of German troops in France was bad, and that if a German was alone, he generally expressed the opinion that he was tired of the Hitler regime.

d. I saw ammunition dumps and gasoline depots near St MICHEL and DOMFRONT as indicated in the attached sketch.

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I walked over the Pyrenees by myself, however. I separated from the party with whom I had traveled because I was in poor shape and would have been unable to keep up with them on the climb. I waited around the foothills for some days expecting to meet a guide who would come back for me, but he never came. After some miserable days waiting around in woods in the rain during the day and trying to sleep in the hay in cold barns at night, I set out by myself. I did not have a compass, so I directed myself by the sun. ^{From} ~~I checked with~~ an old Frenchman I learned that I was walking in the right direction. I followed a trail over the mountains, apparently crossing the highest peak for some distance around, the place where I went over. I was in snow for about two hours going up the peak and for a little longer going down. Just when I ^{came} got below the snow line, it got dark, and I could follow the trail no longer. I had to sit under a tree all night, trying to keep from freezing while I waited ^{for} till morning to go on. The next morning I found that I was over the Spanish border, but I still had long hours of walking before I came to any inhabited sections in Spain. Crossing the Pyrenees ^{alone} is a pretty desperate journey.

SECRET

APPENDIX "D" TO E AND E REPORT NO.

No., Rank, Name:- 0-736459, 1st Lt., OTOF M. BALLINGER

Unit:- 381st Bomb. Gp. (H), 573rd Bomb. Sq. (H).

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? *Not to any extent.*

(b) If not, had you one on you? *Yes.*

(c) If not, why had you no aids box?

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

Horlicks tablets. *- Two tablets while hiding in garden until nightfall.*

Chocolate. *- Ate chocolate while hiding in barn four days.*

Milk (tube). *Eaten by mice.*

Benzadrine tablets (fatigue). *Not needed in my case.*

Halazone tablets (water purifier). *Used several while hiding in barn four days.*

Matches. *- Not needed in my case.*

Adhesive tape. *No*

Chewing gum. *Eaten by mice.*

Water bottle. *Used for water while hiding in barn four days.*

Compass. *NO - lost this compass while hiding in barn.*

(e) Did any of the above items prove unsatisfactory? *No.*
If so, in what respect?

(f) How did you finally dispose of the box? *Left remains at farm house before going to Paris.*

(g) Can you suggest anyway 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?

(h) *I made use of needles and thread to sew up my clothes and to sew buttons on clothes.*

2. PURSE

(a) Did you carry a purse? *Yes.*
If so, state COLOR. *Green.*
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? *- One of southern France and Spain was most valuable to me.*

Compass. *Lost this compass also as one above.*

File (hacksaw). left at farm house.

Foreign currency. State countries and amounts. French - 2,000 Francs

How did you spend the money? 1500 Francs was taken by members of organization.

(d) How did you dispose of:-

Maps. Confiscated by Police in Spain

Compass. lost at barn where I was hiding.

File (hacksaw). left at farm house

Surplus currency. Confiscated by Police in Spain

3. AIDS TO ESCAPE - (GADGETS+) NONE
(+Issued separately from aids boxes and purses.)

(a) Did you carry or wear any of the following? No.
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? Three.

(b) Did you use them? I gave them to be used for French papers
State how. but the organization evidently mistaid them.
and my ¹⁴⁴ photograph was taken with a box camera. and

5. LECTURES this was what was used for my papers

(a) Were you lectured on evasion and escape?
State WHERE, WHEN and by WHOM. In Salina, Kansas in May 1943,

also in Bovingdon, England in June 1943. Persons not
remembered.

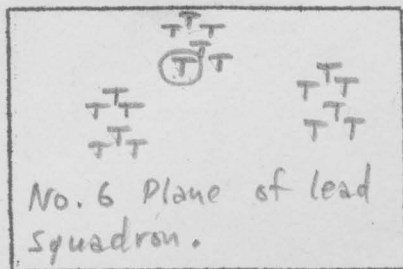
(b) Did you find the lectures of value? Yes.

by persons I don't
remember.

OMIT

NAME OLOF M. BALLINGER RANK 1st Lt. ASN 0-736459 REPORT NO. _____

SQ 533rd GROUP 381 A/C NO. 42-29928 Letter 9 Load 10-500 lb. Bombs
5,000 lbs Date _____



Position in formation.
Make Diagram

Observed results of Bombing: None.

Enemy Fighter Tactics: Several Nose attacks - several heavy attacks
Markings: from behind, also several attacks from other
directions. About 8 or 10 ME-109 fighters were
making the attacks.
Our Tactics: Used diving to avoid frontal attacks and fighters
went over without hitting my ship. I did not know
of tail attacks as the interphone was not working.
Our Fighter Support: (Not Observed)

Flak

<u>Time</u>	<u>Place</u>
<u>(First Noticed at 1145 hrs.)</u>	<u>I. P. - Town of Haral</u>

Technical Failures

Motors:

Armor:

Armament: All front guns were jammed just before I gave order to bail out.

Miscellaneous:

Quality
My observation was that the first flak I saw was about five burst at my altitude within about 50 feet of my ship. One burst in particular was about 25 feet from my right wing tip. We later saw some light flak which hit us at about 12,000 feet about 20 miles north of Haral when I was trying to get back to U.K.

Comments and Suggestions on any of the above:

From a report of my navigator which I saw before I was taken to Davis, I found out that he shot down one ME-109 and damaged another and the tail gunner shot down one ME-109 and damaged three others. The man who showed me his report said that two fighters were known to have crashed in that area that day. When I was parachuting there were only three fighters still circling the plane.