

888

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

E & E REPORT NO. 425-426-427-~~428-429-430~~  
EVASION IN FRANCE

Ernest H HUGONNET, JR,	2d Lt, 0-748006	8 Missions	28 February 1944
Donald D McLEOD	S/Sgt, 38158454	4 Missions	(Date)
Marion Augusta HALL,	Sgt 13135631	6 Missions	

(Name)	(Rank)	(ASN)
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410 Bomb Squadron, 94 Bomb Group  
(Squadron) (Group)

TARGET: Bordeaux-Cognac

MIA: 5 January 1944  
Arrived in Spain:

AGE: \_\_\_\_\_  
LENGTH OF SERVICE: \_\_\_\_\_  
HOME ADDRESS: \_\_\_\_\_

Arrived in Gibraltar:

Arrived in UK:  
27 February 1944

MEMBERS OF CREW: (This information checked with PWIB)

				Official Disposition	Narrators Disposition
PILOT	0-802102	2d Lt	Raymond John BORN	MIA	
CO-PILOT	T-000170	F/O	Harold J ERICKSON	MIA	
NAVIGATOR	0-685645	2d Lt	Norman R KING	MIA	
BOMBARDIER	0-748006	2d Lt	Ernest H HUGONNET, JR	<del>E&amp;E #425</del>	NARRATOR
RADIO OPERATOR	36610483	Sgt	Harold O GILLEY	E&E #428	
TOP TURRET GUNNER	38158454	S/Sgt	Donald D McLEOD	<del>E&amp;E #426</del>	NARRATOR
BALL TURRET GUNNER	13135631	Sgt	Marion A HALL	<del>E&amp;E #427</del>	NARRATOR
WAIST GUNNER	35374137	Sgt	Robert C SOUTHERS	E&E #430	
WAIST GUNNER	36278383	Sgt	Robert A SCHWARTZBURG	E&E #429	
TAIL GUNNER	33254507	Sgt	Arlie L THOMPSON	MIA	

Were you wounded?

[illegible]

2nd Lt Ernest H. HUGGNET, O-748006, 410 Sqdn - 94 Group  
S/Sgt Donald D. MCLEOD, 38158454, " " " "

Sgt Marion A. HALL, 13135631, " " " "

28 February 1944

28 February 1944  
We parachuted 3 January 1944, northwest of LOCARIE in the QUIMPER area. 2000

During the first two days we were sheltered by local farmers and hidden in a barn. On the third day a tailor from a very small village took us to his house to be turned over to a local Resistance organisation. From his home we were taken to the home of the mayor of a village which may or may not have been LOCARN. The Resistance people had a large black car, much like an autobus, waiting for us and with twelve members of the organisation we were driven to GOURIN. The Chief of the organisation talked to me (Lt HUGONNET) all the way to GOURIN. His aide, a perfumed, blonde-haired, Hollywood type held a gun in my face once and asked me if I knew an American, Lt James Schneider. I told him yes because I had been trained with James Schneider back in the States. This seemed to please the aide who told me I would meet Schneider in a few days.

The Chief of the organisation is M. BOIRON, a druggist in COGNAC. We were taken to his home. We had to empty our pockets and the small amounts of English money we had was changed into francs. We were asked for our dogtags and the sergeants gave theirs up. I put up an argument about it but the chief was insistent. I managed to hold back one dogtag but got away with it because it was noticed when we put our possessions on the table.

The next evening we were taken by truck to a pub. False identity cards were made for us but no attention paid to photographs. We were joined by Sgts MINOR and SEMACH (USAAP) and a Moroccan who had been in a German P/W camp. ONE (IT W/OUTER)

GEORGE MARTIN, a fish-merchant, took the five of us to his home in CONCARNEAU. He used a fish delivery truck to take us there and we travelled through St. IVY and ROSPORDIEN. At his home new and better identity cards were made for us. The first night after we arrived we were joined by Lt JAMES SCHNEIDER (USAAP). We stayed with MARTIN one week. He told us that a Capt JOHNSON and Lt COLEMAN, Americans, were killed in an airplane crash near CONCARNEAU. He said that two American airmen (we think they were from Lt SCHNEIDER's crew) had been hidden in a church near CONCARNEAU by a Priest but a woman collaborator had learned of it and informed the Germans. The Priest was shot and the Americans taken P/W. Sgt QUINN (USAAP) had joined us at MARTIN's about the same time as SCHNEIDER.

On 16 January we left MARTIN's. We were driven to the outskirts of QUIMPER in an ambulance which belonged to the CONCARNEAU Hospital. The driver of ambulance was the regular driver and MARTIN rode on the front seat with him. A Frenchman on a motorcycle rode some distance ahead of the ambulance as a lookout. From the outskirts of QUIMPER we walked into the station and were put on the train for BREST, arriving 17 January.

17 January. We were met by PAUL (5'7", 148 pounds, dark, ~~smokes~~ always smokes and wears a raincoat and fireman's boots) and two young Frenchmen, one of whom was RENE, a cousin of Mme GALLERAC. She is a distinguished French woman who holds the French Legion of Honor. She often mentioned a close friend who is now working with the BBC.

He were taken to the home of Mme de la Marnier. Her husband is a surgeon and they have four daughters. SCHNEIDER, GUINN, SEMACH and MINOR were taken to the home of a Colonel.

We were at Mme de la MARNIER's for ten days. PAUL visited us every day. The day after arrival we met the Chief of the Organisation handling the boat deal. He was about 5'8", of medium build, had a very square small face, was slow talker and great friend of the Colonel's. He said he was 'hot' and couldn't help. PAUL continued to look out for us.

to look out for us.



On 27 January we had to leave BREST quickly because the housekeeper of a friend of the Colonel's was taken by the Gestapo and there was fear of her talking. We were taken to the station by a de la MARNIER daughter and CHRISTIAN, the son a wealthy Perfumier. CHRISTIAN, a temporary guide, took us to Mme GERVARCH at LANDERNEAU. The other Americans in BREST were taken to ST NIC.

The Mayor of LANDERNEAU, M. ROULAN, took the two sergeants and I (Lt Hugonnet) was taken to Mme GERVACH's home. In peacetime her husband is a butcher. She seemed fairly wealthy. Occupying her home is a Frenchman who acts as an interpreter to the Germans and a schoolteacher and a student. Sgt MCLEOD came to stay with me after two days because there had been a scare at the Mayor's. The Mayor is very active in Resistance and in close contact with a PARIS chief. He has to be careful because the Germans have long suspected him and keep him under close surveillance. Mme GERVACH's part in the organisation was only to offer shelter to evaders. Before leaving LANDERNEAU we stayed for a time with a schoolmaster and his wife, a schoolteacher. They had a school for 31 girls and though the school was a part of the home the students never knew we were there.

When it was time to move us back to BREST the Mayor, M. ROULAN and Mme GERVARCH took us to a rendezvous with ~~him~~ de la MARNIER, the doctor. We went to his home for dinner but could not stay there because some friend had said to Mme DE LA MARNIER that it was understood her husband was helping allied airmen. We went to stay with Mme CALLERAC. We learned here that her nephew's name was RENE. She had kept Allied airmen before and two of them were Lts BYE and SCHAEFFER (USAAP). Her only part in the Organisation was to offer shelter.

Mme DE LA MARNIER came to tell us that a boat deal at AUDIERNE had been arranged. PAUL and CHRISTIAN took us to the station where we joined the other four Americans who had been staying in ST NIC. Mme DE LA MARNIER accompanied us to AUDIERNE. We were met by JEAN COLLIEREC at the station in QUIMPER where we were to spend the night before travelling on to AUDIERNE. The seven of us spent the night in JEAN's home.

The next morning we had a rendezvous in a park with Mme DE LA MARNIER, CHRISTIAN, a new guide named MICKEY and young Frenchman who seemed important in the Organisation - JEAN PIERRE (his real name is PACQUET). CHRISTIAN, MICKEY and JEAN PIERRE were our guides to AUDIERNE.

There was a mix-up in AUDIERNE and when it was straightened out I (Lt Hugonnet) went with Lt SCHNEIDER to a Frenchman's home accompanied by JEAN PIERRE. The other airmen were dispersed to other homes. SCHNEIDER and I lived with Mile PERSEC for eight days while plans went forward on a boat deal. MICKEY seemed to be one of the chief planners in connection with the obtaining of the boat. We were to be hidden aboard a wine merchant boat that would be making a trip to NANTES. After it got out of the harbor we were to take over and bring it to England. Lt SCHNEIDER and I were to do the navigating. The day before the plan was to go into operation we heard of a boat filled with Canadian, American, French and British evaders beaching in the AUDIERNE area. It had sailed from CONCARNEAU. This boat had beached at PLOCOFF and a woman collaborator had called the Germans. This area became so hot we had to make a hasty departure about 5 February. There was house-to-house search of the area.

JEAN PIERRE guided us from AUDIERNE. When the train stopped at PLOUNCAREZ the other Americans joined us. We went to QUIMPER. While JEAN PIERRE went to find places where we could stay we waited in the Park. We were conspicuous and had been followed by a suspicious couple from the train so I sent the others to JEAN COLLIEREC's house. On the way they ran into JEAN COLLIEREC who agreed that they go to his house. I had waited in the park for JEAN PIERRE to return. When he did we went to see JEAN COLLIEREC and learned that PAUL had arranged a boat deal. JEAN PIERRE was glad to hear this because it had been his plan to take us to an Organisation in RENNES and he had not been sure that this organisation would be able to help us. We turned us over to JEAN COLLIEREC to await PAUL's arrival. In the meantime SCHNEIDER, SEMACH and I went to stay with Mme EOUGET, a woman known to JEAN PIERRE. JEAN PIERRE left us and went on to RENNES.

PAUL came to QUIMPER to take over. He arranged the movement of five of our party to GUINGAMP. I was to stay in QUIMPER another week and Sgt QUINN, the seventh, was still in the care of MICKEY. During my week in QUIMPER I stayed with Mme L'ABIDOUN and also at her sister's home. JEAN and PAUL visited me several times and told me of the escape plan. When the time came JEAN took me to GUINGAMP. We spent the first night in the rooms of the man who seemed to be the chief organiser of the boat deal. He worked in a garage in GUINGAMP. I passed through the hands of several Frenchmen before being put in the hands of a young Frenchman, PIERRE (23 years old, well built, blonde, round face, long nose, speaks some English) who lived in POMMERIT LE VICOMTE. All Americans were scattered to farms in this neighborhood and I was taken to stay with Mme DIOURIS. SCHNEIDER, HALL and MCLEOD stayed with me and SEMACH and MINOR were with a neighbor. We were here seven days when PIERRE told us that a CANADIAN Captain was coming to visit us.

When he arrived I was interrogated in a room alone. I told him a lot about my crew and ~~how~~ I had known SCHNEIDER and then answered such questions ~~now~~ as who had been Ring Crosby's leading lady in his last picture. All that I could learn about him was that he had lived in FRANCE seven years and had gone to school in Los Angeles. He was about 5'10" tall, well-built, had large features, a French face, was dark-skinned. He wore a silver French ring on his left hand for good luck.

On 26 February a truck picked us up. In it were other evaders - Sgts GILLEY, SCHWARTZBERG & SOUTHERS of my crew and a Belgian and a Frenchman. I did not know any of others at that time. At PLOUHA we were divided into two groups. My group (MCLEOD, HALL, QUINN, TARKINGTON & FEINGOLD, SOUTHERS) stayed in a house belonging to an elderly lady. She told me the house had been built in 1747. It had three floors and had often been used by the organisation for shelter. She told me also that the Belgian in our party was

425-426-427; Appendix 'C' (cont)

a spy and we should keep an eye on him.

A message from LONDON was expected by radio. We were waiting for the right moon and weather. About 2000 hours a woman came to the farmhouse to tell us that the we were to leave that night. ~~about~~ At 2200 hours we went to the house where the Chief (Canadian Captain) was staying. He was short, dark, had strong facial features, wore a ring on his left hand (gold with ordnance insignia). There was a 22-year old girl with him called MARIE THERESE. The Captain briefed us for the trip. He tied the Belgian and gave one end of the rope to Lt CHURCH (USAAF) who was to be the Belgian's guard. I was given something to deliver to Major LANGLEY personally. I gave it to Captain WYNIFIAN-BRIGHT when I reached U.K.

The Americans concerned in this trip were Lts CHURCH, HUGONET, SCHNEIDER, FRINGOLD, TARKINGTON and Sgts MINOR, SEMACH, BLYE, MCLEOD, HALL, GILLEY, SCHWARTZBURG, SOUTHERS, OLYNIX, QUINN, COOMEN. The entire party was together when the truck drove us to FLOUHA. There was a Frenchman and the Belgian completing the party.



APPENDIX "D" TO E AND E-REPORT NO.

List all military information which you observed or were told while evading. Give fullest possible details. (Airfields, troop encampments, coastal and interior defenses, AA batteries, radar installations, troop movements, results of allied bombing, location of enemy factories and ammunition dumps, enemy and civilian morale, etc., etc.,.....)

1. <sup>omit</sup> Area NE of LOCARN - guard to dry <sup>Arms</sup> ~~bombs~~ - only one main road - <sup>orig will lay out</sup> system of lights - very flat, hilly country - no Germans in the area  $53^{\circ}40'' - 6^{\circ}40''$
2. On rd to St. YVES there is system of road blocks - triangular in shape <sup>confused with inter-</sup> looking hinges - every 5 miles - steel on rollers - <sup>There was seen by Evoker</sup> coming from Gourin  $(2 \times 3'30'' - 7' \text{ long})$
3. Heavy Rozporden <sup>from styri</sup> concrete blocks - staggered - entrance to town - often seen in entrance to small towns - now stationary - lanes around - holes in street & on sides <sup>of the areas</sup> pieces of steel to be put in place
4. <sup>lat</sup>  $53^{\circ}5'' - 6^{\circ}40''$  is Arms store hse - long red brick bldg camouflaged with grey-green paint - <sup>SE</sup> East of Loc Maria & 8 miles SW west of Rozporden to Concarneau
5. At entrance to Concarneau <sup>from Rozporden</sup> a blockage of staggered steel & brick  $20^{\circ}$  S-turn necessary to get in - not anchored to sides of roads - placed where terrain of road is level
6. Concarneau - heavy shore batteries to Bay de la Forêt - with light gun emplacements along shore - heavy flak guns (30) in number - <sup>in</sup> center of Bay is triangular steel structure (radio) - at high tide is 20 ft above water - shows no light -
7. Airfield: Beg - well - several TC 880 took off & over Concarneau Bay -
8. In Brest peninsula area every RR track has 2 telephonic circuits lines set by Germans
9. Quimper: CISTERNE bldg taken over by Germans - General HQ for large area around there - (Incy & obs)
10. ~~Quimper~~
11. 8 miles outside of Brest - along main RR line <sup>NW to SE</sup> - bridge - 200 ft high - 500 ft long - concrete & steel - on northern end is gun emplacement of 2 light flak guns -
12. In Brest <sup>heavy German</sup> Rail traffic - especially on Saturdays - French think that a salient camp Germans use there -
13. While in Brest French said large troop movements to Italy taken from Brest coastal area - all troops are moved around - constant interchanging of troops at different <sup>points</sup> places - obs
14. Three E. destroyers visit Brest often - damaged after convoy attack - also subs about 28 January
15. Construction near RR station lower bay - steel & concrete - of undetermined use - think a water control - in Brest
16. Heavy troop movement of SS troops at Landerneau - to Italy to think -

15 17. With a supply train guns are mtd at front / back - similar to Bofors 88 - on passenger trains only mtd in front -

16 18. Coal, cement & sand segs everywhere going toward Germany - 6 tons - heavy traffic toward Germany -

17 19. in Benodet on river ODET - 8 miles from coast up river on right side are 3 houses - one burned - where HQ - & can the supply; these 3 houses mark posn of new sub pens which have 16 ft. concrete pens uncompleted - 3 mos. labor - facilities for 12 subs - nearly finished <sup>from army</sup> heavy flak guns in Benodet - (Hurry)

18 20. at Audierne - armed naval vessels - refuel - frequently -

19 21 at Guingamp - large German camp in and around Phouha - near the shore - total defense maneuvers -

(21) 20 22. ~~in the rail tank Rouen~~ - there is primary line of heavily fortified ground defenses - ~~in the~~

(20) 20 23. Jerry is desirous of end of war - German morale low - front line soldier feels burst of war thru home front bombing -

22 24 many people think some buildings in Paris mined -

23 25. leaving farms with one horse & cow when used to leave line several - male & female - & to some

24. Disorganized train schedule - organized purposely by Jerry - (~~selectivity out of the~~) -

~~George Huchman knows nothing of rocket gun -~~

~~invasion expected across northern coast at marseille -~~  
the French seemed to expect invasion either along no. coast or vicinity of marseille -

25 at Guingamp - school here & mtd turret on top of dormitory of school - east about km from station - center for tips to be distributed

26 In Guingamp <sup>John</sup> (12-14) Germans requisitioned all the telephones - shortage of equipment the French said - and radios would go next -

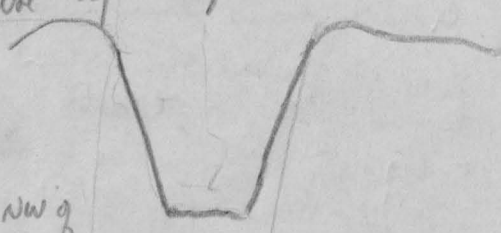
Guingamp Tank traps 5 m. wide at top - 2 m. + 6 m. <sup>entrance</sup> deep - 1 meter wide at bottom - places - shallow places dug out at fences for gunners to start - tank traps & holes dug in the streets - lots in front also - these traps dug in outskirts of town -

~~German Guingamp~~

In Guingamp - German camp on hill opp. NW of RR station -

at Nantes <sup>for</sup> Rocket - smoke screen - 3 flak guns from the Rocket

over Biscay Bay - 1500 yds out B-17 - no. Bordeaux - check like firing rockets - B-17 - reg. factory on tail - nothing else -





SECRET

APPENDIX "D" TO E AND F REPORT NO. 427

No., Rank, Name:--

Unit:--

*Hail*

Suggestions for improvement of escape equipment and training 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 — but received <sup>immediate</sup> aid —*
- b. If not, why?
- c. If you used it, state briefly the circumstances in which you used each item, for example, "While hiding in woods for two nights".

Horlicks tablets. *No*

Chocolate or Peanut Bar.

Milk (tube).

Benzadrine tablets (fatigue).

Halazone tablets (water purifier). *No*

Matches. *No*

Adhesive tape. *YES*

Chewing gum.

Water bottle.

Compass.

Sewing kit.

- d. Did any of the above items prove unsatisfactory?
- e. How did you finally dispose of the box? *yes to French*
- f. 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*  
State color of stripes and letters.  
If NOT, State why not.
- b. Did you use the purse?

(over)

c. If so, which of the following items in the purse did you use?

Maps. Which ones?

Compass.

File (hacksaw).

Foreign currency. State countries and amounts.

How did you spend the money?

*2000 French francs  
Used by French*

d. How did you dispose of:-

Maps.

Compass.

File (hacksaw).

Surplus currency.

*Given to French helpus*

*Given to French*

3. Were you issued any extra compasses or further aids to evasion?

4. PASSPORT SIZE PHOTOGRAPHS

a. Did you carry passport-size photographs?

If so, how many?

*7 Taken by souvenir hunter*

b. Did you use them?

5. LECTURES

a. Were you lectured on evasion and escape?

State WHERE, WHEN and by WHOM.

*Borington - Nov - 43  
Base 5-2*

b. Did you find the lectures of value?

*yes*

c. Do you have any suggestions to make which, from your experience, you feel will help other evaders and escapers?

*to act toward  
patience & faith in French helpus*



SECRET

APPENDIX "D" TO E AND F REPORT NO. 426

No., Rank, Name: - 38158454  
 1st Lt. DONALD D. McLEOD  
 Unit: - 410th BOMB 94th BOMB GP

Suggestions for improvement of escape equipment and training 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? *SOME; received immediate aid*
- b. If not, why? - *CONCENTRATED FOOD WASN'T NEEDED*
- c. If you used it, state briefly the circumstances in which you used each item, for example, "While hiding in woods for two nights".

~~Herliks tablets.~~

~~Chocolate or Peanut Bar.~~

~~Milk (tube).~~

~~Denzadrine tablets (fatigue).~~ *for fatigue when walking*  
~~NIGHT OF DEPARTURE~~

~~Halazone tablets (water purifier).~~

~~Matches.~~ - *TRADED FOR FRENCH MATCHES*

~~Adhesive tape.~~

~~Chewing gum.~~

~~Water bottle.~~

~~Compass.~~

~~Sewing kit.~~

- d. Did any of the above items prove unsatisfactory? *No*

- e. How did you finally dispose of the box? *HID IN A ~~CRACK~~ OF A WALL*

- f. 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?

*A SMALL PACKET OF DYE FOR DYING G.I. SHIRT & TROUSERS WITH INST. IN FRENCH ON PACKET. ALSO A CARD WITH USEFUL*

2. PURSE SENTENCES.

- a. Did you carry a purse? *YES*  
 State color of stripes and letters. *MARK II*  
 If NOT, State why not.
- b. Did you use the purse? *LEFT THE MONEY WITH THE ORGANIZATION*  
*NIGHT OF DEPARTURE (over)*

c. If so, which of the following items in the purse did you use?

~~Maps. Which ones?~~

~~Compass.~~

~~File (hacksaw).~~

Foreign currency. State countries and amounts.

How did you spend the money?

FRENCH - 300 FRANCS  
Paid FOR TRAIN TICKETS - ~~POINT CROIX~~  
TO QUIMPER

d. How did you dispose of:-

Maps.

Compass.

File (hacksaw).

Surplus currency.. LEFT WITH ORGANIZATION NIGHT OF DEPARTURE

3. Were you issued any extra compasses or further aids to evasion? YES

4. PASSPORT SIZE PHOTOGRAPHS

a. Did you carry passport-size photographs?

If so, how many? 2

b. Did you use them? YES

5. LECTURES

a. Were you lectured on evasion and escape?

State WHERE, WHEN and by WHOM.

BOVINGTON, Nov. 1943 - M.I.S.

b. Did you find the lectures of value? YES

c. Do you have any suggestions to make which, from your experience, you feel will help other evaders and escapers? NONE



SECRET

APPENDIX "D" TO E AND F REPORT NO. 425

No., Rank, Name:--

0-748006 2ND LT. ERNEST H. HUGGONNET JR.

Unit:--

SG 410TH 94GP.

Suggestions for improvement of escape equipment and training 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, why? **—**

c. If you used it, state briefly the circumstances in which you used each item, for example, "While hiding in woods for two nights".

Horlicks tablets. **3 HRS. AFTER DESCENT**

Chocolate or Peanut Bar. **THAT NIGHT**

Milk (tube). **NOT USED**

Benzadrine tablets (fatigue). **ON LANDING**

Halazone tablets (water purifier). **NOT USED UNTIL I HAD TIME TO WASH MY ARM CUT BY FLAK**

Matches.

Adhesive tape. **FOR BANDAGE**

Chewing gum. **NOT USED**

Water bottle. **USED TO PURIFY WATER FOR COY**

Compass. **USED WHEN CHECKING INSTALLATIONS**

Sewing kit. **TO SEW & REPAIR CLOTHING**

d. Did any of the above items prove unsatisfactory?

e. How did you finally dispose of the box? **BURN IT**

f. 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?

**LAY A PIECE OF PAPER WITH THE MOST NECESSARY FRENCH PHRASES THAT ARE USED ON BOTTOM OF KIT.**

2. PURSE

a. Did you carry a purse? **YES**

State color of stripes and letters. **KHAKI**

If NOT, State why not. **KHAKI MARK III**

b. Did you use the purse? **YES**

(over)

c. If so, which of the following items in the purse did you use?

Maps. Which ones? ✓

Compass. ✓

File (hacksaw). NO

Foreign currency. State countries and amounts. FRENCH 1100 FRANCS  
How did you spend the money? FOR FOOD & CIGARETTES

d. How did you dispose of:-

Maps. BURNT THEM

Compass. BURIED IT

File (hacksaw). BURIED IT

Surplus currency. GAVE ALL BUT 300 FRANCS TO  
INTELLIGENCE BEFORE ESCAPE

3. Were you issued any extra compasses or further aids to evasion?

NO

4. PASSPORT SIZE PHOTOGRAPHS

a. Did you carry passport-size photographs? YES  
If so, how many? 6

b. Did you use them? YES

5. LECTURES

a. Were you lectured on evasion and escape? YES

State WHERE, WHEN and by WHOM. G-2 - KEARNLEY, NER. END OF PHASE 1

b. Did you find the lectures of value? YES  
G-2 - BOVINGTON, ENG IN CLASS

c. Do you have any suggestions to make which, from your experience, you feel will help other evaders and escapers?

YES - do not drink wine on empty stomach -  
pay careful attention to french instructions  
hide a log of about person - eq. bottom of match box.  
help french in such matters as checking blackouts.  
always be prepared to move quickly.  
don't leave match stems and cigarette stubs lying  
around hiding places.  
pay attention to instructions of S-2 regarding action  
immediately after parachuting  
learn to be patient!



Mr. Hugonnet's story.

E AND E REPORT NO \_\_\_\_\_

In the first <sup>fighter</sup> attack near BORDEAUX we suffered no damage. After our bombs were dropped we turned towards the sea and, before reaching the Brest Peninsula, we were again attacked by fighters. <sup>This time</sup> We fell out of formation with our <sup>number two</sup> engine smoking and <sup>the</sup> horizon stabilizer in <sup>shot up</sup> bad condition.

About <sup>Ten</sup> 10 minutes after leaving the target the pilot <sup>called for</sup> called to me to come back <sup>to the cockpit.</sup> and help him. The co-pilot had been badly injured and in his semi-conscious state could not help the pilot. I administered first aid to the co-pilot and stayed with the pilot to help with the controls. <sup>He directed me by pointing with his hands and shaking his head.</sup> He had to direct me by using his hands and head. Our damage was <sup>so</sup> severe <sup>that</sup> enough for the pilot to order us to prepare for ditching, but soon after that we made landfall near CONCARNEAU. <sup>Shortly</sup> after this <sup>Fire</sup> when fire broke out <sup>because</sup> due to the detonating charge in the G-box <sup>and</sup> being set off by evasive action, the pilot gave the order to bail out.

The navigator went out at once after releasing the escape-hatch door, and I followed him. I jumped around 6,000 feet and pulled the rip-cord as soon as I felt I had cleared the aircraft safely. The first time I jerked at the rip cord nothing happened, and, by the time I had remembered to pull it all the way to the right, I had fallen to about 2,000 feet, where the chute opened. I had been falling straight <sup>with my body</sup> and ~~was~~ in a slow turn, ~~so that~~ there was no jerk when the canopy came out of the chute pack. I could see our plane <sup>rapidly</sup> losing altitude <sup>rapidly</sup>, but still under control. An enemy fighter approached me, but turned away without circling. During the minute I was in the air I looked around the countryside for signs of activity. <sup>I felt very tired and</sup> I think I was looking <sup>as I had expected to fall in the hands of German soldiers.</sup> principally for German soldiers, because I remember feeling very, very tired and afraid. <sup>capture</sup> Below me there were two farmhouses about a kilometer apart. I drifted between them, and, though my chute caught in a small

2  
it did not hold me off  
tree, I was not suspended from the ground.

CHUTE STUCK  
IN TREE

For a few seconds I pulled and tugged trying to drag the chute out of the tree, but <sup>I couldn't get it loose</sup> when it failed to loosen from the branches <sup>and so I</sup> I left it and unbuckled the chute harness. About <sup>twenty-five</sup> 25 yards away there was an old farmer with a scythe. He was watching me carefully and showed great surprise when I spoke in French, <sup>saying</sup> ~~telling him~~ that I was an American and would like to know the location of the nearest large road and the nearest village with Germans. I could get no answer out of this man; <sup>who</sup> he leaned on his scythe and stared at me. <sup>para.</sup> In a very few seconds a large crowd of Frenchmen ran up to me. Most of them <sup>were old people</sup> ~~seemed very old~~. One of the younger ones <sup>took</sup> ~~made an effort to help me~~ when I started taking off my summer flying suit and other flying equipment. I buried the flying boots and ~~the~~ <sup>my</sup> ~~west~~ in the field, keeping on my heated shoes. The young Frenchmen <sup>kept all my equipment to dispose of for me</sup> ~~took my summer flying suit and electric suit~~. He <sup>also</sup> ~~was~~ surprised <sup>to hear me speaking French</sup> when I spoke in French and told me about watching my descent <sup>para</sup> by parachute. <sup>para</sup> When I had taken off my summer coveralls, which left me dressed in pink shirt and green trousers, I had noticed a change in the attitude of the Frenchmen toward me. From the young Frenchman I learned that I was recognized then as an American by my uniform.

SURROUNDED BY  
FRENCH

FRENCH  
RECOGNISE AMERICAN  
UNIFORM

I had been able to <sup>take off</sup> ~~get rid of~~ my clothing quickly, because in dressing back at my base I had prepared for just such an occasion as this, by having my escape <sup>AIDS BOX</sup> ~~purse~~ and ~~box~~ already in the pockets of my inside uniform. <sup>para</sup> A moment after the young Frenchman had taken away the flying equipment another ~~young~~ Frenchman ran up to me. I was asked if I had French clothing. I shook my head, and this Frenchman said it was too bad, because he was leaving by train for a nearby large city in just a few minutes and would have taken me with him. He asked <sup>then</sup> if it would be all right to <sup>keep</sup> ~~have~~ my chute <sup>for the material</sup> ~~to make clothing~~ and I agreed <sup>to</sup> ~~that~~. The chute was being cut down from the tree at that time by the



old man, <sup>with the scythe</sup> who was hacking it down with the scythe. When the chute was down the man, <sup>who had asked for it</sup> grabbed it and left.

Then ~~still~~ <sup>came out of the crowd,</sup> another young Frenchman took me by the hand and led me away. I was very thirsty and hungry, but ~~realized that~~ I couldn't eat because I was still feeling some of the shock. In leading me to a farm the young Frenchman took me by a small stream to get some water. This helped a great deal and by the time we reached the farmhouse I was feeling much <sup>more</sup> calmer and <sup>more</sup> rational. I had to explain to the French family all of the events of the day leading up to that moment.

Then, while I made some effort to eat the food which they insisted upon <sup>giving</sup> feeding me, several neighbors arrived with farm clothes and wooden shoes, which I put on. <sup>I drank too much wine and</sup> With the food I was given wine, and, after drinking it, realized that it was probably a mistake to drink wine at first <sup>because it does not satisfy</sup> because it ~~is no good for~~ the almost unquenchable thirst that seems to

accompany shock. In changing into the farm clothes I was careful to go through all my personal possessions and destroyed such things as my name cards, <sup>and personal notes.</sup> a few English pound notes, and I gave my insignia to the French family. I had nothing left on me but my photos, escape aids, a plain wallet, and a comb. <sup>Because some of the Frenchmen wanted</sup> I was careful not to open any of the escape <sup>souvenirs I thought it unwise to open my</sup> aids until after I had changed clothes, because I <sup>realized that</sup> some of <sup>Aids Box and Purse in front of them.</sup> the Frenchmen might want the articles for souvenirs, and I would be deprived of their use later if I needed them for my evasion. When I did open the escape kit to transfer the contents to my pockets, I gave the chewing gum away.

Because I was not more than a half a mile from the point of landing, I told the French family that I must be on my way. I explained why, and, instead of letting me start alone, a member of the family led me about four kilometers to another farmhouse where I was made comfortable and

Although I tried to sleep, I found it impossible. During the early hours

SHOCK OF JUMP  
CAUSES THIRST

CARRIED  
PERSONAL DATA

OPENED ESCAPE  
AIDS WHEN  
ALONE

of the evening several Frenchmen came to see me, some out of curiosity and others with helpful information. I was told that eight Germans had made a search in that general area after I had parachuted, but that they had departed. The Germans had made a particular point of asking all the

children in the neighborhood whether or not they had seen me. I was told that the children had <sup>not given me away.</sup> ~~said, "No".~~ <sup>para</sup> In spite of this, I suggested moving on that night, but ~~I~~ <sup>Frenchmen</sup> was told to stay, and several suggested that

<sup>should not leave</sup> I ~~stay~~ <sup>ask for more</sup> until the invasion. I explained to them that it was part of my job to return and at no time did I ever mention getting any other help than ~~what~~ <sup>I think</sup> they were giving me, I think it is wrong to do so, because it arouses in some Frenchmen suspicions <sup>2</sup> as to the parachutist's motives.

I tried to make it clear that since I must go to Spain I must get started <sup>immediately</sup> right away, because it was a long journey <sup>to Spain.</sup> ahead. Although I spoke French

<sup>with</sup> well enough to talk <sup>met</sup> to any of the Frenchmen, I found that one of them <sup>who</sup> understood and spoke English <sup>well.</sup> ~~fluently.~~ I concentrated on talking to him, <sup>this man</sup>

<sup>One Frenchman</sup> because it meant there were fewer interruptions and less confusion in the conversation. When I began to talk about going to Spain, this <sup>man</sup> ~~boy~~ grasped quickly enough that I would like more definite help than merely <sup>await his return</sup> directions. He told me to stay where I was that night and that he would return the next day.

As he was leaving he said a comrade of mine had fallen about two kilometers away and asked me if I wished to see him. When I <sup>nodded</sup> answered, <sup>you</sup> "Yes", the Frenchman said they would bring him to me. I was taken to a barn in the rear of the farmhouse and, though I didn't realize why at the time, I was accompanied by another Frenchman who spent the night in the barn with me. Before I fell asleep my electric suit was brought to <sup>the barn</sup> me by still another man who said that it would help to keep me warm.

<sup>para</sup> About 0400 hours I was awakened by the sound of steps on the ladder leading to the hayloft. I awakened my companion, but before we could

HEARS OF  
GERMAN  
SEARCH

GETS HELP  
WITHOUT DIRECT  
REQUEST



JOINED BY  
CREW-MEMBER

5  
McLEOD  
hide a Frenchman appeared with Sgt McLEOD.

After a short discussion of our situation the engineer and I tried to get more sleep, but at an early hour we were taken back ~~in~~ into the farmhouse, fed, and then escorted to a wood in the neighborhood. We were told to keep very quiet while we were alone and while we waited for our helpers to return we slept. Some time after noon we were awakened by a man we had <sup>not</sup> never seen before. He had brought a new set of clothing for us; ~~we~~ <sup>it</sup> we changed into this clothing before leaving the wood and followed this Frenchman to his home, where we were joined by Sgt HALL. After dark several men arrived, <sup>who</sup> ~~we~~ <sup>us</sup> were questioned carefully, so they could satisfy themselves as to our identity, and after that our journey was arranged.

Journey  
Arranged

ED  
HUGONNET  
SGT McLEOD'S story before joining Lt HUGENEX:

I was transferring fuel during flight over the Bay of Biscay when fighters were called out. During the attack No 1 engine was shot out and No 2 lost its power. We were still in level flight, however. The ball-turret gunner's turret was useless <sup>because</sup> ~~due to~~ oil and hydraulic fluid covering the glass of the turret. He went to the nose to take over the nose guns. When I climbed out of my turret, I felt ~~that~~ the aircraft ~~was~~ in a slight dive. The pilot told me to bail out.

I was putting <sup>on</sup> my chute <sup>to the bomb bay</sup> when the bombardier came along and said, <sup>metajump</sup> "jump". I went out <sup>first</sup> through the bomb bay and was thrown on my back by the slipstream. When I cleared the slipstream, I pulled the rip cord. I think I jumped out around 5,000 feet and opened my chute at about 4,000 feet. When the chute opened the shroud lines became twisted. I think this was <sup>the</sup> ~~largely~~ due to my having fastened ~~my~~ chute on upside down. While I was trying to straighten the shroud lines, I heard an FW 190 go by. In the distance there was one parachute and our plane was losing altitude though still in level flight, and the wheels were down.

Leaves Aircraft  
AT 5000 FEET

Twisted  
Shroud Lines

After I hit the ground a gust of wind caught my chute and threw me on my back. I was stunned for a few seconds and before I could <sup>unhitch</sup> get out of my chute, I was surrounded by a large crowd of Frenchmen. I had fallen near a road and a farmhouse. After folding my chute I handed it to one of the Frenchmen, took off my <sup>and gave all this</sup> mac vest and helmet, gave them also equipment, and motioned that they should hide <sup>it</sup> them. A young

Frenchman tapped me on the arm and <sup>motioned</sup> indicated that I was to follow him.

<sup>Before</sup> Before we left the field another Frenchman <sup>- this one</sup> who spoke English came up and greeted me. I told him I wanted to hide, and after that I followed him. As we walked across the fields I took off as much of my flying clothing as I could. I was wearing GI shoes, because my flying boots were large enough to be worn under them while in the plane. I gave my coveralls and electric suit to a Frenchman who was following me, and to a child I gave some chewing gum and chocolate bars from my <sup>aid</sup> aid box. I

kept my <sup>Purse</sup> tube, escape photos, and two English pound notes. Eventually I was left alone with my two French guides for they had chased all the other Frenchmen away. We walked into some low marshy fields and in the center of one of the fields there was a <sup>straw shed</sup> strawstack house. I crawled inside and <sup>for</sup> spent the next two hours <sup>stood</sup> standing in water up to my knees while the Frenchmen went away to see what the Germans were doing.

After two hours one of the Frenchman brought food and a note from the English-speaking Frenchman, <sup>directing</sup> which directed me to follow my helper, where he led me. I had hoped we were going to a house where I could dry my wet clothing, but <sup>I was taken</sup> instead he took me to another field. Before leaving me he gave me a pair of wooden shoes; a straw and stick bed was fixed for me, and I lay in the sun to dry out my clothing. Within an hour the two Frenchmen returned with some odd pieces of French clothing. When I had changed I left the field with them, carrying a scythe as a further aid to my disguise. I was taken to a heavily wooded area and

SURROUNDED BY  
FRENCHMEN

IMMEDIATE  
AID

GIVEN WOODEN  
SHOES



GERMAN  
SEARCH

made a hide-out in a fern bed.  
behind some low bushes we prepared a fern bed for my hide-out. During the time I lay there I could hear heavy traffic of motorcycles, horses and wagons, on a nearby road. Later I was told that the Germans had searched throughout this area. At 2200 hours the Frenchmen brought an overcoat and led me to a farmhouse. I was hidden in the attic in a cut-out section of two overlying mattresses. This was not bad, because for the first time I began to get warm.

In the early hours of the following morning I was awakened by a new Frenchman, given a complete outfit of clothing, and guided to another farmhouse where I joined Lt <sup>Augoumet</sup> HUGENEY.

SGT HALL'S story before joining Lt <sup>Augoumet</sup> HUGENEY:

When my ball turret became useless while in flight over the Bay of Biscay, I went into the radio room. The bombardier was in the cockpit helping the pilot and co-pilot, so I <sup>looked over the</sup> went into the nose to man the nose guns. Soon after that the order to bail out was given. The navigator put on his chute and jumped. When I got back to the bomb bay I saw the radio man leave by the bomb bay; the right waist gunner and the left waist gunner bailed out of the waist door. I put on my chute, went to the waist door, turned my body into the slipstream and let it pull me out. When I left the aircraft around 5,000 feet the pilot, ~~XXX~~ co-pilot, engineer and bombardier were the only members of the crew remaining. I fell about 1,000 feet before pulling the rip cord. An FW 190 circled me after my parachute opened, but it returned to attack the plane, which was still in level flight. I saw three chutes in back of me, and then the tail section of a B-17 floated down near my chute. In following its fall I saw the main part of the same B-17 hit the ground and crash. It could not have been our plane, because I had just seen ours intact and at a higher altitude.

Too low For  
DELAYED  
JUMP

After that the ground came up fast. I landed in a field and before I could unbuckle the harness, about <sup>twenty</sup> 20 Frenchmen had surrounded me. My nervousness in getting out of the chute must have been obvious, because one of the Frenchmen cut away the harness with his scythe. All the Frenchmen crowded around asking for American cigarettes. I opened my aids box thinking there were some in it, but I could not find them. The French were ~~also~~ making running and hiding motions. I started to leave them, when a young Frenchman came up to ask me questions. He asked for a gun, which I did not have, and then he took my scarf from around my neck and had me button my flying jacket tightly around my neck so that the uniform beneath it could not be seen. He led me away from the crowd of Frenchmen, just to get away from that area.

While we were ~~still~~ <sup>through</sup> walking in the fields a Frenchman ran up to us. I still had my flying clothes <sup>on</sup>. This Frenchman took me to his farmhouse, and he brought out maps and started asking me questions about where we had bombed. I soon got the idea that he ~~only~~ wanted me to talk so ~~that~~ he could determine that I was an American as I had stated.

When he was satisfied, I was taken to a field not far from the house and hidden in a hole which was covered over with straw. Food was brought to me and I was left there alone until dark.

While I had been in the farmhouse the first time, a young boy had come in and asked me for my escape photos. I gave all seven of them to him, thinking that it was the thing I should do. I never saw the boy again, and realized too late that he was a souvenir hunter.

In the evening I was taken back to the farmhouse to meet some Frenchmen who spoke a little English. They asked me where I wanted to go and I replied that I would like to get someone to take me to Spain. They said ~~that that~~ couldn't be done; that Spain was too many kilometers away. They asked me ~~some~~ <sup>other</sup> questions, such as what my home address is,

and date of birth.

IMMEDIATE  
AID

LOSES Photos  
to SOUVENIR  
HUNTER



~~and~~ Then I was taken from this house to another farmhouse by a man I had not seen before. Most of the conversation after that was between the Frenchmen. I was hidden in a haystack, remained there all night, and in the morning <sup>was</sup> taken into the house for breakfast. After eating I was moved to the barn for safer hiding. I was visited several times during the morning by Frenchmen who were only curious to see me. We conversed rather vaguely in sign language and I learned very little about my situation from them.

In the afternoon an English-speaking Frenchmen brought clothes to me and said that <sup>he</sup> ~~I~~ was taking me to join two Americans. I was left alone then for several hours until another Frenchman came for me and took me to Lt <sup>Personnel.</sup> ~~HUGENEY~~.

SOINS  
CREW  
MEMBERS

Compiled by  
J. N. White  
Capt R. C.

Approved  
by  
W. J. Holt  
Lt Col AC  
Commanding

1. There were seen by the evader on the road coming from GOURIN to ST IVY <sup>LEADING IN</sup> ~~was~~ a system of road blocks. These blocks ~~are~~ <sup>were</sup> triangular in shape and fastened with interlocking hinges; they are of steel construction <sup>and</sup> on rollers. They are <sup>located</sup> at intervals of approximately five miles <sup>long</sup> on the highway.
2. Nearing ROSPORDEN from ST IVY there are staggered concrete blocks at the entrance to the town. Similar blocks ~~are~~ <sup>were</sup> often seen in the outskirts of small towns. They are now stationary, with a lane circling them; there are holes in the streets and on ~~the~~ <sup>in which</sup> sides of the roads ~~for pieces of~~ steel bars to be put in place, when the blocks are to be used as obstructions.
3. Around latitude 53°5' - longitude 6°90' there is ~~an~~ <sup>pointed out to evaders.</sup> arms storehouse ~~was~~. It is a long, rectangular building camouflaged with gray-green paint. It is located southeast of LOC MARIA and eight miles southwest of ROSPORDEN <sup>on the road</sup> to CONCARNEAU.
4. There is a blockade of staggered steel and brick <sup>columns</sup> on the outskirts of CONCARNEAU <sup>where road enters the city. This</sup> from ROSPORDEN, which necessitates an S-turn for entry. These obstructions are not anchored to the sides of the roads and are placed where the terrain is level. <sup>emplacements</sup> ~~Cum posts~~ <sup>have been dug out on the sides of the road where the level terrain offers better observation.</sup>
5. In the vicinity of CONCARNEAU there are heavy shore batteries ~~in the area~~ <sup>on the</sup> ~~do in FOREST~~ <sup>FOREST BAY</sup>; there are light gun emplacements along shore; and about <sup>thirty</sup> ~~30~~ heavy flak guns. In the center of the Bay is a triangular steel structure, the purpose of which is unknown. At high tide it is <sup>12</sup> ~~20~~ feet above water, and no lights are shown from it. (HVS) (Sketch here —)
6. Several JU 88's took off from an airfield at BEG MELL <sup>3</sup> and flew over CONCARNEAU BAY.
7. In the Brest Peninsula area every railroad track has two <sup>ground</sup> telephonic communications lines set by Germans, <sup>in addition to regular telephone poles.</sup>

See back of  
p. 3 for  
sketch of  
Bay



8. At QUIMPER the CISTERNE building has been taken over by the Germans. It is <sup>a</sup> ~~the~~ Headquarters for <sup>this</sup> ~~a~~ large area around there. (hearsay and observation)
9. Eight miles outside of BREST along the main railroad line, running NW to SE, there is a bridge 200 feet long 500 ft long, constructed of concrete and steel. On the northern end is a gun emplacement of light flak guns.
10. There is heavy German rail traffic in BREST, especially on Saturdays. The French say that this traffic is particularly heavy on Saturday <sup>because the Germans transport supplies on Saturday.</sup>
11. The French in BREST said there were large troop movements to Italy of troops taken from the BREST coastal area. All troops <sup>in this area are</sup> ~~are moved around~~, constantly interchanging positions.
12. Three light destroyers visit BREST often. They returned to port damaged after an attack on a convoy. Submarines were also seen about 28 January 1944.
13. A construction of steel and concrete near the railroad station towards the Bay is of undetermined <sup>function</sup> ~~use~~. It ~~is~~ thought to be a water control in BREST.
14. The French think that heavy troop movement of SS troops at LANDERNEAU were to Italy.
15. <sup>ON</sup> ~~With~~ supply trains guns similar to Bofors ~~88's~~ <sup>88's</sup> are mounted at the front and back. On passenger trains guns are only mounted in front.
16. Coal, cement, stone and sand are seen everywhere going towards Germany in a heavy stream of traffic.
17. In BENODET on River ODET there are three houses about eight miles from the <sup>on a hill</sup> ~~marking the position of new submarine pens. ~~then~~~~ coast up river on the right. One of the houses is burned; one is a workers' headquarters; and the third is empty. <sup>These pens are 8 miles inland on the ODET river</sup> ~~These three houses mark the position of new submarine pens, which have 16 foot concrete pens uncompleted. Construction is nearly finished, after which the pens will afford facilities for 12 submarines.~~ <sup>French state they are covered with 16 feet of concrete & will need 3 months work for completion.</sup> <sup>approximately</sup>
- There are heavy flak guns in BENODET. (hearsay - January).
18. Armed naval vessels refuel frequently at AUDIERNE.
19. At GUINGCAMP there is a large German camp in and around PLOUHA near the shore. <sup>here</sup> Troops have been undergoing coastal defense maneuvers.

20. French say that <sup>the Germans are</sup> ~~Gerry~~ is desirous of bringing the war to a close. German morale is low. The front line soldier is feeling the <sup>effect of</sup> ~~brunt of the war~~ through the home-front bombings.
21. There is a primary line of heavily fortified ground defenses in the area around ROUEN. (~~heavily~~)
22. Many <sup>Frenchmen</sup> people think that some buildings in PARIS are mined.
23. In the BREST Peninsula area the Germans are requisitioning stock, leaving farmers with only one horse and cow, whereas they used to leave them several - male and female.
24. Disorganized train schedules are believed to have been purposely planned by the Germans. <sup>The French say this is true in the Guingamp area particularly</sup>
25. At GUINGAMP <sup>there</sup> is a school with a machine-gun turret on top of the dormitory. It is located about a kilometer east of the station. <sup>R.R.</sup> This <sup>school distributing</sup> is a center for troops <sup>to be distributed.</sup> (~~Obs & heavy~~)
26. In GUINGAMP, 12-14 January, Germans requisitioned all French telephones. The French said that this was due to a shortage of equipment and ~~they~~ feel that radios will go next.
27. There are tank traps dug in the outskirts of GUINCAMP, and holes <sup>for various types of obstructions</sup> dug in the streets. The tank traps are 5 m. wide at the top, 2.6 m. deep, 1 m. wide at bottom.
28. While flying over the Bay of Biscay <sup>evader saw</sup> before being shot down, a B-17 which seemed to have joined the <sup>group formation</sup> ~~group~~ near BORDEAUX <sup>stand</sup> stood off some 1,500 yards from evader's aircraft. To the evader, in a few seconds glance, it seemed to be firing rockets. The B-17 had a regular factory number on the tail <sup>but no other</sup> ~~and nothing~~ <sup>markings.</sup> else.



ISLAND

- 2 -

ART 10

Big well?

POSSIBLE AIR FIELD

WALL SLANTING TO SEA

ROCKS

TOWER

WALL

SMALLER DEFENSE (guns)

app. 16 guns around the Bay

CONCRETE EMPLACEMENT

small guns

TOWER (NO NAV. LIGHTS)

APPROX 12 FT. HIGH LOW TIDE  
6 FT. HIGH TIDE

entrance to bay has no main  
or sub cuts.

CONCARNEAU

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

E & E REPORT NO. 425-6-7  
EVASION IN FRANCE

FEB. 28, 1944  
(Date)

ERNEST H. HUGONNET JR. 2ND LT. 0-748006  
(Name) (Rank) (ASN)

410<sup>TH</sup> 94<sup>TH</sup>  
(Squadron) (Group)

AGE: 25  
LENGTH OF SERVICE: 4 YRS. 5 MOS.  
HOME ADDRESS: 429 EAST 64 STREET  
NEW YORK, N.Y.

Target: Bordeaux-Cognac

MIA: —  
Arrived in Spain: —  
Arrived in Gibraltar: —  
Arrived in UK: FEB. 27, 1943

MEMBERS OF CREW: (This information checked with PWIB)

	Official Disposition	Narrators Disposition
PILOT 2ND LT. RAYMOND J. BORN		
CO-PILOT F/O . ERICKSON		?
NAVIGATOR 2ND. LT. NORMAN R. KING		Believed DEAD
BOMBARDIER 2ND. LT. ERNEST H. HUGONNET JR X	8 missions	ENGLAND
RADIO OPERATOR SGT. HAROLD O. GILLEY		ENGLAND
TOP TURRET GUNNER S/SGT. DONALD D. McLEOD X	4 missions	ENGLAND
BALL TURRET GUNNER SGT. MARION A. HALL X	6 missions	ENGLAND
WAIST GUNNER SGT. ROBERT C. SOUTHERS		ENGLAND
WAIST GUNNER SGT. ROBERT A. SCHWARTZBURG		ENGLAND
TAIL GUNNER SGT. ARLIE L. THOMPSON		DEAD

AG Report:

Known information: Sgt Thompson seriously injured before baling out.

Hearsay none: known.

Were you wounded?

Yes (A BIT)  
ON ARM; CUTS OF FLAK; LEFT SHOULDER DIS-  
LOCATED BY SHOCK OF FLAK <sup>WHEN IT</sup> HIT ON FLAK SUIT.



SECRET - AMERICAN  
MOST SECRET - BRITISH  
MIS (X)

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

QUESTIONNAIRE FOR SERVICE PERSONNEL  
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank, and Serial No. **ERNEST HENRI HUGONNET JR.**  
**2ND LT. D-748006**
2. Decorations. **NONE**
3. Unit or Squadron. **410TH**
4. Division (Army) or Group. **94**
5. Date of Birth. **12-10-15**
6. Length of Service. **4 YRS. 5 MOS.**
7. Private Address. **429 EAST 64 STREET, N.Y.C. N.Y.**
8. Job as civilian. **PUBLICITY; ACCOUNTANT**
9. From what field did you take off? **RUFFIN A.A.F., 8TH AIR FORCE**
10. Take off time. **0735**
11. Date and target. **JAN. 5-'44 AIRFIELD NEAR BORDEAUX**
12. Where did you land? **BREST PENINSULA, FRANCE**
13. Were all secret papers and equipment destroyed? **NOT SURE; I TOOK CARE**  
**OF PAPERS IN NOSE**
14. What was your position in aircraft? **BOMBARDIER**
15. Were you wounded? **YES, ABIT**
16. Did you pay your guides? If so how much? **NO**
17. Do you speak French? Spanish? **YES-FRENCH**
18. Did you have Identity Papers? **YES**
19. 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?  
**NO**
20. Did you report on your operations? If so, where and to whom? **NO**
21. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? **NO -**
22. Date of arrival in Spain. **-**
23. Date of arrival at Gibraltar. **-**
24. Place and date of departure for U.K. By sea or air.  
**FEB-27-44 BY SEA NORTH OF PLOUHA, FRANCE ON COAST**
25. Place and date of arrival in U.K.  
**FEB. 27-44 PORTSMOUTH, ENG.**

OUTLINE FOR TALKS

1. Complete description of everything that happened.  
in plane before jump.
2. Description of jump and landing.
3. Description of what you did with your equipment.
4. Tell story of experiences up to time you met the  
person who put you in contact with organization.

DO NOT GIVE THE NAMES OF PEOPLE WHO HELPED YOU  
AT ANY TIME.

DO NOT GIVE THE NAMES OF TOWNS.

DO NOT GIVE ANY ADDRESSES.

5. How you crossed Pyrenees (General Location)
6. Your experiences in Spain.

Suggestions for others.

~~If~~ there is some helpful incident that happened  
after you were picked up, do not mention it until it  
has been discussed with M.I.S. Interrogator.

*Richard R Nelson*

RICHARD R NELSON  
Major, AC



near Bordeaux 27W at 400 - no damage - bombs away - turned toward sea - low  
S - heavy attack - struggling - out of position - fighters - on course - flock diving -  
+ 2 sinking - 6 fighters attacked - fought steadily - bad conditions - 10 min  
after bombing last - pilot told me, come back - was co-pilot. badly hit  
in head - artery left ear - semi-conscious - no help to pilot -  
1<sup>st</sup> aid given - blood still flowed - stopped - course to Brest all time -  
pilot sd stay - aid in control - ~~under~~ directed me by hands + head -  
instrument checks - pilot no injured - had on his chute - did not  
remove co-pilot from position - evasive action necessary - cut across  
fighter - nearing Brest peninsula - cutting of ship made me say prepare  
for ditching - confusion in % - 15800 ft - did go w/o oxygen -  
removed pilot's oxygen mask - threw things overboard - flak at  
Concarneau - 1 B17 on right was on course with flock -  
badly damaged - it fell off 5 mins later - to earth - saw  
2 chutes - we saw the % hit - pilot took course north  
angled; B-10 out of control - diving charge in E Bot  
off due to evasive action - fire - out - we missed flock -  
over land - close ship in between - pilot rang bell - ~~prop~~ B-10  
with went out alone - escape hatch door unsealed - I went after him -  
took flimsy with me - saw no maps - to pilot's compartment to see cog -  
eng in trouble - high fighter attack 3 chutes - sd he shot 250 mms  
to saw the fighter % in smoke go down - no contact with crew

see WGs about shooting down a/c

after last attack at Bordeaux in June out. T.G. asked them - ~~the~~  
2<sup>nd</sup> fight attack blew off stabilizer - think T.G. seriously wounded -  
crawled to tail wheel - hole in belly & L arm shot away -  
waist door kicked open - pushed T.G. out ~~and~~ eng went to  
Paderborn to get plane - in trouble of bumpy - pilot said let's  
go - saw cop go to escape hatch & 2 to catwalk - no  
more evasive action - eng jumped before me - knew I was last -  
all out in back according to eng - I floundered -

I jumped - back pack - app <sup>6-7000</sup> - pulled rip & nothing happened -  
remembered to pull all way to right & it popped - felt no pain -  
~~think at 4000~~ - had fallen out & timing slowly - saw fight - approaching -  
very conscious - saw % - in decline to left under control - not in air more than  
30 to 50 seconds - must have opened arms 2000 - reviewed terrain  
for Germans - fight did not circle me - when reached  
ground - felt tired and afraid - did see no signs of activity -  
2 parachutes - km apart - drifting across ground not rapidly -  
chute caught in small tree - not suspended - did not get it down -  
piled & tied - out of chute harness - saw 25 yrs away - old farmer  
with scythe - told him in French - an Am - where is next big road -  
when a bigger village of Germans - no answer - no response - checked  
at me - 20 to 25 people gathered - very old most of them - 18 yr old  
girl - I thinking off flying suit (summer) covered with blood - kept on white  
shoes - tried flying boots & MW - girl told my summer flying  
suit & electric suit - I kept my pistol - did this because  
no response from old man - she said speak French? - yes -  
she saw me fall - I wearing Pinks & Greens - sweater in shirt  
pocket & AB in pocket of trousers - did because had that of hasty  
undressing ahead of time - recognized Am by uniform - then  
a 28 yr old lady - well dressed - ran to me - asked if I  
had Fr. clothes - no! - sd if I did she would take me to Paris



that night - asked if she'd take cloths - would to make clothing -  
told man to cut sherd lines - with scythe - cloths down - worn got  
it & left - 18 yr. old girl took me by hand - was awfully tired &  
very thirsty - hungry but didn't eat, I think - she led me away -  
stopped at stream - helped - her farm - fireplace - asked me  
when returning - <sup>2</sup> explained what had happened - her mother gave me old  
farm clothes & worn shoes - food - suggest no one drink wine at first  
becas no good for throat - changed clothes - ~~off~~ destroyed my personal things  
in wallet (name cards) - gave 8 \$ to girl - gave insignia to girls -  
to boy with her - had nothing on me - but photos wallet comb & aids - maps  
not good - suggest it not done in front of first person met because  
the French may want it & they not in Org - opened Escape Kit - gave  
candy bar away - at choc - given to small girl - told them I must be on  
my way - was 1/2 mile from Landing - 18 yr old girl's father had brother with  
farm 4 hrs away & his son took me there - on arrival - <sup>made</sup> comfortable -  
then darkness - still had pistol - keeping in case ran into only 1 Jerry - gave  
pistol to this farmer - he seemed intelligent man - he buried it - that night tired  
didn't sleep - 26 or 30 men came to see me - told me - 8 Jerry's had  
arrived - searched area & departed - children asked if had seen me -  
I suggested moving - they said stay the night - they suggested I'd  
stay til invasion - told them goal of my job to return - needed -  
never mentioned Org - think it best to do so - I asked since must go to

Carded NW of Locame

Spain & must get started - among group was Eng-sphing boy -  
had lived NYC 4 years - explained everything to him & must go at  
earliest opportunity, ~~did not~~ He understood - he sd knew man who could  
help - would return next day - rd checked 2 kms away - asked if 2  
wished to see him - yes - at 1000 they wd bring him - used the  
water bag - had cut on arm - not serious - shldn bother - used Helyne  
tablets to cleanse arm - used sulphur drugs - never asked for direct aid - ~~the~~  
boy - mentioned this offer going to Spain because friend wanted to keep me - with  
25 francs coming to see my friend was sure he was ok & they wd have  
nothing to do with me - crowd depressed - I went with son to barn - slept  
that night - my electric suit hot to me by another man - sent to me to keep me warm -  
was awakened by sounds of steps on ladder - woke fr. boy sleeping near me - was Eng  
boy with Eng - 0400 hrs - explained situation to Eng - ~~the~~ slept til 530 - dressed - kitchen -  
food - gave me a computer - overcoat - friend walked us km away to ravine - explained  
to me to keep very quiet - we agreed - slept - friend back at 1 pm - sd at 4 pm  
man coming to take us away - ~~man~~ came on cycle - ~~new~~ tailor - brought clothes -  
changed into in farm - eng well dressed - Eng wearing D.I.s - followed tailor  
to his home - we 15 yds behind - on a knoll he put out a white in  
a small village - he went by cycle to his house - we approached from rear -  
in back of his house we met him - into house - fed - 4 hrs sleep - at 10 pm  
awakened & saw asst Eng (Hall) - Two men with him - we heard and were  
on way again - on small roads - no excessive walking - Malais 15 kms north -  
flak - air raid - had Brit did good job of a camp - walked 5 kms with French  
one on each side - things across - They had conveyers - men stationed at  
diff points along rd - we checked our photo - were led to big house on road -  
saw big car (small bus) - into here - met 12 people - mayor of the town -  
said Lourin next stop - get bus - This was Org - everywhere  
went asked about flight - got bus (car) & went thru side roads - 12 men phd  
in car - all men armed - chf talked constantly to me - sd wd talk more  
in Lourin - his aide, sleek blonde hair, perfume, - this aide held  
gun in face & asked me if I knew a James Schneider, Lt - said yes - not my  
crew - told me wd see him in 2 day - in suburbs of Lourin stopped -  
2 men approached - walked into town - natural conversation + 15:11 -  
M. Bouron, chf of Org, druggist in Lourin - to his house -



into her - ~~the~~ asked what in pockets - changed Eng money to francs -  
demanded dogtags - gave them only one - Sfts gave them both - argument  
no good - didn't understand why we wanted to keep them - They want them  
in case of search - French watch has good cover for dogtag - I was very  
curious about everything - made it a habit to let nothing slip - watched blackouts  
becas Gerry always interested in bad blackout - watched lighting systems  
to hide rays of light - found that in all French families there are some members of family  
away & French people know about it & if they see a light in a son's  
room the French ask next day who was there - all families have empty rooms -  
is something to watch - In Gournay we did clothes swap - Eng got clothes -  
was asked if would stay in France - becas I spoke French & understood - wanted me to be  
contact man - 1st air flyers they handled this way - told me they needed me badly -  
wanted me in intelligence - Eng stayed chfi's house - Had to go to drugstore by  
Bourse - upstairs - slept - fixed up for us - next a.m. bathed, first time - wounds  
all right - shaving bit - here all day - left by car to pub - got false IC's  
no attention to picture - met Minor & Semach & fellow in Gerry  
P/W camp (Moroccan) - into tub - to another pub - George Martin from  
Concornau drove us there (5 <sup>am.</sup> ~~am.~~) - ~~the~~ Ste Vies - Roopordin -  
stopped at wharf - George a fisherman - then to his house - Gerry officers  
staying on either side of his house - he was right in Concornau Bay -  
he made the good false IC's - had all equipment - stayed a week - on 1st night  
James Schneider came - his children & wife had gone to his mother's -

drove his car as fish merchant - told me Capt Johnson & Lt. Coleman were  
killed in an a/c crash near there - also 2 Am airmen taken by Priest &  
hidden in church & given away by woman collaborator & caught  
priest shot - think on Schneider's crew - we left (Schneider, Quinn,  
we three & Semach & Minor) left Concorne after 2 men had on  
live before come to make preparations - ~~two~~ in ambulance -  
driver was reg driver - belonged to local hospital - left house  
& walked to rendezvous with ambulance - man with driver - others  
in back - to our route on to Quimper - man on motorcycle  
went ahead for survey - men along route waved us  
on - 2 bus from Quimper alighted - motorcycle men got  
tickets in Quimper & we walked into town - cafe for wine to  
wait train - in showing ticket got V punch & collected later - all  
in same car but not commitment - never to talk or look at each other -  
to act as total strangers - best thing is to sleep - don't advise looking at  
papers - LA Pêche is only one not controlled - in Brest 17 Jan -  
tickets taken - Org contact man waiting at station - 2 young boys (21)  
Paul ← 59, 148, dark, smokes, always wears raincoat - furman boots -  
has sister - knows nothing about him - (Paul Labon) - René, cousin  
of Mm Callerec, fore woman in France, holds key of door (1/2 in BBE  
is personal friend of a man big vandyke beard, red face & mustache) -  
walked - Mm de la Marnière's house - he a surgeon - 2 ss & 2 there - Schneider  
Quimper & Semach to Col's house - stayed 10 days -  
4 daughters - very wealthy - ample food - very luxurious living - Mm de la Marnière  
knew my name when I arrived - think name passed along - Paul came to see  
us in evening - talked with him a lot - got to know Paul because talked a lot  
about France - told him of family relations - girl not used in Org - the Colonel  
knew a lot - he knew Germans personally - 2 into here met chief of Org who handled  
boat deals - said he was hot - child help - very increase of protection made it impossible -  
because this fell thru I know Paul has contact with Paris Org - (man was 5'7" - medium bld,  
very square small face, slow talker - good friend of Col - not seen again -



21 Jan: left Brest quickly due to fact of bookkeeper of Col funds taken & she wld  
be made to talk - ~~2 of~~ <sup>2 of</sup> ~~two~~ <sup>two</sup> Sgts went to Landerneau - others to St. Nick - we at 6pm  
& they at 4 pm. - daughter (blonde) of de la Marnier & ~~her~~ <sup>Christian</sup> took us to station -  
Christian <sup>guide to Landerneau</sup> was son of wealthy perfumier - young boy - only a temp guide -  
had contact of 4 at St. Nick - were met at Landerneau by M<sup>me</sup> Gervach,  
& The MAYOR (M. BOULAN) - Two Sgts to his car & 2 to her - semi wealthy &  
in excellent husband a butcher - I was alone - she rents upper floor to  
Frenchman working as interpreter for Huns & schoolteacher & a student -  
2nd floor below - stayed 6 days - on last 4 M<sup>re</sup> Gervach came with me  
a lady who talked too much wtd Mayor - M<sup>me</sup> Gervach's only part in Org is  
shelter - she had sheltered Ray Boye - as present we went to a schoolteacher in  
Landerneau today - he & his wife & the schoolteacher - run school for 31 girls -  
girls never knew us there - these people good friends of mayor - his nephews were  
their Sgts - — The Mayor active in Resistance - Lone chief - knows local  
chief in Paris - keeps weekly visits - knows local plans - Fr. Resistance plans - equipment -  
He is closely watched by Gestapo - hot —

We returned to Brest - Mayor took us from the school on dark night - M<sup>re</sup> de la Marnier  
met in car on dark road - M<sup>me</sup> Gervach with him - he asked if anyone stopped  
us I had asked for lift - picked up Hall - ~~mm~~ <sup>mm</sup> to Brest - to his home -  
dinner - We did not stay there - some people told her they understood her husband  
transporting an aviator in his car - We taken to M<sup>me</sup> Callerae - she lived alone -  
one woman below is her & a girl who went out to work —

Mme worked in Am Red Cross - while she out here was locked - we never  
left cigarette butts or ashtray - always made bed when got up - aries when  
washing - gotago feels for warmth of body - always ready to go - always had  
quick exit marked out - learned that Rene was her nephew - she told  
me that Ray Bye + Schaeffer stayed here - she was only shelter in Org -  
no visitors except you & couple - not Org - / M<sup>me</sup> de la Marnen explained one  
day had boat deal at Audierne - we left with Paul & ~~one~~ <sup>Christian</sup> &  
just other 4 at station (Quin Semach minor Schneider) - M<sup>me</sup> de la M +  
3 dgters went to train with us - people in train knew who we were, I think -  
M<sup>me</sup> de la M came to Audierne with us - to Quimper - Ferry on  
board - never look at them - French snub them - word about Heel  
& M<sup>me</sup> de la M slow in action - were met in Quimper by young 22-yr old boy -  
Jean Collesac - never drinks or smokes - fth died of TB - heavy heavy black  
hair - bushy & curly in back - well built - 5'4" - bicycle - He  
knew I could speak French - then Quimper at night to his house - withed  
along river - in her by two - mother & older woman - has brother in  
RAF - nowad for 2 yrs - stayed all seven in here - being met a m. -  
left here - in tumble. turn - with Schneider was leading 6 2 gyps of 2 fellows -  
followed instructions of Jean - passed corner - Schndr saw 3 men & recognd Christian -  
then Mickey (never seen before) came to us & sd follow him & do as he said - gotnd him  
closely - in French - fllw him when he seemed to know all about us - Christian & other guide took  
the rest of party - went to Park by theater - rendezvous - met M<sup>me</sup> de la Marnen - met  
Jean Pierre - lived in Paris (real name: Pacquet) - given instructions of gyps to Audierne  
via Douarnenez - RR. tickets - fllwed guides (3) - Jean Pierre, Mickey & Christian -  
M<sup>me</sup> de la M sd goodbye - to station - over Douarnenez - 2 hr wait - dispersed -  
raining - on little train - to Audierne - fllwed guides to bridge by small bay -  
tld to wait along wall - dispersed; gyps of two - everything and mixed up - guides stnd -  
taken to hide on hill - 45 mins - French came to look at us - had seen us hide - whel  
back to bridge - met town conveyors - split us up - Schneider + I with Jean Pierre &  
Audierne man - Christian & Jean ~~and~~ depntd - Mickey went with ~~the~~ Sgts -  
they stopped by gendarmerie - gendarmerie seemed to know about them - Jean Pierre Schneider  
& I went to hse (indark) - M<sup>me</sup> de la Marnen, living with old father & mother (60) - stgd  
8 days - Jean P & conveyors not arnd - reg visits from Mickey & Jean P. - forg  
people in town - talkes of boat & escape plan

I understood French - looked out windows when they did - they caught  
on & stopped car soon - at Quimper - Jean P of hair - man & wife blocked  
our passage - we followed them out to station gate - we loitered in station  
thinking for Jean P - had gone to check bag - French cpl watching me - walked to  
my right & ran in Jean P. - told me to walk to Quimper ~~and~~ Park - took  
bags there - street curved - I walked in but could be seen - in Park - Minor & the cpl  
had watched us enter Park - had followed us - we thought it wise to leave Park -  
others went to house - I to stay in Park waiting for Jean P. - stayed in Park he  
came - I took John out of park to watch entrance - saw Jean ~~of~~ of  
the little house arrive - met him - explained - I knew that Jean P  
planned to take us to RENNES - when Org is arms running one - Jean told me  
we would not have to go to Rennes because Paul was returning to Quimper from  
Concornet on a boat deal - therefore Jean P & Rennes out of picture -  
Jean P was in Park with fund - explained where others were - Jean explained  
about boat deal to Jean P. - Jean P glad - 3 of us went to her which  
Jean P had arranged - ~~me forget~~ <sup>forgot</sup> - told me 2 arms would come to stay with  
me - Schneider and Semach got me - Semach stayed in her across street - last we  
saw of Jean P - he went to Rennes to explain to 18-yr old girl head of Org  
about boat deal - think her name was Christine - stayed 5 days -  
finally date came to go to Quimper - Paul taking ~~me~~ 3 & Jean <sup>little</sup> of Quimper  
(2) ~~to~~ - (Quimper still with Mickey) - I to ~~stay alone~~ <sup>stay a week</sup> - They to  
~~Quimper~~ Quimper - hung for 5 - same night girl came to take me away -  
she was sister of friend of Jean P. - to M<sup>m</sup> L'Arddouin's - has 4 children -  
stayed 1 night - didn't like to her sister's house - nice - stayed 8 days -  
top floor - with prof: 28 yrs old woman - husband in prison - little girl in  
entry - Paul & Jean told me & told me of escape plan - on following  
M<sup>m</sup> (now tri) to Quimper by train <sup>with Jean</sup> ~~at Quimper~~ - ~~at Quimper~~ ~~with Jean~~  
~~train by sea~~ - to Rosperden & Quimper by train - arrived Gp at 10:10 p.m.  
guide not at train to meet us - Jean & I went to house of chf Organizer in this  
town - stayed in his rooms that night - chf Org not there - had 1 hr before curfew - he did  
not come home - Jean went to get the chf Organizer at garage where  
worked & brought him back - man had not wrong train -



Plan was to get wine merchants' boat which to Nantes for wine - we were to hide  
behind wine barrels - crew of 4 + Captain - prep made to hide us -  
patrols watched for boarding times - everything set - Eng got sick - old sea plan  
wld not go thru - Mickey crushed using Schneider + my mgtn - Mickey was  
very sassy + rude - didn't like us - tld Sgts tht he didn't like Am. Officers - plan  
was going thru in spirit of sick Eng - day before things ready - heard of ship at sea  
with Canadian French English + Americans - from Concorneau - tld it  
was sinking and had beached at Plugouff - woman alibiator had seen  
incident + reported it - ~~all~~ many captured + some escaped - the area around  
Auderme Augre - boat had fell thru - arns 5 Feb - lastly depre -  
house search in area - town is last stop on the rte - depre set for 3pm - 1 home  
came to take us - others were at PLUONCARE - others to train station - when we  
not there they returned to PLUONCARE - Jean P. was to have guided us -  
J. came at night - we leave next a.m. - tld at 7:10 a.m. - flwd his whistle - lost him -  
kept walking - market a.m. - flwd market women + got to open mkt place + resigned where station  
was - saw Jean P. buying our tickets - on train - gate guided by 2 German Jff + 2 civilians -  
got safely thru - picked up others at Pluoncare - to Douarnenez - rning - we  
disposed - Jerry officers came in car - finally on Douarnenez train - sat 45 mins - well dressed  
cpl entered train - Adell was asked to pull shade - cldnt understand - man said boy didn't  
understand French - man + wife started thing us all over - Jean P. didn't do anything -  
They spotted Schneider's shoes - saw Sch light cig in Am manner - dedd he American  
+ decided to head Eng - tld al me + ad I was too serious - tld to convey physically

Jeans place I stayed & Jean took me to a pharmacist - stayed 6 hrs - left at 2:30 -  
a little killed & we that Retapo would search - walked thru park - Jean had  
left after doing me at pharmacist - Pierre (23 yrs old, well built, blonde -  
round face - long nose - spoke some Eng - lives in Pommernit de Vicente -  
met to church - he guided me thru park - to rendezvous - met Schneider  
brother - also a tick here - dark tall French gendarme in Org met us  
inside tick - road 10 kms to Pommernit - stayed in wood shed til dark -  
Pierre along with 3 comrades - Schneider, 24 yrs, 8'6" dispersed to dig  
farms - stayed with M<sup>me</sup> DIOURIS: 2 sons, Marcel brother tall 6'2" - 16 yrs old -  
another Capt - m<sup>re</sup> Marie - ~~stayed with~~ Minor & Semach came to see us & complained of  
their place - 7 days passed - <sup>Pierre</sup> told me a Canadian Capt in St. Brieux he went to see -  
Pierre went twice - Canad Capt coming to see me - Sid on Trees - intrigued me alone in  
room - name YASN + crew - old kin I knew Schneider - asked if I knew girl who played  
with big fishing in latest picture - sd nothing about self - in France seven yrs -  
school in Los Angeles - told me to be patient - just Schneider in kitchen - Schneider intrigued -  
came back in evening with Pierre & another Org man - a like driver with big nose -  
Capt stayed at Pommernit that night - Pierre & Capt went separately to St Brieux - Capt had  
also stayed at Pharmacy in Huingamp - Carl I saw of Capt - (Capt - 5'10", well built,  
fr. face, large features, dark, large nose - typically fr. featured also Eng in action -  
wore fr. silver ring on left hand for good luck, well dressed & clean, skilful hands -

Pierre returned 2 days later - we were to be sober next two days & get rest - talk came at 8 pm.  
26 Feb - met Gilly RO & Schwartzberg of Southers in tank - also a Belgian & Frenchman

Belgian aphaecellent French - Frenchman was Glatapo loader - Two men driving  
th - one spoke good English - one had been Capt when I interrogated - Pierre was  
with us - 18 yr old girl ( ? ) <sup>night</sup> <sup>guide</sup> - drove lonely roads - route surveyed by  
lookout men - drove to Plovha - suitcase left here - dynamite - The  
unloaded 8 men (2 who spoke French) Belg & French & 6 more - on to meet another  
lookout man - no one met us - two back to last stop - out of th - walked to a hse -  
outside of Plovha - girl with me & 2 men guides - They left - We were 7 in all  
M. West, Hall, Quinn, Tarbington & Fenigold, self, Southerns - slept - next am.  
man came to ask for Belgian - no, at other hse - Gup early - spoke to lady - told  
me Belgian cubical eye - she knew I was it - said I shld buy an eye on him -  
Belge had contradictory stories about being shot down & how taken care of - lady  
said was in old 1947 hse used for shelter gln - she had 3 floors & plenty  
eggs - message from London expected on radio - waiting for night moon &  
weather - woman dropped at 7 & at 8 back to old boat tonight - 2 Frenchmen  
arr - Frenchman who spoke Eng - we left at 10:10 - walked thru  
town hand in hand - along small roads - to hse where chf was -  
full arrival at hse - other 8 were here - Belgian was tied up - met  
Canadian Capt - short, dark, strong facial features, hair on hand  
index finger - gold with ordnance insignia - wore Eng mackinaw - & grey flous -  
saw 22 yr old girl - Marie Therese - very pretty - dressed in hunting clothes -  
breaches & leather jacket glasslite with blue glass - guide for other  
eight - in adjoining room were 15 Frenchmen of another Org - Pierre only one  
I knew - at eleven Canat Capt in our room & led door - said we wd go  
hand in hand to beach - hide in cave - all signals arranged -  
boat between 2 & 3 o'clock - not to smoke - nothing - asked for  
RAF personnel - French: 1 - Belgian, explained to him why tied - Belge  
given to St. Church as guard - gave me a brown plge - secret - warned of its  
secrecy & no tampering with jacket - to be delivered to Major Langley - I was  
guard it with life or destroy papers - plge inside my garments - asked  
others for French money - gave to him - Then 3 French & girl & Pierre -  
went to rendezvous a cave & cave - too much thing on part of Frenchmen - girl on  
hill flashed code letter 'B' - fully boats docked - old see or hear this -  
We went hand toward boat - too much noise 18 at once walking in this manner -  
pebbles made noise - 2 men rowing in each boat & off to steer - but M. Therese goodly -  
1/2 hr row - boat 1/2 mile out - an MG 259 - heavily armoured - 7/8 powder in  
front & 6 pods in rear - 3 depth charges - 4:30 on capt's bridge & 50' in front -  
smoke screen apparatus - all of us inside - ship turned around & used one grip (hand?)  
a silhouette - went 5 miles out & fuel steam ahead - impossible voyage across -  
had made trip similar 2 nights earlier - over England, Dartmouth -



told me a naval engagement about 3 miles west of us — brided old  
steamer in harbor — stayed in harbor all day — had arrived at  
6 a.m. — cleaned & shared — Capt W-Wright asked if anything of  
military value to be given over — told him I had to see a Major Langley —  
turned package over W-Wright — by truck driven to a large town —  
20 miles from Dartmouth — with us a Sgt & Pfc & Capt Wright —  
proceeded — to Piddington — driven to 63 Brookline — Belg &  
head taken elsewhere —

RESTRICTED

WAR DEPARTMENT  
The Adjutant General's Office  
Washington

AG 383.6 (31 Jul 43) OB-S-B-M

KLS/el-2B-939 Pentagon

6 August 1943

SUBJECT: Amended Instructions Concerning Publicity in Connection with Escaped Prisoners of War, to Include Evaders of Capture in Enemy or Enemy-Occupied Territory and Internees in Neutral Countries.

TO: The Commanding Generals,  
Army Ground;  
Army Air Forces;  
The Commander-in-Chief, Southwest Pacific Area;  
The Commanding Generals,  
Theaters of Operations;  
Defense Commands;  
Departments;  
Base Commands;  
The Commanding Officers,  
Base Commands;  
Director, Bureau of Public Relations.

1. Publication or communication to any unauthorized persons of experiences of escape or evasion from enemy-occupied territory, internment in a neutral country, or release from internment not only furnishes useful information to the enemy but also jeopardizes future escapes, evasions and releases.
2. Personnel will not, unless authorized by the Assistant Chief of Staff, G-2, War Department General Staff, publish in any form whatever or communicate either directly, or indirectly, to the press, radio or an unauthorized person any account of escape or evasion of capture from enemy or enemy-occupied territory, or internment in a neutral country either before or after repatriation. They will be held strictly responsible for all statements contained in communications to friends which may subsequently be published in the press or otherwise.
3. Evaders, escapees, or internees shall not be interrogated on the circumstances of their experiences in escape, evasion or internment except by the agency designated by the Assistant Chief of Staff, G-2, War Department General Staff, or the corresponding organization in overseas theaters of operations. In allied or neutral countries, American Military Attaches are authorized to interrogate on escape, evasion and internment matters.
4. Should the services of escaped prisoners of war, evaders, or internees be deemed necessary for lecturing and briefing, such services will be under the direct supervision of the agency designated by the Assistant Chief of Staff, G-2, War Department General Staff, or the corresponding organization in overseas theaters of operations.
5. Commanding Officers will be responsible for instructing all evaders, escapees, and internees in the provisions of this directive which supersedes letter, AG 383.6 (5 Nov 42) OB-S-B-M, 7 November 1942, subject: Instructions concerning Publicity in Connection with Escaped Prisoners of War and other previous instructions on this subject.

By order of the Secretary of War:

/s/ J. A. ULIO  
J. A. ULIO  
Major General,  
The Adjutant General.

1. 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**.
2. *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, or by A. C. of S., G-2, W. D.
  - (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. 4.  
*e* No lectures or reports are to be given to any unit without the permission of A. C. of S., G-2, W. D., or corresponding organization in the theater.

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 agency designated by A. C. of S., G-2, War Department, the corresponding organization in overseas theaters of operations, or to the Military Attache in a neutral country to whom I first report. I understand that disclosure to anyone else will make me liable to disciplinary action.

Name (Print) ERNEST H. HUGONNET JR.  
Rank 2ND LT. A. S. N. 0-748006  
Unit 410TH SQ 94TH GP.

Signed Ernest H. Hugonnet Jr.  
Dated FEB. 28-43  
Witness \_\_\_\_\_

RESTRICTED