

We left Polebrook at 1430 hrs 28 June to bomb
 St Nazaire. We made landfall at 1630 hrs - met
 no enemy opposition - P47^s flew 25-30 min
 with us into France + 5 mins later could tell
 from inter-com that we were getting tail attacks
 4-8 o'clock - high & low - tail & top were firing -
 Only ships 2 rows were way in front + no
 direct nose-on attacks - Saw plane or other
 wing of our flight + ~~BT~~ BT + RWG firing
 below - it was #6 of high order - attacked 5 mins
 when BTG yelled we were hit - monopolized
 intercom by trying to direct attention to #3
 engine on fire - Saw #3 a/c before
 BTG called attention to it - Oil pressure
 dropped before feathered - fire couldn't
 be put out of oil line hit of BT covered with
 oil - #3 not wound up too much - had
 been having trouble with #3 supercharger -
 Having trouble with prop wash - Tossed out
 of formation by prop wash - Gradually
 losing alt & swinging to left - one group
 still in back but up 2000 ft - 23000 when
 attacked & fell to 21000 ft I couldn't
 see it back - when couldn't get fire out -
 of heavy attacks - Pilot gave order to BO -
 about 30 seconds later tapped me + told me to go -
 TTG made no attempt to get out - he was still
 firing - I tapped him and gave him a yank to
 climb to nose when left chute - Both
 Burch & Moxh were gone + I fastened chute
 & went out - think only pilot of TTG were left -
 Made a delayed jump down to 2000 ft -

Remind
 I went out when BO order came - took off escape hatch
 door & went out & delayed to 5000 ft saw 4 chutes above
 with 2 fighters circling them - Saw a B-17

2/
Flinders

(NOSAL-MUZITLAC)

I landed 30 miles NW of St. Nazaire in a field
& dragged in my chute - machete - & putting in
bushes when people approached - 2 young boys -
16 yrs old - asked if Allemagne - then told them American
2 boys wanted me to come with them - 200 yds
later heard loud explosion several miles away -
B-17 crash? - Struck out with 2 boys - kept to
hedgerows - they left my flying equipment at a
house - cut off insignia - kept in OD's - had
Aids box - walked another mile with French
walking ahead - They suddenly ~~we~~ made
me hide - was there an hour & the
boys didn't show up - I looked around & no
one in sight - there were low-flying craft
in neighborhood - I kept to hedgerows
& walked until 1030 that evening - Went in to
field where people were stacking hay - got attention
of a young Frenchman & he hid me & said he
back later - did - with another boy - brot old
clothes - Brest - dark now - slept in hay -
left that night - 29 June - Woke me before
dawn - coffee - pointed out direction on escape
map - NOSAL - walked til 11 am. when I
went thru CADEN - & ran into young Frenchman.
he was standing on road watching some approach -
looked at him - trying to decide whether to stop - smiling
at me - took chance - he couldn't understand me -
got off road - told him American - get out map -
trying to find a RR - Malenque - straight ahead on road -
He got it across to me that he wanted me to go with
him to a chateau - We went across country for
2 miles before getting there - Middle-aged
distinguished looking man standing there -
We went into his study - he, wife, son & a girl not of
family - She could speak some English or write it -

Told them I wanted to get to TOURS - I looked like
best spot to go - They took me upstairs & got
more clothes - man gave me a 1,000 francs -
Told me train out of station at small
inconspicuous town - wife & girl were
going to cycle to station & buy ticket &
I would walk & meet them outside of town -
They left on cycles & I walked for hr + 1/2 (7 kms),
They were waiting for me (ST-JACUT), they said
the train did not go there to TOURS but laid over in
NANTES that night - About 6:30 (29 June)
got on train - Saw one French girl get on & I
sat on same seat as she - There were German
troops on train but none in my car - Got to RE DON -
Went on to NANTES - 8:30 - Followed girl
off of train - when I got to where I could talk to
her & she told me to follow her - Got on street car
& went down street - Followed her to back entrance
of a cafe which her sister ran - Called in
a Frenchman who could speak English - Asked for place
to stay that night - He advised me to get back to station
and catch first train - Stayed only a few minutes
before walking back down to station - I held up my
ticket at gate & said Angier - my ticket was 3rd class
& train was 1st class - he wait before train left - just
before getting to Angier - conductor awoke me & asked
for my ticket - started to speak so I held out francs to
him - he took amount & gave me change x 3⁰⁰ fr.
at Angier - slept in station waiting for train - went to window &
made deaf-mute signs & pointed to ticket - Seller wrote time on
it - when train came to station I tapped people on shoulder
and asked TOURS curiously - Got to TOURS at noon ~~July~~
30 June - Didn't know what to do - walked around all
afternoon - sat in park - finally went into a cafe about
6 o'clock -

Too many Germans in TOURS - Ordered wine by pointing
 to a sign on wall - Two glasses of wine - blonde
 in door + woman behind counter - Finally told
 woman who I was + the blonde took me to a
 court where two old women were - they discussed me
 while I drank more wine - Put in room off court -
 she left - In later lock with 35 yr old man who
 asked me who I was - Showed him dog tags +
 ring - He left - Returned with another man in a
 car - I went with them thru city to a Frenchman who
 spoke English - Was informed that man was a member
 of secret army of France + he was taking French
 students to the border in two days - I was to hide in
 a chateau + not talk for 2 days - These two men
 took me to chateau near a big air field - stayed 2 nights
 + days - Young boy + his mother + 2nd day his wife were
 all I saw at the chateau - slept + ate here - ~~The young~~
~~man who lived~~ During time here showed my passport
 photos + they made an identity card ~~at~~ Friday night
 (2 July) SA man + son of woman at chateau took me to a
 garage near station at TOURS - ~~Man~~ English speaking
 man came + cautioned me again on my part - I left
 maps with him - Kept only two rings + dog tags on chain - From
 garage went to station + young Frenchmen all over
 the place - about ten of us went inside station -
 Several French students who were there didn't go -
 8 in our party - guide, self, + 6 Frenchmen - Got on
 train for VIERZON* at Vierzon we went to a cafe about 10 pm
 3 July - French army man was talking with French
 prosecutor - had cafe to ourselves - I couldn't make out
 what we were doing - At dark got up to leave + a car
 drove up - Just at dark went to station + walked 2 kms
 parallel to RR tracks south - Hit a road + track -
 went off to right + waited for an hour - then went
 on to a main hi-way - down 1/2 mile + slept in

5- ~~Spode~~

knapsack x next morning went on down road - never
knew when we crossed line - passed a barracks
looking like a gunhouse - Frenchmen walking
back & forth - they talked with him before we went
on - Further on we came to a small village - waited
for a train - Went to CHATEAUXROUX - changed trains
and while getting on train ~~was~~ saw Hermine
getting on train - Arrived in TOURNAI 8 pm. 3 July
Changed trains & went to TARBES middle of night -
6 am. got train to PAU (4 July) - went into residential
section of PAU - all met in an apartment house -
where I O x ^{French} ~~and~~ M. Mentien Louis, 5 Rue des 3^{es} Bernardes
PAU - Stayed me & Joe to mother-in-law's house
where we stayed a week - Then we walked to outskirts
of town & 11 July caught train to FLESTE & no. of young
Frenchmen with knapsack, etc - I O & wife
went to FLESTE also BICOT - As we started thru
station saw German checking papers, so many from
Tour made them suspicious - several stopped - Some
of us went back thru the train & but other went
through gate & into bushes & up a hill - then
we got together late - went into a grove of trees &
here met Rosio - K & E -

1. George Henry Gloudeaux, Flight Officer, T-174.
2. Air Medal.
3. 511st Bomb Squadron.
4. 351st Bomb Group.
5. April 10, 1920
6. 3½ years.
7. 516 South 35th Street, Billings, Montana.
8. St. Nazaire, France, June 28, 1943, 14:30 from Polebrook.
Came down about 30 miles northwest of St. Nazaire at 17:00.
Aircraft was undoubtedly totally destroyed in crashing as
I believe all crew members abandoned the ship by
parachute at altitude.
9. -
10. -
11. Gave money to French people who aided us thru France. (1900 fr.)
12. No. No.
13. Yes.
14. Yes. By Major Clark of American Embassy in Spain
and by Donald Darling, British Intelligence, in the
presence of Major Lewis, American, at Gibraltar.
No written report.
15. No.
16. Yes. In Gibraltar, August 8, 1943.
17. Gibraltar, via Oram and Marakech, Aug. 9, 1943
By air.
18. Prestwick, Scotland, Aug. 10, 1943.

Appendix B.

- June 29. Small groups of German soldiers (Army) getting on and off train enroute from Malensac to Nantes at practically all small stations between.
- June 29. Train passed along docks at Nantes where there were about a dozen cargo vessels (similar to our liberty ships) and I observed a couple of small warships (Also counted 4 large batteries of heavy AA installations parallel to docks (destroyers or light cruisers.) Could not get a look at their turrets but noticed a number of AA guns.
- Many troops at Nantes, Navy, Army, and Air Force Units, both throughout the city and at the RR station.
- June 30. Many troops enroute from Nantes to Tours via Angers. Many in stations and cities of Angers and Tours.
- July 1-2. While in chateau about 5 miles from Tours for two days, observed much air activity from a large airfield only a few kilometers from the city. Besides combat aircraft (Me 109s, FW 190s and Junkers ⁵⁸⁰ and Heinkel twin-engine ships) there were many large cargo and transport types at this field. Could see two groups of very large buildings (hangars, and maintenance shops.) Also a number of medium AA positions near highway.
- July 5-12. While in Pau, a lot of air craft flying about, mostly bi-wing trainer type and Messerschmitts and FW 190s. operating from a field about 5 kilometers North of Pau.

"PPLE" |

LT. NORMILE.
F.O. GLOUDEMANN.

(F. O. GLOUDEMANN) In Tours two women I had identified myself to called in a man about 35 years old. I showed him my dog tags and ring and after asking me some questions he called in another man. I was taken to a man who was taking a large group of French students to the border. I was taken to a chateau near a large air field and stayed with a woman and her son. I was given an identity card here. On July 2nd I left with guide and ~~six~~ students for Vierzon. On arriving we walked out of the town and slept in a hay stack. The next morning we walked on to a small village and took a train to Chateauroux. While changing to the train for Foulouse I met Lt Normile.

We arrived in Foulouse 8 P.M. July 3rd went by train to Fairba then to Pau. On arriving in Pau we all went to flat of Mentien Louis 5 Rue des 3^{es} Bernardes. We both were then taken to his mother in laws home where we stayed a week. We were taken on a train to Azeste then to Bicot here we walked out of the town and met Lt Rosio and the rest of our trip was with him.

2nd Lt Joseph P. Normile O-79415-8

F/O George H. Gloudeман T-174

511 Bomb Sq 351 Bomb Gp

September 43

M. Mentien Louis

5 Rue des 3^{es} Bernardes Pau

Mother-in-law of M. M. Louis

Group on way out taken here

Sheltered Normile & Gloudeман for a week

a/

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758

I went into the small town across the river from Vierzon looking for the R.R. Station. However the R.R. doesn't cross the river at Vierzon but several miles further east & I was unable to board the train here. Passing through the southern end of town I found the road going to Chatteraunoy and started out walking. (I'd planned to travel to Toulouse by way of Chateauroux). After 9 Km. I reached a small town, where I saw a barber shop with one customer in the chair. I'd been 4 days without a shave & needed information as how to reach the R.R. so I stopped in. After my shave I asked the prop. where the R.R. to Chateauroux was & received the information. It was another 9 Km. to the town of Cherry. I arrived there at 2:00 eat some more of my lunch box in a cafe & went down to the R.R. station. I saw by the train schedule that there was no train until morning. Returning to the cafe I asked the girl in charge where I could spend the night. She gave ~~me~~ directions to a hotel in another town 1 Km. the other side of the track. Arriving there & being alone with the prop. I told him my circumstances. He couldn't put me up there for fear of the gendarmes who occasionally inspect hotels & look at the guests' identity cards. However he put me up in a boy's room behind his hotel. The next morning I awoke with the birds & went down to the station, bought a ticket to Toulouse & caught the train out at 07:00. I had to change at Chatteraunoy, arrived there about 0900 (July 2). I went into

the 3rd class waiting room & eat the rest
of my lunch. I noted that the train for
Toulouse left at 1115. At 1115 it pulled
in I went out on the platform, selected
a 3rd class car and as I was about to
board it, discovered F/O Gloude man right
in front of me.

After reaching the ground at approximately 1715, June 28, 1943, I released my British parachute harness, picked up it & my chute and hurried across a dirt road, an open field & stopped at a thick hedge to hide my equipment. I had only walked two or three hundred yards. While hiding my chute a young French peasant called to me from the adjoining field. I walked over to him, told him that I was an American aviator. He told me to hide in a corn field and he would return in the evening. I speak a little French & was able to understand him. While hidden in the field I heard a tremendous explosion at 1730 and saw a large white cloud of smoke about a mile away. I judge this to be mine or another plane that had exploded. Just before dark that night this French peasant returned with a load of hay. He hid me in the load & ten or fifteen minutes later we reached his house. His mother & sister completed the family. They fed me but had no civilian clothing to give me. I had them point out to me on my maps where I was - 10 miles west of Noyal-Mussillac. I could receive no further help here so I started out walking east. By morning I reached the outskirts of a small town which I skirted and hid in a corn field for the day. All day I could hear Germans singing and the sound of rifle fire as though a rifle range were in use. Towards dusk I came out of the field & stood by a foot path hoping that a French peasant would come by. Soon a man and

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woman approached and I told the man that I was an American flyer and wanted something to eat & drink. He pointed out a farmhouse about a quarter of a mile away and said I'd be safe there. After I reached it I hid by a hedge and watched it for several minutes. While being so a girl came by a path beside the hedge so I told her my story. She took me to another farmhouse where I met two young men, a boy and a middle aged woman. They gave me supper, wine and farm clothes to wear. I had now planned to travel to Tours and seek a way to cross the border into Unoccupied France. I asked one of the young men for directions to the railroad to Tours. He gave me a large scale map of the district and directions which I found very helpful. I started walking again but after two hours I was tired and slept in a hay field until day light. Walking until noon I reached the outskirts of the town of Caden. I asked a farmer if there were any Germans in Caden and he answered no so I went in. There I told my story to a young Frenchman who had approached me and started a conversation. He took me to a family who gave me dinner. At this house I found a priest who spoke a little English & between his English & my French I learned that I could safely travel on French trains without a Identity Card but would need one at the Border. They gave me better clothes, a bunch to carry and when I left the young Frenchman that I had first met, accompanied me to

the station & bought my ticket (June 30) while waiting for the train on the platform he brought a young French sailor over to me, told me to get off the train at Nantes with him. I had a ticket for Tours but had to change at Nantes.

After boarding the train I took a seat near him so that I could observe him. At Nantes I followed him off the train and on to the platform. Here he told me to wait and he went in several hours and returned. Motioning me to follow him, he took me into a Telephone Exchange room where there were two men working at switchboards. He introduced me to one, told me I could spend the night there for the train to Tours wouldn't leave until the next morning. I told this man that I had planned to stop in the cafes at Tours seeking a way to cross the Border. Later after working at the switchboard for a while he came over to me and gave the name of a street in Tours to try. At first I thought he was giving me an address where I'd receive help but it was only a street where there were a number of cafes. At 6:00 the next morning the train left for Tours and I arrived about 11:00. After leaving the station I went to the street my friend in Nantes had advised and tried several cafes, ~~but~~ my punch in one but hesitated asking for information for fear were too many people in them. When I left this street I went to a park and spent the afternoon sitting on a bench dozing a little.

Returning to this street again I drank beer in one cafe until I was the only customer. Then I called the proprietor over and asked him for information about crossing the border. As near as I could make out from his talk he tried to tell me that I needed no identification to cross the border. I figured that he just wanted to get rid of me, so I left. By this time 10:30 all the cafes were closed so I decided to return to the station and buy a ticket to Vierzon, further east and right on the border. The train wasn't leaving until the next morning, spent the night on a bench in the station. In the Tours station I could determine time of departure & track by the signs & I found it so in all other French stations. Between Tours & Vierzon, I changed at Angers with an hours wait. Leaving the station of Vierzon about 12:00 I went into a cafe, had my lunch with a bottle of beer. Finished & alone I called the proprietor over & told him my story. He called his wife out and they discussed & told me to wait there. A few minutes later a young couple entered. After serving them the proprietor talked with the man & then they both came over. The young customer satisfied himself that I was an American and told me to accompany him. We walked about 15 minutes to the western outskirts of town, through a small flour mill and down to the river. Here it's very narrow and shallow and I was able to remove my shoes & socks & wade across. I reached the other side about 1400 July 1.

Gloudevan Appendix B.

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1. Small groups of German soldiers were observed getting on and off the train at practically all small stations between Malanville and Nantes. 29 June 1943
2. Many troops of German Army, Navy and ^{also} Air Force were observed throughout the Nantes ^{area} and at the railway station. 29 June 1943
3. About twelve cargo vessels (similar to "Liberty ships") were observed in the Nantes harbour as the train passed along the docks. Two small warships (destroyers or light cruisers) were also observed. Their turrets could not be observed, a number of anti-aircraft guns ^{near the docks} were seen. 29 June 1943
4. ~~Four~~ Four large installations of heavy anti-aircraft batteries were observed parallel to the docks at Nantes. 29 June 1943
5. Many troops were observed going from Nantes to Tours via Angers. There are many troops in the towns of Tours and Angers and in the railroad stations of these towns. 30 June 1943
6. During a two-day period a great deal of ~~was~~ much aerial activity from an airfield a few kilometers from Tours was observed from a point five miles from the town. Combat aircraft (ME 109S, FW 190S, JUNKERS 88S and Heinkel twin-engine ships) and many large cargo and transport-type aircraft were at this field. Two groups of very large buildings (hangars and maintenance

shops were ~~observed~~ a number of medium
anti-aircraft positions were observed near
the highway that runs by the airbase.

7. Many aircraft bi-wing trainers, FW190's and
Messerschmitts were observed operating
from a field five kilometers north of
Lau.

Goodenav

app 3

1. TOURS - Me 109, FW 190, JU 88,
very big field - saw one group of hangars (4-5)
another group looked like ^{large} maintenance depot -
cargo hangars on field - don't know type -
2 buses from TOUR NE
2. PAV - Bigging trainers 5 miles north of PAV -
some fighter craft - training field -
3. NANTES - Ten cargo ships (10,000 tons)
Saw 2 small warships - destroyer & cruiser?
on left, paralleling RR tracks & docks, going
in from west, 4 big round anti-air
concrete embankments 50-100 yds from RR tracks
intervals of 200 yds apart 3 or 4 guns to a battery -
heavy flak - 120 mm.
4. Busses on flat cars at a station north of Toulouse
afternoon going north - about 30 -
5. In interior of France either young or old -
Best I saw were in NANTES - Air Corps &
Naval - Good uniforms - good equipment -
some ground troops -
6. Extensive troop movements going thru PAV
East to Italy - heavy -

HQ, ETOUSA
Office of AC of S, G-2
MIS Detachment

16 August 1943

APPENDIX "B" TO E & E REPORT NO. 57

1. The following information has been obtained from 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 when doing so, no information as to the source may be divulged.

Statement of information covering period from 28 June 1943
15 July 1943

- mil* 1. Small groups of German soldiers were observed getting on and off the train at practically all small stations between MALANSAC and NANTES. 29 June 1943
- mil* 2. Many troops of German Army, Navy and Air Force were observed throughout the NANTES area and at the railway station. 29 June 1943
- naval* 3. About twelve cargo vessels (similar to 'Liberty Ships') were observed in the Nantes harbour as the train passed along the docks. Two small warships (destroyers or light cruisers) were also observed. A number of anti-aircraft guns near the docks were seen. 29 June 1943
- air* 4. Four large installations of heavy anti-aircraft batteries were observed parallel to the docks at NANTES. 29 June 1943
- mil* 5. Many troops were observed going from NANTES to TOURS via ANGERS. There are many troops in TOURS and ANGERS and in the railroad stations of these towns. 30 June 1943
- air* 6. During a two-day period much aerial activity from an airfield a few kilometers from TOURS was observed from a point five miles from the town. Combat aircraft (ME 109's, FW 190's, JU 88's and Heinkel twin-engine ships) and many large cargo and transport-type aircraft were at this field. Two groups of very large buildings (hangars and maintenance shops) were seen. A number of medium anti-aircraft positions were observed near the highway that runs by the airdrome.
- air* 7. Many aircraft (bi-wing trainers, FW 190's and Messerschmidts) were observed operating from a field five kilometers north of PAU.

APPENDIX "D" TO E AND E REPORT NO. 57.

No., Rank, Name :- T-174 Flight Officer George H. Glouderman
 Unit :- 351st Bomb Group, 511th Bomb Squadron

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

1. AIDS BOX

- (a) Did you use your aids box? *Yes, everything in it.*
- (b) If not, had you one on you? *-*
- (c) If not, why had you no aids box? *-*
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g. "Lying up for 2 nights", etc.
- (i) Horlicks tablets. *Used while without food.*
 - (ii) Chocolate. *" " " "*
 - (iii) Milk (tube). *" " " "*
 - (iv) Benzadrine tablets (fatigue). *Used while crossing Pyrenees - Did not have to use personally, but helped a fatigued companion.*
 - (v) Halazone tablets (water purifier). *Used with doubtful water in France.*
 - (vi) Matches. *Mainly in lighting cigarettes.*
 - (vii) Adhesive tape. *For companion's blistered feet in Mts.*
 - (viii) Chewing gum. *Helped lessen thirst while without water.*
 - (ix) Water bottle. *Especially useful in carrying water while crossing Pyrenees Mts.*
 - (x) Compass. *Used in making course away from scene of landing.*
- (e) Did any of the above items prove unsatisfactory? If so, in what respect? *No -*
- (f) How did you finally dispose of the box. *Buried the box after putting contents in pockets.*
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger? *No suggestions.*

2. PURSE

- (a) Did you carry a purse? *Yes. ~~Small wallet~~*
 If so, state COLOR. *Tan - with yellow markings -*
 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.
- (i) Maps. Which ones? *Both.*
 - (ii) Compass.

(iii) File (hacksaw). Carried but did not use -

(iv) Foreign Currency. State countries and amounts. Holland, Belgium
How did you spend the money. and France - 1000 Francs
Used about 50 francs to buy wine in cafes.

(d) How did you dispose of:-

Maps. left with a member of organization in France

Compass. " " " " " " " " " " " "

File (hacksaw). Thrown away in Mts -

Surplus currency. left with member of organization.

3. AIDS TO ESCAPE - (GADGETS*)

(* Issued separately from aids boxes and purses.)

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

(i) Round compass.

(ii) Stud compass.

(iii) Swinger compass.

(iv) Fly-button compass.

(v) Pencil clip compass.

(vi) Tunic button compass.

(vii) Pipe compass.

(viii) Pouch.

(ix) Special flying boots (and knife). Had knife but disposed of it -

(b) Were they satisfactory?

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

None

4. PASSPORT SIZE PHOTOGRAPHS

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

(b) Did you use them? Yes -
State how.

One was taken by organization to forge an identity card.

5. LECTURES

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

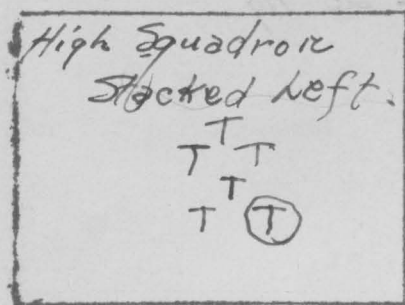
At home base, Polebrook, throughout months of April, May, and June by instructing 303rd Officers and

(b) Did you find the lectures of value? out own S-2 section -
Yes.

Glouberman

(6)

GROUP 351 SQ 511 A/C No. 229847 Letter T Load 2-2000 # Date June 28, 1943



Position in formation.
Make Diagram

Observed results of Bombing

None - shot down before reaching target.

Enemy fighter tactics:
markings:

None observed.

Our Tactics

Evasive action - ^{slow time chart} Sing where fighters attacked.

Our fighter support.

P47A - which left 5 minutes before enemy ships attacked.

Flak

Time, Place, Quality.

Observed results of Bombing:
None observed.

Enemy fighter tactics:
markings:

(over)

Our tactics

Technical Failures

Motors No. 2 engine supercharger out.

Maximum MP 23,000 ft. - 20" Hg.

Armor None.

Armament None.

Miscellaneous

Our Tactics
Enemy fighter tactics
Markings
Place, Time, Quality

Comments and Suggestions on any of the above:

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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) George H. Cloudeman Signed George H. Cloudeman
 Rank F/O A.S.N. T-174 Date August 7, 1943
 Unit 351st Bomb Group, 511th Bomb Sq Witness Grady Lewis
Major



9 April 1943

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

1. It is the duty of all Americans to safeguard information which might, either directly or indirectly, be useful to the enemy.
2. It is an offense, carrying heavy penalties, to publish or to communicate to any unauthorized person any information which might be useful to the enemy.
3. Information about your escape or your evasion from capture would be useful to the enemy and a danger to your friends. It is therefore SECRET.
4. a. You must therefore not disclose, except to the first Military Attache to whom you report, or to an officer designated by the Commanding General of the Theater of Operations:
 - (1) The names of those who helped you.
 - (2) The method by which you escaped or evaded.
 - (3) The route you followed.
 - (4) Any other facts concerning your experience.
- b. You must be particularly on your guard with persons representing the press.
- c. You must give no account of your experiences in books, newspapers, periodicals or in broadcasts or in lectures.
- d. You must give no information to anyone, irrespective of nationality, in letters or in conversation, except as specifically directed in Par. 4a.
- e. No lectures or reports are to be given to any unit without the permission of the War or Navy Department.

By command of Lieutenant General ANDREWS:

Ralph Pulsifer
 RALPH PULSIFER,
 Colonel, AGD, Adjutant General.

CERTIFICATE

I have read the above and certify that I will comply with it.

I understand that any information concerning my escape or evasion from capture is SECRET and must not be disclosed to anyone other than the American Military Attache to whom I first report, or an officer designated by the Commanding General of the Theater of Operations. I understand that disclosure to anyone else will make me liable to disciplinary action.

Name (Print) George H. Claudeman Signed George H. Claudeman
 Rank Flt. Officer ASN T-174 Date August 11, 1943
 Unit 351st Bomb Gp. 511th Sqdr Witness John F. White, Jr.
 10th A.C.

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... *George H. Gloude-man* Date *August 10, 1943*

Full Name. (Block letters). *GEORGE H. GLOUDE-MAN*.....

Rank and Number. *Flight Officer T-174*

Unit *351st Bomb Group, 511th Sqdn*.....

P. Brand Capt
Witnessed by.....

SECRET - AMERICAN
MOST SECRET - BRITISH

HQ, ETOUSA
Office of AC of S, G-2
MIS Detachment

SECRET

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

Initials..... *W.S.H.*.....

Date... *19-8-43*.....

E & E REPORTS NOS. 57 & 58
EVASION IN FRANCE

16 August 1943

F/O George H. GLOUDEMANN, T-174
511 Bomb Squadron, 351 Bomb Group

AGE: 23 years
LENGTH OF SERVICE: 3 1/2 years
HOME ADDRESS: 516 South 35th Street
BILLINGS, Montana

MIA: 28 June 1943
Arrived in Spain:
15 July 1943
Arrived in Gibraltar:
7 August 1943
Arrived in UK:
10 August 1943

2d Lt Joseph P. NORMILE, O-794158
511 Bomb Squadron, 351 Bomb Group

AGE: 23 years
LENGTH OF SERVICE: 1 5/12 years
HOME ADDRESS: 201 Woodbine Avenue
ROCHESTER, New York

OTHER MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-659625	1st Lt Robert W. ADAMS	(MIA)
CO-PILOT	T-174	F/O George H. GLOUDEMANN	(NARRATOR)
NAVIGATOR	0-794158	2d Lt Joseph P. NORMILE	(NARRATOR)
BOMBARDIER	0-734509	2d Lt Roy L. SAGE	(MIA)
RADIO OPERATOR	35353020	T/Sgt Ermyle E. YOUNG	(MIA)
TOP TURRET GUNNER	37373064	S/Sgt William W. CLAGGETT	(MIA)
BALL TURRET GUNNER	35397379	S/Sgt Dragie J. YAREFF	(MIA)
WAIST GUNNER	18064440	S/Sgt Joseph S. WOLFE	(MIA)
WAIST GUNNER	12039340	T/Sgt Everett L. BRANNEN	(MIA)
TAIL GUNNER	37211158	S/Sgt Donald F. CAPPER	(MIA)

POLEBROOK 28 June 1943 We left POLEBROOK at 1430 hours, 28 June 1943, to bomb ST NAZAIRE. We made landfall over FRANCE at 1630 hours, meeting no enemy opposition. P-47's flew, for 25 to 30 minutes, with us into France and five minutes after they turned back I heard over the 'inter-com' that we were being attacked by FW's from 4-8 o'clock. The attacks were coming in from high and low levels. Our ball-turret and top-turret gunners were firing. The only enemy craft I saw were far out in front and we had no direct nose-on attacks. I could see fire from the ball-turret, tail and right waist of the number six plane in the high squadron.

NUMBER
THREE ON
FIRE

Five minutes after the beginning of the attacks our ball-turret gunner yelled over the 'inter-com' that we were hit. For a few important minutes the ball-turret gunner monopolized the 'inter-com' conversation in directing attention to the fire in the number three engine. Both the pilot and I had seen that the number three was burning before it was called out. The oil pressure dropped before the 'prop' could be feathered. The oil line was hit and the fire could not be put

OUT OF
FORMATION

out. The ball-turret was covered with oil. Number three was not wound up too much yet. We had had trouble with the number two supercharger before getting into France. All the way in to the target we were bothered by 'prop' wash and finally were tossed out of formation by 'prop' wash. Gradually we lost altitude and were swinging to the left. There was one group still in back of us but we could not get above 21,000 feet and they were at 23,000 feet. We were under heavy attack and when we couldn't kill the fire in number three, the pilot gave the order to bale out. About a minute after this he tapped me on the shoulder and told me to leave. The top-turret gunner was still firing so I yanked him and motioned him out. I climbed to the nose where I had left my chute. Both the bombardier and navigator were gone. I jumped immediately and think only the pilot and top-turret gunner were still in the plane. I made a delayed jump down to 20,000 feet and landed in a field about thirty miles northwest of ST NAZAIRE.

DELAYED
JUMP

After dragging in my chute, I was hiding it and my Mae West in a clump of bushes when two young French boys approached me. I could understand that they were asking if I were American and when I nodded they motioned me to follow them. We had run about 200 yards across a field when I heard a loud explosion several miles away and saw a column of smoke trail into the sky. I supposed it was our plane crashing. We ran along hedgerows, stopping once at a house where I left my flying equipment and cut off all insignia. Leaving the house we had walked about a mile when the boys suddenly motioned me to hide. They disappeared. I waited an hour before I investigated. Looking around I saw no one so I started walking along the inside of hedgerows away from the road. There were low-flying aircraft about the neighborhood which may have been searching for evaders.

HELPERS
SCARED AWAY

Soon I walked by a field in which some Frenchmen were stacking hay. I attracted the attention of a young Frenchman who hid me after I told him who I was. He gave me old clothes, a beret and guided me to a barn where I spent the night. He returned early the next morning with food and after helping me with directions I left him. About 1100 hours I passed a man on the road who had watched me approach and who stared intently at me. I was wondering whether to stop when he smiled and that decided me. When he couldn't understand me we got off the road into a wood where I pulled out my escape maps and then got across to him that I was an American aviator looking for the nearest railway station. Finally I understood he wanted me to follow him to a chateau. After back-tracking for several miles and cutting through fields we came to a large house where I was welcomed by a French family. One member of this family could understand English when written. I stated that I wanted to go to TOURS. After studying the escape map it seemed the wisest place for me to go first.

SECURES
CLOTHES

29 June 1943

FINDS NEW
HELPERS

I was given a thousand francs and a plan was worked out for me to get on the train for TOURS without difficulty. Two members of the family cycled into a small inconspicuous village to buy a ticket for me. I walked to the village and met them returning. They gave me the ticket and information concerning the train schedule and route.

The train did not go through to TOURS and I was warned that I would have to spend the night in NANTES. I felt that I could work out something when I got there. I boarded the train at 1830 hours 29 June and followed a young girl into a compartment where I sat next

NANTES

to her. There were German troops on the train but very few and none in our car. We went through REDON and arrived in NANTES at 2100 hours. I followed the girl out of the station because I felt she realized I was not French and she had looked friendly. We walked down a street several blocks before I thought we were sufficiently alone for me to speak to her. She caught on very quickly and motioned me to follow. We caught a street car and rode about a mile. She led me to the back entrance of a house. A Frenchman, who could speak English, was sent for and he advised me to get back to the station and catch the first train out. There seemed no way they could help me. I left after a few minutes to walk back to the station. The man who spoke English had told me that there was a train to ANGERS. When I got to the station I walked to the gate and said, "ANGERS." The gateman pointed to a train in the yards and I got on it. My ticket was third class and I could find only first class cars. After an hour the train pulled out and I fell asleep. Just before we got to ANGERS the conductor awakened me to check my ticket. I held it out to him. He began talking to me in French but I guessed the trouble and held out a large franc-note to him. He gave me change and left me alone. I arrived in ANGERS at 0300 hours, 30 June 1943.

ATTEMPT TO GET HELP FAILS

TICKET TROUBLE

ANGERS
30 June 1943

At that hour of the morning there were very few people around the ticket window. I held my ticket out to the agent and made deaf-mute signs. He wrote the departure time to TOURS on the back of my ticket. As the hour approached and trains came into the station I would tap different people on the shoulder and ask, "TOURS?" I caught the train without difficulty and arrived in TOURS at noon 30 June 1943.

TOURS

After I got on the streets I didn't know what to do. I walked around for a few hours and spent some time sitting in a park. About 1700 hours I knew I had to find help or get out of town because there were too many Germans on the streets. I went into a restaurant and by pointing to a sign on the wall ordered two glasses of wine. I saw that one of the two people in the cafe was suspicious of me. I went up to this person and said that I was an American aviator. I was hustled out of the place immediately and taken to a house. Three hours later I was visited by a man who asked identifying questions. I used my ring and dog-tags to prove my identity and after being interviewed by another man was taken to a house in the country where the rest of my journey was arranged. A few days later I met Lt NORMIE who travelled from there on with me.

JOURNEY
ARRANGED

LT NORMIE'S STORY BEFORE JOINING F/O GLOUDEMANN:

DELAYED JUMP

I removed the escape-hatch door and jumped as soon as the order to bale out was given. I delayed my jump to 5,000 feet and after the chute opened I saw four chutes above me and two fighters circling them. I saw a B-17 in trouble but was not sure that it was mine.

After landing at approximately 1715 hours I picked up my chute and hurried across a dirt road and open field and stopped at a thick hedge to hide my equipment. This was only two or three hundred yards away. While hiding my equipment a young French peasant called to me from the adjoining field. I walked to him and explained I was an American aviator. He hid me in a corn field and said he would return in the evening. I speak a little French and was able to understand him. While hiding in the field I heard a tremendous explosion at 1740 hours and saw a large

white cloud of smoke about a mile away. I supposed it to be my ship.

NOYAL-MUZILLAC

Before dark the French peasant returned with a wagon. He covered me with hay and ten or fifteen minutes later we reached his house. His mother fed me but they had no clothes I could wear. After pin-pointing my location on the escape maps - several miles west of NOYAL-MUZILLAC - I walked east. By morning I arrived at the edge of a small town. I skirted this village and hid in a corn field for the rest of the day. During the day I heard Germans singing and the sound of rifle-fire as if a rifle range were near by. At dusk I came out of hiding and stood by a foot path hoping a French peasant would pass.

SECURES CLOTHES

Soon a man and woman approached. I spoke to the man, telling him I was an American flyer and in need of food. He pointed to a farmhouse a mile away and said I would be safe there. After reaching it I hid by a hedge and watched for several minutes. A girl came down the path by the hedge and I told her my story. She took me to another farmhouse where I met two young boys. They gave me supper and farm clothes. My plan now was to travel to TOURS and find a way across the Line of Demarcation.

CADEN
30 June 1943

I asked one of the young men for directions to a railway station where I could get a train to Tours. He gave me a large scale map of the district and directions. After walking for several hours I felt too tired to go any further. I slept in a hay field until daylight. I was on the road again the next morning, I had walked until noon when I arrived in the outskirts of CADEN. I asked a farmer if there were any Germans in this town. He assured me not so I went in by the main road. A young Frenchman approached me and started a conversation. He took me to a house where I was given dinner and later a man was called in to see me. He spoke a little English and with his English and my French I learned how I could get safely to the south of FRANCE without an identity card.

GUIDED TO NANTES

I was outfitted with better clothes, a lunch was packed for me and the young Frenchman accompanied me to the station where he bought my ticket. Before boarding the train my helper introduced a young sailor who was travelling to NANTES. I sat near the sailor and followed him off the train in NANTES. After leaving the station he arranged a place for me to sleep that night.

1 July 1943
TOURS

I left NANTES at 0600 hours the next morning. Arriving in TOURS at 1100 hours I went to a street where I had been told I might expect help but found too many Germans in the vicinity. During the afternoon I dozed on a park bench and later went to a cafe. After all customers were gone I spoke to the proprietor about crossing the Line of Demarcation. When he said I didn't need a card to get across I thought he was only trying to get rid of me.

VIERZON
2 July 1943

I spent the night on a bench in the station and bought a ticket on an early train to VIERZON. I had lunch in VIERZON and again spoke to a proprietor. He was friendly and asked me to wait. Later a man and woman came in, talked to me and then the man asked me to follow him. I was guided to a place where I could cross the river without difficulty and from there walked into a small town.

CROSSES LINE
OF DEMARCATION

There was no railway line through here but I found the road leading

CHATEAUROUX
 to CHATEAUROUX. My plan was to go by train from there to TOULOUSE. Passing through a small village I saw a barber shop with only one customer. I needed a shave and information. The barber told me how to get to CHATEAUROUX by train. I had to walk to another small village, and, after I found the railway station, discovered the next train was not until early the following morning. I slept that night in a hayloft. This was arranged for me through a waitress I had approached in a cafe.

At the station the next morning I bought a ticket to TOULOUSE. I had to change trains at CHATEAUROUX. Arriving there at 0900 hours 3 July, I went in the Third Class waiting room where I ate the last of my packed lunch. At 1115 hours I went out on the platform to catch the train for TOULOUSE and saw F/O GLOUDEMANN getting aboard. We joined up without speaking and my journey was arranged.

CHATEAUROUX
 3 July 1943

JOURNEY
 ARRANGED

Compiled By:

John F. White, Jr.
 JOHN F. WHITE
 1st Lt, AC

Approved By:

W.S. Holt
 W.S. HOLT
 Lt Col, AC
 Commanding

JFW/jed

<u>REPORT DISTRIBUTION</u>	<u>COPIES</u>	<u>APPENDIX "B" - MILITARY INFORMATION</u>	<u>COPIES</u>
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MI-9	15	AC of S, G-2, ETOUSA	3
AC of S, G-2, ETOUSA	3	MIS, Washington, pow Branch	5
AC of S, A-2, VIII AF	4	RAF School Highgate (S/Ldr Evans)	1
MIS, Washington, POW BRANCH	5	File	3
RAF School Highgate (S/Ldr Evans)	1		<u>27</u>
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		File	1
<u>APPENDIX "A" - HELPERS</u>			<u>3</u>
I.S. 9	2	<u>APPENDIX "D" - EQUIPMENT AND TRAINING</u>	
File	1	MI-9	5
	<u>3</u>	AC of S, A-2, VIII AF	4
		MIS, Washington, POW BRANCH	5
		File	62
			<u>12</u>

HQ, ETOUSA
Office of AC of S, G-2
MIS Detachment

16 August 1943

APPENDIX "B" TO E & E REPORT NO. 57

1. The following information has been obtained from 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 when doing so, no information as to the source may be divulged.

Statement of information covering period from 28 June 1943
15 July 1943

1. Small groups of German soldiers were observed getting on and off the train at practically all small stations between MALANSAC and NANTES. 29 June 1943
2. Many troops of German Army, Navy and Air Force were observed throughout the NANTES area and at the railway station. 29 June 1943
3. About twelve cargo vessels (similar to 'Liberty Ships') were observed in the Nantes harbour as the train passed along the docks. Two small warships (destroyers or light cruisers) were also observed. A number of anti-aircraft guns near the docks were seen. 29 June 1943
4. Four large installations of heavy anti-aircraft batteries were observed parallel to the docks at NANTES. 29 June 1943
5. Many troops were observed going from NANTES to TOURS via ANGERS. There are many troops in TOURS and ANGERS and in the railroad stations of these towns. 30 June 1943
6. During a two-day period much aerial activity from an airfield a few kilometers from TOURS was observed from a point five miles from the town. Combat aircraft (ME 109's, FW 190's, JU 88's and Heinkel twin-engine ships) and many large cargo and transport-type aircraft were at this field. Two groups of very large buildings (hangars and maintenance shops) were seen. A number of medium anti-aircraft positions were observed near the highway that runs by the airdrome.
7. Many aircraft (bi-wing trainers, FW 190's and Messerschmidts) were observed operating from a field five kilometers north of PAU.

APPENDIX "D" TO E AND E REPORT NO. 57 .

No., Rank, Name :- T-174, F/O George H. Gloudey/man

Unit :- 351st Bomb Group, 511th Bomb Squadron

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

1. AIDS BOX

- (a) Did you use your aids box? Yes, everything in it.
- (b) If not, had you one on you?
- (c) If not, why had you no aids box?
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g. "Lying up for 2 nights", etc.
- (i) Horlicks tablets. Used while without food
- (ii) Chocolate. Used while without food
- (iii) Milk (tube). Used while without food
- (iv) Benzadrine tablets (fatigue). Used while crossing Pyrenees. Did not have to use personally but helped a fatigued companion.
- (v) Halazone tablets (water purifier). Used with doubtful water in France.
- (vi) Matches. Mainly in lighting cigarettes
- (vii) Adhesive tape. For companions blistered feet in mountains
- (viii) Chewing gum. Helped lessen thirst while without water
- (ix) Water bottle. Especially useful in carrying water while crossing Pyrenees Mts.
- (x) Compass. Used in making course away from scene of landing
- (e) Did any of the above items prove unsatisfactory? no
If so, in what respect?
- (f) How did you finally dispose of the box. Buried box after putting contents in pockets.
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger? No suggestions

2. PURSE

- (a) Did you carry a purse? Yes
If so, state COLOR. Tan - with yellow markings
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.
- (i) Maps. Which ones? Both
- (ii) Compass.

- (iii) File (hacksaw). Carried but did not use
- (iv) Foreign Currency. State countries and amounts. Holland, Belgium
How did you spend the money. and France - 1000 Francs. Used about
50 Francs to buy wine in cafes.
- (d) How did you dispose of:-
 - Maps. Left with helper in France
 - Compass. Left with helper in France
 - File (hacksaw). Thrown away in Mountains
 - Surplus currency. Left with helper

3. AIDS TO ESCAPE - (GADGETS*)

(* Issued separately from aids boxes and purses.)

- (a) Did you carry or wear any of the following?
If you used any of them, state briefly WHEN and WHERE.
 - (i) Round compass.
 - (ii) Stud compass.
 - (iii) Swinger compass.
 - (iv) Fly-button compass.
 - (v) Pencil clip compass.
 - (vi) Tunic button compass.
 - (vii) Pipe compass.
 - (viii) Pouch.
 - (ix) Special flying boots (and knife). Had knife but disposed of it.
- (b) Were they satisfactory?
- (c) Can you suggest any improvements, additions, or substitutions
which would improve the above equipment? None

4. PASSPORT SIZE PHOTOGRAPHS

- (a) Did you carry passport-size photographs? Yes
If so, how many? Two
- (b) Did you use them? Yes
State how. One was taken by helper ~~to~~ for ~~an~~ an identity card

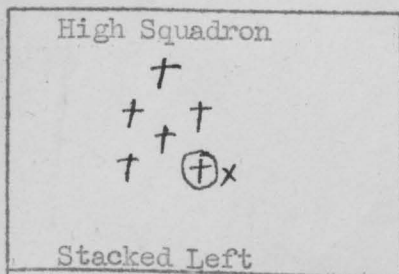
5. LECTURES

- (a) Were you lectured on evasion and escape? Yes, a number of times.
State WHERE, WHEN and by WHOM.
At home base, Polebrook, throughout months of April, May and June by
instructing 303rd Officers and our own S-2 section
- (b) Did you find the lectures of value? Yes

F/O George H. GLOUDEMANN, T-174 Report No. 57
2d Lt Joseph P. NORMILE, O-794158 Report No. 58

NAME _____ RANK _____ ASN _____ REPORT NO. _____

SQ 511 GROUP 351 A/C NO. 229847 Letter T Load 2(2000lb) Date 28 June 1943



Position in formation.
Make Diagram

X My position

Observed results of Bombing:
Shot down before target

Enemy Fighter Tactics: Tail attacks.
Markings: Unobserved.

Our Tactics: Evasive action. S-ing when fighters attacked.

Our Fighter Support:
GLOUDEMANN: P47's which left 5 minutes before enemy ships attacked.

NORMILE: None

Flak

Time

Place

Quality

None observed.

Technical Failures

Motors: Number two supercharger out, failed to give power.

Armor: None

Armament: None

Miscellaneous: None

Comments and Suggestions on any of the above:

S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 57.

No., Rank, Name :- GLOUDEMANN, George H. F/O, T-174

Unit :- 511 Bomb Squadron, 351 Bomb Group

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

1. AIDS BOX

- (a) Did you use your aids box? Yes, everything in it.
- (b) If not, had you one on you?
- (c) If not, why had you no aids box?
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g. "Lying up for 2 nights", etc.
 - (i) Horlicks tablets. Used while without food.
 - (ii) Chocolate. Used while without food.
 - (iii) Milk (tube). Used while without food.
 - (iv) Benzadrine tablets (fatigue). Used while crossing Pyrenees. Did not have to use personally, but helped a fatigued companion.
 - (v) Halazone tablets (water purifier). Used with doubtful water in France.
 - (vi) Matches. Mainly in lighting cigarettes.
 - (vii) Adhesive tape. For companions blistered feet in mountains.
 - (viii) Chewing gum. Helped lessen thirst while without water.
 - (ix) Water bottle. Especially useful in carrying water while crossing Pyrenees Mountains.
 - (x) Compass. Used in making course away from scene of landing.
- (e) Did any of the above items prove unsatisfactory? If so, in what respect? No.
- (f) How did you finally dispose of the box. Buried the box after putting contents in pockets.
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger? No suggestions.

2. PURSE

- (a) Did you carry a purse? Yes
If so, state COLOR. Tan - with yellow markings.
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.
 - (i) Maps. Which ones? Both
 - (ii) Compass.

- (iii) File (hacksaw). Carried but did not use.
- (iv) Foreign-Currency. State countries and amounts. Holland, Belgium
How did you spend the money. and France - 1000 Francs
Used about 50 Francs to buy wine in cafes.
- (d) How did you dispose of:-
Maps. Left with a member who helped me in France
Compass. Left with helper.
File (hacksaw). Thrown away in mountains.
Surplus currency. Left with helper.

3. AIDS TO ESCAPE - (GADGETS*)

(* Issued separately from aids boxes and purses.)

- (a) Did you carry or wear any of the following?
If you used any of them, state briefly WHEN and WHERE.
 - (i) Round compass.
 - (ii) Stud compass.
 - (iii) Swinger compass.
 - (iv) Fly-button compass.
 - (v) Pencil clip compass.
 - (vi) Tunic button compass.
 - (vii) Pipe compass.
 - (viii) Pouch.
 - (ix) Special flying boots (and knife). Had knife but disposed of it.
- (b) Were they satisfactory?
- (c) Can you suggest any improvements, additions, or substitutions
which would improve the above equipment? None

4. PASSPORT SIZE PHOTOGRAPHS

- (a) Did you carry passport-size photographs? Yes
If so, how many? Two
- (b) Did you use them? Yes
State how. One was taken by organization to forge an identity card.

5. LECTURES

- (a) Were you lectured on evasion and escape? Yes, a number of times.
State WHERE, WHEN and by WHOM. At home base, Polebrook, throughout
months of April, May and June by instructing 303rd Officers and
our own S-2 Section.
- (b) Did you find the lectures of value? Yes