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

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

28  
MIA: 26 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	O-659625	1st Lt Robert W. ADAMS	(MIA)
CO-PILOT	T-174	F/O George H. GLOUDEMANN	(NARRATOR)
NAVIGATOR	O-794158	2d Lt Joseph P. NORMILE	(NARRATOR)
BOMBARDIER	O-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.

ATTACKED  
FROM 4-8  
O'CLOCK

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 2,000 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 on the road a man 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 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

*he had helped*

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 out my ticket 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:

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.

DELAYED JUMP

After landing at approximately 1715 hours I picked up my chute and hurried across a dirt road, an 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

AND

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

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-MUSZILAC - 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.

NOYAL-MUSZILAC

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.

SECURES CLOTHES

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. <sup>AND</sup> ~~the road again the next morning~~ <sup>had</sup> 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 FRANCO without an identity card.

CADEN  
30 June 1943

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

ROUX

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.

CHATEAUROUX  
3 July 1943

INTD

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 into 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 P/O GLOUDEMANN getting aboard. We joined up without speaking and my journey was arranged.

JOURNEY  
ARRANGED

Compiled By:

Approved By:

JOHN F. WHITE  
1st Lt, AG

W.S. HOIT  
Lt Col, AG  
Commanding

JFW/jed

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SECRET - AMERICAN  
MOST SECRET - BRITISH

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

16 August 1943

APPENDIX "B" TO E & E REPORT NO. 58

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  
to 15 July 1943

- mil*
- mil*
- mil*
- None*
- 0*
- mil*
- mil*
- mil*
- mil*
- Germans are stationed in the town of NOYAL-MUZILLAC. Four-hundred yards from the town, rifle fire, as though a rifle range were in use, was heard. 29 June 1943
  - At MALANSAC (20 miles west of REDON) a freight train was observed hauling fifteen box cars and, on flat-cars, ten medium tanks and fifty small cars similar to jeeps. This train was moving east. 30 June 1943
  - The NANTES railroad station was crowded with Germans in full field equipment boarding and alighting from trains. The men were eighteen to twenty-five years old and wore green or slate blue uniforms. They travelled in small groups and, from the condition of their uniforms and equipment, they did not appear to have seen action or much service. 30 June 1943
  - There were at least fifty merchant vessels as well as several small naval craft in the harbour at NANTES. No loading or unloading was observed. 30 June 1943
  - Many German troops seen on the train from NANTES to TOURS. 31 June 1943
  - There were many German soldiers in field equipment at the TOURS railroad station. However, not as many as were seen at NANTES. 31 June 1943
  - There were many German troops in TOURS. A large force seemed to be garrisoned in the city. 31 June 1943
  - There was a noticeable decrease in traffic between TOURS and VIERZON. Only one German guard and a few officers were observed in the railroad station at VIERZON. 1 July 1943
  - No evidence of German garrisons or troop movements were observed between the Line of Demarcation (VIERSON) and TOULOUSE. Three or four cars of German soldiers and one car of officers were observed in the TOULOUSE station. For German guards were observed in the station. Twenty-five unarmed Italian soldiers, apparently work troops, boarded train for the southwest; they got off at TARBES. 1-2 July 1943

10. *mit* { No Germans were observed in the town of PAU or in the railway station during a seven-day period. There is a large German training field 10 kilometers north of PAU. Single-engine planes were observed several times flying at 7,000-8,000 feet. They flew in formations of two's or three's. At PAU it was learned that a large German troop movement passed through LOURDES in an easterly direction on 7 or 8 July. (hearsay)  
*ear*  
2-9 July 1943

F/O Gloudeman - Lt Normile:

(B)

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. P47's flew, for 25 to 30 minutes, with us into France. <sup>turned back</sup> and five minutes after they ~~left us~~ 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 ~~both~~ high and low levels. Our ball-turret and top-turret gunners were firing. The only enemy craft I saw were <sup>far</sup> ~~way~~ out in front and we had no direct nose-on attacks. I <sup>could see</sup> ~~saw~~ fire from the ~~number six plane~~ of the high ball-turret, tail, and right waist of the number six plane in the high squadron.

ATTACKED  
FROM  
4-8 o'clock

~~After~~ Five minutes after the beginning of the attacks our ball-turret gunner yelled over the 'inter-com' that we were hit. For <sup>a few important minutes</sup> ~~some time~~ the ball-turret gunner monopolized the 'inter-com' conversation <sup>in</sup> ~~trying to~~ direct 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 ~~over~~ out. The oil pressure dropped before the 'prop' could be feathered. The oil line was hit and the fire could not be put out. The ball-turret was covered with oil. Number three was not <sup>yet</sup> wounded up too much. We had had trouble with the number ~~three~~ supercharger before getting into France. All the way in to the target we were bothered by 'prop' wash and <sup>simply</sup> ~~were~~ ~~actually~~ tossed

NUMBER  
THREE  
ON FIRE

OUT OF  
FORMATION

out of formation by 'prop' wash. Gradually we lost altitude ~~were~~ and were swinging to the left. There was one group still in back of us but we could not get above 21000 feet and they were at 23000 feet. We were under heavy attack and when we couldn't <sup>kill</sup> ~~get~~ the fire in number three ~~out~~, 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 <sup>yanked him</sup> ~~tapped~~ 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 <sup>on</sup> the pilot and top-turret gunner were still in the plane. I made a delayed jump down to 2000 feet and landed in a field about thirty miles <sup>to</sup> ~~norwest~~ 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 <sup>understand</sup> ~~tell~~ 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. ~~I~~ We ran along hedgerows, with the two boys leading me. We stopped <sup>ing</sup> once at a house where I left my flying equipment and cut off <sup>all</sup> my insignia. After leaving the house we walked about a mile when <sup>the boys</sup> they suddenly motioned me to hide. ~~After~~ <sup>They disappeared</sup> I waited ~~after~~ <sup>I waited</sup> an hour ~~before~~ <sup>before</sup> I hadn't shown up and looking around I ~~couldn't see anyone~~ <sup>saw no one</sup> so I started walking along the inside of hedgerows away from the road. There were low-flying aircraft about the neighborhood which I ~~supposed were looking for me.~~ <sup>may have been searching for evaders.</sup>

HELPERS SCARED AWAY

About <sup>Soon</sup> ~~2230~~ hours I <sup>walked by</sup> approached a field <sup>in which</sup> where some Frenchmen were stacking hay. I <sup>attracted</sup> ~~got~~ the attention of a young Frenchman who hid me after I told him who I was. He

SECURES CLOTHES

~~gave me some old clothes, and a beret and~~ <sup>guided</sup> ~~led~~ me to ~~an old barn~~ <sup>a</sup> where I spent the night. He <sup>returned</sup> ~~was back~~ early the next morning with food and ~~fx~~ after helping me with

29 JUNE (1943)

directions I left him. About 1100 hours I <sup>passed</sup> ~~met~~ on the road a man who had watched me approach ~~ed~~ and who <sup>stared intently</sup> ~~stood looking~~ at me as I passed. I was ~~try~~ wondering whether to stop when he smiled and I <sup>that decided me</sup> ~~took the chance.~~ He ~~couldn't~~ <sup>when</sup> understand me ~~so~~ 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 and <sup>wanted looking for</sup> ~~wanted to find~~ the nearest railway station. ~~After we had~~ <sup>Finally</sup> ~~mentioned and gestured for a while~~ I understood ~~that~~ he wanted me to follow him to a

FINDS NEW HELPERS

chateau. After back-tracking for several miles and cutting <sup>through</sup> ~~across~~ fields we came to a large house where I was <sup>welcomed</sup> ~~immediately taken in~~ by a French family. One member of this family could understand English when I <sup>when written</sup> ~~wrote~~ ~~down~~ what I wanted on paper. After I stated that I wanted to go to TOURS, ~~they arranged a place where~~ <sup>after</sup> ~~As I~~ studying the escape map it seemed the <sup>wisest</sup> ~~best~~ place for me to go first.

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 ~~small~~ inconspicuous village to buy <sup>a</sup> ~~my~~ ticket for me. I ~~started~~ <sup>ed</sup> walking toward the village and ~~xx~~ <sup>when</sup> ~~met~~ them returning. <sup>I gave</sup> They handed me the tickets and ~~gave me~~ information <sup>concerning the train schedule and route</sup> ~~regarding the route and the~~ ~~train~~ departure time.

The train ~~did not go~~ <sup>did</sup> go through ~~train~~ 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 <sup>there</sup> to Nantes. When I boarded the train at 1830 hours 29 June <sup>and</sup> followed a young girl ~~into~~ into a compartment <sup>where</sup> and sat <sup>next</sup> down close 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~~ followed the girl out of the station because I felt ~~that~~ she realized ~~there~~ ~~that~~ I was not French and she had looked friendly. We walked down a street ~~for~~ several blocks before I <sup>thought</sup> ~~felt~~ we were sufficiently alone for me to speak to her. She caught on very quickly and motioned me to follow ~~her~~. We caught a street car and rode ~~for~~ about ~~nine~~ a mile. She led me to the back entrance of a house. A frenchman, who could speak English, was sent for and ~~when he arrived~~ 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 <sup>to</sup> and walked 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 ~~it~~ the train pulled out and I fell asleep. Just before we got to ANGERS the conductor awakened me <sup>to check</sup> ~~for~~ my ticket, and I held it out to him. He began talking to me in French but I guessed the trouble and held out a ~~big~~ large franc-note to him. He gave me ~~no~~ change and left me alone. <sup>I</sup> ~~we~~ arrived in ANGERS at 0300 hours, 30 June 1943.

NANTES

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. <sup>I</sup> held out my ticket, <sup>to the agent</sup> and made deaf-mute signs. The ~~ticket agent~~ <sup>Na</sup> wrote the departure time to TOURS on the back of my ticket. As the <sup>hour</sup> ~~time~~ approached and trains came into the station I would tap different people on the shoulder and ask, "TOURS?" I <sup>got</sup> 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 ~~decide~~ find some help or get out of the 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, ~~so~~ 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 <sup>identifying</sup> questions. I used my ring and dog-tags to prove my identity and after being interviewed by another man I was taken to a house in the country where the rest of my journey was arranged. A few days later I met Lt Normile who ~~made the rest of the~~ travelled ~~the~~ from there on with me.

JOURNEY  
ARRANGED

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

I removed the escape-hatch door and jumped as soon as the order to bale out was given. I <sup>Delayed</sup> delayed my jump to 5000 feet and after the chute opened I saw four chutes <sup>above</sup> above me and two fighters circling them. I saw a B-17, <sup>in trouble</sup> but was not sure that it was mine.

Delayed  
SUM P

After landing at approximately 1715 hours I picked up my chute and hurried across a dirt road, an open field and stopped at a thick hedge to hide my equipment. I ~~had~~ <sup>This was</sup> ~~run~~ only two or three hundred yards <sup>away</sup>. While ~~hiding~~ <sup>hid</sup> my equipment a young French peasant called to me from the adjoining field. I walked to him and <sup>explained</sup> ~~told him~~ that I was an American aviator. He <sup>hid me to a</sup> ~~told me to hide in~~ a corn field and 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.

Before dark ~~that night~~ the French peasant returned with <sup>a wagon</sup> ~~a load of hay~~. He <sup>covered</sup> ~~hid me~~ <sup>me with hay</sup> beneath the hay ~~in the wagon~~ and ten or fifteen minutes later we reached his house. His mother fed me but they had no clothes I could wear. After <sup>pin-pointing</sup> ~~they pointed~~ my location out on my escape maps - several miles west of NOYAL-MUSSILAC - I ~~started~~ <sup>ed</sup> walking east. By morning I <sup>arrived at</sup> ~~reached~~ the edge of a small town, <sup>this village</sup> which I skirted 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~~ <sup>if</sup> as though a rifle range were near ~~by~~. At dusk I came out of ~~hiding~~ <sup>hiding</sup> and stood by a foot path hoping ~~that~~ a French peasant would pass.

NOYAL-MUSSILAC

Soon a man and woman approached, ~~and~~ I spoke to the man, telling him ~~that~~ I was an American flyer and <sup>in need of food</sup> ~~wanted something to eat and drink~~. He pointed to a farmhouse

~~about~~ a mile away and said I would be safe there. After ~~I reached~~ <sup>reaching</sup> it I hid by a hedge and watched ~~for~~ for several minutes. ~~While~~ A girl came <sup>d</sup>own 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 farmclothes. ~~By this time~~ <sup>now</sup> my plan was to travel to TOURS and find a way across the Line of Demarcation.

SECURES

clothes

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 ~~to follow~~. After walking for several hours I felt <sup>d</sup>tired to go any further, ~~so~~ I slept in a hay field until daylight. On the road again the next morning I had walked until noon

CADEN

30 JUNE 1943

when I ~~reached~~ arrived on the outskirts of CADEN. I asked a farmer if there were any Germans in this town. He assured ~~me there were~~ 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 <sup>called in</sup> a man ~~came~~ to see me. He spoke a little English and with his English and my French I learned ~~that I could safely travel on French~~ how I could get safely to the south of FRANCE with 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 <sup>station</sup> 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~~ After leaving the station he arranged a place for me to ~~sleep~~ <sup>stay</sup> that night.

1 July 1943

TOURS

I left NANTES at 0600 hours the next morning, arriving ~~at~~ TOURS at 1100 hours. I went to a street where I <sup>had been told</sup> might expect help but found too many Germans in the vicinity. During the afternoon I lay 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 ~~told~~ said I didn't need a card to get across I thought he was ~~was~~ <sup>was</sup> 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 ~~the~~ 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

DEMARCATON

There was no railway ~~station~~ <sup>here</sup> but I found the road leading to CHATEAU ROUX. 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 CHATEAU ROUX 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 ~~to~~ I had approached in a cafe.

CHATEAU ROUX  
3 JULY 1943

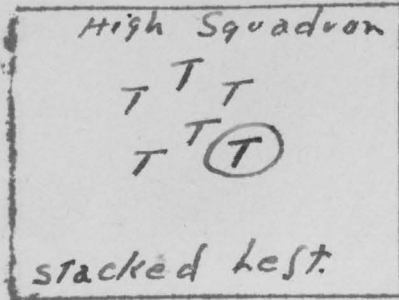
At the station the next morning I bought a ticket to TOULOUSE, ~~by way of Chate~~ I had to change trains at CHATEAU ROUX, arriving there at 0900 hours. I went in the third class waiting room where I ate the ~~the~~ last of my packed lunch. At 1115 hours I went out on the platform to catch the train for TOULOUSE and saw ~~the~~ Gloudeman getting aboard. We joined up without speaking and my journey was arranged.

JOINS  
CREW  
MEMBER

*Mormule*

5

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



Position in formation.  
Make Diagram

Observed results of Bombing

*shot down before target*

Enemy fighter tactics: *tail attacks*  
markings: *unobserved*

Our Tactics *normal defensive formation*

Our fighter support. *none*

Flak

Time, Place, Quality.

*unobserved*

(over)

Technical Failures

Motors *no. 2 supercharger failed to give full power. others o.k.*

Armor *o.k.*

Armament *o.k.*

Miscellaneous

Comments and Suggestions on any of the above:

1. JOSEPH P. NORMILE 2nd. Lt. 0-794158
2. AIR MEDAL
3. 511<sup>th</sup> SQD.
4. 351<sup>st</sup> BM. GP.
5. Apr. 3, 1920
6. 17 mos.
7. 201 Woodbine Ave, Rochester, N.Y.
8. Polebrook Air Base, June 28, 1943; 1430. Came down 30 mi N.W. St. Nazaire at 1710. Aircraft was abandoned at altitude & no papers or instruments were destroyed.
11. Gave all money to French who arranged the trip (350 fr.)
12. I speak a little French. No Spanish
13. No.
14. Have been questioned in Spain by Major Clark & in Gibraltar by Mr. Donald Darling of British Intelligence in the presence of Major Lewis (American). No written report.
15. No.
16. Yes. in Gibraltar, August 8, 1943
17. Gibraltar, Aug. 9, 1943. by air
18. Prestwick, Scotland, Aug. 10, 1943



## Appendix B

June 29. While lying in field 1/4 mi from Noyal-Mussillac I heard firing as though a rifle range were in use. Several times I heard Germans singing as though marching. Later I discovered that Germans were stationed in the town.

June 30. At Malansac (20 mi W. Redon) saw a train with 50 small cars (similar to our jeep), 9 or 10 medium tanks and about 15 boxcars going East.

June 30 Between Malansac & Nantes saw numerous Germans on every train going both directions. The station at Nantes was crowded with German soldiers with full packs & rifles boarding & descending from trains. There was no evidence of any large scale troop movements however for they traveled in small groups. There were two types of uniform - green & slate blue. Their age seemed between 18-25 and from the condition of their equipment & uniforms I don't believe they've seen action or much service.

The harbor at Nantes is full of merchant vessels at least 50 & several small naval craft. I didn't notice any being loaded or unloaded.

June 31. Many German soldiers moving on train between Nantes & Tours.

At Tours the station wasn't as crowded as Nantes but there was a large traffic of German soldiers also with full packs & rifles, coming & going by train. In the city there are many Germans & must be a large force garrisoned there.

July 1 Between Tours & Vierzon the traffic became much less. In the Vierzon station I saw only a few officers & one German guard.

July 1-2 After crossing The Demarcation Line I saw no further evidence of German garrisons or movement until reaching Toulouse. In the station was a train with 3 or 4 cars of German soldiers & one of officers. I saw 4 Germans on guard in the station. About 25 Italian soldiers without arms boarded the same train as I for the southwest. They got off at Tarbes (apparently work troops)

July 2-9 At Pau where I stayed 7 days there were no Germans in the station or town. While at Pau I learned that there was a large German training field 10 Km. North of the city. I saw the planes <sup>(single engine)</sup> flying formation several times at 7000 - 8000 feet. They flew in twos or threes. Also while at Pau I learned that a large German troop movement had passed through Lourdes going East on July 7 or 8 (hearsay)

JUNE 29 1943 1. Germans are stationed in the town of Royal Mussillac. ~~400 yds~~ <sup>400 yds</sup> ~~1/4 of a mile~~ from the town, Rifle fire, as though a rifle range were in use, could ~~was~~ be heard. 29 June 1943.

JUNE 30 1943 2. At Malansac (20 miles West of Redon) ~~a freight train, was observed heading fifteen flat cars, ten medium fifteen bot cars, and fifty small cars very similar to those seen moving East~~ <sup>on flat cars,</sup> ~~of ten medium tanks~~ <sup>similar to those seen 30 June 1943</sup> a freight train, was observed heading fifteen bot cars and, on flat cars, ten medium tanks and fifty small cars very similar to those seen moving East. 30 June 1943

3. The Nantes railroad station was crowded with Germans in <sup>full</sup> field equipment boarding and alighting from trains. The men were eighteen to twenty-five years old and wore green or slate blue uniforms. They travelled in small groups and, from the condition of their uniforms and equipment, ~~did not believe that they had seen action~~ <sup>did not appear to have</sup> or much service. 30 June 1943

4. There were at least fifty merchant vessels as well as several small naval craft in the harbour at Nantes. No loading or unloading was observed. 30 June 1943

31 JUNE 1943 5) Many German <sup>troops</sup> were seen on the train from Nantes to Tours, 31 June 1943

6) There ~~was~~ <sup>were many</sup> ~~crowds~~ of German soldiers in field equipment at the Tours railroad station. However, not as many as were seen at Nantes. 31 June 1943

7) There were many German <sup>troops</sup> in ~~the~~ <sup>seemed to</sup> city of Tours. A large force ~~was~~ <sup>seemed to</sup> be garrisoned in the city. 31 June 1943

JULY 1943 8. There ~~was~~ a noticeable decrease in traffic between Tours and Verson. Only one German guard and a few officers were observed in the railroad station at VIERRON. 1 July 1943

1-2 July 1943. No evidence of German garrisons or troop movements were observed between the line of Demarcation <sup>(at Versoy)</sup> and Toulouse. Three or four cars of German soldiers and one car of officers were observed in the Toulouse Station. Four German guards were observed in the station. Twenty five unarmed Italian soldiers (apparently work troops) boarded ~~in~~ train for the southwest; they got off at TARBES <sup>1-2 July 1943</sup>.

2-9 July 1943 No Germans were observed in the town of PAU or in the railway station during a seven-day period. There is a large German training field 10 kilometers north of PAU. ~~The~~ Single-engine planes were observed several times flying at 7,000-8,000 ft. They flew in formations of twos or threes. At PAU it was learned that a large German troop movement passed through LOURDES in an easterly direction on ~~the~~ 7 or 8 July (hearsay) 2-9 July 1943

## APPENDIX "D" TO E AND E REPORT NO. 58

No., Rank, Name :- 0-794158 2nd Lt. Joseph P. Normile  
 Unit :- 351<sup>st</sup> BM. GP. 511<sup>th</sup> SQ.

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

1. AIDS BOX

- (a) Did you use your aids box? *yes*
- (b) If not, had you one on you?
- (c) If not, why had you no aids box?
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g. "Lying up for 2 nights", etc.
- (i) Horlicks tablets. *hid in fields in day first 2 days*
  - (ii) Chocolate. *saved for emergency*
  - (iii) Milk (tube). " " "
  - (iv) Benzadrine tablets (fatigue).
  - (v) Halazone tablets (water purifier). *drank stream water 2 ~~days~~ nights*
  - (vi) Matches. *cigarettes*
  - (vii) Adhesive tape. *blister on heel*
  - (viii) Chewing gum.
  - (ix) Water bottle. *for stream water first 2 nights & Pyrexes*
  - (x) Compass. *travelled by foot first 2 nights*
- (e) Did any of the above items prove unsatisfactory? *water bottle*  
 If so, in what respect? *should have cap to keep water in*
- (f) How did you finally dispose of the box. *gave it to French organization*
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger?

2. PURSE

- (a) Did you carry a purse? *yes*  
 If so, state COLOR. *gray*  
 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? *France - to plan railroad route*
  - (ii) Compass. *travelling by foot first 2 nights*

(iii) File (hacksaw).

(iv) Foreign Currency. State countries and amounts.

How did you spend the money. *French - to drink in cafes & travel by rail*

(d) How did you dispose of:-

Maps.

*} French organization*

Compass.

File (hacksaw). *Spanish authorities*

Surplus currency. *French 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). *knife but not used*

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

(a) Did you carry passport-size photographs? *NO - picture taken*  
If so, how many? *but wrong ones given me.*

(b) Did you use them?  
State how.

5. LECTURES

(a) Were you lectured on evasion and escape? *yes at base by*  
State WHERE, WHEN and by WHOM. *escapists from another*  
*unit & several times later by own S-2 officers.*

(b) Did you find the lectures of value?

*yes*

7

SUBJECT: Safeguarding of P/W Information.

TO: Personnel concerned.

It is the duty of all Americans to safeguard information which might, either directly or indirectly, be useful to the enemy.

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.

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.

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.

You must be particularly on your guard with persons representing the press.

You must give no account of your experiences in books, newspapers, periodicals or in broadcasts or in lectures.

You must give no information to anyone, irrespective of nationality, in letters or in conversation, except as specifically directed in Par. 4a.

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) NORMILE, JOSEPH P.

Signed Joseph P. Normile

Rank 2nd Lt. A.S.N. 0-794158

Date Aug. 7, 1943

Unit 351<sup>st</sup> DA. GP. 511<sup>th</sup> SQD.

Witness Major Lewis



SECRET - AMERICAN  
MOST SECRET - BRITISH

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

16 August 1943

APPENDIX "B" TO E & E REPORT NO. 58

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  
to 15 July 1943

1. Germans are stationed in the town of NOYAL-MUZILLAC. Four-hundred yards from the town, rifle fire, as though a rifle range were in use, was heard. 29 June 1943
2. At MALANSAC (20 miles west of REDON) a freight train was observed hauling fifteen box cars and, on flat-cars, ten medium tanks and fifty small cars similar to jeeps. This train was moving east. 30 June 1943
3. The NANTES railroad station was crowded with Germans in full field equipment boarding and alighting from trains. The men were eighteen to twenty-five years old and wore green or slate-blue uniforms. They travelled in small groups and, from the condition of their uniforms and equipment, they did not appear to have seen action or much service. 30 June 1943
4. There were at least fifty merchant vessels as well as several small naval craft in the harbour at NANTES. No loading or unloading was observed. 30 June 1943
5. Many German troops seen on the train from NANTES to TOURS. 30 June 1943
6. There were many German soldiers in field equipment at the TOURS railroad station. However, not as many as were seen at NANTES. 30 June 1943
7. There were many German troops in TOURS. A large force seemed to be garrisoned in the city. 30 June 1943
8. There was a noticeable decrease in traffic between TOURS and VIERZON. Only one German guard and a few officers were observed in the railroad station at VIERZON. 1 July 1943
9. No evidence of German garrisons or troop movements were observed between the Line of Demarcation (VIERSON) and TOULOUSE. Three or four cars of German soldiers and one car of officers were observed in the TOULOUSE station. For German guards were observed in the station. Twenty-five un-armed Italian soldiers, apparently work troops, boarded train for the southwest; they got off at TARBES. 1-2 July 1943



*done*

10. No Germans were observed in the town of PAU or in the railway station during a seven-day period. There is a large German training field 10 kilometers north of PAU. Single-engine planes were observed several times flying at 7,000-8,000 feet. They flew in formations of two's or three's. At PAU it was learned that a large German troop movement passed through LOURDES in an easterly direction on 7 or 8 July. (hearsay)  
2-9 July 1943

S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 58.

No., Rank, Name :- NORMILE, Joseph P. 2d Lt, O-794158

Unit :- 351 Bomb Group, 511 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
- (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. Hid in fields in day first 2 days
  - (ii) Chocolate. Saved for emergency
  - (iii) Milk (tube). Saved for emergency
  - (iv) Benzadrine tablets (fatigue).
  - (v) Halazone tablets (water purifier). Drank stream water 2 nights.
  - (vi) Matches. Cigarettes
  - (vii) Adhesive tape. Blister on heel
  - (viii) Chewing gum.
  - (ix) Water bottle. For stream water first 2 nights and Pyrenees.
  - (x) Compass. Travelled on foot first 2 nights.
- (e) Did any of the above items prove unsatisfactory? Water bottle should  
If so, in what respect? have cap to keep water in
- (f) How did you finally dispose of the box. Gave to helpers.
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger?

2. PURSE

- (a) Did you carry a purse? Yes  
If so, state COLOR. Gray  
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? France - to plan railroad route.
  - (ii) Compass. Travelling on foot first 2 nights.

- (iii) File (hacksaw).
  - (iv) Foreign Currency. State countries and amounts. French - to drink  
-How did you spend the money. in cafes and travel by rail.
  - (d) How did you dispose of:-
    - Maps. Gave to helpers
    - Compass. Gave to helpers
    - File (hacksaw). Spanish authorities ?
    - Surplus currency. Gave to helpers.
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). Knife but not used.
  - (b) Were they satisfactory?
  - (c) Can you suggest any improvements, additions, or substitutions which would improve the above equipment?

4. PASSPORT SIZE PHOTOGRAPHS

- (a) Did you carry passport-size photographs? No - picture taken but  
If so, how many? wrong ones give me.
- (b) Did you use them?  
State how.

5. LECTURES

- (a) Were you lectured on evasion and escape? Yes.  
State WHERE, WHEN and by WHOM. At base by escapist from another  
unit and several times later by own S-2 Officers.
- (b) Did you find the lectures of value? Yes

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) Joseph P. Normile

Signed

*Joseph P. Normile*Rank 2nd Lt. ASN 0-794158

Date

Aug. 11, 1943Unit 351<sup>st</sup> BM.G.P. 511<sup>th</sup> SQD.

Witness

*John F. White Jr.*  
1<sup>st</sup> Lt. AC.