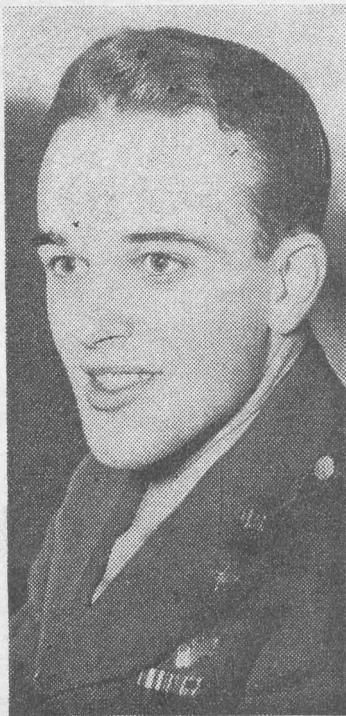


*NY Times*  
*11 April 44*

## Two American Aces Lost On Missions Over Europe



Major Walker M. Mahurin

The New York Times, 1943

Two of America's seven leading aces in the European theatre were shot down in air combats March 27 when powerful formations of American planes smashed nine French air bases, the War Department revealed yesterday in messages to the fliers' families, The United Press said.

They are Maj. Walker M. Mahurin, 26 years of age, of Fort Wayne, Ind., credited with twenty-one planes, and Maj. Gerald Johnson, 24, of Owenton, Ky., credited with eighteen victories.

Although the War Department's messages to Mrs. S. B. Johnson at Owenton and Mrs. Guy Mahurin at Fort Wayne did not disclose the mission on which the two aces were lost, air war records show that on March 27 a 1,000 fighter escort shepherded 900 bombers in sweeps against nine German air bases in France.

It was believed that Major Mahurin may be a prisoner of war, for one of his comrades in the March 27 air battles forwarded information to Mrs. Mahurin that he had seen the ace bail out of his plane.

Major Mahurin for months held the title of America's leading ace in the European theatre and added to his fame Dec. 22 when he shot down two Focke-Wulf 190's within two minutes while escorting American daylight bombers to northwest Germany.

Major Johnson was one of the pilots who proved that fighters equipped with belly tanks could hold their own against enemy planes almost before the experts had time to worry about it. On the Eighth Air Forces' first deep penetration of Germany Aug. 17, 1943, when Regensburg and Schweinfurt were attacked, he shot down three enemy planes—two ME-109s and one ME-110.

ing jump.

## U.S. Thunderbolt Ace Comes Back



Major Walker Mahurin, Eighth Air Force fighter pilot, who has been missing since March 27, is reported back in England, according to a Fort Wayne, Indiana, message from his mother. Mrs. Mahurin has received a letter from her son saying that he is safe and back here. Mahurin has destroyed 21 German aircraft and is one of America's leading Thunderbolt pilots.

to p 2 #617

I stood up and peeled off my harness and mac west (which had my escape purse and kit attached to the belt), my flying jacket, necktie, gauntlets, and even my watch, and took off for a small woods. On my way I waved to Col. SHILLING who was buzzing me, but the boys kept circling for about ten minutes. I was afraid they were going to try and land to pick me up.

SECRET - AMERICAN  
MOST SECRET - BRITISH  
MIS (X)

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

QUESTIONNAIRE FOR SERVICE PERSONNEL  
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank, and Serial No. *WALKER MERVILLE MAHURIN C-659316*
2. Decorations. *Air Medal (3 clusters) D.F.C. (3 clusters) Silver Star D.S.C.*
3. Unit or Squadron. *63 Ftr Sqdn.*
4. Division (Army) or Group. *56th Ftr Group.*
5. Date of Birth. *December 5, 1918*
6. Length of Service. *2 YEARS 8 mo*
7. Private Address. *927 Wildwood Ave, Fort Wayne, INDIANA*
8. Job as civilian. *College & City Light Power Clerk*
9. From what field did you take off? *HALESWORTH*
10. Take off time. *12:31*
11. Date and target. *TOURS MARCH 27, 1944*
12. Where did you land? *BOISVILLE, FRANCE EURE ET LOIR*
13. Were all secret papers and equipment destroyed? *No*
14. What was your position in aircraft? *PILOT*
15. Were you wounded? *No*
16. Did you pay your guides? If so how much? *No*
17. Do you speak French? Spanish? *No*
18. Did you have Identity Papers? *No DID TAGS*
19. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given anyone a written report on your experiences. Where and when?  
*~~NO~~ WAS ASK SOME QUESTIONS AT Air Ministry CONCERNING ORGANIZATION*
20. Did you report on your operations? If so, where and to whom? *No*
21. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? *YES — HERE!*
22. Date of arrival in Spain. *No*
23. Date of arrival at Gibraltar. *No*
24. Place and date of departure for U.K. By sea or air. *Air - MAY 7, 1944*
25. Place and date of arrival in U.K. *MAY 7, 1944*



RAF bombed station in Rome - 2 hrs away -

Rome cathedral - RAF glass - principal -

CS mis later small to free local cathedral -

C/500 deaths

For that it is - because RAF for 8 - 15 from Paris

San thing in Paris when bomb.

RAF did fair job - 250 people killed in station.

CS mis later small to free L. Brought - at 1000'

bomb residential districts - bomb

Jean B - found home for homeless people - got them  
around Orgeres.

Has found 7-8 boys work like and

sufficiently in with to <sup>great</sup> put a

Chambers across at a collaboration - period of

Boy can do with an uniform dog tag - 1 number -  
in a hat - soldiers came & shot everybody - - 2.3 mts

Thiel NW Charles

Checking news by anti laws; principal states all watched

SECRET - AMERICAN  
MOST SECRET - BRITISH

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

E & E REPORT NO. 617  
EVASION IN FRANCE

May 7, 1944  
(Date)

UPPER M. MAHURIN WAI 0-659316  
(Name) (Rank) (ASN)

63 FR. SQ 56th FR. GR.  
(Squadron) (Group)

85 missions (c 192 ops hrs.)

Bomber sent for TOURS

TARGET: TOURS

MIA: MARCH 27, 1944

Arrived in UK:

May 7, 1944

MEMBERS OF CREW: (This information checked with PWIB)

PILOT \_\_\_\_\_  
CO-PILOT \_\_\_\_\_  
NAVIGATOR \_\_\_\_\_  
BOMBARDIER \_\_\_\_\_  
RADIO OPERATOR \_\_\_\_\_  
TOP TURRET GUNNER \_\_\_\_\_  
BALL TURRET GUNNER \_\_\_\_\_  
WAIST GUNNER \_\_\_\_\_  
WAIST GUNNER \_\_\_\_\_  
TAIL GUNNER \_\_\_\_\_

Official  
Disposition

Narrators  
Disposition

Were you wounded?

No

*FLIGHT*  
~~We flew~~<sup>flying</sup> as bomber escort for the raid ~~on~~<sup>we</sup> TOURS and circled over the town waiting for the show to pass. ~~They~~<sup>bombers</sup> ~~did a medium job on the airdrome.~~ As soon ~~as we received help from other fighter groups we started looking for airdromes~~<sup>were relieved by</sup> to strafe on our way out, as we had been briefed, and went ~~for~~<sup>as a unit</sup> CHARTRES ~~as a unit~~. The group CO saw an airdrome and made an attack as planned, while I stayed at 15,000 feet to draw flak. After he had gone down to deck and strafed, setting a plane on fire, he came up. I saw a Do 217 flying down a railway line, and I called the Colonel, told him that I had a target and ~~that I was going down.~~ No one else saw it until I was on it.

*STAND*  
*TARGET*  
 Jerry saw me coming. His rear turret started smoking. ~~I started firing from out of range, thinking that he would stop, but he didn't. Instead of taking evasive action I came right in and offered a perfect target for his turret.~~ I closed to 400 yards and began to hit him, but he hit my engine. ~~Smoke came into the cockpit.~~ I closed, broke off, and called to the ~~rest,~~<sup>others</sup> telling them to lay off, "It's mine." ~~Number two came down and broke off and number three also.~~ ~~The smoke cleared from the cockpit.~~ I ~~fired~~<sup>Do</sup> ~~again~~<sup>good</sup> and fired to beat hell. Four men jumped out of the ~~217.~~<sup>Do</sup> I got some ~~peachy~~<sup>good</sup> pictures and peeled off to the right. Somebody high said, "Look at her go!" I looked over the side and saw the plane explode on the ground. The Germans were at minimum altitude, and I thought that their chutes did not open.

*HIT*  
 I started to climb. ~~The ship was running to beat hell.~~ Oil was spattering on the windshield. I could see my ~~shadow~~<sup>silhouette shadow</sup> on the ground with a column of smoke behind it. I throttled back and took it easy. ~~In~~<sup>in</sup> about a minute there was a bang, and the left side was burning. Col SHILLING called, "Watch out, boy, you're ~~burning~~<sup>burning</sup> on fire!"

~~After~~<sup>but</sup> when I opened the canopy I got caught in my headset. I got it off and bailed out at about 3000 feet. ~~I had bailed out before.~~ I pulled the rip-



cord. The chute did not open, <sup>and</sup> I thought that I had had it. This was the

second time that I had bailed out in the same chute. The wire was too long. I ~~Beneath the rear of the plane~~ I could hear some Frenchmen shouting, ~~but I did not~~ pulled it again ~~and~~ The chute opened. ~~and~~ In four or five seconds I ~~hit~~ <sup>landed</sup> on my tail ~~look for them.~~ in the soft dirt of a ploughed field. My ship hit about 50 yards away and exploded.

(see attached slip)

I stood up, ~~and~~ took off my harness and life vest with my <sup>mac vest (which had my</sup> escape kit and ~~purs~~ <sup>attached to the belt)</sup> on the belt of the life vest, and threw them on the ground. I took off my flying jacket and necktie and threw them down. In pulling off my gauntlets I dropped my watch as well. I ~~looked over my shoulder,~~ <sup>en</sup> saw the only <sup>woods</sup> in the area, <sup>SMILING</sup> and ran for it, ~~as fast as I could go.~~ When Col SHELLING buzzed I waved that I was all right and got in the small woods of mere saplings not <sup>much</sup> bigger than I. The boys circled for about ten minutes. I was afraid that they were going to try and land and pick me up.

I ran to the center of the woods and got badly scratched by the underbrush. I saw that there was not <sup>and</sup> much protection, ~~and I~~ did not <sup>know</sup> what to do. ~~It was a~~ ~~inch to spot me.~~ I cut off my insignia, trying to look as tacky as possible, and buried my gun. ~~I certainly did not want to hide in those woods, but I had been~~ told to hide <sup>for</sup> 10-12 hours until I was sure that things were all right and then try to ~~get~~ approach some person by himself. <sup>(I thought that I would fall right into a bunch of Germans & that they would come after me in staff cars & tank S. Actually I didn't see a German for four days.)</sup>

By this time <sup>in the woods</sup> I was getting pretty rattled. I tried to cut down a tree <sup>cover</sup> about two inches in diameter to use ~~it~~ for shelter, but I couldn't do it with my knife, ~~so I beat it to the other side of the woods.~~ At the edge of <sup>luckily,</sup> the small open field <sup>in</sup> I saw some stacks of saplings, I ~~picked up some bundles~~ and crawled in underneath them. I knew that it would be daylight for about eight hours, ~~I wasn't looking forward to this uncomfortable wait, but I knew that I had better~~ ~~stick to the best possible cover.~~ I heard someone pass on a one-lung motor-bicycle; it sounded as if he went over <sup>to</sup> the the plane. I was <sup>I made</sup> scared, sure that it was a German. Every time I moved ~~the bramble bushes crunched and seemed to make~~ <sup>I thought</sup> so much noise that <sup>en</sup> some one was sure to hear. I was careful to move only when

BAILED  
OUT

RAN TO  
WOODS

WANTING  
TO HIDE

FOUND AN  
UNCOMFORTABLE  
PLACE

the birds were singing, and I could assume that no one was around.

I stayed where I was until dark <sup>and then</sup> ~~and then I could not stand it any more.~~ I <sup>off</sup> kept getting scratched by the bushes and saplings. At dark I started SW, out of the area, running until I was pooped, walking until I was <sup>rested</sup> all right, and then running again. I crossed a railroad and a number of roads. Every time that a car came <sup>by</sup> I ~~got in~~ <sup>to</sup> got in a field and sat down. I came to a town, saw a big and an automobile with headlights, building, and decided that I had better steer clear of the place. ~~By the time I came to a village I was completely pooped.~~ I saw two haystacks at a fork in the road and climbed up on <sup>one</sup> of them. I discovered that the stacks were made of bundles and that you could ~~reach way in and~~ pull yourself up without disturbing the ~~haystack.~~ At the top I made a <sup>hole</sup> ~~hole~~ for myself, covered <sup>up</sup> the top, and tried to sleep.

The next morning I could hear a German plane flying over, and I <sup>thought</sup> ~~could swear~~ that it was looking for me. It ~~just~~ circled back and forth for about an hour and a half. Later I learned that there was a training school for air gunners in the vicinity and that this plane circled for practice in trailing.

~~Our bombers~~  
 ← We raided CHARTRES that day. I heard the boys come over in three waves, bomb, and leave. I could feel the <sup>vibrations</sup> ~~reverberations~~ of their ~~wrecking~~ job on the airdrome.

<sup>By</sup> ~~About~~ 1500 I ~~could not stand it any longer where I was.~~ ~~They~~ <sup>had had enough of The haystack.</sup> ~~hay~~ kept scratching me. I could see the roads, noticed that no one was around, spotted a single person working in a garden, and thought, "Boy, it's now or never." Just as I got to the corner of the house I saw two people, but they did not see me. I whistled at the Frenchman. He looked at me, and ~~was~~ <sup>scared</sup>. I ~~was quite a~~ <sup>saw</sup> sight. He came over to me, and I tried to explain, "Je suis aviateur ~~Américain~~." He looked at me blankly. When I said, a little more distinctly, "Pouvez-vous <sup>me</sup> ~~moi~~?" He seemed to understand. I pulled out my dogtags, but they did not ~~seem to~~ <sup>impress</sup> him very much. He ~~took me and told me to~~ <sup>said</sup> "Cachez-vous". Pretty

HEADED  
SW AT  
NIGHTFALL

LAY UP  
HID IN  
HAYSTACK

NEXT DAY -  
A FALSE  
SEARCH

APPROACHED  
SOLITARY  
FRENCHMAN



soon the first man and another brought me some of the ~~strangest~~ bread and meat ~~I had ever tasted~~ and some wine. I pulled out my dog tags, pointed to my name, and explained with gestures, "Nom --- Moi." When they took me to a house I drew a sketch of the house and an arrow pointing to Spain. Then I drew a picture of a German plane ~~also~~ getting shot down and also one of me getting shot down. One man took my ring, cigarette lighter, and so on from me, and they fixed up a bed for me.

~~From~~ I was taken to a place from which my journey was arranged.

Later I was roused one day before it was light, and a Frenchman said to me, "Travaillez. Travaillez." I thought that that was fine, that I was going traveling. We walked quite a distance and ate with a threshing crew. After ~~the meal~~ we started to work. I spent the whole day, and not only that day, ~~bailing the crop with wire~~ <sup>my straw</sup> and cutting the wire with pliers until ~~I had more my hands were covered with blisters.~~ <sup>near</sup> ~~blisters than hands.~~ <sup>at any rate,</sup> We worked from daylight until it started to get dark, <sup>It was some time before I actually started moving as for as I wanted to.</sup> stopping only for meals, which were surprisingly meager for farming country. I learned the difference between, "Partir vite" and "travailler".

Compiled by

D E EMERSON  
1st Lt, AUS

Approved by

W STULL HOLT  
Lt Col, AC  
Commanding

#### Appendix B

See separate sheets.

#### Appendix D

1. I carried an aids box, a Red purse, and passport-size photographs, but/ I through them all away with my ~~mae west~~ <sup>in haste</sup>.  
The smell of the rubber pouch permeated the malted milk tablets.

2. I had been lectured at my unit on escape and evasion. I had heard many evaders from bomber and fighter groups including McTEGGART (E&E 37), DUNBAR (E&E 90), and SHEEHAN (E&E 340). <sup>with white</sup> These lectures were most valuable. I did not want to hide in the woods, but I had been told to hide 10-12 hours until I was sure that things were all right and then to approach someone by himself. It worked perfectly for me.

HELPED

JOURNEY  
ARRANGED

A LESSON  
IN FRENCH:

TRAVAILLER

&  
PARTIR  
VITE

There Their emphasis that the first 24 hours were the hardest was not valuable.

3. Suggestions: French farms are not like the regular American farms, ~~that men probably expect.~~ There are not single farmhouses; instead they are gathered into villages. Also, ~~that~~ I noticed no fences in the section of France ~~There are not nearly as many~~ It is important to be cool instead of going off half-cocked. There are not nearly as many Germans around as I ~~certainly~~ thought. I thought that I would fall right into a bunch of Germans. I imagined ~~them coming after me in staff cars and tanks.~~ ~~I did not see any Germans until~~ four days after I landed.  
~~where I was.~~

Remember that the average German soldier is dumb as ~~hell~~ and that all the Germans are not looking for you---as I was convinced that they were for me.

Frenchmen wearing berets and knee-high boots had best be avoided. Some of the worst and most dangerous collaborators are so dressed. There are some dangerous French kids ~~only~~ 12 to 14 years old who go around in blue uniforms with brass buttons, carrying guns. They are completely irresponsible.

Fighter pilots should be told that a lot of the ~~things that~~ <sup>what</sup> they think are flak towers are water towers, ~~chateau d'eau~~. Strafing them ~~just~~ cuts off the local water supply. I had seen one man strafe one of these things making the ~~same mistake that I had before I landed.~~ I had taken pains to avoid them, thinking that they were flak towers.

Any cigarettes, canned meat, or chocolate that the French get they most appreciate. It might be possible for individuals to drop these things on regular operations. ~~If they could be dropped, the French certainly would like it.~~



1. The following information has been obtained from an officer who evaded capture in enemy occupied territory.

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

Statement of information covering the period from 27 March to 4 May 1944

a. Informant was told that there is a training school for air gunners at VOVES (Eure & Loire). He saw a two-seater plane which flew over the area for practice in trailing.

b. Informant was told that a field NE of Baignolet (Eure & Loire) is used as an emergency landing strip. He saw the spot himself. He was told that five minutes before the American planes came into the vicinity Germans planes were moved to Baignolet from Chartres, Chateaudun, and Bricy. On the day that the Americans raided Chartres some 165 A/C were so moved into the field.

c. Informant was told that the airdromes at Chateaudun and Chartres were finished as a result of the recent bombings. He was told that Bricy has been well hit but that the runway is still going.   
 (follow with 5b, p 5)   
 (in a dive bombing attack)

d. Informant was told that there is a gasoline depot in the town of Bricy near the station. Some bombs dropped near the depot but did not hit it.   
 (about 30 feet from)

e. Informant saw a radio station at a farmhouse near a road junction north of Peronville. The antennae were about 25-30 feet high and extended a length of about 100 yards.

f. Informant was told that there is an ammunition dump north of the station in Auneau.

g. Informant was told that there is S of Baignolet a practice area for mortar and light artillery fire. What he heard of the firing confirmed this report. He was told that the Germans came there for four-day periods.

h. Informant noticed that after the railway yards and junction at Juvissy had been bombed the Germans shifted a lot of freight trains to the single-track line running to Chartres through Voves, to by-pass Juvissy, so he was told. He saw as many as 16 freight trains pass in a single day.   
 (Loiret)

i. Informant noticed that the Germans seemed to be collecting a lot of old locomotives. He saw a number of them gathered together at Les Aubray in late April. Informant also noticed that the Germans seemed to be using every old freight train that they could get hold of. He noticed many freight cars which came from the Reichseisenbahnen.

j. Informants noticed that the Germans were shipping a lot of

bailed straw out of the CHARTRES-ORLEANS section.

k. Informant was told that the Germans had taken ~~down~~ from ORLEANS two statues of Jeanne d'Arc which they intended to melt down for copper. He saw that one of the statues was gone.

l. Informant states that each Frenchman is required to turn in a certain amount of copper to the Germans or pay a designated sum of money. If the Frenchman turns in the required amount of copper he is paid a small sum. Informant saw a circular from the ~~Sud-Mord~~ Chemins de Fer offering money for some metals.

m. The gendarmerie at VOVES was dive-bombed one night, killing 12 gendarmes. The people of the town were extremely annoyed, thinking that the bombing had been done by the RAF. Informant, who has some knowledge of RAF tactics, was convinced that the bombing had been done by the Germans and so explained ~~to the considerable relief of the towns people~~.

n. ~~Informant~~ People who helped informant think that when the Allies land on the Continent England will be counter-attacked by suicide troops, ~~who will know that they will not be able to get out but only to do as much damage as possible.~~

o. Informant was told that at ETAMPES the biggest hotel is the German telephone communication center for the area.

p. Informant was told that many German officers of all services are stationed at the chateau BRUNHAUT N of ETAMPES.

q. Informant was told that about 1 May a tank division was moved into the vicinity of PITHIVIERS.

r. About 1 May informant saw some trains <sup>carrying</sup> bearing Mark VII tanks moving into ORLEANS from the north.

s. Informant was told that the Germans have their materiel painted the color which the Americans used in North Africa, a sand or cream color. Informant saw trucks, and other vehicles, and pieces so painted.

at Les AUBRAY

t. About 4 May informant saw what he was told was a division of German infantrymen leaving for Holland. Their troop trains offered a perfect target.

u. Informant was told that if the RAF bomb the railway station at ORLEANS the Germans will come over and bomb the cathedral, ~~trying to pretend that the RAF were responsible.~~ and lay the blame on the RAF.

v. Informant was told by some Frenchmen who had recently come from ~~there~~ <sup>Bordeaux</sup> that a lot of Germans are ~~in~~ <sup>there</sup> BORDEAUX.

w. Informant was told that some 650 German soldiers are in the railway station at ORLEANS. He saw himself a great many soldiers there.



around Orleans

x.. Informant saw at the end of April and early in May around ORLEANS many black-uniformed Germans wearing the blitz flash. The Germans seemed to have yellow on their lapels. He also saw many Germans in blue uniforms.

y. Informant saw night fighters and bombers with black bellies, mottled gray and black top sides, and red spinners.

z.. Informant was told that the He 177 had a 20-mm MG in the tail; what he saw looked like a cannon rather than a machine gun.

aa.. Informant noticed that German planes in the vicinity of CHARTRES and ORLEANS fly at minimum altitude. They seem to use the railway between CHARTRES and ORLEANS as a compass.

ab.. Informant was told that the French are forbidden to pick up the belly tanks which American planes drop. The Germans are said to pick up these belly tanks and take them to Germany for re-use.

ac. Informant thinks that there is an airfield of some sort on a line roughly 220° from ALLAINES. He saw five Fiesler Storchs go over in that direction. He saw an He 177, Ju 88's and 188's which seemed to be flying to or from there, and also FW 190's and a Do 117.

ad. Informant was told that there is a little light flak around BAINOLLET. Informant was told that the Germans expect shortly to begin work on a concrete runway there. Informant's helpers suggested that once the machinery arrived for construction an excellent target would be presented.

at LORIENT

ae. Informant was told by a Frenchman who had worked there that there are 78 submarine pens at LORIENT. The tops of the pens are of concrete 18 feet thick and were not seriously damaged by Allied bombing. From what he was told informant has the impression that these pens would offer a target for skip-bombing.

af. French railwaymen think that it is a bad policy to strafe railway men and thus frequently kill engineers. They suggest that it is much better to bomb the rail junctions.

ag.. Informant was told that there are four wooden flak towers at the airdrome at Méréville. (S+O)

ah. Informant saw several three-motor transports which he understood carried all kinds of freight.

ai. Informant saw a number of times FW 190 engines loaded on flat cars to be sent to the factory for repair or rebuilding.

aj.. Informant saw in the CHARTRES-ORLEANS area a lot of FW 190's and no or few Me 109's. He saw no Me 210's.

ak. Informant was told, and noticed, that every time the Germans expected a raid they seemed to move many planes up toward Paris.



al.. Informant noticed that ~~the~~ <sup>in</sup> so far as the CHARTRES ORLEANS area ~~was concerned~~ the German jamming of the 2100 news to France and of the broadcasts of personal messages seems to be pretty effective. It seems that the Germans had not yet succeeded in jamming the new ABSIE efforts up to the time of informant's departure.

*Informant was told that*

am. The Germans used to have a radio station NE of ORGERES which operated for jamming but they ran out of men for it and abandoned ~~so informant was told.~~

an. Informant was told that two American fighters had been lost in one day at CHATEAUDUN because the timing mechanism on their bombs was bad. The planes were destroyed by the explosion of their own bombs.

ao. Informant's helpers advised that when a target is not well bombed it is a bad policy to advertise, especially over the radio, that a raid has been carried out with remarkably successful results'..

ap.. Informant was told that eight men from a crew of ten who bailed out on the CHATEAUDUN raid were fired at from the ground.

aq.. Informant was told that an RAF man who bailed out near ORGERES was shot up while descending by an FW 190.. Informant's helpers found the body, but the Germans took it, labelled it as a Jew, and stuck it in a hole without further ado..

ar. Informant was told that some 300 Germans are living in the railway station at TOURY..

as. Informant saw a number of French cars carried on freight trains (with German equipment) as if they had been commandeered..

at. Informant noticed that trains with equipment, especially with A/X engines, generally have guards on the train.

au. Informant noticed at ORLEANS a number of 37-mm anti-tank guns on railway cars and camouflaged.

av.. Informant was told that the Germans have developed 12-ton rockets, radio controlled, with an estimated range up to 400 miles. At time of landing the rockets are estimated to weigh about six tons. There are some 75 of these rocket gun positions now ready. Bombing of these positions has hit the work sheds but has not destroyed the position itself from which the rocket will be fired. Just before the rockets are to be operated water and high tension lines are to be moved into the positions.. The Germans are starting to build some of these rocket gun positions SW of Paris.

aw.. Informant was told that the ski tracks which have frequently been targets for American bombers are take-off points for radio controlled bombers.

ax.. Informant was told that both the British and American ~~ers~~ dropped over France are well received..

ay. Informant was told that the Germans have 30 divisions in France, most of them in coastal positions, and 30 divisions in Italy.

az. Informant saw SW of GUILLONVILLE <sup>(Lure & Lorraine)</sup> a grass field which could be used as an airfield and had once been used for that purpose.

ba. Informant saw some flak trains with about 50 cars.. The gun cars armed with two 40-mm cannon and a machine gun front and rear, roughly as indicated below,, were separated by flat cars carrying the crews. About the last week of April he saw going toward ORLEANS one of these flak trains which had been at CHARTRES.

bb. Informant saw the Lightnings dive bomb at CHATEAUDUN, hitting the gasoline dump and the main hangar, which burned for a couple of hours. In general the field has been well wrecked and about everything blown up, except for a part of the ammunition dump south of ~~but associated with~~ the field.

bc. Informant saw an He 177 which may have been operating from CHATEAUDUN before the bombing.

bd. About 4 May informant saw a plane as indicated roughly below: (Sketch from ILL)

be. Informant saw about middle April two planes roughly as indicated below: (Sketch from ILL)

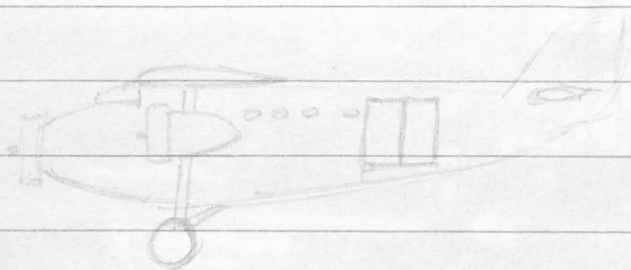
bf. Informant was told that about five minutes after the RAF bombed the railway station in ROUEN the Germans came in low and leveled the cathedral about 2km away, causing about 1500 deaths. A number of French suspected from the ~~altitude~~ altitude and direction of the bombing that it was done by Germans. Informant was told that a similar thing occurred just after the RAF bombed JUVISY, a couple of German bombers from Le BOURGET coming in to bomb the residential districts at 1000 feet. Informant suggests that a couple of night fighters should be sent to circle Le BOURGET and pick up

such German planes <sup>on</sup> the night of similar operations over France.

bg..

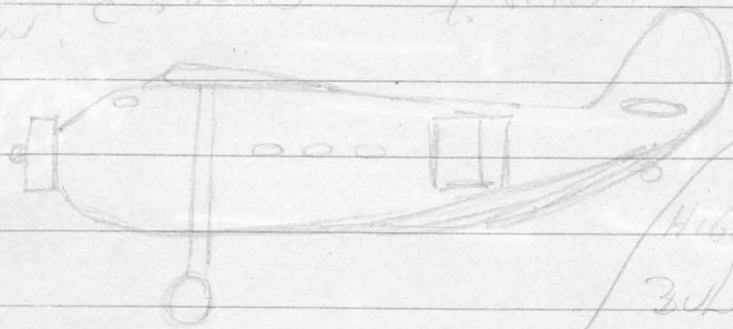


Copy this



Trimotor. High wing  
Transport.

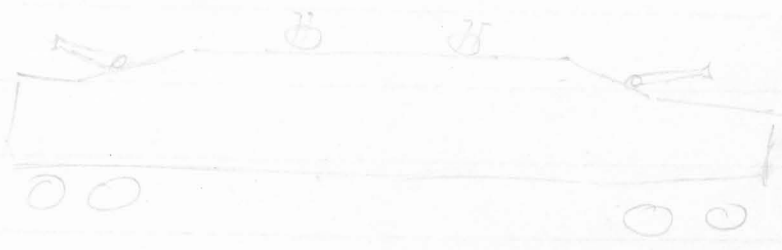
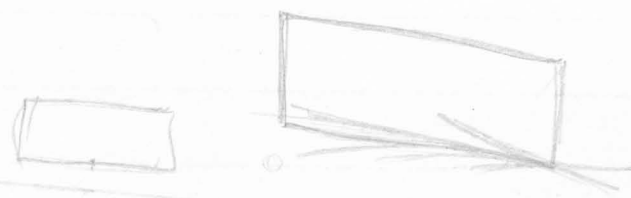
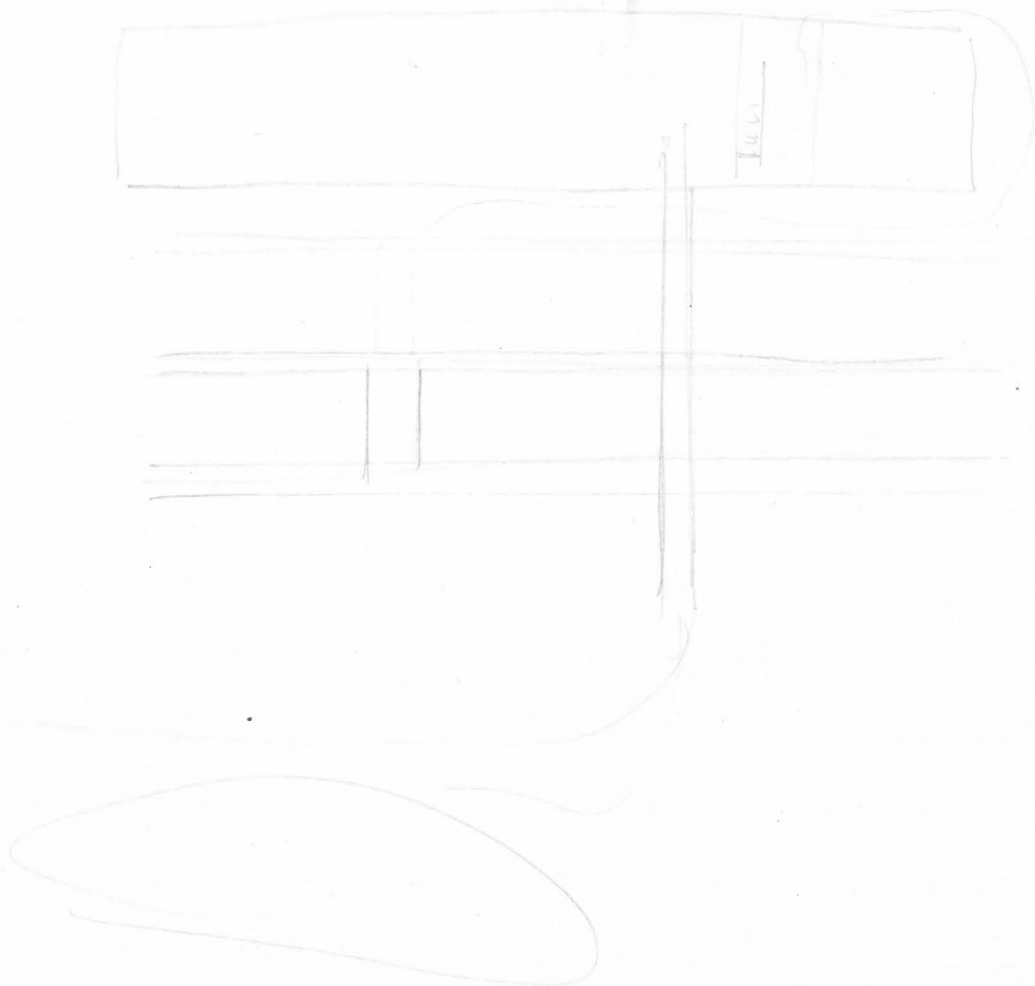
Sm. M. 1096 etc. - Sm. motor - only on sm  
Sm. 2 weeks - Sm. (hatches)  
to 1000 - down and back into yard



of this

Single Engine  
High wing. Extremely  
bulbous fuselage with  
small motor. Large wheels  
with small high pressure  
tires.

Both of these ships had large freight  
doors. Also they both cruised at approximately  
20 miles per hour.





Bomber escort For A/D + Party I went to Town -

3 wings 70 -

We circled over town waiting for show & pass -

No party - and mine got in A/D.

As soon as left from other the eggs we start looking for A/D to strap on my gut - as briefed. S<sup>2</sup> started for Chanters as well - Gp Co. saw A/D - I made attack - as planned - I stayed at 75,000' to draw fire.

Col. (Bill) of 1.0 miles - down as dark -

Stripped - 2nd of A/C a fire - 1/2 way -

I saw D-217 flying down my line. I called Al -

He said "I'm in it" - fire was coming. Saw his rear turret smoking. I started firing out.

I range the little steps - but not.

Maintain my body shot down in the to my mistake.

Instead I was in my - taking some action.

I can't lie - perfect T for target.

Instead I getting him to get me.

Went to 400 yds - eyes lit - I hit again -

Smoke hit in cockpit - Cloud - broke off - called

out - led by M - 'It's me - No 2 down - broke

I - 3 also. I got down again - smoke cleared

from cockpit. Cloud - fired to beat hell - 4

men jumped out (Yearly pictures) - Cloud - Pulled

to it - Sunday high wind looks like go

Look left hand side saw explosion go.

Wing and to by

Think Ball killed - mission alt. chs w/ <sup>gun</sup>  
Brook M - drink - ship moving to back hall - wind  
on wind shield - could see shadows & whom  
I make.  
Called that hit - but it got out the <sup>gun</sup> little

<sup>over</sup>  
Still in my watch on - then then look -  
take easy.

Comm. Bill / boy burst into flame on  
left back side - Sch my watch at try -  
for -

Spurred engines - got caught in head out -  
bailed out.

Pulled up wind - chit not in gear - before 2d  
pull that had it - chit quack.

By it - 50 yds away - exploded.

landed in plowed field -

We heading N - in my out - / facing W -

Below was / a/c here for yellow smoke - not  
look for them.

Hit - on tail in soft dirt - stood up -  
back M chit - with C/P, cart & Ek (my belt in left  
cut) threw it down. Took M flying & pushed.

Threw it down. Took off shoulder holster -

Took tie M. Look on shoulder - saw only  
words in air - ran for it as fast as go.  
Saw this bag - I want that ok - got in.

Saw 1 other person - but he  
not in air - when apparently

C3000  
7.5 seconds  
down after  
chit gun  
The good  
side gun  
switched  
2d time  
same det.

Loaded  
w/ Allman's

Small woods - <sup>man says 1755</sup> 2 by side area for c/o. mis -

Down  
also  
bt def  
Ran to water as quick as could - out for half -  
No protest in - but know what do - this as  
hell - out // in engine try look as fast as  
possible

Remind you  
of getting out by this time - tried cut down  
tree 22" diameter - couldn't - but to other side of  
wood.

The small open field - saw stacks right -  
lifted y c. 4 - curved under - then right  
for c 8 hrs - not more until he had - then in  
people - at four & by. On his road like going  
stayed this to drink. whistle

That got at / area had SW Big person like - on by  
Every time more hand like engine - went over to H/C  
couch - made more Saved hell - that's

Ran till stopped - walk till ok - then run -  
Cross roads - railroad

Every time can get in middle of field sit  
down.

Had gun times with plots - shot high - cal wanted -  
then shoulders pull over -  
Museum does - gun show.

Now it's flying jacket - with - for collar -  
Sant city - called with // who did then

Went along till came to Voss - called on his body  
that factory - better steer clear  
Sant city with head's shiny - not wrong in the

Turned it - went to town - from around (S + Nick -  
Hypertan?)

2 heystacks at fish ponds - propped - chubbed  
Bridles - tied together - neck up in - pull  
up without disturbing heystack -  
Top - dry hole - neck came - covered top - tied  
to sleep.

1st to A/C over - reason that body from - at for  
to 8 1/2 -

B | Ty school for air junks at Voss - 2 seats goes  
over for practice  
Thy revised Chartes

B | Emergency landing stops - field - can't tell it -  
how run by: Baignollet

B | C S miss before our boys got there - is mind to  
Baignollet - 16 S A/C there. (no Beach send  
from Chartes, Clevearden, Brig.

Then 1st on boys came - played ball with Chartes  
A/D - over in 3 waves - landed & left

On Me 109 circled A/D - left:

c 1500: couldn't stand it any longer - by cutting me  
up - getting all scratched up - that at worst.  
Could run roads.

Saw single person working in garden - 'B, <sup>10/10</sup> was in  
min

Just as got to corner I saw 2 people - hid and  
corner of house - whistle at by - he seemed - I  
looked like hell.

He over "Jesus American over at  
Barry was caddy - mi. He look - I pulled it off by.

Took in and. over & told lady in jail.

He went down got. died of - 12 ask 1 by.

But goddamned hard & not. tested - mi.

Potomac by type - point 'Nim - Mri'.

Int. line - down line - down to Spain - down

Roscoe - 8 place getting shot down - & me.

He took all the - my - air with light - watch.

Wanted to know if I had papers.

He was in bed in place - finally went sleep.

This guy evidently t. Clatter - click with y - rest in

Old man, white hair, mustache - evidently chief

Prof - Wife has ephantosis. Little girl.

They called Jean came in - was cooperative though

madre - told me his down.

I about that put - got in y. before I left -

'Traveller' - I thought that -

Walk to Savoy -

Man on corner house used to talk soldier - look at <sup>any</sup> ~~any~~  
in talk accident - worked - act at his place  
with other 10 men. though came - very busy look at  
me. At dinner

Soup, bread, potatoes - very much.

Walk up - start work - bailing at 11 with wire  
out with pliers

Work from first 2 till start get dark at night.

"Parti vite, amis" - Waiting for - days - point

Next day same - think worked three days.



Rosier, Jean, Police Mayor sent, escaped from P/W  
camp, 15 - now think on way out with us.  
Wanted' has been in jail - climbed out - stopped  
by 2 patrol - acted crazy - killed told to get off.  
12.8 Rosier with together in my plan

at  
long  
ent  
Little bag - gun on nose - sweater, muffle,  
under shirt, belt.

this 3rd day.

W. moved stuff over to Chavigny.

Chateau St Nicholas has collaborator

Had to get y. earlier than ever - longer walk.

Pharmacist across st. from road in Chateau had 1 bag -  
cup, glass of - if blue - (had not 19 by boat)

Cou - also had Orgues - Jean Baptiste Lécuyer  
for with us - 2 bags - 1 cup

Managed to take stuff to Chateau on Mon.

Said last Lt Fields at home - crash landed

3 other men - 2 Br & 1 Am 27 Br & Am (pulp  
cont 100)

Next to Am whist at Patron's home

have another coat

B / go have tiny field - NE of town - mine & a little  
field - exposed & blocked all around.

This at the M. Note change

Delobert <sup>schultze</sup> ~~Jean~~ <sup>François</sup> given list note that

to follow him.

Went by bike to Orgues - c 1/2 mile out / town by rail -

built by S-N Chemin de Fer for head barrier - Pigeon  
with for rail.

B

5  
Think that when invasion is contracted by  
mide troops -

Mr Mallo - Edmond's sister.

B

At Campus - in by just Ltel - Biggs to telephone  
communication center for area  
at Chateau Beauchamp - back to OS  
LW, tank

B

as of last  
B  
1 May

Just moved tank division into 11th division

B

Just as we move into Orleans train of March VII  
in front of

B

Is being many stock painted some blue as Mrs S in  
NA - sand/cream colored

B

Les Aubrey

Just as left Lister to division in infantry now being  
for Holland - had all food tables, to go, train  
sitting in station

B

11 RAF bomb station at Orleans - UG think  
soon to bomb cathedral

B

Has A/M plot / guns and Chateau down  
Also ammunition dumps - with exactly what is each  
section

Woundedelle of A/M get this trip

B

Lot of B in Bordeaux

150 soldiers in Stair at Orleans

Saw lot of white flashes - <sup>yellow in lights</sup> - around Orleans

Blue uniforms - with grey epaulettes - around Orleans

13

1st floor balconies - black underneath - mottled grey & black  
top sides. Red spinning.

1st 177 which has 20 <sup>traces</sup> m. in tail - think it  
a canon.

All stuff flew at minimum alt  
Very between Chartres & Orleans as  
Congress

13

When we drop belly tanks for bidder to pick  
up - G got - take to B.

5 stacks go over headed th } c 220° - A/Louis  
1st 177      In 88' - 188'  
For 190° y for the      120' 117'

13

Little bit flew in Baignollet

Expert begin construction shot f - say third next  
morning in - get it the

Was told that 28 fus at Saint - counts w/ 18'  
birds - on of Delahut by only in pos.

B

By me think bad putting stuff in train - take  
engine - better get my judgments.

Remember himen & my plan for there more to take -  
good

AD Merrill A wooden plank tower

Saw several B-motor trucks - hardly all birds?  
 flayed:

B

Engineers - the few 190's in loaded engines -  
 evidently to go to factory for repair  
 lot of 190's - none for 189's

Saw no 210's

Big train expected at said run to big station up  
 toward Paris,

5 Jan 9 o'clock - news to French & German mags.  
 Saw last station in article Oryx - but ran out?  
 not in it - ah-ha - NE Q.

C

Lit news @ stg in same house as last W Tilly

Chateaudun - lost 2 ftrs on edge because things  
 had in hands.

3

Saw during same raid Chateaudun French  
 not low down stagnant.

30 Apr

2 boys dropped in area - within 3 hrs of loss.

Gen B think got them - think safe.

Like P got locomotive Bicy.



C { Lady who runs garage in Angerville find -  
 on taken to St. Jean <sup>valley</sup> labor - find  
 Mrs. Jean find  
 Sunday at Baudreville  
 (Laffort, working there)  
 we get out Lady station

found Philip's { Inquest <sup>sons-club</sup> Jacques Robert Perrin (?) find.  
 I know VG Orleans - help getting out to Spain  
 (Swiss to West zone)

On Easter Sun & Mon people hot pair <sup>8:20</sup> ~~hills~~ - & went  
 to village - also Mon - to get me in zone.

Mullet ~~husat~~ <sup>German</sup> with  
 Went Deloberts for drinks one mt.

Long with RAF as <sup>mountain</sup> ~~border~~ pilot  
 Tall - sea on ~~chis~~ - splits to -

GB called to him in Paris - said tonight in the  
 1/2 fly - I would do / him

GB went Clermont - away let me leave first - also Paris

Send out Jts to read Le Budget next raid on Fr - to take  
 off from there back at low alt.

Rhone - known

Phil - 2 planes in Fr never landed - One on capital  
 Rhone Rhone

Lucien Chauvin - dtr Monique '12  
 son Jacques '15

Mom sister in Orleans - unmarried - B made her work  
 on camouflaged nets for boats - to singlet Green too  
 Then son noon. Down to Jean B's that nt

Jean B's wife - Volan Annette Lécuyer -

Jean Claude - 15 - diabetic, c. 12 - 8

Adjutant at gendarmerie at Orléans is friendly  
 friendly - all of 5 gendarmes friendly

Blacksmith in town - Marechal - big with y - son  
 friendly. Another son on found labor in 15  
 at local pub - M. Jean - his wife, & dtr friendly  
 16 has brother <sup>Bon</sup> who lives near

Is in same pub with as Philip

It was he who finally got in nt.

Jourcheux - guy down 24 Jan nt of there

Mullet - wife, dtr

Outcher - Edward - sister friendly. My husband doing  
 found labor in 2 1/2 and Jean B. got into whole together  
 Réan -

Perrault - wife - Jean B. thinks good Réan not. - but  
 gave food.

Gave radio to sister!

Chet since live 2 km nt Orléans - hot butter & meat

Jean B. goes Charles every Sat - take my big back shirt  
 So to his house every other day - a h time

A/D Chateaudun fortified. also Chartres.  
Brieg - running still go - Cypre bombs drop near  
Ald MG in Brieg

25-30' <sup>exp</sup> - spread out over c 100 yds  
Radio station in Jambou N <sup>person</sup>

Ammunition drops N of Station in Amman (told)

S Baigoulet - practice area most as fire & artillery  
Can go 4 dy periods - most of morning & lat

When limb Juviss - stated lot of freight  
through Voves - 16 trains - on way

By pass Juviss - seems need to pull lot

Old locomotives - To Lio

G's using very old freight car

Mgint, saw from Reims bank

station, not bailed stream from Tr

Had taken 2 days status of Grand'Arc from

Orleans.

For required to give 2 by copper

S-NC de Tr pass out circular offering money for  
metals

L to in gendarmes in Voves - divi bombed - killed

12 gendarmes - People annoyed - Explain that A/S not  
divi bomb - one not

Told from 900 to 300 American prisoners in Paris  
Balletti L - has friend who is - 8 prisoners with him

Admiral that T not well bombed. don't  
advertis that 'remarkably results'

*Back* *good* Black from Paris that I go to Villamblé or Le Bourget  
JB went to Pithiviers - RST on after RST Paris  
Commodore - 2 <sup>out till 2 gth</sup> nts fts as cover - left in 4 dgs.  
2kg gth in tank with A/Com but no fuel.  
They call Pithiviers - they say out in 2 or 3 dgs.  
2 gth used about 8/6 - want go out by train.

Pharmacist from Chartres? c 5'7" Brown round  
Chartres can over - glasses - 5yrs 5m 5yrs.  
Say Pithiviers left last Wed - Fat face - c 40  
16 takes men disguised as gendarmes. not 1 time 1 A/C this -  
Keeps pilots at place.

Tell pharmacist that possibly A/C - I not believe  
It wait see - I no go to Chartres

Mon - Edward come - say high to Chartres -  
Tues - still going by bike.

Wed - Mon Pan come - say leave by more auto -  
Go to Pithiviers - leave by A/C that not

Walled to blacksmith's in Ozyres - with 'Payer'.  
Saw him again in Pithiviers.

Went to Paris bar - nobody knew in Ozyres come  
so goodly.

We drive to Targ - Autheville <sup>Pan with Payer, Chass, Manual</sup>  
vices.



Went to Ben's home

Perist & another man - Perist's friend -

bottle was taken in @ boy's story

Boy with paralyzed left arm

black curly hair - c 30 - yrs. long - c 155 5'8"

One chicken peck

Land on hill

hunted for personal mag - came 1200 / 800 - jammed  
at 2100

Went by Garyman's car

8 Ben, Garyman, 23-yr old fr who can back, go where  
both your farm near No 2 A/D.

Went to 8's farm - first met Phil - who can back.

Little for mountain - c 5'5"

Woman with whom Leggett was back.

Went to abandoned well & stable near No 1 A/D -  
sitting its & waited this.

To come c 1230 - my A/C RST car - heading Clatskanie.

Try to get to Clatskanie - another c 20 miles

N - then to 88 N - Lynden, 10 miles -

Grand Merrill - we met here - glad got it

We parked at night in city.

We stay to 8300 - part of. I did stuff in town.

Robert, 23, I sleep in - locked in, but

next day Phil c 1600 - say not know what happened -

go to Orleans.

8

To station at Angerville - wait

Train - fixed sleep - got out / station as shown -  
Girt to inspector's house.

Phil took me to his room to sleep - introduced me to per-  
sonities

Phil went to inspector's house. Took me down this  
next am.

Went down to his office - started putting things out -  
fixed about 4 years.

Day 1 Back is just to his house that it - the Phil is  
at that at - just to room.

Phil went away - Robin bled again.

Oh to deal with Ben Kyrus in his position.

Phil that took 3 days get started.

In to town - to cafe - Benoit in - said my - over to O.

Oh being that out.

Said Phil drops & not pick up.

Back to bottles - to station - down to Boiscieux -

Back to farmhouse bottles

Said my that ok.

Walked to No 2 -

Will going there - can women (?) - by 27 - 6 men  
counting 2 who can back.

C. 3<sup>hr</sup>  
note

Landed at field near Cambridge.

Andrew Ry & girl driving for him.

Told not to say anything about Lyander

AM.

Took to Officer - Roger - D - who knows all these people.

(Talking things with B. Carl)

Wanted [Fix that bomb not go over same time as Lyander  
Stein goes into railroad. (Said in my)  
Walker talks for good time & Lyander  
fit to get this]

Fort unit down on Chetwender road - 10 feet - 8  
shot down - Child 2 got to Charles.  
Think this is good

Killed RST near Oryon - & killed at 190 yd  
chit - but him in body - both Veldens pulled  
him up

Labeled B you stand in hole, that that

B | Germans big in my station a Touring - perhaps some  
380

German soldiers on leave ride 1st or 2d class

Taking for cars - put them on train - with equipment &  
ht

B | Train with equipment - esp a/c engine - goes on  
train.

B | Bunch 37 men A-T on my cars at Orleans - camouflaged

B | 12 ton rockets w/ 6 at arrival  
 75 now ready  
 Bombing but under shells - but not hit  
 Rockets radio controlled - estimate range up to 400 miles  
 5 ton trucks to take 1/2 radio controlled bombs

[ Just before rockets go - move in water & high tension  
 lines.  
 Starting to build their installations SW Paris - organized.

Portman in Oregon has son in 15 - they think to collaborate

B | They go for their papers we drop over them - like B2 &  
 Am papers.

B | 30 Divs in fr - constant positions; 30 in Italy.  
 Boys in Russia fed well - others not like it.  
 Prefer our over to us that go to Russia.

13 | Story on patrol storage tank in Brieg - missed by  
 bgs dive bombing - c 30'  
 Brieg has no runway -  
 S. far out hit - but never got runway.

A/F. s/w Guillaumville - a grass field which could be used  
 had been used.



Phil had sent some money by boat - that by Chabry

Paris - 5 days week - Phil took the night as <sup>Russian</sup> ~~in~~ <sup>unlucky</sup> ~~begin~~ <sup>begin</sup>.

Filsh train - c 50 cars - armored flat cars.

2 40 mm canon. M6 front rear

Couple cars - couple flat cars

Going S - toward Orleans - c 10 days or 2 weeks  
ago

1000 km at Chartres

Saw lightning's do. lightning at Chateaudun.

Gas dunes, main layer - burned c 2 hrs

Winded field, blew everything up

Field at Chartres also wiped out

Chateaudun flak so good - plan to AIM

2 Gags in <sup>Thick clouds go</sup> Misquito ~~road~~ Chateaudun - injured at  
with no pilot - landed ok -

Think want to Paris via Chartres last Friday.

B The 177 may be operating from Chateaudun - before last  
Saw day after yesterday went down - c 1600:



5321

Germans use trees in front

Standard: ref. expt. at 600 yds.

E&E #/ #

INTERROGATOR

(Name) (Grade) (ASN)

(Squadron) (Group) (Missing in action) (returned to duty)

Message to be broadcast over BBC:

The champagne was good

Language French

Time: Probably best evening or noon

Person requesting message For people in Chartres, Angers, Pithiviers

Date of contact with this person

Description of this person:

Services rendered:

**CONFIDENTIAL**

HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
UNITED STATES ARMY  
OFFICE OF THE A. C. OF S., G-2

617

DATE: 8 May 1944

TO WHOM IT MAY CONCERN:

I, John F. White Jr., Capt AC, O-564609

hereby certify that I have known and have been associated with

Walker M. Mahurin, Maj AC, O-659316

prior to his being reported missing in action over enemy territory.

The person whose signature and right thumb print appear hereon is the individual referred to above.

Walker M. Mahurin

RIGHT THUMB PRINT:



John F. White Jr.

The individual whose signature and right thumb print appear hereon has been identified to the satisfaction of this office as Walker M.

Mahurin, Maj. AC, O-659316 (63 F. Sg-56 F. Sg.)  
previously reported missing in action over enemy territory.

W. F. Maranda

SPECIAL AGENT, C.I.C.

**CONFIDENTIAL**



to p 2 #617

I stood up and peeled off my harness and mac west (which had my escape purse and kit attached to the belt), my flying jacket, necktie, gauntlets, and even my watch, and took off for a small woods. On my way I waved to Col. SHILLING who was buzzing me, but the boys kept circling for about ten minutes. I was afraid they were going to try and land to pick me up.

ing jump.

## U.S. Thunderbolt Ace Comes Back



Major Walker Mahurin, Eighth Air Force fighter pilot, who has been missing since March 27, is reported back in England, according to a Fort Wayne, Indiana, message from his mother. Mrs. Mahurin has received a letter from her son saying that he is safe and back here. Mahurin has destroyed 21 German aircraft and is one of America's leading Thunderbolt pilots.

...his subordinate  
issued by Admiral Mountbatten

your  
the  
your  
troops,  
com-  
bated  
ness by

100-foot  
which

personal  
to all  
Len-  
now  
and who  
Japanese  
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*Infantry*

## NAZIS KEEP FIGHTERS FOR D-DAY

General Henry H. Arnold, chief of the U.S. Army Air Forces, declared in Chicago that the Allied invasion forces must expect determined air opposition on "D-Day," despite the steady slashing of

*NY Times*  
*11 April 44*

## Two American Aces Lost On Missions Over Europe



**Major Walker M. Mahurin**

*The New York Times, 1943*

Two of America's seven leading aces in the European theatre were shot down in air combats March 27 when powerful formations of American planes smashed nine French air bases, the War Department revealed yesterday in messages to the fliers' families, The United Press said.

They are Maj. Walker M. Mahurin, 26 years of age, of Fort Wayne, Ind., credited with twenty-one planes, and Maj. Gerald Johnson, 24, of Owenton, Ky., credited with eighteen victories.

Although the War Department's messages to Mrs. S. B. Johnson at Owenton and Mrs. Guy Mahurin at Fort Wayne did not disclose the mission on which the two aces were lost, air war records show that on March 27 a 1,000 fighter escort shepherded 900 bombers in sweeps against nine German air bases in France.

It was believed that Major Mahurin may be a prisoner of war, for one of his comrades in the March 27 air battles forwarded information to Mrs. Mahurin that he had seen the ace bail out of his plane.

Major Mahurin for months held the title of America's leading ace in the European theatre and added to his fame Dec. 22 when he shot down two Focke-Wulf 190's within two minutes while escorting American daylight bombers to northwest Germany.

Major Johnson was one of the pilots who proved that fighters equipped with belly tanks could hold their own against enemy planes almost before the experts had time to worry about it. On the Eighth Air Forces' first deep penetration of Germany Aug. 17, 1943, when Regensburg and Schweinfurt were attacked, he shot down three enemy planes—two ME-109s and one ME-110.

## NAZI PLANES GO U



The Neupetritter Messerschmitt German factories in Brunswick on Sa

having to get their cameras set, they must move around to take pictures, which means they have to know how to stay out of the way of the men who have to fly and fight. Training for this work has been given at Culver City, Calif., back in the United States, where the Army Air Forces have taken over a movie studio.

When the Combat Camera Units came here it was with the intention of making a single movie of daylight precision bombing. The plan was changed and the units were split up and assigned to various organizations in the air force so that every phase of the aerial offensive could be covered.

ican fliers during daylight operations Saturday, Sunday and Monday, in addition to the uncounted Monday score of our bombers.

Shortly before the American bombers neared the Continent yesterday morning strong formations of Lancasters, Halifaxes and Stirlings of the RAF Bomber Command lumbered home from two 1,000-ton attacks at Villeneuve-St. Georges, one of the most important railway centers in the Paris area, and railroad targets at



# RESTRICTED

## WAR DEPARTMENT The Adjutant General's Office Washington

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

KLS/el-2B-939 Pentagon

6 August 1943

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

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

1. Publication or communication to any unauthorized persons of experiences of escape or evasion from enemy-occupied territory, internment in a neutral country, or release from internment not only furnishes useful information to the enemy but also jeopardizes future escapes, evasions and releases.

2. Personnel will not, unless authorized by the Assistant Chief of Staff, G-2, War Department General Staff, publish in any form whatever or communicate either directly, or indirectly, to the press, radio or an unauthorized person any account of escape or evasion of capture from enemy or enemy-occupied territory, or internment in a neutral country either before or after repatriation. They will be held strictly responsible for all statements contained in communications to friends which may subsequently be published in the press or otherwise.

3. Evaders, escapees, or internees shall not be interrogated on the circumstances of their experiences in escape, evasion or internment except by the agency designated by the Assistant Chief of Staff, G-2, War Department General Staff, or the corresponding organization in overseas theaters of operations. In allied or neutral countries, American Military Attaches are authorized to interrogate on escape, evasion and internment matters.

4. Should the services of escaped prisoners of war, evaders, or internees be deemed necessary for lecturing and briefing, such services will be under the direct supervision of the agency designated by the Assistant Chief of Staff, G-2, War Department General Staff, or the corresponding organization in overseas theaters of operations.

5. Commanding Officers will be responsible for instructing all evaders, escapees, and internees in the provisions of this directive which supercedes letter, AG 383.6 (5 Nov 42) OB-S-B-M, 7 November 1942, subject: Instructions concerning Publicity in Connection with Escaped Prisoners of War and other previous instructions on this subject.

By order of the Secretary of War:

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

1. Information about your escape or your evasion from capture *would be useful to the enemy* and a danger to your friends. It is therefore **SECRET**.

2. a You must therefore not disclose, except to the first Military Attache to whom you report, or to an officer designated by the Commanding General of the Theater of Operations, or by A. C. of S., G-2, W. D.

- (1) The names of those who helped you.
- (2) The method by which you escaped or evaded.
- (3) The route you followed.
- (4) Any other facts concerning your experience.

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

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

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

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

### GERTIFICATE

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

I understand that any information concerning my escape or evasion from capture is **SECRET** and must not be disclosed to anyone other than the agency designated by A. C. of S., G-2, War Department, the corresponding organization in overseas theaters of operations, or to the Military Attache in a neutral country to whom I first report. I understand that disclosure to anyone else will make me liable to disciplinary action.

Name (Print) Walker M. Mahurin

Signed Walker M. Mahurin

Rank Major A. S. N. 0-659316

Dated May 7, 1944

Unit 3rd Fr. Sqdn. 56th Fr. Group

Witness Imerson 1st Lt AUS

AG P BR HQ SOS 2-44/2M/22472

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