

SECRET - AMERICAN
MOST SECRET - BRITISH

2A

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

E & E REPORT NO. 63
EVASION IN FRANCE

22 August 1943

Bernard H. KOENIG, T/Sgt, 17011996
358 Bomb Squadron, 303 Bomb Group

AGE: 21 years
LENGTH OF SERVICE: 2 6/12 years
HOME ADDRESS: SPENCER,
Nebraska

MIA: 4 July 1943
Arrived in Spain:
25 July 1943
Arrived in Gibraltar:
9 August 1943
Arrived in UK:
10 August 1943

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

PILOT	0-661542 1st Lt	Robert S. O'CONNOR	MIA
CO-PILOT	0-885683 2d Lt	Donovan B. MANIFORD	MIA
NAVIGATOR	T-190723 F/O	Andrew N. HALIORIS	MIA
BOMBARDIER	0-671093 2d Lt	Richard W. PETERSON	MIA
RADIO OPERATOR	15088413 T/Sgt	Earl (NMI) HOGUE	MIA
TOP TURRET GUNNER	17011996 T/Sgt	Bernard H. KOENIG	NARRATOR
BALL TURRET GUNNER	18065235 S/Sgt	Albert V.H. CARROL	MIA
WAIST GUNNER	10601006 Sgt	Harry (NMI) THOMPSON-BRUNDIDGE	MIA
WAIST GUNNER	33488987 Sgt	Edward F. CHONSKIE	MIA
TAIL GUNNER	13055409 S/Sgt	John (NMI) ZIOANCE	MIA

MOLESWORTH
4 July 1943

NUMBER ONE
ENGINE HIT

We left MOLESWORTH at 0930 hours 4 July 1943 to bomb LE MANS. We were flying in heavy slip-stream all the way which finally caused us to fall behind formation. Immediately thirty to thirty-five FW's came in to attack. Our number one engine was hit and the pilot called to me that it was doing 2500 RPM. It was throwing oil and the pressure dropped to 40 pounds. Then number one engine ran away, shook off the cowlings and burst in flames. Fighter attacks were coming in from 3-6 o'clock, too low for the top-turret guns. Our right waist guns were shot out.

BOMBS WOULD
NOT DROP

FORCED TO
BALE OUT

I came out of my turret to salvo the bombs but they wouldn't drop. When I got back to my turret I saw fire coming out of the top of the radio hatch. Sgt HAGUE had the radio room door open but couldn't get out of the bomb-bay. I told the pilot we were on fire and went through the nose to open the escape hatch. I baled out at 18,000 feet. ^{with the} bombardier and navigator right behind me. I

TOSSED BY
PLANE 'WASH'

pulled my rip cord immediately because I was feeling dizzy and was afraid I would black out. While in the air I counted five chutes. Later the French said seven chutes were seen. When I last saw the plane it was in a slow spiral and before I lost sight of it, the wing had blown off. On the way down I was circled by FW's. They did not bother me but the 'wash' from their planes threw me

about so violently that I was sick before hitting the ground.

LANDS NEAR
CREW MEMBER

I landed, uninjured, on the bank of a river. Another crew member came down about one hundred yards away. I ran over to him. We got out of our chutes and heavy clothes and hid them in a hedge before running into a wood. We ran as fast as we could and came out of the wood at a main road. There was much bicycle traffic which we watched from a hiding place until a friendly looking person rode by alone. He helped us get across the road unseen, and pointed out the direction to PARIS. We walked northeast by compass through the fields. At one farmhouse we asked for help and were given food. Late in the afternoon we started following railroad tracks. After walking a short distance along the tracks a Frenchman stopped us and asked for our passes. We told him who we were and he let us go on. We got onto a small road and ran into a young boy who recognized us. He warned us to get into the fields and stay away from roads in that vicinity. At that time we could not have been more than ten miles from our plane.

STOPPED FOR PASS
ON RAILROAD TRACKS

WARNED OFF ROADS

An hour or so later we stopped at another farmhouse where we were given civilian clothes. From there we walked down to a river and were stopped at a dam by a Frenchman. He told us that we were about to come to a bridge where sometimes there was a German guard. While a friend of his went ahead to look the man rowed us across the river. He warned us of a 2300 hours curfew in that neighborhood.

WARNED OF CURFEW

Shortly after this we had to go through a small town. We took off our shoes and had reached the other end of the town when, from some distance away, a flashlight was turned in our direction. We turned and ran back, eventually turning into a yard. The gate of the fence we climbed over broke under our weight and crashed. It made such a clatter that a Frenchman came out and hearing who we were, helped us with directions. We sneaked about three miles out of town and slept in a haystack.

5 July 1943

Early the next morning we reached more railway tracks and were stopped again by a Frenchman. After we had told him our story, he hid us in a weed patch where we waited until he brought more clothes and food.

THIRD TIME STOPPED
BUT HELPED ON RAIL-
ROAD TRACKS

An afternoon's walk took us into LE MANS. We were taken in at a house on the edge of town. We left on foot early the next morning and at noon followed the railroad tracks again. A French guard stopped us for the third time. He was friendly once he knew who we were and warned us of German guards on a bridge we were to cross. He walked ahead of us and signalled when we could cross safely. Before leaving he advised us to keep away from railroads because they are so carefully guarded.

FORCED TO REST

After walking six miles further we felt too exhausted to walk any more that day. Several hours sleep in a field helped us but we stopped at the next farmhouse and spoke to a farmer who was chopping

HELPED ONTO PARIS
TRAIN

PARIS

CHASED FROM CAFE

JOURNEY ARRANGED

wood in the yard. He said we could stay in the barn. Late that night he brought an English-speaking couple to visit us. The woman bought our tickets in LE MANS, after we told them we wanted to take a train to PARIS. She gave them to us in the station and told us how to get on the train.

We arrived at the Austerlitz Station in PARIS at about 1900 hours. At 2000 hours we became worried about our next move since we knew we would have to get off the street soon. We went into a pub and told a man behind the bar that we were American airmen. He warned us to get out quickly because there were Germans in the back of the room. We ordered food at a cafe and when we had finished eating we were asked for ration cards. We told them who we were and again we were chased out. Next we went into a bar and while there asked the proprietor for a place to stay. A woman sitting near us overheard the conversation. She took both of us by the arm immediately and we went to her home. We showed her our dog-tags. After three days she brought a man to see us and our journeys were arranged. I was separated from my fellow crew-member and have not seen him since.

Compiled By:

Approved By:

JOHN F. WHITE
1st Lt, AC

W.S. HOLT
Lt Col, AC
Commanding

SECRET -- AMERICAN
MOST SECRET -- BRITISH

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

22 August 1943

APPENDIX "B" TO E & E REPORT NO. 63

1. The following information has been obtained from an interview with a Sergeant 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 4 July 1943
to 25 July 1943

- mil* 1. The Krupp's works at ESSEN have been moved to MULHOUSE. (hearsay)
- air* 2. During the raid of the 14th July 1943 bombs hit a large petrol dump in the target area. The Germans would not let the French leave during the raid and forty-five Frenchmen were killed. The Germans in their trenches, were also killed.
- mil* 3. Between BORDEAUX and DAX a freight train was observed hauling on flat-cars, sixty small cars similar to jeeps.
- mil* 4. All artillery hauled by train appeared to be moving in the direction of PARIS.
- mil* 5. Tanks were observed on flat-cars in TOULOUSE and BORDEAUX.
- air* 6. There is a Training Field 15 miles north-west of BAYONNE. FW 190's and ME 109's were observed.
- air* 7. An anti-aircraft gun on ^{the} car directly behind the engine was observed on many freight and passenger trains.

4 July 1943 We left MOLESWORTH at 0930 hours 4 July 1943 to bomb LE MANS. We were flying in heavy slip-stream all the way which finally caused us to fall behind formation.

NUMBER ONE Immediately thirty to thirty-five FW's came in to attack. Our number one engine ENGINE #1 was hit and the pilot called to me that it was doing 2500 RPM. It was throwing oil and the pressure dropped to 40 pounds. Then number one ^{ENGINE} ran away, shook off the cowlings and burst in flames. Fighter attacks were coming in from 3-6 o'clock, too low for the top-turret guns. Our right waist guns were shot out.

BOMBS I came out of my turret to salvo the bombs but they wouldn't drop. When I got back to my turret I saw fire coming out of the top of the radio hatch. ~~I saw that~~ Sgt Hague had the radio room door open but couldn't get out ~~the~~ of the bomb-bay.

AND I told the pilot we were on fire, ^{AND} went through the nose to open the escape hatch, at 18000 feet. ~~I~~ ^{FORCED} ~~to bale~~ ^{OUT} and baled out with the bombardier and navigator right behind me. I pulled my rip cord immediately because I was feeling dizzy and ^{WAS} afraid I would black out.

While in the air I counted five chutes. Later the French said seven chutes were seen. When I last saw the plane it was in a slow spiral and before I lost sight of it, the wing had blown off. On the way down I was circled by FW's. They did not bother me but the "wash" from their planes threw me about so violently that I was sick before hitting the ground.

LANDS NEAR I landed, uninjured, on the bank of a river. ^{Another} ~~One of my~~ crew members came CREW MEMBER down about one hundred yards away. ~~He joined me~~ I ran over to him. We got out of our chutes and heavy clothes and hid them in a hedge before running into a wood. We ran as fast as we could and came out of the wood at a main road. There was much bicycle traffic which we ~~hid~~ ^{looked} from a hiding place, watched until a friendly looking person ~~was riding alone~~ rode by alone. He helped us get, ^{unseen,} across the road and pointed out the direction to PARIS. We walked northeast by compass through the fields. At one farmhouse we asked for help and were given food.

STOPPED ~~IT~~ Late in the afternoon we started following railroad tracks. After walking FOR PASSES ON RAILROAD TRACKS a short distance along the tracks a Frenchman stopped us and asked for our

passes. We told him who we were and he let us go on. We got onto a small road and ran into a young boy who recognised us. He warned us to get into

WARNED OFF ROADS the fields and stay away from roads in that vicinity. At that time we could not have been more than ten miles from our plane.

An hour or so later we stopped at another farmhouse where we were given civilian clothes. From there we walked down to a river and were stopped at a dam by a Frenchman. He told us that we were about to come to a bridge

where sometimes there was a German guard. While a friend of his went ~~in~~ ahead to look the man rowed us across the ~~vi~~ river. He warned us of ~~an~~ 2300 hours curfew in that neighborhood.

had to go through
Shortly after this we ~~reached~~ a small town. We took off our shoes and

OF THE TOWN
had reached the other end, when, from some distance away, a flashlight was turned in our direction. We turned and ran back, eventually turning into a yard. The gate of the fence we climbed over broke under our weight and crashed.

It made such a clatter that a Frenchman came out and hearing who we were, helped us with directions. We sneaked out of the town ~~and~~ ^{about 3 miles} ~~and~~ slept in a haystack.

5 JULY 1943
Early the next morning we reached more railway tracks and were stopped again by a Frenchman. After ^{WE HAD TOLD} telling him our story, he hid us in a weed patch where we waited until he brought more clothes and food.

An afternoon's walk took us into LE MANS ~~where~~ ^{TOWN} We were taken in at a house on the edge of ~~town~~ ^{ON FOOT} Early the next morning We left, walking and

THIRD TIME STOPPED BUT HELPED ON RAILROAD TRACKS
at noon followed ^{THE} railroad tracks again. A French guard stopped us for the ^{ONCE} third time. He was friendly ~~after~~ he knew who we were and warned us of

German guards on a bridge we were to cross. He walked ahead ^{OF US} and signalled

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

E & E REPORT NO.
EVASION IN FRANCE

22 August 1943
(Date)

BERNARD H KOENIG T/SGT 17011996
(Name) (Rank) (ASN)

358 303
(Squadron) (Group)

AGE: 21 years
LENGTH OF SERVICE: 2 1/2 years
HOME ADDRESS: Spencer
Nebraska

MIA: 4 JULY 1943
Arrived in Spain: 25 JULY 1943
Arrived in Gibraltar: 9 AUGUST 1943
Arrived in UK: 10 AUGUST 1943

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

			Official Disposition	Narrators Disposition
PILOT	0-661542	1st Lt	Robert S O'CONNOR	MIA
CO-PILOT	0-885683	2d Lt	Donovan B MANIFOLD	MIA
NAVIGATOR	T-190723	F/O	Andrew N HALIORIS	MIA
BOMBARDIER	0-671093	2nd Lt	Richard W PETERSON	MIA
RADIO OPERATOR	15088413	T/Sgt	Earl (NMI) HOGUE	MIA
TOP TURRET GUNNER	17011996	T/Sgt	Bernard H KOENIG	Narrator
BALL TURRET GUNNER	18065235	S/Sgt	Albert V H CARROL	MIA
LEFT WAIST GUNNER	10601006	Sgt	Harry (NMI) THOMPSON-BRUNDIDGE	MIA
RIGHT WAIST GUNNER	33488987	Sgt	Edward F CHONSKIE	MIA
TAIL GUNNER	13055409	S/Sgt	John (NMI) ZIOANCE	MIA

to ~~us~~ when we could cross safely. Before leaving ~~he~~ he advised us to keep away from ~~the~~ railroads because they ~~were~~ ^{ARE} so carefully guarded.

FORCED TO REST After walking six miles further we felt too exhausted to ~~any more~~ walk any more that day. Several hours sleep in a field helped ^{US} but we ~~stopped~~ stopped at the next farmhouse and spoke to a farmer who was chopping wood in the yard. He said we could stay in the barn. Late that night he brought an English-speaking couple to ~~XXXXXX~~ visit us. We told them we wanted to

HELPED ON TO PARIS TRAIN ^{THIS IS THE} take a train to PARIS and ~~that was~~ arranged for us. The woman bought our tickets in LE MANS, gave them to us in the station, and told us how to get on the train.

PARIS

We arrived at the Austerlitz ^{STATION AT} in PARIS ^{AT} about 1900 hours. At 2000 hours ^{BECAME} we ~~were~~ worried about our next move since we knew we would have to get off the street soon. We went into a pub and told a man behind the ^{BAR THAT} we were American airmen. He warned us ^{TO GET} out quickly because there were Germans in the back of the room. (At a cafe ^{WE} ordered food, and when we had finished

CHASED FROM CAFE eating we were asked for ration cards. We told them who we were and again we were chased out. Next we went into a bar and while there asked the proprietor for a place to stay. A woman sitting near us overheard the conversation. She took ^{BOTH OF} us by the arm immediately and ^{WE WENT} took us to her home.

We showed her our dog-tags. After three days she brought a man to see us and our journeys were arranged. I was separated from my ^{fellow} crew-member and have not seen him since.

JOURNEY ARRANGED

Koenig
FEE #63

Appendix B.

July - 25 July

1. The Krupps works at Essen have been moved
to Mulhouse (Hersau).
2. During the raid of the 14th July 1943 ~~a~~ bombs
hit a large petrol dump in the target area.
The Germans would not let the French leave
during the raid and forty five Frenchmen were
killed. The Germans in their trenches, ~~too~~
were also killed.
3. Between Bordeaux and Dax a freight train
was observed hauling, on flatcars, sixty
small cars similar to jeeps.
4. All artillery hauled by train appeared
to be moving in the direction of Paris.
5. Tanks were observed on flatcars in
Toulouse and Bordeaux.
6. There is a Training Field 15 miles north-
west of Bayonne. FW 190s and Me 109s were
observed.
7. An anti-aircraft gun on ~~the first~~ car
~~after the~~ directly behind the engine
was observed on many freight
and passenger trains.

CONFIDENTIAL

MILITARY OBS. GIBRALTAR

7

OFFICE OF THE COMMANDING OFFICER
U.S. ARMY CASUAL DETACHMENT
GIBRALTAR

9 August 1943

SUBJECT: Orders.

TO : Personnel named below.

Tech. Sgt. BERNARD H. KOENIG, 17011996, 303rd Bm.Grp.,
358th Sqn.

Staff Sgt. ALLEN M. FITZGERALD, 32310842, 305th Bm.Grp.,
364th Bm.Sqn.

having reported at this station on 9 August 1943, you are placed on temporary duty this office. Upon completion of this temporary duty you will proceed by first available transportation to LONDON, ENGLAND, where you will report without delay to the Commanding General, European Theater of Operations, U.S. Army. By authority of WD Cablegram No. 45, 4 February 1943, in lieu of subsistence, a flat per diem of \$4.00 is authorized while traveling on official business (except by belligerent or government vessel) and while on temporary duty this station, in accordance with existing law and regulations. TDN FD 1-5412 P 432-02 A 0425-24.

. By order of Colonel FORSTER:

GRADY LEWIS,
Major, Air Corps,
Executive Officer.

OFFICIAL:

Grady Lewis
GRADY LEWIS,
Major, Air Corps,
Executive Officer.

Distribution.

MIS

Hq ETOUSAN (A.C. of S., G-2)

Personnel concerned

File



CONFIDENTIAL

MILITARY OBS. GIBRALTAR

We left Mokenworth at 0930 hrs 4 July to bomb Le Mans. #1 was
 throwing oil & pressure dropped to 40 lbs & we had dropped
 behind formation because of flying in slipstream all the way.
 About 30-35. Two made a pass at group and #1 was
 hit & pilot called out 2500 RPM - #1 ran away
 & shook off cowling. #1 a fire - attacks coming in
 from 3-6 o'clock too low for top 1 - shot r.w. Gun
 but - Came out of turret & salvo bombs & they
 wouldn't drop - went back to turret & saw fire
 out of top of radio hatch - Heigue had door open
 & couldn't get out bomb bay - 2nd pilot on fire
 & went through nose & opened hatch & went out
 D & H were right behind me - 18000 ft - Pilot had
 throttles way back - pulled rig because thought would
 black out - Saw 5 chutes - he said 7 - Saw
 wings blow off plane - G/C in slow spiral - made
 good landing near river - a crew member landed
 across a fence about 100 yds - cracked by FW's on way down
 got in slipstream & sick - ~~not bothered~~ Crew member & 2 got together
 immediately - took off our heavy clothes & chutes - hid
 them in a hedge - went into woods - stayed in
 thru woods as fast as we could - came to a road - lot of
 bicycle traffic - hid waiting to get across road - called to
 a Frenchman & asked way to PARIS - He helped us get across
 road & pointed way to go - We went N.E. by congress &
 stayed in fields - stayed off road - stopped at farmhouse
 & asked for help - food & continued walking North to RR -
 6 pm. - Started down RR track & Frenchman asked us for
 pass - told him Am. Airman - Got on small road &
 10 mi from plane met fat boy - he recognized us & warned us
 into fields - farmhouse - got some clothes - kept pockets - walked
 down river - man at dam stopped us & told us German guard
 sometimes in hedge - sent son down to look - got over bridge -
 got in boat & rowed across - told us of 11 pm. curfew -

Had to go thru small town - took off shoes & got to other end
of town - saw flashlight - ran back - went into yard of
house but fence broke down - made noise - French came
out - helped us with direction - slept haystack -
3 miles from town - Early a.m. walked RR tracks & met
a French who hid us in weeds - stayed noon - he
brought clothes, food, etc - (Went on to 1.00 pm but RR tracks
again - ran into French guard who asked for papers &
said Am. airman - told us German guards on bridge -
he went ahead & signalled us)

We walked to LEMANS - target completely demolished
engine factory - stayed on edge of town on hill trying to
get around town - near house - stayed - had to walk
into town - went up path into back yard & were put up
for night - walked in next a.m. & ran into

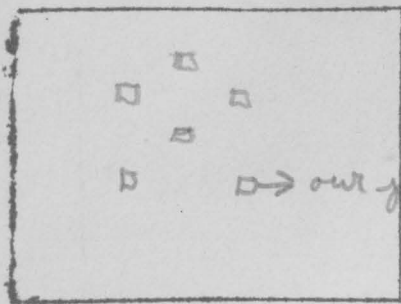
Neuvilles. Saatche - He told us to keep off RR. - Six
miles further we came out - slept in field several
hours - were going to stop at farmhouse - saw a
French ~~into~~ chopping wood - said we could stay - went into
barn 5-9 - man came to say a man was coming
at 12 to see us - speak English - man & wife spoke
English - asked what we wanted to do - take train - man
went to Neuvilles Saatche & got tickets - wife went to
LE Mans & got tickets & met us in station - gave tickets -
Got to Paris 1 p.m. (7 July) - Went out of Anvers City
Station - down street - about 8 p.m. knew we would have
to get off streets - went into a pub - told we were American
had to get out quickly - went to cafe ordered food -
asked for ration cards - told them Am. airman - chased us out
after eating - Went into another bar - asked for place to stay - some
body who heard our conversation said we could stay with her -
showed us to her - stayed in her room - she stayed with friends -
she brought a man who spoke English - Told him we
wanted to in touch with underground - showed him 1 match -
Said we wanted to get out of France - Said he knew nothing of Org

both a friend who did - came back next day I said
someone would come to see us two days later - Franco
came & asked foolish questions - What's V.D. - P.C. -
Franco came 10 July & took us a lady's house for
supper - near Renault works - Room for one - B. was going
to stay - I went to another lady's house for dinner - her
husband & daughter in jail - Dangerous - Went to
another school teacher's house 55 rue de Spoke Eng. wall -
Plush Jewish lady there - Stayed til I left PARIS -
had picture made - while there a lady came who
lived in Mulhouse - Left 22 July with
Franco (Alexander) for BORDEAUX - ~~for~~ F/O Murphy R.A.F.
with us - another lady in train had a typhoid plot
with him - now Madril - changed train in Bordeaux &
went to DAX - got on bicycles - 5 hrs - 55 kms to
25 kms from BAYONNE - slept in roadhouse -
Picked up M. CONROY - 24 6 pm.

copy B

1. Was told that KROPPS works at Essen were moved to MULHOUSE —
2. Target on 14th — hit large petrol dumps — killed 45 German
Germans wouldn't let French leave — Germans killed
also — Germans killed in trenches —
3. Bilmer Bordeaux + Dax — saw train with 60 cars
similar to jeeps —
4. all artillery in trains seemed to be going towards
Paris.
5. Saw flares with tank sitting in Toulouse, Bordeaux,
6. Training base near BAYONNE — FW¹⁰⁰ + Me 1090 NW. 15 miles —
7. On many passing + freight train saw a first car of the
super anti air gun —

GROUP 303 SQ 358 A/C No. 791 Letter I Load 10-500 Date July 4, 1943



Position in formation.
Make Diagram
□ → our position.

Observed results of Bombing

still had our bomb load on

Enemy fighter tactics:
markings:

6 o'clock one would come in right after the other. about 10 in all.

Our Tactics

Tail gunner in radio room with oxygen mask shot off.

Our fighter support.

none

Flak

Time, Place, Quality.

none

Technical Failures

Motors

No. 1 engine propeller ran away and couldn't be feathered.

Armor

✓

Armament

✓

Miscellaneous

Left horizontal stabilizer was shot completely away. The ship exploded before it hit the ground.

Comments and Suggestions on any of the above:

SECRETAPPENDIX "D" TO E AND E REPORT NO.

No., Rank, Name :-

Unit :-

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. -
- (ii) Chocolate.
- (iii) Milk (tube).
- (iv) Benzadrine tablets (fatigue). - *when walking*
- (v) Halazone tablets (water purifier).
- (vi) Matches. - *smoking and contact organization*
- (vii) Adhesive tape. - *for bandages*
- (viii) Chewing gum.
- (ix) Water bottle.
- (x) Compass. - *maintain a direction toward Paris*
- (e) Did any of the above items prove unsatisfactory? *No*
If so, in what respect?
- (f) How did you finally dispose of the box. *a Frenchman burnt them*
- (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?
put a sterile bandage in it

2. PURSE

- (a) Did you carry a purse? *yes. Brown with French money*
If so, state COLOR. ~~any~~
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? *map of France*
- (ii) Compass. *yes.*

(iii) File (hacksaw). *no.*

(iv) Foreign Currency. State countries and amounts.
How did you spend the money.

(d) How did you dispose of:-
Paying for food and clothing.

Maps. *Gave to organization.*

Compass. *"*

File (hacksaw). *"*

Surplus currency. *"*

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).

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

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

(b) Did you use them?
State how.

*yes, but left it in my coveralls
in the woods.*

5. LECTURES

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

yes. at molesworth. By Sgt. Kilderbrand.

(b) Did you find the lectures of value?

yes.

19 October 1942

6

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

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

By command of Lieutenant General EISENHOWER:

(signed) RALPH PULSIFER,
Colonel, AGD, Ass't. Adj. Gen.

CERTIFICATE

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

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

Name(Print) BERNARD H. KOENIG Signed Bernard H. KoenigRank 1ST LT A.S.N. 17011996 Date 8/9/43Unit 303 BOMB. G.P. 358 BOMB. SQ. Witness Major as

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) BERNARD. KOENIG Signed Bernard K. Koenig
Rank T/SGT. ASN 17011996. Date Aug. 13. 1943.
Unit 303 BOMB. GP. 358. SQ. Witness J. H. White, Jr.

SECRET - AMERICAN
MOST SECRET - BRITISH

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

SECRET

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

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

Date..... *25/8/43*

22 August 1943

E & E REPORT NO. 63
EVASION IN FRANCE

Bernard H. KOENIG, T/Sgt, 17011996
358 Bomb Squadron, 303 Bomb Group

AGE: 21 years
LENGTH OF SERVICE: 2 6/12 years
HOME ADDRESS: SPENCER,
Nebraska

MIA: 4 July 1943
Arrived in Spain:
25 July 1943
Arrived in Gibraltar:
9 August 1943
Arrived in UK:
10 August 1943

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

PILOT	0-661542 1st Lt Robert S. O'CONNOR	MIA
CO-PILOT	0-885683 2d Lt Donovan B. MANIFOLD	MIA
NAVIGATOR	T-190723 F/O Andrew N. HALIOTIS	MIA
BOMBARDIER	0-671093 2d Lt Richard W. PETERSON	MIA
RADIO OPERATOR	15088413 T/Sgt Earl (NMI) HOGUE	MIA
TOP TURRET GUNNER	17011996 T/Sgt Bernard H. KOENIG	NARRATOR
BALL TURRET GUNNER	18065235 S/Sgt Albert V.H. CARROL	MIA
WAIST GUNNER	10601006 Sgt Harry (NMI) THOMPSON-BRUNDIDGE	MIA
WAIST GUNNER	33488987 Sgt Edward F. CHONSKIE	MIA
TAIL GUNNER	13055409 S/Sgt John (NMI) ZIOANCE	MIA

MOLESWORTH
4 July 1943

We left MOLESWORTH at 0930 hours 4 July 1943 to bomb LE MANS. We were flying in heavy slip-stream all the way which finally caused us to fall behind formation. Immediately **thirty** to thirty-five FW's came in to attack. Our number one engine was hit and the pilot called to me that it was doing 2500 RPM. It was throwing oil and the pressure dropped to 40 pounds. Then number one engine ran away, shook off the cowlings and burst in flames. Fighter attacks were coming in from 3-6 o'clock, too low for the top-turret guns. Our right waist guns were shot out.

BOMBS WOULD
NOT DROP

I came out of my turret to salvo the bombs but they wouldn't drop. When I got back to my turret I saw fire coming out of the top of the radio hatch. Sgt HAGUE had the radio room door open but couldn't get out of the bomb-bay. I told the pilot we were on fire and went through the nose to open the escape hatch. I baled out at 18,000 feet, with the bombardier and navigator right behind me. I pulled my rip cord immediately because I was feeling dizzy and was afraid I would black out. While in the air I counted five chutes. Later the French said seven chutes were seen. When I last saw the plane it was in a slow spiral and before I lost sight of it, the wing had blown off. On the way down I was circled by FW's. They did not bother me but the 'wash' from their planes threw me

FORCED TO
BALE OUT

TOSSED BY
PLANE 'WASH'

about so violently that I was sick before hitting the ground.

I landed, uninjured, on the bank of a river. Another crew member came down about one hundred yards away. I ran over to him. We got out of our chutes and heavy clothes and hid them in a hedge before running into a wood. We ran as fast as we could and came out of the wood at a main road. There was much bicycle traffic which we watched from a hiding place until a friendly looking person rode by alone. He helped us get across the road unseen, and pointed out the direction to PARIS. We walked northeast by compass through the fields. At one farmhouse we asked for help and were given food. Late in the afternoon we started following railroad tracks. After walking a short distance along the tracks a Frenchman stopped us and asked for our passes. We told him who we were and he let us go on. We got onto a small road and ran into a young boy who recognized us. He warned us to get into the fields and stay away from roads in that vicinity. At that time we could not have been more than ten miles from our plane.

An hour or so later we stopped at another farmhouse where we were given civilian clothes. From there we walked down to a river and were stopped at a dam by a Frenchman. He told us that we were about to come to a bridge where sometimes there was a German guard. While a friend of his went ahead to look the man rowed us across the river. He warned us of a 2300 hours curfew in that neighborhood.

Shortly after this we had to go through a small town. We took off our shoes and had reached the other end of the town when, from some distance away, a flashlight was turned in our direction. We turned and ran back, eventually turning into a yard. The gate of the fence we climbed over broke under our weight and crashed. It made such a clatter that a Frenchman came out and hearing who we were, helped us with directions. We sneaked about three miles out of town and slept in a haystack.

Early the next morning we reached more railway tracks and were stopped again by a Frenchman. After we had told him our story, he hid us in a weed patch where we waited until he brought more clothes and food.

An afternoon's walk took us into LE MANS. We were taken in at a house on the edge of town. We left on foot early the next morning and at noon followed the railroad tracks again. A French guard stopped us for the third time. He was friendly once he knew who we were and warned us of German guards on a bridge we were to cross. He walked ahead of us and signalled when we could cross safely. Before leaving he advised us to keep away from railroads because they are so carefully guarded.

After walking six miles further we felt too exhausted to walk any more that day. Several hours sleep in a field helped us but we stopped at the next farmhouse and spoke to a farmer who was chopping

LANDS NEAR
CREW MEMBER

STOPPED FOR PASS
ON RAILROAD TRACKS

WARNED OFF ROADS

WARNED OF CURFEW

5 July 1943

THIRD TIME STOPPED
BUT HELPED ON RAIL-
ROAD TRACKS

FORCED TO REST

HELPED ONTO PARIS
TRAIN

PARIS

CHASED FROM CAFE

JOURNEY ARRANGED

wood in the yard. He said we could stay in the barn. Late that night he brought an English-speaking couple to visit us. The woman bought our tickets in LE MANS, after we told them we wanted to take a train to PARIS. She gave them to us in the station and told us how to get on the train.

We arrived at the Austerlitz Station in PARIS at about 1900 hours. At 2000 hours we became worried about our next move since we knew we would have to get off the street soon. We went into a pub and told a man behind the bar that we were American airmen. He warned us to get out quickly because there were Germans in the back of the room. We ordered food at a cafe and when we had finished eating we were asked for ration cards. We told them who we were and again we were chased out. Next we went into a bar and while there asked the proprietor for a place to stay. A woman sitting near us overheard the conversation. She took both of us by the arm immediately and we went to her home. We showed her our dog-tags. After three days she brought a man to see us and our journeys were arranged. I was separated from my fellow crew-member and have not seen him since.

Compiled By:

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

Approved By:

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

SECRET - AMERICAN
MOST SECRET - BRITISH

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

22 August 1943

APPENDIX "B" TO E & E REPORT NO. 63

1. The following information has been obtained from an interview with a Sergeant 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 4 July 1943
to 25 July 1943

1. The Krupp's works at ESSEN have been moved to MULHOUSE. (hearsay)
2. During the raid of the 14th July 1943 bombs hit a large petrol dump in the target area. The Germans would not let the French leave during the raid and forty-five Frenchmen were killed. The Germans, in their trenches, were also killed. (hearsay)
3. Between BORDEAUX and DAX a freight train was observed hauling on flat-cars, sixty small cars similar to jeeps.
4. All artillery hauled by train appeared to be moving in the direction of PARIS.
5. Tanks were observed on flat-cars in TOULOUSE and BORDEAUX.
6. There is a Training Field 15 miles north-west of BAYONNE. FW 190's and ME 109's were observed.
7. An anti-aircraft gun on the car directly behind the engine was observed on many freight and passenger trains.

S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 63.

No., Rank, Name :- **Bernard H. KOENIG, T/Sgt 17011996**

Unit :- **358 Bomb Squadron, 303 Bomb Group**

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

1. AIDS BOX

- (a) Did you use your aids box? **Yes**
- (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.
 - (ii) Chocolate.
 - (iii) Milk (tube).
 - (iv) Benzadrine tablets (fatigue). **When walking**
 - (v) Halazone tablets (water purifier).
 - (vi) Matches. **Smoking and contacting helpers**
 - (vii) Adhesive tape. **Bandages**
 - (viii) Chewing gum.
 - (ix) Water bottle.
 - (x) Compass. **Maintain a direction toward Paris**
- (e) Did any of the above items prove unsatisfactory? **No**
If so, in what respect?
- (f) How did you finally dispose of the box. **A Frenchman burned it.**
- (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? **Put a sterile bandage in it.**

2. PURSE

- (a) Did you carry a purse? **Yes**
If so, state COLOR. **Brown with French money**
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? **Map of France**
 - (ii) Compass. **Yes**

(iii) File (hacksaw).

No

(iv) Foreign Currency. State countries and amounts.

How did you spend the money. **Paying for food and clothing.**

(d) How did you dispose of:-

Maps.

Compass.

File (hacksaw).

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).

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

(a) Did you carry passport-size photographs?

If so, how many? **Yes, but left it in my coveralls in the woods.**

(b) Did you use them?

State how.

5. LECTURES

(a) Were you lectured on evasion and escape?

State WHERE, WHEN and by WHOM. **Yes. At Molesworth by Sgt Hilderbrand**

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

OFFICE OF AC OF S, G-2

MIS DETACHMENT

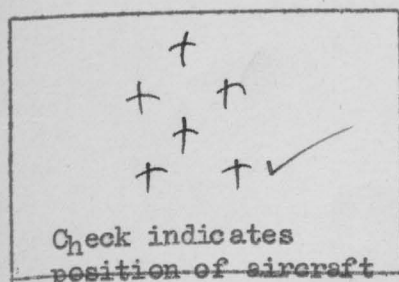
QUESTIONNAIRE FOR SERVICE PERSONNEL
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No. *KOENIG, T/SGT 17011996*
2. Decorations. *air medal 3 clusters*
3. Unit or Squadron. *303 Bomb Sq. 358 Sq.*
4. Division (Army) or Group.
5. Date of Birth. *Sept. 20. 1922.*
6. Length of Service. *2 1/2 years.*
7. Private Address. *Spencer Nebr.*
8. If in A.F., on what operation were you engaged? State place, date, and time of departure. Where and when did you come down? Were Aircraft and all instruments and papers destroyed?
German France. Departed from Malesmorth July 4. at 9:30 A.M. Came down near La Z letch at 12:15 P.M. saw ship crash and burn.
9. If in AF, give names of other members of crew and what happened to them.
10. Give details and full story of your trip on attached sheets.
11. Did you pay your guides? If so how much? *Gave the organization 900 F.*
12. Do you speak French? Spanish? *no, no.*
13. Did you have Identity Papers? *no.*
14. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given anyone a written report on your experience? Where and when?
yes. Major Clark. Major Lewis. written no.
15. Did you report on your operations? If so, where and to whom?
yes. Major Clark.
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when?
yes, Madrid, Gibraltar, and London.
17. Place and date of departure for U.K. By sea or air.
air Aug. 10
18. Place and date of arrival in U.K.
St. Moors. Aug. 10.

1943
1922
21

NAME Bernard H. KOENIG RANK T/Sgt ASN 17011996 REPORT NO. 63

SQ 358 GROUP 303 A/C NO. 791 Letter I Load 10-500 Date 4 July 1943



Position in formation.
Make Diagram

Observed results of Bombing:

Still had our bomb load ~~on~~.

Enemy Fighter Tactics: 6 o'clock-one would come in right after the other. About
Markings: 10 in all.

Our Tactics:

Our Fighter Support: None

<u>Flak</u>	<u>None</u>		
	<u>Time</u>	<u>Place</u>	<u>Quality</u>

Technical Failures

Motors: Number one engine propeller ran away and couldn't be feathered.

Armor:

Armament:

Miscellaneous: Left horizontal stabalizer was shot completely away. The ship exploded before it hit the ground.

Comments and Suggestions on any of the above:

Tail gunner in radio room had oxygen mask shot off.