

# SECRET

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

13 May 1944

## E & E REPORT NO. 638 EVASION IN BELGIUM, HOLLAND AND FRANCE

William R MATTSON, T/Sgt, 11088221  
(8 Missions)  
579 Bomb Squadron, 392 Bomb Group

TARGET: FRANKFURT

MIA: 29 January 1944  
Arrived in UK:  
13 May 1944

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

PILOT	0-675644	1st Lt John STUKUS	P/W
CO-PILOT	0-681164	2d Lt John E MOFFAT	P/W
NAVIGATOR	0-683192	2d Lt Ronald LINDLOW	MIA
BOMBARDIER	0-678355	2d Lt Lester E GENTRY	MIA
RADIO OPERATOR	34445240	T/Sgt James R DYKES	MIA
TOP TURRET GUNNER	11088221	T/Sgt William R MATTSON	<del>MIA</del> NARRATOR
BALL TURRET GUNNER	37320524	S/Sgt Louis P ROSATI	MIA
WAIST GUNNER	32428719	S/Sgt Anthony L PAOLANTONIO	MIA
WAIST GUNNER	34345551	S/Sgt Joe E McCRARY	MIA
TAIL GUNNER	17014751	S/Sgt William C MCGINLEY	MIA
NOSE GUNNER	0-744050	1st Lt Marshall C CROUCH, Jr	MIA

### TRAILING FORMATION

Two of our superchargers went out as we crossed the enemy coast, so we were trailing the formation by 500 yards when fighters jumped us. They shot up the left wing and number four oil line. Fuel was pouring into the bomb-bays when we jettisoned our bombs and started home at 6000 feet. I ~~could not~~ tried to stop the leak, as the pilot ordered, but finding this impossible, I opened the bomb bays. The tail gunner called ~~the~~ fighters and we dove to 10/10 cloud at 2500 feet. The fighters went below and when we ran out of cover the fight began. The bomb-bays flashed flame and blew out the doors to the radio room, and the hydraulics were shot out. The pilot gave the bail-out order, and the co-pilot, who had been wounded, started to leave his seat.

### JUMPED BY FIGHTERS

We had been cloud-hopping at 2500 feet, so I opened my chute immediately, and I saw another chute come out of the aircraft. The ship climbed a bit, did a straight dive to earth and exploded. I landed in a field near a cluster of houses. There must have been a hundred people on the nearby road, watching the plane. They left me alone, and I was approached by a solitary man. He offered me coffee and I asked him, in my high school French, to hide my chute and equipment. He threw it all in a barn and said he would bury it later.

### LANDS NEAR HOUSES

When we got inside the coffee was ready. The man gave me his own shoes in place of my electric boots. The crowd gathered around the house, so he got uneasy and asked me to move on. I traveled SW through the fields by the sun



HIDES IN  
BUSH

<sup>indicated.</sup>  
as he had pointed in this direction. I reached a paved road bordered with bushes. As the country was very open I decided to hide in <sup>the bushes</sup> until dark. Ten minutes later, two men, who must have watched where I went, stopped beside me. They told me to go to a large house a mile away.

DIRECTED TO  
SAFE PLACE

I was 200 yards from the house when the dogs started to bark, I decided to wait until dark. There was a deeply plowed field nearby and I lay in one of the furrows. A few minutes later two horses and a plow came over the knoll ahead of me; and I had no choice but to reveal myself. I had great trouble in making the farmer understand me. Finally I knew that he wanted me to go to one side of a two-family house.  $\frac{1}{2}$  mile further on. It was lucky I did get the direction straight, for I later learned that the other side of the house was pro-Nazi. I also learned that I would have been taken if I had reached the house as it is under constant Nazi surveillance, constantly watched, first by the Nazis.

BIG HOUSES  
ARE DANGEROUS

That evening an old man came for me. I was given civilian clothes and told not to worry as the rest of my journey had been arranged.

JOURNEY  
ARRANGED

Compiled by

Approved by

*Dorothy A. Smith*

DOROTHY A SMITH  
Capt, WAC

W S HOLT  
Lt Col, AC  
Commanding

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By Mattson C 638 typed

Mont St Jean near

H of Landry; Waterloo Belgium

The peasant who almost  
ran over me with his plow,  
directed me to his own  
house <sup>near Lillas</sup> and I stayed there with him  
and his wife until 1 February.  
On 31 January the local baron, who  
owned the big house under surveillance,  
came to see me with a policeman  
from Lillas. They gave me an I  
card, and another man brought 200 francs

On 31 January the son of the  
house did not go to work. His  
employer reported him to the police. The  
policeman from Lillas visited me early  
on 1 February and took me to his  
house, where I stayed until  
evening. In the meantime he  
explained the situation to the  
chief of police, who in turn  
told the employer what was happening



This smoothed out the trouble,  
 I met the employer, and called  
 at the farm, before going to spend  
 the night with Mrs. Mahauden, who was  
 to be my guide to Brussels. He  
 used to work for a steamship  
 line that went stops to America,  
 he now works in Brussels. I spent  
 the night in the mother's house  
 with a married brother Jacques,  
 who usually lives elsewhere.

The brothers took me to  
 Brussels on 24 February where  
 I stayed with Jacques Mahauden and  
 his wife for eight days. He is a  
 prison guard and lives in the  
 basement of an office building. He  
 earns 1200 francs a month and the  
 wife makes 500 francs as a cook.  
 The brother-in-law came  
 to see me, asked about my crew,  
 and took a letter for my C.O.  
 On 10 February a sister  
 in the Belgian Red Cross, about 50



3

was old, took me to her apartment.  
On the way there we stopped at  
a house to see an man with  
an English wife. He took her away  
after crew and point of crash.  
I stayed in the Red Cross sisters  
room for ~~four~~ days while she  
lived with her own sister. The  
people on a lower floor got in  
trouble for labor evasion. She  
got nervous for fear of a search,  
and turned me over to a little  
man who claimed to be a  
Organizer, and believed in the  
aeroplane story. He was small, in  
his early fifties, spoke a little  
English, and had been in the  
Belgian army. He made me a  
water plague to replace my  
missing dog tag.

He moved me into  
the back of a furniture store  
for the night. A doctor came  
to visit, ~~and~~ and gave me



4

a great - coat and valise.

On 18 February two women came and took me on a long walk to a house where I stayed with a 28 year old girl and her mother, a Dutchman was also living here. The daughters husband is working in Germany, and happened to come home the next day. This house is an espionage H.Q. and the husband is in the organization. I was here seven days, during which time I received a Red Cross package.

On 27 February a ~~girl~~ Brunette took me to Marcel a policeman. He was in charge of getting men bullets, but I was only the second man to go through his hands.



4

He was already caring for P/O  
Morrison. That night he took  
me to 26 Avenue de Fronsman  
Toback (re). Jean Haley a baker  
lives here and I stayed with  
him until 10 March except for  
two nights with Jean's father and  
one with Marcel when Jean  
had visitors. The bruiette  
collected my work ~~and~~ and I  
~~cards~~ cards.

Then Marcel and another  
man walked me to a very  
nice apartment at 106 of  
Avenue de Karrevel Mallenbury  
Brussels. It is a very nice  
apartment belonging to Leopold  
de Clerck. I was the first  
woman to stay here. His  
wife became very interested  
in the woman's problems



5  
and started collecting clothing  
for those in Brussels while  
Leopold set to work procuring  
I cards. Before the war  
he was owner and editor of  
a newspaper. He now works  
for the Nestor Martin Stone Co  
which is doing work for the  
Germans. Marcel brought Henri  
and a young photographer to  
take my picture. ~~He~~ Marcel gave me  
a new I card.  
On 5 April he Brunette  
told me to meet Henri and  
P/O Morrison in a ~~square~~ ~~near~~  
~~the cathedral~~ church. A stout  
Brunette of 55 yrs, dressed in  
black, came in. ~~She had~~  
~~my I remnant card.~~ I followed  
her to the North station, where  
on signal, she turned me



over to a tall, thin, blond, curly  
headed judge. He had the  
tickets. As the train was <sup>delayed</sup> ~~held~~  
we went to the café where we  
were joined by a tall dark man.  
Finally ~~went~~ when the railroad  
situation did not clear up,  
we went out to the Searbeck  
district near the Thore airport.  
Here I stayed in a grocery store  
where 2 Americans had been kept  
before me. One Belgian, in hiding  
from the Gestapo, who had his wife,  
was also here. He had made his  
get away with an American.  
There were 5 children in the  
grocer's family. Here I received  
work papers, a French I card,  
and new Belgian I card.  
On 18 April the blond



man who had given us the paper  
took us to the RR where we  
met another man who took us  
to Mouscron.

At Mouscron we walked  
15 min to a café within sight  
of the border. At dawn the two  
guides and café owner (who had  
been to N.Y. as a steward, and who  
used to work in Ostend on the  
Dover boats) took us over the  
border. They walked ahead,  
spoke to the guards, and  
the French guards motioned  
us through. We caught a  
train to the Roubaix or Tourcoing  
station, where we caught a  
train to Paris. Here the guides  
split, and we followed the  
wrong one. Finally we made



ready - was with a girl of 23 yrs  
who looks 16 yrs old [Lilly] She is  
not 5' tall and she used to work in  
Brussels. Her mother is out of jail  
but her father and ~~her~~ sister are  
still. She works very hard.

She turned us over  
to an American girl from  
Philadelphia who is married  
to a Parisian named Lake. He  
is half French and half English,  
and was the Paris manager  
of the P & O. We followed her to  
her husband and another man  
of about 30 yrs. The latter was  
about 30 yrs old, good looking  
came from America and spoke  
~~very~~ beautiful English.  
We went to the Lake's country  
house, outside Paris.



for the night. The next day  
150 April Mrs Laine took  
us to hill. In the  
street we were joined by  
a man who needed our  
pictures for I cards and  
coastal papers. ~~Lily came~~

In the metro we were joined  
by a lucky girl who went  
with us to the RR station.

The station had been  
been bombed out, so we  
went to a cafe. On leaving  
the man, who had taken  
our pictures, delivered our  
papers to Lily who took her  
of Bordeaux for us & this man  
of the leaving set girl left  
and we were joined by Alphonse  
Escremier who wears glasses  
and has a dark



companion. He went through  
Gibraltar with us because  
he was blind. He had a  
book of code and carried  
secret papers in flashlight  
batteries.

The train was 12 hrs  
late in reaching Bordeaux  
due to bomb damage. The  
longest lay-over was at St  
Pierre des Corps. This upset  
everything as the organization  
had no contact in Bordeaux  
and we were now expected in  
Bayonne. We walked the  
streets until midnight.  
Due to Germans following us,  
but we jumped a train and  
got away.

We reached Bayonne  
at 0200 hrs on 22 April. We



got off at a station before Bayonne  
and walked into the city. Two  
girls, one a striking blond, and  
the other older, met Holly and took  
us to a cafe, where we waited  
while they collected bicycles. We  
rode 3 mi into the country to a house  
where we were fed and slept.

The next day, after breakfast, we  
rode several hundred yards  
down the main road before  
turning off to meet our guide.  
We walked four hours ~~to first~~  
~~night~~ 1 changing guides at a  
little cottage in the hills.  
About 0500 hours on 23 April  
we changed guides again near  
a river, and crossed the frontier  
an hour later. We stopped at  
a house 200 ft over the Spanish  
side. After resting here we  
set out on the walk to Espelbushen  
stopping at night at houses  
and barns. On 26 April we



were met by a taxi 24 km  
from St Sebastian. Escamier  
was driven into town while he  
waited on a hillside 9 km  
short of it. We stayed in a  
house 2 km from the  
town & rented a mate to  
the British authorities in  
San Sebastian. A Spaniard,  
working for the English, brought  
us cigarettes and telegraphed  
Guswold. On the night of  
27 April the Spaniard  
moved us into a house in  
town opposite the police  
headquarters.

On the morning of 29  
April a cab took us 3 mi to  
Mr Guswold whose car  
was parked on the side of



the road. He drove us to  
Madrid where we stayed  
until 7 May. ~~We~~ went  
straight to Gibraltar and  
reached the U.K. on 13 May.

On 28 April we saw  
Lilly again in San Sebastian.  
She had crossed over after  
us and was to return  
that night. In Madrid we  
met a Battle of Britain  
Squadron Leader who was  
on his way to France via  
San Sebastian. He was to  
meet Lilly in the mountains.  
He carried ~~four~~ nine  
million francs, and was  
accompanied by a wireless  
operator.



Two of our superchargers went out as we crossed the enemy coast so we were trailing the formation by 500 yards when fighters jumped us. They shot up the left wing and number four ~~fuel~~ oil line. Fuel was pouring into the bomb bays when we jettisoned our bombs and started home at 6000 ft. I tried to stop the leak as the pilot ordered, but finding this impossible, I opened the bomb bays. The tail gunner called the fighters and we dove to 10/10 cloud at 2500 ft. The fighters went below and when we ran out of cover the fight began. The bomb bay flashed flame and blew out the doors & the



radio room, the inter-com  
and hydraulics were shot

out. The pilot <sup>and the co-pilot, who had been wounded</sup> were <sup>the</sup> ~~the~~  
bail out order. We had been  
cloud hopping at 2500 ft

so I opened my chute immediately.  
I saw another chute come out  
of the a/c. The ship climbed  
a bit, did a straight dive to  
earth and exploded. I landed  
in a field near a cluster  
of houses. There must have  
been a ~~to~~ hundred people  
on the nearby road, watching the  
plane. They left me alone  
and I was approached by a  
solitary man. He offered  
me coffee and I asked  
him, for my high school  
French, to tie my chute  
and equipment. He threw

several <sup>seats</sup> ~~seats~~



it all in a barn and said he would bury it later.

When we got inside the coffee was ready. The man gave me his own shoes in place of my electric boots. The crowd gathered around the house so he got uneasy and asked me to move on. I traveled <sup>through the fields</sup> SW by the river as he had pointed in this direction. I reached a paved road bordered both bushes. As the country was very open I decided to hide in one until dark. Ten minutes later, two men who must have watched where I went, stopped beside me. They told me to go to a large house a mile away. I was 200 yds from the



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of bark. I decided to wait  
until dark. There was  
a deeply plowed field nearby  
and I lay in one of the  
furrows. A few minutes later  
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over the knoll ahead of me  
and I had no choice but  
to reveal myself. I had  
great trouble in making  
the farmer understand me.  
I finally ~~he~~ knew that he  
wanted me to go to one side  
of a two family house ~~a mile~~  
for  $\frac{1}{2}$  mi further on. It was  
lucky I did get the directions  
straight for I later learnt  
that the other side of the house  
was pro - Maria. I also



learned that I would  
have been taken if I  
had reached the big house  
as it is under constant Nazi  
surveillance.

That evening <sup>an</sup> ~~the~~ old  
man came for me. I was  
given civilian clothes and  
told not to worry as the rest  
of my journey had been arranged.



stationed "here. (Hearsay early February)

Hearsay say that there is  
a factory in Nivelles making  
parts for German fighters planes.

9m Brussels, 200 meters from  
the Palace of Justice, on the left side  
of Avenue Louis, when facing the  
Palace of Justice, is a large building  
was observed in early March.  
Hearsay that the building is the  
Gezags Brussels headquarters

Observed on 10 April that  
the incendiaries intended for  
the Evre Airport, on that day, fell



shot, burning 20 civilian homes.  
The explosives hit the airport.  
There was little activity on the field  
several days later. ~~Hearsey~~ that  
the headquarters building for the  
airfield has been a nearby  
school-house ever since a previous  
bombing of the field.

On 18 April the ~~rail~~<sup>rr</sup> lines at  
Courtrai, Belgium had been repaired.  
At Amiens, the freight yards outside  
the station had been severely damaged.  
Five or six badly damaged locomotives  
were observed.

There was a 9 hr delay  
for trains at St Pierre du Corps  
on 20 April due to bomb damage. A  
single track had been repaired.  
Great piles of coal were still burning  
about the station. Burned freight  
cars were everywhere. One complete  
train of military supplies (including  
3 German army cars) was <sup>badly damaged</sup> ~~at~~ ~~the~~ ~~station~~.



JU525 equipped with large  
magnetic rings were observed &  
be based at an airport near Bayonne  
There appeared to be more German  
soldiers in Bayonne than is  
usual in a town of this size  
Hearsay that there are  
gun emplacements on the highway  
which runs around Brussels  
The southern of the city is  
the most heavily fortified



1. Cudds Boy

I used the benzadine  
in the Pyrennes and gave  
some to others in the party. I found  
~~it~~ good as long as the  
effect lasted, but the effect  
afterwards was very bad.  
I also used the matches  
and chocolate. I had no  
carriage card and needed  
one badly. I had always  
thought it was inside the kit

2. Purse I carried a blue/green  
purse and gave the money  
of my helpers

3. Photographs. I carried 11 passport  
pictures, but they were  
of no use as I had been  
taken wearing a wachman,  
which my helpers felt looked  
much like a uniform.



4. I was lectured on evasion  
at group and found the  
lectures helpful

5. <sup>Further</sup> I would like to ~~to~~ suggest:
- a) Wear G.I. shoes. I ~~was~~ had only  
leather boots, the shoes given  
we were too small, when my  
feet got swollen the the mountains  
I could hardly walk.
  - b) When evading keep at it. It is  
not as hard as it seems at  
first and with a little luck  
the Germans will get through.



1. Mattoon

E & we crossed the ~~inter~~ ~~con~~  
enemy coast 2 superchargers went  
out as I could hear on the inter-con  
We followed at from 2 or 300 yds.  
10 min from target 11:27 we were  
5600 yds behind. Fbs jumped &  
I shot up at wing #4 engine oil line  
& right lines. Fuel pouring into  
bomb bay. at 11:25 pilot decided  
it was no use. We swung around  
& started ~~planned~~ <sup>planned</sup> bomb home at 6000 ft. Pilot  
called me from turret to stop to  
check as gasoline so bad but  
beyond repair opened bomb bay to  
get air & blew gas out. 3 Fbs sighted  
by T6 dove for clouds at 2500 ft  
& reached 10/10 cover. Fighters  
went below clouds which ended  
S of Brussels where fbs climbed  
back up & fight began. Bomb bay  
flashed flame blew out radio room  
doors & then went out. #4 flattered  
in clouds. #1 acting up & no  
power. Jumping from cloud to cloud  
finally we under G-pilot had been  
here near target. after bomb bay flash  
pilot gave bail-out. Interphone  
& hydraulics were out. As left

2nd  
man  
in  
T6



I had radio man on by assigned  
 I reached cat-walk co-pilot leaving  
 out inside of bid leg. Bomb-bay could  
 not be opened more than 1/2 way it  
 was at ~~as~~ not hydraulic pressure,  
~~just~~ Were maneuvering at 2500  
 opened chute immediately saw 1 more  
 chute after me. Fighters jinked but  
 did not fire. Saw ship crash mile  
 away. Climbed a bit still straight  
 line & blew up. I landed ship a mile  
 west of St Jean. I landed ship a mile  
 across the road. all south of Waterloo  
 I could see a crowd watching  
 in the street near a cluster of  
 houses. I landed in a nearby  
 field I hit on my feet and was  
 dragged quite a bit by the wind.  
 I ~~asked~~ ~~from the house~~ ~~asked~~  
~~me if I wanted coffee~~ ~~chute~~  
~~unbashed~~ ~~alone~~ but  
 Crowd left me alone but  
 man from the house came  
 toward me. I went up to him  
 he offered me coffee. I gave some  
 high school & I understood  
 called his attention to my  
 chute so we carried it in &  
 he threw it in the barn I added  
 step he let me west of barn boot  
 I told him that he should burn  
 it. His wife said the coffee

290  
 ft  
 low  
 road  
 100 yd  
 from  
 farmhouse



ready when we got into the house.  
He gave me his shoes for my deer  
boots. Crowd was in front of his  
house & he told me I had better  
move on. Got into the yard & decided  
to travel SW by sun. Farmer also  
said this was best so I went  
try to fields toward Lillois. It was  
all open field but rolling land. Reached  
a paved wagon road on the edge of  
which were 7 or 8 ft bushes. They  
offered the only shelter & I decided  
to use them until dark as it was  
so open.

Hadn't been there 10 min. When  
two men, who must have watched  
where I had gone, stopped beside me  
with a horse & cart. They told me  
to go to a large house a mile away  
surrounded by trees. Went cross-fields  
toward it & they left. 2 or 3 yds  
from it I stopped & started to bark  
followed hollows as much as possible.  
I decided to wait until dark.  
I was refreshingly plowed feel with  
deep furrows. I got into one & dug  
it deeper. About 10 min later  
two horses & plow came one behind



& no choice but to scam or be  
plowed in. Old man barely  
understand but very friendly  
told me to go to his house  $\frac{1}{2}$  mile  
away out of sight over rice. 2 family  
house & he had trouble getting  
me to understand which side to  
go to. Luckily I caught on as a  
few days later I learnt other  $\frac{1}{2}$  was  
pro-Comm. Also later learnt never  
to wear Barons house as he was  
under close & surveillance.  
I went towards it & found woman  
in back yard (the wife) she took  
me in and fed me & waited in the  
kitchen for dinner.

When he came he barred  
my doctor out & took & gave me  
civilian clothes. Stayed there  
till 17 Feb. Was waiting for the  
G patrol to clear the road outside  
the house. On 31 Jan the Baron and  
a policeman from Illinois brought  
me in I carried my pictures.  
Corderman brought me 200 francs.  
On 31 January son of house did not  
go to work. His boss reported this  
to the police so I was awakened early  
17 Feb by policeman who had  
brought me I carried & taken to his



<sup>1/2 mile from farm</sup>  
house in Lillois. Stayed here  
till morning while he called chief  
of police ~~to~~ explained situation.  
He explained to boss & all was well  
I also met boss. Ret to farm till  
evening for a few hrs then spent night  
in village with Mahauden  
who was to be my Brussels guide next  
day. Used to work for a steamship  
line to U.S. but now works in B.  
I stayed with his mother. Brother  
was here from B to ~~see~~ <sup>see</sup> Mahauden  
Guide married & lived elsewhere.  
On 27 Feb to Brussels early  
with the 2 bros. Stayed with  
Jacques & his wife in B (my couple)  
He is a prison guard in B. Lived in  
basement room in office bldg, 1200 francs per  
mos she got 500 francs for answer  
to letter - hard up. Stayed till  
10 Feb. Met brother in - saw who  
asked crew members etc He also took  
letter to sq C.O. Sister in Belgium  
Red Cross 50 yrs took me to  
her house stopping en route at a man's  
house. Here English wife he took  
pt of crash & crew names. Red X lived  
in 1 room on top floor of 5 floor apt house



she went to her sister & I stayed  
here. She thought I would be in London  
in a week which I knew impossible here  
7 days

On 7 Feb — he was scared  
as people on lower floor were in bad  
with Gestapo for labor coercion. Thought  
Gestapo might call. Had met a man  
here who claimed to be in org  
& who had A/C story. Small man, early  
50's a little shy had been in Belgian  
army. As I had no dog tags he  
made me a plaque to carry.

He moved me to back of a furniture  
store for the night. He gave  
good overcoat by a visiting doctor  
and a wallet for extra clothing.  
On 18 Feb — left with 2 women <sup>around 50 one mid looking</sup>

walked long way to a family in  
a house. Girl 28 & her mother  
man staying here from Holland  
Daughters husband works in G & T  
he came home next day. This  
an espionage & H. Q. (3 B Organization)  
Husband in G is in org. He  
about ~~leave~~ until 27 Feb.  
While here given a red-cross  
parcel.

On 27 Feb — met a girl in  
at 23 or 25 yrs Brunette 5'4" - 3" in  
She took me to Marcel a  
policeman, he was in charge

Quick  
Camp.  
Near  
Crematorium  
Guise &  
Palais de  
Justice



When I got into or  
all things had been  
cut and a new being organized

of putting men up but I was  
the 2nd on his hands at the  
time P/O Morrison was already  
on his hands. He brought P/O Morrison  
to meet me. That night he took  
me to 26 Avenue de Fransman

Loback? Mollenbax Brussels. Jean  
Halent a baker, ~~here~~ While here  
spent 2 nights with his father &  
1 night with Marcel because  
of visitors, here till 10 March  
On 1st Sunday with Marcel the  
Girl guide took my I card & work  
card. ~~Marcel~~ Marcel & another

man walked me to a house  
at 106 Avenue du Karreveld  
Léopold de Clerck (Mollenbax Bruxelles)  
They were apt. I was 1st to stay  
here. Her wife very nice. Wife got  
interested in women & started  
collecting clothing for us while  
he started to work on getting  
I cards. Reaction came, split  
of a newspaper now Nestor Martin  
Stone Co who work for G.  
left on 8 April would have kept me  
proper men got nervous.  
While here Marcel brought new I card  
and work papers but was not satisfied



with my pictures brought Hewitt  
and a photographer, young fellow,  
camera later smashed by Gestapo. Took  
pictures.

In 8 April went to town with him  
(he is an artist by obs) girl Guille  
from Marcel was waiting on return  
girl unknown to Paul & his wife who  
only released me cause I knew her.

I left town in sq near Cathedral  
met Henry & P/O Morrison. See.

left we went to a church to meet  
guide to rr & get FRT cards. <sup>all in black stout built</sup>  
raid found works. A woman of 55

came in. Papers already fixed. Henry  
said to follow her. Followed to  
North Station met <sup>tall thin blond early hair</sup> new guide, on  
signal. He had rr tickets. Train

1 1/2 to 2 hrs late so we left station  
were another tall dark man. They  
talked we waited in a cafe 1 1/2 hrs

& back to rr still no train so  
went to Scarborough district near  
Everaarpot <sup>(station)</sup> <sup>(that name)</sup> Stayed in a  
grocery store 5 children. Had had  
2 Americans before. 6 girls in army &  
civilian dress across st & Repisto  
<sup>telephone operators</sup>  
Another man in hiding too from Gestapo  
which had his wife American. Belong army  
Sat Dunbar



On 27 April in France Gestapo made having heard in Spain that all emigrants on trains must have permits from Gestapo. Billy thought his would again work fine

5

A man gave us Fr I cards & new Belgian I. & work cards w/ to new pictures. Stayed until 18 April

Up early passport man picked 37-8 yrs us up & took us to SSR where early blond met another man ~~who~~ who took us to a village on Belgian frontier. Took Trains all off \$ schedule. Took train to Mouscron got off and walked to meet a cafe where night to border on the Belgian side. Stayed till dawn (train at 0700 in France) 2 guides & cafe owner took us to Paris (used to work in hotel on boat to Dover & Steward & N.Y.) They walked ahead said good-bye to Belgian guards. Fr guards stopped them a second but motioned us on thru gates.

Wrote 10 min to train & 10 to 15 min ride. Walked 10 min to train & 10 to 15 min. Waited for our com - Rohbax station. Took train Paris. We were in separate car from guides. Followed guides out of SSR station & had trouble making connections. When two guides split we followed wrong one. Finally made rendezvous with a girl who later took us to Spain. Now she just turned

Wanted to see our com - Rohbax station. Took train Paris. We were in separate car from guides. Followed guides out of SSR station & had trouble making connections. When two guides split we followed wrong one. Finally made rendezvous with a girl who later took us to Spain. Now she just turned



us over to an American girl  
Philadelphia married & 1/2 Eng 1/2 Fr  
Parisian Lake. Paris manager of P & O  
We followed her & met her husband  
and another man from America who  
spoke beautiful English 30 yrs good-looking  
Waited \$2 & 3 hrs for train to Lake  
place 20 mi out & dangerous to stay in.  
Paris as now have great ground-ups  
Nice country home for night.

20 April Mrs Lake brought us back  
to the little girl in Paris. A man found us  
in the street & needed pictures for 10 cards  
~~take~~ coastal papers. She carried  
these to Bordeaux for U.S. In metro & on leaving  
met by husky girl who accompanied us  
to our station. Here due to bombing train  
could not leave & had to go to another  
station spent time in cafe. At our station  
on leaving rejoined my man in street  
who gave papers & till. The others  
left. Here I met a man who went  
to Gb with us as he was "bulb"  
he also carried secret papers in  
flashlight batteries & book of code.  
Alphonse Escrivier 5 ft 9 wore glasses  
dark complexion. To Bordeaux train  
12 hrs late St Pierre de Corps was  
pt of chief delay badly bombed







gave I'd have given any  
amt for G. I. shoes

when changed guides at white cottage  
in hills. Then walked until 9:00  
changed guides about 9:50 <sup>way over we waited here deep</sup>  
when we crossed to frontier. 200 ft on  
Sp side stopped at a house. Permer  
had had a hard time of it & in bad  
shape. New guide walked us after dark  
in for a barn rested till 1:30 hrs  
a bit & eat. Guides rest & we walked  
3 hrs in daylight & another barn  
& rested till 2:00 on 23<sup>rd</sup> at  
Then walked till 02:00 24<sup>th</sup>.  
Hills steeper & harder walking left  
us in straw in a barn. Here until  
18:00 on 24<sup>th</sup> walked 10 1/2 hrs  
arrived at a house morning of 25<sup>th</sup>  
& rested till 22 hrs. At 22 hrs  
walked till 04:30 on 26<sup>th</sup> slept in  
woods with blankets as house here to  
near road. At noon a man came along  
& we set out again walking down to  
road saw sign 25 km to San Sebastian  
1 km further a taxi waiting. Proved  
within 9 km of SS. Got off road at



7

to 26 side of hill where he left us going  
on with Escamier (Charlie)  $\frac{3}{4}$  hrs back  
for us. Went  $\frac{1}{2}$  km to outskirts of town  
to a house. ~~Stayed here~~ While waiting  
here for the cultonies in SS don't think  
they did but for an Sp worker for Luc. He  
brought us cigs & telegraphed Greenwald  
Spent night here were to stay longer but  
people afraid of police. So Sp worker  
moved us to house in the town opposite  
to barracks night of 27<sup>th</sup> & all of 28<sup>th</sup>  
here.

Morning of 29<sup>th</sup> cab 3 mi to Mr  
Greenwald's car parked on side of  
road, drove to Madrid. Left Madrid  
7 May arrived Gibraltar 8 May 4. K.  
13 May.

Saw Lily again.  
Sp worker told us the little girl was here.  
He already had my ~~to~~ & home address said  
he would meet her. She walked into the  
house on the 28<sup>th</sup>. Said she came as had been  
intended for us 5 hrs walking in mts then a cab



that night he was to walk back  
to France, I in Madrid met  
2 Belgians on R.F. of Rdr was quite  
B of Boulan on way to France  
via S.S. to meet the girl in the night  
for a conference He had 9 million francs  
man with him a radio operator.



**CONFIDENTIAL**

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

DATE: 14 May 1944

TO WHOM IT MAY CONCERN:

I, SAMMY G. VIVIAN, Sgt., AC, 18220947

hereby certify that I have known and have been associated with

WILLIAM R. MATTSON, T/Sgt, AC, 11088221

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.

William R. Mattson

RIGHT THUMB PRINT:



Sammy G. Vivian

=====

The individual whose signature and right thumb print appear hereon has been identified to the satisfaction of this office as WILLIAM R. MATTSON,  
T/Sgt., AC, 11088221 (579 Bomb Sqdn., 392 Bomb Group).  
previously reported missing in action over enemy territory.

John E. Parish  
SPECIAL AGENT, C.I.C.  
**CONFIDENTIAL**



R-E-S-T-R-I-C-T-E-D

MILITARY LIAISON OFFICE  
AMERICAN CONSULATE  
GIBRALTAR

8 May 1944

E-X-T-R-A-C-T

SPECIAL ORDERS)

NUMBER.....19)

1. Pursuant to authority contained in WD Cablegram, Number 45, dated 4 February 1943, the officer named below, having reported at this station on 8 May 1944, is placed on temporary duty at this station. Upon completion of this temporary duty he will proceed by first available transportation to where he will report to the Commanding General U.S.Army. In lieu of subsistence a flat per diem of \$5.00 is authorized while traveling on official business (except by belligerent or government vessel) and while on temporary duty at this station, in accordance with existing law and regulations. TDN 91-26 P 432-02 A 212/40425.

✓ 1st Lt. JAMES P. CLARENDON 0-667390 813th Bm.Sqdn.

2. Pursuant to authority contained in WD Cablegram, Number 45, dated 4 February 1943, the enlisted men named below, having reported to this station on 8 May 1944, are placed on temporary duty at this station. Upon completion of this temporary duty they will proceed by first available transportation to where they will report to the Commanding General U.S.Army. They will be entitled to monetary allowances in lieu of quarters and subsistence furnished, according to Executive Order No. 9386, dated 15 October 1943, for subsistence at the rate of three (\$3.00) dollars per day and for quarters at the rate of two (\$2.00) dollars per day, while traveling on official business (except by belligerent or government vessel) and while on temporary duty at this station, in accordance with existing law and regulations. TDN 91-26 P 432-02 A 212/40425.

✓ Tech Sgt. HALLECK H. HASSON	33282570	388th Bm.Grp.
✓ Tech. Sgt. FELTON R. LUKE	14026905	388th Bm.Grp.
— Tech. Sgt. NICHOLAS MANDELL	13102105	392nd Bm.Grp.
✓ Tech. Sgt. WILLIAM R. MATTSON	11088221	392nd Bm.Grp.
✓ Tech. Sgt. WILLIAM J. MILLER	33365620	379th Bm.Grp.
✓ Tech. Sgt. ROBERT E. WARNER	15016628	446th Bm.Grp.
✓ Staff Sgt. NICK ASVESTOS	12181065	303rd Bm.Grp.
— Staff Sgt. CARL E. BACHMANN	32462898	384th Bm.Grp.
✓ Staff Sgt. KENNETH CARSON	37438941	94th Bm.Grp.
— Staff Sgt. ROBERT FINNEY	6394292	96th Bm.Grp.
✓ Staff Sgt. HARRY D. KRATZ	13126535	351st Bm.Grp.
✓ Sergeant NORMAN ELKIN	13136335	351st Bm.Grp.
✓ Sergeant TAYLOR D. HARRISON	18060652	92nd Bm.Grp.
✓ Sergeant LORAL MARTIN	16041057	92nd Bm.Grp.
✓ Sergeant HERMAN D. MORGAN	37494373	92nd Bm.Grp.
✓ Sergeant EDWARD R. SHAFFER	35384298	379th Bm.Grp.
✓ Sergeant WALTER R. SNYDER	13093393	351st Bm.Grp.

HORACE W. FORSTER,  
Colonel, G.S.C.,  
Mil. Lia. Officer.

Distribution.

Personnel concerned  
File

R-E-S-T-R-I-C-T-E-D



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. *William Reinhold Mattern Sgt. 11088221*
2. Decorations. *Air Medal*
3. Unit or Squadron. ~~392 B.G.~~ *579 B.S.*
4. Division (Army) or Group. *392 B.G.*
5. Date of Birth. *Dec. 11, 1916*
6. Length of Service. *21 months.*
7. Private Address. *182 Granite St. Rockport, Mass.*
8. Job as civilian. *Machinist*
9. From what field did you take off? *Wendling*
10. Take off time. *8:00 A.M.*
11. Date and target. *Jan. 29, 1944 Frankfurt.*
12. Where did you land? *Waterloo, Belgium*  
*crash*
13. Were all secret papers and equipment destroyed? *Yes*
14. What was your position in aircraft? *Engineer and top turret gunner*
15. Were you wounded? *No.*
16. Did you pay your guides? If so how much? *No*
17. Do you speak French? Spanish? *Little French*
18. Did you have Identity Papers? *Yes*
19. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given anyone a written report on your experiences. Where and when?  
*First questioned by Griswald a secretary at British Embassy in Madrid.*  
*Interrogated again in Gibraltar by British authorities*
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? *April 29, 1944 British Embassy, Madrid*  
*May 8, 1944 American Embassy, Gibraltar*
22. Date of arrival in Spain. *May 23, 1944*
23. Date of arrival at Gibraltar. *May 8, 1944*
24. Place and date of departure for U.K. By sea or air. *May 12, 1944 from Gibraltar by air to U.K.*
25. Place and date of arrival in U.K. *Bristol on May 13, 1944*



SECRET - AMERICAN  
MOST SECRET - BRITISH

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

E & E REPORT NO.  
EVASION IN

May 13, 1944  
(Date)

William R. Matheson 1<sup>st</sup> Sgt. 11088221  
(Name) (Rank) (ASN)

579 392  
(Squadron) (Group)

8 MISSIONS

TARGET: Frankfurt

MIA: Jan. 29, 1944

Arrived in UK:

May 13, 1944

MEMBERS OF CREW: (This information checked with PWID)

	Official Disposition	Narrators Disposition
PILOT	1 <sup>st</sup> Lt. John Stokus - Prisoner	
CO-PILOT	2 <sup>nd</sup> Lt. John E. Moffat -	
NAVIGATOR	2 <sup>nd</sup> Lt. Ronald R. Lindlow	
BOMBARDIER	2 <sup>nd</sup> Lt. Lester E. Gentry	
RADIO OPERATOR	1 <sup>st</sup> Sgt. James R. Dykes - Prisoner	
TOP TURRET GUNNER	1 <sup>st</sup> Sgt. W. R. Matheson	
BALL TURRET GUNNER	1 <sup>st</sup> Sgt. Louis P. Rosati	
WAIST GUNNER	1 <sup>st</sup> Sgt. Joe E. McCrary	
WAIST GUNNER	1 <sup>st</sup> Sgt. Anthony L. Paolantonio	
TAIL GUNNER	1 <sup>st</sup> Sgt. William C. McGinley	

Extra officer flying as nose gunner but do not ~~know~~ <sup>KNOW</sup> his name.

Were you wounded? No.

Saw 1 chute  
told 9 chutes

0007



1st Lt John Brown  
Calif.

Fort Pilot

Moreburg district  
of Brussels 9 April  
Safe hands.

how together  
to work here

847 Bill

Safe hands

crushed close to Brussels during  
in November. No French

Norman Engineer B26 Holland

22 Feb

Brussels ~~area~~ 1st week April

Washington Birthday



AG 383.6

Hq ETOUSA

19 October 1942

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) William R. Mattson Signed William R. Mattson  
Rank 1st Sgt. A.S.N. 11088221 Date May 5, 1944  
Unit 392 Bomb Gr. 579 Bomb Sqdn Witness [Signature]

Co. G.S.C.



APPENDIX "B" TO E AND E REPORT NO. 638

- a. Where the main highway S of BRUSSELS joins the secondary highway to NIVELLES (about 20 mi S of BRUSSELS) a German radio-jamming station is located. There are approximately 200 men stationed here. (Hearsay early February)
- b. Hearsay that there is a factory in NIVELLES making parts for German fighter planes.
- c. In BRUSSELS, 200 meters from the Palace of Justice, on the left side of Avenue Louis, ~~when facing~~ the Palace of Justice, a large building was observed in early March. Hearsay that the building is the Gestapo Brussels headquarters. (BRUSSELS)
- d. Observed on 10 April that the incendiaries intended for the Evere Airport on that day, fell short, burning 20 civilian homes. The explosives hit the airport. There was little activity on the field several days later. Hearsay that the headquarters building for the airfield had been a nearby school-house ever since a previous bombing of the field.
- e. On 18 April the RR lines at Courtraix, Belgium, had been repaired. At AMIENS, the freightyards outside the station had been heavily damaged. Five or six badly damaged locomotives were observed.
- f. There was a nine hour delay for trains at ST PIERRE du CORPS ( ? ) on 20 April due to bomb damage. A single track had been repaired. Great piles of coal were still burning about the station. Burned freight cars were everywhere. One complete train of military supplies (including three German army cars) was badly damaged.
- g. Ju 52's equipped with large magnetic rings were observed to be based at an airport near BAYONNE. There appeared to be more German soldiers in BAYONNE ~~than is usual~~ in a town of this size. *than is usual*
- h. Hearsay that there are <sup>and</sup> gun emplacements on the highway which runs around BRUSSELS. The southern <sup>end</sup> of the city is the most heavily fortified.

APPENDIX "D" TO E AND E REPORT NO. 638

1. AIDS BOX: I used the benzadrine in the Pyrenees and gave some to others in the party. I found it good as long as the effect lasted, but the let-down afterwards was very bad. I also used the matches and chocolate. I had no language card and needed one badly. I had always thought it was inside the kit.
2. PURSE: I carried a blue/green purse and gave the money to my helpers.
3. PHOTOGRAPHS: I carried 11 passport pictures, but they were of no use as I had been taken wearing a mackinaw, which my helpers felt looked too much like a uniform.

?  
ST PIERRE  
LA BOUR (?)  
15 kms  
E of NITRE  
20 kms W of  
LAVAL  
ST PIERRE  
DE CORNEILLES  
15 kms ?  
NE of  
LISIEUX



4. LECTURES: I was lectured on evasion at Group and found the lectures helpful.
5. SUGGESTIONS: a. Wear GI shoes. ~~I had only heated boots,~~ The shoes given me were too small, when my feet got swollen in the mountains I could hardly walk.
- b. When evading keep at it. It is not as hard as it seems at first and with a little luck the airman will get through.



ged.  
Comment on 638:

Good briefing in  
approaching solitary  
man, and good luck,  
brought this evader  
through. The danger  
from curious crowds  
is well pointed out.



*Mattson*

E & E CASUALTY QUESTIONNAIRE

Date, time and approximate location of plane crash or landing.

*Jan 29, 1942 at 12:30 NOON. About 25 miles south of Brussels, Bel.  
Close to Waterloo.*

Nature and extent of damage to plane when source bailed out. No. 4 engine out.  
Was it on fire, etc?

*No. 1 running badly. Right wing shot up and fuel pouring out. Fire in  
Bomb-bay.*

At approximately what altitude did source bail out? *2500 ft.*

Were any of the crew injured or killed before the plane crashed? *Co-pilot  
was wounded. I heard later that nine parachutes were seen.*

What members of the crew bailed out? Did their parachutes open? *Do not know.*

Did the plane explode on striking the ground? *Yes*

Did source see any other members of the crew dead or alive after  
reaching the ground? *No.*

Did he receive any information from others as to whether any other  
members of the crew were dead or alive? If so give details furnished  
by his informant and whether the other crew members were identified by  
name or otherwise. *Pilot and radioman were described to me by*

*informant as two taken P/W co-pilot*

Did source examine the wreckage of the plane? If so, what was its  
condition? *Did not examine*

If the plane crashed in water how far was the plane from land and what  
means was source rescued and what life rafts, wreckage, etc., remained  
on the surface that would have assisted other personnel to keep afloat.

What is source's opinion as to the fate of the other crew members and  
his reasons for his opinion? *From information given me by person*

*living near scene of crash there were nine parachutes in all and  
two were taken prisoner immediately.*



# 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) William R. Mattson  
Rank T/5gt. A. S. N. 11088221  
Unit 392 B. G. 579 B. S.

Signed William R. Mattson  
Dated Sept May 14, 1944  
Witness W. C. Smith Capt Smith

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

# RESTRICTED



E&E # \_\_\_\_\_

INTERROGATOR \_\_\_\_\_

William R. Mattoon  
(Name)

1st Lt.  
(Grade)

11088221  
(ASN)

579  
(Squadron)

392  
(Group)

Jan 29, 1944  
(Missing in action)

May 13, 1944  
(Returned to duty)

Message to be broadcast over BEC:

*The three little dogs are safe*

Language French

Time Evening program

Person requesting message Man at border cafe

Date of contact with this person April 18-19

Description of this person: about 45 yrs old. 5'8" approx. Slim.

Services Rendered:

*Guide to Paris and stayed at his cafe overnight.*



SECRET

APPENDIX "D" TO E AND F REPORT NO.

No., Rank, Name:- 11088221 T/Sgt. WILLIAM R. MATTHEWSON

Unit:- 392 B.G. 579 B.S.

Suggestions for improvement of escape equipment and training come largely from those who make use of them. Your report and comments will help others to evade capture or to escape.

1. AIDS BOX

- a. Did you use your aids box? *Yes*
- b. If not, why?
- c. If you used it, state briefly the circumstances in which you used each item, for example, "While hiding in woods for two nights".

Horlicks tablets.

Chocolate or Peanut Bar.

~~Milk (tube).~~

Benzadrine tablets (fatigue).

Halazone tablets (water purifier).

Matches. ✓

Adhesive tape.

Chewing gum.

Water bottle.

Compass.

Sewing kit.

- d. Did any of the above items prove unsatisfactory?
- e. How did you finally dispose of the box? *Gave it away*
- f. Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger?

*Had two language cards and I bought to come with but needed it*

2. PURSE

- a. Did you carry a purse? *Yes*  
State color of stripes and letters. *Blue/green*  
If NOT, State why not.

- b. Did you use the purse? *Yes*

(over)



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

Maps. Which ones?

Compass.

File (hacksaw).

Foreign currency. State countries and amounts.

How did you spend the money?

d. How did you dispose of:-

Maps.

Compass.

File (hacksaw).

Surplus currency.

1000 FR  
550 Belgian  
2 pieces Dutch money

Gave it to organization

Given 200 Belgian

Rest taken by Dr

Gave to organization

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

No.

#### 4. PASSPORT SIZE PHOTOGRAPHS

a. Did you carry passport-size photographs?

If so, how many?

Yes taken in black and white led to like uniform

b. Did you use them?

yes and had some others taken in Brussels

#### 5. LECTURES

a. Were you lectured on evasion and escape?

State WHERE, WHEN and by WHOM.

Yes at group.

b. Did you find the lectures of value?

Yes Told me to hide clothes this correct but had the time. This gave me more immediate help

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

Keep at it not as hard as it seems at first with a little luck bound to get through. Electric boots. Given ones too small couldn't walk much when in. ones when were swollen it was bad.



APPENDIX "B" TO E AND E REPORT NO.

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

at junction of main highway south from Brussels where it joins secondary highway to Nivelles (About 20 miles south of Brussels) is a German station for jamming the radio. I was told there were <sup>approx.</sup> 200 men stationed there. I was also told that ~~in~~ in Nivelles there was a factory making parts for German ~~for~~ fighter planes. This town was quite heavily bombed by the Germans during invasion of Belgium.

Belgium  
about 20 miles south of Brussels

~~In~~ In Brussels about 200 meters (yards) from the Palace of Justice on the left side of Avenue Louis (when facing Palace of Justice) is a large building which I was told was the headquarters of the Gestapo in Brussels.

Belgium

A man that I was staying with, who came into contact with many German officers ~~during~~ because of his ~~work~~ told me that one officer had told him that he thought the Germans would be out of Belgium in six months at the most. (This was in March)

On April the 10<sup>th</sup> I was living close to the Evre Airport and the Scarbeck stations which were bombed that day. The incendiaries which were intended for the airport fell short and about 20 houses were burned. The explosives hit the airport. There was a schoolhouse, about 200 yds from the home I was in, which the Germans were using as headquarters. I was told they moved there after a previous bombing of the Evre airport. Not much flying from field ~~several~~ days later



at Courtrai, Belgium through which I passed April 18 I noticed quite a bit of bomb damage. However most of the damage to railroad lines themselves had been repaired. At Amiens in France there was great deal of damage. Not to the station itself but the freighyards outside of station. ~~Saw~~ I saw 5 or 6 badly damaged locomotives.

In St. Pierre du Corps in France we were held up on April 20 for a total of 9 hrs because of bombing. It had been bombed one or two nights before and I considered it a very thorough job. There were piles of coal still burning in different parts of station. They had a single track repaired. There were freight cars thrown all around and burned up. I saw one freight car which I took to be a part of a complete train of military supplies which had 3 German army cars on it but they were all badly damaged.

In Bayonne, France there seemed to be more German soldiers than usually in a town of that size. Close to Bayonne there is an airport from which I saw some of what I believe were the trimotored JU 52's taking off. They were equipped with the large magnetic rings.

In Brussels I was told that at the southern end or opposite end from the Palace of Justice on the highway which joins Ave. Louis and runs completely around Brussels there were gun emplacements.



SECRET - AMERICAN  
MOST SECRET - BRITISH

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

E & E REPORT NO. 638  
EVASION IN Belgium  
Holland  
France

13 May 44  
(Date)

William R MATTSON, T/SGT, 11088221

(Name) (Rank) (ASN)

TARGET: FRANKFURT

MIA: 29 January 1944

Arrived in UK:

13 May 44

519 Sg 392 Bomb Group  
(Squadron) (Group)

MEMBERS OF CREW: (This information checked with PWIB)

				Official Disposition	Narrators Disposition
PILOT	0-675644	1st Lt	John STUKUS	<del>MIA</del> ✓ P/W	
CO-PILOT	0-681164	2d Lt	John E MOFFAT	<del>MIA</del> ✓ P/W	
NAVIGATOR	0-683192	2d Lt	<del>Ronald R IDANDLOW</del> (LANDLOW?)	MIA ✓	
BOMBARDIER	0-678355	2d Lt	Lester E GENTRY	MIA ✓	
RADIO OPERATOR	0-744050	1st Lt	Marshall C CROUCH, JR	MIA	
TOP TURRET GUNNER	34445240	T/Sgt	James R DYKES	MIA	
BALL TURRET GUNNER	32428719	S/Sgt	Anthony L PAOLANTONIO	MIA	
WAIST GUNNER	37320524	S/Sgt	Louis P ROSATI	MIA	
WAIST GUNNER	34345551	S/Sgt	Joe E MCCRARY	MIA	α
TAIL GUNNER	17014751	S/Sgt	William C MCGINLEY	MIA	

Were you wounded?

was an  
Crouch extra officer flying as  
nose gunner.