

Mayhew  
639

E & E CASUALTY QUESTIONNAIRE

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

JAN 21-44 ABOUT 2:30

Nature and extent of damage to plane when source bailed out.  
Was it on fire, etc?

PLANE CAME APART AT THE WAIST IN THE AIR  
IT WAS ON FIRE AFTER IT HIT THE GROUND

At approximately what altitude did source bail out? ABOUT 9000 FT.

Were any of the crew injured or killed before the plane crashed?

YES, ALL BUT TWO WERE IN THE PLANE WHEN  
IT HIT THE GROUND. ?

What members of the crew bailed out? Did their parachutes open?

Saw one chute only. no crew on ground later.

Did the plane explode on striking the ground? No.

Did source see any other members of the crew dead or alive after  
reaching the ground?

YES I SAW ONE CHUTE

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. NO

Did source examine the wreckage of the plane? If so, what was its  
condition?

YES FROM A LITTLE HILL. IT WAS  
ON FIRE

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?

I THINK ALL THAT WERE LEFT WERE KILLED  
BECAUSE I DIDN'T SEE ANYONE GET OUT AFTER  
THE SHIP HIT. THE MAN I SAW IN THE CHUTE  
WAS HANGING LIMP.

Comment on 1639:

An extraordinarily good job under difficult conditions. The two months' passage of the Pyrenees ~~is a~~ in winter, mostly alone, should be read along with Major Evland's narrative (E+E 498). Sgt Mayhew's success is due — leaving to one side his courage and resourcefulness — to his foresight in providing himself with ~~keeping his~~ winter clothing against the conditions that he anticipated.

On the other hand, Sgt Mayhew was lucky in over-unnecessary handicap caused by the coming <sup>the</sup> careless loss of his aids box and his ~~equipment's~~ negligence in leaving his photographs at base. The rest of his evasion showed good briefing well applied.

SECRET - AMERICAN  
MOST SECRET - BRITISH

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

13 May 1944

E & E REPORT NO. 639  
EVASION IN FRANCE

RICHARD A MAYHEW, S/SGT, 19142329  
(Two missions)  
66 Bomb Squadron, 44 Bomb Group

TARGET: UNKNOWN TARGET IN  
NORTHERN FRANCE  
MIA: 21 January 1944  
Arrived in UK:  
13 May 1944

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-680326	2d Lt	Martin E SPELTS	MIA
CO-PILOT	0-805997	2d2Lt	William L SMITH	MIA
NAVIGATOR	0-794123	1st Lt	Edward W GOODNOW	MIA
BOMBARDIER	0-684197	2d Lt	Harold R RODGERS	MIA
RADIO OPERATOR	3532330 <sup>2</sup> <del>19142329</del>	T/Sgt	Kenneth H HALL	<del>MIA</del> KIA
TOP TURRET GUNNER	17129255	T/Sgt	Harold B HITES	MIA
BALL TURRET GUNNER	33442228	S/Sgt	Ray C GOODEN	KIA
WAIST GUNNER	17033225	S/Sgt	Wilbur R REEDY	MIA
WAIST GUNNER	14044753	S/Sgt	Franklin P HALL	MIA
TAIL GUNNER	19142329	S/Sgt	Richard A MAYHEW	NARRATOR

BAIL OUT  
21 Jan 44

As we neared the target area at 10,000 feet four enemy fighters attacked, damaging our vertical stabilizer. I saw the waist gunners putting on chutes. As I hooked on one side of my chute the plane turned over and ~~seemed to~~ came apart. I managed to jump but hit my head on something and was knocked out. I recovered at about 5,000 feet and pulled the <sup>rip-cord</sup> chute at 4,000 feet. ~~It didn't fully open with only one line hooked.~~ Parts of the plane were falling around me. I landed hard in a soft, plowed field about 1430 hours.

I saw the plane burning and one chute falling with the flyer apparently wounded. A carload of uniformed men a few fields away were starting over a hedge ~~to follow~~ the chute. I buried my own chute and <sup>took</sup> started off away from the uniformed men. A Frenchman passed with a

chute not  
PROPERLY  
FASTENED



SCORES  
HELP  
IMMEDIATELY

cart, saw the burning plane, and stopped. I went up to him. He was friendly and apparently understood that I was an American airman. He ~~picked up~~ <sup>here found</sup> my fatigues, which had been thrown out of the plane. My ~~map~~ <sup>map</sup> and GI shoes were left in the ~~turret~~ <sup>plane</sup> and were not in sight. Without any conversation he hid me in the cart and drove me to a farmyard. I hid in a hayloft until dusk, when the farmer brought food, a civilian suit, and a pair of oxfords with very thin soles. He buried my clothes, but I kept ~~the long~~ <sup>my heavy</sup> underwear <sup>GI sweater</sup> and woolen socks for warmth. Using his French-English dictionary I made him understand that I wanted to go south by train. I slept in his ~~cowbarn~~ <sup>stable</sup>.

22 Jan to  
PARIS

After <sup>at</sup> breakfast before dawn the farmer took me a short way to a small RR station. He refused to buy my ticket as I ~~walked~~ <sup>asked</sup>, but told me to <sup>go to the window and</sup> say "PARIS" ~~and some other phrase~~ <sup>which I did and</sup> I did ~~and~~ <sup>also</sup> get the ticket safely. I didn't know how dangerous PARIS ~~could be~~ <sup>was</sup>, but ~~wanted to go south for Spain~~. Two German soldiers stood by the stove in the waiting room, ~~probably infantry on leave~~. I ~~waited~~ <sup>spent about</sup> fifteen minutes <sup>standing around</sup> with ~~about~~ <sup>a group of</sup> a dozen civilians, and then boarded a local for AMIENS, avoiding the Germans and taking an ~~compartment~~ <sup>At Amiens</sup> with civilians. ~~Soon I arrived at AMIENS~~. I waited until everyone got out and asked ~~two~~ <sup>a</sup> French <sup>couple</sup> people, ~~man and wife~~, the last of the passengers, where the PARIS train would be. I told them I was an American and had no papers. They put me on the PARIS train and ~~kissed me good-bye~~. ( I rode <sup>in a</sup> 3rd class <sup>compartment</sup> ~~with civilians~~ <sup>Frenchmen</sup>.)

BOYS OWN  
TICKET TO  
PARIS

FINDS PARIS  
DANGEROUS

~~They~~ <sup>who</sup> didn't seem to recognize me as American. When the conductor came the first time I hid in the toilet and he didn't see me. When he came again I gave him my ticket. He didn't question me at all. We arrived in PARIS about 1500 hours. I walked out of the station, but didn't know what ~~other~~ <sup>Station</sup> to go to for a train south, so I walked out of the city by a main road to the SW. Once well outside I hid in a tool shed for the night.



23 JAN 44

I had saved ~~four~~ <sup>obtained</sup> sandwiches <sup>from my first French helper</sup> from the Frenchman that first helped me and ate them this day. I walked from 0600 hours until 0300 hours the next morning, going by my compass about SW / on smaller roads <sup>and</sup> avoiding towns. No one stopped or questioned me. I slept in a ditch that night.

WALK STEADILY FOR 21 HOURS

24 JAN 44

I started on at 0600 hours. Two French gendarmes stopped me and asked for papers. I pretended to be deaf and dumb, but they insisted. Finally they grabbed me and reached in my pocket for papers, pulling out my escape map. At this moment they noticed two Germans on patrol some distance away. At once they shoved the map back into my pocket, and told me to leave quickly. I ran off across the fields before the Germans came. When I looked back from the fields I could see the Germans arguing with the gendarmes and the gendarmes pointing across the fields in the opposite direction from me. About 1600 hours I met a Frenchman spreading manure. I was very hungry and tried to tell him so, ~~He said "Finis, part, manger"~~ <sup>he took me</sup> and ~~soon we walked together to a~~ <sup>couple</sup> small village. There he introduced me to a Frenchman and his wife with whom I stayed for ten days. ~~I spent three days in bed, was given~~ <sup>They save me</sup> better shoes with new rubber soles and a musette bag full of provisions. When a French pro-Nazi came to visit, they hid me. A friend of theirs agreed to get me papers.

STOPPED BY GENDARMES

RESTS TEN DAYS AT FARM HOUSE

3 FEB 44

~~My feet were cured,~~ <sup>On 3 Feb</sup> I felt well <sup>enough</sup> and decided to leave. One Frenchman took me by train to PARIS, where me met the friend who had <sup>my</sup> ~~the~~ papers. We had pictures taken of all three of us in a small store booth, and waited next door until they were developed. My photograph was then put on the identity card and the names and signatures filled in. The two Frenchmen bought me a ticket to TOULOUSE and advised me to sleep, not to talk, and to show all my papers when asked for "billets". This I did, <sup>to the conductor</sup>

TAKEN TO PARIS TO CATCH TRAIN; GIVEN IDENTITY CARD

~~I gave the conductor my identity card, ticket, and some food coupons~~  
~~and he~~  
~~the Frenchmen had given me.~~ He did not question me at all.

4 FEB 44  
TOULOUSE

WALKS SE  
FROM TOULOUSE  
MISSES CONTROLS.

I was awakened by a man in uniform who shook me and called out  
"TOULOUSE". I replied: "Merci, monsieur," and got off the train.  
~~got off and~~ following roads but avoiding towns.  
I walked SE by compass to VENERQUE and down the main road to PAIERS,  
~~reaching FOIX late at night.~~ That night I took shelter in a shed ~~to the South.~~  
~~There were mountains,~~ in the and it was getting cold. I rested in this shed

the next day and night, near ST PAUL DE JARRAT. German bicycle patrols  
~~passed nearby~~ came by on the main road near FOIX every fifteen minutes.

6 FEB 44  
HELP

FINDS HEAP  
IN MOUNTAINS

I met a Frenchman who took me to his <sup>mountain</sup> cabin, NW of US CABANNES. He  
left me with food <sup>enough</sup> for ten days, promising to get me into <sup>Spain.</sup> ANDORRA. Coming  
back on 16 February, he reported too much snow to leave. I waited eleven  
more days, when he came back riding a mule through deep snow. He again  
said it was impossible to leave.

26 FEB 44

I decided to go on alone, and left toward LES CABANNES. I had on  
a civilian suit, long underwear, GI sweater, 3 pairs of socks, a flannel  
shirt, and an old blanket from the cabin. I also had a musette bag full  
of food and a pair of <sup>heavy spiked</sup> mountain ~~shoes~~ <sup>boots</sup> the Frenchman gave me, with nails  
and heavy soles. I had two maps of the area, bought in PARIS by my helpers.  
~~I missed LES CABANNES,~~ <sup>the town I was aiming for,</sup> but walked on to the E of it and slept in a deserted  
mine.

27 FEB 44

FINDS SNOW  
WAIST DEEP

A Frenchman fed me and pointed the way to <sup>Spain</sup> ANDORRA. I walked via AX  
~~DRE BERTS TO PRADRS.~~ The snow was waist deep but I walked usually in sheep  
tracks. I slept in a barn, was fed by a Frenchman, and spent the next  
day and night at his house.

29 FEB 44

The Frenchman's wife reported <sup>that</sup> the local mayor, a pro-Nazi, would  
come by that day to take up a collection. I left, going North toward  
~~BILESTA~~ in deep snow. I <sup>hitched a ride on</sup> a French truck <sup>lumber</sup> crawling up a hill, full  
of lumber <sup>its destination</sup> and <sup>that night</sup> rode it to E. of NEBLAS, where I slept in a stone hut.

APPENDIX "D" TO E AND E REPORT NO.

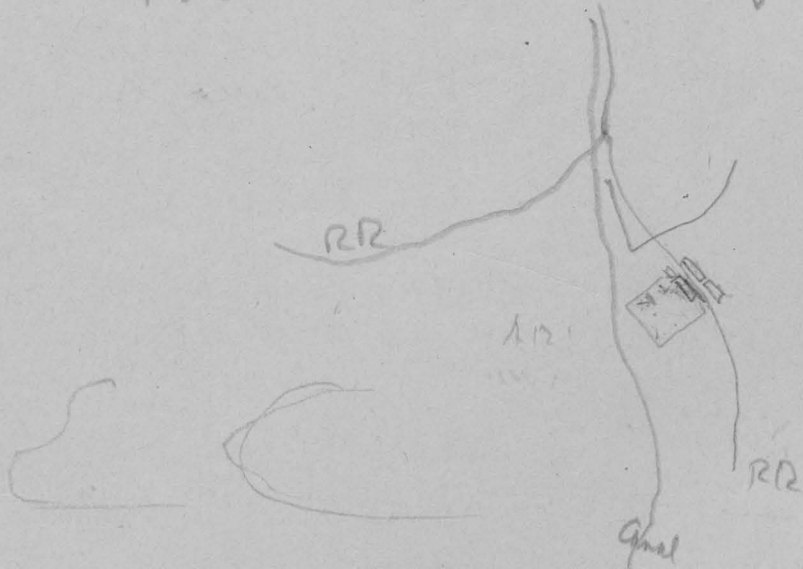
List all military information which you observed or were told while evading. Give fullest possible details. (Airfields, troop encampments, coastal and interior defenses, AA batteries, radar installations, troop movements, results of allied bombing, location of enemy factories and ammunition dumps, enemy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

Amiens to Paris. Trains or sidings used as German barracks. Infantry, artillery. (personal observation).

10 Mercedes trucks on flat cars Amiens to Paris.

Paris - large nose of German infantry  
found slightly better, more potatoes.  
Sold 1/2 of train (Nancy).

Toulouse - S.E. air dep. air depot near tracks



Amer. French, German planes. Fuselages 145/109  
B-24 fuselages 6-7 Bldg. net base. German guards. (observed)  
German barracks SW RR. sta, center Toulouse

By S. Parniers building new dam, repairing old one  
put down, over Arège. bit Parniers, Fax.

B.B.C. often jammed. let through: "How to improve  
Your English". Entered in it. theme near Spain, Andorra.

at Prunze - 3 foot pipe also found to take, over mt.  
Power plant at Usson Les Bains

Factories at Juillac. stacks



Plans near Guernsey dropped parachute  
with provisions.

Spanish in Boulder infam. Pan moved in train  
+ well and march on. Appear before power

near camp. 3 Span, 5 French, dynamite

1 MAR 44

As I climbed over a pass ~~toward~~ <sup>Spain</sup> ~~QUILLAN~~. I met a man and woman chopping wood, and helped them for three hours in return for food. They warned me of Germans in ~~QUILLAN~~, <sup>in the neighborhood</sup> so I ~~went~~ <sup>cut</sup> back <sup>to</sup> ~~toward~~ ~~LONDONS~~ and off on a small ~~road~~ <sup>sideroad</sup> to AUNAT. <sup>I had been told of a place where I might get help. The people there fed me and</sup> I was advised to try the hotel there and was well fed. I slept outside against a building.

HELPED ACROSS FRONTIER -

2 MAR 44

Walking on south I saw two gendarmes following me. I met a shepherd, took his stick and herded sheep while he talked to the gendarmes. They left. I discovered a rock hideout with some French and Spanish <sup>in it</sup>. They put me up for twelve days, and also for the rest of the month at another cabin. <sup>Later they helped me across the frontier</sup>

1 APR 44

~~We went into NOUZE, where a Spaniard and others helped us across the ANDORRA frontier on foot, near COL DE PUV INURENS, at dusk. I had given up my mountain boots, which didn't fit, and <sup>was wearing</sup> wore rope sandals and cotton stockings. I had to be pulled up the steep slopes by the others, for the snow was hard and slippery. <sup>for the last part of my journey.</sup> We arrived across the ANDORRA frontier where I met S/Sgt CHANDLER and 3 Spaniards. From there on my journey is the same as CHANDLER (EAE #643).~~

<sup>On 1 April I reached Spain, where I met S/Sgt Chandler. We traveled together from that point</sup>  
 Compiled by: (see E + E Rpt 643).

LT. R. H. DANA  
 2d Lt, MA

APPENDIX "B"

- a. 22 Jan - between AMIENS and PARIS saw trains on sidings used as German barracks, apparently <sup>for</sup> infantry and artillery; covered guns on flat cars; also 10 Messerschmidts <sup>crated</sup> <sup>shipping</sup> packed for travel.
- b. 22 JAN to 3 FEB - PARIS: large numbers of German infantry; food better; more potatoes (HEARSAY) - Trains being blown up (HEARSAY) -
- c. 4 FEB - TOULOUSE: air repair depot observed SE of city with American,

French, German planes, some not fully assembled, on airfield. Buildings for repair NE of airfield, both sides of tracks. (See sketch)

Sketch  
→

- d. 4 FEB 44 - PAMIERS: Between PAMIERS and FOIX on River ARIEGE a new dam for power plant being built and an old one further down being repaired.
- e. MARCH 44 - Plane near QUERIGUT dropped parachute with bundle into hills.
- f. 1 APR 44 - NOUZE - 3 Jut pipe from mountains over to power plant at USSON LES BAINS.
- g. BBC Broadcasts followed; often badly jammed except for "How to Improve your English" program.
- h. Near ROUZE - 3 Spanish and 5 French have 2000 lbs of dynamite and 2 cases of caps, which they dole out to others, presumably for sabotage.
- i. Last of MAR 44 - Hear from Spanish in NOUDEN that all civilians travelling must appear before Germans with ticket for a special new pass.

#### APPENDIX "D"

1. AIDS BOX: Lost first day, while changing clothes.
2. PURSE: *Carried a red purse;* ~~Had one with RED letters;~~ used money for tickets, etc; used maps and compass.
3. PHOTOS: Left at base -
4. LECTURES: At home base by Field officers and Group S-2; also by evader who was too vague; found lectures of value.
5. *Suggestions:* Learn to speak French and Spanish. ~~Keep~~ *Keep* phrase card. ~~wi~~ *wi* Wear GI shoes. <sup>In</sup> ~~Daytime~~ *Daytime* travel as civilian pedestrian, *boldly*; *it's* easier than at night.



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) RICHARD A. MAYHEW Signed Richard A. Mayhew  
Rank S/Sgt. A.S.N. 19142329 Date 5-10-44  
Unit 44TH BOMB 66TH SQDN Witness Hann W. Smith Col ASD

51 Sgt Richard Mayhew

(by Lt. Dana)

A Report

Bailout

Jan 21.

As we neared the target area at 10,000 feet four enemy fighters attacked, damaging our vertical stabilizer. I saw the waist gunners putting on chutes, as I hooked on one side of my chute the plane turned over and seemed to come apart. I managed to jump but hit my head on something and was knocked out. I recovered at about 5,000 feet and pulled the chute at 4,000. It didn't fully open with only one line hooked. Parts of the plane were falling around me. I landed hard in a soft, plowed field about 1430 hours.

I saw the plane burning and one chute falling with the flyer apparently wounded. A column of uniformed men a few fields away were starting over a hedge to follow the chute. I buried my own chute and started off away from the uniformed men. A Frenchman passed with a cart, saw the burning plane, and stopped. I went up to him. He was friendly and apparently

understood that I was an American airman. He  
picked up my fatigues, which had been thrown out  
of the plane. My Mao vest and G.I. shoes were  
left in the tunnel and were not in sight. Without  
any conversation he hid me in the cart and drove  
me to a farmyard. I hid in a hayloft until  
dusk, when the farmer brought food, a civilian suit,  
and a pair of oxfords with very thin soles. He  
buried my clothes, but I kept the long underwear and  
woven socks for warmth. Using his French-English  
dictionary I made him understand that I  
wanted to go south by train. I slept in his  
cowbarn.

Jan 22  
To Paris

after breakfast <sup>before dawn</sup> the farmer took me a short way to  
a small RR. station. He refused to buy my ticket  
as I asked, but told me to say "Paris" and some  
other phrase. I did and got the ticket safely. I  
didn't know how dangerous Paris could be, but wanted  
to go south for Spain. Two German soldiers stood  
by the stove in the waiting room, probably infantry



on leave. I waited fifteen minutes with about a dozen civilians, and then boarded a local for Amiens, avoiding the Germans and taking a compartment with civilians. Soon I arrived at Amiens. I waited until everyone got out and asked two French people, man and wife, the last of the passengers, where the Paris train would be. I told them I was an American and had no papers. They put me on the Paris train and kissed me good bye. I rode 3<sup>rd</sup> class with civilians. They didn't seem to recognize me as American. When the conductor came the first time I hid in the toilet and he didn't see me. When he came again I gave him my ticket. He didn't question me at all. We arrived in Paris about 1500 hours. I walked out of the station, but didn't know what other station to go to for a train south, so I walked out of the city by a main road to the SW. Once well outside I hid in a tool shed for the night.

Jan 23 | I had saved four sandwiches from the Frenchman that first helped me and ate them this day. I walked from 0600 until 0300 the next morning, going by my compass about SW, on smaller roads, avoiding towns.

no one stopped or questioned me. I slept in a ditch that night!

Jan 24. I started on at 0600 hours. Two French Gendarmes stopped me and asked for papers. I pretended to be deaf and dumb, but they insisted. Finally they grabbed me and reached in my pocket for papers, pulling out my escape map. At this moment they noticed two Germans on patrol some distance away. At once they showed the map back into my pocket, and told me to leave quickly. I ran off across the fields before the Germans came. When I looked back from the fields I could see the Germans arguing with the gendarmes and the gendarmes parting across the fields in the opposite direction from me. About 1600 hours I met a Frenchman spreading manure. I was very hungry and tried to tell him so. He said "Fini, parti, manger", and soon we walked together to a small village. There he introduced me to

a Frenchman and his wife with whom I stayed for ten days. I spent three days in bed, was given better shoes with new rubber soles, and a musette bag full of provisions. When a French pro Nazi came to visit, they hid me. A friend of theirs agreed to try to get me papers.

Feb 3 Paris

My feet were cured, I felt well and decided to leave. One Frenchman took me by Train to Paris, where we met the friend who had the papers. We had pictures taken of all three of us in a small street booth, and waited next door until they were developed. My photograph was then past on the identity card and the name and signatures filled in. The two Frenchmen bought me a ticket to Toulouse and advised me to sleep, not to talk, and to show all my papers when asked for "billets". This I did. I gave the conductor my identity card, ticket, and some food coupons the Frenchman had given me. He did not question me at all.

Feb 4

I was awakened by a man in uniform who shook me and called out "Toulouse!" I replied "Merçi,"



monsieur', and got off the Train. I walked  
SE by compass to Venegone and down the  
main road to Pamiers, reaching Foix  
late at night. I took shelter in a shed to  
the south. There were mountains and it  
was getting ~~very~~ cold. I rested in this  
shed the next day and night, near St. Paul  
de Jarrat. German bicycle patrols  
came by on the main road near Foix  
every fifteen minutes.

Feb 6 / I met a Frenchman who took me to his  
knee cabin NW of Les Cabannes. He left me with food for  
ten days, promising to get me into Andorra.  
Coming back on Feb 16 he reported too much  
snow to leave. I waited eleven more days, when  
he came back riding a mule through deep snow.  
He again said it was impossible to leave.

Feb 26 I decided to go on alone and left toward  
Les Cabannes. I had on a canvas suit, long underwear

G.I. sweater, 3 pairs of socks, a flannel shirt, and an old blanket from the Cabin. I also had a musette bag full of food and a pair of mountain shoes the ~~farmer~~ <sup>Frenchman</sup> gave me, with nails and heavy soles. I had two maps of the area, bought in Paris by my helpers. I missed Les Cabannes, but walked on to the E of it and slept in a deserted mine.

Feb 27. A Frenchman fed me and pointed the way to Andorra. I walked via Ax des Thermes to Prades. The snow was waist deep <sup>but I walked usually in</sup> ~~with some~~ sheep tracks. I slept in a barn, was fed by a Frenchman, and spent the next day and night at his house.

Feb 29 The Frenchman's wife reported the local Mayor, a pro Nazi, would come by that day to take up a collection. I left, going north toward Belista in deep snow. I saw a French truck crawling up a hill, full of lumber. I rode it to E. of Néblas, where I slept in a stone hut.

Mar 1 I climbed over a pass toward Guillan. I met a man & woman chopping wood, and helped them for three hours in return for food. They warned me of Germans

in Quillen, so I went back toward Condons  
and off on a small road to Aumat. I was  
advised to try the hotel there and was well  
fed. I slept outside against a building.

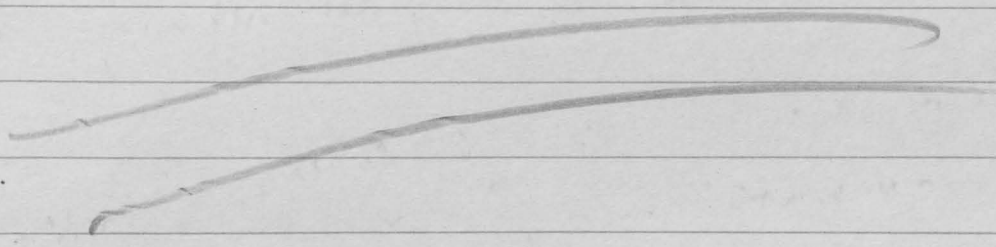
March 2

Walking on south I saw two gendarmes  
following me. I met a shepherd, took his  
stick and herded sheep while he talked to  
the gendarmes. They left. I discovered a  
rock hideout with some French and Spanish.  
They paid me up for twelve days, and also for the  
rest of the month at another cabin.

April 1. We went into Orouge, where a Spaniard  
and others helped us across the Andena frontier on  
foot, near Col de Parvirens, at dusk.  
I had given up my mountain boots, which  
didn't fit, and wore rope sandals and  
cotton stockings. I had to be pulled up the



steep slopes by the others for the snow was  
hard and slippery. We arrived across the  
Andena frontier where I met S/ Sgt. Chandler  
and 3 Spaniards. From there on my  
journey was arranged



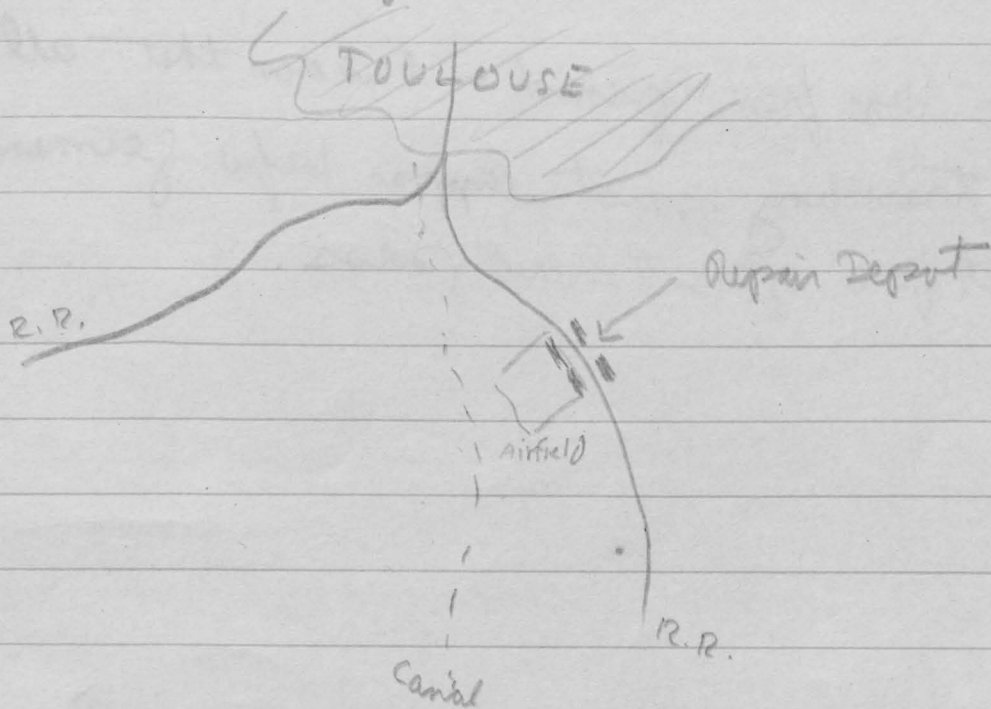
S/Sgt. Mayhew

Appendix B

Jan 22 - between Amiens and Paris saw trains on sidings used as German barracks, apparently infantry and artillery. Covered guns on flat cars. also 10 Messerschmitts packed for travel.

Jan 22 } Paris: large numbers of German infantry  
Feb 3 } food bitter, more pot aches (hearsay)  
+ trains being blown up (hearsay)

Feb 4, Toulouse - air repair depot located SE of city with American, French, German plants, some not fully assembled, on airfield. Buildings for repair NE of airfield. with sides of + racks



(over)

Feb 4 Pamiers. Between Pamiers and Fox on River  
Arize a new dam for power plant being built and an  
old one further down being repaired

March - Plane near Quèrzigut dropped parachute with bundle into hills

April Rouge - 3 ft pipe from mountains over to  
power plant at Mazon les Bains.

---

B.B.C. Broadcasts followed, often badly jammed  
except for "How to Improve your English" program.

Near Rouge - 3 Spanish and 5 French have 2000 lbs  
of dynamite and 2 cases of caps, which they dole  
out to others, presumably for Sabotage.

Last of March - Hear from Spanish in Rouen that all  
civilian travelling must appear before Germans  
with ticket for a special new pass.



SECRET

APPENDIX "D" TO E AND F/REPORT NO.

Rd., Rank, Name:- 19142329 S/Sgt RICHARD A. MAYHEW  
Unit:- 44TH Bomb GP 66TH Sqdn.

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? *NO;*
- b. If not, why? *LOST IT.* *Lost on changing clothes on first day.*
- 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? *Compass stuck at times.*
- e. How did you finally dispose of the box?
- 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?

2. PURSE

- a. Did you carry a purse? *YES*  
State color of stripes and letters. *RED*  
If NO, 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? **MAP OF FRANCE**

Compass. **NO**

File (hacksaw). **NO**

Foreign currency. State countries and amounts. **ABOUT 2000 FRANCES**  
How did you spend the money? **YES** (ticket to Amiens, Paris, Toulouse)  
also tobacco.

d. How did you dispose of:-

Maps. **ENGLISH HAVE MY MAPS**

Compass. **LOST**

File (hacksaw). **THROW AWAY**

Surplus currency. **NO SURPLUS**

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

~~YES~~

Did not bring along.

4. PASSPORT SIZE PHOTOGRAPHS

a. Did you carry passport-size photographs? **NO**  
If so, how many?

~~NO~~

left in wallet  
in safety box.

b. Did you use them?

5. LECTURES

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

**YES AT HOME BASE**

By **FIELD OFFICERS**

b. Did you find the lectures of value?

**YES** // they used  
Gp 5-2  
to help

[Evader talked.  
Too vague.]

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

**YES; LEARN TO SPEAK FRENCH AND SPANISH**  
(Did not bring phrase card issued).

wear G.I. shoes.  
Lost boots & elastic shoes (snaps came open).  
Daytime travel as civilian pedestrian, badly  
easier than night.

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 - 44  
(Date)

RICHARD A. MAYHEW S/Sgt 19142329  
(Name) (Rank) (ASN)

66TH 44TH  
(Squadron) (Group)

TARGET: SECRET

MIA: JAN 21 - 44

Arrived in UK:  
MAY 13 - 44

TWO MISSIONS

MEMBERS OF CREW: (This information checked with PWIB)

	Official Disposition	Narrators Disposition
PILOT		
CO-PILOT		
NAVIGATOR		
BOMBARDIER		
RADIO OPERATOR		
TOP TURRET GUNNER		
BALL TURRET GUNNER		
WAIST GUNNER		
WAIST GUNNER		
TAIL GUNNER		

SAW ONE CHUIT

Were you wounded?

YES.  
(Cut nose and neck)



# RESTRICTED

MILITARY LIAISON OFFICE  
AMERICAN CONSULATE  
GIBRALTAR

EXTRACT

10 May 1944

SPECIAL ORDERS)

NUMBER.....20)

1. Pursuant to authority contained in WD Cablegram, Number 45, dated 4 February 1943, the enlisted men named below, having reported to this station on 10 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.

Staff Sgt. LAWRENCE W. CHANDLER	36427258	44th Bn. Grp.
Staff Sgt. RICHARD A. MAYHEW	19142329	44th Bn. Grp.

HORACE W. FORSTER,  
Colonel, GSC,  
Mil. Lia. Officer

Distribution.

Personnel concerned  
File.

# RESTRICTED

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. RICHARD ALDEN MAYHEW  
19/142329
2. Decorations. NONE
3. Unit or Squadron. 66TH
4. Division (Army) or Group. 44TH
5. Date of Birth. DEC. 24-21
6. Length of Service. TWO YEARS NEXT NOV. 11TH
7. Private Address. 652 LAKE STREET RENO, NEVADA
8. Job as civilian. WORKED FOR U.S.E.D. (surveyor)
9. From what field did you take off? SHIPDEM
10. Take off time. ABOUT 11:30
11. Date and target. JAN 21 SECRET TARGET
12. Where did you land? ~~FRANC~~ TOWN WEST OF AMIENS (12 mi. triply P.P.)
13. Were all secret papers and equipment destroyed? YES THEY WERE ON FIRE
14. What was your position in aircraft? TAIL GUNNER
15. Were you wounded? YES
16. Did you pay your guides? If so how much? NO
17. Do you speak French? Spanish? SPEAK FRENCH A LITTLE NOW
18. Did you have Identity Papers? YES. French provided identification card.
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?  
YES THE ENGLISH HAVE A REPORT ON WHAT I did AFTER REACHING THE GROUND AT GIBRALTAR
20. Did you report on your operations? If so, where and to whom? MAYHEW
21. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? YES AT GIBRALTAR. ?medid. no
22. Date of arrival in Spain. MAY 2-44?
23. Date of arrival at Gibraltar. MAY 10-44
24. Place and date of departure for U.K. By sea or air. GIBRALTAR MAY 12-44  
~~WEST PLAIN BEACH.~~
25. Place and date of arrival in U.K. BRISTOL MAY 13-44

# 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.

### GERTIFIGATE

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) Richard A. Mayhew  
Rank S/Sgt. A. S. N. 19142329  
Unit 44<sup>TH</sup> BOMB GP 66<sup>TH</sup> Sqdn.

Signed Richard A. Mayhew  
Dated 14 May 1944  
Witness Richard H. Dand 2<sup>LT.</sup>

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

# RESTRICTED



Fuel story  
as told

Mayhew (1)

by Lt P H Dana

Jan 21

Pilot reported 4 enemy fighters. 4 passes. Shot top off vertical stabilizer. Saw waist gunner putter on chutes. <sup>10,000 feet.</sup> Put turret straight. Went out backwards. One hook only snapped. Shipped turned over. Hit head. Became unconscious. Ship came apart in clouds, went out. Came to about 5,000 feet. Pulled chute 4000. Parts of plane seen in air. Chute not fully open, only one line hooked. Hit hard, banged back of head in deep plowed field. 2:30 P.M. Face bloody. Saw smoke over hill from remains of plane. Wings off, fuselage burning rapidly. One chute still falling, blown away by wind. Saw cartload of uniformed men get out and climb down toward other chute. Started away. Saw French cart. Driver stopped, saw plane, put me in cart under small trees, sacks around cuts. Drove along road. Picked up fatigues, fallen from plane. Buried chute in plowed field. G.I. shoes, Mac west in turret, left together. Drove dirt road, paved road, waited in farmhouse while farmer talked to parents. Moved to hayloft, farmer locked iron gate of yard. Slept until dusk. Farmer brought food and his striped wedding clothes, ox-fords (paper thin soles). Gave home address in buried car debris.

stated to farmer. Talked with farmer's french dictionary.  
asked for train. Stayed in cuban. wine and 4 sandwiches.  
Slept until 4 A.M.

Jan 22. 6 Breakfast. To R.R. Station. <sup>very small in dark.</sup> 2-3 miles. asked  
farmer to buy ticket. Said no. ~~farmer's goods~~ asked for  
Paris ticket. Smoked cigarette. By stove 2 german  
soldiers, probably on leave, infantry. Stood corner 12-15  
people. Train in 15 mins. Got in compartment with  
cubans. Slow local to Amiens (1 1/2-2 hrs.) stayed  
until engine left. Followed couple (last ones). asked for Paris.  
Said was American, had no papers. They put me on  
Paris train, hired me just bye. on 3rd class  
cubans car to Paris. Elderly woman, girl, father in  
compartment. To toilet when conductor came in. Conductor  
came again, had ticket. Arrived Paris afternoon (3).  
left station. walked off on main road out of Paris.  
much traffic. walked SW. Took shed for hiding  
the night.

Jan 23  
Had 4 sandwiches. ate 1/2 of one. walked SW. avoided  
+ cars. walked 6 A.M. to 3 A.M. next day. lay in ditch.

Jan 24. 6 A.M. off again. over to R.R. saw germans. over hill  
to Frenchman. Had eaten all sandwiches. French said "Fini  
Paris manger."  
opened manure 4 P.M.

(2)

outside of Paris. 2 gendarmes stopped  
asked for papers. Played dumb, galled for  
papers. Saw escape maps. Saw gendarmes enter. Showed map  
Screen gendarmes started in my direction for 2 gendarmes  
Started to rain. Walked to village (Blanc Maisville). <sup>Pt. Maisancy</sup> <sup>Pt. Maisancy</sup> <sup>(Melun)</sup> 10  
small house. Met George <sup>44</sup> Cengle and woman <sup>29</sup>. George had  
large rolls of frames, drank. Stayed ten days

Jan 24, Feb 3.

Alexander? Head of patron board. Elderly, helpful. owned  
carnival before war. lived with mother, wife, wife's sister.  
To his house for supper. got musette and better shoes,  
new rubber soles, good for musette. Harman to see  
me at farm, more provisions. 3 days in bed, one  
feet. French no Nazi came, they hid me,  
visited George from time to time. Got cured. Decided  
to take off. Told Alexander. Train to Paris with George.  
(6-10 A.M.) Met Alexander at cafe, 3 P.M. Large  
main station near cafe, square. Had pictures taken of  
all 3, small store booth. Crowded. waited next door.  
Stack photos in paper George got from Paris day before.  
Alexander had names & signatures (Marcel Petit),  
age 22, X ear, lived 1925. 7:30 train to Toulouse,  
the longest ticket. Advised to sleep, not speak. Take  
out ticket and identity at "Billets", given food stamps.  
Took out all papers, got by conductor. French Nazis  
opposite. Slept. Nazis called at Toulouse, woke up





Feb 26<sup>th</sup>

Take off. Musette. Signal suit, leg hards, 3 sweaters. 3 ms socks from suit case, flannel shirt, old blanket. Pair of mt shoes, thick soles, 4 or 5 in. nails. Told to go 2 pm les Cabannes. Moved to Cabannes. Slept at deserted mine to E. Met (27<sup>th</sup>) Frenchman called Harley. Got food. French worker asked for route to Andorra. Pointed, via les Doignes to Prades en part. <sup>visit</sup> Deep snow. Met Frenchman asked for shelter. Slept in barn.

28<sup>th</sup> Farmer fed me. Slept from house that night.

29<sup>th</sup> - Depart for Nazi maga + touring for donations. wife advises me to leave. North on trail to Bilesta. Snow 3-4 ft, sheep trail, graze on sun slopes. French Camion up hill with hiker. E Bilesta. Get off E Nohles early morning. Slept in stone hut. 2 maps bought in Paris by helpers. Toulouse area, Pyrénées area.

one pass towards Guillan. man's name chipping wood. Helped them 3 hours for food. Named <sup>Adriano</sup> Jenais in Guillan. Back by Couders



on main road. off on dirt road to Aurat at dusk. Advised to try hotel. got food. asked for bread tickets, said no, was American. Slept next to blog.

Mar 1 on to S. Followed by 2 gendarmes. First shepherd. Take his stick, Prod sheep. I keep on herding.

To S. on hill. <sup>Mar 2nd</sup> Find rock hideout. 3 Spanish, 5 French civilians. Armed, ready for invasion ~~at 10:00~~. Carried dynamite & caps to ~~at 10:00~~, 2 ards dynamite buried, 2 cases of caps. 12 days.

March 14 met tall man with field glasses, car. all left for another hill. Germans searched mine shack, worked on third camouflaged shelter. Found a weed for provisions. Potatoes, bread. Man informed on potato hideouts, threatened him. Took his head, peace, bacon. Took money. 2 at time used part of caps and dynamite.

Telaces from Marting at Rouse.

Hse Punga (Spanish capt in civil war) and I to Rouse. with group on foot to andorra entirely of roads Marting, 200ms, 10 others. Telaces smugglers. across border to Spain.

met Chandler (S. Sgt) with 3 Spanish organization.  
44th 68th div.



one bag heavy (André)

Short mustache (Lippon?) - machine green.

Guide with glasses.

at dark across near Col de Pygmaeus,  
Sandals with <sup>thin soles</sup> cord soles; snow solid crust.

2nd April Met by car NE of Andorra. owner of  
car owns cafe NE Andorra. Stayed in Hotel  
Paulette this village 3 days. Small village.  
Clean, good park, woman owner. Heavy set granish  
blonde, 35, daughter 6, 18 girl and for her brunette,  
Purya, Chandler, I stayed. Others left with tobacco.

3rd April New short granish. Car about to frontier <sup>had dog</sup> <sup>to go to</sup> <sup>air console</sup>  
next Farga de mules. Walked south .4  
miles. To hotel, 2 nights stay, runs Hotel

Large André with 2 Poles & Frenchmen in  
car to Barcelona. got me & Chandler. left at  
small town. Drove to Barcelona, to British Consulate,  
to office building. Two taxis (2 Poles, 2 Amer). TO  
Consulate. Sardines, drink, <sup>consul</sup> takes house.

next day drove to Madrid with Chandler <sup>also</sup> <sup>English</sup> <sup>talked French</sup>  
TO British Consulate for night. Frenchmen took 2 to  
French Consulate. Registered as French Canadians

Papers. "Robert Madison" waited 3 days in all.

To show. Rep of Brit consulate sent 2 + Frenchmen  
on train for Gibraltar. Got off at San Roque.

~~Col at Amer comments picked up. Into Gibraltar 10th.~~

wait for plane. 2 days. 8 out. ~~left.~~

left night of 12th. →

6 A.M. 13th



Spanish in Ronda inform  
Pass needed for train from Gernans. end  
march. Show papers, ticket, pass from office.

S/Sgt Richard A. Mayhew

(Lt R Dana)

Full story (AFC)

Jan 21

Bail out

Nearing target area<sup>at 10,000 feet</sup> four enemy fighters attacked, <sup>damaging over ship.</sup> making four passes, shooting top off our vertical stabilizer. I saw <sup>the</sup> waist gunners putting on chutes. <sup>I had</sup> I put rear turret straight and hooked on one side of my chute. <sup>where</sup> The plane turned over <sup>and seemed to</sup> come apart in clouds. I managed to get out jump but hit my head on something, went out backwards, <sup>at</sup> hitting my head, and was knocked out. I regained consciousness <sup>at</sup> about 5,000 feet, pulled chute at 4,000.

It didn't fully open with only one line hooked. I observed parts of plane in air. <sup>were falling around me.</sup> Hit hard in a soft plowed field about 1430<sup>hours</sup>. Face bloody and cut, otherwise unharmed.

I saw smoke over ridge, looked over and observed remains of <sup>the</sup> plane, wings off, burning. (Saw one chute falling, man limp, and cartload of uniformed men dismount and follow chute across fields. <sup>2</sup> Hid own chute in plowed dirt, started off away from <sup>men.</sup> uniformed group. A French <sup>man</sup> farmer passed with cart, loaded with small trees, sacks around roots. He saw burning plane, put me among trees in cart, drove on. He picked up my fatigues, blown out of plane. My Mac vest and G.I. shoes, left in turret, were not visible. Farmer drove me into farmyard, talked with his parents, hid me in haystack, and locked iron



gate to the yard. I slept until dusk, when farmer  
brought food, his <sup>father's a civilian suit</sup> striped wedding suit, <sup>and a</sup> pair of ~~ox~~ boots with  
very thin soles. He buried my clothes except wooden underwear,  
socks. I gave him my home address in Nevada and, with aid  
of his dictionary, asked for a train. I slept in cowbarn for  
warmth. To go to Spain. <sup>Did not know dangerous.</sup>  
<sup>2.3 miles away</sup>

Jan 22  
TO  
Paris

Breakfast. To R.R. Station before dawn with farmer.  
Asked him to buy ticket. He refused and told me how to ask for  
Paris, 3rd class fare, this I did, and obtained ticket  
safely. Two German soldiers stood by stove near us,  
apparently infantry on leave. Waited fifteen minutes in  
group of a dozen civilians, then boarded local for  
Amiens, entering compartment with civilians. <sup>Soon?</sup> Arrived  
Amiens in ~~about 1 1/2 hours~~, stepping <sup>often</sup>. I waited until  
everyone got out and asked last two people, ~~about~~ French  
~~couple~~, for Paris train. It did them I was <sup>an</sup> American and  
had no papers. They put me on the Paris train  
and kissed me good bye. I rode 3rd class with an  
elderly woman, a girl and her father. <sup>I knew him</sup> The conductor came  
and I hid in the toilet. He came again and I gave him  
my ticket. <sup>OK</sup> We arrived in Paris about 15:00 <sup>HRS</sup>. I walked  
out of the station, out of the city on a main road to SW  
and finally hid in a coal shed outside the city for the night.

Jan 23

I had saved four sandwiches from farmer with cart, ate half of one. Started SW on foot. Walked from 0600 until 0300 next day, <sup>Small roads</sup> avoiding towns. ate remaining sandwiches and slept in ditch. No contacts.

Jan 24

Help  
and  
rest

Walked on at 0600. (Stopped by two French gendarmes, who asked for papers. I pretended to be deaf and dumb. They reached in my pocket for papers and pulled out my escape map. Two Germans on patrol appeared. The gendarmes shoved the map back into my pocket and told me to leave quickly. I went off across the fields. The gendarmes talked with the farmers and pointed away from where I was. About 1000 I met a farmer spreading manure. I was hungry. He said "Fini, Parti, manger", and soon we walked to a small village together. He introduced me to (George Angle (44) and a woman (29) with whom I stayed for ten days. I spent three days in bed with bad feet, was given better shoes with new rubber soles, a mosquito net full of manure. A French pro Nazi wanted George occasionally and I was then hidden. (Alexander, head of the local British Board, elderly, former owner of a carnival, started to arrange for my papers.)

Feb 3,

Paris  
again

My feet were cured, I felt well and decided to leave. Went to Paris by train with George, 0600-1000, and met Alexander at Cafe about 1500, near large R.R. station and square. We had pictures taken of all three of us in a small store at a booth. It was crowded, we waited next door until they were developed. We stuck my photo on <sup>the</sup> paper George had gotten in Paris the day before. Alexander fixed names and signatures, indicating that I was "Marcel Petit, age 22, born 1925". George and Alexander put me on the 1930 train for ~~French city~~ Toulouse, buying my ticket. They advised me to sleep, to present all papers when conductor said "Billets". I slept. Gave conductor my ticket, with identity card and food stamps Alexander provided. Was not questioned.

Feb 4

Toulouse

I was awakened at 0730 by <sup>man in uniform</sup> French Nazi, who called out "Toulouse". I answered "Miri, Monsieur" and got off the train. I walked SE by compass to Uzenque and down the main road to Pamiers. I reached Foix late at night and took shelter in a shed further south, ~~for the night~~. There were mountains



and it grew cold. I rested in this shed the next day and night, near St. Paul de Jarrat. On the main road German bicycle patrols came each 15 minutes. There was a power plant and other buildings SE of Furr.

Feb 6. I met a Frenchman, shepherd, and five sons. They took me to log cabin high on a mountain, NW of Les Cabannes, from which we could hear the trains and traffic on the main highway. They left me with food in this cabin for ten days, promising to get me into Andorra. On returning they reported too much snow to leave. After eleven more days of waiting, one came back, riding a mule through ~~the~~ deep snow, and said it was impossible to go. These people had not dealt with Americans before. I decided to leave on my own. I had been well fed and <sup>had</sup> rested by the fire in the cabin for 21 days.

Feb 26  
Departure | I left alone, + as to go to Les Cabannes. I had on the striped suit, long underwear, G.I. sweater, 3 pairs of socks, a flannel shirt, and an old blanket from the cabin, plus a musette full of food. I also had a pair of mountain shoes with nails and thick soles. ~~I walked by Les Cabannes~~

I had two maps of the region, bought for me in Paris by Alexander. I walked by the Cabannes and slept in a deserted mine to the E.

7.6.27

A Frenchman, rabbit hunting, indicated <sup>the</sup> direction for Andorra and gave me food. I walked via Ax des Pannes to Prades. The snow was waist deep with some sheep tracks. I slept in a barn, was fed by the farmer, spent the day and slept in the farmhouse that night.

7.6.29

The Frenchman's wife reported the local mayor, a pro Nazi, would tour that day for donations. I left, going north toward Belista in deep snow. Met French truck crawling up hill with lumber. Rode it to E of Néblas, where I slept in a stone hut.

7.6.30

I climbed over pass toward Giellan. Met man and woman chipping wood. Helped them for three hours in return for food. They warned me of Germans in Giellan, so I went back toward Cerdans and off on a small road to Aumat. I was advised to try the hotel there and was well fed. Slept outside against a building.

March 2

Walking on to the south, I was followed by two gendarmes. I met a shepherd, took his stick and herded sheep while he talked to the gendarmes. and they left. I discovered a rock hideout with 3 Spaniards and 5 Frenchmen, heavily armed. They had about 2,000 lbs of dynamite stored there and two cases of caps. I stayed here twelve days. Occasionally two men would come to carry off in packs the dynamite and caps. One day I met a tall man with field glasses and a car, we left for another hill. The next day the Germans searched our previous hideout. We worked on another camouflaged shelter. Twice a week we packed in provisions from the village.

March 2  
~~2~~  
April  
 we  
 hiked  
 to  
 Andorra

we caught a train from Martiny at Rouze. He brought this in from Andorra. I and Hae Punga, a Spanish captain in civil war, joined Martiny, 2 sons, 10 others and crossed frontier into Andorra near Col de Puwinwens. at dusk. I had given up my mountain boots, which didn't fit, and wore rope sandals and cotton stockings. Punga had to pull me foot by foot up the slippery crest on steep slopes. we arrived at



a hut across frontier, where we met S/Sgt. Chandler  
and 3 ~~men~~ spaniards. From there on  
our journey was arranged.

---

The three spaniards with Chandler were in an  
organization. One was large and heavy, called Andre;  
the second, short, with moustache, called Lippon;  
the third was a guide, wearing glasses. We were  
met by car NE of Andorra. The owner of car <sup>was</sup>  
a cafe NE of Andorra, in a small village. <sup>Pungo, Chandler and I</sup> ~~we~~ stayed  
at the Hotel Paulette in this village three days. It was  
clean, with good food, owned by a heavy spanish blonde  
about 35, with a daughter of 6, a good looking brunette  
of 18 as helper.

April 4 A short spaniard with a car took us nearly to  
the Spanish border near Farga de Moles, and left us,  
taking our dog tags. We walked south through four  
small villages to a hotel, where we spent two nights  
and a day. It was very dirty.

April 6 Andre picked up Chandler and me in a car and took us to an office building in Barcelona. There we quickly changed to a taxi and went to the British Consulate. We were given food, clothes and a bath, with bed at a nearby house.

April 7 I went to Madrid by car, with Chandler and two Englishmen, who spoke French. We spent the night at the British Consulate. The next day we were registered at the French consulate as French Canadians and in three days we had complete papers. In the meanwhile we went to movies and had plenty of entertainment. A representative of the British Consulate sent Chandler, me and a Frenchman on the train for Gibraltar. We got off at San Roque, were met by a Colonel from the American Consulate and taken to Gibraltar. There we waited for two days until taken off by plane the night of April 12<sup>th</sup>. We arrived in the U.K. early the morning of April 13<sup>th</sup>.

**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, JAMES G. OWENS, 1st Lt., AC, 0-916338

hereby certify that I have known and have been associated with

RICHARD A. MAYHEW, S/Sgt., AC, 19142329

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.

*Richard A. Mayhew*

*James G. Owens 1st Lt.*

RIGHT THUMB PRINT:



=====  
The individual whose signature and right thumb print appear hereon has been identified to the satisfaction of this office as RICHARD A. MAYHEW, S/Sgt., AC, 19142329 (66 Bomb Sqdn., 44 Bomb Group). previously reported missing in action over enemy territory.

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

**CONFIDENTIAL**



**CONFIDENTIAL**

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

639

DATE: 22 May 1944

TO WHOM IT MAY CONCERN:

I, CARL T. NALL, 2nd Lt., AC, O-684032

hereby certify that I have known and have been associated with

WILLIAM J. GABONAY, Sgt., AC, 6889575

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.

Carl T. Nall

William J. Gabonay

RIGHT THUMB PRINT:



=====  
The individual whose signature and right thumb print appear hereon has been identified to the satisfaction of this office as WILLIAM J. GABONAY, Sgt., AC, 6889575 (565 Bomb Squadron - 389 Bomb Group) previously reported missing in action over enemy territory.

W. F. Maranda  
W. F. MARANDA, SPECIAL AGENT, C.I.C.

**CONFIDENTIAL**