

S E C R E T
HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
P/W and X Detachment
Military Intelligence Service

SECRET
By Authority of
AC of S, G-2
Initials. *WAS* SH:
Date. 22 August 1944

22 August 1944

E & E REPORT NO. 884 (I.S. 9(WEL) 7/29/70)
ESCAPE IN FRANCE

MISSION: Dropping supplies
STE MERE EGLISE

John W PECK, S/Sgt, 12056289
(8 Missions)
48 T C Squadron, 313 T C Group

MIA: 7 June 1944
Arrived in UK:
7 August 1944

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-790055 Major Edgar F STOVALL, JR	MIA
CO-PILOT	0-667541 1st Lt Stephen F OLEKSAK	P/W
NAVIGATOR	0-800697 1st Lt Irving J FEIBUS	P/W
CREW CHIEF	13092608 Sgt Robert H SMITH	P/W
RADIO OPERATOR	12056289 S/Sgt John W PECK	NARRATOR
RADAR OPERATOR	32500822 Sgt Joseph C MAREK	P/W
PASSENGER	34385793 Cpl Charlie R BOLES (2 QM Bn M)	P/W

HIT BY FLAK

Due to bad weather we lost contact with the other ships in the flight and north of STE MERE EGLISE we ran into heavy flak which caused one of the engines to fail. Then the other engine was hit and the pilot brought the plane down on fire in a wheat field east of AMFREVILLE.

CAPTURED

We hid in a hedge row but were under fire from the Germans around us. We sweated it out and soon two Germans from a cavalry unit came and took us prisoner. They searched us and stripped us of everything we had. Five of us were taken to a CP. While we were being marched there the Germans kept shooting at us.

TAKEN TO
NOTRE DAME
D'ELLE

From the CP we went to another headquarters where they interrogated us briefly about our unit and mission. We were marched to AMFREVILLE and then on to ST SAUVEUR LE VICOMTE and then south to near LA HAYE DU PUIITS. From LA HAYE DU PUIITS we went by truck to the PW enclosure at NOTRE DAME D'ELLE, where we arrived about 9 or 10 June. I escaped once and was gone eight hours, but was caught and brought back.

P-47's STRAFE
COLUMN

On 22 June about 250 Americans PW's were put on trucks at night for evacuation south. We rode but a few miles and then were kept in a pasture all the next morning until about 1400 hours. Then we began a march east and were going by some railroad tracks when we were strafed by P-47's which made three sweeps at us. The guards dispersed and many of us took shelter in a marble quarry. I happened to be with Ray M JOHNSON at the time, and we decided to make a break. After the P-47's had departed the German guards began blowing whistles and shouting to the men to get back in the column, but we took off. From that point my return to Allied lines parallels the experience of JOHNSON. (E&E 910).

ESCAPE

Compiled by

FRANK A WRENSCH
1st Lt, MIS

Approved by

WAS
W S HOLT
Lt Col, AC
Commanding

"A" DISTRIBUTION
No Appendices B or D

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

DATE: 9 August 1944

TO WHOM IT MAY CONCERN:

I, EDGAR F. STOVALL, JR., Major, AC, O-790055

HEREBY CERTIFY that I have known and have been associated with

JOHN W. PECK, S/Sgt., AC, 12056289

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.

John W. Peck

RIGHT THUMB PRINT:



Edgar F. Stovall Jr.

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

S/Sgt., AC, 12056289 (48 Troop Carrier Sqd. - 313 Troop Carrier Group)
previously reported missing in action over enemy territory.

J. F. Carroll
J.F. CARROLL, SPECIAL AGENT, C.I.C.

CONFIDENTIAL

6884.
SECRET - AMERICAN
MOST SECRET - BRITISH

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

E & E REPORT NO. ~~786~~ 884-I.S.9(WEA)7/29/70
~~MISSION IN~~ FRANCE
ESCAPE

by
P/W
by

(Date)

John W PECK, S/Sgt, 12056289

(Name) (Rank) (ASN)

8 missions

48 T C Squadron, 313 T C Group
(Squadron) (Group)

Mission: *(DROPPING supplies)*
TARGET: *Ste Mere Eglise*

MIA: 7 June 1944

Arrived in UK:

7 August 1944

MEMBERS OF CREW: (This information checked with PWIB)

		Official Disposition	Narrators Disposition
PILOT	0-790055 Major Edgar F STOVALL, JR		MIA
CO-PILOT	0-667541 1st Lt Stephen F OLEKSAK		P/W
NAVIGATOR	0-800697 1st Lt Irving J FELBUS		P/W
CREW CHIEF:	13092608 Sgt Robert H SMITH		P/W
RADIO OPERATOR	12056289 S/Sgt John W PECK		NARRATOR
ENGINEER RADAR OPERATOR	32500822 Sgt Joseph C MAREK		P/W
WINGMAN			
WINGMAN			
WINGMAN PASSENGER:	34385793 Cpl Charlie R BOLES (2 QM Bn M)		P/W

Were you wounded?

H8, 159 (WEA)

CONFIDENTIAL.

CERTIFIED THAT:

No. 126 176 289 Rank S/Sgt

Name (BLOCK LETTERS) JOHN W. PECK

Unit 48th Troop Carrier, 313th gp.

has been fully/~~briefly~~/interrogated by an Intelligence Officer of I.S.9 (WEA) on 6 Aug 1944

and has signed a Security Certificate.

He ~~should~~/should not/be re-interrogated.

Frank A. Wrensch
1st Lt. MAJOS.

IMPORTANT.

THIS CERTIFICATE MUST BE RETAINED AND HANDED TO (BRITISH)
AN OFFICER OF M.I.9 OR (AMERICAN), AN OFFICER OF PW. & X. DET.
M.I.S. ON ARRIVAL IN U.K. OR U.S.A.

CONFIDENTIAL.

UK 7 Aug

7 June

CERTIFIED THAT:

No. 12056289

Rank

S/Sgt.

Name (BLOCK LETTERS)

JOHN W. PECK

Unit

48th Troop Carrier, 313th gp.

has been fully/~~briefly~~/interrogated by an Intelligence Officer of I.S.9(WEA) on 6 Aug 1944

and has signed a Security Certificate.

He ~~should~~/should not/be re-interrogated.

Frank A. Wrench
1st Lt. M.I.S.

Major

IMPORTANT.

THIS CERTIFICATE MUST BE RETAINED AND HANDED TO (BRITISH)
AN OFFICER OF M.I.9 OR (AMERICAN), AN OFFICER OF PW. & X. DET.
M.I.S. ON ARRIVAL IN U.K. OR U.S.A.

RECOMMENDATION FOR AWARD

8 Aug 44.

NAMES: S/Sgt. John W. Peck, 12056289, 48th T.C. Sqn. 313th
T.C. Gp
Pfc. Ray M. Johnson 34392827, 508th Par. Inf. 82nd.
A/B Div.

AWARD RECOMMENDED: Category 3, according to British yardstick.

REASONS: Refer to IS9 (WEA) 7/ Reports Nos. 29 & 30.

Both of these men took the opportunity of making escape while being marched from PWE south to a permanent camp. They were held by the Germans when P-47's strafed the column and made a break during the confusion that followed.

Frank A Wrensch
FRANK A. WRENSCH
1st Lt. MIS.

SECRET

E. & E. REPORT No. IS9(WEA)7/29/70

~~TOP SECRET.~~
I.S.9 (WEA)

(Applies to all **BRITISH, CANADIAN, U.S. & ALLIED PERSONNEL**)

~~EVASION CAPTURE~~/ESCAPED FROM (Name of Country) France

For All Personnel.

1. No. 12056289 Rank S/Sgt Name John W. Peck
(U.K.: Acting, Temp. or W/S)
2. Decorations: (U.S.A.A.F.: No. of missions) Air Medal - 8 missions
3. Were you wounded? Give details No
4. Ship (Navy), Unit (Army), Sqn. (Air Force) 18th Troop Carrier
5. Div. (Army) or Gp. (Air Force) 313th Grp 6. Job (Pl. Comd., Rfn., etc.) Radio Op
7. Date of Birth 1 Dec 1919 8. Length of Service 2 1/2 years
9. Peace time occupation Accountant 10. Private address 115 Walnut St
Corning, N.Y.
11. Did you carry any form of identification, or photograph? Dog-tags and Photo
12. Do you speak French, or any other foreign language? No

FOR R.A.F. ONLY.

13. No. and location of O.T.U. _____
14. No. and location of Conversion Unit _____

FOR ALL AIR FORCE PERSONNEL AND/OR AIRBORNE OR PARACHUTE TROOPS

WHO BALE OUT

15. Post in Crew Radio Operator
16. Other members of crew, and information about what has happened to them.
N.B.—Airborne and Parachute Troops: list below names and units of other occupants of plane, including R.A.F. and U.S.A.A.F.
- PILOT Maj Stowel - seriously wounded, Germans informed, believed to be PW
- CO-PILOT 1st Lt Holiesack - PW
- NAVIGATOR 1st Lt Fiebus - PW
- BOMBARDIER CREW CHIEF: Sgt Smith - PW, but may have escaped 23 June
- RADIO OPERATOR Narrator
- TOP TURRET GUNNER RADAR OPERATOR: Sgt J. Marek, seriously wounded, Germans informed
believed to be PW.
- BALL TURRET GUNNER _____
- WAIST GUNNER (R.) An EM from QM Company was shot down with us and taken
PW along with narrator - name unknown
- WAIST GUNNER (L.) _____
- TAIL GUNNER _____
17. Type of aircraft, place, date, time of departure C-47, Fulkingham Air Base, England, 1500 hrs,
7 June 1944.
18. Where and when did you come down? Amfreville, west of St Mere Eglise, 7 June
19. How did you dispose of your parachute, harness and mae west? Used for first-aid
20. Were all secret papers and equipment destroyed? All destroyed when plane burned

SECRET

SECRET

TOP SECRET
I.S.9 (WEA)

E. & E. REPORT No. 139 (WEA) 1/29/40

(Applies to all BRITISH, CANADIAN, U.S. & ALLIED PERSONNEL)

EVASION CAPTURE/ESCAPED FROM (Name of Country) France

For All Personnel.

1. No. 1205289 Rank 8/8gt Name John W. Peck
(U.K.: Acting Temp. or W/S)
2. Decorations: (U.S.A.A.F.: No. of missions) Air Medal - 8 missions
3. Were you wounded? Give details No
4. Ship (Navy), Unit (Army), Spn. (Air Force) 10th Troop Carrier
5. Div. (Army) or Gp. (Air Force) 313th Gp
6. Job (Pl. Comd., Rtn., etc.) Radio Op
7. Date of Birth 1 Dec 1919 8. Length of Service 2 1/2 years
9. Peace time occupation Accountant 10. Private address 115 Walnut St
Corryville, N.Y.

11. Did you carry any form of identification, or photograph? Dog-tags and Photo
12. Do you speak French, or any other foreign language? No

FOR R.A.F. ONLY.

13. No. and location of O.T.U.
14. No. and location of Conversion Unit

FOR ALL AIR FORCE PERSONNEL AND/OR AIRBORNE OR PARACHUTE TROOPS

WHO BALE OUT

15. Post in Crew Radio Operator
16. Other members of crew, and information about what has happened to them.
N.B.—Airborne and Parachute Troops: list below names and units of other occupants of plane, including R.A.F. and U.S.A.A.F.

PILOT Maj Stowell - seriously wounded, Germans informed, believed to be PW
CO-PILOT 1st Lt Hollisack - PW
NAVIGATOR 1st Lt Flebus - PW

DISTRIBUTION

Hq, IS9(WEA) 3
Capt, DEVEREUX, OPs 1
Capt, ARNOLD, 9AF 1
G-2 FUSA 1
G-2 TUSA 1
File 1

TORE TURRET GUNNER RAIMON OPERATOR
BALL TURRET GUNNER
WAIST GUNNER (R.)
WAIST GUNNER (L.)
TAIL GUNNER

17. Type of aircraft, place, date, time of departure
G-17, Birmingham Air Base, England, 1500 hrs
7 June 1941

18. Where and when did you come down?
Interviewed by I.S.9 (WEA)
Date 6 August 1941
19. How did you dispose of your parachute, harness and map west?
Used for first aid

Attached:
Appendix "B" ✓
"C" ✓
"D"

FRANK A. WRENSCH
1st Lt, MIS

Returned to Unit through 9th AF
Disposal:

Major

SECRET~~DROPPING
SUPPLIES~~~~HIT BY FLAK~~~~TWO WOUNDED~~~~CAPTURED AND
SHOT AT~~

On 7 June our mission was to drop supplies near the railroad tracks at St Mere Eglise. Due to bad weather we lost contact with the other ~~fourteen~~ ships in the flight and we came down from 18,000 feet through the overcast and dropped small arms, mortars, .75 ammunition and medical supplies. North of St Mere Eglise we ran into heavy flak which caused one of the engines to fail, the co-pilot feathered it over the zone of fire. Then the other engine was hit and the pilot brought the plane down on fire in a wheat field east of Amfreville. The pilot and the radar operator were seriously hurt and the rest of us were badly shaken up.

The crew chief and I wanted to make a get-away, but the co-pilot told us all to stick together. We hid in a hedge row but were under fire from the Germans around us. We sweated it out and soon two Germans from a cavalry unit came and took us prisoner. They searched us and stripped us of everything we had. We told them about the two men who were badly hurt and I don't know what happened to them. The other four and I were taken to a CP, it was a big outfit but I don't know what unit it was. While we were being marched there the Germans kept shooting at us.

~~THE MARCH
SOUTH
TAKEN TO
NOTRE DAME
D'ELLE~~

From the CP we went to another sort of headquarters where there were about twenty-five PW's. They interrogated us briefly about our unit and mission, but they knew what type of plane we were flying and they had seen the supplies dropped. We were marched to Amfreville and then on to St Sauveur le Vicomte and then south to near La Haye du Puits. During the marches the Germans riding in jeeps made sweeps at the column of Americans and one jeep hit three of our men. From La Haye du Puits we went by truck toward St Lo and on to the PW enclosure they had by the church and monastery at Notre Dame d'Elle, where we arrived about 9 or 10 June. I was not made to work there and the conditions were beyond description as far as food was concerned - thin watery soup, a chunk of bread for breakfast and that was about all. I escaped once and was gone eight hours, but was caught and brought back.

~~9 OR 10 JUNE
AT PWE~~

~~22 JUNE
EVACUATION
FROM CAMP~~

~~P-47's STRAFE
COLUMN~~

~~ESCAPE~~

On 22 June about 250 Americans PW's were put on trucks at night for evacuation south. We rode but a few miles and then were kept in a pasture all the next morning until about 1400 hours. Then we began a march east and were going by some railroad tracks when we were strafed by P-47's which made three sweeps at us. There was a great deal of confusion and I don't know whether or not any of the Americans were killed or wounded. The guards dispersed and many of us took shelter in a marble quarry, and whatever cover we could find. I happened to be with Ray M. Johnson at the time, and we decided to make a break. After the P-47's had departed the German guards began blowing whistles and hollering to the men to get back in the column, but we took off. From that point my return to Allied lines parallels the experience of Johnson. (See E&E Report No ~~30~~ 910).

No App B or D

SECRET

TOP SECRET

TOP SECRET.
I.S.9 (WEA)

APPENDIX "C" TO E. & E. REPORT No. IS9(WEA)7/ Nos 29 & 30(70+71)

If further circulation of this information is made, it is important that its source should not be divulged.

No. 12056289
34392827 Rank S/Sgt Pfc Name John W. Peck Ray M. Johnson

Date of Interview 6 August 1944

The English-speaking girl was a school teacher, about 20, short, young and pretty with brown eyes. Her name, she said, was Patricia. She told us to stay at the farm where we were and that she would see her chief who was a radio operator. She told us to give her our names and numbers and they would be radioed to England. There was another English-speaking girl at the farm but we did not learn her name, but we knew she was a member of the underground organization. (Note: Peck told interrogator that Lt Warner, S-2 of his squadron, had briefed men shortly before the invasion and stated that they could expect not help from the French underground because when the invasion started the underground would cease to exist.)

We stayed at the farm three weeks and the owner, Albert Berson, was very good to us. At times the two girls would come and bring us news and told us to remain there. We grew restless, however, and left against the wishes of M Berson. We went through Lessay, around Gorron where we were given food, and continued to Le Teirleul, arriving there about 31 July. There we made contact with a member of the French Resistance Group, Roger Bixet, whose father owns a big house there. M Bixet, his wife and the two of us went to a smaller house in the woods. On the nights of 1, 2, and 3 Aug the American artillery fire became closer and closer, so we knew the lines must be close by. On 3 Aug the Germans began evacuating the area the French thought they were going to Mayenne. There had been about 200 of them bivouacked at Le Teilleuil. The French found some Germans at Le Teilleuil with their throats cut and said they had taken some hostages in retaliation. Also, the French at Le Teilleuil told us that a French boy was found on 13 July with an English parachute and the Germans took him.

On the night of 4 Aug troops C of the 4 Cav over-ran the area and we left the house in the woods and turned ourselves over to them. From there we were taken to Bn Hqs, then VII Corps and from there to this hqs.

We learned that the chief of resistance at Le Teilleuil was a red-haired French veterinarian whose name was Emil

TOP SECRET

R E S T R I C T E D

ADVANCED HEADQUARTERS
NINTH AIR FORCE

APO 696, U S Army
7 August 1944.

SUBJECT: Travel Orders.

TO : Sgt John W Peck, 12056289, 313th Tr Cr Gp.

1. You will proceed on or about 7 August 1944 from Advanced Headquarters, Ninth Air Force to 313th Troop Carrier Group, United Kingdom ~~on temporary duty~~ for the purpose of returning to parent organization and station.
~~Upon completion of this temporary duty, you will return to proper organization and station.~~

2. Travel by motor transport, military or commercial aircraft (Par 3b, AR 55-120, 26 April 1943) or rail is authorized. Motor transportation at each station and to the next station visited will be furnished by each station for this temporary duty. TDN pursuant to the authority contained in Letter, Hq. ETOUSA, 24 May 1944.

3. ~~Where Government quarters and subsistence are not available, reimbursement for actual cost of quarters, not to exceed \$4.00 per day, and per diem \$1.25 in lieu of subsistence, are authorized, in accordance with Par. 2c, Cir. 63, Hq. ETOUSA, 5 June 1944. 60-114 P432-02-A 215/50435~~

By command of Lieutenant General BRERETON:

V H STRAHM
Brig Gen, USA
C of S

OFFICIAL:

C R BIRBART,
Lt Col, A C,
Asst Adj Gen

- 1 -

R E S T R I C T E D

CONFIDENTIAL.

UK 7 Aug

7 June

CERTIFIED THAT:

No. 12056289 Rank S/Sgt.

Name (BLOCK LETTERS) JOHN W. PECK

Unit 48th Troop Carrier, 313th gp.

has been fully/~~briefly~~/interrogated by an Intelligence Officer of I.S.9 (WEA) on 6 Aug 1944

and has signed a Security Certificate.

He ~~should~~/should not/be re-interrogated.

Frank A. Wrench
1st Lt. M15
Major.

IMPORTANT.

THIS CERTIFICATE MUST BE RETAINED AND HANDED TO (BRITISH)
AN OFFICER OF M.I.9 OR (AMERICAN), AN OFFICER OF PW. & X. DET.
M.I.S. ON ARRIVAL IN U.K. OR U.S.A.

CONFIDENTIAL

CERTIFIED THAT:

This Officer/W.O./N.C.O. has special information on the following subjects:—

In event this NCO is evacuated
to U.K. he must report to PW/X
Det. M15, 63 Brook St. London.

IMPORTANT

THIS CERTIFICATE MUST BE RETAINED AND HANDED TO (BRITISH)
AN OFFICER OF M15 OR (AMERICAN), AN OFFICER OF PW. & X. DET.
M15. ON ARRIVAL IN U.K. OR U.S.A.

DISTRIBUTION:

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 P/W & X Det. MIS ✓
 G-2 Div., SHAEF
 (Less App. "C" & "D")
 File

If any further information is required concerning this report detailed application should be made to I.S.9 (WEA) G-2 Div S.H.A.E.F. giving the E and E Report No.