

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) Russel R. Faulkner Signed Russel R. Faulkner
 Rank 1st Lt. A.S.N. 0-736497 Date 10/27/43
 Unit 384 Bomb Group Witness Gen. Lewis
Johnson

AG 383.6

Hq ETOUSA

9 April 1943.

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By command of Lieutenant General ANDREWS:

Ralph Pulsifer
R. T. S.

RALPH PULSIFER,
Colonel, AGD, Adjutant General.

CERTIFICATE

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Name (Print) Russel R. Faulkner Signed Russel R. Faulkner
 Rank 1st Lt. ASN 0-736497 Date 10/30/43
 Unit 384 Gp. 546 Sq. Witness Robert E. Nelson

(3)

SECRET - AMERICAN
MOST SECRET - BRITISH
MIS (X)

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
PW and X Detachment
Military Intelligence Service

QUESTIONNAIRE FOR SERVICE PERSONNEL
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No. *Russel R. Faulkner 1st Lt. 0-736497*
2. Decorations. *Air Medal, 1 oak leaf cluster*
3. Unit or Squadron. *384th. Bomb Group 546th. Sq.*
4. Division (Army) or Group. *384th. Gp.*
5. Date of Birth. *Feb. 25, 1921*
6. Length of Service. *1 yr. 6 mo.*
7. Private Address. *1406-7th. St. Moundsville, W. Va.*
8. If in A.F., on what operation were you engaged? State place, date, and time of departure. Where and when did you come down?
Were Aircraft and all instruments and papers destroyed?
stuttgart, Germany was target
Left Graton Underwood, England Sept. 6, 1943 around
06:00 o'clock A.M. Came down near Beauvais, France between
1130 and 1145. Plane, instruments, & papers were destroyed.
9. What was your position in aircraft? *Pilot*
10. Were you wounded? *Yes*
11. Did you pay your guides? If so how much? *No*
12. Do you speak French? Spanish? *Some French*
13. Did you have Identity Papers? *Yes*
14. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given anyone a written report on your experiences. Where and when?
Yes. Gibraltar on Oct. 28 by Mr. Darling
English Intelligence Officer, under Major Lewis.
15. Did you report on your operations? If so, where and to whom?
No
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? *Yes. In Madrid at British*
Embassy Oct. 25, 1943 & Gibraltar on Oct. 27, 1943
17. Date of arrival in Spain. *Oct. 9, 1943*
18. Date of arrival at Gibraltar. *Oct. 27, 1943*
19. Place and date of departure for U.K. By sea or air. *From Gibraltar on*
Oct. 29, 1943, By Air
20. Place and date of arrival in U.K. *Arrived at Bristol Oct. 30, 1943*

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

E & E REPORT NO. 175
EVASION IN FRANCE

10/30/43
(Date)

Russel R. FAULKNER, 1st Lt, 0-736497
(Name) (Rank) (ASN)

546 384
(Squadron) (Group)

AGE: 22
LENGTH OF SERVICE: 1 yr. 6 mo.
HOME ADDRESS: 1405 17th. Street
Moundsville, W. Va.

MIA: 6 September 1943
Arrived in Spain: Oct. 9, 1943
Arrived in Gibraltar: Oct. 27, 1943
Arrived in UK: Oct. 30, 1943

MEMBERS OF CREW: (This information checked with PWIB)

		Official Disposition	Narrators Disposition
PILOT	0-736497 1st Lt Russel R. FAULKNER	NARRATOR	
CO-PILOT	0-800355 2d Lt Warren B. HOLLAND	MIA	P.W.
NAVIGATOR	0-800760 2d Lt Richard J. PIERCE	MIA	MIA - Wounded
BOMBARDIER	0-735267 2d Lt Harry A. HAWES	MIA	MIA - shot in Paris
RADIO OPERATOR	31160438 T/Sgt Charles F. KIRBY JR	MIA	P/W - Wounded
TOP TURRET GUNNER	17034003 T/Sgt Oscar K ^M HANBLIN	EYE # 210 MIA	MIA - shot in Paris
BALL TURRET GUNNER	32420832 S/Sgt Harry (NMI) ^S CAPERSTEIN	MIA	MIA
^{Tail} WAIST GUNNER	35510766 S/Sgt William H. ROSS	MIA	MIA
WAIST GUNNER	33325170 S/Sgt James P MOHLEY	MIA	MIA
^{Waist Gunner} TAIL GUNNER	33305236 S/Sgt Edward F. ^U RICH	MIA	MIA

I was told by Frenchmen that one of my men broke his leg and was taken prisoner. I do not know which one. I left Sgt McClain, assist. radio operator from Lt. Bullifer's crew in Paris.

Were you wounded? I was wounded from 20 mm's which burst in cockpit. One wound in right hand, 1 wound in right shoulder, 2 wounds in right side of neck, 1 in right ear, 3 in left leg. Also small wounds about face from pieces of glass.

LT FAULKNER.

No fighters escort. Slight light flak as we crossed coast of France. quiet until night before target then medium flak. We circled target overcast flak over target became accurate. We dropped bombs and I do not know results. We left target formation was all strung out fighters started coming through I saw one from 4 or 7 o'clock high. I did not see any attacks on my ship at this time & few on our group. The fighters left after about 10 min. The fighters came back after about an hour. Our inter-ship was not working well. Attacked other groups but did not hit us. Before the fighters came in 2 times I noticed getting low on fuel. I ~~called~~ got top turret gunner to transfer fuel from Wing tip tanks to 1+4 main tanks. He found that 1+4 main tanks had large flak holes. Immediately after I cut out. I logged a little but still tried to keep in formation. I feathered No 1 when a few minutes No 4 cut then I had to leave formation. I dove in under groups tried to keep as close as I could but they pulled away. I did not feather No 4 no vibration & I thought it might be a safety factor if fighters did hit us. I left formation S. E. of Amiens

going down & heading for coast following junction.
At about 15000 we took of Oxygen masks & told Co-Pilot
to check 2+3 & see how much gas left. I tried to
call for nearest landing base but could not get
navigation or Inter plane out. Co-Pilot said about 1032
left in 2+3 main tanks. Not enough to reach channel.
Just then a terrific explosion. A blinding flash.
I looked at Co-pilot he was streaming blood from head.
I told him to bail out. I turned ship to South
and had him keep ship straight. I found out
afterwards engineer went back & told crew to bail
out. Navigator struck his head & I told him to
bail out. Co-Pilot had already gone
to bomb-bay. I waited until I thought engine
had time to get out. I switched in A.F.C.E. & turned
ship up on feet I could not get my head been
shot up & plane stayed in a continued slow bank.
I stood behind pilot seat putting chute on & stayed
long enough to see ship was going to stay in control.
I went to bomb-bay to jump. I got there & found left
bomb-bay door still closed. I closed door to
pilot's compartment & prepared to jump when I saw
3 men in radio room. Radio operator was being picked
from floor by two crew members. I saw he was
cautious & was stepping into bomb-bay to jump
so I went out head first at about 6500 ft. I delayed
for about 3500 ft of free chute. I saw the 3 other
chutes that followed me also 7 or 8 in distance to North.
I saw plane & right wing fell off. An F.W. came
straight at me & I put a loop in chute to be used
& I moved back. I followed at once my men he
seemed very close but he did not see me.
I landed in a ploughed field. I jumped up pulled
chute in. An F.W. came over low. I bunched chute in arms
& dropped to ground body over chute. I took off chute
and ran for about a mile carrying chute. I stopped down
bent rows of beet patches to rest lay there 3 minutes
saw a straw stack S.W. so went to it about a mile
away. I saw a Frenchman coming in a cart. He pointed
to straw stack to hide chute. I tried to do this but

due to my straw stocked could not. Nearby a small
bushy hedge in a ditch he wanted to put it there
which I did also boots, knapsack, MucWest, one glove,
left first aid packet & parachute strap. I left running in
a S.W. direction toward a wooded area. Crossed 1 river dry.
I hid in woods set down hid some English coins, a
broulet & some photos of wife with writing on back.
Smoked a cig, then continued S.W. along a creek. After a while
ran into 2 dogs started barking. I stopped heard noise
burst near by. I saw Frenchman cutting a path decided
to approach him as I did not know how badly wounded.
I speak a little French, told him I was American &
showed him I was wounded in head & neck & shoulder
& ear & left leg cuts a face. He took me to his home in
village nearby taking his daughter dressed wounds using tape
from rescue kit. Several people came 2 boys started to
take me away girl came and took me back and started to
give me clean clothes when in came a Frenchman
who did not like their helping me. He wanted to turn
me in. I told him to go to hell and left running. I turned
back into wooded area I had left before I stayed there
all afternoon. At dusk I prepared to leave headed S.W.,
cut edge of woods where I got some water in water bottle
put Iodine & tablet in. I had stuffed one of my compasses
in top of pants under belt buckle. Saw I put a book
of shoes by ripping seams. Replaced kit & put in shirt.
Destroyed photos & put money in my billfold.
S.W. & S using steel compass. After 4 hrs came to
Bresles this about 12 or 1 o'clock. Walked thru town staying
close to hedge did not see anyone. 2 policemen S.W.
I stopped & spent rest of night in 3 little stacks of
hay. I got up at 5 A.M. walked thru fields & lanes and
about 8 got in a little village by misty he saw 2
French nurses approaching me. I asked directions to
Paris. He told me I was American I could not understand
as they talked too fast so I continued on. I fell in
beside an old Frenchman who was walking down street.
at this time a German soldier passed on a bike
but did not pay any attention to me. I had on
D.A. officers shirt, Dark Green trousers, G.I. shoes. I had
had best officers uniform & had them A.C. wrong any.
I asked Frenchman in what sections German were. He
pointed me to East & West so I left and headed South.
thru open fields. I started eating camels I had in pocket
had not eaten since I fled. Found apple tree ate some.
after 5 kilometers came to a French farm of some kind.
I walked thru it and came to interesting main house.
Crossed dry saw 2 boys in field plowing I spoke & went to E.
Lans & I was digging potatoes I was not tired so
approached him told him American showed him maps where
I wanted to go. He took me to his home. His wife fed me.
told me to take off wet clothes & put me to bed.

I slept from 9:30 AM to 5 PM. He gave me civilian clothes
fed me again good meal. About 5:30 daughter came
they made no understood wanted me to sleep there
that night would put me on a train for Chartres
About 2 P.M. ^{Sept 8th} next day 2 men around a motor cycle.
They were from Belg + had pictures & notes for Bombardier
& Engineer. I checked + 1 took me on motor cycle
headed in direction of NOUILLES after 2 in pulled up in
front of a castle where German were stationed +
stalled motor cycle about 50 ft from sentry. He noticed
for me to get off + punch I did back fast sentry
& ran little while at. Then to Clermont met
Bombardier + Engineer. None of them ^{info took me} Gaston.
This was his show hair a butcher. I stayed until
morning of Sept 10th then to another house where
Sgt McClain of St Paulsuffer crew quarters at Gaston
on 9th + when we left he stayed.

Visited by many 1 was Joseph who with Genovolt
took us ²⁰ in a small loaded truck to Lucil. To Genovolt's
home. He is an engineer in boiler factory. We stayed until
Sept 15th then N.E. to F. HANNY. McClain returned
& went with us. Taken by LOBEON and to his father's
home. Bombardier + I stayed here until Sept 29th here
give identity cards + work papers. Other 2 to Logeons
home in nearby village. On 29th 4 of us taken to Paris
by train by a young man (20 yr old, slim, 5'7" black hair, few
wavy English) in Paris to zoo. An elderly lady came
& took me to her apt. I stayed until evening of 1st
then she took me back to zoo where I met a young
Frenchman (5'7" blond little English 145) he had my R.R. ticket
& took me to train there met Lt Fink, Sgt Mouser,
Lt. Ransom + 4 other U.S. From his son as Lt
Ransom.
But I stayed one extra day in Gib.

LT FAULKNER

I was told by Logeons needed radio operator
radio working well.
Need clothing.

The following information has been obtained from our interview with
Russel R. Faulkner, 1st Lt. (.....) who escaped
after capture by the enemy/evaded capture by the enemy after being
in enemy/enemy occupied territory.

Further circulation of this information may be made, but when doing so
it is important not to divulge any particulars of source.

Statement of information covering period from Sept. 6, 1943
to Oct. 30, 1943

I was in Clermont, France two days after I went
down. There, I was told by French that they were
getting plenty of ammunition & guns from the English, and
were ready for an invasion. They told me there that
appx. in the center of Clermont the Germans have
a large castle filled with food supplies. They
wondered why it was not bombed. I saw many
time bombs, hand grenades, & guns that they had in
Clermont.

I was in Creil, France from Sept. 11, to Sept. 15. There
I saw a diagram of a large ammunition dump
being completed by the Germans. It was built under
the hill, with cement construction. It is midway
between Chantilly, France and Creil, France at a
point where a 4 lane railway bridge crosses the
river. The bridge ~~is~~ feeds most of ^{Germany} Northwestern
France with troops, food supplies etc. The bridge
and ammunition dump would make a very good target
because they could be hit on the same raid.

There is also an airfield ^{on} East side of Creil. It is
used mostly as a refueling base for fighters
coming in from raids. There are not many planes
based there.

HIS(X)

I was in Chauny, France from Sept. 10, to Sept.
29. There I saw plans of a large glass factory.

on the edge of town, The people also brought in guns, ammunition, food, and several short wave radio sets that were dropped by parachute by the English. ^{LOBONS HOUSE} They also showed me plans of the German defense line that they plan to use in this war. Also a fortified headquarters which is South East of Soissons, France near the defense line. I can show the exact location on the map. They also told me that the Germans are prepared to use gas at the Maginot Line when and if there is an invasion. I might add that this worries the French people because the Germans destroyed all the French people's gas masks when they invaded. ^{all French troops that were in the lines when France was invaded are prisoners in the line now.}

I saw thousands of troops being moved to the North & to the South while I was in France. They are moved in Box Cars and not in passenger trains. Their equipment was old and in very bad shape. The troops were of ages ranging from 16 to 20 years. This is all the information that I can remember of hearing about.

B. Faulkner '72 6 Sept to 30 Oct

There is a large castle in the center of Clermont
filled with German food and supplies. ~~The~~ ~~French~~ ~~are~~ ~~concentrating~~ ~~at~~ ~~it~~ ~~and~~ ~~bombing~~
Hersey 8 Sept

The French in the ~~the~~ region of Clermont
are supplied with guns and ammunition by
the British. They have time bombs, hand
grenades and guns and are awaiting the invasion
Observation and Hersey 8 September 43

~~The~~ The Germans are completing a
large ammunition dump midway between
Chantilly and Creil. It is a cement construction
built under a hill where a four lane railway
bridge crosses the river. Most of the troop, food
and supply traffic of Northwestern France
~~is~~ passes over this bridge. The bridge and
ammunition dump could be destroyed in the same
raid. Observation and Hersey 11-15 Sept 43

There is an airfield on the east side of
Creil. It is chiefly used as a refueling base
for fighters. There are not many planes based
there. Observation 11-15 Sept

The Germans are prepared to use gas
at the Maginot line in the event of an invasion
~~the~~ ~~of~~ ~~Sept~~ ~~to~~ ~~the~~ ~~Maginot~~ ~~line~~ ~~the~~ ~~works~~
the French who have no gas masks. The troops
that were stationed in the Maginot line at the
time of the fall of France are still imprisoned
there. Hersey 29 Sept

File No.

OUT-CHARGE SHEET

Date charged out Thousands of troops ^{were} observed in transit throughout France during this entire period. They were moved in Box cars.
Charged to The equipment seemed old and in bad shape. The age of the troops varied from 16 to 20 years.

Remarks: There is a fortified German Headquarters southeast of Soissons. Heresay 15-29 Sept.
There is a large glass factory on the edge of Clauvy - Heresay 15-29 Sept.
The people in the region of Clauvy are supplied with guns, ammunition, food and salt wave radio sets all of which were dropped by parachute. Observation and Heresay 15-29 Sept 43

INSTRUCTIONS.—If a document is taken from the files, charge it to the person to whom delivered. Make charge sheet in duplicate. Place one in record file and one in suspended file used for follow-up on "charge-out sheets."

Q.M.C. Form 355 (Old No. 492)
Revised July 26, 1918

SECRET

APPENDIX "D" TO E AND E REPORT NO. 172

No., Rank, Name:- 0-736497 1st Lt. Russel R. Faulkner
 Unit:- 284th Bomb Group 546th Sq.

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

1. AIDS BOX

- (a) Did you use your aids box? Yes
- (b) If not, had you one on you? Yes
- (c) If not, why had you no aids box? _____
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g., "Lying up for 2 nights", etc.
 - (i) Horlicks tablets.
 - (ii) Chocolate
 - (iii) Milk (tube).
 - (iv) Benzadrine tablets (fatigue)
 - (v) Halazone tablets (water purifier). — Purified water my first night down.
 - (vi) Matches. — Used matches ~~for~~ lighting cigarettes after my lighter ran out of fluid
 - (vii) Adhesive tape. — Used to dress my wounds
 - (viii) Chewing gum.
 - (ix) Water bottle. — Carried water all my first night down.
 - (x) Compass — used ~~for~~ finding directions my first night down.
- (e) Did any of the above items prove unsatisfactory? No.
If so, in what respect?
- (f) How did you finally dispose of the box? Gave to French people who destroyed it.
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger? No

2. PURSE

- (a) Did you carry a purse? Yes
If so, state COLOR. Brown
If NOT, state why not.
- (b) Did you use the purse? Yes
- (c) If so, which of the following items in the purse did you use? Put a dash (-) against each item used and state briefly the circumstances.
 - (i) Maps. Which ones? used map of France
 - (ii) Compass. I sewed it in my trousers, right under my belt buckle.



(iii) File (hacksaw). Put it in the back of my GI shoe.

(iv) Foreign currency. State countries and amounts.

How did you spend the money. I had 2,000 Francs, French Money. spent for food on trip. - gave to French people.

(d) How did you dispose of:-

Maps.

Compass.

File (hacksaw).

Surplus currency.

Gave to French People.

changed to Spanish money, by Guide and spent for food in Spain

3. AIDS TO ESCAPE - (GADGETS+)

(*Issued separately from aids boxes and purses.)

(a) Did you carry or wear any of the following?
If you used any of them, state briefly WHEN and WHERE

- (i) Round compass. ^{No} Used in France the first night I was down
- (ii) Stud compass. Yes.
- (iii) Swinger compass. No
- (iv) Fly-button compass. No
- (v) Pencil clip compass. No
- (vi) Tunic button compass. No
- (vii) Pipe compass. No
- (viii) Pouch No
- (ix) Special flying boots (and knife). No

(b) Were they satisfactory? Yes

(c) Can you suggest any improvements, additions, or substitutions which would improve the above equipment? No

4. PASSPORT SIZE PHOTOGRAPHS

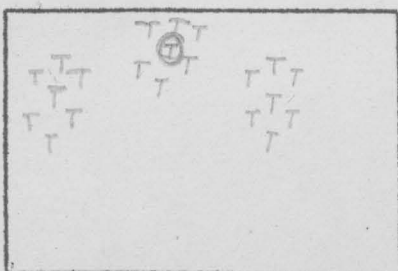
- (a) Did you carry passport-size photographs? ^{yes} Photographs ^{were} not of the right type, however I had a photo. when I went down.
- (b) Did you use them? No
State how. They were too small, too dark and were taken in a poor jacket and pictures should be ~~more~~ business suits taken in a

5. LECTURES

- (a) Were you lectured on evasion and escape? Yes.
State WHERE, WHEN and by WHOM. By Intelligence officers of the 384th Group & readers who gave lectures at our field. Time & names I do not remember.
- (b) Did you find the lectures of value? Yes.

NAME Russel R. Faulkner RANK 1st Lt. ASN 0-736497 REPORT NO. _____

SQ 574 GROUP 384 A/C NO. 045 Letter _____ Load 5000 Date Sept. 6, 1943



Position in formation.
Make Diagram

Observed results of Bombing:

Unobserved

Enemy Fighter Tactics: Attacks seemed to be coming from 45 to 70° clock high. I saw no markings.

Markings:

Our Tactics: The usual ~~fighter~~ evasive action taken by a group when fighters attack, Also single ship evasive action

Our Fighter Support: No fighter support

Flak

Time

Place

Quality

At Target

Black and a few bursts of red

Technical Failures

Motors: None

Armor: None

Armament: None

Miscellaneous: Got flak holes ~~into~~ in No. 1 & No. 4 gas tanks. Interphone went out.

Comments and Suggestions on any of the above:

I suggest that spare gasoline be carried in inboard Tokio Tanks or ~~carry~~ divide it up in the Tokio Tanks for all 4 engines. The flak holes in No. 1 & No. 4 tanks were so large ~~enough~~ that all spare gas in the Tokio Tanks was lost before it could be transferred.

no & no

Lt. Russel R. Faulkner

Received from Lt. John White,
the sum of [£]52-10-0. This
money was in my possession
when I was shot down over
France and taken from me
at the British Embassy in
Barcelona

Russel R. Faulkner
1st Lt. AC

E+E # 172

(Lt. Russell R. Faulkner)

App. C.

Lt. Faulkner came down near BEAUVAIS on 6 Sept. 1943. A Frenchman who was chopping wood in the vicinity took Faulkner to his home in a neighboring village. Here his wounds were dressed and some civilian clothing given him; but he left when a neighbor came in and objecting to help being given an Allied aviator wanted to turn him over to the Germans. Lt. Faulkner then made his own way to a point somewhere between BRESLES and NOAILLES where he declared himself to an old man who took him home. The old man's wife and daughter cared for Faulkner. He was given civilian clothes and kept for two days. On the second ^{8 Sept.} day two men arrived on motorcycles. One of them, GASTON, a butcher in CLERMONT, took Faulkner to his home in CLERMONT where Lt. Hawes and Sgt. Hamlin already were. Sgt. McClain was brought in the next day. On 10 Sept. JOSEPH and GENODT (engineer in a boiler factory at CREIL) took Faulkner, Hawes, and Hamlin to GENODT's home in CREIL where McClain later joined them. On 15 Sept. LOGEON took all four Americans to his father's home in CHAUNY. Here Faulkner and ~~Loge~~ Hawes stayed while the other two were quartered in LOGEON's home in a neighboring village. On 29 Sept. a young Frenchman (25 years old, 5'7", 130 lbs, black hair) took the four Americans

(over)

to PARIS. HE took them to the zoological gardens and turned them over to an elderly lady who took Faulkner to her apartment where he remained until the evening of 1 October. She then took him back to the zoological gardens and turned him over to another young Frenchman (5'7", 145 lbs., blonde, little English) who took him to the train where he joined Lt. Fink, Sgt. Mouser, Lt. Ransom, and ~~two~~ four other Americans. From here Lt. Faulkner's story is the same as that of Lt. Ransom (E+E #163).

LT FAULKNER - 172

We left Grafton Underwood at 0600 hours
6 September 1943 8 bomb Stuttgart

6 September 1943

We encountered light flak as we crossed the French coast. Then it was quiet until just before we got to the target. After clearing the target twice, because of heavy overcast, the flak came up heavy and accurate. (After we dropped our bombs leaving the target area, the formation was strung out because a heavy fighter attack started. During the first attacks our aircraft was not hit and the fighters disappeared after a ten minute attack, but returned an hour later, before the second fighter attack started, I noticed that our fuel was getting low. I had the top turret gunner transfer fuel from the wing-tip tanks to number

Formation strung out

ENGINES HIT BY FLAK

one and four main tanks. He discovered number one and four engines had large flak holes and soon after this number one cut-out. We were lagging behind, though trying desperately to keep in formation. I feathered number one and several minutes later number four cut. Then we left the formation. I pulled the aircraft in under the group trying to keep as close as I could, but slowly they pulled away. I did not feather number four because there was no vibration and I thought it might be a safety factor if fighters did hit us. We had left the formation south of AMIENS and were following a course to the coast behind the disappearing formation. At 15000 feet we took off our oxygen masks. I told the co-pilot to check number two and three engines for gas. I tried to call for the nearest route home, but the navigators inter-com had been shot away. The co-pilot said we had about ten gallons left in number two and three main tanks which was not enough to reach the Channel. Suddenly there was a terrific

EXPLOSION IN THE AIRCRAFT

explosion. When I looked at the co-pilot, he seemed badly injured, so I told him to bale-out. I turned the ship south then and found it very difficult to keep it in level flight. The engineer went back to tell the rest of the crew to bale out. The navigator came into the cockpit and I sent him down to tell the bombardier to jump. By this time the co-pilot had left by the bomb-bay. As soon as I thought everyone had had time to clear the aircraft I switched on the

SWITCHES ON AFCE

AFCE and turned the ship up. After putting on my chute I remained long enough

to see that the ship was going to stay under control. I got to the bomb-bay ~~only to find~~ that the left bomb-bay door was still closed. I pulled the door to the pilot's compartment shut and was about to jump when I saw three men in the radio room. The radio operator was being picked up from the floor by two crew members.

but not FOUND
Bales out at 6500 feet
He was conscious and was coming into the bomb-bay to jump. I went on out head first at about 6500 feet and delayed my jump down to 3000 feet. I watched three other chutes come out of the ship and saw several to the north. While I was watching the plane the right wing fell away. An FW came straight at me and I fell limp in my chute hoping he would think me dead, but when he waved I waved back at him. The chute of one of my crew members seemed very close but I could not attract his attention, ~~but I couldn't~~ while we were in the air.

LANDS IN PLOWED FIELD
I landed in a plowed field and pulled my chute into me at once. (Just as an FW came over me flying low) I bundled the chute in my arms and dropped to the ground hiding the chute with my body. Then I unbuckled the harness and ran about a mile, still carrying the chute. When I was winded I crawled in the rows of a beet patch and rested for about five minutes. I saw a field of haystacks in the distance and was going toward them when a Frenchman, passing in a cart, tried to tell me something by ~~sign~~ language. I thought he was telling me to hide the chute in the hay. I tried to do this but the straw was stacked in such a way I couldn't,

Hides equipment
so I shoved the chute under a bushy hedge on the edge of a ditch. I also hid my boots, coveralls, Mae West and gloves here. In my haste I forgot the first aid packet which was strapped to my belt and, without waiting for the Frenchman, I ran toward a heavy wooded area about half a mile away. I had to cross a main highway, but before doing so, *selected* saw that there was no traffic. Before *relaxing* in the woods, I went through my pockets and hid everything that might give me away. *When* as soon as this was done I smoked a cigarette, and then walked along a creek-bank for about an hour. Two dogs running through the brush saw me and started barking. I stopped and waited for them to leave, but when I looked around there was a Frenchman near me chopping wood. He hadn't seen me so I walked back into some brush and watched him for a few minutes. The dogs had stopped barking, *but* I decided

to approach him because I was beginning to feel that I had been more badly wounded than I ^{had} thought. I tried not to startle him and made enough noise walking up to him so he had a chance to watch me ^{as} when I approached. I speak a little French and told him I was an American ^{and} then showed him the wounds in my hands, neck, shoulder and legs. He stopped his work and motioned me to follow him.

He went to his home and ~~had~~ his daughter dress my wounds, using the adhesive tape from my aids box. Several people came in to see me, but only out of curiosity. Two boys came in the house and motioned me to follow them. I was about to do this when the girl called me back ^{because she} and was getting ^{me} my civilian clothes. Another ^{one} Frenchman came in and seemed very angry at my being there, ^{he} and acted as if he were going to turn me in. I told him what I thought of that and left the house running ^{then} as fast as I could toward the wooded area where I had met the Frenchman ^{helpful} who helped

me. I stayed there all afternoon trying to sleep and rest. At dusk I got ^{crossed} ready to leave the wood and went to the creek to fill my water bottle. I used the halazone tablets, put one of the compasses in a small pocket under my belt buckle, hid my saw in the back seam of my shoe, and carried the rest of the kit and purse inside my shirt. After leaving the wood I walked through the fields south and southwest using a luminous stud compass. After four hours I arrived at BRESLES. I went through the town very carefully and did not see anyone.

about two kilometers south of this town I spent the rest of the night in a field ^{by making a lean-to of three shocks of hay.}

At the first sign of daylight I began walking again, keeping in the fields and lanes. About 0800 hours I came around the corner of a clump of bushes ^{suddenly} and found myself almost in the middle of a small village, ~~without noticing it.~~ Two Frenchmen were walking toward me and I ^{KNEW} I had ~~only~~ been seen by them.

As they were passing, ~~was~~ looking at me curiously, I asked for directions to PARIS. They seemed friendly so I told them I was an American. Although they tried to answer my question I could not understand anything they ~~said~~ because they talked so fast. I left them and walked ⁱⁿ beside an elderly Frenchman who was passing through

Approaches
Frenchman

Returns to
wood

Makes
lean-to
after
glay shocks

Asks for
directions

the village. He paid little attention to me in the village, and I tried ^{to} use him as a shield when a German soldier came down the street on a bicycle. ^{so} He didn't see me although I had on an O.D. officer's shirt, dark green trousers and

G.I. shoes. Outside the village I asked the Frenchman where the Germans were located. After he pointed to the east and west I left him and walked south through the fields. I had not eaten since breakfast in England and was beginning to get hungry. ~~As soon as~~ I started looking around I found an apple tree. After eating some of them ^{apples} I carried several ^{away} in my pockets. About three kilometers ~~after~~ ^{further on} leaving the Frenchman I arrived in some kind of a forest park ^{which I} and walked through

~~it~~ only to come out at the intersection of two main highways. I got across the highway without being seen and approached two boys who were plowing a field. Although I ^{had} meant to ask for help, I merely spoke to them and went on because I didn't see how they could help me. Later I found an old man digging potatoes. ^{wet}

I was ~~hungry~~ and tired and he was alone, so I approached him. I told him I was an American and showed him my maps and the direction ^{in which} I wanted to go. He packed up his working tools and nodded ^{to} for me to follow him to his home. His family greeted me in as ^{equally} friendly a fashion as ~~he had~~ and made me take off my wet clothes and go to bed. I slept the rest of the day and was awoken ^{ed} late in the evening.

I was given civilian clothes and food. In the evening another member of the family arrived and ^{that} indicated they wanted me to stay there that night. They said they would help me catch a train for CHARTRAS, which was a town I had pointed out to the farmer on my map. The next day while I was still trying to find out what

they could do to help me two men arrived with a note from my bombardier Lt ^{HAWES THE} and engineer Sgt HAMBLIN. I dressed and went away with the two men and from here my journey was arranged.

Passes
German
Soldier

Frenchman
helpful
Fieldman

Note from
crew member

Journey
arranged

6

SECRET - AMERICAN
MOST SECRET - BRITISH

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

E & E REPORT NO. 172
EVASION IN FRANCE

23 November 1943

Russel R. FAULKNER, 1st Lt. O-736497
546 Bomb Squadron, 384 Bomb Group

MIA: 6 September 1943

Arrived in Spain:

9 October 1943

Arrived in Gibraltar:

27 October 1943

Arrived in UK:

30 October 1943

AGE: 22 years
LENGTH OF SERVICE: 1 6/12 years
HOME ADDRESS: 1405 7th St.,
MOUNDSVILLE, W. Va.

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	O-736497	1st Lt Russel R. FAULKNER
CO-PILOT	O-800355	2d Lt Warren B. HOLLAND
NAVIGATOR	O-800760	2d Lt Richard J. PIERCE
BOMBARDIER	O-735267	2d Lt Harry A. HAWES
RADIO OPERATOR	31160438	T/Sgt Charles F. KIRBY, JR.
TOP TURRET GUNNER	17034003	T/Sgt Oscar K. HAMBLIN
BALL TURRET GUNNER	32420832	S/Sgt Harry (NMI) SAPERSTEIN
WAIST GUNNER	33325170	S/Sgt James P. MORLEY
WAIST GUNNER	33305236	S/Sgt Edward F. RUCH
TAIL GUNNER	35510766	S/Sgt William H. ROSS

NARRATOR

~~MIA~~ P/W

~~MIA~~ KIA

E&E RPT 210

~~MIA~~ P/W

E&E RPT 211

~~MIA~~ P/W

~~MIA~~ P/W

~~MIA~~ P/W

~~MIA~~ RTD - No #

6 SEPTEMBER 1943
GRAFTON-UNDERWOOD

we had cleared

FORMATION
STRUNG OUT

ENGINES HIT
BY FLAK

Funks?

We left GRAFTON-UNDERWOOD at 0600 hours 6 September 1943 to bomb STUTTGART. We encountered light flak as we crossed the French coast. Then it was quiet until just before we got to the target. After clearing the target twice, because of heavy overcast, the flak became heavy and accurate. Leaving the target area after we dropped our bombs, the formation was strung out because a heavy fighter attack started. During the first attacks our aircraft was not hit and the fighters disappeared after ten minutes. An hour later, before the second fighter attack started, I noticed that our fuel was getting low. I had the top turret gunner transfer fuel from the wing-tip tanks to number one and four main tanks. He discovered number one and four engine had large flak holes and soon after this the number one cut-out. We were lagging behind, though trying desperately to keep in formation. I feathered number one and several minutes later number four cut. Then we left the formation. I pulled the aircraft in under the group trying to keep as close as I could, but slowly they pulled away. I did not feather number four because there was no vibration and I thought it might be a safety factor if fighters did hit us. We left the formation south of AMIENS and were following a course to the coast behind the disappearing

EXPLOSION IN
THE AIRCRAFT

SWITCHES ON
AFCE

BALES OUT AT
6500 FEET

LANDS IN PLOWED
FIELD

HIDES EQUIPMENT

APPROACHES
FRENCHMAN

formation. At 15000 feet we took off our oxygen masks. I told the co-pilot to check number two and three engines for gas. I tried to call for the nearest route home, but the navigator's inter-com had been shot away. The co-pilot said we had about ten gallons left in number two and three main tanks, which was not enough to reach the Channel. Suddenly there was a terrific explosion. I looked at the co-pilot; he seemed badly injured, so I told him to bale-out. I turned the ship south then and found it very difficult to keep it in level flight. The engineer went back to tell the rest of the crew to bale out. The navigator came into the cockpit and I sent him down to tell the bombardier to jump. By this time the co-pilot had left by the bomb-bay. As soon as I thought everyone had had time to clear the aircraft I switched on the AFCE and turned the ship up. After putting on my chute I remained long enough to see that the ship was going to stay under control. I got to the bomb-bay but found that the left bomb-bay door was still closed. I pulled the door to the pilot's compartment shut and was about to jump when I saw three men in the radio room. The radio operator was being picked up from the floor by two crew members. He was conscious and was coming into the bomb-bay to jump. I went on out head first at about 6500 feet and delayed my jump down to 3000 feet. I watched three other chutes come out of the ship and saw several to the north. While I was watching the plane the right wing fell away. An FW came straight at me and I fell limp in my chute hoping he would think me dead, but when he waved I waved back at him. The chute of one of my crew members seemed very close but I could not attract his attention while we were in the air.

I landed in a plowed field and pulled my chute in at once. I bundled the chute in my arms and just as an FW came over me flying low, I dropped to the ground hiding the chute with my body. Then I unbuckled the harness and ran about a mile, still carrying the chute. When I was winded I crawled in amongst the rows of a beet patch and rested for about five minutes. I saw a field of haystacks in the distance and was going toward them when a Frenchman, passing in a cart, tried to tell me something by sign-language. I thought he was telling me to hide the chute in the hay. I tried to do this but the straw was stacked in such a way that I couldn't, so I shoved the chute under a bushy hedge on the edge of a ditch. I also hid my boots, coveralls, Mae West and gloves here. In my haste I forgot the first aid packet which was strapped to my belt and, without waiting for the Frenchman, ran toward a heavily wooded area about half a mile away. I had to cross a main highway, but before doing so, I checked and saw that there was no traffic. Before relaxing in the woods I went through my pockets and hid everything that might give me away. When this was done I smoked a cigarette, and then walked along a creek-bank for about an hour. Two dogs running through the brush saw me and started barking. I stopped and waited for them to leave, but when I looked around there was a Frenchman near me chopping wood. He hadn't seen me so I walked back into some brush and watched him for a few minutes. The dogs stopped barking and I decided to approach him because I was beginning to feel more badly wounded than I had thought. I tried not to startle him, and made enough noise walking up to him so he had a chance to watch me as I approached. I speak a little French and told him I was an American and showed him the wounds in my hands, neck, shoulder and legs. He stopped his work and motioned me to follow him.

RETURNS TO THE
WOODS

We went to his home and his daughter dressed my wounds, using the adhesive tape from my aids box. Several people came in to see me, but only out of curiosity. Two boys came into the house and motioned me to follow them. I was about to do this when the girl called me back because she was getting me civilian clothes. Another Frenchman came in and seemed very angry at my being there; he acted as if he were going to turn me in. I told him what I thought of that and then left the house, running as fast as I could toward the wooded area where I had met the helpful Frenchman. I stayed there all afternoon trying to sleep and rest. At dusk I got ready to leave the wood and went to the creek to fill my water bottle. I used the halazone tablets, put one of the compasses in a small pocket under my belt buckle, hid my saw in the back seam of my shoe, and carried the rest of the kit and purse inside my shirt. After leaving the wood I walked through the fields south and southwest using a luminous stud compass. After four hours I arrived at BRESLES. I went through the town very carefully and did not see anyone. I spent the rest of the night in a field about two kilometers south of this town, making a lean-to of three shocks of hay.

MAKES LEAN-TO OF
HAY SHOCKS

At the first sign of daylight I began walking again, keeping in the fields and lanes. About 0800 hours I came around the corner of a clump of bushes and suddenly found myself almost in the middle of a small village. Two Frenchmen were walking toward me and I knew I had been seen by them. As they were passing, looking at me curiously, I asked for directions to PARIS. They seemed friendly so I told them I was an American. Although they tried to answer my questions I could not understand anything they said because they talked so fast. I left them and walked on beside an elderly Frenchman who was passing through the village. He paid little attention to me in the village, and I tried to use him as a shield when a German soldier came down the street on a bicycle. The soldier didn't notice me although I had on an O.D. officer's shirt, dark green trousers and G.I. shoes. Outside the village I asked the Frenchman where the Germans were located. After he pointed to the east and west I left him and walked south through the fields. I had not eaten since breakfast in England and was beginning to get hungry. I started looking around and found an apple tree. After eating some of the apples I carried several away in my pockets. About three kilometers further on I arrived in some kind of a forest park which I walked through only to come out at the intersection of two main highways. I got across the highway without being seen and approached two boys who were plowing a field. Although I had meant to ask for help, I merely spoke to them and went on because I didn't see how they could help me. Later I found an old man digging potatoes. I was wet and tired and he was alone, so I approached him. I told him I was an American and showed him my maps and the direction in which I wanted to go. He packed up his working tools and nodded to me to follow him to his home. His family greeted me in an equally friendly fashion and made me take off my wet clothes and go to bed. I slept the rest of the day and was awakened late in the evening. I was given civilian clothes and food. In the evening another member of the family arrived and indicated that they wanted me to stay there that night. They said they would help me catch a train for CHARTRES which was the town I had pointed out to the farmer on my map. The

PASSES GERMAN
SOLDIER

FINDS A HELPFUL
FRENCHMAN

NOTE FROM CREW
MEMBERS

JOURNEY ARRANGED

next day while I was still trying to find out what they could do to help me, two men arrived with a note from my bombardier Lt HAWES and the engineer, Sgt HAMBLIN. I dressed and went away with these two men and from here my journey was arranged.

Compiled By:

Approved by:

JOHN F. WHITE, JR.
1st Lt, AC

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

SECRET - AMERICAN
MOST SECRET - BRITISH

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

23 November 1943

APPENDIX "B" TO E & E REPORT NO. 172

The following information has been obtained after an interview with an officer who evaded capture by the enemy after having been in enemy-occupied territory.

Further circulation of this information may be made, but when doing so, no information as to the source may be divulged.

Statement of information covering period from 6 September 1943
to 9 October 1943

- a. There is a large castle in the center of CLERMONT ^(rise) filled with German food and supplies. Hearsay. 8 Sept. 1943
- b. The French in the region of CLERMONT ^(rise) are supplied with guns and ammunition by the British. They have time bombs, hand grenades, and guns, and are awaiting the invasion. Observation and hearsay. 8 Sept. 1943.
- c. The Germans are completing a large ammunition dump midway between CHANTILLY and CREIL. It is of cement construction, built under a hill where a four lane railway bridge crosses the river. Most of the troop, food and supply traffic to Northwestern France passes over this bridge. The bridge and ammunition dump could be destroyed in the same raid. Observation and hearsay. 11 - 15 September 1943.
- d. There is an airfield on the east side of CREIL. It is chiefly used as a refueling base for fighters. There are not many planes based there. Observation. 11 - 15 September 1943.
- e. The Germans are prepared to use gas at the MAGINOT LINE in the event of an invasion. This worries the French who have no gas masks. The troops that were stationed in the MAGINOT LINE at the time of the fall of France are still imprisoned there. Hearsay. 29 September 1943.
- f. Thousands of troops were observed in transit throughout France during this entire period. They were moved in box cars. The equipment seemed old and in bad shape. The age of the troops varied from 16 to 20 years.

g. There is a fortified German Headquarters southeast of SOISSONS. Hearsay. 15 - 29 September 1943

h. There is a large glass factory on the edge of CHAUNY. Hearsay. 15 - 29 September 1943

i. The people in the region of CHAUNY are supplied with guns, ammunition, food and short wave radio sets, all of which were dropped by parachute. Observation and hearsay. 15 - 29 September 1943

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OFFICE OF THE DIRECTOR OF THE NATIONAL ARCHIVES

COLLEGE PARK, MARYLAND

1964

S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 172

No., Rank, Name:- 0-736497, 1st Lt. Russel R. FAULKNER

Unit:- 384 Bomb Group, 546 Bomb Squad.

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

1. AIDS BOX

- (a) Did you use your aids box? Yes
- (b) If not, had you one on you? Yes
- (c) If not, why had you no aids box?
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g., "Lying up for 2 nights," etc.

Horlicks tablets.

Chocolate.

Milk (tube).

Benzadrine tablets (fatigue).

Halazone tablets (water purifier). Purified water my first night down

Matches. Used matches to light cigarettes after my lighter ran out of fuel.

Adhesive tape. Used to dress my wounds

Chewing gum.

Water bottle. Carried water all my first night down

Compass.

- (e) Did any of the above items prove unsatisfactory? No
If so, in what respect?
- (f) How did you finally dispose of the box? Gave to French people who destroyed it.
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger? No

2. PURSE

- (a) Did you carry a purse? Yes
If so, state COLOR. Brown
In NOT, State why not.
- (b) Did you use the purse? Yes
- (c) If so, which of the following items in the purse did you use? Put a dash (-) against each item used and state briefly the circumstances.

Maps. Which ones? Used map of France

Compass. I sewed it in my trousers, right under my belt buckle

File (hacksaw). Put it in the back of my GI shoe

Foreign currency. State countries and amounts.

How did you spend the money? I had 2000 Francs - French money. Spent for food on trip and gave to French people.

(d) How did you dispose of:-

Maps.

Compass.

File (hacksaw).

Gave to French people

Surplus currency. Changed to Spanish money by guide and spent for food in Spain

3. AIDS TO ESCAPE - (GADGETS+)

(+Issued separately from aids boxes and purses.)

(a) Did you carry or wear any of the following?

If you used any of them state briefly WHEN and WHERE.

Round compass. No

Stud compass. Yes - used in France the first night I was down

Swinger compass.

Fly-button compass.

Pencil clip compass.

Tunic button compass.

Pipe compass.

Pouch

Special flying boots (and knife).

(b) Were they satisfactory? Yes

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

4. PASSPORT SIZE PHOTOGRAPHS

(a) Did you carry passport-size photographs? Yes
If so, how many? 3

(b) Did you use them? No. Photographs were not the right type. They were State how. too small, too dark and taken in zipper jacket. Pictures should be taken in a business suit.

5. LECTURES

(a) Were you lectured on evasion and escape? Yes
State WHERE, WHEN and by WHOM. By Intelligence Officers of the 384th Group and evaders who gave lectures at our field - a time and names I do not

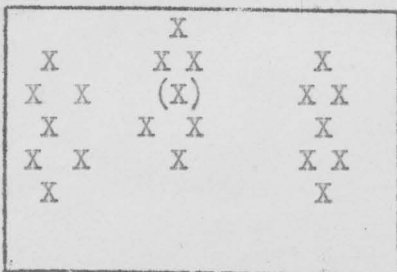
(b) Did you find the lectures of value? remember.

Yes

APPENDIX "E" TO E & E REPORT NO. 172

NAME FAULKNER, Russel R. RANK 1st Lt ASN 0-736497 REPORT NO. 172

SQ 546 GROUP 384 A/C NO. 045 Letter _____ Load 5000 Date 6 Sept. 1943



Position in formation.
Make Diagram

Observed results of Bombing: Unobserved

Enemy Fighter Tactics: Attacks seemed to be coming from 4 to 7 o'clock high.
Markings: I saw no markings.

Our Tactics: The usual evasive action taken by group when fighters attack.
Also single ship evasive action.

Our Fighter Support: None

Flak

Time Place Quality

At target. Black and a few bursts of red.

Technical Failures

Motors:

Armor:

Armament:

Miscellaneous: Flak holes in No. 1 and No. 4 gas tanks. Inter-phone went out

Comments and Suggestions on any of the above: I suggest that spare gasoline be carried in inboard Tokio Tanks or divide it up in the Tokio Tanks for all four engines. The flak holes in No. 1 and No. 4 tanks were so large that all spare gasoline in the Tokio Tanks was lost before it could be transferred.

DID YOU BLACK OUT: No

DID YOU USE BALE OUT BOTTLE: No