

AG 383.6

Hq ETOUSA

9 April 1943.

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

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

By command of Lieutenant General ANDREWS:

Ralph Pulsifer
R. T. S.
RALPH PULSIFER,
Colonel, AGD, Adjutant General.

CERTIFICATE

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

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

Name (Print) HAMBLIN, OSCAR K. Signed Oscar K. Hamblin
Rank T/Sgt. ASN 17034003 Date 11-18-43
Unit 384 Bomb Sq. 546 Bomb Sq. Witness [Signature]

(2)

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.
HAMLIN, OSCAR KLAS 17034003 T/Sgt
2. Decorations.
NONE
3. Unit or Squadron.
P 546
4. Division (Army) or Group.
U.S. AAF 384th Gp.
5. Date of Birth.
5-22-21
6. Length of Service.
2 YEAR 3 DAYS.
7. Private Address.
BOX 207 KENNEWICK, WASHINGTON
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?
STATION 106 - GRAFTON UNDERWOOD
9-6-43 - 0635 Bomb Stuttgart
S.W. of Beauvais
9. What was your position in aircraft?
TSP - TURRETT
10. Were you wounded?
YES
11. Did you pay your guides? If so how much?
NO.
12. Do you speak French? Spanish?
NO
13. Did you have Identity Papers?
NO
14. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given anyone a written report on your experiences. Where and when? YES - MADRID, MAJ. CLARK GIBALTER - MR. ANDERSON
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, MADRID GIBALTER.
17. Date of arrival in Spain.
10-29-43
18. Date of arrival at Gibraltar.
11-12-43
19. Place and date of departure for U.K. By sea or air.
GIB - 11-17-43 - AIR
20. Place and date of arrival in U.K.
11-18-43 - PORT WREATH

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

E & E REPORT NO. 210
EVASION IN FRANCE

(Date)

HAMBLIN, OSCAR K. T/Sgt. 17034003
(Name) (Rank) (ASN)

546th 384th
(Squadron) (Group)

AGE: 22
LENGTH OF SERVICE: 2 years 2 days
HOME ADDRESS: Box 207
KENNEWICK, WASHINGTON

MIA: 9-6-43
Arrived in Spain: 10-29-43
Arrived in Gibraltar: 11-12-43
Arrived in UK: 11-18-43

MEMBERS OF CREW: (This information checked with PWIB)
[USE CREW LIST FOR E&E 12-172]

Official Narrators
Disposition Disposition

- PILOT LT. R. R. FAULKNER - RETURNED TO DUTY
- CO-PILOT LT. W. B. HOLLAND - BELIEVED PRISONER P/W
- NAVIGATOR LT. R. J. PEIRCE -
- BOMBARDIER LT. H. A. HAWES - RETURNED TO DUTY
- RADIO OPERATOR T/Sgt. C. L. KIRBY - BELIEVED PRISONER ^{possibly wounded}
- TOP TURRET GUNNER T/Sgt. O. K. HAMBLIN - RETURNED TO DUTY
- BALL TURRET GUNNER S/Sgt. H. (Nmi) SAPERSTEIN -
- WAIST GUNNER S/Sgt. E. F. RUCH - C P/W ^{broken leg landing}
- WAIST GUNNER S/Sgt. J. P. MORLEY - C
- TAIL GUNNER S/Sgt. W. H. ROSS - C

Were you wounded? yes

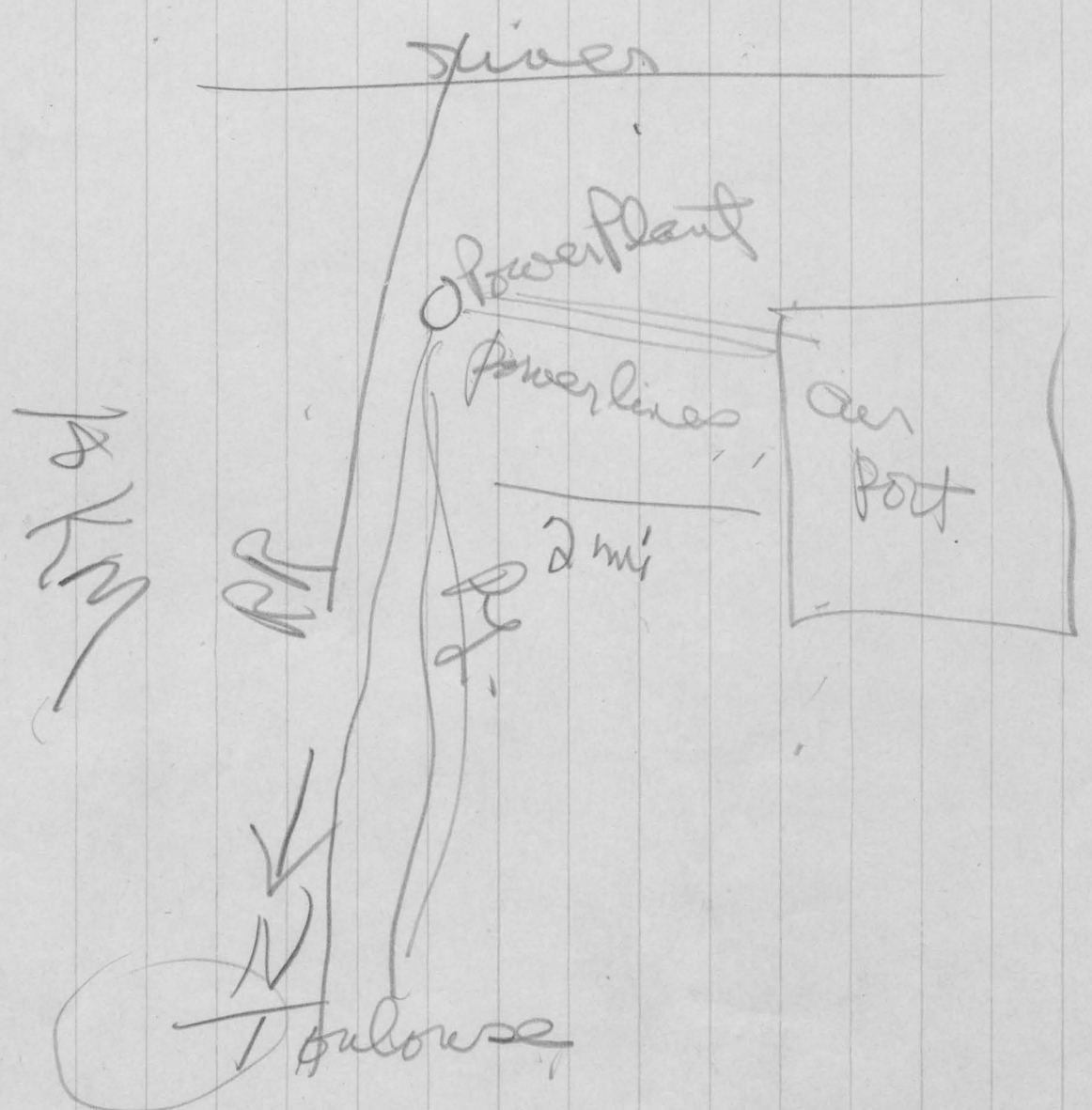
Right-LEG - 20 m/m FRAGMENT
LEFT-BACK - " " "
UPPER FOREHEAD - " " "

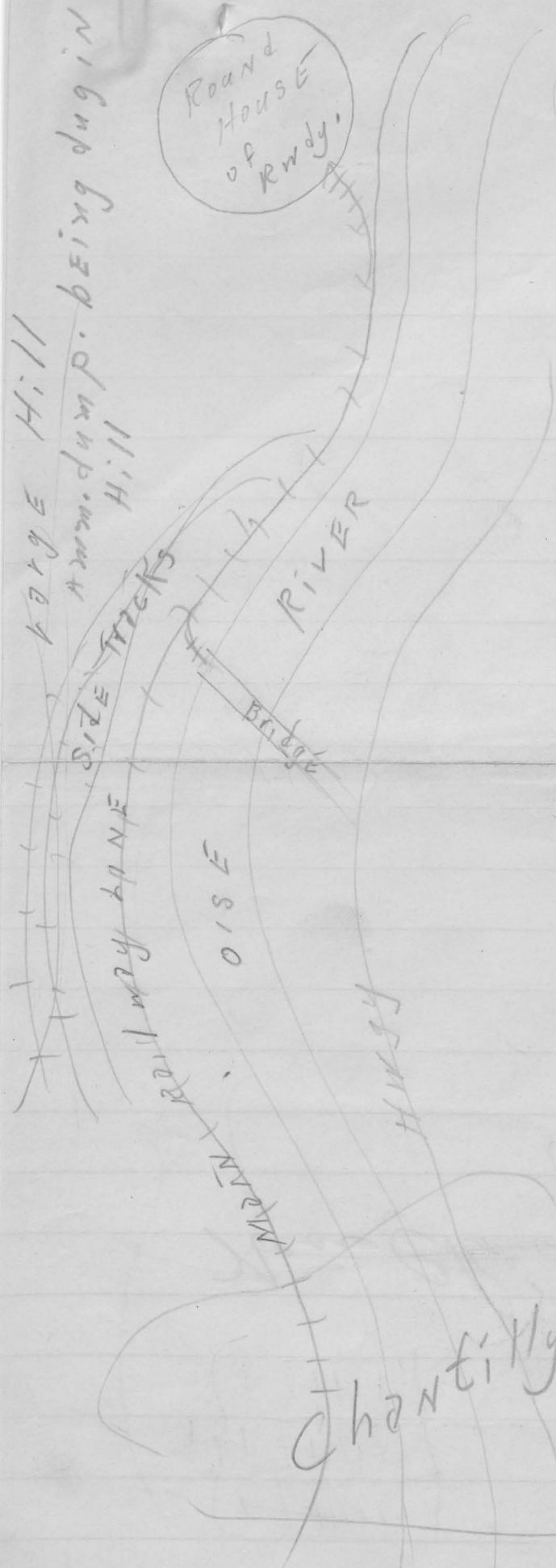
Large airport and power plant
about 15 Kilometers south of
Toulouse. Power ^{on R.R.} is not camouflaged
and supplies current for air-
field. Large concentration of
~~at~~ railway oil tanks between
Toulouse and power plant
with detachment of Germans
camped nearby. (Visually).

Verbal Statement from French-
German Troops were drilling in Creil
and one of the soldiers was tired and
sat down on the curb told the officer
in charge he was tired so the officer
killed him there.

For want gas masks, aware
& will gas them

& soldiers have food clothing a piece
rubbed between fingers falls apart
Bread has ~~been~~ Creil 18-15 Sept

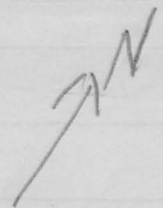




CREIL
TOWN

AIR
FIELD
FW'S

114°-40' (FRENCH
54°-20' MAP CO-ORDS.)
SECTIONAL MAP OF CREIL
CHANTILLY



Amm. dump halfway be-
TWEEN the two towns.
BRIDGE points directly
at the dump.

Verbal account and
visual.

SECRET

APPENDIX "D" TO E AND E REPORT NO.

No., Rank, Name:- 19034003 T/Sgt. Hamblin OSCAR K.

Unit:- 384th Bomb Gp 546 Bomb Sqdn.

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? *NO*
- (b) If not, had you one on you? *YES*
- (c) If not, why had you no aids box? *immediate need*
- (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. *NOT USED*

Chocolate. *"*

Milk (tube). *"*

Benzadrine tablets (fatigue). *"*

Halazone tablets (water purifier). *"*

Matches. *"*

Adhesive tape. *- TO DRESS WOUNDS*

Chewing gum. *NOT USED*

Water bottle. *"*

Compass. *"*

- (e) Did any of the above items prove unsatisfactory? If so, in what respect? *NO*

(f) How did you finally dispose of the box? *GAVE IT TO THE FRENCH PEOPLE*

- (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. *O.D.*
If NOT, State why not. *AT THE TIME OF ESCAPE*

(b) Did you use the purse? *NO - DISPOSED OF PURSE KEPT MONEY IN MY POCKETS*

- (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? *NOT USED*

Compass. *"*

File (hacksaw). NO

Foreign currency. State countries and amounts. FRENCH 2000 Fr.
How did you spend the money? CIGARETTES

(d) How did you dispose of:-

Maps. FRENCH

Compass. FRENCH

File (hacksaw). FRENCH

Surplus currency. EXCHANGED AT SPANISH BORDER

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. NO

Swinger compass. NO

Fly-button compass. NO

Pencil clip compass. NO

Tunic button compass. NO

Pipe compass. NO

Pouch NO

Special flying boots (and knife). NO

(b) Were they satisfactory? ✓

(c) Can you suggest any improvements, additions, or substitutions, which would improve the above equipment? NONE

4. PASSPORT SIZE PHOTOGRAPHS

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

(b) Did you use them? NO

State how.

FRENCH, PEOPLE KEPT FOR

5. LECTURES

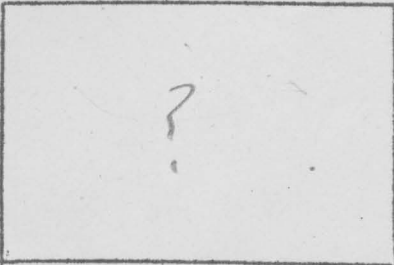
(a) Were you lectured on evasion and escape?
State WHERE, WHEN and by WHOM.

(b) Did you find the lectures of value?

AT. Seign. by MEN-TO WHO HAD ESCAPED
SUN TAN SHIRTS ARE WORN IN
FRANCE - RINGS + WATCHES ARE
ALSO WORN

NAME Hambain, O.K. RANK 1/Sgt. ASN 19034003 REPORT NO. _____

SQ 544 GROUP 384 A/C NO. ? Letter ? Load 10 ^{500#} _{200#} Date _____

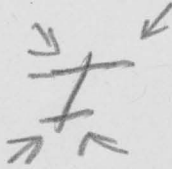


Position in formation.
Make Diagram

Observed results of Bombing:

NONE

Enemy Fighter Tactics:
Markings:



Our Tactics:

INDIVIDUAL

Our Fighter Support:

NONE

Flak

Time

Place

Quality.

?

ALL ALONG
ROUTE

INTENSE AT TARGET
accurate

Technical Failures

Motors:

NONE

Armor:

NONE

Armament:

NONE

Miscellaneous:

2 TANKS SHOT OUT CAUSING LOSS OF
GAS

Comments and Suggestions on any of the above:

14000 ft no battle
~~Shot out before landing~~
Most have fallen out of A/C while unconscious
after getting others out,

4

SECRET - AMERICAN
MOST SECRET - BRITISH

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

29 November 1943

E & E REPORTS NOS. 210 & 211

EVASION IN FRANCE

Oscar K HAMBLIN, T/Sgt, 17034003
546 Bomb Squadron, 384 Bomb Group

MIA: 6 September 1943

Arrived in Spain:

29 October 1943

Arrived in Gibraltar:

12 November 1943

Arrived in UK:

18 November 1943

AGE: 22 years
LENGTH OF SERVICE: 2 years
HOME ADDRESS: Box 207.
KENNEWICK, Washington

Harry A HAWES, 2d Lt, 0735267
546 Bomb Squadron, 384 Bomb Group

AGE: 26 years
LENGTH OF SERVICE: 3 3/12 years
HOME ADDRESS: 902 E 13th Street
KANSAS CITY, Missouri

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-736497 1st Lt Russel R FAULKINER	E&E RPT 172
CO-PILOT	0-800355 2d Lt Warren B HOLLAND	MIA
NAVIGATOR	0-800760 2d Lt Richard J PIERCE	MIA
BOMBARDIER	0-735267 2d Lt Harry A HAWES	NARRATOR
RADIO OPERATOR	31160438 T/Sgt Charles F KIRBY, JR	MIA
TOP TURRET GUNNER	17034003 T/Sgt Oscar K HAMBLIN	NARRATOR
BALL TURRET GUNNER	32420832 S/Sgt Harry (NMI) SAPERSTEIN	MIA
WAIST GUNNER	33325170 S/Sgt James P MORLEY	MIA
WAIST GUNNER	33305236 S/Sgt Edward F RUCH	MIA
TAIL GUNNER	35510766 S/Sgt William H ROSS	MIA

SGT HAMBLIN:

GRAFTON-UNDERWOOD I was engineer in the crew of which Lt FAULKINER was pilot (See 6 September 1943 E&E Rpt No. 172). We left GRAFTON-UNDERWOOD about 0630 on 6 September (SEE E&E NO. 172) 1943 to bomb STUTTGART, made our rendezvous, and flew across northern France, following the course as briefed. I saw light flak all the way to the target but no fighter opposition. Our inter-phone worked badly almost from the time we hit the coast of France; it was out most of the time. At the target the weather was about nine-tenths, consequently we did not drop our bombs after making our bomb run as briefed, but circled three times and dropped our bombs on the way out. I could not see the results. I saw heavy flak. JU 88's and FW 190's attacked us. Our number four engine and numbers one and four fuel tanks were hit but I believe by flak. We also got many flak hits in the wings. As we went back, we were still in perfect formation, flying the return course as briefed. We met fighters all along the route.

GAS LOW ON RETURN

When we were south of BEAUVAIS our gas was getting very low. We had feathered number one, and I transferred to number four tank the fuel left in number one. We were still flying in formation, but we had then to leave it. We did not have gas enough even to make the Channel and ditch. Number four engine was out of gas, but we let it windmill in the hope of fooling the fighters. We were losing altitude and went down in a gentle decline to the cloud level, about 14,000 feet. An FW 190 came out of a cloud on our level at two o'clock. Our right gun was not working, and I could not get the top turret down to fire on the plane. The German was firing all four cannons; he hit the cockpit with his right gun and the radio room and wing with his left, using 20 mm explosives. I was knocked out of my turret, but I was able to pick myself up. I saw the co-pilot climb out of his seat, all bloody. The pilot was still seated, but he was bleeding also. I picked up my chest type chute and snapped it on. When I turned to go into the bomb-bay, I noticed a small fire in the fuel transfer system and easily beat it out with my cap. I pulled the emergency bomb-bay release. The right door opened, but the left seemed to be frozen shut. I went to the rear of the bomb-bay, what happened then I am not sure, for I was pretty dazed. I recall feeling very tired and sitting on an ammunition keg in the rear cat walk of the bomb-bay. I was looking at the ground, thinking what a long distance away it was, and I must have passed out. When I recovered consciousness, I was in mid-air. Anyone who has to bail out would do well not to look at the ground before he leaves his plane; otherwise he won't want to leave.

RAKED BY FIRE FROM FW 190

DAZED

FELL OUT OF PLANE

bail

DOWN IN LAKE

When I left the ship, I think we were about 13,000 feet. I made a free fall for about 10,000 feet and then opened my chute. I saw three lakes with woods about and a field nearby. I tried to drift to the field, but a south wind blew me to the middle of the lake and I went 10 to 12 feet under water. When I began swimming, I became entangled in the shrouds of my chute. I searched for the valves to inflate my Mae West and found the left one just in time. While I floated in the water, I tried to unbuckle my parachute, but Mae West was so tight that I was unable. I remembered that I had my hunting knife in my co-eralls, and I managed to get it out and to start cutting off the harness. I found my hunting knife an invaluable instrument. Just when I had released myself from the chute, a Frenchman and woman came out in a boat, helped me into it, and pulled the chute in after me. When we reached shore, they hid my chute, Mae West, and flying boots under the boat. From there my journey was arranged for me. They took me to their house, there they dressed my wounds, fed me, and gave me some civilian clothes. I told them I wanted to go to SPAIN. I WAS TAKEN TO A PLACE WHERE I MET LT HAWES & LT FAULKNER IN A COUPLE OF DAYS.

HELPED BY FRENCH

LT HAWES:

SIMILAR STORY OF FLIGHT

My story about our flight is much the same as Sgt HAMBLIN's and Lt FAULKNER's (E & E RPT NO. 172). When we were returning from the target, the navigator was trying to pick the nearest landing point for us. Our inter-phone had been bad, and, though the navigator apparently could hear nothing on his connection, I caught occasional snatches on mine. I heard a sputter, which I thought came from the pilot, asking for the point nearest home. About this time we were attacked by the FW. Its fire hit just in front of the cockpit and back of the nose. I grabbed my English-make chest type chute and snapped it on. The navigator became excited and wanted to know if he should jump. When he ripped off his oxygen mask and went up into the cockpit, I turned around and pulled the escape hatch. The navigator came down, and I snapped his chute on him. He turned to go back into the cockpit,

PREPARATIONS FOR BAILING OUT

but the pilot told him to get out. I checked his parachute for him. He wanted to know how to jump, and I began to get a little annoyed. He leaned forward from the escape hatch, made a roll, and, though he pulled the ripcord immediately, he cleared the plane without any trouble.

RECOMMENDATION FOR
SGT HAMBLIN

Just as the navigator jumped, I saw the co-pilot looking out the bomb-bay. His head was bleeding. While I was in the nose by myself, I checked my chute. Then I raised myself up to the cockpit to see how the pilot was. I looked back in the ship and saw Sgt HAMBLIN in the radio room helping the radio operator out. I think Sgt HAMBLIN should be recommended for the Silver Star or the DFC for his action. Although he was wounded and dazed, he realized that the radio man was wounded, and in spite of the danger to himself he assisted the radio men in getting out of the ship.

EXPERIMENTS IN
FALLING

After I saw that the pilot was adjusting his chute, I moved to the escape hatch, and the co-pilot came over. After I checked his chute for him, he went out. When I went to the hatch, I began to feel I did not want to jump. I rolled my head forward and cleared the plane without any trouble. The force of the slip stream tore me away. I had heard fellows express fears about clearing the ship, so I was interested to see how easy it seemed to be. The pilot had adjusted the automatic pilot, and over my shoulder I could see the ship in a gradual right bank. While I was going down, it made a complete 360° turn. I jumped from about 13000 feet.

On the way down I experimented with falling, seeing how I moved when I stuck out an arm or moved a leg. I tried to turn somersaults but found to my disappointment that I could not. My helmet ripped off, and it seemed to go up. I could see our navigator above me on my right. Off to the left, on the other side of the plane, were seven more chutes. When I could distinguish trees and cattle, I pulled ~~my~~ ^{the} rip cord. Nothing happened, and I began to wonder. Then, with a tremendous jerk, I seemed to go back upwards. The harness almost choked me, and I seemed to be hanging in the air. I could not find the seat in the harness. I held the straps to come down and managed to relieve the pressure on my neck. I saw many men, women, and children watching me come down. I tried to guide myself to the edge of a forest, but I was unable to control my fall. Wind kept me over the forest.

SUSPENDED IN A TREE

I doubled up to go through the trees and was lucky enough to come down through foliage without hitting any large branches. I was left hanging about four feet in the air. I hit the automatic release, but it did not work. On my way down I had seen what looked like a German camp, and I was afraid Germans would bag me any minute. I started swinging in the air and in five minutes managed to seize the bole of the tree with my legs, thus relieving the tension of the harness sufficiently for the automatic release to work. I fell to the ground. I did not think there was time to pull my parachute down, so I rolled my flying boots, scarf, and Mae West in my jacket, ~~and~~ hid them in a pile of leaves under a tree and went off through the woods. It was about 1100 when I came down.

WALKED AWAY

When I crossed a road, I saw a woman and child some distance away. A man was coming towards me on a bicycle. I ducked into the woods on the other side, went down a trail, and after a while veered left. I

HIDES WHILE
GERMANS SEARCH-
ED

I came to a field, saw nothing in it, and hid in some bushes on its edge. There I took out my escape kit, jammed the contents into my pockets, and buried the cover using my hunting knife - which I almost preferred to the kit. While I was burying the kit, a snake wriggled out of the bushes, and I couldn't help but feel that he and I had a good deal in common. I went on to a road with hedges about three feet high on either side; no one was coming, so I crossed it and crawled across a field on the other side. I came to a stand of weeds and decided that I had better hide. I could hear motorcycles coming up the road; I imagined that they came from the German camp which I had seen. I lay down in the center of the field, took out my purse, and buried it after putting the money in my pocket. I hid my hunting knife in the ground so that the Germans would not find it on me if they caught me then. I could hear a German patrol come up and crash through the woods, but they did not stay there long. Through the weeds I could see some Germans around the field. Luckily for me, they kept close to the edge and did not go very far in.

ATE AND SLEPT
IN FIELD

About noon I ate some malted milk tablets. Since I was pretty tired, I caught snatches of sleep for a couple of hours. I had seen FW's circling overhead, so I laced the weeds over me to keep from being spotted while I slept. I stayed in the field until about 1900. Then I heard men over on the road with a cart which apparently carried milk cans. I crawled over and followed them, hoping to talk to one of them. After waiting in vain until about 2030 hours, I went to a potato field, came to a hedge, and, seeing no one on the road, crossed it and went to the barn where the men had gone. It was filled with wheat sheaves. I climbed a ladder to a loft and hid in a corner among the sheaves. That night I slept as best I could with all the rats, mice, and snakes. When I knifed one snake, I felt a little happier about the company. I woke up about 0300 and breakfasted on my Horlicks tablets, then dozed until 0700. I felt that I had better be on my way, so I took off my flying coveralls and my insignia and hid them in the grain. I put the escape maps in the water bottle and hung it around my neck. I hid my knife in my shirt and distributed the various escape aids as best I could. In addition to two small round brass compasses, I had a large compass, and I started south using it.

SLEPT IN BARN

I scuffed up my shoes, took off my tie, and left my collar open, and did the best I could to make my O.D. uniform inconspicuous. I angled southwest around a railroad station, went down a road, and turned into some woods. I saw a camp with barbed wire around it and avoided it, going through a field to another road, and when I saw that it led to a village, I turned into a lane to keep away from the town. I came upon a man and woman and some children picking apples. It was too late to dodge, and they were looking at me curiously. I thought I might just as well see if they could help me, so I pulled out a paper with a long list of phrases on it. When I tried to read from it, they did not understand me, so I pointed to the words for "American airman". They began jabbering and pointed to the woods and made motions like a parachute falling. I tried to indicate that they were talking about me. Then I pointed to the line to ask where the Germans were. They made clear that Germans were all around, and they pointed several times in the direction of the camp which I had seen. When I asked which way Spain was, and they pointed in response and said a lot of things I could not understand, I asked them if they could give me any

MET FRENCH
FAMILY

USED PHRASE LIST
MOST ADVANTAGEOUS-
LY

GIVEN CIVILIAN
CLOTHING

clothes. Between the man and the children they assembled a pair of canvas overalls, a fleece lined sweat shirt, and a ragged blue coat. I went over behind some bushes and put them on.

UNABLE TO LEAVE

When I came back, they were still chattering. When I inquired ^{332.7} which was Spain ~~was~~ and where the Germans were, they gave me the same answer as before. Soon I started off down the road, but the children ran after me and tried to pull me back. I pointed to the question whether the man could help me. He nodded. A boy went down the road to the village, and I began to pick apples with the rest. A neatly dressed elderly man who spoke English walked over from the village, said good morning, and handed me a hat which I put on even though it did not fit. He asked me where I came down. When I replied, he said that he had seen my chute come down. He asked me if my people had given me any directions. I answered, "Yes!" He asked me what I wanted to do. I replied that I wanted to go to Spain. He told me to stay there with the people picking apples, asked me if there was anything I wanted, and went away, telling me that he would return. He sent me some coffee, which I thought was poisoned, and some rolls.

VISITED BY A
FRIEND

CHAMPION APPLE
PICKER

I made my fellow apple pickers understand that I was a bombardier. When some planes flew over, the people remarked that they were "Anglaises". Down toward the village some one was firing rifles, and I understood that it was the Germans. People passed on the lane, but they payed no attention to me while I picked apples. A lady came with a basket, said good morning, and passed me. After she had gone back and forth a couple of times, she came over, pulled a tape measure out of the basket, and took some measurements. For a moment I wondered whether she had a coffin or a suit in mind. Another old woman came with a dog, looked me over, talked excitedly with the others, and went on. A boy brought a pair of black shoes, and a pair of grass, felt, and canvas slippers. Although the shoes were too large, I put them on. I went on picking apples and filled eleven bushels while I was being inconspicuous.

JOURNEY ARRANGED

Between 1100 and 1200 hours the French hustled me off to the woods. We sat down next to a tree and ate. That evening I was taken to the village, and from there my journey was arranged for me. *IN A FEW DAYS I WAS TAKEN TO A PLACE WHERE I MET SGT HAMBUR. THAT SAME*

Compiled By:

DFE

Approved By:

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

EVENING, LT FAULKNER (E+E 172) CAME IN.

App "B" to follow

^{officer} 1. The following information has been obtained in an interview with an ~~lieutenant~~ and a sergeant who evaded capture by the enemy after being in enemy occupied territory.

2. Further circulation of this information may be made, ^{in that case} ~~but in that case~~ ~~it is important not to divulge any particulars about the source.~~

Statement of information covering period from September to November, 1943

a. In CREIL we saw ⁵⁰¹⁶ in September a boiler factory manned by Frenchman making and repairing boilers and locomotives for the Germans. It was one the edge of town.

(See sketch attached.) ^{for} (FIR 2-2 see SKETCH ATTACHED.)

b. Near CREIL we saw ^{on 5016} in early September an airfield which was used as a re-fueling base for fighters. It had large underground hangars. ~~See sketch.~~

c. We were told by the French that half way between CREIL and CHANTILLY there is a large ammunition dump. A bridge over the Oise points directly at it. ~~See sketch.~~

d. We were also told that another ammunition dump is being built in a large hill near the Oise. ~~See sketch.~~

e. At the end of September the French told us that a large tank school was located near CHAUNY. ~~See sketch.~~

f. Some French told us that the Maginot line ^{is} ~~has been~~ manned by French prisoners ^{It is} and equipped with gas dispensing equipment and reinforced. ^{has been} In the event of invasion the Germans could fall back to the Maginot line and start gas attacks from there.

g. In September and October German army cars were using synthetic gas and charcoal gas burners.

h. A lot of cars and tanks from the Libyan desert are being used in ~~France~~ ^{CHAUNY, PARIS, & TOULOUSE;} Fords, Chevrolets, and other GMC cars. ^{THEY ARE PAINTED CREAM COLOR}

i. A lot of obsolete equipment is being used, and equipment from the last war is being pressed into service. ^{fire, water carriers, two wheel carts for equipment and Hanson cabs}

j. About 15 kilometers south of TOULOUSE there is a large airport and a power plant. ~~See sketch 2.~~ ^{which is on the railroad} The power plant was not camouflaged and supplied

the current for the airfield. There was a large concentration of railway oil tanks between TOULOUSE and the power plant. We saw a detachment of Germans camped nearby.

K j. The French told us that one day when German troops were drilling in CREIL, one of the soldiers was tired and sat down on the curb and told the officer in charge that he was tired. The officer killed him.

L k. French men told us that they want gas masks; they are sure the Germans will gas them.

M i. In middle September we saw German soldiers in CREIL who looked very threadbare. A piece of cloth from the uniforms would fall apart if it was rubbed between one's fingers.

S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 211

No., Rank, Name:- Harry A HAWES, 2d Lt. O-735267

Unit:- 384 Bomb Group, 546 Bomb Squadron

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

1. AIDS BOX

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

Horlicks tablets. Morning breakfast and supper

Chocolate. Afternoon lunch and supper on day of crash

Milk (tube). Of no use

Benzadrine tablets (fatigue). Carried as emergency but didn't have to use

Halazone tablets (water purifier). Still have them

Matches. To explore barn where I slept first night

Adhesive tape. First night used on wounds

Chewing gum. Gave to French boy where I stayed, first he had since 1939

Water bottle. Used as carrying case tied around neck

Compass. Very useful - found direction to start out

- (e) Did any of the above items prove unsatisfactory? If so, in what respect?
- (f) How did you finally dispose of the box? Buried it and map case in ground
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger? Put in some band-aids and 384 Group's French-English language paper.

2. PURSE

- (a) Did you carry a purse? Yes
If so, state COLOR.
In NOT, State why not.
- (b) Did you use the purse?
- (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?

Compass.

File (hacksaw). Put file in seam of shoe for further use in case it was
Foreign currency. State countries and amounts. needed.
How did you spend the money? 2000 francs, for soap, razor, cigarettes, etc

(d) How did you dispose of:-

Maps. Gave to helpers

Compass. Gave to helpers

File (hacksaw). Gave to helpers

Surplus currency. Gave to helpers

3. AIDS TO ESCAPE - (GADGETS+)

(+Issued separately from aids boxes and purses.)

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

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

Round compass. (-)

Stud compass.

Swinger compass.

Fly-button compass.

Pencil clip compass.

Tunic button compass.

Pipe compass.

Pouch

Special flying boots (and knife). Most useful thing I had; hunting knife.
It should be issued to all.

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

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

(b) Did you use them? No - taken by helpers. New ones made for papers.
State how.

5. LECTURES

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

At base by our P/W IO, Lt PICARD.

(b) Did you find the lectures of value? Yes, quite a bit gotten out of it.

Suggest one uniform with all proper escape aids packed into it always
be worn on missions so that one has everything he needs.
Suggest mark U.S. be taken out of G.I. shoes. Can get shoe polish
but not die in France. Fliers should be supplied black dye for the
shoes they wear over.

SECRET

APPENDIX "D" TO E AND E REPORT NO. 210

No., Rank, Name:- Oscae K HAMBLIN, T/Sgt, 17034003

Unit:- 384 Bomb Group, 546 Bomb Squadron

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? No
- (b) If not, had you one on you? Yes - Immediate aid
- (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).

Matches.

Adhesive tape. To dress wounds

Chewing gum.

Water bottle.

Compass.

- (e) Did any of the above items prove unsatisfactory? If so, in what respect? No

(f) How did you finally dispose of the box? Gave it to the French people

- (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. OD
In NOT, State why not.

(b) Did you use the purse? No - ^{is} disposed of purse kept money in my pockets

- (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? Not used

Compass. Not used

File (hacksaw). No

Foreign currency. State countries and amounts. French 2000 francs

How did you spend the money? Cigarettes

(d) How did you dispose of:-

Maps. French

Compass. French

File (hacksaw). French

Surplus currency. Exchanged at Spanish border

3. AIDS TO ESCAPE - (GADGETS+)

(+Issued separately from aids boxes and purses.) NONE

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

Round compass.

Stud compass.

Swinger compass.

Fly-button compass.

Pencil clip compass.

Tunic button compass.

Pipe compass.

Pouch

Special flying boots (and knife).

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

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

(b) Did you use them? French people kept them for souvenirs for test
State how. identification, so second set had to be made.

5. LECTURES

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

At squadron by men who had evaded.

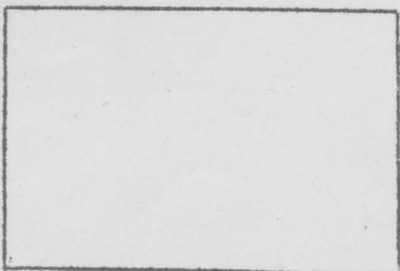
(b) Did you find the lectures of value? Yes

Sun tan shirts are worn in France - rings and watches are also worn.

APPENDIX "E" TO E & E REPORT NO. 210

NAME Oscar K HAMBLIN RANK T/Sgt ASN 17034003 REPORT NO. 2D

SQ 546 GROUP 384 A/C NO. _____ Letter _____ Load 10-500 lbs Date 6 Sept 1943



Position in formation.
Make Diagram

Observed results of Bombing:

None

Enemy Fighter Tactics:

Markings:

Our Tactics:

Individual

Our Fighter Support:

None

Flak

Time

?

Place

All Along
~~ALLALONA~~
Route

Quality

Intense at target - accurate

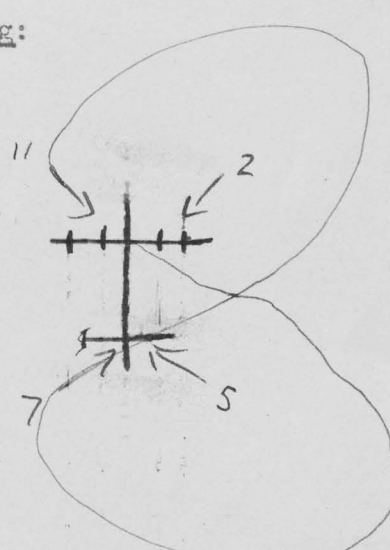
Technical Failures

Motors: None

Armor: None

Armament: None

Miscellaneous: Two tanks shot out, causing loss of gas



[OMIT ALL ADDITIONS -
ONLY A/C + ARROWS
TO BE STENCILED]

Comments and Suggestions on any of the above:

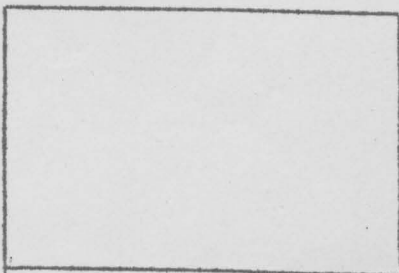
DID YOU USE BALE-OUT BOTTLE? No

DID YOU BLACK OUT? Must have fallen out of A/C unconscious after getting others out.

APPENDIX "E" TO E AND E REPORT NO. 211

NAME HAWES, Harry A RANK 2d Lt ASN 0-735267 REPORT NO. 211

SQ 546 GROUP 384 A/C NO. _____ Letter _____ Load 10-500 lbs Date 6 Sept 1943

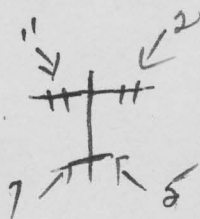


Position in formation.
Make Diagram

Observed results of Bombing:

No

Enemy Fighter Tactics:
Markings:



Our Tactics:

Individual

Our Fighter Support:

None

Flak

Time

Place

Quality

All the time

Every where -

INTENSE - BLACK + RED

Very intense at

Intense black, red at target.

target - flak

every OBSERVED RED AT TARGET

where.

Technical Failures

Motors:

Armor:

Armament:

Miscellaneous: Gas tanks shot out - inter-com system out

Comments and Suggestions on any of the above:

DID YOU BLACK OUT? No

DID YOU USE BALE-OUT BOTTLE? No