

SECRET - AMERICAN
MOST SECRET - BRITISH
MIS(X)

HQ, ETOUSA

OFFICE OF AC OF S, G-2

MIS DETACHMENT

QUESTIONNAIRE FOR SERVICE PERSONNEL
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No. *GEORGE W. EVANS 2ND LT. 0-672784*
2. Decorations. *NONE*
3. Unit or Squadron. *546 BOMB. Sq.*
4. Division (Army) or Group. *384 BOMB Gp.*
5. Date of Birth. *FEB. 23, 1921*
6. Length of Service. *14 MONTHS*
7. Private Address. *4102 GROVE AVE. NORWOOD, OHIO*
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?
VILLACOUBLAY 6-26-43 1600
SOUTH OF PARIS AT 1900
9. If in AF, give names of other members of crew and what happened to them.
10. Give details and full story of your trip on attached sheets.
11. Did you pay your guides? If so how much? *NO*
12. Do you speak French? Spanish? *NO*
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 experience? Where and when? *ORAL - MAJOR CLARK*
WRITTEN - MAJOR LEWIS & DONALD DARLING AT GIBRALTER
15. Did you report on your operations? If so, where and to whom?
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when?
MADRID & GIBRALTER
17. Place and date of departure for U.K. By sea or air.
AUG. 9, 1943 GIBRALTER BY AIR.
18. Place and date of arrival in U.K.
AUG. 10, 1943 PRESTWICK, SCOTLAND

Lt Rosio - Lt Evans - Sgt Kuberski

26 June 1943

GRAFTON -
UNDERWOOD
26 June
1943

We left GRAFTON - UNDERWOOD at 1600 hours to bomb VILLACOUBLAY. At 1810 hours we were over France. ~~Neither~~ ^{neither} ~~nor~~ ^{nor} fighters were encountered on the way to target and due to heavy cloud, when we reached the target, our bombs were not released.

heard I ~~xxx~~ strikes on the number one engine and the cop-pilot ^(Lt Evans) and I could see two large holes in the cowling. We were puzzled because ~~there was no flak and~~ we could not see enemy fighters attacking us. The engineer called down to say that when the oil pressure dropped to 40 the 'prop' ^{on number one} should be feathered. The pressure had dropped immediately to 10 and ~~the~~ it still wouldn't feather. All this time there was still no flak nor were there any frontal fighter attacks. The tail gunner had just called over the 'inter-com' that fighters were coming in high at 6 o'clock and just then the attacks to tail started. Vibration from number one engine did not start for some time.

~~The~~ ^{in our squadron} lead ship ^{dropped} back out of formation. I managed to get into his position but held it for ~~only~~ about a minute before we slowly dropped back. It was impossible to get 150 mph. Lt Algar took and, the last I saw of him, ^{was holding} ~~held~~ the lead position.

OUT OF FORMATION As soon as the vibration from number one engine started I knew we couldn't get back in formation. I judged the overcast to be at 12000 feet and ^{went} ~~started~~ down to get in it. The cowling blew off of number one engine and it immediately caught fire but soon went out. We had boosted the other engines up so much that we had detonation.

^{Number one engine on fire} I had misjudged the overcast which must have been at 6000 feet and because of the vibration we could not lose altitude rapidly. From the 'inter-com' conversation I knew we were under heavy fighter attack. In the meantime number three engine

^{Number three hit} ~~was~~ hit. At 11000 feet I told the co-pilot we had better get out because I could keep flying spped only by holding the nose down. Through a hole in the overcast we salvaged the bombs in a field. I gave the order to prepare to bale out and the bombardier, navigator and engineer went out very soon after that. The crew was very

^{Baled out AT 9000ft} calm which made everything ~~very~~ easy. At 9000 feet I couldn't hold the plane any longer. I tried to put it on AFCS but the control cables must have been hit. I

All the crew had left the ship when I told the co-pilot to bale out. ~~Next~~
~~his seat~~ Just after he left his seat a shell shattered the glass of the co-pilot's
compartment. When I got back to the bomb-bay I found the ~~man~~ co-pilot sitting
there waiting for me. He jumped and I went out about three seconds after him.

We pulled our rip-cords about the same time and watched the ship spiral
into the overcast. After we got through the clouds we saw the plane hit the
ground and explode. There were eight enemy fighters circling it and before we
got to the ground they circled us. We landed about fifty yards apart just outside a
small village. Immediately we were surrounded by thirty to forty Frenchmen. An
old man came up to me and shook my hand before helping me unbuckle the chute-
harness. I gave him the chute and joined Lt Evans who was being helped by two
young French boys. They took us not far away to a wood where we hid until they
returned with peasant clothes. When they left we understood that they would return
either late that night or early the next morning.

All night long we waited and when no ~~one~~^{help} came the next day it seemed best
to start walking. After climbing a small hill and choosing our direction, we had
walked almost two miles before we were spotted by a Frenchman working in a field.
We hadn't had a chance to speak to him when he motioned us to get into a near-by
wood. Later he returned with two men and we were led more deeply into the wood
before they spoke to us. We spoke no French but after much motioning and pointing
we understood that we were to remain hidden until we heard a pre-arranged signal.
Later our friends returned for us and ~~the~~ took us to a house where we found four
members of our crew - Sgts Kuberski, Cuccinotta, Brown and Houghton. ~~The~~
~~of our journey was arranged.~~ Sgt Kuberski ~~and~~ travelled with us and the rest of
our journey was arranged.

SAW PLANE
CRASH AND
EXPLODE

IMMEDIATE
HELP FROM
FRENCH

27 JUNE 1943

TOURNEY
ARRANGED

Immediate
FRENCH
HELP

Approximately thirty Frenchmen surrounded me immediately. I rolled up my chute and ran towards a clump of bushes. ~~I~~ I dived into the bushes, ^{as} a plane swooped down at me. While I was removing my flying suit it came over again. A farmer joined me and when I asked ~~about~~ for my 'camarades' he took me about 500 yards to a field where I found Sgt Cuccinotta. He was badly hurt and could walk only with help.

JOINS
CREW MEMBER

~~We figured out the direction to PARIS~~ / We got into a large wood and were hiding when we saw someone coming toward us. ~~He~~ ^{We ~~was~~ could tell he was friendly by his actions and} When ~~he~~ ^{was} near us he motioned us to go more deeply into the wood. He left but returned soon with a man who had brought a French-English dictionary. Later they brought food and clothes and led us to a house where we spent the night. The next day Sgts Houghton and Brown (E&E Report No. 52 & 53) and Lt. Rosio and Lt Evans joined us. I left this house with Lt. Rosio and Evans and the remainder of our journey was arranged.

SGT KUBERSKI'S STORY UNTIL JOINING LT ROSIO AND LT EVANS.

The first fighter attack came as we left the target area. I counted up to fifteen ME 109's. Our altitude was 24,000 feet. The attacks were being made to tail from a slightly higher level. Bullets came into the waist just as the attack, started and penetrated the ^{waist} armor plating. I tapped Sgt Cuccinotta and showed the holes to him. He looked at [↑] them and we wondered ~~±~~ where they had come from. We saw that number one engine had been hit and was spraying oil. There were two large holes in the cowling of number one engine and we could not explain the source of the fire. We thought it may have been misdirected fire from the tail of one of our lead ships since all the attacks from enemy fighters were coming in at 4-6 o'clock.

I saw three German planes go down, two ~~Me 109's~~ ^{were in flames} and the other, unidentified, ^{was smoking.} I saw one B-17 shot down just after this. The number one engine was on ^{fire} and a wing from the motor out blew off. I saw no fighters around it and only one chute ^{out}. Later I saw LT Henderson ^{'s plane} go down. His number three engine was burning and there were no chutes out before it went into cloud.

^{shots} We dropped back of the formation and Me and FW's came in after standing off for a while. ^{seen} They came in fast from 3-6 o'clock. One plane came in level. I held the trigger on ^{one} it and saw bursts in the right wing. The wing blew off and he went down, burning. ^{chained} ^{Destroyed} An ^{other} FW, which came in from the side, went down smoking.

I heard the order to prepare to bale out. ^{Our} Number three was streaming oil. We lined up by the waist door and I saw the tail gunner sitting by his escape door with his chute open in his arms. While I was looking at him he jumped. I didn't see him in the air. I was the first at the waist door and as I got the door away a 20 mm shell burst in the waist; ^{fragments} hit ~~me~~ Sgts Brown and Houghton. Sgt Houghton waved to me and I jumped with Sgt Cuccinotta coming out just behind me. We ^were out around 12,000 feet and, ~~delaying my~~ ^{my} I ^{my} opened ^{my} chute around 2000 feet. An FW went over our ship and then came down to circle me. He waved and left me as I went into cloud. I landed easily in a wheat field about ~~2000~~ ^{kilometer} one ^{1/2} from a small village.

MIA — 26 June —

Am. Spain 15 July —

cor Sib 7 Aug —

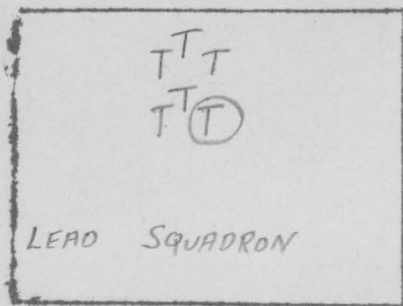
Arr. V.K. 10 Aug —

Appendix B - ROSIO-EVANS-KUBERSKI.

1. At LES VALLES, 3 miles northwest of PARIS, a reclaiming plant for scrap metal or airplane parts. Saw flat-cars loaded with crashed aircraft. Saw the fuselage of a Lancaster and the wing of a B-17. 30 June 1943
2. Three ~~idea~~ aircraft flying over PARIS; two identified as a Ju 52 and a FW 190 with the third unidentified. 1 July 1943
3. Saw a training field near PAU. Single-engine training planes flying over the field. The field was 15-20 miles northeast of PAU on the left side of the railroad tracks entering PAU. 10 July 1943
4. After passing through VIERZON on a train saw flat-cars on a siding loaded with about fifteen staff cars. 10 July 1943
5. Saw a long freight train loaded with cannon and tanks in PARIS. 10 July 1943
6. Heard that German troops in the south of France had been moved to Italy. We were told that these troops had left PAU a few days before we got there.
7. Noticed very few German troops on trains. 11 July 1943
8. Troops seen were either very young or very old. July 1943
9. In PARIS Germans troops looked like the office worker type. July 1943
10. Every German soldier in PARIS was carrying a small briefcase(handbag) on 4 July. We were told that these were sub-machine guns which could be set up quickly. We were also told that the 4th of July had been considered as a possible Allied invasion date. July 1943
11. We were told that ~~the French~~ if the French had more guns and ammunition and an invasion was started they could cut off all railroads leading south. It was suggested that some tunnels had already been mined by the French. July 1943
12. We were told that seventy men in ST CYR were fully equipped with rifles, grenades and sub-machine guns. 27 June 1943

Swain

GROUP 384 SQ 546 A/C No. 423008 Letter _____ Load 5000 Date 6-26-43



Position in formation.
Make Diagram

Observed results of Bombing

NO BOMBING

Enemy fighter tactics:
markings:

TAIL ATTACKS AND I COULD NOT SEE FROM COCKPIT

Our Tactics

FOUGHT OUR WAY DOWN TO 2000 FT.

Our fighter support.

NONE

Flak

Time, Place, Quality.

NONE

(over)

APPENDIX "D" TO E AND E REPORT NO. 55.

No., Rank, Name :- EVANS, George W. 2d Lt. O-672784

Unit :- 546 Bomb Squadron, 384 Bomb Group

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? Lost in Parachute jump.
- (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) Malazone tablets (water purifier).
 - (vi) Matches.
 - (vii) Adhesive tape.
 - (viii) Chewing gum.
 - (ix) Water bottle.
 - (x) Compass.
- (e) Did any of the above items prove unsatisfactory? If so, in what respect?
- (f) How did you finally dispose of the box.
- (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?

2. PURSE

- (a) Did you carry a purse? Yes
If so, state COLOR.
If NOT, state why not. Lost in parachute jump
- (b) Did you use the purse? No
- (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?
 - (ii) Compass.

- (iii) File (hacksaw).
 - (iv) Foreign Currency. State countries and amounts.
How did you spend the money.
 - (d) How did you dispose of:-
 - Maps.
 - Compass.
 - File (hacksaw).
 - Surplus currency.
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.
 - (ii) Stud compass.
 - (iii) Swinger compass.
 - (iv) Fly-button compass.
 - (v) Pencil clip compass.
 - (vi) Tunic button compass.
 - (vii) Pipe compass.
 - (viii) Pouch.
 - (ix) 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? Not issued.
If so, how many?
- (b) Did you use them?
State how.

5. LECTURES

- (a) Were you lectured on evasion and escape? Yes
State WHERE, WHEN and by WHOM.
Smith - at Kearney, Nebraska
Grafton-Underwood, June by Capt. Johnson and I.O.
- (b) Did you find the lectures of value?
Yes

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No., Rank, Name :- *EVANS*

Unit :-

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- (b) If not, had you one on you? ~~No~~ *Yes*
- (c) If not, why had you no aids box? *LOST IN PARACHUTE JUMP*
- (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.
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- (e) Did any of the above items prove unsatisfactory? If so, in what respect?
- (f) How did you finally dispose of the box.
- (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?

2. PURSE

- (a) Did you carry a purse? ~~No~~ *Yes*
If so, state COLOR.
If NOT, state why not. *LOST IN PARACHUTE JUMP*
- (b) Did you use the purse? *No*
- (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?
- (ii) Compass.

- (iii) File (hacksaw).
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How did you spend the money.

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Compass.

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State WHERE, WHEN and by WHOM.

Smith - O'Keefe -

*Traynor Underhill
Capt Johnson + 10.*

(b) Did you find the lectures of value?

Yes

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) GEORGE W. EVANS Signed George W. Evans
 Rank 2ND LT A.S.N. 0-672784 Date AUG 7, 1943
 Unit 384 BOMB GP. 546 BOMB SQDN. Witness Major Lewis
Major ae



REPORT TO COLONEL MENZIES, LONDON DISTRICT TRANSIT CAMP,
GRAND CENTRAL HOTEL, OPPOSITE THE MARYLEBONE RAILWAY
STATION, LONDON.

AG 383.6

Hq ETOUSA

9 April 1943

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By command of Lieutenant General ANDREWS:

Ralph Pulsifer
 RALPH PULSIFER,
 Colonel, AGD, Adjutant General.

CERTIFICATE

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Name (Print) GEORGE W. EVANS Signed George W. Evans
 Rank 2ND LT ASN 0-622784 Date Aug 11, 1943
 Unit 384 BOMB Gr 546 BOMB Sq Witness John White, Jr.
 P.M.A.C.