

SECRET - AMERICAN  
SECRET - BRITISH

SECRET

By Authority of  
A.C. of S. G-2.

HQ, ETOUSA  
Office of AC of S, G-2  
MIS Detachment

Initials... *W.S.H.*

Date... *7-9-43*

5 September 1943

E & E REPORT NO. 81 & 82  
EVASION IN FRANCE

Tom J.E. HUNT, 2d Lt, O-732619  
544 Bomb Squadron, 384 Bomb Group

MIA: 26 June 1943

Arrived in Spain:

12 August 1943

Arrived in Gibraltar:

23 August 1943

Arrived in UK:

27 August 1943

AGE: 23 years  
LENGTH OF SERVICE: 2 7/12 years  
HOME ADDRESS: 2814 - 10th Ct. So.  
BIRMINGHAM, Alabama

William (NMI) AGUIAR, S/Sgt, 31036351  
544 Bomb Squadron, 384 Bomb Group

AGE: 23 years  
LENGTH OF SERVICE: 1 10/12 years  
HOME ADDRESS: 109 Elm Street  
SWANSEA, Massachusetts

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-522702	2d Lt	Howard C. BURGOON	MIA
CO-PILOT	0-671969	2d Lt	Victor C. KRESS	MIA
NAVIGATOR	0-670198	2d Lt	David B. WILMOT	MIA
BOMBARDIER	0-732619	2d Lt	Tom J.E. HUNT	NARRATOR
RADIO OPERATOR	33019662	S/Sgt	Harold S. McFARLAND	MIA
TOP TURRET GUNNER	32286378	S/Sgt	Edward L. PECKHAM	MIA
BALL TURRET GUNNER	31036351	S/Sgt	William (NMI) AGUIAR	NARRATOR
WAIST GUNNER	14080507	S/Sgt	Holand H. JENKINS	MIA
WAIST GUNNER	12034337	S/Sgt	Edward E. COSTELLO	MIA
TAIL GUNNER	36210809	S/Sgt	Henry J. ULLMER	MIA

GRAFTON UNDERWOOD 26 June 1943 We left GRAFTON UNDERWOOD at 1600 hours 26 June 1943 to bomb VILLACOUBLAY. We encountered light flak as soon as we crossed the coast of FRANCE. We had started our run on the target when the pilot called to say we would have to drop our bomb load because fighters were starting an attack and two of our motors had been hit. I asked if we couldn't wait a few seconds since we were almost over the target. After releasing the bombs I saw smoke pouring out of number two engine and soon after this number three and four started smoking.

ATTACKED BY FW's Fighters (about 15) were coming in low at 6 o'clock, singly. The weather was cloudy and there was no flak. Sgt AGUIAR, ball-turret gunner, shot down two fighters - one went down trailing heavy black smoke and the other, after coming in to fifty yards, fell away in a

FOUR ENGINES  
HIT

spiral. Just then I heard the pilot call the navigator for the course home but before he got the course he called out, "I've lost all four engines! Bale out!" The navigator had trouble with the escape hatch and after getting the door away was stuck for about a minute before he got out of the ship. I followed him out at 22000 feet and the engineer was immediately behind me.

SECURES  
IMMEDIATE AID

I waited but a few seconds before pulling the ripcord. On the way down I saw two chutes and no enemy fighters. I landed in a wheat field and was uninjured except for face cuts made by rocks as the chute dragged me. As soon as I had gathered up my equipment several Frenchmen ~~had~~ arrived. I gave them two or three hundred francs. They took my chute and Mae West. I was running to a wood when I met a man and woman. By using my escape maps I tried to find out from them where I had landed. We were not very successful but they took me to their home. I waited here while they sent for a young friend of theirs. He took me to the barn in back of his home and helped me make a bed in the stacked hay.

JOURNEY  
ARRANGED

Early the next morning a different friend brought civilian clothes and told me that he knew where other members of my crew were. We waited until night before the young man who was sheltering me took me to a small village, ~~where~~ I spent three days in an abandoned house across the street from a new friend who brought food to me during the day. On 30 June I was moved to another village where I joined Sgt AGUIAR. From here our journey was arranged.

SGT AGUIAR'S STORY UNTIL JOINING LT HUNT:

SEES SIX  
CHUTES

I did not hear the order to bale out but I saw Sgt JENKINS leaving the plane and another chute below. As I opened the door of the turret I saw Sgt COSTELLO jump and Sgt McFARLAND going toward the bomb-bay doors. After removing my oxygen mask I put on my chute and bale-out oxygen bottle, then went out by the waist door. I delayed but a few seconds before pulling the ripcord. There were six chutes below me. Our plane made a wide circle and passed very close to me. I did not see it crash and when I last saw it one engine was still wind-milling.

AVOIDS  
GERMAN  
SEARCH

I landed, uninjured, in a plowed field. After unbuckling my chute I rolled my Mae West in it and ran to a small wood about fifty yards away. I had been in hiding for about fifteen minutes and was studying my escape maps when two Frenchmen approached. They whistled and circled me twice before I came out to speak to them. One spoke some English and said that the Germans were in the neighborhood. They pointed to some fields and told me to crawl through to the edge and they would come for me that night. It took me about four hours to crawl to the place I was to be met but I did it very carefully for I could hear Germans occasionally though I did not see them. After midnight a young boy came for me and took me to his home. I was given civilian clothes and before morning moved to another house where I stayed until joined by Lt HUNT.

Compiled By:

*John F. White, Jr.*  
for RICHARD R. NELSON  
Major, AC

Approved By:

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

<u>REPORT DISTRIBUTION</u>	<u>COPIES</u>	<u>APPENDIX "B" - MILITARY INFORMATION</u>	<u>COPIES</u>
DDMI (P/W)	1	MI-9	2
MI-9	15	AC of S, G-2, ETOUSA	3
AC of S, G-2, ETOUSA	3	AC of S, A-2, VIII AF	3
AC of S, A-2, VIII AF	3	AC of S, A-2, VIII BC	1
AC of S, A-2, VIII BC	1	MIS, Washington, POW BRANCH	5
MIS, Washington, POW BRANCH	5	RAF School Highgate (S/Ldr Evans)	1
RAF School Highgate (S/Ldr Evans)	1	File	3
File	3		<u>18</u>
	<u>32</u>	<u>APPENDIX "C" - FUTURE PLANS</u>	
<u>APPENDIX "A" - LIST OF HELPERS</u>		I.S.9	2
I.S.9	2	File	1
File	1		<u>3</u>
	<u>3</u>	<u>APPENDIX "D" - EQUIPMENT AND TRAINING</u>	
<u>APPENDIX "E" - TECHNICAL INFORMATION</u>		MI-9	6
MI-9	7	AC of S, A-2, VIII AF	3
AC of S, A-2, VIII AF	3	AC of S, A-2, VIII BC	1
AC of S, A-2, VIII BC	4	MIS, Washington, POW BRANCH	5
MIS, Washington, POW BRANCH	5	File	3
File	3		<u>18</u>
	<u>22</u>		

*Arrange  
alphabetically*



SECRET - AMERICAN  
MOST SECRET - BRITISH

HQ, ETOUSA  
Office of AC of S, G-2  
MIS Detachment

31 August 1943

APPENDIX "B" TO E & E REPORTS NOS 81 & 82

1. The following information has been obtained after an interview with an Officer and a Sergeant who evaded capture by the enemy, after being in enemy-occupied territory.

2. 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 26 June 1943  
to 12 August 1943

1. At MASSY PALAISEAU there is a very large railroad junction with a great deal of night activity. Told that it was movement of supplies. July 1943
2. CYR DE SATORY (this town is unidentified) - a large munitions dump here. July 1943
3. Between ROUEN and GOURNAY in a forest by the side of a main road there are many troops and a large number of blockhouses. July 1943
4. Northwest of PONTOISE, between PONTOISE and MARINES there is an airdrome which is camouflaged to resemble a village. It has underground hangars. July 1943
5. Many locomotives were seen at a main railroad junction (ACHERES) between ROUEN and PARIS. Travelling to PARIS from ROUEN, a large airdrome was seen just outside of PARIS with many camouflaged twin-engine, twin-tail ships dispersed over the field.
6. Saw a small arsenal in a cave in woods near BEZULA FORET which contained about 25 English-type machine guns, 50 Luger pistols, several kegs of daggers and several kegs of Winchester ammunition, also several kegs of dynamite. Told that these were dropped at night by British planes to Frenchmen who had it hidden until the Allied invasion. July 1943
7. A newly constructed radio station about halfway between DOUDEAUVILLE and ROUEN was seen from road. It was located at a large cross-roads where two main roads cross at right angles. It was built underground with only the roof showing. Constructed of wood and brick, it had three large loop antennae. July 1943
8. About 7 August, bomb-proof shelters were in process of construction at German Headquarters about a block from the Arc de Triomphe in PARIS.
9. Anti-aircraft gun emplacements with sound detectors were built on the largest hill in ROUEN. July 1943



10. While travelling by train from BORDEAUX to DAX much activity (troop movement) was noted. Several trains carrying small tanks were passed. August 1943
11. All German troops seen were very young and very poorly dressed. They appeared tired and depressed. The officers were not of much better spirit than the men but were better equipped. July - August 1943
12. There is a large training airdrome near BAYONNE using ME 109's. Evaders informed that it was a training field for pilots and one of the largest. August 1943
13. There were large boats, which appeared to be transports, in the river at BORDEAUX. There were many German ships docked at ROUEN. August - July 1943
14. From a train, a large and busy cement factory was seen about half-way between ROUEN and PARIS. July 1943

5. [Faint, illegible text]

28 7 18 2011 10:00 AM

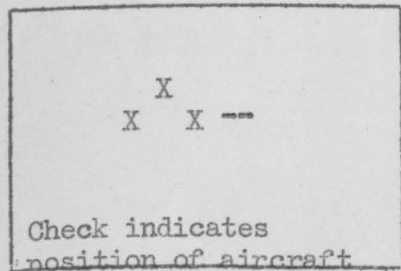
OFFICE OF THE DIRECTOR  
 AIR FORCE  
 WASHINGTON, D. C.  
 28 7 18 2011 10:00 AM

SECRET

APPENDIX "E" - TECHNICAL INFORMATION

NAME William (NMI) AGUIAR RANK S/Sgt ASN 31036351 REPORT NO. 82

SQ 544 GROUP 384 A/C NO. 230031 Letter \_\_\_\_\_ Load 5000 Date 26 June 1943



Position in formation.  
Make Diagram

Observed results of Bombing:

Unobserved

Enemy Fighter Tactics: Attacked our formation from 6 o'clock low. Number one and  
Markings: number three aircrafts of our squadron went down. I saw four  
parachutes from number three aircraft. A squadron of ME 109's attacked our plane at  
6 o'clock, low. I fired upon one enemy aircraft and saw it go down in black smoke.

Our Tactics: Several ME 109's attacking our aircraft hit the tailplane with cannon.

ME 109 approached about 50 yards below ball turret in a half roll. I  
fired at it and saw it go down in a spin. S/Sgt ULLMER, tail gunner, saw the same go

down. One week later Frenchman said he saw two ME 109's that were shot down on 26

Our Fighter Support: None in area where our aircraft went down.

No fighter support.

Flak

<u>Time</u>	<u>Place</u>	<u>Quality</u>
1720 hours	Coast of France	Slight

Technical Failures

Motors: Lost all four engines.

Armor:

Armament: Good order.

Miscellaneous:

Comments and Suggestions on any of the above:

Ball-turret gunners should take portable oxygen bottle in Ball. It was very helpful in my case.

SECRET

SECRET

APPENDIX "E" - TECHNICAL INFORMATION

NAME Tom J.E. HUNT RANK 2d Lt ASN 0-732619 REPORT NO. 81

SQ 544 GROUP 384 A/C NO. 230031 Letter SUD (?) Load 5000 Date 26 June 1943

X  
X X --

Check indicated  
position of aircraft

Position in formation.  
Make Diagram

Observed results of Bombing:

None.

Enemy Fighter Tactics:

Markings: 6 o'clock low, MR 109's.

Our Tactics: Evasive action.

Our Fighter Support: None

Flak

Time

Place

Quality

1730 hours Over coast of France on the way to target. Quality, slight.

Technical Failures:

Motors: Lost all four engines.

Armor:

Armament: Good order.

Miscellaneous:

Comments and Suggestions on any of the above:

SECRET



S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 82

No., Rank, Name: 31036351, S/Sgt, William (NMI) AGUIAR

Unit:- 544 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 - *Not needed*
- (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).
  - (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. Tan with Mark IV  
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? Northern France and Spain.
  - (ii) Compass.

- (iii) File (hacksaw).
- (iv) Foreign currency. State countries and amounts.  
How did you spend the money. Spent with guides.

(d) How did you dispose of:-

- Maps. )
- Compass. )
- File (hacksaw). ) Gave to guides.
- 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? Yes  
If so, how many? One

(b) Did you use them? No, because it was too small.  
State how.

5. LECTURES

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

Nebraska, May 10, 1943

Kettering, June 20, 1943

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

SECRET

APPENDIX "D" TO E AND E REPORT NO. 81

No., Rank, Name:- 2d Lt Tom J.E. HUNT, O-732619

Unit:- 544 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? **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.
- (i) Horlicks tablets.
- (ii) Chocolate (-) First night.
- (iii) Milk (tube).
- (iv) Benzadrine tablets (fatigue) Carried them too long and they were crushed to powder which I lost through a hole in paper container. I needed
- (v) Halazone tablets (water purifier). it more than any of the other article  
Would suggest a stronger container to put them in as they would have been very useful.
- (vi) Matches.
- (vii) Adhesive tape.
- (viii) Chewing gum.
- (ix) Water bottle.
- (x) Compass
- (xi) Iodine used to put on cuts on face and hands (from parachute).
- (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.**
- (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? **Stronger container for Benzadrine tablets.**

2. PURSE

- (a) Did you carry a purse? **Yes**  
If so, state COLOR. **Tan with Mark IV**  
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? **Northern part of France and Spain.**
- (ii) Compass. **Yes**



- (iii) File (hacksaw).
- (iv) Foreign currency. State countries and amounts. Gave part to How did you spend the money. Frenchman for disposing of parachute and life vest and part for food.
- (d) How did you dispose of:-
  - Maps. Gave to helpers.
  - Compass. Still have it.
  - File (hacksaw). Gave to helpers.
  - Surplus currency. None

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. From parachute seat pack - used it to get bearings after landing.
  - (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? 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?  
If so, how many? Three - but they weren't proper size. Had to have others taken for papers.
- (b) Did you use them?  
State how.

5. LECTURES

- (a) Were you lectured on evasion and escape?  
State WHERE, WHEN and by WHOM.  
By Major Dolan - Group intelligence officer, during training before operations.
- (b) Did you find the lectures of value? Some of the lectures were helpful but parts of them were misleading.

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. *TOM J. E. HUNT - 2ND. LT. O-732619*
2. Decorations.
3. Unit or Squadron. *544<sup>TH</sup> SQ. 384<sup>TH</sup> B. GP.*
4. Division (Army) or Group. *384<sup>TH</sup> GP.*
5. Date of Birth. *APRIL 25, 1920*
6. Length of Service. *31 MONTHS*
7. Private Address. *2814 - 10<sup>TH</sup> CT. SO., B'HAM, ALA.*
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?  
*VILL COUBLAY, FRANCE - JUNE 26, 1943 - 1600*  
*1 1/2 MILES FROM ST. DENNIS*  
*PLANE CRASHED + ALL DESTROYED EXCEPT FROM RADIO COMPARTMENT TO THE TAIL*  
*UNCERTAIN AS TO WHETHER OR NOT RADIO EQUIPMENT WAS DESTROYED.*
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? *1000 FRANCS*
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? *MAJOR CLARK - MADRID, SPAIN*  
*MAJOR LEWIS, GIBRALTAR*
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? *GIBRALTAR - AUG. 23*
17. Place and date of departure for U.K. By sea or air. *MARRAKECH, FRENCH MOROCCO*  
*AUG. 26*
18. Place and date of arrival in U.K. *PRESTWICK, SCOTLAND, AUG. 27*

2

HQ, ETOUSA  
Office of AC of S, G-2  
MIS Detachment

E & E REPORT NO. 81  
EVASION IN FRANCE

5 Sept  
(Date)

Tom J.E. HUNT 2ND LT. 0-732619  
(Name) (Rank) (ASN)

544<sup>TH</sup> 384<sup>TH</sup>  
(Squadron) (Group)

AGE: 23

LENGTH OF SERVICE: 31 MONTHS

HOME ADDRESS: 3814-10<sup>TH</sup> CT. SO.  
B'Ham, ALA.

26 JUNE  
MIA: AUG. 12, 1943  
Arrived in Spain: AUG. 23  
Arrived in Gibraltar: AUG. 27  
Arrived in UK:           

OTHER MEMBERS OF CREW: (This information checked with PWIB)

Official Narrators  
Disposition Disposition

544 Bomb Sq. 384 Bomb Group  
MIA: 26 June 1943 Over English Channel

PWIB 20 August

PILOT	0-522702	2d Lt	Howard C. BURGOON	MIA
CO-PILOT	0-671969	2d Lt	Victor C. KRESS	
NAVIGATOR <i>Bg MB.</i>	0-732619	2d Lt	Tom J.E. HUNT	X
BOMBARDIER <i>NAV.</i>	0-670198	2d Lt	David B. WILMOT	
RADIO OPERATOR	33019662	S/Sgt	Harold S. McFARLAND	PW
BALL TURRET GUNNER	31036351	S/Sgt	William (NMI) AGUIAR	
ENGR & TOP TURRET GUNNER	32286378	T/Sgt	Edward L. PECKHAM	
WAIST GUNNER	14080507	S/Sgt	Holand H. JENKINS	
WAIST GUNNER	12034337	S/Sgt	Edward E. COSTELLO	PW
TAIL GUNNER	36210809	S/Sgt	Henry J. ULLMER	✓



HQ, ETOUSA  
Office of AC of S, G-2  
MIS Detachment

E & E REPORT NO. 83  
EVASION IN FRANCE

~~August 27~~  
5 Sept  
(Date)

AGUIAR, W 3/sgt 31036351  
(Name) (Rank) (ASN)

544th 384th  
(Squadron) (Group)

AGE: 23  
LENGTH OF SERVICE: 22 months  
HOME ADDRESS: 109 EIM St  
Swansea, Mass

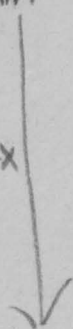
726 JONE  
MIA: Aug 12  
Arrived in Spain: Aug 23  
Arrived in Gibraltar: Aug 27  
Arrived in UK:

OTHER MEMBERS OF CREW: (This information checked with PWIB)

544 Bomb Sq. 384 Bomb Group  
MIA: 26 June 1943 Over English Channel

PILOT	0-522702	2d Lt	Howard C. BURGOON	MIA
CO-PILOT	0-671969	2d Lt	Victor C. KRESS	
NAVIGATOR	0-732619	2d Lt	Tom J.E. HUNT	
BOMBARDIER	0-670198	2d Lt	David B. WILMOT	
RADIO OPERATOR	33019662	S/Sgt	Harold S. McFARIAND	
BALL TURRET GUNNER	31036351	S/Sgt	William (NMI) AGUIAR	
ENGR & TOP TURRET GUNNER	32286378	T/Sgt	Edward L. PECKHAM	
WAIST GUNNER	14080507	S/Sgt	Holand H. JENKINS	
WAIST GUNNER	12034337	S/Sgt	Edward E. COSTELLO	
TAIL GUNNER	36210809	S/Sgt	Henry J. ULLMER	

PWIB 20 August



GRAFTON-UNDERWOOD  
26 JUNE 1943

We left GRAFTON-UNDERWOOD at 1600 hours 26 June 1943 to bomb VILLACOUBLAY.

We encountered light flak as soon as we crossed the coast of FRANCE. We started our run on the target when the pilot called to say we would have to drop our bomb load because fighters were starting an attack and two of our motors had been hit. I asked if we couldn't wait a few seconds since we were almost over the target. After releasing the bombs I saw smoke pouring out of number two engine and ~~then~~ soon after this number three and four started smoking.

ATTACKED BY FWB

Fighters (about 15) ~~fighters~~ attacks were coming in low at 6 o'clock, singly. The weather was cloudy and there was no flak. Sgt AGUIAR, ~~XXXXXXXXXXXXXXXXXXXX~~ ball-turret gunner, shot down two fighters - one went down trailing heavy black smoke and the other, after coming in to fifty yards, fell away in a spiral. Just then I heard the pilot call the navigator for the course home but before he got the course he

FOUR ENGINES HIT

called out, "I've lost all four engines! Bale out." The navigator had trouble with the escape hatch and after getting the door away was stuck for about a minute before he got out of the ship. I followed him out at 22000 feet and the engineer was immediately behind me.

I waited but a few seconds before pulling the ripcord. On the way down I saw two chutes and no enemy fighters. I landed in a wheatfield and was uninjured except for face cuts made by rocks as the chute dragged me. As soon as I had gathered up my equipment several Frenchmen had arrived. I gave them two or three hundred francs. They took my chute and Mae West. I was running to a wood when I met a man and woman. By using my escape maps I tried to find out from them where I had landed. We were not very successful but they took me to their home. I waited here while they sent for a young ~~XXXXX~~ friend of theirs. He took me to the barn in back of his home and helped me make a bed in the stacked hay.

SECURES IMMEDIATE AID

Early the next morning a ~~man~~ <sup>different friend</sup> I had not met before brought civilian clothes and told me that he knew where other members of my crew were. We waited until night before the young man who was sheltering me took me to a small village

where I spent three days in an abandoned house across the street from a new friend who brought food to me during the day. On 30 June I was moved to ~~another~~ another village ~~and another~~ where I joined Sgt AGUIAR. From here our journey was arranged.

SGT AGUIAR'S STORY UNTIL JOINING LT HUNT:

I did not hear the order to bale out but I saw Sgt JENKINS leaving the plane and another chute below. ~~As~~ As I opened the door of the turret I saw Sgt COSTELLO jump and Sgt MCFARLAND going toward the bomb-bay doors. After removing my oxygen mask I put on my chute and a bale-out oxygen bottle, then went out by the waist door. I delayed but a few seconds before pulling the ripcord. There were six chutes below me. Our plane made a wide circle and passed very close to me. I did not see it crash ~~and~~ and when I last saw it one engine was still wind-milling.

I landed, uninjured, in a plowed field. After unbuckling my chute I rolled my Mae West in it and ran to a small wood about fifty yards away. I had been in hiding for about fifteen minutes and was studying my escape maps when two Frenchmen approached. They whistled and circled me twice before I came out to speak to them. One ~~of~~ spoke some English and said that the Germans were in the neighborhood. They pointed to some fields and told me to crawl through to the edge and they would come for me that night. It took me about four hours to crawl to the place ~~they~~ I was to be met but I did it very carefully for I could hear Germans occasionally though I did not see them. After midnight a young boy came for me and took me to his home. I was given civilian clothes and before morning moved to another house where I stayed until joined by Lt HUNT.

1  
JOURNEY  
ARRANGED

Sees Six  
CHUTES

AVOIDS  
GERMAN  
SEARCH



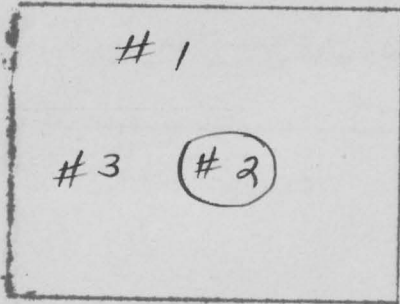
Appendix B: **MASSY PALAISEAU**

1. At ~~MASSY PALAISEAU~~ there is a very large railroad junction with a great deal of night activity. Told that it was movement of supplies. **July 1943**  
(this town is unidentified)
2. CYR DE SATORY - a large munitions dump here. **July 1943**
3. Between ROUEN and GOURNAY in a forest by the side of a main road there are many troops and a large number of blockhouses. **July 1943**
4. <sup>NOR</sup> Southwest of <sup>PONTOISE</sup> PONTOISE, between ~~MASSY~~ and MARINES there is an airdrome which is camouflaged to resemble a village. It has underground hangars. ~~July 1943~~ **July 1943**
5. Many locomotives <sup>were</sup> seen at a main railroad junction (~~ROUEN~~) <sup>ACHÈRES</sup> between ROUEN and PARIS. Travelling to PARIS from ROUEN, a large airdrome was seen just outside of PARIS with many <sup>camouflaged</sup> twin-engine, ~~plane~~ twin-tail ships camouflaged and dispersed over the field.
6. Saw a small arsenal in a cave in woods near BEZU LA FORET which contained about 25 English-type machine guns, 50 Luger pistols, several kegs of daggers, and several kegs of Winchester ammunition, also several kegs of dynamite. Told that these were dropped at night by British planes to Frenchmen who had it hidden until the Allied invasion. **July 1943**
7. ~~From a road~~ <sup>from a road</sup> A newly constructed radio station about halfway between <sup>DOUDEAUVILLE</sup> ~~BOUDEVILLE~~ and ROUEN was seen. It was located at a large cross-roads where two main roads cross at right angles. It was built underground with only the roof showing. <sup>Constructed of</sup> wood and brick, it had three large loop antennae. <sup>?appearing</sup> **July 1943**
8. About 7 August, bomb-proof shelters ~~xxxx~~ were in process of construction at German HQ about a block from the Arc de Triomphe in PARIS. **July 1943**
9. Anti-aircraft gun emplacements ~~xxxx~~ with sound detectors were built on the largest hill in ROUEN. **July 1943**
10. While travelling by train from BORDEAUX to DAX much activity ~~in the way of~~ <sup>August 1943</sup> (troop movements) was noted. Several trains carrying small tanks were passed. ~~From the train a lot of trench-digging~~ <sup>was noted</sup> some gun-emplacements were being built.
11. All German troops seen were very young and very poorly dressed. They appeared tired and depressed. The officers were not of much better spirit than the ~~the~~ men but were more well equipped. **July-August 1943**
12. There is a large training airdrome near BAYONNE ~~with~~ using ME 109's. <sup>Evidence</sup> Informed that it was a training field for pilots and one of the largest. **August 1943**
13. There were large boats which <sup>which appeared to be</sup> looked like transports, in the river at BORDEAUX. There were many German ships docked at ROUEN. **August - July 1943**
14. From a train, a large and busy cement factory was seen about half-way between ROUEN and PARIS. **July 1943**

Hunt

3

GROUP 384<sup>TH</sup> SQ 544 A/C No. 230031 Letter SUD? Load 5000 lbs. Date June 26



Position in formation.  
Make Diagram

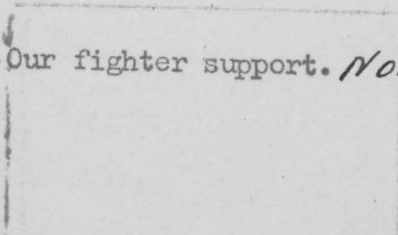
Observed results of Bombing *No*

Enemy fighter tactics:  
markings: *6 o'clock low ME109's*

Our Tactics *EVASIVE ACTION*

GROUP \_\_\_\_\_ SQ \_\_\_\_\_ A/C No. \_\_\_\_\_ Letter \_\_\_\_\_ Load \_\_\_\_\_ Date \_\_\_\_\_

Our fighter support. *None*



Position in formation.  
Make Diagram

Flak

Time,	Place,	Quality.
<i>1730</i>	<i>OVER COAST OF FRANCE ON THE WAY TO TARGET</i>	<i>SLIGHT</i>

Enemy fighter tactics:  
markings:

(over)

Our Tactics

Enemy fighter tactics  
Remarks

(over)

Technical Failures

Motors **LOST ALL FOUR ENGINES**

Our Tactics

Armor ~~XXXXXXXX~~

Letter

A/C No.

SC

GROUP

Armament **GOOD ORDER**

Our fighter support.

Miscellaneous

Position in formation.  
Make Diagram

Quality.

Place

Time

Observer's results of bombing

Comments and Suggestions on any of the above:

Enemy fighter tactics  
Remarks

Enemy fighter tactics  
Remarks

(over)

Our Tactics

Armor

Letter

A/C No.

SC

GROUP

Armament

Our fighter support.

Miscellaneous

Position in formation  
Make Diagram

Quality.

Place

Time

Observer's results of bombing

(over)

Enemy fighter tactics  
Remarks

(over)



LT HUNT.

We left Grafton Woodmoor 4 P.M. June 26<sup>th</sup> 1943 to bomb Villacoublay. Fight flak as we crossed coast. Started bomb run and just before reaching target pilot called and said we would have to drop bombs as fighters were coming in and motor had been hit. I asked if we could wait a few seconds as we were almost to target we did this. Lots of smoke out of no 2 then also 3 & 4. Fighters about 15 came in 6 o'clock low on our tail in single file. No flak at this time very cloudy. Sgt Aquino (ball turret) shot two of fighters down one going down in black smoke the other after coming in to about 50 yds went down in a spin. The pilot called navigator and asked for a course home. Then immediately the pilot said "I have lost all 4," "Bail out." The navigator had a little trouble getting out but finally made it. I followed him in we were at about 12000 ft. The navigator followed me.

Sgt Aquino. I did not hear order to bailout. I saw Sgt Jenkins leave and another chute below the ship so I opened the door of turret & saw Sgt Castillo leave and Sgt McFarland go toward bomb bay doors. I took off oxygen mask took bail out bottle put on chute & went out fuselage door. Delayed for a few seconds then pulled rip chord. I saw 6 other chutes. Our plane was circling and came close to us. Did not see it crash I think there was one engine mid rolling.

LT Hunt. I waited a few seconds then pulled rip chord. I only saw 2 other chutes. Saw no fighters. I landed in a wheat field hard and cut face on rocks. I took off chute & was west took equipment out of seat pack

put compass, codes + compass in <sup>gloves.</sup> pocket. Saw  
Frenchman came I gave them 2 or 300 francs and  
they took chute + life vest. I walked over to some  
woods met man + lady <sup>stayed</sup> + tried to get them  
to show me on map <sup>showed me</sup> they took me to a farm  
house fed me I took off coveralls + insignia.  
They sent for a young man who took me to his house  
put me in barn in place made in middle of  
baled hay. I spent night there. 11 AM next  
day M. TETAR came he lives in St Dennis  
he said he had Sgt Aldwin at his house. He  
gave me shoes + pants. That night young man  
took me to TETAR's house. Sgt Aldwin then  
TETAR made contact with M. RAGNINE  
he came + said he had Sgts Aquinar, Costello  
McFauld + Peckham. Stayed with TETAR  
2 days when he said a Belgian had  
Lt Wilmont. We stayed 3 days in a baled  
house across the street + at St Denis house.  
Night before we left Lt Wilmont arrived.  
Next AM a man with car took 3 of us to  
M R Regnier house at Bezu la Foret  
he owned a cafe there.

Sgt Aquinar. I made a good landing  
in a plowed field. I took off chute + Mac West  
picked them up + ran to a wooded area  
50 yds hid chute + Mac West in bushes.  
I hid for about 15 minutes opened parachute looked  
at maps. 2 Frenchmen approached whistled  
at first I paid no attention they circled  
me again so I approached them. One spoke  
some English told me Germans close by. They  
told me to crawl thru fields + they would  
meet me at 11 P.M. at edge of field. I crawled



from about 6 to 11 heard German but did not see them.  
I had to go slowly. About 12.30 boy came for me  
took me in home + fed give pants, sweater + hat.  
Sgt M<sup>c</sup>Farland came in about 15 min. from Agenais  
+ Albert took us to Agenais home about 3 miles  
away. M. Raguene was here he spoke good English.  
I stayed here 3 weeks given me clothing by  
M. Albert Glatigny of Dondville he furnished  
new clothing to 7 of us.

Together from here.

After 3 weeks we had been furnished  
identity cards <sup>+ work cards</sup> by M. BEAU of Rouen. M. Glatigny  
took us to Dondville in his car. We stayed  
in his house a week. Then he took us to Rouen to  
M. Beau house. M. Beau contacted Org in Paris  
+ a man + lady came. The next day they bought  
tickets 2<sup>nd</sup> class + they Mr + Mrs Beau + we two  
went to Paris no check. On arrival ~~we~~ followed  
the lady to a church we sat in back outside  
and waited another lady came (Dark, 38 spoke little  
English, good looking) We followed her to apt of  
Madame Germaine Guenot. (6 Presbourg Rue) 3 floor flat.  
staying to be Dr <sup>Good English.</sup> first ones she had helped. We stayed  
10 days stayed in locked in while char woman was there.  
While here lady who had taken us came. Also an  
elderly lady. She finally came took us to  
Underground here met lady who had brought me  
from Rouen to Paris she gave us R. R. tickets  
in subway. (Very poor guide) 38 ugly bad right eye  
light complexion mole on nose, husband prisoner of  
war 3 yrs. Took R train 3<sup>rd</sup> class to Boulay. Left 10 P.M.  
Arrived 7 A.M. Here lady gave us new identity cards  
met Franco. We met 3<sup>rd</sup> class with him to Day.  
Here met Sgt Windsor <sup>R.F.A.F.</sup> F.O. Slack R.A.F all  
had lunch then on bicycles to Bayonne met to cafe  
spent night gave Franco on money 2100 francs.



Left next afternoon on bicycles to St Jean de Luz  
went to R. R. station. France checked bicycles  
we followed him to a house outside of town and he  
later Weston + Block arrived. Given other shoes  
and followed France  $\frac{1}{2}$  mile met 2 Basque guides  
We walked from 9 to 11 P.M. to a farm house at foot  
of mts charged our trousers for dark over the  
walked until 7 A.M. stopped at farm house. 3 P.M.  
walked to a small town took trolley to  
San Sebastian went to hotel stayed 2 days. Then  
car from Madrid. In Madrid 8 days at  
British Embassy saw Major Clark. To Gibraltar by  
train 2 days. Plane to <sup>Casa Blanca</sup> Marseilles to U.K.

About July 26<sup>th</sup> plane 230050 landed west of Doudville France intact except for nose. 60 men escaped 4 taken prisoner. Wheels were down.

Crew 105 95<sup>th</sup> Lt 412 sq. saw list of crew Frenchmen brought to house in Rouen where we were staying. All of crew in hiding about 35 Kila South.

- ① MASSEY PAR LA SOU - large railroad junction - very much activity going on every nite - movement of supplies
- ② Cyr de Satory - large munitions dumps
- ③ Between Rouen + Gournay in a forest many blockhouses + troops. (BY ROAD)
- ④ SOUTH-WEST between Pontaise + Maunes a airdrome camouflaged like a village with underground hangars with munitions + supplies.
- ⑤ <sup>(BY TRAIN)</sup> Very large airdrome right outside of Paris <sup>coming from</sup> Rouen with many twin engine ships + twin tails. Camouflaged + dispersed over the field. Many locomotives at the junction between Rouen + Paris. Believe the name was Archeres.
- ⑥ Small arsenal in cave in woods near Bezu la Font - about 25 English type machine guns - 50 <sup>(Sugar)</sup> pistols several kegs of daggers several kegs of ammunition Winchester - several kegs of dynamite - all of these were dropped by the British planes at nite to the Frenchmen who had hid these for invasion.
- ⑦ A <sup>(BY ROAD)</sup> newly constructed radio station about halfway between Doudville + Rouen - at a cross roads where two main roads cross at right angles. Built underground with just roof above ground. Constructed mostly of woods + bricks. Three large loop antennas.
- ⑧ Bomb proof shelters in the process of construction about Aug. 7 at German headquarters a block from the Arc de Triump in Paris.

- (anti-aircraft)
- ⑨ Gun emplacements on the largest hill in Rouen with sound detectors.
- ⑩ <sup>(By TRAIN)</sup> Between Bordeaux + Paris quite some activity in the movement of troops + passed trains loaded with small tanks. Also digging of trenches or gun emplacements.
- ⑪ Soldiers in all places where we were looked rather young + very sloppy dressed. Officers were a little better dressed. All the soldiers looked rather tired or depressed + never so any soldiers or officers laughing or talking to each other. Even in bars they seemed to look downcast + didn't seem to have any spirit between each other.
- ⑫ A large training airbase near Bayonne with many ME 109's. Were told it was a training field for pilots + seemed to be flying planes from early morning until dark.
- ⑬ Very large boats which looked like transports in the river at Bordeaux. Also quite a few German ships in the docks at Rouen.
- ⑭ <sup>(By TRAIN)</sup> A large cement factory about halfway between Rouen + Paris which seemed to have quite a few men working there. Quite a few anti-aircraft guns placed on flat cars in the train yard at Rouen.

⑮



Joe and Jacques assisted me upon parachuting.  
Jean Urgence, forester, of Bezu La Foret, took  
me to his home where I stayed for 3 weeks.  
I was taken to a cave in the woods where  
there was about 25 English machine guns,  
50 or so revolvers, 10 small kegs of ammunition,  
and several kegs of dynamite.

Mr. Pagine Cafe Owner Bezu La Foret

Mr. Albert Glatigny Tailor Doudeville  
He furnished 7 of us with new clothes.

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

No., Rank, Name :- 2ND LT. TOM J. E. HUNT O-732619

Unit :- 544<sup>TH</sup> SQ. 384<sup>TH</sup> 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? *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.
- (i) Horlicks tablets.
- (ii) Chocolate. (-) *FIRST NITE*
- (iii) Milk (tube).
- (iv) Benzadrine tablets (fatigue) *CARRIED THEM TOO LONG & THEY WERE CRUSHED TO POWDER & I LOST THE POWDER THROUGH A HOLE IN PAPER CONTAINER AS A RESULT OF CARRYING IT SO LONG. WOULD HAVE BEEN VERY HELPFUL & I NEEDED IT MORE THEN ANY OF THE OTHER ARTICLES. WOULD SUGGEST A STRONGER CONTAINER TO PUT THEM IN AS THEY WOULD HAVE BEEN VERY USEFUL.*
- (v) Halazone tablets (water purifier).
- (vi) Matches.
- (vii) Adhesive tape.
- (viii) Chewing gum.
- (ix) Water bottle.
- (x) Compass.
- (xi) *Iodine - used it to DOT ON CUTS ON FACE & HANDS (from first aid kit)*
- (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.*
- (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? *STRONGER CONTAINER FOR BENZADRINE TABLETS*

2. PURSE

- (a) Did you carry a purse? *yes*  
If so, state COLOR. *TAN WITH MARK IV*  
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? *NORTHERN PART OF FRANCE & SPAIN*
- (ii) Compass. *yes*

- (iii) File (hacksaw).
- (iv) Foreign Currency. State countries and amounts.  
How did you spend the money. *GAVE PART TO FRENCHMAN FOR DISPOSING OF PARACHUTE + LIFE VEST + PART FOR FOOD*
- (d) How did you dispose of:-

Maps. *GAVE TO MEMBER OF ORGANIZATION*

Compass. *STILL HAVE IT*

File (hacksaw). *SAME AS MAPS*

Surplus currency. *NONE*

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. *FROM PARACHUTE SEAT PACK - USED IT TO GET BEARING AFTER LANDING*
- (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? *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?  
If so, how many? *THREE - BUT THEY WEREN'T PROPER SIZE, HAD TO HAVE OTHERS TAKEN FOR PAPERS*

- (b) Did you use them?  
State how.

5. LECTURES

- (a) Were you lectured on evasion and escape?  
State WHERE, WHEN and by WHOM.  
*By MAJOR DOLAN - GROUP INTELL. OFF. DURING TRAINING BEFORE OPERATIONS*

- (b) Did you find the lectures of value? *SOME OF THE LECTURES WERE HELPFUL BUT PART OF THEM WERE MIS LEADING*



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*  
 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) TOM J. E. HUNTSigned Tom J. E. HuntRank 2ND LT. ASN 0-732619

Date \_\_\_\_\_

Unit 384th B. GP. 544th SQ.Witness Richard R. Nelson  
*mjae*

8

AG 383.6

Hq ETOUSA

19 October 1942

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

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

By command of Lieutenant General EISENHOWER:

(signed) RALPH PULSIFER,  
Colonel, AGD, Ass't. Adj. Gen.

CERTIFICATE

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

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

Name(Print) Tom J.E. Hunt Signed Tom J.E. Hunt

Rank 2nd Lt. A.S.N. 0-732619 Date Aug. 23, 1943

Unit 544<sup>th</sup> Sq. - 384<sup>th</sup> B.G.P. Witness Grade Lewis  
Major

(P)

**CONFIDENTIAL**

MILITARY OBS. GIBRALTAR  
**OFFICE OF THE COMMANDING OFFICER  
U.S. ARMY CASUAL DETACHMENT  
GIBRALTAR**

23 August 1943

**SUBJECT: Orders.**

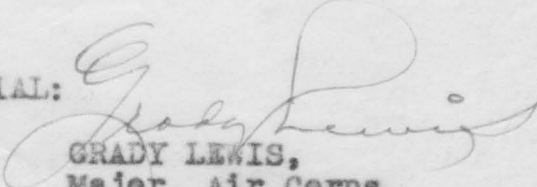
**TO : Personnel named below.**

2nd Lieut. TOM J.E.HUNT, O-732619, 544th Sqdn. 384th Bn.  
Grp.

having reported at this station on 23 August 1943, you are placed on temporary duty this office. Upon completion of this temporary duty you will proceed by first available transportation to LONDON, ENGLAND, where you will report without delay to the Commanding General, European Theater of Operations, U.S. Army. Under authority of WD Cablegram No. 45, 4 February 1943, in lieu of subsistence, a flat per diem of \$6.00 is authorized while traveling on official business (except by belligerent or government vessel) and while on temporary duty this station, in accordance with existing law and regulations. TDM FSA 1-5600 P 432-02 A 0425-24.

By order of Colonel FORSTER:

OFFICIAL:

  
GRADY LEWIS,  
Major, Air Corps,  
Executive Officer.

GRADY LEWIS,  
Major, Air Corps,  
Executive Officer.

Distribution.

MIS  
Hq ETOUSA (A.C. of S., G-2)  
Personnel concerned  
File

**CONFIDENTIAL**

MILITARY OBS. GIBRALTAR