

MIS-X

The Military Intelligence Service-X (MIS-X) was a classified section of the United States Department of War that was established to aid U.S. personnel trapped or held captive by the enemy during World War II (WWII). Its functions included training airmen in escape/evasion techniques and proper conduct if captured. MIS-X was also tasked with gathering intelligence information from returning POWs and escapees, including the location of enemy camps, enemy interrogation techniques, the location of local escape networks, and the identification of enemy collaborators. MIS-X established and disseminated codes to airmen so that, if captured, they could transmit information about the enemy in their letters home. MIS-X also planned and facilitated the rescue of Allied POWs who were trapped behind enemy lines. MIS-X operated in all theaters of the war and is credited with assisting some 16,000 U.S. personnel with their return to Allied territory.

Escape and Evasion Reports

Escape and Evasion Reports (E&E), EX Reports, and Repatriation Reports were produced by MIS-X operatives who interviewed American airmen who successfully evaded capture, escaped imprisonment, or were liberated from enemy camps. Information gained from these interviews was used to ascertain the value of the training and tools they were provided, for the training of additional forces, and to help plan future rescue missions into enemy territory. These reports provide names, squadron information, assignments, crash locations, prison camp locations, and methods of escape. These reports also provide much more detailed information regarding enemy transportation, prison camp conditions, procedures for searching prisoners, access to parcels, and other information that might be useful for MIS-X intelligence purposes.

Each of these reports was assigned an “EX Report Number,” an “E&E Report” number, or an “R Report” number, which were unique to each person being interviewed. Interviewees escaped, evaded, or were released between 1942 and 1945. These incidents occurred in enemy territories across Europe and Asia including Italy, Germany, Poland, Austria, Bulgaria, Romania, the Channel Islands, Guam, the Philippines, Myanmar (Burma), China, and Russia (USSR).

Sonnega, Donald J., SSgt.
Kreisch, Michael R., SSgt.
Mooney, Richard T., Pvt.
Kuhn, Henry N., SSgt.

Ex. Report No. 1-4

Access: Open
Date of report: Unknown
Source: SMS 576, Box 3, Folder 1
No. of pages: 7 (plus Appendix A, B, and C, 4 pages)

SSgt. Donald J. Sonnega, SSgt. Michael R. Kresich, and Anthony M. Muzyla, SSgt. were crew members on a B-26 which was part of a force attacking a German airfield near Cagliari, Sardinia, on February 17, 1943. The aircraft collided with another in the formation and both

crashed. The crew members were captured by Italian soldiers and taken to Camp 59, Servigliano. The report gives details of SSgts. Sonnega and Kreisch's interrogations and captivity. After the September 3, 1943, the Italian Armistice was signed, and the prisoners of war (POWs) and their guards began leaving the camp. The report outlines the travels of the two men as they attempted to reach Allied forces. They encountered German troops and armored vehicles. Both men eventually reached 18th Air Force headquarters in Tunis where they were interrogated. Pvt. Richard T. Mooney was the assistant radio operator on the B-26 that collided with Sonnega and Kreisch's aircraft. The report gives details of Pvt. Mooney's capture by the Italians and his interrogation. He was in the same POW camp and escaped at the same time and traveled with the two until he joined a guerrilla group and eventually sailed to Termoli. SSgt. Henry N. Kuhn was a gunner on a B-26 that was shot down on August 27, 1943. He was badly burned in the crash and was hospitalized in an Italian hospital. After the Italian Armistice, German forces took over the hospital. The report gives accounts of his treatment. The Germans left on September 28 and British forces arrived on October 5 to evacuate the patients. Appendix A, B, and C, give details of conditions and escape attempts in Camp 59.

Agee, Sam W., Colonel
Kreps, Conrad, First Lieutenant

EX Report No. 5-6

Access: Open
Date of report: November 20, 1943
Source: SMS 576, Box 3, Folder 1
No. of pages: 9 (Plus Appendix A and C, 2 pages)

Colonel Sam W. Agee was the Co-Pilot and 1st Lieutenant Conrad Kreps was the Pilot of a B-26 that was shot down by flak during a raid on Bizerta on December 4, 1942. They were immediately captured by the Germans. The report describes their interrogation. Colonel Agee was eventually transferred to the Italian POW Camp 49, Fontanellato, on May 21, but after British officers attempted an escape, he was transferred to Camp 21. Lt. Kreps was separated from Colonel Agee and transferred to Camp 21 after his interrogation. The Germans took over the POW camp after the Italian Armistice on September 3, 1943. The camp was evacuated by the Germans and Colonel Agee and Lt. Kreps were transferred to a railroad station and loaded into a box car. They escaped from the train and traveled with assistance from Italian civilians until they reached U.S. 5th Army Headquarters where they were interrogated. Appendix A recounts escape attempts at Camp 21.

Thomas, Tom Albert, Jr., Captain

EX Report No. 7

Access: Open
Date of report: November 20, 1943
Source: SMS 576, Box 3, Folder 1
No. of pages: 2

Captain Tom A. Thomas, Jr., an A-36 pilot, was shot down near Corleone Sicily, on July 12, 1943. He bailed out of his aircraft suffering severe burns and was captured by Italian soldiers. He was taken to a hospital in Corleone and was eventually transferred to an Italian military hospital in Palermo. German and Italian soldiers dissented the hospital and Allied forces arrived on July 22, 1943.

Kinsey, Claude R., Jr., First Lieutenant

EX Report No. 8

Access: Open
Date of report: November 23, 1943
Source: SMS 576, Box 3, Folder 1
No. of pages: 5

First Lieutenant Claude R. Kinsey, Jr., was shot down over the Cape Bon peninsula on April 5, 1943. His P-38's gas tank exploded and he suffered leg injuries and arm burns upon bailing out. He was taken prisoner by Italian forces and flown to Tunis by a hospital plane. After treatment he was transferred to Naples and then to prisoner of war (POW) Camp 21. On September 23, Lt. Kinsey and 34 other American officers crawled through a fence. He described his travels through farm land and his encounters with other American and British POWs. Italian civilians were eager to help the POWs. Lt. Kinsey reports eventually encountering a Canadian patrol which sent him to where American forces were located.

**Smith, Warren L., TSgt.
Keisler, William F., SSgt.**

EX Report No. 9-10

Access: Open
Date of report: November 23, 1943
Source: SMS 576, Box 3, Folder 1
No. of pages: 5

TSgt. Warren L. Smith and SSgt. William F. Keisler were crew members on a B-17 which developed engine trouble and crash landed in the water near the Island of Monte Cristo on October 20, 1943. They were able to row to the Island of Giglio and were taken into custody by Italian soldiers. The Italians expressed their disapproval of the Germans and allowed local citizens to provide food for the prisoners. The Italian soldiers assisted the Americans in their escape to the Island of Maddalena where they encountered a U.S. Navy PT group. They were taken to Tunis and interrogated before being returned to the U.S.

Forbes, George R., First Lieutenant

EX Report No. 11

Access: Open
Date of report: November 24, 1943
Source: SMS 576, Box 3, Folder 1

No. of pages: 4

First Lieutenant George R. Forbes was on a bombing mission on August 19, 1943, when his A-36 was hit by enemy fire. He bailed out over the Tyrrhenian Sea and was in the water for four days without food or water. He was eventually rescued by Italian fishermen and taken to a convent near Vibo Valentia and then to a hospital. His treatment was good and he was hidden when German soldiers would come to the hospital to evacuate their wounded soldiers. About September 2nd or 3rd, the Italian guards disappeared. Lt. Forbes stayed in the hospital until British troops arrived at the hospital. He then traveled to Barcellona Sicily and was returned to his flying unit and flew about 20 more missions before returning to the U.S.

Tucker, Tracy S., TSgt.

EX Report No. 12

Access: Open

Date of report: November 25, 1943

Source: SMS 576, Box 3, Folder 1

No. of pages: 11

TSgt. Tracy S. Tucker was at Clark Field, Luzon Island, P.I., at the beginning of World War II (WWII) and as the Japanese advanced against the island was transferred to Cagayan, Mindanao Island. He was given command of a company, they engaged the enemy and during the battle, he was hit by two machine gun bullets in his leg. He and his men surrendered to the Japanese, who were unprepared to handle prisoners of war (POWs). TSgt. Tucker and his men escaped after only a few hours and went into the jungle to join members of the Filipino Army. He eventually joined forces with other American forces. He describes the efforts of the guerrilla forces. TSgt. Tucker and his men were constantly ill with various diseases. There was constant friction between the Moros and the Filipinos, but the Moros were willing to fight with the Americans. He described atrocities committed by the Japanese against prisoners. TSgt. Tucker received a field commission to Second Lieutenant and was taken to Brisbane, Australia and describes his dissatisfaction with his treatment there and his desire to return to combat duty.

Leonard A. Minter, TSgt.

EX Report No. 13

Access: Open

Date of report: November 25, 1943

Source: SMS 576, Box 3, Folder 1

No. of pages: 10

TSgt Leonard A. Minter, who served as a bomber flight engineer, reports activities at Clark Field in the Philippine Islands after the bombing of Pearl Harbor on September 7, 1941. He recounts the bombing of Clark Field by the Japanese and the Army's attempts to rebuild the planes damaged by the Japanese. His activities included establishing radio and observation stations in the hills near Cagayan, taking care of Japanese prisoners of war (POWs), providing

security for President Quozon's visit to the island, and interacting with Filipino forces. TSgt. Minter was injured by a machine gun bullet that went through his right arm and the next day was wounded in the leg by a Japanese incendiary bomb. The wound in his leg did not heal until he was returned to the U.S. He describes the surrender of Major General William F. Sharp's troops to the Japanese and the murder of Brigadier General Guy O. Fort by his Japanese captors. There was constant discord among the members of the Filipino Army and the Moro, and a lack of law and order on the island. He watched through a telescope activities at the prisoner of war camp at Davao and the treatment of American POWs. TSgt Minter was evacuated from the island near Lake Lanao near Belinbin during October 1943 due to his leg injury.

Boullioun, Bernard Munroe, TSgt.

EX Report No. 14

Access: Open

Date of report: November 25, 1943

Source: SMS 576, Box 3, Folder 1

No. of pages: 8

TSgt. Bernard M. Boullioun was an engineer on a B-24 on September 3, 1943 when his aircraft was shot down near Sulmona Italy. He was badly injured when he bailed out. He was taken by Italian police to a railroad station and traveled by train to Atessa. TSgt Boullioun was moved to a hospital in Atessa run by Catholic nuns. He encountered other American flyers, including a Lt. Fowler and TSgt. Miller. When German soldiers came to the hospital to try to take the American soldiers, the nuns refused to permit their patients to be moved. After the Germans left, the nuns arranged for TSgt Boullioun and Lt. Fowler to leave the hospital and provided them with clothes and a guide to direct them to safety. They were assisted by locals who took them in. During their travels they encountered a Yugo-Slav Colonel and Captain who had escaped from the Germans and were also attempting to reach Allied forces. They continued on their travels alone and were helped by Italian civilians, but in San Felice, there were large numbers of German soldiers. On October 12, 1943, a guide helped them to Montecilfone where the British were in control. TSgt. Boullioun and Lt. Fowler were interrogated regarding German gun positions. The British gave their guide 1000 lire and sent him back to help more escapees. They were then transported to Foggia and reported to American headquarters and were eventually returned to the U.S.

Ritter, George H., SSgt.

EX Report No. 15

Access: Open

Date of report: November 25, 1943

Source: SMS 576, Box 3, Folder 1

No. of pages: 5

SSgt. George H. Ritter was a ball-turret gunner on a B-17 during World War II (WWII). On October 6, 1943, his plane was hit by enemy fire while on a mission and he was forced to bail out near Brescia, Italy. He was picked up by Italian civilians who took him to a farm house and

gave him civilian clothing. One of the Italians assisted him in reaching Allied held territory. They encountered many German soldiers but were repeatedly not asked for identification papers. They eventually encountered British troops and were taken to their headquarters and interrogated.

Guida, Frank, Private First Class

EX Report No. 18

Access: Open

Date of report: December 12, 1943

Source: SMS 576, Box 3, Folder 1

No. of pages: 4

Private First Class (PFC) Frank Guida was a member of the 34th Cavalry Reconnaissance Troop during World War II (WII), when he was captured near Karouin on March 27, 1943. He was interrogated and transferred to camps in Tunis and Sicily, before being transferred to Camp 59, Servigliano. He escaped from Camp 59 on September 14, 1943. PFC Guida spoke fluent Italian and eventually served as an interpreter for an Italian doctor who was treating prisoner of war who had escaped and were hiding in the mountains. PFC Guida was eventually evacuated to Allied Forces at Termoli.

Miciak, Carl M., TSgt.

EX Report No. 20

Access: Open

Date of report: September 19, 1943

Source: SMS 576, Box 3, Folder 1

No. of pages: 7

TSgt. Carl M. Miciak was a radio operator of a B-17 stationed in Tunis. On August 25, 1943, his plane was on a mission to bomb an air field near Foggia, Italy, and was hit by enemy fire. He was badly injured, but was able to bail out of the aircraft. He landed in a mountainous area and was captured by German soldiers. TSgt. Miciak was taken to a German hospital where he was treated, but the doctor and medical supplies were very poor and inadequate. On August 30, 1943, he was transferred to an Italian hospital in Potenza. When the Italian Armistice was signed on September 9th, German soldiers took over the hospital. The British began bombing Potenza and panic broke out among the patients and the townspeople. Twice, TSgt. Miciak escaped from the hospital but was picked up by Italian guards and returned to the hospital. He escaped a third time and was successful in getting to an Italian farmhouse where he was given food and water. He was then able to board a train going to Taranto and encountered British soldiers who were uninterested in his information about German gun positions in Potenza. After leaving the train, he was interrogated by an American intelligence officer. TSgt. Miciak set out on his own to try to reach an American air base and upon arrival was transported to Tunisia and then back to the U.S. for recuperation.

Buchanan, Frank A., Captain**EX Report No. 21**

Access: Open

Date of report: December 3, 1943

Source: SMS 576, Box 3, Folder 1

No. of pages: 8

Captain Frank A. Buchanan was the pilot of a B-26 on a mission to bomb an airfield at Gerbini, Sicily. His plane was shot down by fighters on July 4, 1943. He and two others of his crew were captured by Italian civilians and turned over to Italian soldiers. After being interrogated, they were taken to a hospital. They were transferred to a camp in Foggia and again interrogated, this time by a much more skillful interrogator. On July 25, 1943, Captain Buchanan was transferred to a camp near Rome, where he met several British and Australian prisoners. He and other Americans in the camp were transferred to Camp 78 near Sulmona. After one failed escape attempt, Captain Buchanan was able to escape and encountered two other Americans. They were helped by an Italian farmer and continued walking toward Allied lines and eventually encountered a Canadian patrol. He was taken to a hospital before being sent home.

Sias, Roane T., First Lieutenant**EX Report No. 312**

Access: Open

Date of report: April 23, 1944

Source: SMS 576, Box 3, Folder 2

No. of pages: 13

First Lieutenant Roan T. Sias, pilot of a P-38, was on a mission over Caserta, Italy, on August 20, 1943, when his plane was hit by enemy fire and he bailed out. He was taken captive by Italian civilians and turned over to Italian soldiers who took him to a dispensary near Naples where he was treated for his wounds. Lieutenant Sias was transferred to a hospital in Caserta where he met his element leader who had been shot down the same day. After the Italian Armistice, Lieutenant Sias and about 44 other patients were put on a train for transfer to Germany. He worked on one of the doors on the train until he was able to open it and jump from the train along with another American prisoner. They began walking and continued until they encountered Italian civilians who were attempting to form guerrilla bands. He assisted them in forming an organization and they willingly accepted his advice. The village he was hiding in was taken over by German soldiers and he and six others were captured and taken to a transient camp near Aquila. He escaped from the camp by posing as an Italian workman and was able to hide in a cave. The weather had become extremely cold and he went into a nearby village and was given food and warm clothing by the mayor of the village. He was able to put together information regarding German ammunition piles, gasoline and other war materials stored near the village and he wanted to get this information to the Allies. After traveling through a blizzard and losing his way he and a small group of other prisoners eventually reached Allied forces on March 22, 1944. In follow-up interviews, Lieutenant Sias advised that fliers be warned not to go

through Italy if shot down, but to go through Yugoslavia or France. He also gives a detailed report of conditions at the camp near Aquila.

Ross, Joe L., Sgt.

EX Report No. 320

Access: Open

Date of report: April 19, 1944

Source: SMS 576, Box 3, Folder 2

No. of pages: 8

Sgt. Joe L. Ross was captured by German soldiers on February 14, 1943. He and other American had been traveling from Faid Pass, Tunisia, to Bou Chebka, when their truck was shelled and he was wounded. He was taken to a collecting station and German tanks arrived and captured everyone at the station. He was treated for his wounds and moved to Trapani, Sicily. He was then moved to a hospital in Palermo and then to Camp 59 at Servigliano, Italy. He and eight other prisoners escaped and were helped by Italian civilians. He continued his journey toward Allied lines and reached a British unit on March 25, 1944. Sgt. Ross recounts that the German soldiers they encountered were not eager to apprehend escaping prisoners and would take their valuables from them and send them on their way with a warning to stay off the roads.

Pickett, Percy D., Captain

EX Report No. 408

Access: Open

Date of report: July 16, 1944

Source: SMS 576, Box 3, Folder 3

No. of pages: 11

Captain Percy D. Pickett, a B-25 bombardier, was on a mission to find a German convoy of ships near Sicily on February 23, 1943. Upon sighting a convoy of 19 ships, they dropped their bombs. They were hit by enemy fire and crash landed into the water. Members of the crew inflated their life raft and were able to get into it, but Captain Pickett and three others were badly injured. They were sighted by Italian aircraft which returned and picked them up. The men were taken to Sardinia where they were given medical aid. They were eventually taken to Rome and were transferred to two different camps before being put on a train for Germany. Captain Pickett escaped from the train and hid in the mountains near Cappadocia from October 2nd to October 23rd. He was recaptured by German soldiers and taken to Sora where he encountered other American and British prisoners. He and five others escaped from the Germans and began their journey to Allied lines. Captain Pickett and his companions encountered a severe blizzard and hid in a hut. They were recaptured by German soldiers when they began traveling again and were taken to Spoleto where he stayed from December 9th to December 15th. He again escaped and continued walking toward Allied lines. He encountered a group of Yugoslav rebels and stayed with them as they attempted to ambush German trucks. He traveled to Terni upon hearing that the Allies were there and was reunited with American soldiers on June 20, 1944. During his interrogation, he reported on conditions in the camps where he had been imprisoned.

**Pistilli, Albert J., Pfc.
O'Neill, John F., Pvt.**

EX Report No. 412 & 413

Access: Open
Date of report: August 7, 1944 and August 9, 1944
Source: SMS 576, Box 3, Folder 3
No. of pages: 10

Pfc. Albert J. Pistilli was a member of the 179th Infantry, 45th Division during World War II (WWII), and he and his unit were captured by the Germans on February 15, 1944 near Anzio. As they were marched away, they were bombarded by Allied shelling and air attacks. The prisoners were taken to a German regimental headquarters where they were interrogated. Pvt. John F. O'Neill was also a member of the 179th Infantry, 45th Division and was captured during action near Anzio on February 17, 1944. He was taken to a German regimental headquarters where he encountered Pfc. Albert J. Pistilli. The prisoners were taken to an abandoned movie studio near Rome which was being used as a prison camp where they were given very little food and water. During an air attack by American planes, O'Neill and Pistilli were able to escape. They were helped by Italian civilians who gave them food and clothing. The Italians took them to catacombs where they hid. A priest helped them get to Rome but they were separated during their journey. The prisoners were given fake identity cards and stayed in various homes around Rome for 86 days. On June 5, 1944, Pfc. Pistilli was reunited with Allied forces and on June 10, 1944, Pvt. O'Neill was reunited with Allied forces.

Tweed, George R., Radioman First Class

EX Report No. 432

Access: Open
Date of report: September 5 1944
Source: SMS 576, Box 3, Folder 3
No. of pages: 12

Radioman First Class George R. Tweed was stationed on the island of Guam at the beginning of World War II (WWII). There were only 155 U.S. Marines and 400 U.S. Navy men on the island when the Japanese attacked with 8,000 men on December 10, 1941. The American soldiers and the civilian population surrendered with only a few, including Chief Tweed, choosing to go into the mountains to hide. Chief Tweed was the subject of a manhunt when the Japanese learned that he was a Radioman and could possibly have a radio with him and could be contacting American forces off the island. The Japanese at various times would discover where he had been hiding and would arrest the landowners and beat them to try to obtain more information about Chief Tweed's movements. The natives brought him a generator to operate his radio and he was able to obtain news of the war that he shared with the natives on the island. Mrs. Johnson, a local schoolteacher and the wife of a military man, would often bring Chief Tweed supplies. The Japanese discovered she was helping him and they beat her to try to obtain information, but she remained silent. The Japanese stayed on the island until March 1944 and

during that time continued their search for Chief Tweed. The Japanese continued to tell the natives that they were winning the war and that Hawaii and Australia had fallen. Other Americans who had been hiding on the island were apprehended by the Japanese and killed. Any natives who helped Tweed were killed and the Japanese threatened to kill the natives' families also. Chief Tweed realized it was too dangerous to leave his hiding place and stayed there for 21 months. The Japanese tried various measures to capture Chief Tweed including writing him a letter guaranteeing he would not be killed if he surrendered. American forces began bombing Guam in April 1944. Chief Tweed decided to try to signal the American ships off Guam with a mirror and then with flags he had made. He used the flags to give the American information on Japanese positions. The Americans sent a launch to shore and were able to rescue Chief Tweed. The remainder of the report gives Chief Tweed's observations on survival when evading the enemy and also discusses the atrocities committed by the Japanese.

Gunn, James A. III, Lieutenant Colonel

EX Report No. 433

Access: Open

Date of report: September 30, 1944

Source: SMS 576, Box 3, Folder 3

No. of pages: 7

Lieutenant Colonel James A. Gunn III, was reported missing in action on August 17, 1944. He was captured and taken to Lagerul XIII prison camp in Rumania (Romania) and remained there only three days before the Rumanian capitulation. He knew very little information about the escape attempts by the prisoners in the camp. Before his arrival, there had been many attempts to tunnel out of the camp but most of those who escaped had been returned.

Haas, Chester R., Major

EX Report No. 434

Access: Open

Date of report: September 30, 1944

Source: SMS 576, Box 3, Folder 3

No. of pages: 30

Major Chester R. Haas was a bombardier on a B-17 based in Foggia, Italy, during World War II (WWII). In May of 1944, his plane was hit by enemy fire and he was able to bail out. He landed northwest of Moreni, Rumania (Romania). He had a sprained right ankle and injured knee from the jump from the aircraft. Major Haas hid from civilians and soldiers trying to find the fliers and after a few hours of sleep was able to travel away from the crash area. He was spotted by civilians as he tried to cross a bridge, but hid until he could wade through the river. He was in a great deal of pain from his swollen foot and knee injury and was tired and hungry. Major Haas met an old man who did not speak English but eventually understood that he was an American flier and very hungry. The old man introduced him to other civilians and took him to the mill where he worked and gave him food. He was taken prisoner by Rumanian police and was told that he was their prisoner until the end of the war. A Rumanian Army officer appeared

and an argument ensued as to whose prisoner Major Haas was. He was taken to Moreni where he met his pilot and copilot and about 30 other Americans. They were trucked to Bucharest and put into Camp 13, where he met Major William Yeager, who had managed to hide a radio from the Rumanians. They learned from the radio broadcast that Rumania had capitulated on August 25, 1944. The prisoners demanded their release, but they decided to stay in the camp until they were sure of the situation. German planes began bombing Bucharest and the prisoners hid in air raid shelters. Major Yeager and Lt. Colonel James Gun were trying to contact Allied forces as the prisoners were anxious to get out of the city. Major Haas traveled to the hospital where the enlisted prisoners were being held, but found that the majority of them had left for an air raid shelter outside of town. The Germans seemed to be targeting the hospital for their bombing runs. All of the prisoners eventually moved to another air raid shelter outside of the town and after the departure of Major Yeager and Lt. Col. Gun, Major Haas became the senior American officer at the camp. An American Colonel arrived and informed Major Haas that B-17s would be arriving to evacuate the prisoners. Major Haas reports on the lack of discipline and concern for security among the American airmen. Many of the prisoners carried personal information that they had been briefed not to take with them on missions, which was useful information for their captors. Major Haas included in his report conditions in the prisoner camps, including food and medical care. Major Haas found that there was no organization among the prisoners in the camps. There was also concern among the prisoners of spies within the camps. Major Haas also describes interrogation techniques used and that the American prisoners gave their interrogators more information than the British prisoners. He comments that the Americans were poorly disciplined. There were a few escape attempts from the camps, but they were captured and returned to the camp.

Aronson, Albert M., First Lieutenant

EX Report No. 435

Access: Open

Date of report: September 30, 1944

Source: SMS 576, Box 3, Folder 3

No. of pages: 13

First Lieutenant Albert M. Aronson was a navigator on a B-24 during World War II (WWII) and during a bombing mission on August 1, 1943, from their base in Bengasi, Libya, to attack an oil field in Ploesti, Rumania (Romania), his plane was hit by enemy fire. The plane crash landed and the crew were immediately captured by Rumanians. The crew and about 40 other American fliers were turned over to German soldiers and the members of the crew who had been injured in the crash were taken to a nearby hospital. The Queen Mother of Rumania (Queen Helen of Greece and Denmark) demanded that the Americans not be taken out of Rumania and be returned to Rumanian custody and the Germans complied. The prisoners were taken to Bucharest where they were imprisoned until September 23, 1943. Eight of the Americans were taken to Germany for interrogation but returned to Bucharest after few days. Lieutenant Aronson and the other prisoners were transferred to a newly opened camp at Timisul De Jos in Brasov. On August 25, 1943, after the Rumanian capitulation, the American were reunited with American forces in Italy. Lt. Aronson describes interrogation techniques by the Germans and Rumanians. He also describes his training on MIS-X correspondence at his home

base before his missions and states that it was poorly done. He describes escape attempts by his fellow prisoners but they were captured and returned to the camp.

Marioles, Peter S., First Lieutenant

EX Report No. 436

Access: Open

Date of report: September 30, 1944

Source: SMS 576, Box 3, Folder 3

No. of pages: 8

First Lieutenant Peter S. Marioles was a navigator with the 451st Bomb Group during World War II (WWII). On April 5, 1944, his squadron left the American base at Manduria, Italy, for a bombing run on the Ploesti oil fields. The aircraft was hit by enemy fire and he bailed out of the aircraft, landed in a tree, and Rumanian soldiers shot at him. They apologized for shooting at him after he was helped out of the tree as they had mistaken him for a Russian parachutist. He had been injured when he bailed out and he received medical aid at Moreni where he was taken. After being interrogated, he was transferred to a civilian hospital in Polesti where he was treated for his injuries. Lt. Marioles was evacuated from Rumania (Romania) on August 31, 1944, by allied forces. He gives a report on the individuals he encountered during his time in Rumania, recounts information he learned regarding the oil fields in Ploesti, and interrogation techniques he encountered. Lt. Marioles and another prisoner had planned to escape but the Rumanian's capitulation occurred before they attempted their escape.

Taylor, Wallace C., Captain

EX Report No. 437

Access: Open

Date of report: September 30, 1944

Source: SMS 576, Box 3, Folder 3

No. of pages: 6

Captain Wallace C. Taylor was captured on August 1, 1943, in Rumania (Romania). He recounts conditions at the camp in Timisul De Jos. Captain Taylor had received training in MIS-X code at his home base in Bengasi, Libya, but had no opportunity to write practice letters, resulting in numerous errors. He received MIS-X correspondence while a prisoner but at first did not recognize what they were. Captain Taylor stated that the MIS-X correspondence was a morale booster.

Athenas, Joseph E., First Lieutenant

EX Report No. 438

Access: Open

Date of report: September 30, 1944

Source: SMS 576, Box 3, Folder 3

No. of pages: 10

First Lieutenant Joseph E. Athenas was a pilot of a B-24 with the 376th Bomb Group during World War II (WWII). On April 4, 1944, his aircraft was hit by enemy fire and he gave the order to bail out. He was immediately taken by Rumanian (Romanian) civilians who at first mistook him for a German. He and his navigator were transported to Bucharest and interrogated. Lt. Athenas and two other prisoners escaped but were captured by Rumanian soldiers. He reports that the Rumanians detested the Germans. Lt. Athenas reports on the interrogation techniques used by his captors and by the Germans. He recounts other escape plans by the prisoners. He was reunited with Allied forces on August 31, 1944.

Talbot, Nathan W., Sgt.

EX Report No. 439

Access: Open

Date of report: Unknown

Source: SMS 576, Box 3, Folder 3

No. of pages: 12

At the outbreak of World War II (WWII), Sgt. Nathan W. Talbot was attached to the Far East Air Force Headquarter at Nielson Field outside of Manila on the island of Luzon. Sgt. Talbot was a radio operator working with the air warning service. On December 20, 1941, their headquarters was moved to Bataan. The Japanese moved into the area on March 15, 1942. On April 9, 1942, Sgt. Talbot received a message that Bataan was surrendering and those men on the other side of the island, including Sgt. Talbot, were on their own. He and his unit moved to Mindoro and then evacuated to Panay trying to avoid the Japanese. They attempted to leave the island on sailboats but were unsuccessful and the group landed at Cuyo Island. As a Japanese cruiser was heading toward their location some of the men decided to surrender, but Sgt. Talbot and three others decided to hide out in the hills. The Japanese took the Americans who had surrendered onboard their cruise ship but then left the island. Sgt. Talbot had a malaria attack and was taken to a hospital in the town of Cuyo. When he recovered, he and three other Americans obtained a small boat and sailed to Manamoc where they stayed until December 1, 1942. Upon learning of a growing guerrilla force on Panay, they decided to join them. They met American Captain Maynard C. Hawley who was delighted to discover that Sgt. Talbot was a radio operator. Working with Captain Hawley's radio equipment, Sgt. Talbot was able to make contact with San Francisco and General MacArthur's forces. He received news that a submarine had successfully brought ashore radio equipment and he was tasked with training the guerrilla forces on how to use the equipment. He was then transferred to Tablas where he set up a coast watch station. When the Japanese shelled the installation at Tablas, he moved the radio equipment to Sibuyan. They lost radio contact with Panay and later learned that the Japanese had invaded the island and captured their radio equipment. A Japanese patrol landed at Sibuyan and Sgt. Talbot and his unit hid their equipment and evacuated into the mountains. The Japanese killed six Americans who had been with Sgt. Talbot at Sibuyan and after finding the two radios that were there, they left the island. An order was received from General MacArthur stating all American civilians and Army personnel who were not need in the islands were to be evacuated by submarine. Sgt. Talbot decided to remain on the island and eventually returned to Panay

awaiting additional radio equipment. Receiving word that the Japanese were advancing, Sgt. Talbot sailed to Bagalan and was taken by submarine to Australia.

Hickok, Charles H., TSgt.

EX Report No. 441

Access: Open

Date of report: Unknown

Source: SMS 576, Box 3, Folder 3

No. of pages: 8

From August 1, 1941 to December, 1941, TSgt. Charles H. Hickok was assigned to the Aircraft Warning Co., Philippines Department, at Fort William McKinley, Luzon, in the Philippine Islands. All of the men in the company were being trained in radar work. In December, a detachment of the company was moved to Jose Panganiban, Province of Camarines Norte. They encountered a Japanese landing party and withdrew into the interior of the island, having to destroy part of their equipment they were unable to take with them. The Lieutenant in charge of the detachment and some of the other men left TSgt. Hickock with a small group and went to Manila where they were captured. TSgt. Hickock and his men were attacked by the Japanese and he was injured. Three other members of his group were killed and the remaining men scattered. TSgt. Hickock never saw any of the remaining men again. The local natives helped him with food and some medical attention and eventually moved him to Aurora, where he stayed for almost two months. In February, he was taken to Marinduque where he stayed until the Japanese landed and he was forced to flee into the hills. His arm was in very bad condition, but he was able to help the Filipino guerrillas organize and fight against the Japanese. Their main goal was to obtain information from a makeshift radio constructed by TSgt. Hickock and disseminate it to the islands. TSgt. Hickock was sent to Tablas, Romblon Province, where he worked with an American Major to assist the natives who were badly in need of communications equipment. They were able to set up ship watching stations all along the province and supply information about Japanese ship and troop movements to the other islands and to Australia. His wound continued to get worse as there was little in the way of medical supplies or doctors on the islands. He was evacuated from the islands to Australia by submarine and then returned to the U.S. TSgt. Reports on the quality of the equipment he used while on the islands, and the morale of the Philippine civilians and guerrilla fighters.

Melody, Patrick J., Pfc.

EX Report No. 442

Access: Open

Date of report: October 2, 1944

Source: SMS 576, Box 3, Folder 3

No. of pages: 13

Pfc Patrick J. Melody was assigned to Fort Drum on Corregidor, Philippine Islands, in May of 1940. The Japanese captured Fort Drum on May 6, 1942. The prisoners were taken to Nasugbu, Batangas Province, Luzon, and were used for forced labor repairing a pier. They were

worked for long periods with no sleep and given no food. This treatment continued for three days. The prisoners were paraded by their captors in front of civilians to show their mastering of the Americans. Of the 600 prisoners working on the pier, 340 were Filipinos and 240 were Americans. Lieutenant Colonel Kirkpatrick was put in charge of the men and he organized the prisoners into platoons. On May 22, 1942, Pfc. Melody escaped and with the help of Filipino natives stayed hidden until July 2, 1944, when he was evacuated to Australia. During his imprisonment, the Japanese threatened to kill Colonel Kirkpatrick if any of the prisoners stole food or tried to escape. Pfc. Melody describes his escape with a fellow prisoner, Pvt. Guentnar. Many of the Filipinos were afraid to help them because the Japanese were killing any natives who helped the Americans.

Baughn, Harry G., SSgt.

EX Report No. 450

Access: Open

Date of report: October 4, 1944

Source: SMS 576, Box 3, Folder 4

No. of pages: 9

On August 1, 1943, SSgt. Harry G. Baughn was a tail gunner on a B-24 flying with the 98th Bomb Group headed for Ploesti. His plane was hit by enemy fire and crash landed in a cornfield. He was quickly captured by Rumanian (Romanian) soldiers. On August 7, 1943, he was taken to Bucharest and then transferred on September 15, 1943, to Camp No. 14, Timisul de Jos, where he stayed until August 24, 1944. The Rumanians released all of the prisoners on August 24th, and were told they could remain in the town until transportation could be provided for them. On August 29, 1944, a B-17 from the 15th Air Force evacuated all of the prisoners. Several escape attempts were made by the prisoners, one soldier walked out of the camp but was captured after about eight hours. A tunnel was dug by the prisoners and SSgt. Baughn participated in an escape attempt but was captured and returned to the camp. He was severely beaten by the guards and was taken to a correction camp at Slobozia for 30 days. Other attempts to escape or hide from the guards was answered with severe beatings. SSgt. Baughn comments on receipt of Red Cross packages, and mail received from the U.S. At one point during his captivity, a group of German Intelligence Officers arrived and interrogated the prisoners and threatened them with transport to Germany.

Kaveney, Frederick T., SSgt.

EX Report No. 453

Access: Open

Date of report: October 25, 1944

Source: SMS 576, Box 3, Folder 4

No. of pages: 11

SSgt. Frederick T. Kaveney was with the 341st Bomb Group stationed at Kweilin, China, serving as a radio operator on a B-25. On August 17, 1944, on a mission to bomb Kukiang, when his plane was hit by enemy fire. He bailed out and was helped by a Chinese farmer who

guided him to Chinese guerrillas. They brought him to a hiding place where he met two other members of his crew. They were eventually moved to a village where the Japanese had previously searched for them and had killed one person and burned houses. SSgt. Kaveney contracted jaundice and had to be carried as they traveled from village to village. At one point, 80 of the guerrillas were killed by the Japanese. The group traveled to Loping and met two Catholic missionaries who they travelled with along with the Chinese guerrillas. They made the last part of their trip accompanied by Chinese National soldiers. SSgt. Kaveney and the others were taken to Kweilin and returned to the U.S. SSgt. Kaveney reports that the briefings he received as part of his training were helpful, but inadequate in giving fliers instructions on how to get where they had been instructed to set out once on the ground. He comments on the contents of the E-kit that the fliers carried and other items that would have been helpful.

Hagins, Isaac B., Pfc.

EX Report No. 457

Access: Open

Date of report: November 13, 1944

Source: SMS 576, Box 3, Folder 4

No. of pages: 14

At the outbreak of World War II (WWII), Pfc. Isaac B. Hagins was stationed at Clark Field, Luzon, Philippine Islands, as part of the ground crew of the 19th Bomb Group. When the Japanese began bombing Clark Field, the group moved to Malabang and then north to Butuan and on to Anakan where they stayed until the surrender on May 10, 1942. Pfc. Hagins and eight other Americans decided to hide in the hills and were fed by some of the natives. Unfortunately, some of the natives killed two of the Americans to get their weapons. Pfc. Hagins and his remaining companions surrendered to the Japanese. They were suffering from malaria and dysentery and were given medical assistance by the Japanese. The prisoners were transferred to three different prison camps before being taken aboard a transport ship, the Shin'yo Maru. Conditions on the ship were extremely bad, with the Americans, about 750, being held in the hold of the ship with very little war and food. The ship was hit by two torpedoes on September 7, 1944, and Pfc Hagins was able to swim ashore and saw the ship sink. The Japanese had been shooting any prisoners who were in the water and also any who were left in the hold of the ship. Eighty-two Americans managed to reach shore and were aided by Filipino guerrillas until their evacuation by submarine to New Guinea on September 29, 1944. Pfc. Hagins describes conditions at the prison camp at Malaybalay, which were basically good, interrogation techniques, and reports that the Japanese took away specialists, general officers, and colonels to Japan. He also reports conditions at the Davao Penal Colony, which were good until ten men escaped from the camp. The men were captured, but conditions in the camp changed dramatically. The camp at Lasang is also described. The prisoners were treated very badly at Lasang with very little food and medical supplies.

McClure, Cecil H., TSgt.

EX Report No. 459

Access: Open

Date of report: November 15, 1944

Source: SMS 576, Box 3, Folder 4

No. of pages: 25

At the outbreak of World War II (WWII), TSgt. Cecil H. McClure was stationed at Nichols Field, Manila, Luzon Island in the Philippines, with the 17th Pursuit Squadron. They were evacuated but were captured by the Japanese at Mariveles on April 9, 1942, and were marched for five days without food or water to Camp O'Donnell in the province of Tarlac, Luzon. The Japanese took everything of value from the prisoners. About twenty percent of the men did not survive the march. Upon reaching Camp O'Donnell on April 15, 1942, the prisoners were made to stand in the sun for 45 minutes while their captors instructed them on the rules of the camp. Many of the men fainted or died in the sun because of lack of food and water, and the prisoners were denied medical treatment. About 1,500 of the prisoners were moved to Cabanatuan and on October 22, 1942, 987 of them, including TSgt. McClure, were put on a boat to Mindanao. Many of the prisoners were beaten while being transferred. During their time on the ship the prisoners were treated well by their captors. Upon landing, the prisoners were marched to the Davao Penal Colony. There were escapes from the camp which the Japanese attempted to cover up. On March 2, 1944, 650 prisoners were taken to Lasang and put to work at building an airport. On August 20th, over 600 prisoners were marched about four kilometers to a pier where they boarded a Japanese transport ship. During their voyage there were numerous air raids. After being transferred to another ship, the Shin'yo Maru, the prisoners experienced more air raids before the ship was hit by a torpedo. Many of the men attempted to swim ashore but were shot by the Japanese while they were in the water. TSgt. McClure was able to reach shore and was helped by Filipinos until his evacuation by submarine on September 29, 1944. He describes being reunited with about 30 other Americans who had been picked up by the Filipinos, many of whom were injured or wounded. TSgt. McClure describes conditions at Camp O'Donnell, Caranatuan, Davao Penal Colony, and the prison at Lasang. At the prison camp at Caranatuan, a Colonel, Major and Lieutenant Commander were caught in an escape attempt. The three men were beaten and then shot.

Fischer, Harry O., Lieutenant Colonel
Steinhauser, Charles A., Captain
Johnson, Ralph R., Jr., First Lieutenant
Cain, William P., Captain
Morrett, John J., Captain

EX Report No. 460
EX Report No. 461
EX Report No. 462
EX Report No. 463
EX Report No. 464

Access: Open

Date of report: November 14, 1944

Source: SMS 576, Box 3, Folder 4

No. of pages: 38

This composite report on the above officers offers a representative picture of the experiences of the 83 survivors of the Japanese prison ship, Shin'yo Maru, torpedoed on September 7, 1944, off Sindangan Pt., Mindanao in the Philippine Islands.

Lieutenant Colonel Harry O. Fischer was with the Air Corps Construction Engineers building an airfield at Cabanatuan at the beginning of World War II (WWII). He was captured at the surrender of Bataan on April 9, 1942. He was part of the "death march" to San Fernando. He describes the brutality the prisoners experienced. Lt. Colonel Fischer was with the other subjects of this report when they escaped from the prison ship, Shin'yo Maru, which was torpedoed by American submarines on September 7, 1944.

Captain Charles A. Steinhauser was attached to a Provost Marshal General office at Nichols Field, Luzon, at the outbreak of WWII. He was captured by the Japanese in the Mariveles Mountains on April 9, 1942 and marched to Lamao and then taken to Camp O'Donnell.

Lieutenant Ralph R. Johnson, Jr., was attached to a Philippine Air Depot in the vicinity of Nichols Field, Luzon, in the Philippine Islands at the outbreak of WWII. He was part of the surrender of April 9, 1942, and was marched from Mariveles to San Fernando. They received no food from April 9th until April 18th. They arrived at Camp O'Donnell on April 21, 1942.

Captain William P. Cain was assigned to Fort Mc Kinley at the outbreak of WWII. He was taken prisoner as part of the surrender of April 9, 1942 and transported to Camp O'Donnell.

Captain John J. Morrett was assigned to the 88th Field Artillery Regiment at the outbreak of WWII during the defense of the Bataan peninsula. The regiment surrendered to the Japanese on April 9, 1942 and were part of the "death march" to Camp O'Donnell during which 1,800 Americans and an estimated 25,000 Filipinos died. He remained in prison camps until August 12, 1944, when air raids became more frequent. On August 20th, the prisoners were transferred to a prison ship and on September 4th were transferred to a second prison ship, the Shin'yo Maru.

On September 7th, the Shin'yo Maru prison ship was torpedoed off Liloy by an American submarine. Nine boats in the convoy were sunk and an oil tanker was beached. It is estimated that more than 600 Americans perished when the boat sank or were machine gunned in the water by the Japanese. Eighty three Americans were able to swim ashore. Many of the Americans who survived and were able to get into the water were shot and killed by the Japanese. The Americans were helped ashore by Filipino guerrillas. The Filipino civilians and the members of the Filipino Volunteer Guard in the area were friendly to the Americans survivors and provided them with food, clothing, and medical care. The Filipinos hid the Americans from Japanese patrols and some were moved into the hills. The 83 surviving American were evacuated by submarine on September 29, 1944.

The above officers describe various plans for escape attempts from Camp O'Donnell. They also describe conditions in the different camps in where they were held, including food, number of prisoners, clothing, and health, sanitations, and medical care. The report gives the

death rate among prisoners, including Filipino prisoners. They describe the work they were assigned, camp rules and punishment, and the lack of discipline among the American soldiers.

Engdahl, Eugene W., SSgt.
Murray, Harold R., SSgt.

EX Report 484
EX Report 485

Access: Open

Date of report: November 11, 1944

Source: SMS 576, Box 3, Folder 4

No. of pages: 14

SSgt. Eugene W. Engdahl, B-24 left waist gunner, and SSgt. Harold R. Murray, B-24 tunnel gunner, were serving in North Africa during World War II (WWII) with the 93rd Bomb Group. Their B-24 was on a mission to bomb oil refineries in Ploesti, Rumania (Romania), on August 1, 1943, when their plane collided with another plane in the formation. The two men and the right waist gunner, SSgt. Clifford E. Koehn, bailed out and were the only crew members to get out of either plane. They were captured by Bulgarian border police and taken to their headquarters where they were searched and given medical assistance for their cuts and bruises. They were marched through Chetnik territory to the Bulgarian military intelligence headquarters in Sofia. The Bulgarians were friendly and took good care of the men until the Americans started bombing Sofia. Eventually their numbers grew to about 200 Americans and they were taken to Shumen. On June 15, 1944, they were transferred to another location in Shumen and on September 8, 1944, the Bulgarian commandant notified them that they were free. They were transported via train and ship to Pleven, and then to Istanbul and Syria, and then to Cairo before being returned to the U.S. The men describe conditions in the different locations where they were held, including housing, sanitary conditions, food, discipline, and medical conditions.

Graef, Calvin R., MSgt.

EX Report No. 486

Access: Open

Date of report: December 6, 1944

Source: SMS 576, Box 3, Folder 4

No. of pages: 8

MSgt. Calvin R. Graef was serving with the 200th Coast Artillery, Antiaircraft, at Clark Field, Luzon in the Philippine Islands on December 7, 1941, at the outbreak of World War II (WWII). The Japanese attacked Luzon on December 8th and his unit moved to Manila and then to Bataan. The unit surrendered on April 9, 1942, and was part of the "Death March" to Camp O'Donnell. MSgt. Graef was moved to another prison camp at Cabanatuan and then in August, 1942, he was moved to the Davao Penal Colony. While at Cabanatuan, he lost his eyesight in both eyes due to yellow jaundice and tropical fever and lack of vitamins. He regained his eyesight after being treated with supplies that were eventually brought into the camp. From Davao he was transported by ship to Manila, and then to Bilibid where he was hospitalized for typhus, before being again moved to a freighter on October 11th and he was able to escape from

the freighter on October 24th. He describes conditions at the camp at Bilibid, including food, medical supplies and treatment, sanitation, and their treatment by the guards.

Cichy, Anton E., Corporal

EX Report No. 487

Access: Open

Date of report: December 6, 1944

Source: SMS 576, Box 3, Folder 4

No. of pages: 6

Corporal Anton E. Cichy was with the 194th Tank Battalion at the outbreak of World War II (WWII) stationed in the Philippine Islands. His unit surrendered to the Japanese on April 9, 1942, and was part of the “Death March” to Camp O’Donnell. Before their surrender, they destroyed as much of their equipment as they could. He contracted malaria and was in the hospital at Camp O’Donnell and describes the horrific conditions in the hospital. Corporal Cichy was transferred to the camp at Cabanatuan and spent most of his time there in the hospital with dysentery. In July of 1944, he was transferred to Bilibid prison and was able to escape with four others from Bilibid. He describes Japanese defenses in Manila, pro-American sentiments by the Filipinos he encountered, and Japanese attempts to obtain military information from the Americans.

Wilber, Avery E., Sgt.

EX Report No. 489

Date of report: December 6, 1944

Source: SMS 576, Box 3, Folder 4

No. of pages: 4

Sgt. Avery E. Wilber was assigned to Battery “A”, 60th CAD (AA), maintenance section on Corregidor in the Philippine Islands on June 23, 1941. After the Japanese attacked Corregidor, he was captured on May 7, 1942. After being transferred to the Malinta Tunnel, he and a large group of American and Filipino prisoners were transferred to Paranaque and then to Bilibid prison camp. He was chosen at random to be taken to Cabanatuan prison where there were 6,000 American prisoners. On November 1, 1942, he was part of a group of 50 men who were taken to Bataan to clean up a battle field and salvage equipment for the Japanese. They were then transferred to Caloocan near Manila. Their conditions at Caloocan were good until Lt. Samo was placed in command of the prisoners. The Lieutenant constantly punished the men. Sgt. Wilber describes how some of the Japanese guards were kind to the American prisoners. He was transferred back to the Bilibid prison camp and on October 11, 1944, he was taken to a boat for travel to Japan. The boat was torpedoed on route and he and four others were able to escape.

Cooper, James C., First Lieutenant

EX Report No. 490

Access: Open

Date of report: November 25, 1944
 Source: SMS 576, Box 3, Folder 4
 No. of pages: 9

First Lieutenant James C. Cooper was stationed with the 1332 Army Air Forces Base Unit at Mohanbari, India, during World War II (WWII). He was flying cargo on a C-46 to Kunming on February 5, 1944, and on February 6th, the crew was forced to bail out due to lack of fuel to complete their mission. They were near Monhtwe, Burma, when they bailed out. Lt. Cooper landed in a tree and was helped out by Naga natives. The natives were very friendly and fed them before the crew starting walking in the direction of Hputong Gawng Ki where there was an American air warning station. As they approached the village of Lahe, they observed that the village was on the side of a hill and guarded by sharp bamboo sticks stuck into the earth and camouflaged. Lt. Cooper and the other men were cut by the bamboo but not badly hurt. A Kachin native met them and asked them to capture four Japanese soldiers who were in the village. Reluctantly, the men decided to help and were able to capture the enemy soldiers. The group arrived at the American air warning station. They encountered a British intelligence group who relieved them of their Japanese prisoners. Lt. Cooper and the others then traveled to the village of Ponyo where they helped build an airstrip and were evaluated by plane on March 13, 1944.

Wicks, George, Technical Fourth Grade

EX Report No. 493

Access: Open
 Date of report: December 6, 1944
 Source: SMS 576, Box 3, Folder 4
 No. of pages: 10

Tec 4 George Wicks was stationed at Clark Field in the Philippine Islands at the beginning of World War II (WWII) with the 745th Ordnance unit. On December 25, 1941, his unit was evacuated to Bataan. On April 7, 1942, they received orders to destroy their ammunition dump. Tec 4 Wicks was determined not to surrender and he and a small group of others collected supplies and began moving north where they encountered Filipino guerrillas and other Americans. He continued moving north to Pantabangan, Nueva Ecija Province, and then along the east coast to Tayabas. He was safe as long as the Filipino guerrillas were with him, but when they left there was trouble with the pro-Japanese townspeople. He continued moving and encountered a group known as "Marking's Guerrillas" who he remained with for one year. Tec 4 Wicks then traveled to S. Mateo, Rizal Province, where he joined Danding Monohan guerrillas. His next traveled to Salanga Pt. to Major Anderson's headquarters where he was eventually evacuated by submarine to Australia, arriving on September 9, 1944. He reports on those he met who were pro-American and provided him with assistance. He also reports that he had met a woman named Yay Panleuleo who worked with the guerrillas but was very anti-American and worked to disrupt the guerrilla activities. Tec 4 Wicks gives advice for downed fliers in the Philippines and their interaction with the guerrillas.

O'Brien, Donald G., Captain
Stelmach, Casimer F., First Lieutenant
Lutz, Raymond K., First Lieutenant
Brundage, Ernest J., SSgt.

EX Report No. 494
EX Report No. 495
EX Report No. 496
EX Report No. 497

Access: Open
Date of report: December 8, 1944
Source: SMS 576, Box 3, Folder 4
No. of pages: 17

Captain Donald G. O'Brien, 1st Lt. Casimer F. Stelmach, 1st Lt. Raymond K. Lutz, and SSgt. Ernest J. Brundage were members of the 468th Bomb Group during World War II (WWII). Their bomber was on a mission to bomb Yawata Japan on August 20, 1944, and after reaching their target and dropping their bombs, the plane encountered enemy fire. One of the engines was leaking oil and a fire started and the order was given to bail out. They were near the Chinese coast when they went down. The men were scattered but all met up at a farmhouse where they were helped. The Chinese guerrillas assisted them to get to guerrilla headquarters and from there the group was escorted to Hofei and then to Laohokow. On November 15, 1944, a C-47 arrived and evacuated the men to Chentgu. The airmen comment on the Communist/Nationalist issues delaying the return of down Americans, and that the two groups are fighting each other. They report that the Chinese people favored the Communists and that the Communists tried to convert Japanese prisoners to Communism. It would be helpful to be taught phrases in Chinese and Japanese to help downed Americans get to the Chinese Communist troops and New Fourth Army Headquarters.

Fleharty, Robert J., SSgt.

EX Report No. 502

Access: Open
Date of report: December 18, 1944
Source: SMS 576, Box 3, Folder 5
No. of pages: 9

On July 7, 1944, SSgt. Robert J. Fleharty, assistant engineer and nose gunner of a B-24, left his base at Cerignola, Italy, to bomb a cracking plant at Blechhammer, Germany. Their aircraft was hit by flak and the crew bailed out. SSgt. Fleharty was separated from the others and tried to determine his location. He encountered a civilian who pointed out his location on a map, Lake Balaton in Hungary, but did not appear to want to help him. He continued south and encountered several civilians who assisted him. SSgt. Fleharty was placed under arrest by gendarmes, and he was interrogated but gave them no information as he pretended that he did not understand their sign language. An interpreter was brought in, but she informed him that she was there not by choice. A Colonel came in and took custody of SSgt. Fleharty and transported him to Trencin where there were four other Americans. He requested medical treatment for a hand wound and was taken to a local hospital where his care was not very adequate. Eventually, he and two other members of his crew were taken to Bratislava and placed in a military academy where they were well treated. German soldiers came into the academy and tried to take the

American prisoners but the Slovaks would not give them up. On September 1, 1944, after rumors spread that the Germans would be returning soon, the prisoners left the camp with the approval of the camp officials and started toward Poland. They soon encountered Allied forces.

Folsom, Charles W., Major

EX Report No. 526

Access: Open

Date of report: January 29, 1945

Source: SMS 576, Box 3, Folder 5

No. of pages: 21

Major Charles W. Folsom, M.D., was the division surgeon on Luzon, Philippine Islands, with the 91st Philippine Army Division under General Stephens at the outbreak of World War II (WWII). His unit was ordered to surrender to the Japanese on April 9, 1942. Major Folsom and other doctors in the area were moved to Hospital No. 1, between Cabcaben and Mariveles. There were very few Japanese soldiers there and the Major and his Filipino orderly, Sgt. Benito, decided to try to escape. They were able to walk out of the area and into the hills. Major Folsom and Sgt. Benito were able to survive on food that had been abandoned. After about a month, they realized that Corregidor had fallen. They moved to Lamao and discovered that the Japanese had deserted the area. From there they were helped by a civilian who helped them by boat to travel to Obando. Both men were ill with malaria and dysentery and they stayed in the area until September 1942. They were then guided to San Jose Del Monte where Captain Joseph E. Barker of the 26th Cavalry had formed guerrilla groups to harass the enemy. Having a doctor with the group was very helpful and encouraging for the men, although there were very limited supplies of food and medicine. Major Folsom and Sgt. Benito left the group and stayed in the mountains, helping with the sick and wounded. One of Captain Barker's Filipino scouts was captured and led the Japanese to Captain Barker's headquarters. The captain was taken prisoner and moved to Ft. Santiago and in the summer of 1944, he and Colonel Thorpe, Colonels Staughn, Nobles, Mills, and 14 other prisoners were executed. Major Folsom was the senior military officer in the group but gave control to Sgt. Rowlands, as the Major preferred to concentrate on his medical duties. The guerrillas were able to capture four Japanese soldiers and the question of what should be done with them arose. The guerrillas decided over the Major's objections that without supplies or men to support them the prisoners would be executed. The guerrilla group was attacked by the Japanese and Major Folsom was wounded in the fight. There were two guerrilla groups operating at the time, the ROTC headed by a man called Terry, and the Marking's guerrillas, who were always fighting each other. Major Folsom was one the only known American commissioned officer free at that time and he was encouraged to head up a new guerrilla group in the Manila area. His organization became known as the Fil-American Guerrillas of East-Central Luzon, and he appointed Filipino leaders of groups in S. Mateo and Cavite, and another called the "Home Guards". Major Folsom reports that a Mr. Buck, an American who owned a farm in Cavite, had been offered by the Japanese the choice of being put into a prison camp or operating his farm to assist the Japanese. He chose the latter but was also able to give aid to many of the guerrillas, and American civilians. The Major reported that Mr. Buck should not be tried for helping the Japanese as he had saved many American lives. Major Folsom issued "Fil-American Guerrilla War Notes" to the guerrillas to purchase supplies and

weapons. The guerrilla organization and not the United States was designated as the guarantor of the money. Major Folsom indicated that security was a major problem within the guerrilla organization, so he decided to create aliases. He was able to open a medical office in the districts of Manila under the name of Carlos Heron. Through bribery he obtained alien registration papers and citizenship papers which allowed him to move about the area. He actually had Japanese patients and became acquainted with a Lieutenant Colonel Naghama of the Japanese Military Police. Lt. Col. Naghama was receiving bribes for the release of prisoners, mostly Filipino's, from Ft. Santiago and the Colonel's mistress was receiving part of the money. She worked with Major Folsom (Carlos Heron), to arrange for payment of funds to the Colonel and to her. Major Folsom raised 10,000 pesos to be paid to the Japanese to commute the sentence of missionaries, Miss Wilk, Dr. Darby, and Mrs. Mary Stagg, from death to life in prison. It is not known if they were executed in late 1944 when the Japanese executed a great number of political and military prisoners. Major Folsom moved around frequently as his identity was known to the Japanese were constantly searching for him. As Carlos Heron, he had been taken in for questioning by the Japanese but never arrested. He was able to obtain a radio and from the radio reports, and he was able to circulate written news reports around Manila and nearby provinces. He also found ways to smuggle in news to the prisoners in Santo Tomas prison. Major Folsom made contact with Mr. Manuel Manyosa, who was the district water engineer, and had helped prisoners escape from Santo Tomas. The Major's guerrilla organization had grown to 60,000. He set up a tire business with the help of Mr. Charles Goco, with tires bought from Japanese soldier who had stolen them. The tires were resold to the Japanese and the money was used to help with the release of prisoners. In October of 1944, the U.S. Navy began bombing operations over Manila and the Japanese began arresting civilians. Major Folsom's organization had a difficult time trying to find out what was happening with these prisoners. Strife between the guerrilla organizations started again. Major Folsom's health was failing and on a mission to obtain guns made contact with Captain Anderson who advised him that he should be evacuated by submarine. Major Folsom refused and after obtaining guns, ammunition and a radio continued on his travels to Cavite where he encountered Captain George Miller of Army Intelligence. Major Folsom traveled by boat to Mindoro on December 31, 1944, where he was interviewed by Lt. Colonel Watson of the 5th Air Corps Intelligence and was evacuated to the U.S. shortly thereafter. Major Folsom expressed his protest to General Valas of the Filipino Army, General Willoughby, and G-2, concerning the handling of the guerrilla leadership in Luzon. He also learned that his family had not been informed that he was alive.

Pate, Karoly

EX Report No. 533

Access: Open

Date of report: January 31, 1945

Source: SMS 576, Box 3, Folder 5

No. of pages: 13

Mr. Karoly Pate was the General Manager of the Mowler Steamship Company in Shanghai China several years immediately preceding World War II (WWII). His company operated 39 salvage ships. After the start of WWII in Europe, the ships were made available to the British Navy and continued to operate. On December 8, 1941, the Japanese took over

Shanghi and were able to seize a few of the steamship lines ships, but most had been sent out to sea earlier to avoid seizure. A Mr. Manobe was put in charge of the firm by the Japanese. The company's employees were able to burn all important information regarding their ships and were also able to hide \$60,000 in cash from Mr. Mowler's private safe. The Japanese kept two of the employees and brought in one other person, while dismissing all of the other employees. The Mowler Engineering and Shipbuilding Works located across the Pootung River was also taken over by the Japanese. On November 6, 1942, about 450 civilians, including British, Americans, Belgians, and Dutch, including a company employee, Mr. M. B. Cormack, were assembled and taken by truck to a prison for "special military political prisoners. The Japanese issued all enemy nationals red armbands indicating their nationality. The Swiss consulate issued money every month to those enemy nationals to help pay for food and housing. Eventually the Japanese required all enemy nationals' possessions be registered. In January 1943, all men were interred in a warehouse that had been previously condemned and had inadequate sanitation, heating, and many bugs. By April 1943, all enemy nationals in Shanghai were interred in camps located in that area. Mr. Pate's wife and son were allowed to leave Shanghai on September 19, 1943. Mr. Pate and two other prisoners, Mr. Thomas Crossthwaite, and Mr. William Henry, decided to try to escape and on August 19, 1944, they were able to leave the camp and find help to get them to Allied territory. The men traveled at night and ran into a group of Chinese guerrillas and were taken to the headquarters of the general in the area, General Chang Bang Fwee. Mr. Pate reported that the Chinese guerrillas were extremely helpful and willing to help them and any other escapees. Mr. Pate reported his treatment in the internment camp was good and that the commandant of the camp where he was held was named Hayashi.

Haas, George C., Jr., First Lieutenant
Clark, Edward R., Captain

EX Report No. 534
EX Report No. 535

Access: Open

Date of report: February 19, 1945 and February 7, 1945

Source: SMS 576, Box 3, Folder 5

No. of pages: 19

First Lieutenant George C. Haas, Jr., was an aerial observer with the 231st Armored FA Bn., serving near in Brest, France, during World War II (WWII). His plane was hit by enemy fire on August 2, 1944, and the pilot was able to land the plane in spite of his wounds. Lt. Haas suffered a broken leg but was able to help the pilot, First Lieutenant John H. Townley, out of the aircraft. German soldiers fired at the two men, hitting Lt. Haas in his broken leg. They were captured and searched. The German soldiers took all of their personal possessions and then left them. A German medical officer found the two men and took them to an aide station, but the pilot died during the trip. Lt. Haas was given medical attention at the aid station and then transferred to a hospital at St. Malo and with other prisoners was taken to the island of Jersey.

On August 3, 1944, Captain Edward R. Clark was serving with the 6th Armored Division setting up water units near the town of Dinan near Brest, France. As he and his driver were traveling to join Command B they were taken captive by German soldiers. They were taken to a German division headquarters and interrogated before being taken to St. Malo. The Germans

took Captain Clark and a group of other prisoners by boat to the island of Jersey where he met Lt. Haas. Captain Clark had been trying to get help from the civilian population for an escape but had been unsuccessful. He asked Lt. Haas for help as the lieutenant was reporting to the hospital every few days to have his leg examined. Lt. Haas was able to contact a civilian employee in the hospital and asked him to have a boat ready on Christmas Eve for them to use to get off the island. Captain Clark and Lt. Haas had begun digging a tunnel through the wall of the latrine but a German soldier saw Lt. Haas coming out with dirt on his uniform and found the tunnel. Lieutenant Haas was tried by the Germans and given 10 days in solitary confinement. When his sentence was questioned by the SAO, Colonel Reibold, the Germans stated that the lieutenant had not been tried under the terms of the Geneva Convention but under governing company discipline in the German Army. During his confinement, the German Sergeant in charge who was very anti-Nazi, permitted Lt. Haas to come into his office regularly, during which time the lieutenant was able to memorize maps on the wall and to learn the routes to the homes of perspective helpers in his escape attempt. Many of the prisoners were locals who had been arrested for having radios and they had family members in the area. Lieutenant Haas and Captain Clark escaped January 8, 1943, and went to the home of Mr. Oscar D. F. Laurens, who provided them with food and blankets. He was afraid to have them in his home and they stayed in fields, digging a hole under a hedge to protect them from the snow and wind. The Germans had posted warnings that anyone helping the escapees would be shot and Mr. Laurens asked them to move on. They traveled to the home of another civilian, Mr. Bertram and he gave them food and offered to have them stay in his home, but they refused fearing for him and his family's safety if they were found. They spent the night in a barn and were both soaked by the snow and rain, and Mr. Bertram took them to an empty house where they were able to stay. The two eventually decided to steal a boat from the German's and were able to get out of the harbor, but they faced extremely high winds and waves. They sailed all night until reaching land at Countance, France. Two American soldiers saw them and thinking they were Germans captured and interrogated them. After being convinced the two men were Americans, they were taken to the American headquarters. The two men reported on the German troop strength on Jersey Island, morale of the German troops, position of anti-aircraft batteries on the island, and that the Germans were prepared to repel any airborne attacks or landings. Lt. Haas and Captain Clark reported on conditions in the prison camp on Jersey islands, location, buildings, food and health and sanitation conditions. Captain Clark reported on interrogation techniques of the Germans.

Witt, Eugene M., Captain
Olevsky, Frank, Captain

EX Report No. 539
EX Report No. 540

Access: Open
 Date of report: February 25, 1945
 Source: SMS 576, Box 3, Folder 5
 No. of pages: 15

On November 2, 1944, Captain Frank Olevsky of the 294th Engineers was on a patrol commanded by Major Pinnick, four miles north of Schmidt, Germany, when they were caught in the cross fire from two German machine guns. Captain Olevsky received a head wound. Major

Pinnick was hit in his legs and another member of the patrol, Captain Webster was hit in the head and died instantly. They surrendered to the Germans, and as they proceeded to march to the rear, one of the German soldiers walked on a mine killing two German soldiers and an American lieutenant. Captain Olevsky and Major Pinnick were taken to a hospital near Duren where they received very poor medical care and from there were transferred to a Luftwaffe hospital at Andernoch. After three days, he was transferred to a French hospital. Leaving Major Pinnick behind, Captain Olevsky was taken by train to a hospital at Limburg. He was immediately moved to Dietz castle for interrogation and given no medical treatment. After eight days of solitary confinement, he was transferred back to the Limburg hospital and then to Oflag 64, Schubin, Poland, where he met Captain Witt. Captain Eugene Witt, of "F" Company, 2nd Battalion, 10th Infantry, was on patrol on September 20, 1944, near the town of Pournay, France, when his unit came under heavy fire from the Germans. He and his men were captured and taken to Pelters, where he was separated from the others and transferred to Limburg Germany. Captain Witt was interrogated by the Germans and placed in solitary confinement for 37 days. The Germans then moved him by train to Oflag 64 at Schubin Poland, where he stayed until January 21, 1945. Captain Witt and Captain Olevsky both left Oflag 64 when the camp was evacuated by the Germans and the prisoners were taken to the Wegheim estate near Kcynia. At one point, Captain Olevsky broke away from the Germans and hid with a group of other Americans. Captain Witt was placed in the group of prisoners too ill to continue on the march. When Russian troops reach the Wegheim estate, Captain Olevsky joined Captain Witt's group and waited for their transfer by the Russians to Moscow. Becoming impatient the men decided to leave and hike to Kcynia. They traveled on a freight train to Kutno, Poland. There were 26 men in their group at this point and they formed an organized command to continue their travels to Moscow. Along their travels, they were billeted and fed by local townspeople and eventually reached Brest-Litovsk, which was under Russian control. After several attempts to continue their journey, Captain Witt and Captain Olevsky boarded a train for Minsk, Russia. They were befriended by Russian officers who helped them. At Minsk, the Russians tried to assist them but they were taken into custody because they had no documentation of their nationality. They were placed on a train to Moscow, but were watched by two Russians until they were convinced that they were Americans. Upon reaching Moscow, instead of being taken to the American Embassy, Captain Witt and Captain Olevsky were taken to a Russian barracks where they were again interrogated and then to a rehabilitation center for returned Russian prisoners and wounded. After three days, they met Major General Deane and were provided with air transportation to the U.S. Captain Olevsky reported that the Russians seemed to hold the Polish people in contempt. The Germans took good care of the Americans because they were afraid of being captured by the Russians. He states that there was a great deal of confusion on the evacuation of Oflag 64 and that German Captain Menner did everything possible to help the Americans. When Captain Olevsky reported this to the Russians afterward, the Russians told him that Captain Menner would be executed with the rest of the Germans. At Oflag 64, Limburg Germany, Captain Witt was told that he would be tried for war atrocities and judgment had already been decided and he would be given the maximum penalty. The trial never occurred as the prisoners were evacuated.

Petritz, George Carl, Ensign

EX Report No. 541

Access: Open

Date of report: December 1944
 Source: SMS 576, Box 3, Folder 5
 No. of pages: 17

Ensign George Carl Petritz was in command of a Filipino Government boat that had been taken over by the U.S. Navy at the time Corregidor in the Philippine Islands fell to Japanese forces during World War II (WWII). On May 6, 1942, when the order came from General Wainwright to surrender, Ensign Petritz sank his boat. At the time of the surrender to the Japanese, about 7,000 Americans were transferred by the Japanese to the 92nd Garage Area and imprisoned in a small enclosure with not sanitation and no housing. About two weeks later, they were taken to Bilibid prison and then to Cabanatuan where there were three prisons. Ensign Petritz served in various roles in leadership in the camps. In December, 1944, sixteen hundred prisoners were marched to Manila, and on December 13, 1944, boarded a prison ship for transfer to Japan. They were placed in the after-hold where the temperature was about 120 degrees. The conditions on the ship were extremely bad, very little space, with no sanitation or latrine facilities, no ventilation, and very little food. The first night at least 50 men died from suffocation. The prisoners repeatedly requested permission to be allowed to go topside but were refused. When the ship docked, the prisoners attempted to leave the ship but were shot at by the guards. At this point at least 400 of the 800 prisoners in the after-hold had died from suffocation. American planes repeatedly attacked the ships during this time and at one point American bombs, damaged the after-hold hatch and opened it up so the prisoners had some air. Ensign Petritz was one of the last to leave the ship and managed to allude machine gun fire from the Japanese guards and swam ashore where he was helped by Filipino guerrillas who gave him clothing and food. He stayed with them for six weeks before going by boat to the China Sea and being picked up by a U.S. PT (patrol torpedo) boat. Ensign Petritz discusses conditions at Bilibid prison and Americans being forced to work with for the Japanese. Japanese Lt. Col. Mori was the commander of the Bilibid prison and in some ways was considered by the prisoners to be humane, although four prisoners at Bilibid prison were shot by firing squad after attempting to escape. Ensign Petritz discusses work details in the camp and conditions at the Nichols Field farm were the worst with guards beating prisoners to death who could did not get their work done or who could not work. He also describes conditions in the camps including food, sanitation, water, and medical needs.

Mc Glinn, Richard M., Major
Turner, Lyle C., Second Lieutenant
Beckley, John G., Sgt.

EX Report No. 542
EX Report No. 543
EX Report No. 544

Access: Open
 Date of report: March 8, 1945
 Source: SMS 576, Box 3, Folder 5
 No. of pages: 30

Major Richard M. Mc Glinn was the pilot of a B-29 Bomber based in Chengtu, China, during World War II (WWII). Second Lieutenant Lyle C. Turner was the flight navigator, and Sgt. John G. Beckley was the right gunner. On August 20, 1944, they took off from Chengtu on

a mission bomb the iron and steel works at Yawata. After dropping their bombs, their plane was hit by enemy fire and they were forced to bail out. Major Mc Glinn tried to keep the plane in the air long enough to get out of Japanese held territory. The crew landed in the forests of the Sikhota Alin mountain range in far eastern Russia. Major Mc Glinn landed in a tree and eventually was able to get down and met his tail gunner, SSgt Charles H. Robson. After the two men wandered for about a month, they were able to contact Russian planes and on September 22nd, Russian planes dropped food and a note saying they would help them in any way they could. Three of Major Mc Glinn's crew members had previously reached Russian forces. Major Mc Glinn and SSgt. Robson met a Russian engineer and two aborigines who gave them food and took them by river to Komsomolsk, arriving on 29 September. They were taken to a Russian hospital for care and also were interrogated by a Russian major. On October 4, 1944, the two men were transferred to Khabarovsk where they were reunited with the remaining members of their crew.

Second Lieutenant Lyle C. Turner, after bailing out of the aircraft, came down in a heavy forest and did not move until before daylight at which time he came upon his co-pilot, First Lieutenant Ernest E. Caudle. On the fourteenth day, they meet four fellow crew members and the group continued traveling in what they hoped was the right direction. They had considerable supplies among them but eventually ate moss, berries, and leaves. The four other crew members reported that three other members of the crew had built a raft and had left to find help. Lt. Turner and the five others decided not to wait for help and built a raft, but before they set sail they sighted an aircraft overhead which they signaled and which returned the next day dropping food, a pistol and a note saying that help was on the way. On the 28th day, Soviet boatmen arrived and they were eventually taken to Khabarovsk.

Sgt. John G. Beckley bailed out successfully after all instruments and papers were destroyed. He was injured, suffering a split nose and a broken rib. He met the crew's radio operator who treated his wounds as best he could and then met additional members of the crew. For the next 13 days they traveled down river before deciding to build a raft. Sgt. Beckley and two others took the raft and traveled downstream until the raft became caught in a log jam. They could not free it, so they swam ashore and walked for eight days. On September 10, 1944, they came upon a small Russian girl. Waving American flags, the girl ran away when she saw them but returned with her mother, and then her father and brother also arrived. Unable to communicate except through sign language as no one in their village spoke English, the men were taken to Troitskoe where they were interrogated by a Russian major. The three men were taken to a Russian hospital and met the remaining members of their crew. After one failed attempt to transport the men to the Caucasus, they were taken on January 17, 1945, to Iran. The group was met by an U.S. Army Finance Officer and transported to an American hospital. On February 10th, the Americans were taken by air to Naples where they boarded an American ship for the U.S.

The group's travel to Iran was delayed when the Russians received a report by columnist Drew Pearson that the American fliers were being taken across the border while Russian authorities turned their backs. The Russians returned the group to Russian territory before deciding to release them. Major Mc Glinn reported during interrogation on conditions in Russia, Russian treatment of the Americans, and the Russians opinion of the U.S.

Everett, Bill B., First Lieutenant
Mc Cormick, Alvin G., Second Lieutenant
Schildt, James F., Second Lieutenant

EX Report No. 545
EX Report No. 546
EX Report No. 547

Access: Open
Date of report: February 25, 1945
Source: SMS 576, Box 3, Folder 5
No. of pages: 13

First Lieutenant Bill B. Everett was a member of the 38th Infantry, 2nd Division during World War II (WWII), and was captured by a German patrol on June 24, 1944. He was interrogated by the Germans and then transported to Chalons-Sur-Marne on July 5, 1944, and placed in solitary confinement. He was again interrogated by a German sergeant who spoke English and who had a small pamphlet which contained the organization of each of the U.S. divisions, and the commanders of each of the units as far down as companies. Lt. Everett was then sent to Oflag 64, Schubin, Poland on August 18, 1944, where he met Lt. Mc Cormick and Lt. Schildt.

Second Lt. Alvin G. Mc Cormick was a member of 357th Infantry, 90th Division during World War II (WWII). On the morning of June 19, 1944, 2nd Lt. Mc Cormick's outfit was ordered to take over defense position in the vicinity of Port Baule, Normandy France. As the unit began to dig in and make preparation to attempt to take a hilltop they were surrounded by German tanks. Twelve of the Americans were taken prisoner and were marched to the German division headquarters where they were interrogated, then transferred to Montebourg, France. They received no food for four days. After being sent to Alencon, then Chalons-Sur-Marne, they arrived at Oflag 64 on August 17, 1944.

Second Lieutenant James F. Schildt was a member of the 91st Field Artillery Battalion, 1st Armored. Division during World War II (WWII). He was on a mission on July 5, 1944, about 100 miles from Rome, Italy, when he and two others were captured by German soldiers. He was interrogated at Pistoia for five days and then transported by freight car to the transit camp at Stalag 7A, arriving at his permanent camp, Oflag 64, Schubin, Poland a month later.

The three Americans left Oflag 64 on January 21, 1945, and were taken to Kcynia, Poland. Lt. Mc Cormick was put into one of three groups that were to stay at Kcynia, and Lt. Everett and Lt. Schildt were placed in another group and able to conceal themselves in the confusion of the reorganization of the prisoner groups. The two joined about 200 other prisoners who had hidden from the Germans before the Russians occupied the Kcynia area. The Russians informed them that they would be given transportation but they decided to try to get to Moscow on their own. They persuaded the burgomaster of Kcynia to given them a pass with the stamp "commandant" under his signature. The pass was in Polish and the Russians could not read it but the word "commandant" was authoritative enough to get them all the way to Moscow. Reunited with Lt. Schildt, the men arrived in Moscow on February 17 and were taken to the American Embassy where they found air transportation to the U.S.

Lt. Schildt reports on his observations of the Russian military. Lt. Mc Cormick and Lt. Schildt describe conditions at Oflag 64, and interrogation tactics.

Young, James C., Second Lieutenant
Slanina, William C., Captain
Englander, David A., First Lieutenant

EX Report No. 548
EX Report No. 549
EX Report No. 550

Access: Open
Date of report: March 7, 1945
Source: SMS 576, Box 3, Folder 5
No. of pages: 14

Second Lieutenant James C. Young was assigned to the Third Ranger Battalion during World War II (WWII). On January 29, 1944, his battalion attacked Cisterna Italy. During the attack, he was captured by the Germans and taken to several transit camps before being taken to Oflag 64, where he arrived about April 20, 1944. On January 21, 1945, Oflag 64 was evacuated and Lt. Young hid from the Germans and was able to connect with other prisoners who had escaped. He met Captain William C. Slanina and they traveled to Kcynia where they met First Lieutenant David A. Englander.

Captain William C. Slanina was assigned to the 82nd Airborne Division during World War II (WWII) and was part of the D-Day landing on June 6, 1944. He and 13 other attempted to work their way into St. Mere Eglis, without success, and after reaching the front lines were pushed back on two successive nights. He and four others tried to break through the enemy lines to Allied held territory, but were surrounded by German soldiers and were forced to surrender. After being interrogated, they were transferred to several transit camps before arriving at Oflag 64, Schubin Poland, on August 19, 1944. On January 21, 1945, Oflag 64 was evacuated and Captain Slanina was transported to Kcynia. On January 22, 1945, the Captain and another prisoner, Lt. Leich, attempted to escape but were forced to return to Wegheim due to extreme cold weather. Joined by 2nd Lt. Thomas Murphy, 2nd Lt. James Callopy, and Lt. Young, they traveled to Kcynia by train. At Kutno, they reported to the Russian commandant who gave them food and permission to travel to Warsaw. Upon arrival in Warsaw, Capt. Slanina and Lt. Callopy left the group of prisoners and were accosted by Russian military police and taken to their commandant. They were marched with a group of 500 Russian refugees to Rembertow where they met approximately 120 American officers who had been evacuated from Oflag 64, including Lt. Young. Captain Slanina and Lt. Young were given permission by the city commandant to travel by train to Brest-Litovsk, Russia. Upon arrival in that city, they were again taken prisoner by Russian military police and held under guard.

First Lieutenant David A. Englander was assigned to the Signal Corp, First Infantry Division, during World War II (WWII). On September 13, 1944, he and two members of his photographic unit and one member of the Regimental Headquarters, 16th Infantry Regiment, were traveling by jeep toward Aachen, Germany, with orders to photograph Allied troops entering Aachen. They were stopped by a road block and as Lt. Englander approached the

soldiers at the road block they were fired upon. He was wounded in both legs, and one of the men in the jeep was killed and the other wounded. The Germans detained the men until a vehicle arrived to take them to Limburg, Germany. Lt. Englander received no care for his wounds. He was then taken by boxcar to Oflag 64, Schubin Poland, where he stayed until the camp was evacuated, January 22, 1945. He was placed in a group of prisoners who were taken to the Wegheim estate near Kcynia, Poland. When the Russians arrived at Kcynia, Lt. Englander and Lts. O'Leary and Sidabella decided to leave on their own and were given a form that permitted them to travel by boxcar to Inowlroclay, Poland. They met a large group of Americans at Kutno who were also waiting for transportation and Captain Witt, being the senior officer present was put in charge of the group. The Russians gave them food and warm clothing and a truck convoy to transport them all to Warsaw. They arrived at Brest-Litovsk and were told that they would have to wait for a representative from the American Embassy to arrive before they could continue. After many attempts to talk with the Russians about transportation, and improvement in their current accommodations, they were refused information and assistance. Lt. Englander and the others continued to wait for the Russians to provide transport, but were told they could not travel through Russia without the proper papers. Lt. Englander, Lt. Young, and Captain Slanina decided to escape and walked out of the camp. At the train station, they were assisted by one of the train personnel and allowed to board a train to Kiev. They met a Russian nurse on the train who helped them and traveled with them to Moscow, and then helped them find the America embassy. The three men met Ambassador Harriman who held up a plane leaving for Poltava for them to board, and were eventually transported back to the U.S.

Colley, Frank H., Second Lieutenant
Dimling, John N., Jr., Second Lieutenant
Gruenberg, Ernest M., Captain

EX Report No. 536
EX Report No. 537
EX Report No. 538

Access: Open

Date of report: February 25, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 21

Second Lieutenant Frank H. Colley was attached to a Field Artillery Regiment under Colonel Drake during World War II (WWII). On February 17, 1943, Lt. Colley and his unit were captured by the Germans at Faid Pass, Tunisia, where he was briefly interrogated. The next morning the prisoners were marched to Sfax Tunisia, where they stayed for two days before being transferred by air to Naples and then by rail to Moosburg Germany. On June 5, 1943, they were moved to Oflag 64 at Schubin Poland, where he remained until the camp was evacuated.

Second Lieutenant John N. Dimling, Jr., was commanding "A" Company of the 30th Infantry on February 1, 1944, near Cisterna when he and two others were captured by a German patrol. They were taken to Velletri Italy, where they joined a large group of captured American officers and enlisted men. The entire group was taken to Rome where they were marched through the city. From Rome, the group were transferred to Ferra Sabina and then to Laterina where conditions were very bad, with little food and overcrowded barracks. Lt. Dimling and

about 25 other officers were transported to Stalag 7A at Moosburg, where they stayed for four weeks before being moved to Oflag 64, Schubin Poland.

Captain Ernest M. Gruenberg was a member of the U.S. Army Medical Corps during World War II (WWII) and on June 9, 1944, he and 21 men of the 377th Parachute Field Artillery Battalion, 101st Airborne Division, were dropped in the vicinity of St. Martin D'Aubeville France, behind German lines. They were about 23 miles from the intended drop zone and began to march toward the drop zone to join the rest of the battalion. Capt. Gruenberg was captured by a German patrol but the others were able to evade capture. He was searched and taken to a German headquarters at Montebourg where he encountered other American prisoners, many of whom were from the 4th Division and had been captured at the beachhead and had been marched from the beachhead. They were many who were badly wounded and had only received two cups of water during the first 36 hours of capture and were given no food. After spending the night at Montebourg, they were given half a loaf of bread. Captain Gruenberg and the others were then marched 28 kilometers to Bricquebec without a break and after a few hours there the men were put into trucks and taken to an area south of St. Lo. They were put in a place they called "Starvation Manor" at Chappelle-Sure-Vire. The prisoners were given very little food and 35 of the men were seriously wounded and received almost no medical care. The most serious of the wounded were eventually moved to a hospital. On June 15, 1944, all of the wounded prisoners, all field officers, Colonel Goode, Lt. Col. Hopkins, and Captain Gruenberg were taken to a hospital at Rennes by truck and on July 5, 25 officers and about 300 wounded prisoners were put on a train and made a 23 day trip in boxcars to Chalons-Sur-Marne. The men were physically exhausted because of the atrocious conditions on the train. After five days a large group of the prisoners including Captain Gruenberg were again put in boxcars and taken to Stalag 12A at Limburg where he stayed until October 11, 1944, when he and 100 officers were transported to Oflag 64 Schubin Poland. He was there until January 21, 1945, when the camp was evacuated by the Germans. Each prisoner was given one Red Cross parcel and approximately 1,400 prisoners were marched out of the camp, with 100 of the seriously wounded being left behind. Captain Gruenberg describes the march and the lack of food, water and rest times. The group arrived at eh Wegheim Estate outside of Kcynia where they spent the night in barns and some of the men were able to escape during the night. The prisoners tried to stall the Germans the next morning hoping that the Russian advance would reach them. The prisoners were split into three groups, with two groups being marched out and the third group including Captain Gruenberg and those physically unable to continue remaining behind. The German Commandant made arrangements for the remaining prisoners to be moved into the manor house so they could be taken care of. American Colonel Gans was in charge of the prisoners. On January 22, 1943, the German guards disappeared. Russians soldiers arrived and the prisoners were told to stay where they were and they would be transported to Moscow. At this point, the prisoners were able to travel into Kcynia and obtain medical supplies for the wounded. Captain Gruenberg was given permission to help the civilians in Kcynia, as their doctor had been taken prisoner by the Germans and a hospital was set up by the Russians. When transportation for the prisoners did not arrive, Captain Gruenberg, Lt. Colley, and Lt. Dimling joined a group of prisoners who left Kcynia by train to Gniezno and then to Konin and on to through Warsaw to Praga (Prague) and Mrozy and eventually Brzesc Nad Bugien where they met a group of American officers who had also been at Oflag 64. The group traveled to Moscow arriving on February 17, 1945 and

reported to the U.S. Military Mission and were taken by plane via Tehran, Cairo, Casablanca and the Azores and arrived in the U.S. on February 24, 1945.

The report also gives accounts of conditions of the hospital at Rennes, the 23 day boxcar trip, conditions at Stalag 12A at Limburg, and the organization and ranking of Americans in the camps. The three men also describe their treatment by the Russians. Captain Gruenberg states that he was badly treated at times by the Germans when they learned he was Jewish. The men also reported that prisoners Colonel Schaeffer and Lt. Schmitz were tried by the Germans and sentenced to death but the men did not know what happened to them. It was also unknown what happened to Lt. Teel and Lt. Bolton who had escaped during the march from Oflag 64.

Greene, George W., Lieutenant

EX Report No. 556

Access: Open

Date of report: March 8, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 11

Lieutenant George W. Greene, U.S. Navy, was stationed with the Office of Naval Intelligence at Naval Headquarters in Manila, Philippine Islands, at the start of World War II (WWII). On February 1, 1942, he was sent to Tacloban, Leyte, to serve on the staff of Colonel Theodore M. Cornell, the Army Commanding Officer of the Samar-Leyte Sector. Lt. Greene served as his Executive Officer until the island was surrendered to the Japanese on May 26, 1942, as ordered by Major General Jonathan M. Wainwright and Major General William F. Sharp. Eleven U.S. officers and approximately 1,000 Philippine Army and Constabulary troops surrendered at Tacloban. The U.S. officers were taken to a schoolhouse which was used for their prison and they were joined by another U.S. officer, Second Lieutenant Clausen, who had been captured at Cebu. Shortly after the surrender, the senior officers were transferred to a separate camp. After their departure, Lt. Greene became the U.S. Commander of the prison camp. Lt. James L. Bullock, U.S. Navy, was beheaded after he attempted to escape from the prison. The remaining officers including Lt. Greene were moved in September, 1942, to Davao prison, which was known as Dapacol as it was in the Davao Penal Colony. He remained at Davao until he was transferred to Manila, then to Cebu, and eventually to the hospital at Cabanatuan where he was liberated on January 30, 1945. On January 7, 1945, the Japanese guards left the camp and the prisoners were able to break into the Japanese stores and found a great deal of food, medicines, vitamins, and other supplies that had come from Red Cross packages that the Japanese had not distributed to the prisoners. Lt. Greene traveled to Tacloban on the U.S. supply ship *Triangulant* and on to Leyte on February 13, 1945, and assisted in finding records that had been buried by his command before the surrender three years earlier. He arrived in Washington, D.C. on March 7, 1945. Lt. Greene was the only Office of Naval Intelligence officer to return after being captured. Lt. Greene describes camp conditions, interrogation by the Japanese, and atrocities by their captors.

Bliss, Raymond W., Jr., First Lieutenant

EX Report No. 558

Access: Open
 Date of report: March 13, 1945
 Source: SMS 576, Box 3, Folder 6
 No. of pages: 10

First Lieutenant Raymond W. Bliss, Jr., was serving at an area near the Lingayen Gulf as an instructor for the Filipino Army before the beginning of World War II (WWII). After the Japanese attack on Pearl Harbor on December 7, 1941, he was ordered to Corregidor where he served as an assistant battery commander with the 59th Coast Artillery Corps. At the time of the surrender of American and Philippine forces to the Japanese, he was in an underground hospital on Corregidor. He was transferred on July 2, 1942, to the Bilibid prison hospital and then to the prison for about six months. Conditions in the camp were very bad, with little or no food. Some of the prisoners who had money were able to purchase food. In February 1943, he was moved to Camp #1 at Cabanatuan where he was liberated on January 30, 1945. Towards the end of 1944, American planes regularly flew over the camp and strafed the area near the camp. On January 7, 1945, the Japanese called a formation of all Americans, to which the men went expecting to be shot. The Japanese announced that they would be leaving except for a small contingent of guards and that the prisoners were to remain in the camp. The remaining guards stayed on the outside of the camp. The prisoners were advised by the U.S. medical officer, Colonel Duckworth that they should remain in the camp as an escape attempt would jeopardize the patients remaining in the camp hospital. After the Japanese left, the prisoners found supplies of rice, cans of milk and other supplies in the camp warehouse. The prisoners believed that when the Japanese left the camp, that American forces had landed but discovered that they had not yet landed. When American forces reached the camp, they killed 12 of the guards. The prisoners did not know what was happening when they heard the gunfire. Lt. Bliss went to the camp hospital but found it had been evacuated and upon leaving met an Army Ranger who told him to leave. The prisoners marched through various villages where they were given food and carts to use for those who could not walk. The Army soon provided trucks to transport the prisoners to Leyte and they were then transported to the U.S. by air or boat. Lt. Bliss stated when asked about atrocities committed by his captors that he did not want those stories reported back to the families of the prisoners as he felt it would distress the families. He also reported that Japanese morale was very low when toward the end of 1944 American planes began flying over the area. Lt. Bliss reported on camp conditions at Cabanatuan, and health conditions of the prisoners at the time of the liberation.

Wayne, Charles, Lieutenant Commander

EX Report No. 559

Access: Open
 Date of report: March 10, 1945
 Source: SMS 576, Box 3, Folder 6
 No. of pages: 17

Lieutenant Commander Charles Wayne was based at a Naval Air Station on Attu, in the Aleutian Islands, with the VB-136 unit, flying a PV-1 aircraft, during World War II (WWII). On

September 17, 1944, he and his crew took off to make a dawn attack on the canneries in Suribachi at Paramushiro. Due to adverse weather conditions, they altered their plans and headed to hit a target on Shumshu. On making a second sweep after dropping bombs on the target, their plane was attacked by Japanese fighters. With one of his engines damaged and unable to put his wheels down, he headed inland to Petropavlovsk where he was able to land the plane. Russian soldiers captured Commander Wayne and his crew and they were taken by truck to a communication center where they were held for 30 days. From there, they were transported by air to Khabarovsk and then to Kamchatka where they were joined by a Major McGlinn and his crew and 39 other Americans. The men were taken by train to Tashkent where they were met by members of the American Military Mission from Moscow and were ordered to leave on December 3, 1944, for the Caucasus where they were to work in the Russian war industry. Their travels were delayed until December 5th when they were moved by train, arriving on December 7 to a location near Ashkhabad. The train had developed a mechanical problem and the prisoners were told to remain on the train but about 30 of the Americans left the train. All but five were recaptured and returned to Tashkent. The morale and health of the Americans began to deteriorate from December 17th until January 17th, and the prisoners believed they would not leave Russia alive. Representatives of the American Mission at Moscow again arrived at Tashkent on January 17, 1945, and repeatedly briefed the prisoners on security and the necessity for their silence as a group. On January 25th, Commander Wayne and about 130 other Americans were transported by truck arriving in Iran on January 28th. Conditions in Tehran were strictly secret and they were kept in enclosed trucks when moving through the city. The men were met by a U.S. Army Finance Officer and received their first pay. All of the men were put into a hospital in Tehran and given food and re-outfitted with uniforms. Transportation was provided for Commander Wayne and the others and they were transported to Cairo and then to Naples. They traveled on the liberty ship *John Sullivan* and joined a convoy to the U.S. Commander Wayne describes conditions in Russia and Russian military facilities. He also states his belief that the American newsman, Drew Pearson, should be held responsible for disregarding security in time of war by publishing an article revealing the plan to liberate the internees in Russia. He believes that the Russians would certainly have shot the Americans if the Japanese had made an issue of this violation of neutrality and the U.S. Government had permitted a journalist to embarrass Russia.

Cory, William R., First Lieutenant

EX Report No. 560

Access: Open

Date of report: March 5, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 17

First Lieutenant William R. Cory was the executive officer of Company "A", 805th Tank Destroyer Battalion, stationed in Africa during World War II (WWII). On the morning of February 17, 1943, he was captured by the Germans at Faïd Pass and taken to German headquarters to be interrogated. He met another prisoner, Lt. Colley, and both men were transported by truck to where Lt. Cory had been captured and they were held with a group of approximately 2,000 Americans who were part of the First Armored Regiment. The group was

marched to Sidi Bou Zid, then to Sousse and on to Tunis and Naples. They eventually arrived at Oflag 64, Schubin, Poland. In April 1944, Lt. Cory and a group of other prisoners decided to dig a tunnel and worked on it until September. The prisoners were advised they were to be evacuated on January 20, 1945, and Lt. Cory requested of the U.S. Camp Senior Officer that he and three other officers be allowed to seal themselves in the tunnel when the camp was evacuated. Colonel Drury, who was part of the hospital group left behind, went down to the tunnel about 20 hours later and advised the men that the Germans had left the camp and some of the men decided to leave the camp in case the German's returned. Lt. Cory stayed in the camp and was joined by groups of Americans who had escaped from the Germans and returned to the camp. When a Russian tank column arrived, they arranged for the evacuation of the camp and provided transportation to Rembertow. There were Americans, French, Serbs and Yugoslavs at Rembertow. The Russians were uncooperative in further evacuating the Americans to Allied Forces and Lt. Cory and others requested that they be permitted to travel to Moscow to contact the American military mission there. They were denied transportation by the Russians to Moscow but they would help them get them to Praga (Prague). The Commandant at Praga suggested they travel to Lublin by stopping a truck along the road and asking for a ride. At a refueling stop, a Polish officer informed them that there was an American airbase at Luck and offered them a ride in that direction. Lt. Cory and the others arrived in Lublin and asked the Russian Commandant for assistance to get to Luck, but he refused. They again hailed a truck on the road and traveled to Chelen, then to Hrubieszow. They were denied assistance by the Russians for further traveled and eventually were provided with a horse and wagon and accompanied by a Polish officer continued on to Lwow (Lviv, Ukraine). The men were interrogated by the Russians at Lwow then moved to rather sparse hotel accommodations, where they met a Russian newspaper correspondent named Vladimir Blyaev, who helped them obtain better housing and food. An American contact crew from the air force stationed at Poltava arrived and offered to evacuate the American, but the Russians refused to release them. A fight ensued between the contact crew and the Russians. The Russians continued to refuse to release the men but after continued fighting, they relented. The Americans were flown to Poltava and traveled to the U.S. via Tehran, Cairo, Casablanca and the Azores, arriving in Florida on February 28, 1945. Lt. Cory reported on conditions at Oflag 64, and on interrogation techniques by the Germans.

Cowles, Jack R., Lieutenant (Junior Grade)

EX Report No. 561

Access: Open

Date of report: March 12, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 12

Lieutenant (JG) Jack R. Cowles, U.S. Navy, was stationed at Attu in the Aleutian Islands during World War II (WWII), and on August 19, 1944, was on a bomb run to Paramushiro Jima. Believing he had released his bombs over the target, he began his flight back to base, but discovered that his bombs had not released and he decided to return to the target. The plane was hit by enemy fire damaging one of the engines. As the bomber approached Kamchatka, the remaining engine stopped and the plane crash landed on a beach. The plane burst into flames but

all of the crew members were able to get out with only slight burns. Immediately, Russian soldier approached and took them prisoners and provided them with food and medical attention. The crew was taken to Petropavlovsk and all but two of the men were taken to a hospital. Lt. Cowles and another crewmember were taken to a naval base at Kalakhtyrka where they stayed for a month. The Americans were transferred to Magadan on September 12, 1944, an interpreter who had at one time worked for the newspaper *Izvestia*, traveled with the group to Magadan. After one day in Magadan, they proceeded to Irkutsk, Novosibersk, Alma Ata and Tashkent where he stayed until he left the country. Lt. Cowles rejoined Allied forces on January 30, 1945. The Russians pilots at Kalakhtyrka were very interested in learning how to fly PV-1 planes that had landed undamaged and demanded that the Americans teach them, but there were no interpreters to translate any flight instructions. The Americans did not know how to respond to this demand by the Russian pilots and the planes were still sitting at the airfield when Lt. Cowles and the others left the area. The Russians were also very interested in the confidential gear on the American planes such as radar and navigation systems and were angry with crews who had destroyed this gear. Lt. Cowles reported that everywhere he went in Russia he saw extreme poverty, prison camps for political prisoners, and little food and poor clothing. He describes living conditions provided for the Americans, quality of medical treatment, and Russian interrogation techniques.

Johnson, Richard H., Lieutenant (Junior Grade)

EX Report No. 563

Access: Open

Date of report: March 10, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 10

Lieutenant (JG) Richard Henry Johnson, U.S. Navy, was the co-pilot of a PV-1 Naval aircraft during World War II (WWII). On June 18, 1944, he and his crew departed from their base at Attu on a bombing run to Paramushiro Jima. Due to heavy weather conditions and a leaking reserve fuel tank they did not have enough fuel to return to base. After dropping their bombs, they decided to fly towards Petropavlovsk in Russia and after several attempts, they landed in the first flat area they could find but the plane was broken apart when it hit trees on landing. All of the crew escaped the landing and all confidential papers were burned and equipment such as the radar gear and the navigation system were destroyed by the crew. Under the high grass where they had landed was water and they discussed trying to use their life raft to try to float downstream. They did not know their location but knew they were in Russia. Lt. Johnson and his crew fired a flare and two men appeared carrying rifles and asked if they were Americans. The two men stated that they were part of the Russian border patrol. After a march of about eight miles, the two men gave the crewmembers food and blankets and they slept for a short time. The Americans were then taken to the Russian border patrol headquarter and placed in a barracks for a short period of time before being transported to the Kalakhtyrka Naval Station. Lt. Johnson and his crew discovered that there were two other American crews being held nearby. On August 23, 1944, he and 33 other Americans left the Naval Station and flew from Khabarovsk, on to Krasnoyarsk, and eventually to Tashkent, where they were placed in an officers' rest camp which was patrolled by armed guards. Lt. Johnson describes the coastline

defenses at Kamchatka. He also describes inconsistencies in the Russian's interrogation of the American crews, and that the crews were told that their names had been reported to the U.S. Embassy in Moscow so that their families would know they were alive. The crews learned that this was incorrect and that their names were not given to Allied authorities for four months. The Americans did eventually receive mail through U.S. channels. Lt. Johnson stated that briefings on Russia to the U.S. crews was inadequate and that their briefers had no idea what Russia was like or what the crews could expect. He also states that equipment on his aircraft was inadequate.

Williamson, Harry H., Aviation Machinist's Mate First Class EX Report No. 564

Access: Open

Date of report: March 9, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 11

Aviation Machinist's Mate First Class Harry H. Williamson, U.S. Navy, was stationed at Attu as a crew chief and tunnel gunner during World War II (WWII). On August 13, 1944, his PV-1 along with six others were on a bombing run to strike an airfield on Paramushiro Jima, but ran low on fuel and flew toward Petropavlovsk. They were shot at by anti-aircraft guns and tried to radio the Russians that they were an American aircraft needing to land. The aircraft was allowed to land and the crew members were surrounded by armed Russians upon exiting the plane. The crew were escorted to a naval base and then transported by air to Magadan on September 6, 1944. AMM 1/c Williamson and the other crew members were given food and treated very well. The next day they were taken by plane to Khabarovsk where they stayed in an officers' rest home and they were watched by the secret police. The group then traveled to Irkutsk, then to Novosibirsk, and on to Alma Ata where they spent one night and were flown to Tashkent on September 14, 1944. He remained at Tashkent until his release on January 28, 1945. AMM 1/c describes the airfields and aircraft he observed while in Russia, the Naval Base where he had been held, and conditions at Tashkent. He also comments on Russian methods of interrogation.

Vivian, John P., Jr., Lieutenant

EX Report No. 565

Access: Open

Date of report: March 10, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 12

Lieutenant John P. Vivian, Jr., U.S. Navy, was a pilot stationed at Attu during World War II. (WWII). On July 23, 1944, his aircraft and four others took off from Attu to bomb targets on the island of Shumushu. Being unable to bomb their target due to weather conditions, they attacked a Japanese picket boat. Their port engine developed problems with rising oil temperature and they started back to Attu, but set course for Petropavlovsk when the oil pressure

began to fall. At this point, all confidential gear was jettisoned. The aircraft landed at Petropavlovsk airfield and Russian soldiers arrived and took Lt. Vivian and his co-pilot to be interrogated. On August 23, 1944, the crew members were taken by aircraft to Khabarovsk and then to Tashkent. At one time there were 34 Americans being held at Tashkent and on November 26, 1944, 39 more American arrived. On December 5, 1944, the Americans were moved to a train headed for Tiflis, but were returned to Tashkent when American journalist Drew Pearson released a story describing the Americans route out of Russia. On January 25, 1945, Lt. Vivian and the other Americans totaling 130 were transferred to Tehran Iran arriving on January 30. Lt. Vivian departed Iran and after traveling via Cairo to Naples was transported by ship to the U.S. Lt. Vivian describes Russian facilities and airfields, living conditions encountered, and interrogation methods used by the Russians.

Miller, Berwyn J., Lieutenant (JG)

EX Report No. 568

Access: Open

Date of report: March 9, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 13

Lieutenant (JG) Berwyn J. Miller, U.S. Navy, served as a copilot of a PV and was station at Attu during World War II (WWII). On July 22, 1944, his aircraft left Attu to bomb an airfield at Paramushiro Jima but due to bad weather they diverted to their secondary target on Shumushu Island. After bombing their target they encountered fighters, identified as Hamps and one float Zero. Lt. Miller's aircraft began streaming gas and oil and it was decided to try to land at Petropavlovsk. All confidential materials and gear were jettisoned at this point. They sent out radio messages that the aircraft was Americans and needed to land. After landing, the aircraft was directed to the end of the runway next to two other American PVs. Russian soldiers arrived and the pilot, Lt. J.W. Clark, was taken away to be interrogated. After his return, the crew were transported to Petropavlovsk, where they encountered another PV crew who had crash landed. The Americans were divided into two groups and on August 29, 1944, Lt. Miller and his group were moved by plane to Irkutsk, then to Novosibirsk, and arrived in Tashkent on August 31. On January 25, 1945, Lt. Miller and members of a B-25 crew and a B-29 crew were released and traveled to Tehran Iran arriving on January 28. Lt. Miller reported on Russian airfields and aircraft observed, and conditions at the locations the Americans were held. He stated that briefings that the crews received regarding the locations of Russian airfields and population centers contained incorrect information.

Russomanno, Paul J., Captain

EX Report No. 570

Access: Open

Date of report: March 14, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 15

Captain Paul J. Russomanno, Medical Corps, was at an aid station near Neidengen on December 22, 1944, tending to wounded American soldiers when Protestant Chaplain William Gible of the 27th Armored Infantry, 9th Armored Division, informed him that German troops had captured the Battalion Command Post and a German Captain had asked to see the battalion surgeon. Captain Russomanno did not agree to speak to the German Captain but when informed that there were American wounded at the Command Post, he and Pvt. Allen Porges, under the protection of the Red Cross flag, went to the Command Post where he encountered his battalion commander, executive officer and S-2, all of whom had been captured by the Germans. The German Captain explained that he had no doctor or aid man to take care of his wounded and asked Captain Russomanno if he would treat the Germans and then take them across German lines to Gulhausen Belgium and that for his help he would be assured of being returned to American lines. After receiving permission from his battalion commander, he treated the German wounded. Captain Russomanno was thanked by the German Captain and was again assured that he would be allowed to return to American lines. The Captain, Pvt. Porges and a German soldier were given an ambulance and with the wounded, and under a Red Cross flag, were allowed to travel to Gulhausen. Captain Russomanno then returned to the American Command Post which had been retaken by American troops where he met Cpl. Wodzinski, who assisted him in taking nine wounded soldiers at the Command Post to an aid station for treatment. At the aid station, Major Devers agreed that Captain Russomanno and Cpl. Wodzinski could take the wounded to the rear area before the Germans returned to the area. Unfortunately, the aid station was captured by the Germans. Captain Russomanno protested to the Germans that the house where they were captured was a medical facility and they should be returned to American lines. After multiple attempts to return the Captain and Cpl. Wodzinski to American lines, the Corporal was killed during one of the attempts when the ambulance in which he was riding hit a land mine. Captain Russomanno at one point was told he knew too much of German positions to be returned. A German correspondent, Lt. Hassenkamp, attempted to assist the captain and during part of his captivity the Captain was housed at a German Hitler Youth camp. During his captivity, Adolph Hitler was briefed on Captain Russomanno's situation and Hitler insisted that the American officer be returned to American lines. Captain Russomanno also spent time at Oflag 64 before being taken to Switzerland and then to Paris and flown to England and taken by boat back to the U.S.

Captain Russomanno reports on the bitterness of German civilians towards the American prisoners due to the constant bombing by American bombers and that two American prisoners were killed by civilians in an air raid shelter in Frankfurt during a bombing raid. He also reports on the young people he met at the Hitler Youth camp, and the morale of the German officer corps especially after the Russian campaign.

Dicks, James H., Captain

EX Report No. 575

Access: Open

Date of report: March 22, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 10

Captain James H. Dicks served with the Civil Engineers, First Armored Division, in North Africa during World War II (WWII). On February 13, 1943, he was building a supply road near Zafria and was ordered by Colonel Drake to move into the foothills after a mine field he and his men were to defend had been taken by German soldiers. The next day they moved out of the area hoping to reach Allied lines but were taken captive by the Germans and marched to Sidi Bou Zid where he was interrogated at a German division headquarters. He eventually was taken to Oflag 64 in Schubin Poland, via Sfax, Tunis, Naples, and Moosburg (Stalag 7A). He remained at Oflag 64 until January 21, 1945, when the camp was evacuated. He was part of a group of prisoners who remained in Wegheim awaiting transportation by the Russian Army who had taken the area. On February 9, Colonel Gans, frustrated at waiting for the Russians to provide transportation, moved the group of American prisoners to Kcynia where they boarded a train for Hohensalza and after delays went to Rembertow. Captain Dicks and a group of other prisoners discovered conditions at Rembertow were very bad and decided to try to reach an American airfield at Lukon where they had heard that an American plane had made an emergency landing. The prisoners contacted the crew chief who directed them to another B-17 ten miles away which was awaiting arrival of an American aircraft to deliver airplane parts. On March 6, 1945, an American plane arrived and took the prisoners to Poltava where they came under the jurisdiction of American authorities. After being interrogated about their captivity, Captain Dicks was flown to the U.S. via Tehran, Cairo, Casablanca, the Azores and Newfoundland. He reports on the transportation problems encountered, the attitude of the Polish soldiers they encountered toward the Germans and the Russians, and his jobs while at Oflag 64.

Drury, Frederick W., Lieutenant Colonel

EX Report No. 576

Access: Open

Date of report: March 29, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 16

Lieutenant Colonel Frederick W. Drury served with the Third Cavalry Mechanized Group, during World War II (WWII) and on September 6, 1944, he took a platoon on recon near Graviollette to determine German occupation forces in the area. The platoon came under German fire and Colonel Drury and two of his men were forced from their vehicles and jumped into a nearby ditch. The other vehicles were able to get away but he and his men remained in the ditch while taking enemy fire. Colonel Drury was hit in the arm and his right foot. After trying to get away, they were taken captive by the Germans and were taken to their headquarters for questioning. He bandaged his arm and foot with his own first-aid kit and then was separated from the others. Over his objections due to his foot injury, he was marched to Metz where he received medical assistance from a German doctor. The doctor severely reprimanded the German commander for making Colonel Drury walk to Metz and Colonel Drury was taken by car to Luxembourg where a German doctor operated on his foot. He was transferred to Trier and placed in a prison camp where he met Colonel Goode. All of the prisoners were transferred to Limburg and then to Oflag 64 at Schubin Poland, arriving on October 14, 1944, and remaining there until the camp was evacuated on January 21, 1945. Eventually, Russian soldiers arrived and Lt. Bolton served as interpreter. The Americans were assured by the Russians that telegrams

written by the Americans would be sent to the American Embassy in Moscow advising them of their situation. The prisoners were running out of food and Colonel Drury left the camp with Lt. Bolton and met Russian Colonel Gen. Blov who tried to assist them and introduced them to Russian Lieutenant Maxim Korobotchkin and instructed the Lieutenant to assist the Americans. They returned to Oflag 64 and on January 28, the prisoners were provided trucks and moved to Rembertow where they stayed until February 22 when they boarded a train for Odessa arriving on March 1, 1945, and were placed under control of American authorities. Colonel Drury left Odessa on March 11, 1945, by boat and arrived in Marseille on March 23, and was flown to Paris and returned to the U.S. by plane. Colonel Drury reports on conditions at Stalag 12A at Limburg, their treatment by the Swiss who visited Oflag 64, and their treatment by the Russians and the Germans.

Yardley, Doyle R., Lieutenant Colonel

EX Report No. 580

Access: Open

Date of report: April 10, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 11

Lieutenant Colonel Doyle R. Yardley served with the 509th Parachute Battalion during World War II (WWII) and on the night of September 14, 1943, he parachuted into Avelino Italy. Due to a miscalculation, he fell into the tank park of the 16th German Panzer Grenadiers. Coming under enemy fire, Colonel Yardley was wounded and he and his men were captured by the Germans. He was taken to German headquarters where the medical orderly captured with him dressed his wound. Colonel Yardley was taken by ambulance to San Angelo where conditions were very bad and he then traveled to Rome by ambulance but they were dive-bombed by a P-51 and their driver and his assistant were wounded. They were able to continue on to Rome and on from there was transferred to Oflag 64 via Stalag 13C in Hammelburg. He arrived at Oflag 64 on October 1, 1943, where he remained until January 12, 1945. Colonel Yardley was then transferred to Oflag 64Z, a new camp being set up for Army ground forces. On January 13th, 80 officers from the Western Front including Colonel Hurley E. Fuller of the 28th Division arrived at the camp, many of them extremely sick with dysentery and pneumonia. The Germans had taken all of their overcoats, head coverings, and raincoats. On January 20, German Hauptmann (Captain) Marz informed the prisoners that the camp was to be evacuated and the prisoners marched toward Germany. Colonel Yardley was informed that the prisoners would be issued clothing and food, but they did not receive food for the march. About 200 Italian Generals and Admirals who were also prisoners were part of the march, many of whom were 50 to 70 years of age and were unable to continue the march and were left by the side of the road to die. During one of their stops, Colonel Yardley escaped from the column and joined Russian forces near Rogozno where he met two other prisoners, Lieutenant Salemer and Lieutenant John Siska. The three men marched with the Russians and met Russian General Pawel Firsov, a tank expert, who treated them very well, supplying them with food. On February 17, 1945, they went by truck to Oflag 64 at Schubin Poland where they stayed for a short time before traveling to Kuna and then to Kola where they observed a gigantic pile of German clothing, equipment and materiel. When they inquired about it, they were told that the Poles and

Russians had killed about 18,000 German soldiers and took their equipment and clothing. They then traveled to Rembertow by train where they reported to Lieutenant Colonel Frederick Drury. Colonel Yardley reports on the German staff at Oflag 64Z, including Hauptmann Marz, Hegel, Rieger and Hauptmann Goldman. The American staff included Colonel Fuller, Lieutenant Craig Cambell, Captain Palliconey, Lieutenant Lampoo, Lieutenant George Moolar, Lieutenant Parks (M.D.), and Chaplain Henn. Colonel Yardley recounts stories told by the Poles of atrocities committed by the Germans.

Roosbach, Richard, Captain

EX Report No. 582

Access: Open

Date of report: April 9, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 7

Captain Richard Rossbach was a member of the 58th Armored Field Artillery during World War II (WWII), and on August 11, 1943, he was part of an amphibious landing at Bralo in Sicily. The Germans were prepared for the landing and he and his men were captured. Captain Roosbach and two other officers were taken to the headquarters of the First Parachute Division where they met German General Heidrich who treated them very well. He attempted unsuccessfully to escape and was then transferred by train on August 20 for Moosburg but he and another prisoner from the First Infantry Division and an English officer escaped. The three were recaptured by Italian forces and moved to Sulmona Italy and again escaped but were recaptured by the Germans after five weeks. He was beaten by the Germans and then taken to Stalag 7A and then to Oflag 64 on November 18. On January 11 he was transferred to Wollstein because of health issues and on January 25 Russian troops entered the camp. He left Wollstein and traveled by truck to Praga (Prague) and then to Rembertow in an attempt to get to Moscow, but could not obtain transportation. He returned to Praga where he met a newspaper woman, Miss Strong, and gave her information on the camps to give to authorities in Moscow. Captain Roosbach contacted the Russian Repatriation Committee through the Polish Government and arranged to have whatever American and British he could find around Warsaw evacuated with him to Odessa. The group arrived on March 9 and were put on a ship for the United States, but Captain Rossbach was taken off the ship before sailing and transported to Moscow where he worked with Ambassador Averell Harriman and General Deane on compiling reports on the camps and his own observations about the Red Army. Colonel Crockett hoped to keep Captain Rossbach in Moscow, but Captain Rossbach asked to be returned home. He arrived in Washington D.C. on April 8, 1945. He reports on his observations of the Russian attempts to have Poland under their control and keep information about the Americans part in the war from the Polish people. He also comments on the Russian's treatment of the American prisoners.

Berndt, Albert L., Major

EX Report No. 584

Access: Open

Date of report: April 23, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 9

Major Albert L. Berndt served with the 112th Infantry, 28th Division, during World War II (WWII), and was captured in Belgium on December 17, 1945. He was sent to Oflag 13B on January 11, 1945. There were 300 American officers in their compound with Colonel Charles C. Cavender of the 106th Division as Senior American Officer (SAO). The camp also contained a Serbian officers' camp and an American enlisted men's compound as well as being a permanent German army post. On March 27, 1945, Colonel Goode was notified that the camp would be evacuated but American tanks arrived and after consultation with the German staff, it was decided that Colonel Waters, Captain Stutter, and Lieutenant Meskall and Captain Fuchs, would surrender the camp. As they attempted to surrender to the American, two German SS (Schutzstaffel) privates began firing at the American and shot Colonel Waters wounding him. The Germans SS soldiers disarmed the German camp staff and prevented the Americans from surrendering the camp and the American tanks began firing on the camp. The tanks broke down the camp barricades and entered the camp. The tank task force commander was not prepared to transport the liberated prisoners. The prisoners and the tank crews attempted to return to the American lines but were captured by the Germans and returned to the camp and were to be evacuated to southern Germany. Major Berndt was left behind to help with patients who could not be moved and was liberated on April 6. He also reports on evacuation of patients from Oflag 13B on April 3, 1945, conditions in the camp, and the deaths of Lieutenant Vaream and Lt. Weeks, 106th Division.

Zartman, William D., Private First Class (PFC)

Suominen, Edwin, Private

Akins, Major J., Sargent

Nagle, David J., Private

EX Report No. 586

EX Report No. 587

EX Report No. 588

EX Report No. 589

Access: Open

Date of report: April 20, 1945, and April 5, 1945 (Nagle)

Source: SMS 576, Box 3, Folder 6

No. of pages: 10

Private First Class William D. Zartman was captured at Cisterna on January 30, 1944, and was wounded in his back. He was taken to a first aid station, then to a hospital in Rome for three days and transferred to a hospital in Florence for four days and a hospital at Mantua Italy for about two weeks. He received no medical care and describes the inadequate facilities and equipment of the Italian hospitals. PFC Zartman and other American prisoners who were in need of medical care were put to work by the Germans. Two of the wounded Americans were Robert Houtz, and a soldier named Langa. The prisoners were required to work fourteen hours a day. American Red Cross parcels were taken by the German soldiers. Private Edwin Suominen was a prisoner in the same camp with PFC Zartman. A German infantry, non-commissioned officer, Joseph Meinburger, was in charge of the prisoners, and delighted in inflicting harm on the Americans. Private Suominen reported that an American paratrooper had knew the details of the shooting of a Private Halbert, who was killed after escaping.

Sargent Major J. Akins was captured in France on D-Day and taken to St. Lo. He was transferred to Chartres with about 645 other Americans prisoners where they spent 36 days in two small rooms with very little food, no beds, furniture or blankets and no sanitation facilities. The men were finally allowed outside for about an hour a day.

Private David J. Nagle was also a prisoner in the same camp and reported that he and other Americans were forced to work near the front carrying mortar ammunition, removing unexploded shells, and doing bomb disposal work. He reports observing another prisoner, Ray Bolan, a paratrooper, being shot by a German guard.

Schmitz, James R., Second Lieutenant

EX Report. No. 591

Access: Open

Date of report: April 23, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 9

Second Lieutenant James R. Schmitz was serving with the 36th Division, Company "H" of the 141st Infantry Regiment at the time of his capture on January 22, 1944, near Cassino. He was taken to a battalion command post where he was held with 27 officer prisoners. They were given no food until January 25th, when they and 70 British officers were moved by truck to a camp at Spoleto Italy. The trucks were strafed by American fighters and three were injured and one British officer was killed. On January 31st, they traveled for 90 hours by train in cattle cars. The officers had no shoes, were given no blankets and some were without overcoats. The group arrived at Stalag 4B on February 4, 1944, where they stayed for ten days and they were again placed in cattle cars and arrived at Oflag 64 on February 16th. On September 22, 1944, two German unteroffiziers (junior NCOs) arrived at the camp office with anti-escape fliers to be posted accusing the American government and the Allied of resorting to gangster warfare and implying that the Allies were conducting themselves dishonorably on the battlefield. Lieutenant Schmitz told the Germans he would locate the SAO (Senior American Officer) but was unable to locate him. He and Lt. Col. Schaefer returned to the office and spoke with Unteroffizier Heise and an argument took place between the two men. On September 24th, Lieutenant Schmitz was interrogated regarding the incident by the acting commandant, Lt. Col. Le Viseur, and Captain Zimmerman. In November 1944, Lieutenant Schmitz and Lt. Col. Schaefer were indicted and he gives the details of the charges. On December 28, 1944, following a trial held the same day, they were both sentenced to death. He was placed in solitary confinement but on January 21, 1945, he was part of an evacuation column. On January 23rd, the German guards left the Americans and Lieutenant Schmitz located Lt. Col. Oaks and reported the incident. The prisoners were marched to Hammelburg without food or water and on January 26, they reached Flatow. Conditions there were very bad and they were marched to Parchim Germany where they were put in boxcars arriving in at Oflag 13B in Hammelburg on March 8th. The camp was to be evacuated on March 27th but American tanks arrived and liberated the camp. They were not able to provide transportation for the prisoners and they began moving out while riding on the tanks. They were captured by the Germans and returned to the camp. Lieutenant Schmitz obtained a

Serbian uniform and on March 29th he was admitted to an American hospital under an assumed name. The camp was liberated on April 6th. He reports on German attempts to undermine the prisoners' morale. During the march the Americans were helped by the Duchess of Swherin and also one of the German guards, Feldwebel Bergmeyer.

Prichard, Billy H., Private First Class (PFC)

EX Report No. 592

Access: Open

Date of report: April 20, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 4

Private First Class Billy H. Prichard served with the 17th Field Artillery, First Division, and in October 1943, he was a prisoner at Bockow in Stalag 2B. In November 1944, he was court martialed by the Germans for an offense against a German woman and pronounced guilty. He was transferred on December to the strafelager at Grandentz, East Prussia near Danzig, where there were 20 Americans and several thousand French, British and Italian prisoners. He stayed there for two weeks and was then sent to a strafkommando at Vondet, East Prussia. On January 23, 1945, he and six others left the camp and with the help of Polish civilians they encountered advancing Russian troops. Private Prichard was returned to the U.S. via Odessa.

Alaimo, Anthony A., Second Lieutenant

EX Report No. 599

Access: Open

Date of report: April 21, 1945

Source: SMS 576, Box 3, Folder 6

No. of pages: 7

Second Lieutenant Anthony A. Alaimo served in the 450th Bomb Squadron, 322nd Bomb Group, and was the co-pilot of a B-26 on a bombing mission over Haarlem Holland on May 17, 1943, when his plane was shot down. Landing into the North Sea, he was thrown from the plane and was seriously wounded, and never saw any of his crewmembers in the water. He was picked up by a German patrol and taken to the Amsterdam General Hospital where he stayed from May 17 until May 25. The Commanding Officer of the 322nd Bomb Group, Lt. Col. Stillman was also a prisoner at the hospital. Lieutenant Alaimo was transferred to Hohemark Hospital where he remained until being transferred to Stalag Luft III in Sagan Poland, arriving on June 28, 1943. His was the first group of officers to occupy the new Center Compound. On January 27, 1945, the prisoners were told to ready to move and were marched to Zessendorf, on to Muskau, and then to Spremburg. On February 2nd, the group reached Moosburg where they were housed in two small barns. After three failed attempts, Lt. Alaimo and two others escaped and walked to a point near Munich where they were recaptured and returned to Moosburg. He was debriefed by the Senior American Officer (SAO), Colonel Clark, on his escape and notified him that he intended to try again. Enlisted men were kept in a separate area and Lt. Alaimo was able to obtain civilian clothes which he put on under his uniform and then he switched uniforms with one of the

enlisted men and on March 13 while on a work detail he escaped. Removing his uniform and wearing civilian clothes, he made his way to Munich and then to Grunwald and Wangen. He traveled to Italy and on to Innsbruck where he took a train to the Brenner Pass and joined a group of Italian repatriates guarded by two German guards. The Italian prisoners had no identity papers and he was able to get through with them and travel by train to Brescia. One of the Italians gave him the name and address of a friend in Milan, Vincent De Marco, and when the train reached Milan, Lieutenant Alaimo left the group and went to De Marco's home. He was given help traveling to Switzerland, and was then sent by the Swiss to Annemasse France where he made contact with American authorities and traveled back to the U.S. via Paris arriving in New York on April 20, 1945.

(See Oral History Index, File No. 475 for more information on Anthony A. Alaimo.)

Lockett, James W., Lieutenant Colonel

EX Report No. 600

Access: Open

Date of report: April 21, 1945

Source: SMS 576, Box 4, Folder 1

No. of pages: 8

Lieutenant Colonel James W. Lockett served with the 28th Infantry Division during World War II (WWII), and was captured in the Hoertgen Forest on November 4, 1944. His capture caused confusion with his German captors as his insignia was for a division that they believed was not operating in that area. He was transferred to Oflag 64 in Schubin Poland. On January 21, 1945, the prisoners were evacuated from the camp and marched to Kcynia where special Schutzstaffel (SS) troops took over guarding the prisoners. In Kcynia, the Polish civilians fed the prisoners at risk of being beaten by the German guards. The column of prisoners marched to Hammelburg where on March 27th, a task force from the 4th Armored Division arrived. Lt. Col. Lockett boarded one of the tanks and traveled a short distance before encountering German troops. He left the tank task force walking about 40 miles reaching American lines near Aschaffenburg Germany on April 2, 1945. He reports on the conditions at Oflag 64, his initial interrogation at Dietz Castle, Limburg, and on the death of Lieutenant Weeks, 106th Division, at Hammelburg, by a German guard.

Sauls, John B., Captain

EX Report No. 603

Access: Open

Date of report: May 3, 1945

Source: SMS 576, Box 4, Folder 1

No. of pages: 4

Captain John B. Sauls, 325th Glider Infantry, was captured on September 13, 1944, near Grosbeck Holland, and suffered a broken leg. He was taken to Kriegs Marine Hospital at Kleve Germany, and was held at six different camps and hospitals including German Barracks at

Wesel, Stalag 6F at Bocolt, Stalag 6J at Dusseldorf, Stalag 11B at Hannover, and Oflag 13B at Hammelburg. He was a Hammelburg at the time of the abortive liberation by elements of the 4th Armored Division on March 27, 1944, and after a failed escape attempt was liberated on April 6th, and returned to the U.S. on April 28, 1945. He reports on conditions at each of the camps where he was a prisoner.

Caroselly, Philip J., First Lieutenant

EX Report No. 604

Access: Open

Date of report: April 21, 1945

Source: SMS 576, Box 4, Folder 1

No. of pages: 13

First Lieutenant Philip J. Caroselly served with the 461st Bomb Group and on April 13, 1944, flew out of Cerignola Italy as an observer in a B-24 strike on Budapest. The plane was hit by flak, killing the co-pilot and mortally wounding the pilot. Lieutenant Caroselly was hit in the ankle. He was ordered to bail out and parachuted into a field where he was captured by a Hungarian soldier. He spent two weeks being interrogated by the Gestapo, being beaten, slugged, starved and refused medical treatment. He was eventually sent to Stalag Luft III in Sagan Germany, where spent a month in the camp hospital and then was moved to the Center Compound. He served on the staff of Colonel Kennedy, Compound Senior American Officer (SAO), until the camp was evacuated on January 27, 1945. Lieutenant Caroselly escaped from the column of prisoners and reached Odessa on April 2, 1945, and was returned to the U.S. via Caserta Italy. He describes conditions at the hospital in Stalag Luft III, food received in the Center Compound, and variations in treatment of the prisoners by the Germans. It is believed that the Germans had seldom made more strenuous efforts to break down an American flier for information than in the case of Lieutenant Caroselly, knowing he was an intelligence officer.

Ward, John J., First Lieutenant

EX Report No. 607

Access: Open

Date of report: April 28, 1945

Source: SMS 576, Box 4, Folder 1

No. of pages: 8

First Lieutenant John J. Ward served with the 366th Bomb Squadron, 305th Bomb Group and was taken prisoner on May 19, 1943. He was serving as a navigator on a B-17 and parachuted in the vicinity of Lutjenburg when his plane was hit by flak. He and other members of the crew were taken to Stalag Luft III at Sagan Germany arriving on May 24, 1943 and remaining there until the camp was evacuated on January 28, 1945. The prisoners were marched through cold and snow and eventually reached Spremberg where they were taken by train to Langwasser. After leaving Langwasser, Lieutenant Ward was able to hide in a barn and traveled by foot for a week to Rottenstein. He was assisted by a Polish civilian, Alex W. Piertruchik, who took him to a Polish slave laborers' barracks where he was given French civilian clothes, and an

identity card. He stayed in the barracks until American forces arrived and he contacted Lieutenant Stewart of the 15th Infantry Regiment. He was then flown to the U.S. via Paris. He describes conditions in Stalag Luft III, and conditions at the camp at Langwasser.

McMahan, John M., MSgt.
Carroll, Alfred C., Cpl.
Drangsholt, Gunnar S., Pvt.
Allen, Warren O., Sgt.

EX Report No. 610
EX Report No. 611
EX Report No. 612
EX Report No. 613

Access: Open

Date of report: Reports 610, 611, and 612 dated May 17, 1945; Report 613 dated May 22, 1945

Source: SMS 576, Box 4, Folder 1

No. of pages: 31

Master Sergeant John M. McMahan was captured at Faid Pass, Tunisia, on February 14, 1943. He was serving with the First Field Artillery Observation Battalion, attached to "A" Company, 2nd Corps. He was held in Camp 98 in Palermo Sicily until March 23, 1943, then transported to Camp 66 at Capua Italy where he remained until April 3, 1943. He was moved to Stalag 7A at Moosburg Germany, arriving on April 6, 1943. He was transported by boxcar to Stalag 2B, Hammerstein on October 2, 1943, where he remained until that camp was evacuated on January 29, 1945. In preparation for the evacuation, Sgt. McMahan and Sgt. Ehalt were given instructions on discipline and their duties in the event they were overtaken by the Russian army. Food during the march was inadequate but morale of the men was good. Sgt. McMahan, Cpl. Kuntz and Pfc. Belcher worked to find food for the men. Captain John Moorman, camp medical officer, and the medical soldiers had to carry all equipment including medical supplies. The weather was very cold and they were housed in barns and stables during their stops. The group traveled through Klaushagen, Gersdorf, Schivelbein, and Lankow. They received news that Stalag 2D at Stargard had been evacuated. Sgt. McMahan reports that many of the men came down with dysentery due to the lack of clean water. The march continued and on April 13, 1945, they were strafed by Spitfires and ten prisoners were killed. Sgt. McMahan, Sgt. Allen, Cpl. Carroll and nine others remained behind as part of the burial detail when the column moved out and the men persuaded the German guards to help them escape and guide them to Allied lines. They reached American forces of the 5th Armored Division at Jameln on April 22, 1945. Pvt. Drangsholt rejoined Allied forces on April 28, 1945, at Westertimke.

Camp conditions at Stalag 2B are described by the men including the American staff members. There were 7,200 Americans, 16, 000 French, 1,600 Serbs, 900 Belgians, and about 10,000 Russian prisoners in the camp. They also list the German commandos operating Stalag 2B. Oberst Von Keppler was camp commandant from October 1944 until the evacuation. The most inhumane officer in Stalag 2B was German Captain Springer, who was responsible directly or indirectly for most of the American slayings. MSgt. McMahan, Cpl. Carroll, Pvt. Drangsholt, and Sgt. Allen describe medical care in the camps, food rationing, handling of Red Cross parcels by the Germans, and the lack of proper clothing and blankets for the prisoners. They describe sanitary facilities, sleeping accommodations, lack of exercise, and the library and theater the Americans created. There was a great deal of propaganda directed at the prisoners by the

Germans. Pvt. Bruce Meads, who arrived at the camp in August 1943, initiated the Chaplaincy program in the camp. They describe violations of the Geneva Convention and a list of men killed by the Germans is given in the report. Also included is a report on escape attempts from the camp.

Moorman, John H., Jr., Captain

EX Report No. 614

Access: Open
Date of report: May 17, 1945
Source: SMS 576, Box 4, Folder 1
No. of pages: 8

Captain John H. Moorman, Jr., was captured by the Germans on May 25, 1944 and arrived at Stalag 2B on August 15, 1944. He was placed in charge of the American patients and was the only American M.D. in the camp. The medical facilities are described. Captain Moorman reports on the food available in the camp, equipment and supplies that were mostly from the Red Cross, and the most common illnesses among the prisoners.

Pfeffer, John F., Captain

EX Report No. 615

Access: Open
Date of report: May 18, 1945
Source: SMS 576, Box 4, Folder 1
No. of pages: 11

Captain John F. Pfeffer, U.S. Army Medical Corps, was captured on June 6, 1944, after parachuting into France near Amphrville. He spent about 12 days at La Chapelle Sur Vire in a monastery known as "Starvation Hill" before being transferred to Oflag 64 arriving on July 20. He was taken to Berlin on March 24 and attended a conference before being returned to the camp. On the morning of April 26, 1945, the Germans turned over the hospital to British Lt. Col. Williams, prior to liberation of the camp by the American 10th Armored Division. Planes arrived to evacuate the prisoners and Captain Pfeffer was transported to Le Havre on May 5, 1945. The report includes descriptions of camp conditions, availability of supplies, food provided for the patients, and the abilities of the German staff members. Captain Pfeffer describes the conference he attended in Berlin.

Naughton, Donald G., Second Lieutenant

EX Report No. 616

Access: Open
Date of report: May 14, 1945
Source: SMS 576, Box 4, Folder 1
No. of pages: 5

Second Lieutenant Donald G. Naughton served as a Bombardier with the 560th Bomb Squadron, 388th Bomb Group, during World War II (WWII). His B-17 was hit by enemy fire on November 5, 1943, over Holland and he and the crew bailed out and were captured by German SS troops. He and the other crew members were placed on a train for Amsterdam and they attempted to escape, but Lieutenant Naughton was overpowered and beaten by one of the guards. Upon arriving in Amsterdam, he was interrogated and beaten for not cooperating. On December 17, 1943, he was transferred to Stalag Luft I where Major Todd was the Senior American Officer in the camp of 200 Americans. On April 20, 1944, Lieutenant Naughton and Lieutenant Haines were tried under the German Articles of War for Military Riotry for attacking a superior officer. They were defended by Major Fisher and were found guilty and sentenced to 18 months imprisonment. On January 16, 1945, the two men were placed in solitary confinement before being transferred on January 18th to the Graudezn prison. On January 20th the prisoners were evacuated in 12 below zero weather and marched until they refused to go any further and were placed in boxcars and taken to Stalag 2B in Hammerstein. One of the German guards burned Lieutenant Naughton and Lieutenant Haines criminal records, so the camp authorities knew nothing of their conviction. On April 2, 1945, the two men were transferred to Milag Nord and then on April 10th the camp was evacuated toward Lubeck. The men escaped but both became ill and decided to return to the camp. Upon arriving at the camp, they discovered that the British were in control.

Goode, Paul R., Colonel

EX Report No. 617

Access: Open

Date of report: May 17, 1945

Source: SMS 576, Box 4, Folder 1

No. of pages: 15

Colonel Paul R. Goode served with the 175th Infantry Division in World War II (WWII). He gives a report on an American Major Albert Berndt at the Hammelburg prison and his opinion that the Major jeopardized the safety of American officers in the prison. Colonel Goode was in the vicinity of Lison France on June 13, 1944, and recounts an encounter with German forces and after expending all of his machine gun and mortar ammunition, he surrendered his force of approximately 300 men. Colonel Goode was taken to a prison camp at Rennes where conditions were extremely bad. He was placed in a boxcar with other prisoners and when fifteen officers managed to escape, Colonel Goode was selected to be executed but managed to convince the guard to postpone the shooting. The train arrived at Chalons on July 28th and Colonel Goode was interrogated and placed in solitary confinement. He eventually was taken to Oflag 64, arriving on October 16th. The Russian advance caused the camp to be evacuated on January 21, 1945, and Colonel Goode describes the march. The prisoners who survived the march or were not able to escape were taken to Parchim where they were placed on a train to Oflag 13B at Hammelburg. A small task force from the 4th Armored Division arrived but they were forced back by German troops. On April 3rd, a small task force from the 4th Armored Division but were overwhelmed by the Germans who recaptured the camp. The prisoners were moved to Stalag 7A at Moosburg and were liberated by members of the 14th Armored Division under General Karlstad and General Cooper-Smith. Colonel Goode describes camp conditions at

Trier, Limburg, and Oflag 64. He also describes conditions on the march from Oflag 64 and conditions at the Hammelburg and Moosburg prisons.

Schaefer, William H., Lieutenant Colonel

EX Report No. 618

Access: Open

Date of report: May 10, 1945

Source: SMS 576, Box 4, Folder 2

No. of pages: 21

Lieutenant Colonel William H. Schaefer, U.S. Army Infantry, was injured two days before his troops landed in Sicily, but in spite of his injury he went ashore with his men. During attacks by the Germans, he was hit in the back by machine gun fire and reinjured his leg. He was captured on July 12, 1943, and was denied medical treatment when he refused to answer questions regarding the number of 4.2 mortars he had in his command. He was moved to Italy where he received medical treatment at a German field hospital but was moved out of the hospital quickly when wounded German soldiers arrived. On July 22, 1943, he arrived at Camp 66 at Capua Italy. As the British were approaching Capua, the Germans evacuated Lt. Col. Schaefer and other prisoners transporting them to Caserta. From Caserta the men were transported by train to Rome, but were left on the train. Many of the men were seriously ill and they began yelling at the Germans to let them off and provide medical care for them. Italian civilians provided the prisoners with food. A German doctor on a troop train was let onto the prisoners' train and he demanded that five of the prisoners be moved to a hospital. Col. Schaefer was transported to Moosburg and then to Oflag 64 at Schubin Poland. In September 1944, Col. Schaefer and Lt. James Schmidt became involved in an altercation with the Germans and were moved to a castle in Colditz and were tried and sentenced to death. Among the other prisoners were Lord Elphinstone, Churchill's nephew, the King's nephew, the son of the Viceroy of India and other "prominent prisoners". The Germans ordered the prisoners to be prepared to march out but the prisoners refused and eventually the German Commander, Oberstleutenant Von Prawitt, surrendered to the prisoners. On April 15, 1945, Allied troops began closing in on the castle and on April 16th, member of the American 69th Division entered to camp. Colonel Schaefer was evacuated and was returned to the U.S. on May 8, 1945. He describes conditions and interrogation techniques used by the Germans at Stalag III-A at Luckenwalde Germany where he spent five weeks during his imprisonment. He gives details surrounding his trial, conviction and sentencing.

Paules, Francis S., TSgt.

EX Report No. 619

Access: Open

Date of report: May 15, 1945

Source: SMS 576, Box 4, Folder 2

No. of pages: 36

TSgt. Francis S. Paules was on detached service (DS) from 8th Air Force with the 419th Squadron, Royal Canadian Air Force (RCAF), on January 20, 1944, when his plane was shot down near Bitterfeld Germany. He bailed out and was captured on January 22nd by German troops. He was transported by train to Stalag Luft VI at Heydekrug East Prussia arriving on February 2nd, where he remained until July 16th. Because of the Russian advance, the prisoners were evacuated to Stalag Luft IV at Grosstychow Germany. TSgt. Paules was elected “man of confidence” (MOC, a prisoner selected to liaise with camp authorities). The Germans threatened him in his role of MOC labeling it as a mutiny and sabotage. On January 28, 1945, 1,500 of the prisoners were sent by train to Stalag Luft I at Barth Germany. On February 2nd another group of prisoners were marched out of the camp and TSgt. Paules was with this group. The groups were not provided with sufficient food and transport was not provided for the ill and wounded prisoners. Upon arriving at Stalag Luft 11A at Altengrabow, the prisoners received no food for five days and TSgt. Paules traveled to Luckenwalde to bring back Red Cross parcels. The camp was evacuated and the men marched to the town of Krina, eight miles from the American forces at Bitterfeld. The Germans surrendered to American forces of the 104th Division of the U.S. 1st Army on April 26, 1945. TSgt. Paules describes conditions at the camps where he was held.

Kennedy, William L., Colonel

EX Report No. 620

Access: Open

Date of report: May 13, 1945

Source: SMS 576, Box 4, Folder 2

No. of pages: 12

Colonel William L. Kennedy, with the 100th Bomb Group was forced to make a landing in the water between Naples and Sicily on August 17, 1943. He was captured by the Germans and interrogated at Naples, Rome and Dulag Luft, and was transported to Stalag Luft III on September 3, 1943 and assigned to the Center Compound. Colonel Kennedy was allowed to travel to Stalag 17B to investigate camp conditions and during his return to Stalag Luft III, four of his group escaped. The men who escaped were recaptured but were able to accumulate a great deal of information that was valuable to the prisoners. Colonel Kennedy describes the intricate details of the P/W-X organization, including security, communications and escape plans. He was eventually evacuated to Stalag 7A at Moosburg.

Clark, Albert P., Jr., Lieutenant Colonel

EX Report No. 621

Access: Open

Date of report: May 25, 1945

Source: SMS 576, Box 4, Folder 2

No. of pages: 37

On July 26, 1942, Lieutenant Colonel Albert P. Clark, Jr., flying with the 31st Fighter Group, was shot down over France and captured by German forces. He was given first aid and taken to Marquis, a Luftwaffe headquarters, before being moved to Dulag Luft by train. Lt. Col.

Clark believes he was the first Air Force officer to go through the interrogation center. About August 13th, he was transferred to Stalag Luft III, arriving on August 16, 1942. On January 27, 1945, the Germans evacuated the camp as the Russians were advancing. He describes the march in the snow and cold weather, and the lack of food and water. The prisoners were then transported by rail to Moosburg arriving on February 2, 1945, where they remained until the camp was liberated on April 29, 1945. Lt. Col. Clark describes camp conditions at Stalag Luft III, German-American relations in the camp, the aftermath of the Germans finding an escape tunnel, and the physical facilities of the camp. The report also contains information on the political prison at Buchenwald.

Morgan, Stanley E., Captain
Kraske, Elmer E., SSgt.

EX Report No. 624
EX Report No. 625

Access: Open

Date of report: May 17, 1945 and May 1, 1945

Source: SMS 576, Box 4, Folder 2

No. of pages: 16

Captain Stanley E. Morgan served as a medical officer with the 506th Paratroop Infantry, 101st A/B Division and on October 5, 1944, was about 20 miles west of Arnheim where he was captured for the second time by German forces. (He had previously been held by the Germans for 48 hours just after D-Day before being liberated.) He was transferred to a regimental command post where he was interrogated. He was then transferred by train to Frankfurt and then to Obermassfeld Hospital where he was the first and only American medical officer. Captain Morgan also discusses observations about equipment for medical paratroop personnel that were smuggled out by patients being repatriated. In January 1945, he was transferred to Stalag 9A. On March 20, 1945, the prisoners prepared for liberation and used signal panels to divert American planes from bombing the camp. The Germans informed the prisoners that they would be marched out on March 30th, and Captain Morgan began working on a plan to delay the march. With Allied troops approaching, most of the Germans left leaving behind three officers and 37 guards. Captain Morgan assumed control of the camp when the Germans agreed to surrender to the first line of Allied troops that arrived. The American 80th Division arrived and 115 of the former prisoners, who were of many nationalities, broke out of the camp and went to Ziegenhain where they looted stores and started a campaign of plunder and rape. Captain Morgan gathered a group of military police (MPs) and after a violent confrontation, captured the men and returned them to the camp. Captain Morgan remained in the camp until April 14, 1945, when all of the British, French and American troops had been evacuated. Captain Morgan describes medical facilities in the camps, the lack of sanitation in the camp, and the lack of food. There were 200 British soldiers in the camp who had been marched from camps in Poland. German treatment of the prisoners was very bad and the camp commander, Hauptmann Fritz Bock, who was a member of the German SS (Schutzstaffel), did everything possible to make things harder for the prisoners. Captain Morgan recounts visits by the International Red Cross and

SSgt. Elmer E. Kraske, U.S. Infantry, was captured on January 3, 1945, and was sent to Stalag 9A. He was elected “man of confidence” (MOC, a prisoner selected to liaise with camp authorities), and served in that capacity until the camp was liberated by American forces.

Burch, John M., 1st Sgt.

EX Report No. 633

Access: Open

Date of report: June 1, 1945

Source: SMS 576, Box 4, Folder 2

No. of pages: 6

1st Sgt. John M. Burch was captured on September 3, 1944, at Montreval in southern France. He was eventually transferred to Stalag 12A, Limburg Germany and elected “man of confidence” (MOC, a prisoner selected to liaise with camp authorities). On December 23, 1944, the camp was bombed by the Royal Air Force (RAF), and 68 officers and nine enlisted men were killed and 15 wounded. Sgt. Burch and 1,000 privates were marched to Bad Orb, Stalag 9B, a new camp set up by the Germans. He was there until April 2, 1945, when the camp was liberated. He reports on camp conditions at Limburg and Bad Orb.

Gabreski, Francis S., Lieutenant Colonel

EX Report No. 630

Access: Open

Date of report: May 23, 1945

Source: SMS 576, Box 4, Folder 3

No. of pages: 9

Lieutenant Colonel Francis S. Gabreski was a P-47 pilot with the 61st Fighter Squadron, 56th Fighter Group, and crash landed near Coblenz on July 20, 1944. After evading the enemy for five days, he was captured and taken to Andernach where he was interrogated by Obergefreiter Scharff. He was surprised to learn that the Germans had a great deal of information about him and they asked him repeatedly why the Americans were fighting the Germans. Lt. Col. Gabreski was then sent to Hohemark hospital to recuperate and Obergefreiter Scharff visited him, wanting to talk about the Russians. Lt. Col. Gabreski noted that the Germans seemed to be trying to impress him and other American officers. On September 27, 1944, he arrived at Stalag Luft I at Wetzlar, and he was given command of North III Compound. On April 30, 1945, the Germans left the camp and on May 3rd, Russian forces entered the camp. The Russians gave the prisoners as much food as they wanted. The Russians initially would not allow American planes to land near the camp to evacuate the prisoners. On May 12th, American B-17s and C46s began evacuating the prisoners and Lt. Col. Gabreski was flown to Laon France and was returned to the U.S. via Paris, arriving on May 21, 1945. He describes conditions at Stalag Luft I including personnel, sanitation, and food supplied, and parcels received from the Red Cross.

Jenkins, Daniel W., Colonel**EX Report No. 634**

Access: Open

Date of report: May 12, 1945

Source: SMS 576, Box 4, Folder 3

No. of pages: 8

Colonel Daniel W. Jenkins, 8th Air Force, was captured by German troops after his plane was hit by enemy fire on August 12, 1943, near Bergleopold Belgium. He was injured and bailed out and was helped by Belgian civilians. The Germans transported him to a hospital in Beverloo Belgium where he received medical assistance. Another member of his crew was brought in, First Lieutenant John Lee, who had also been wounded. Colonel Jenkins was transported to Stalag Luft III, where he remained until the camp was evacuated on January 28, 1945. The prisoners were marched in the freezing cold, without adequate food or shelter, before being placed on trains and traveled to Stalag 7A at Moosburg. Colonel Jenkins was the senior American officer (SAO) at Moosburg and on April 29, 1945, the first U.S. tanks arrived. Colonel Jenkins, Colonel Kennedy, Colonel Stillman, and Colonel Goodrich left the camp with General Thatcher, a member of the staff of SHAEF (Supreme Headquarters Allied Expeditionary Force). They were evacuated by plane arriving in the U.S. on May 10, 1945. Colonel Jenkins describes camp conditions at Stalag 7A at Moosburg.

Merriam, Robert W., Jr., SSgt.**EX Report No. 635**

Access: Open

Date of report: May 26, 1945

Source: SMS 576, Box 4, Folder 3

No. of pages: 10

SSgt. Robert W. Merriam, Jr., served with the 703rd Bomb Squadron, 445th Bomb Group, as a tail gunner and on February 24, 1944, his aircraft was hit by enemy fire and the crew bailed out near Erfurt. He was injured when bailing out of the aircraft and was attacked by civilians. He held them off with his pistol and turned himself in to Gestapo headquarters. He received no medical attention and was given no food for 36 hours. He was transported to Dulag Luft and on to Stalag Luft VI. On July 18, 1944, he arrived at Stalag Luft IV and remained there until February 6, 1945. The prisoners were evacuated on February 5, 1945, and marched to Fallingbommel. On April 15, 1945, SSgt. Merriam escaped from the column with Sgt. Synik, SSgt. Edward Bauer and Paul E. McNally, and Donald Dorfmeier. They made contact with British troops near the town of Buchholz and were evacuated to the U.S. via England. He reports on the deplorable conditions on the march from Stalag Luft IV.

Bennett, Clyde M., SSgt.**EX Report No. 636**

Access: Open

Date of report: June 4, 1945

Source: SMS 576, Box 4, Folder 3
No. of pages: 9

SSgt. Clyde M. Bennet with the 369th Bomb Squadron, 306th Bomb Group, was taken prisoner on January 13, 1945, when he bailed out of his B-17 over Lille France, when the aircraft was hit by another aircraft in the formation. He was sent to Dulag Luft for interrogation and then to Stalag Luft VIIA, Moosburg Germany and then to Stalag 3B. He served as “man of confidence” (MOC, a prisoner selected to liaise with camp authorities) in both camps. At one point he was accused by the Germans of attempting to escape and being a camp menace, and was removed as MOC. He was visited by two members of the Protecting Power, Dr. Myer and Dr. Soldatee and reported his mistreatment by the Germans. On June 3, 1944, he was transported by train to Stalag 17B, Krems Austria, until the camp was evacuated and the prisoners were marched for 18 days before being liberated by members of the 13th Armored Division of the Third Army at Braunau Austria.

Nordstrom, Lloyd R., TSgt.

EX Report No. 637

Access: Open
Date of report: May 15, 1945
Source: SMS 576, Box 4, Folder 3
No. of pages: 7

TSgt. Lloyd R. Nordstrom, 561st Bomb Squadron, 388th Bomb Group, B-17, engineer-top turret gunner, bailed out of his aircraft on January 30, 1944, near Bremen Germany. Two of the crew members were killed when they bailed out and TSgt. Nordstrom and the rest of the crew were immediately captured. They were taken to Dulag Luft for interrogation, then to Stalag Luft VI, then on July 15, 1944, to Stalag Luft IV at Grosstychow Germany. He was there until the camp was evacuated on February 6, 1945. The prisoners were marched out on February 6, 1945. During the march, TSgt. Nordstrom, SSgt. Warren A. Watson and Sgt. John E. Mueller decided to attempt an escape. The three evaded recapture for 20 days before being recaptured at Wutzig. They joined a column of French prisoners and were marched to Foosburg where they stopped for four days before being marched again on April 5th. TSgt. Nordstrom and four others escaped from the column and traveled to Wiersdorf where on April 14, 1945, they encountered elements of the American 84th Division. He was transported by air to the U.S. via Paris, arriving on May 12, 1945.

Lenfest, Charles W., Major

EX Report No. 638

Access: Open
Date of report: May 7, 1945
Source: SMS 576, Box 4, Folder 3
No. of pages: 3

Major Charles W. Lenfest, 354th Squadron, 355th Fighter Group, was shot down and captured in October 1944, and taken to Dulag Luft at Wetzlar and then to Stalag Luft III about October 22, 1944. When the camp was evacuated in February 1945, he escaped from the column of prisoners but was recaptured after four days and taken to Nurnberg (Nuremberg). He made two escape attempts from Nurnberg, but was recaptured. On April 16th, he escaped again and met the U.S. 45th Infantry Division.

Oliver, Jack W., Captain

EX Report No. 639

Access: Open
Date of report: May 22, 1945
Source: SMS 576, Box 4, Folder 3
No. of pages: 8

Captain Jack W. Oliver, 93rd Fighter Squadron, 81st Fighter Group, was captured on January 15, 1943, south of Brest France, when he crash landed his P-49. After being searched and interrogated, he was sent to Oflag 64, arriving on February 1, 1943, and he was moved to Stalag Luft III on April 19, 1943, where he remained until January 27, 1945, when the camp was evacuated. He was marched with prisoners from the Center Compound to Moosburg with Colonel Alkire's group, but escaped and rejoined Allied forces on April 29, 1945. Captain Oliver describes the details of his job at Stalag Luft III of distributing Red Cross parcels.

Galler, Harry, Pvt.

EX Report No. 641

Access: Open
Date of report: June 4, 1945
Source: SMS 576, Box 4, Folder 3
No. of pages: 9

Pvt. Harry Galler, 168th Infantry, 34th Division, was captured in Tunisia North Africa on March 30, 1945, and was taken via Tunis, to Stalag 2B, Hammerstein Germany, arriving on August 6, 1945. Pvt. Galler spoke German well and helped distribute information to the prisoners. He warned the other prisoners not to tell the Germans that he spoke their language and also not to inform them that he was Jewish. The prisoners were evacuated to Stalag 10B, then to Marlag 10C at Westertimke Germany. The camp was liberated by the British on April 28, 1945. Pvt. Galler describes conditions in the camps. At one point, he was forced to resign as "man of confidence" (MOC, a prisoner selected to liaise with camp authorities) because the Germans refused to work with someone who was Jewish.

Phillips, Robert C., Second Lieutenant

EX Report No. 644

Access: Open
Date of report: June 13, 1945

Source: SMS 576, Box 4, Folder 3
 No. of pages: 28

Second Lieutenant Robert C. Phillips, a bombardier with the 714th Bomb Squadron, 448th Bomb Group, was shot down in the area of Brunswick Germany, on May 19, 1944, and was captured immediately by German Luftwaffe troops. He and other members of his crew were interrogated and then transported to Stalag Luft III, in Sagan, and were placed into the West Compound. He remained in the camp until it was evacuated on January 27, 1945, and marched to Spremberg, then placed on a train to Nurnberg (Nuremberg), then to Stalag 7A at Moosburg. Lieutenant Phillips served as Colonel Darr Hayes Alkire's adjutant and remained in the camp until May 9, 1945, when he was evacuated. Lieutenant Phillips stated that while at Sagan he was part of a special investigating board appointed by the Senior American Officer (SAO), which investigated cases of men cited for disciplinary actions. He reports on camp conditions, including detailed information on the plans for the evacuation of the camp, responses to air alarms, and consequences of disobedience of orders. The report includes texts of complaints to the Protecting Power made by the SAO of violations of the Geneva Convention respecting conditions of captivity.

Van Vliet, John H., Jr., Lieutenant Colonel

EX Report No. 645

Access: Open
 Date of report: May 18, 1945
 Source: SMS 576, Box 4, Folder 3
 No. of pages: 11

Lieutenant Colonel John H. Van Vliet, Jr., 168th Infantry, 34th Division, was captured on January 17, 1943, in Africa and taken via Tunis, Capua, and Moosburg Germany, to Stalag 9A/Z, arriving on March 15, 1943. He was moved on June 23, 1943 to Oflag 64, and on January 21, 1945, he was marched to Stalag III-A at Luckenwalde Germany, arriving on February 10, 1945. He reports that the Germans abandoned the camp on April 21, 1945. On April 22nd, Russian troops arrived. The camp continued to run with very little help or cooperation from the Russians, but conditions quickly began to deteriorate. Lt. Col. Van Vliet and two other American officers left the camp on May 4th and eventually found their way to 1st Army Headquarters and to SHAEF (Supreme Headquarters Allied Expeditionary Force) at Reims, and then ultimately to the U.S. He reports that the Americans studied the security organization of the British at Stalag 9A/Z, a British camp. Lt. Col. Van Vliet describes the preparations for the evacuation of the camp, escape plans, and a failed tunnel escape. Lt. Col. Van Vliet, along with three others, did escape from the camp but were recaptured almost immediately, and were given two weeks of solitary confinement. He also describes a second escape failed escape attempt.

Spivey, Delmar T., Colonel

EX Report No. 646

Access: Open
 Date of report: May 17, 1945

Source: SMS 576, Box 4, Folder 3
 No. of pages: 6

Colonel Delmar T. Spivey, 97th Bomb Group, was serving as the nose-gunner and observer on a B-17 during a mission over Germany when his aircraft was hit by enemy fire and crash landed near Holland, on August 12, 1943. The entire crew was immediately capture by Dutch soldiers and turned over to the Germans. He describes his interrogation by the Germans and that they had detailed information about American bombing missions and information regarding an upcoming scheduled mission over Schweinfurt. He believed that the information was picked up by listening devices the Germans placed in the cells where the American prisoners were held. Colonel Spivey was moved on August 21, 1943, to Stalag Luft III, near Sagan, and remained there until the camp was evacuated on January 27, 1945. He describes the prisoners' march from the camp in a blizzard. The prisoners were marched to Spremberg and then on to Moosburg. Colonel Spivey, along with General Vanaman, Colonel Kennedy, Captain George, and Lieutenant Brown were forced under protest to leave the prisoners being marched and were taken by train to Luckenwalde, Stalag 3A, where they remained until March 26. The men protested their isolation from the rest of the group and sent letters to the OberKommando der Wehrmacht (OKW) and to the Protecting Power, which was ignored by the Germans, and on March 25th the men were transported to Berlin to attend a medical conference. Between March 31st and April 3rd, Colonel Spivey and General Vanaman were given a tour of Berlin and on April 3rd, they were taken to the headquarters of the Prisoner of War Section and interviewed by Obergruppenfuhrer Berger, the German Four Star General in charge of all prisoners of war. Obergruppenfuhrer Berger informed the men that Hitler had issued orders to shoot all English and American airmen who were prisoners. Obergruppenfuhrer Berger had countermanded the order at great personal risk to himself and he indicated he had the full support of SS-Obergruppenfuhrer Heinrich Himmler in this action. Colonel Spivey was returned to military control at Reims France on April 24th, and after serving with SHAEF (Supreme Headquarters Allied Expeditionary Force), for about three weeks was flown to the U.S.

Novak, Stephen A., SSgt.

EX Report No. 640

Access: Open
 Date of report: June 1, 1945
 Source: SMS 576, Box 4, Folder 3
 No. of pages: 4

SSgt. Stephen A. Novak was a prisoner of war in Stalag 2B and Oflag 13D. He was captured on August 7, 1943 and rejoined Allied forces on April 30, 1945. He describes his responsibilities in the camps regarding the distribution of parcels.

Goodrich, Charles G., Colonel

EX Report No. 648

Access: Open
 Date of report: May 14, 1945

Source: SMS 576, Box 4, Folder 3
No. of pages: 15

Colonel Charles G. Goodrich, 12th Bomb Group, was the pilot of a B-25 on September 14, 1942, in a night attack against the German airdrome at Sidi Amish Egypt, when his aircraft was hit by enemy fire and he was forced to bail out. He was severely injured when he struck the aircraft and again when he hit the ground. He was captured by German troops and spent the next several months hospitalized in the field hospital at Mersa Matruh until the first part of October 1942. He was transferred to a hospital in Athens Greece and then eventually to Oflag 64 at Schubin Poland. He was transferred to Stalag Luft III in Sagan on March 17, 1943, where he was in the North Compound and then to the South Compound where he was the Senior American Officer (SAO) until the camp was evacuated in January 1945. The prisoners were then marched to Moosburg, Stalag 7A, and on April 29, 1945, American troops entered the camp. Colonel Goodrich was evacuated to the U.S. on May 1st, arriving on May 11, 1945. Colonel Goodrich describes conditions in the camps, recounts the shooting of two prisoners by the Germans, and escape attempts from Stalag Luft III.

Alger, James D., Lieutenant Colonel

EX Report No. 647

Access: Open
Date of report: May 11, 1945
Source: SMS 576, Box 4, Folder 3
No. of pages: 3

Lieutenant Colonel James D. Alger, First Armored Regiment, First Armored Division, was captured at Sidi Bou Sid on February 15, 1943, and taken to Oflag 64, at Schubin Poland. When that camp was evacuated on January 21, 1945, he was marched out with the other prisoners, but left the column when he became ill and was taken to Swinemunde where he received no medical care. On February 15th, he joined a column of prisoners from Stalag Luft IV who were being marched to Stalag 2A. Fourteen British and seven American prisoners died in the camp due to inadequate hospital facilities and lack of food. On March 23, 1945, Lt. Col Alger was placed on a train to Hammelburg but the train was stopped at Schweinfurt due to advancing American forces, and he was taken to Oflag 7B. That camp was evacuated on April 13th and the prisoner column was strafed by American P-47s, killing twelve of the prisoners and wounding 49. The prisoners were returned to Oflag 7B and were liberated by Allied troops on April 25, 1945.

Vincent, Fred W., First Lieutenant

EX Report No. 649

Access: Open
Date of report: 1945
Source: SMS 576, Box 4, Folder 3
No. of pages: 7

First Lieutenant Fred W. Vincent, 447th Bomb Squadron, 321st Bomb Group, was captured at Cassino Italy, on January 12, 1944, when his B-25 was hit by enemy fire. He was interrogated at a Dulag Luft and eventually transported to Stalag Luft I at Barth Germany, arriving on February 6, 1944. He was in the North Compound until May 1, 1945, when Russian troops arrived. He was returned to the U.S. on June 3, 1945. Lt. Vincent served a squadron security officer in his block at Stalag Luft I. He describes the functions of the "X" Committee, and tunneling activities.

Bland, Edwin A., Jr., Lieutenant Colonel

EX Report No. 650

Access: Open
 Date of report: May 23, 1945
 Source: SMS 576, Box 4, Folder 4
 No. of pages: 10

Lieutenant Colonel Edwin A. Bland, Jr., 86th Fighter Bomb Group, was Operations Officer of his group and on April 16, 1944, was flying his A-36 aircraft behind a formation on a bombing mission when he was hit by enemy fire. He bailed out and was badly burned, receiving third degree burns on both legs, right hand and face, and second degree burns on his left hand. He was taken to a hospital in Civita Castellana where he remained until May 11, when he was moved to a hospital near Rome. Lt. Col. Bland was interrogated repeatedly by the German SS (Schutzstaffel) and Luftwaffe. He was taken to Stalag Luft III, North Compound, at Sagan on August 11 via Moosburg, and remained in the camp until it was evacuated on January 27, 1945. The prisoners were marched to Spremberg and then placed into boxcars and taken to Nurnberg (Nuremberg) where they remained until April 4, 1945. He describes the conditions experienced during the march, including the lack of food and warm clothing. Lt. Col. Bland describes the conditions at Stalag Luft III, the cooperation between the British organization and the Americans, and escape activities. He also describes the conditions at Nurnberg (Nuremberg), which were very bad. Lt. Col. Bland rejoined Allied forces on April 29, 1945.

Dillard, Joe A., SSgt.

EX Report No. 651

Access: Open
 Date of report: June 5, 1945
 Source: SMS 576, Box 4, Folder 4
 No. of pages: 9

SSgt. Joe A. Dillard, 367th Bomb Squadron, 306th Bomb Group, a lower turret gunner on a B-17, was captured on November 18, 1942, when his plane crashed near Brest France. He was taken to a Dulag Luft where he was interrogated and then to Stalag Luft III, arriving on December 22, 1942, and was then transferred in May 1943 to Stalag Luft 1, where he remained until July, 1943, when he was transferred to Stalag 7A, then to Stalag 17B where he remained until the liberation of the camp of May 9, 1945. At Stalag Luft III, he met Lieutenant Colonel Albert P. Clark, the SAO (Senior American Officer). SSgt. Dillard was selected to be head of the escape

committee. He continued in that role at Stalag 7A and Stalag Luft 1. He describes the composition of the committee and sub-committees, procedures for handling escape plans, and intelligence gathering in the camps.

Aring, Wilbur W., Lieutenant Colonel

EX Report No. 652

Access: Open

Date of report: April 26, 1945

Source: SMS 576, Box 4, Folder 4

No. of pages: 7

Lieutenant Colonel Wilbur W. Aring, 319th Bomb Group, was captured when he was forced to bail out of his aircraft on July 4, 1943. After passing through Dulag Luft, he was taken to Stalag Luft III at Sagan, where he remained until January, 1945, when the camp was evacuated. The evacuation of the camp was done in a disorderly manner, and many of the men dropped out due to exhaustion, the extreme cold, and lack of food. Lt. Col. Aring describes the escape organization within the camp, the collection of intelligence, and general camp conditions.

Streett, D’Nuncio B., Second Lieutenant

EX Report No. 653

Access: Open

Date of report: July 5, 1945

Source: SMS 576, Box 4, Folder 4

No. of pages: 9

Second Lieutenant D’Nuncio B. Street, 339th Bomb Squadron, 96th Bomb Group, was forced to bail out of his B-17 aircraft between Ath and Charleroi Belgium, on May 1, 1944. He and the co-pilot, Lieutenant Dingledine, evaded capture for four months and worked with the resistance before being captured by the Germans. Because of their involvement with the resistance, they were treated as political prisoners and were taken to Ghent where they were mistreated. The two men were marched to Louvain and then placed in boxcars and transferred to Duisburg Germany. The Germans continued to treat them as political prisoners until their identity as American airmen could be proved. On September 17, 1944, they were transported to Stalag 2A, where they were reclassified as Americans and were moved to Oflag 64, at Schubin. After a failed escape attempt, the two were transferred to Stalag Luft III, at Sagan, where they remained until the camp was evacuated on January 27, 1945. During the evacuation march, the two men escaped but were recaptured and taken back to Sagan and evacuated to Nurnberg (Nuremberg) and then to Moosburg, Stalag 7A. On April 22, 1945, Second Lieutenant Streett, Lt. Dingledine and Major Kortner, aided by a Frenchman from a commando unit, escaped over a fence at Stalag 7A. The men were returned to Stalag 7A by members of the American 14th Armored Division on April 29, 1945, and subsequently returned to the U.S. Lt. Streett describes his activities during the four months he evaded capture and those who assisted him and the co-pilot. He describes camp conditions at Stalag 2A, and Stalag Luft III.

Hillman, Donald E., Lieutenant Colonel
Mills, Henry L., Major

EX Report No. 654
EX Report No. 655

Access: Open
Date of report: May 7, 1945
Source: SMS 576, Box 4, Folder 4
No. of pages: 8

Lieutenant Colonel Donald E. Hillman, 365th Fighter Group, was captured near Cologne when he was forced to bail out of his fighter as a result of a mechanical failure on October 7, 1944. After being interrogated at Dulag Luft, he was moved to Stalag Luft III, arriving on October 29, 1944, and remaining there until the camp was evacuated on January 27, 1945.

Major Henry L. Mills, 4th Fighter Group, bailed out of his aircraft and landed near the town of Celle on the Aller River. He was picked up by civilian police and then turned over to Luftwaffe authorities on March 8, 1944. Major Mills was then transported to Stalag Luft III, and placed in the South Compound, where he remained until the camp was evacuated on January 17, 1945.

When Stalag Luft III was evacuated, the prisoners were marched to Spremberg and then placed into boxcars for the journey to Stalag 7A, Moosburg. Major Mills escaped from the train but was recaptured three days later. Lt. Col. Hillman remained on the train to Moosburg. The two men were helped in a second escape by German officers, Major Helm, Lieutenant Haneman, and Lieutenant Haussman, and were able to rejoin Allied forces. Major Mills and Lt. Col. Hillman describe camp conditions at Stalag 7A.

Chapman, Richard M., TSgt.
Sickerott, Hellmuth H., SSgt.

EX Report No. 657
EX Report No. 658

Access: Open
Date of report: May 17, 1945
Source: SMS 576, Box 4, Folder 4
No. of pages: 13

TSgt. Richard M. Chapman, 413th Bomb Squadron, 96th Bomb Group, the engineer and top turret gunner on a B-17, was captured on April 24, 1944. He was taken to Dulag Luft where he spent 14 days in solitary confinement before being sent to Stalag Luft IV, arriving on May 13, 1944.

SSgt. Hellmuth H. Sickerott, 337th Bomb Squadron, 96th Bomb Group, the armorer-gunner on a B-17, was captured on May 14, 1944, after bailing out from his aircraft. He was taken to Dulag Luft where he was interrogated and then sent to Stalag Luft IV, arriving on May 21, 1944.

On February 6, 1945, the camp was evacuated and the prisoners were marched to Stalag 2B, arriving on March 29, 1945. On April 7, 1945, the prisoners were marched to Salzwebes and then on to Neu Neatze. TSgt. Chapman and SSgt. Sickerott escaped from the column and traveled to the Elbe River and continued traveling until they encountered members of the 11th British Armored Division on April 19, 1945.

Reybold, John B., Colonel

EX Report No. 659

Access: Open
 Date of report: May 26, 1945
 Source: SMS 576, Box 4, Folder 4
 No. of pages: 15

Colonel John B. Reybold, 15th Cavalry Group, was on the move with his mechanized unit on August 3, 1944, when it was ambushed by German troops near the town of Dol in Brittany. The unwounded and walking wounded were taken from their position and when the Americans requested permission to carry the men too badly wounded to walk, the Germans refused and left them to die. A French family of four were shot by the Germans for assisting an American soldier who had been wounded. Colonel Reybold was taken to St. Malo and interrogated, and then he was transferred a chateau nearby where he was interviewed by the “Mad Colonel of St. Malo”. After being moved to a hospital, Colonel Reybold’s wounds were eventually dressed and at one point seeing no sentry, he walked out of the hospital but was recaptured quickly. On August 4th, the prisoners were transferred by boat to the Island of Jersey where the wounded were taken to the hospital and the others to a prison camp. After another failed escape attempt, he was moved to another camp nearby. Upon hearing that the Germans had begun laying down their arms, he requested the camp commandant, General Wolf, remove the German sentries from the camp. V-E Day, May 8, 1945, was celebrated by the prisoners and they were evacuated on a German tug, manned by a German crew, and supervised by a British Naval officer. Colonel Reybold recounts a British nurse, Mrs. Maggs, at the hospital at Ft. Region near Jersey Island who gave much aid and comfort to the wounded. There was also a resistance worker on Jersey Island, a German soldier named Paul Mulbach, whose father had been killed by the Nazis, and who had dynamited a German headquarters and who assisted Colonel Reybold in providing news from the BBC and German newspapers. A women names Mrs. Reilly, also acted against regulations and brought food to Colonel Reybold while he was in the hospital. He also recounts that the British were of very little assistance to the American prisoners.

Kurtenbach, Kenneth J., SSgt.

EX Report No. 661

Access: Open
 Date of report: June 5, 1945
 Source: SMS 576, Box 4, Folder 4
 No. of pages: 3

SSgt. Kenneth J. Kurtenbach, 360 Bomb Squadron, 303 Bomb Group, was a tail gunner on a B-17 that was shot down near Romillly-sur-Saone France and was captured on December 25, 1942. He was taken to Dulag Luft and interrogated and eventually transferred to Stalag 17B Krems Austria where he remained until May 9, 1945 when the camp was liberated by the Russians. He describes the camp conditions, and their treatment by the Germans. Major Fred H. Beaumont was the SAO (Senior American Officer) and Sgt. Kurtenbach was elected "man of confidence" (MOC, a prisoner selected to liaise with camp authorities). He states that there was hardly an article of the Geneva Convention that the Germans did not violate. Sgt. Kurtenbach describes escape activities by the prisoners, including the process for obtaining maps and compasses, and the use of radios in receiving and sending information. His fellow prisoners who knew the codes for radio reception were Sgt. Dillard, Sgt. Belmer, Sgt. Van Wagener, Sgt. Wasche, Sgt. Susan, Sgt. Haddon, Sgt. Ernie, and Major Beaumont.

McKee, Wilbur E., Captain

EX Report No. 663

Access: Open

Date of report: June 14, 1945

Source: SMS 576, Box 4, Folder 5

No. of pages: 17

Captain Wilbur E. McKee, Medical Corps, First Armored Regiment, was captured on February 14, 1943, at Safaria, south of Sidi Bou Sid, Tunisia. He continued to care for the wounded soldiers who were evacuated in German ambulances during their trip to Sfax. When British Field Marshall Bernard Law Montgomery and his troops broke through the Mareth Line, the Germans put Captain McKee and the six Americans in the hospital on a hospital ship to Naples and then to PG 206, arriving about April 1st. Captain McKee and the American wounded were moved to Camp 21 about June 28, 1943, and then transferred to Oflag 64 on October 19, 1943. On December 20, 1943, he was transferred to Stalag 2B. He was transferred to Stalag Luft IV on June 29th. When a contingent of American prisoners arrived at Stalag Luft IV from Stalag Luft VI, their belongings were taken from them by the Germans and many of them suffered bayonet wounds inflicted by the Germans on their march from the train station to the camp.

After filing a complaint against the theft of food from wounded soldiers, Captain McKee was relieved of his duties and told he was to be court martialed. He was unable to learn what the charges against him were but advancing Russian troops upset the German plans. Portions of the camp were evacuated on January 29, 1945, and Captain McKee and the remaining American wounded were subjected to abuse by their German captors. The remaining prisoners were moved by train on February 23rd, and were given insufficient food and water. Captain McKee was moved to Stalag Luft 1 near Barth until he was evacuated on May 13, 1945. He recounts camp conditions at PG 206, Stalag 2B, and Stalag Luft IV.

Grimm, Eugene G., SSgt.

EX Report No. 664

Access: Open

Date of report: June 21, 1945

Source: SMS 576, Box 4, Folder 5
No. of pages: 7

SSgt. Eugene G. Grimm, 135th Infantry, 34th Division, was captured on June 6, 1944, with his regimental commander, Colonel Sweeting, in Rome and sent to Siena where he was interrogated. He was transferred to Stalag 7A, Moosburg, where he remained until the camp was evacuated. He describes conditions in the camp, including living quarters, food, and the German organization of the camp. German Colonel Berger was commandant of the camp. Sgt. Grimm served as the head of the escape committee.

Huizenga, Richard M., Captain
McBrayer, James D., Jr., Captain
Kinney, John F., First Lieutenant
McAlister, John A., First Lieutenant

EX Report No. 665
EX Report No. 666
EX Report No. 667
EX Report No. 668

Access: Open
Date of report: July 12, 1945
Source: SMS 576, Box 4, Folder 5
No. of pages: 28

Captain Richard M. Huizenga, U.S. Marine Corps, Captain James D. McBrayer, Jr., U.S. Marine Corps, First Lieutenant John F. Kinney, U.S. Marine Corps, and First Lieutenant John A. McAlister, U.S. Marine Corps, were all prisoners of the Japanese and escaped from a prison train which was transporting them north from Kiangwan camp (Shanghai War Prisoners Camp). Following their escape they were aided by the Chinese to reach the American airfield at Li Huang where they arrived on June 16, 1945.

First Lieutenant John F. Kinney was taken captive on December 23, 1941, at the time of the surrender of Wake Island. He was a patient in the hospital when the surrender occurred. At one time, the Japanese threatened to shoot Lt. Kinney. On January 12, 1942, he was placed aboard a Japanese ship and transported to Yokohama, along with 1,500 other prisoners. The men were frequently beaten by the guards on the ship. On January 24th, the prisoners arrived in Shanghai and were taken to a prison camp at Woosung.

First Lieutenant John A. McAlister was taken captive on December 23, 1941, on Wilks Island as he and his companions tried to evade the Japanese. They were taken to Wake Island where they remained until January 12, 1942, when they were placed aboard the same Japanese ship as Lt. Kinney and were transported to Yokohama.

Captain James D. McBrayer, Jr., was a member of the Marine Guard attached to the U.S. Embassy in Peiping (Beijing) and was taken prisoner on December 8, 1941, while traveling from Shanghai by train as an official courier with mail for the embassy. Captain McBrayer was held prisoner in Shanghai until his escape with Captain Huizenga, Lt. Kinney, and Lt. McAlister.

Captain Richard M. Huizenga was a member of the Marine Guard attached to the U.S. Embassy in Peiping (Beijing) and was on detached duty at Camp Holcomb on December 8, 1941. The marines had received orders to evacuate and were waiting for the S.S. President Harrison to move them out. The marines heard a broadcast telling of the Japanese attack on Pearl Harbor. The Japanese moved into the camp taking the Americans prisoners and then transporting them by train to Tientsin and then on January 2, 1942, they were moved to Shanghai.

In March 1945, the prisoners began to hear rumors that they were going to be moved and began to make preparations. On the night of May 10, 1945, the four officers and Mr. Lewis S. Bishop escaped from the train transporting the prisoners north. The report gives details of their escape plans, the assistance they received from the Chinese, and their reunion with American forces.

Bishop, Lewis S., Major

EX Report No. 669

Access: Open

Date of report: July 12, 1945

Source: SMS 576, Box 4, Folder 5

No. of pages: 25

Mr. Lewis S. Bishop was a Major with the American Volunteer Group also called the Flying Tigers, during World War II (WWII). He was flying a P-40E near the French Indochina border on May 20, 1942, when his plane caught fire and he bailed out. He was captured by French soldiers and taken to their headquarters at Lao-Kay, where two Japanese soldiers arrived and transported him to Hanoi, where he was interrogated. He was escorted to Saigon where he stayed until June 20, 1942. In Saigon he met five other American prisoners, Second Lieutenant Hewett, Sgt. White, Sgt. Hield, and Sgt. Stattard and Captain Fraelick. Major Bishop was transported by ship to Canton, arriving on June 29, 1942, then moved to Shanghai remaining there until the prisoners were marched onto a train for transport to Peiping (Beijing). Major Bishop escaped from the Japanese transport train with four American Marine officers. The prisoners remained together and were able to reach the American airfield at Li Huang, arriving on June 16, 1945. Major Bishop recounts the details of their escape and their travel across the country, the help they received from Chinese farmers and also conditions in the camps where he had been held. He was extremely ill during his time in captivity and he describes the lack of medical care. He recounts the method of interrogation by his French and Japanese captors.

Taylor, William

EX Report No. 670

Access: Open

Date of report: July 24, 1945

Source: SMS 576, Box 4, Folder 5

No. of pages: 19

Mr. William Taylor was working as a materials inspector for the U.S. Government on Wake Island at the time of the surrender of the island to the Japanese on December 23, 1941. The prisoners were taken by ship, the *Nitta Maru*, to Yokohama and then to Shanghai, arriving on January 24, 1942. The prisoners were given a classification test and selected for various work details and also to be transported to Japan. On May 9, 1945, he boarded a train for Japan, but managed to escape. He was aided by Chinese and was able to reach an American Army Air Forces unit in Yen-an on June 27, 1945. He describes in detail his escape from the transport train the assistance he received from the Chinese, and conditions in the camps where he was held. Mr. Taylor describes how another civilian prisoner, Mr. Riddle, was killed by the Japanese for no apparent reason.

Curry, Harry J., Sgt.

EX Report No. 671

Access: Open

Date of report: May 25, 1945

Source: SMS 576, Box 4, Folder 6

No. of pages: 8

Sgt. Harry J. Curry was captured on February 14, 1943, when his outfit, the First Armored Division, advancing near Faïd Pass Tunisia, were overtaken by German panzer divisions. He was taken to Sfax and interrogated and then to Tunis, Naples, and to Stalag 3B, Furstenberg Germany. He was one of 721 Americans to be sent to a kommando at Trattendorf near Spremberg, to be used in construction work on an addition to a power plant there. Sgt. Curry, Sgt. Charles Gibson and six others were successful in escaping on February 12, 1945, but were recaptured on February 21st. The prisoners were taken to Spremberg and then to Berlin and on to Stalag 3A. On April 16th, he again escaped but was recaptured and sent to a French commando at Wiesenburg. Sgt. Curry was to be moved to Belzig, but succeeded in escaping from his guard during transport. He reached a point near Zerbst where some civilians helped him reach American lines. He describes the work done on the power plant near Spremberg and living conditions in the camp.

Coleman, Leroy, First Sgt.

EX Report No. 672

Access: Open

Date of report: April 3, 1945

Source: SMS 576, Box 4, Folder 6

No. of pages: 6

First Sergeant Leroy Coleman, U.S. Army Engineers, was captured on June 7, 1944, one mile from Vierville-sur-Mer France. The Germans attempted to interrogate him but were interrupted when American planes bombed the building where the interrogation was taking place. He attempted an escape but was quickly recaptured. He was moved to Chartres and then to Stalag 3C at Alt Drewitz, on September 20, 1944. The camp was evacuated by the Germans on January 31, 1945, when the Russians were advancing. The prisoners were fired upon by the

Russians, killing five and wounding five of them. The prisoners then refused to march out of the camp but were forced out at gunpoint by the German guards. The Russians eventually killed all of the Germans. The Russians ordered the prisoners to move out on February 3rd, and eventually reached Odessa where they contacted the American Military Mission. First Sgt. Coleman describes conditions in the camps, and escape attempt.

Gasperich, Joseph C., SSgt.
Costello, John F., SSgt.
Eveland, William P., Pvt.

EX Report No. 673
EX Report No. 674
EX Report No. 675

Access: Open

Date of report: July 6, 1945, July 19, 1945, and July 1, 1945

Source: SMS 576, Box 4, Folder 6

No. of pages: 15

SSgt. Joseph C. Gasperich, 16th Armored Engineers, was captured on February 21, 1945, at Kasserine Pass, North Africa. He was transferred to Stalag 3B, at Furstenberg Germany on January 31, 1945.

SSgt. John F. Costello, U.S. Army Infantry, a paratrooper, was captured on September 15, 1943, near Salerno. He was evacuated to Capua, then to Stalag 7A, Moosburg, before being moved to Stalag 2B, Hammerstein and finally to Stalag 3B, Furstenberg.

Private William P. Eveland, U.S. Army Infantry, First Infantry, was captured on January 28, 1943, in Tunisia. He was initially taken to Stalag 7A, before being evacuated to Stalag 3A. He escaped from Stalag 3A on March 5, 1945, with the aid of French prisoners.

The prisoners in Stalag 3B were marched out of the camp on January 31, 1945, through ice, snow and deep puddles. They arrived at Stalag 3A on February 7, 1945. Sgt. Gasperich became the “man of confidence” (MOC, a prisoner selected to liaise with camp authorities), at Stalag 3A. The camp was liberated by American forces on May 6, 1945. Camp condition at Stalag 3B, and Stalag 3A are described and also conditions on the march to Stalag 3B.

Gooler, Max H., Lieutenant Colonel
Englehart, Richard D., Second Lieutenant

EX Report No. 676
EX Report No. 677

Access: Open

Date of report: Unknown

Source: SMS 576, Box 4, Folder 6

No. of pages: 10

Lieutenant Colonel Max H. Gooler, Assistant M.A., Cairo, was captured with the Second South African Division in Tobruk on June 21, 1942. On November 29, 1942, he was taken to Camp 21, Chieti, where he remained as SAO (Senior American Officer) for nine months. Lt.

Col. Gooler was evacuated by the Germans by truck convoy on September 23, for Sulmona. On October 2, 1943, the prisoners were moved by train to Moosburg. During their travels, many of the prisoners attempted to escape, including Lt. Col. Gooler, but he was quickly recaptured. He was taken to Moosburg and then to Oflag 64 on November 15, 1943. On January 20, 1945, the camp was evacuated to Oflag 13B, Hammelburg. A small American tank column liberated the camp on March 27th, but was unable to provide transportation for the prisoners was attacked and destroyed by German forces. The prisoners returned to the camp and were liberated on April 6, by the American 14th Armored Division. Lt. Col. Gooler describes conditions in the camps where he was held, and conditions during the evacuation march.

Second Lieutenant Richard D. Englehart was taken prisoner on February 15, 1943, at Sidi Bou Zid, and taken to Capua Italy. He spent time in Stalag 7A, Moosburg, Oflag 9A/Z, Rotenburg, and Oflag 64, Schubin, before being transferred to Oflag 2D, Grossborn. He was in Oflag 2D when it was liberated by a Polish division on February 15, 1945.

Zemke, Hubert, Colonel

EX Report No. 678

Access: Open

Date of report: July 19, 1945

Source: SMS 576, Box 4, Folder 6

No. of pages: 35

Colonel Hubert Zemke, 479th Fighter Group, 8th Air Force, was forced to bail out of his P-51, on October 31, 1944, over Hanover. He was captured and taken to Dulag Luft where he was searched and interrogated by German Gefreiter Hans Scharf. After being moved to a transient camp at Wetzlar, he finally received some medical attention. An article about him in an American newspaper caused the Germans to improve his treatment and also caused him to be interrogated multiple times. On December 16, 1944, he was moved to Stalag Luft I at Barth and was the SAO (Senior American Officer) at the camp until its liberation on May 16, 1945. Colonel Zemke describes problems the prisoners encountered with their Russian liberators and attempts to fly the prisoners to England. He traveled throughout northern Germany trying to locate over 692 missing prisoners before he was returned to the U.S. on July 16, 1945. He describes the organization of the prison camp, number of prisoners held, regulations and discipline in the camp, and food supplies.

McKee, John R., First Lieutenant

E&E Report No. 10

Access: Open

Date of report: February 26, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 3

First Lieutenant John R. McKee, 306th Bomber Group, bailed out of his aircraft on a mission to France on December 20, 1944. He landed northeast of Paris and traveled west and encountered a German sentry but managed to evade capture. With the assistance of French civilians he was able to evade the Germans and was returned to the U.K. on January 26, 1943.

Derosier, Sylvio N., Private
Bertrand, Rene O., Private

E&E Report No. 34
E&E Report No. 35

Access: Open
Date of report: June 12, 1943
Source: SMS 576, Box 4, Folder 8
No. of pages: 7

Private Sylvio Derosier, Company G, 6th Armored Infantry, First Armored Division, was with his unit on February 17, 1943, in the rear of the lines near Kasserine Pass. They came under heavy enemy fire and his Commanding Officer, Captain Fish, directed them to turn up a hill in their half-tracks. Their First Sergeant was wounded and the men carried him to a jeep. They engaged the enemy but were outnumbered. He was taken prisoner and was marched to the rear of the German lines where he joined a group 200 American prisoners.

Private Rene O. Bertrand, Company A, 26th Infantry, First Division, was one of the prisoners Private Derosier met. They were interrogated by the Germans and then transported to a prison camp near Tunis. Private Bertrand speaks fluent French and was able to talk with the French soldier being held in the camp. He and Pvt. Deroiser moved to where the French soldiers were housed. The American prisoners were moved out of the camp but the two men stayed and were marched to Capua, then to Chalon where they were separated. Believing they were French, the Germans gave the men papers to travel in France, and Private Bertrand traveled to Marseilles and Perpignan.

Private Derosier traveled to Paris with the aid of one of the Frenchmen who had been in the camp and then to Perpignan where he encountered Pvt. Bertrand. They proceeded to walk through the Pyrenees but were taken prisoner by the Guardia Civile. The men were transported to Barcelona, then Madrid and then were returned to Allied Forces.

Cox, Arthur B., Sgt.

E&E Report No. 47

Access: Open
Date of report: June 29, 1943
Source: SMS 576, Box 4, Folder 8
No. of pages: 2

Sgt. Arthur B. Cox, 330 Bomb Squadron, 93rd Bomb Group, was taken in by French civilians on October 21, 1942. He stayed at the home of Madame Bajeux until January 30, 1943, when he traveled by train to Douai and then to Lille, where he was joined by British Flying

Officer Wilson. They were assisted by the French and eventually taken to Spain and was transported to the U.K. on June 28, 1943.

Conroy, Robert Thomas, Second Lieutenant

E&E Report No. 61

Access: Open

Date of report: August 13, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 1

Second Lieutenant Robert Thomas Conroy, 332nd Squadron, 94th Group, parachuted near the village of Verdun on July 15th and was assisted by French civilians to evade capture by the Germans. He traveled by train and eventually walked into Spain and was returned to the U.K. on August 12, 1943.

Cucinotta, Anthony F., SSgt.

E&E Report No. 71

Access: Open

Date of report: August 31, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 4

SSgt. Anthony F. Cucinotta, 548th Bomb Squadron, 384th Bomb Group, bailed out of his aircraft on June 26, 1943. He was taken in by a French civilian who assisted him on his journey to return to Allied Forces.

Cimini, James T. Sgt.

E&E Report No. 106

Zelanak, Michael G., SSgt.

E&E Report No. 107

Access: Open

Date of report: October 16, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 6

Sgt. James T. Cimini, top turret gunner, and SSgt. Michael G. Zelanak, were crew members on a mission from Alconbury, U.K., on September 6, 1943, when their plane started losing gasoline and the pilot crash landed the aircraft near northwest of Paris near Poissy. They were assisted by French civilians and began their travels to Spain. Both men returned to the U.K. on October 4, 1943.

Winter, LeRoy R., TSgt.

E&E Report No. 177

Farley, Henry R., SSgt.

E&E Report No. 178

Access: Open
 Date of report: November 4, 1943
 Source: SMS 576, Box 4, Folder 8
 No. of pages: 10

TSgt. LeRoy R. Winter, 67th Bomb Squadron, 44th Bomb Group, was a crewmember on a mission from Benghazi (Benghazi) on August 16, 1943, to bomb the airfield at Foggia. His aircraft was hit by enemy fire and he bailed out. He was taken prisoner by Italian soldiers and interrogated before being transferred to a military camp at Bari where he met SSgt. Farley.

SSgt. Henry R. Farley, 67th Bomb Squadron, 44th Bomb Group, was a crewmember on a mission from Benghazi on August 16, 1943, to bomb the airfield at Foggia. The aircraft was hit by enemy fire and crash landed. He was captured by Italian soldiers and taken to a military camp at Bair where he met TSgt. Winter.

TSgt. Winter and SSgt. Farley were interrogated and then transferred to a camp at Sulmona. When the Armistice came and their Italian guards deserted the camp, the prisoners left the camp together. On September 11, 1943, TSgt. Winter joined a group that walked to the village of Pacontro and were taken in by an American widow who they stayed with for a month. The group included Sgt. George Norker (RAF), Pvt. Harold Dent (British Infantry), and SSgt. Gerald Sparks (USAAF). Eventually TSgt. Winter left the group and traveled with two U.S. officers, First Lieutenant Devere Thompson and a Second Lieutenant and traveled to San Biase (San Biasa) where they encountered Canadian troops who transported them to Twelfth Air Force Headquarters.

Sgt. Farley left the camp at Bair on September 11, 1943, with a group of twenty, and after a few days he left the group. He and three others were helped by civilians and reached Casacalenda where they encountered British soldiers and were transported to Twelfth Air Force Headquarters.

Austin, Horace W., Jr., First Lieutenant

E&E Report No. 185

Access: Open
 Date of report: November 9, 1943
 Source: SMS 576, Box 4, Folder 8
 No. of pages: 7

First Lieutenant Horace W. Austin, Jr., 506th Bomb Squadron, 44th Bomb Group, was the pilot on a mission to bomb Foggia Italy on August 16, 1943, when his aircraft was hit by enemy fire and caught fire. He was forced to bail out near the town of Potenza and was captured by Italian civilians. They showed him the body of his navigator and then marched him a short distance where he met other members of his crew. They spent a short time in an Italian prison camp before the Germans took over the camp on September 21, 1943. The prisoners were transferred to a railway station and placed in wooden box cars. First Lieutenant Austin was able

to jump from the train and was helped by Italian civilians. He walked many hours before encountering another civilian who obtained a train ticket for him and gave him civilian clothes. He continued on by train and walking and reached British lines and was transported to Allied lines on November 5, 1943.

Slaterry, Dennis E., TSgt.

E&E Report No. 186

Access: Open

Date of report: November 10, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 2

TSgt. Dennis E. Slaterry, 66th Bomb Squadron, 44th Bomb Group, was the top turret gunner on a bombing mission on August 16, 1943. After reaching their target at Foggia Italy, they started back to their base but were hit by enemy fire and two of the crew members were killed. The rest of the crew bailed out and were captured by Italian civilians. They were taken to a hospital where the wounded were treated. They were interrogated by German and Italian soldiers before being transported to a prison camp near Sulmona. He escaped on September 13, 1943 hid in the hills.

Sparks, Gerald Austin, SSgt.

E&E Report No. 189

Access: Open

Date of report: November 29, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 2

SSgt. Gerald Austin Sparks, 67th Bomb Squadron, 44th Bomb Group, was the radio operator on the same crew as TSgt. LeRoy R. Winter (See E&E Report No. 177). On August 16, 1943, their aircraft was returning home from bombing Foggia when they were hit by enemy fire and bailed out. SSgt. Sparks and two others were captured by Italian civilians. They were transported to Potenza and then by train to a camp near Sulmona. SSgt. Sparks escaped from the camp on September 13, 1943, and was able to reach British lines and was taken to the Twelfth Air Headquarters at Tunis.

Swanson, Ernest V., SSgt.

E&E Report No. 198

Access: Open

Date of report: November 8, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 10

SSgt. Ernest V. Swanson, 67th Bomb Squadron, 44th Bomb Group, was the top turret gunner on a bombing mission over Naples Italy on July 17, 1943, when his aircraft was hit by enemy fire. The pilot was killed and the other members of the crew bailed out. He was captured by Italian civilians who beat him before Italian soldiers rescued him. Their copilot was killed by the civilians before the soldiers arrived. The crewmembers were interrogated and were transported by truck to a camp north of Rome and then to PG 59 at Servigliano. The conditions at this camp were very bad with little food, very poor sanitation, and bed bugs and lice. On September 8, 1943, it was learned that Italy had surrendered but the prisoners were told to stay in the camp. On September 14th, learning that German forces were nearby, the prisoners decided to walk out of the camp but were met with gunfire from the Italians. They were able to get out from the back part of the camp. After traveling through the Abruzzi Mountains they encountered Italian soldiers who wanted them to join their group and fight the Germans. SSgt. Swanson left the Italian camp and proceeded to walk through the countryside. He was stopped by German soldiers who let him go on thinking he was Italian. An Italian farmer helped him get through the German lines and to the British lines. He was taken to Allied forces and interrogated by the Americans who thought he was a spy. SSgt. Swanson was taken by plane to Prestwick Scotland arriving on November 8, 1943.

Corcoran, James C., TSgt.

E&E Report No. 199

Access: Open

Date of report: November 24, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 8

TSgt. James C. Corcoran, 67th Bomb Squadron, 44th Bomb Group, was an engineer on a bombing mission over Naples on July 17, 1943. After dropping their bombs, their aircraft was hit by enemy fire and he bailed out. He managed to evade capture by the Italians. He traveled for a while before going to a farmhouse to ask for food. He was taken captive by Italian civilians who beat him and then turned him over to the local police. He was eventually transported to a camp near Foggio. He was then moved to a camp near Rome. When news of the armistice was announced, TSgt. Corcoran left the camp on September 14th. He encountered Italian guerrilla fighters and after leaving this group encountered American parachute troops. The Americans were trying to help escaped prisoners and gave him medical assistance. As they traveled they encountered German troops but were able to avoid capture. They continued traveling by foot and found themselves behind Canadian lines. The prisoners were given British uniforms and transported to Algiers, arriving on November 3rd and then to Scotland.

Teaberry, Philip F., SSgt.
Sigle, Michael P., SSgt.

E&E Report No. 200

E&E Report No. 201

Access: Open

Date of report: November 28, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 7

SSgt. Philip F. Teraberry, 67th Bomb Squadron, 44th Bomb Group, was the tail gunner on a mission from Benghazi (Benghazi) on July 17, 1943, when the aircraft was hit by enemy fire. He bailed out and landed near Avellino and was captured by Italian civilians. He and other members of his crew were given very little medical assistance or food. The prisoners were taken to a camp at Bari and interrogated.

SSgt. Michael P. Sigle, 67th Bomb Squadron, 44th Bomb Group, was the tail gunner on a mission from Benghazi on August 1, 1943, to bomb Ploesti. When the aircraft was hit by enemy fire it crashed into the sea and were picked up by an Italian hospital ship. They were taken to a hospital in Brindisi. SSgt Sigle was moved to a camp at Bari where he met SSgt. Philip F. Teaberry. News of the armistice on September 11, 1943, reached the prisoners. On September 12th, the prisoners saw a German staff car approaching the camp and they decided to leave the camp and hide in the mountains. They traveled by foot through Agnone, Duronia, and Molise. They reached Canadian forces and were taken by train to Tarento where they met American forces. On November 14th they were taken to Marakech (Marrakech) and then flown to Scotland.

Hartigan, William Robert, Second Lieutenant
Douthett, Lorin F., Second Lieutenant

E&E Report No. 231
E&E Report No. 232

Access: Open

Date of report: December 14, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 8

Second Lieutenant William Robert Hartigan, 358th Bomb Squadron, 303rd Bomb Group, was the pilot on a bombing mission to bomb Duren Germany on October 20, 1943. The aircraft was hit by a burst from a 20mm cannon and he was hit in the legs. The crew bailed out before the plane exploded. He met a young man who told him he was in France and who gave him civilian clothes and took him to a farmhouse where his legs were bandaged. A few days later he was taken by bicycle to a house where he met Second Lieutenant Lorin F. Douthett who was the navigator on the mission.

Second Lieutenant Lorin F. Douthett, 358th Bomb Squadron, 303rd Bomb Group, was the navigator on a bombing mission to bomb Duren Germany on October 20, 1943, when the aircraft was hit by enemy fire. He bailed out and after freeing himself from his chute met a young man who gave him civilian clothes. The young man took him to his home and gave him food before another man came with a bicycle and they left just as the Germans were beginning to search the area. He was taken to a house where he met Lt. Hartigan.

Warth, Charles J., SSgt.

E&E Report No. 235

Access: Open
Date of report: December 15, 1943
Source: SMS 576, Box 4, Folder 8
No. of pages: 3

SSgt. Charles J. Warth, 506th Bomb Squadron, 44th Bomb Group, was the ball turret gunner on a mission to bomb Foggia Italy on August 16, 1943, when his aircraft was hit by enemy flak and caught fire. He was forced to bail out near the town of Potenza and was captured by Italian civilians. He was taken to a place where he met other members of his crew and then was transported to a prison camp near Bari. He was interrogated and then moved to a camp in Sulmona. On September 13, 1943, after the announcement of the armistice, the prisoners left the camp and traveled to Castellino Del Biferno where he encountered a number of British soldiers. They met an advance group from the American Eighth Army. He was transported by plane on November 22nd to Scotland.

Strandberg, Clarence W., TSgt.

E&E Report No. 236

Access: Open
Date of report: December 18, 1943
Source: SMS 576, Box 4, Folder 8
No. of pages: 5

TSgt. Clarence W. Strandberg, 68th Bomb Squadron, 44th Bomb Group, was the radio operator on a mission to bomb Foggia on August 16, 1943. Taking off from Benghazi (Benghazi), they reached their target and after releasing their bombs, they encountered German fighters. The waist gunner was killed by enemy fire, and the pilot, co-pilot, engineer, and TSgt. Strandberg were all wounded. After bailing out, he was captured by Italian civilians and given medical attention. The prisoners were transported to Bari and then to a camp in Sulmona. On September 12, 1943, they left the camp and met Canadian troops on October 17, 1943. TSgt. Strandberg developed yellow jaundice and was hospitalized taken to an American field hospital near Rome.

Berry, James L., SSgt.

E&E Report No. 238

Access: Open
Date of report: November 30, 1943
Source: SMS 576, Box 4, Folder 8
No. of pages: 3

SSgt. James L. Berry, 327th Bomb Squadron, 92nd Bomb Group, bailed out of his aircraft on August 17, 1943, into Belgium where he was taken in by civilians and transported to Tongres (Tongerren). He was helped by a Belgian family and one of them escorted him to Liege and then to Brussels. He was then taken to Paris and given new identity papers. He describes the

individuals who assisted him throughout his journey. From Paris, he traveled to through Saragossa, Alama, Madrid then to Gibraltar.

Freeman, Willard E., SSgt.

E&E Report No. 263

Access: Open

Date of report: December 13, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 2

SSgt. Willard E. Freeman, 545th Bomb Squadron, 384th Bomb Group, parachuted from his aircraft and landed near the town of Mortree France on July 4, 1943. He was injured while bailing out. A French civilian carried him to the mayor's home where he was fed and then moved into a small hut where he and another member of his crew stayed until August 21st. Assisted by French civilians they traveled through Le Mans, Tours, Bourges, and Lyon. They were then taken by their guides to Spain.

Johnson, H.C., TSgt.

E&E Report No. 281

Access: Open

Date of report: December 20, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 2

TSgt. H.C. Johnson, 563rd Bomb Squadron, 388th Bomb Group, parachuted from his aircraft on November 5, 1943, and landed near Lokeren Belgium. He was helped by Belgian civilians who interrogated him regarding his mission and then was transported by train to Antwerp. He was told that two members of his crew had died when his plane crashed. He traveled by train to Brussels where he met another American airman and the two men traveled to Paris where they received French identify papers. They stayed with French civilians and were moved often to different locations in the city. TSgt. Johnson and his companions traveled to Bordeaux where they received new identity papers and special papers for traveling in Southern France. They crossed the border into Spain and were taken to the British Embassy in Madrid.

Smith, Carl N., Second Lieutenant

E&E Report No. 284

Access: Open

Date of report: December 26, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 4

Second Lieutenant Carl N. Smith, 322nd Bomb Squadron, 91st Bomb Group, parachuted from his aircraft on August 27, 1943, and landed near Frasnes Les Buissenal, Belgium. He was

helped by Belgian civilians who took him to one of their homes. He had broken his leg when he parachuted and he was treated by a doctor who put his leg into a cast. He stayed in the home for two weeks. Lt. Smith was given a suit, overcoat and identity papers, and traveled by train to Brussels. One of his helpers told him that he had helped three other members of Lt. Smith's crew. Lt. Smith was shown a picture of a Belgian civilian and warned that the man had been turning Americans over to the Germans. He describes the Belgian and French civilians who helped him. On November 30th he traveled by train to Mons and then on to Paris. He had a difficult time traveling because of his leg. His guides helped him travel to Spain through Madrid and then to Gibraltar and then flown to England.

Spicer, Carl L., Second Lieutenant

E&E Report No. 285

Access: Open

Date of report: December 26, 1943

Source: SMS 576, Box 4, Folder 8

No. of pages: 2

Second Lieutenant Carl L. Spicer, 100th Bomb Group, was in Oldeberkoop, in the Netherlands, on October 9, 1943, where he was helped by civilians and hidden in various homes. On November 11th and 12th, he traveled by train to Zeist and Utrecht, and then on to Brussels, Belgium. He was shown a picture of a Belgian civilian and warned that the man had been turning Americans over to the Germans.

Maiocra, John J., Second Lieutenant

E&E Report No. 306

Access: Open

Date of report: January 5, 1944

Source: SMS 576, Box 4, Folder 9

No. of pages: 4

Second Lieutenant John J. Maiocra, 563rd Bomb Squadron, 388th Bomb Group, parachuted from his aircraft on November 5, 1943, near Lokeren Belgium. He walked to Deintz and was helped by Belgian civilians. He received wonderful care and was given civilian clothes. He was told that two civilians had been killed when his plane crashed and that his pilot was dead. He met a Belgian who called himself Al Capone and who was involved in the black market. He traveled to Brussels and was given French identity papers and was taken to Paris. Lt. Maiocra then traveled by bicycle for days and then by train to Madrid and then to Gibraltar.

Hurst, John K., Second Lieutenant

E&E Report No. 323

Access: Open

Date of report: January 18, 1944

Source: SMS 576, Box 4, Folder 9

No. of pages: 3

Second Lieutenant John K. Hurst, 569th Bomb Squadron, 390th Bomb Group, parachuted from his aircraft on October 20, 1943, near Dinther Holland. He was picked up by a civilian who helped him. They reported on the status of his crew members, two of whom were dead. He traveled to Brussels and was given identity papers and then traveled by train to Paris. He received new identify papers and traveled by train to Lyon. On December 19th, he and his guides traveled to Spain, traveling to Gibraltar.

**Horton, Harry J., Jr., SSgt.
Sobolewski, Edward F., SSgt.**

**E&E Report No. 330
E&E Report No. 331**

Access: Open

Date of report: January 24, 1944

Source: SMS 576, Box 4, Folder 9

No. of pages: 4

SSgt. Harry J. Horton, Jr., 534th Bomb Squadron, 381st Bomb Group, bailed out of his aircraft on August 17, 1943, near Ulestraten Holland. He was helped by a civilian who reported on the other members of his crew. He was treated by a doctor for an injury to his ankle. SSgt. Horton remained in hiding and SSgt. Edward F. Sobolewski was brought by the Belgian civilian to the same hiding place.

SSgt. Edward F. Sobolewski, 534th Bomb Squadron, 381st Bomb Group, met SSgt. Horton when he was taken by a civilian to the same house. The two men were moved to a different home and then to Brussels Belgium. From there they traveled with their Belgian guides to Tourgoing and then to Paris where they were separated. They met again on a boat that took them to Falmouth.

Moore, Thomas R., TSgt.

E&E Report No. 332

Access: Open

Date of report: January 24, 1944

Source: SMS 576, Box 4, Folder 9

No. of pages: 2

TSgt. Thomas R. Moore, 535th Bomb Squadron, 381st Bomb Group, bailed out of his aircraft on August 17, 1943, near Glons Belgium. He hid in a gully with another member of his crew, tail gunner Sgt. Kinikilis. They were helped by civilians to took them to a home where there were other Americans hiding. The group was taken by guides to Paris. One of the civilians who had helped them was caught by the Germans and had given the Germans information about those helping Allied airmen. On January 22, 1943, they were on a boat that arrived in Falmouth and were then transferred to a British ship.

Hearup, Carroll F., TSgt.
Giles, Robert C., TSgt.

E&E Report No. 333
E&E Report No. 334

Access: Open
Date of report: January 24, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 2

TSgt. Carroll F. Hearup and TSgt. Robert C. Giles, both of the 350th Squadron, 100th Group, walked for six days arriving in Saint Maurice France. TSGT Hearup was in need of medical attention and they were assisted by civilians. The two men were given civilian clothes and then transported to a chateau. They were taken to Paris by train. TSgt. Hearup and TSgt. Giles describes the many people who helped them.

Sheehan, Robert, Flying Officer (F/O)

E&E Report No. 340

Access: Open
Date of report: January 26, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 3

On November 7, 1943, Flight Officer Robert Sheehan, 63rd Fighter Squadron, 56th Fighter Group, was shot down in Holland. A farmer took him into his home and helped contact others who provided FO Sheehan with clothing and identity papers. He and three other soldiers were given bicycles and they traveled with their guides to Budel and then by train to Antwerp Belgium. F/O Sheehan was then transported to Brussels where he stayed for a month. He was given French identity papers and on December 6th he was guided to Mons France and then Paris. On January 8, 1944, he arrived in Spain. He describes the many civilians who assisted him.

Bollinger, Ardell H., Sgt.
Kelly, Leonard J., SSgt.
Kalas, Joseph M., SSgt.

E&E Report No. 335
E&E Report No. 336
E&E Report No. 337

Access: Open
Date of report: January 24, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 2

Sgt. Ardell H. Bollinger, SSgt. Leonard J. Kelly, and SSgt. Joseph M. Kalas, of the 546th Squadron, 384th Group, were shot down in France on September 23, 1943, and were assisted by civilians who took them to Rennes. They were hidden by the civilians and encountered other Allied airmen. They were transported by boat on January 21st to the United Kingdom.

Wilson, Lloyd George, SSgt.

E&E Report No. 341

Access: Open
Date of report: January 27, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 6

SSgt. Lloyd George Wilson, 364th Bomb Squadron, 305th Bomb Group, was shot down on October 14, 1943, in Belgium. He was taken in by civilians who provided him with identity papers and helped him travel to France and then to Spain, arriving in Gibraltar on January 14, 1944.

Dalinsky, Jacob John, SSgt.

E&E Report No. 342

Access: Open
Date of report: January 28, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 1

On August 17, 1943, SSgt. Jacob John Dalinsky, 331st Bomb Squadron, 94th Bomb Group, parachuted into Belgium. He was taken in by a farmer who helped him acquire identity papers. A guide took him to Liege and then to Ghent. He then crossed the border into France and his guide took him into Paris.

Casden, Sidney, Second Lieutenant

E&E Report No. 355

Access: Open
Date of report: January 30, 1944
Source: SMS 576, Box 4, Folder
No. of pages: 4

Second Lieutenant Sidney Casden was assisted by French civilians who took him by train to Paris. He was provided with identity papers and he describes those who assisted him. He was eventually taken by boat to England.

Stanford, Lloyd A., Second Lieutenant

E&E Report No. 359

Access: Open
Date of report: January 31, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 8

Second Lieutenant Lloyd A. Standford, 549th Bomb Squadron, 385th Bomb Group, landed in Holland on October 10, 1943. He was assisted by civilians who provided him with identity papers. His guides took him and his co-pilot by bicycle to Brussels and then by train to France and eventually to Spain.

Fry, Dwight A., First Lieutenant

E&E Report No. 360

Access: Open
Date of report: January 31, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 4

First Lieutenant Dwight A. Fry landed in Holland on October 14, 1943. He was helped by civilians who took him to Antwerp Belgium and then to Brussels. Lt. Fry was then transported to Paris and then to Spain. He describes the many civilians who assisted him.

Grimes, Robert Z., Second Lieutenant

E&E Report No. 361

Access: Open
Date of report: February 1, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 4

Second Lieutenant Robert Z. Grimes, 339th Squadron, 96th Bomb Group, was assisted by civilians who provided him with identity papers and medical attention. They took him to Brussels and then to Paris and on to Spain. He describes the civilians who assisted him.

Laws, Warren P., Second Lieutenant

E&E Report No. 362

Access: Open
Date of report: February 1, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 2

Second Lieutenant Warren P. Laws, 563rd Bomb Squadron, 388th Bomb Group, was shot down in France on September 6, 1943. He was helped by civilians who told him that eight other members of his crew were dead. He was moved often to different houses because the Germans were searching houses in the area where he was hiding. He arrived in Spain on December 22, 1943.

McConnell, Paul, Second Lieutenant

E&E Report No. 380

Access: Open
Date of report: February 5-6, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 7

Second Lieutenant Paul McConnell, 533rd Bomb Squadron, 381st Bomb Group, landed in France on July 4, 1943. His civilian guides took him to Paris and he describes those who assisted him. He arrived in Spain on January 12, 1944.

Hinote, Gary Laverne, SSgt.

E&E Report No. 383

Access: Open
Date of report: February 5, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 1

SSgt. Gary Laverne Hinote, 332nd Squadron, 94th Bomb Group, landed in France on October 4, 1943. He describes the civilians who assisted him in getting to Spain.

Krawczynski, Steve, SSgt.

E&E Report No. 393

Access: Open
Date of report: February 7, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 2

SSgt. Steve Krawczynski, 366th Bomb Squadron, 305th Bomb Group, was shot down on October 14, 1943, in Holland. Dutch civilians provided him with food and clothing and helped him get to Brussels and then to France. He arrived in Spain on January 12, 1944.

Gilley, Harold O., Sgt.
Schwartzburg, Robert A., Sgt.
Southers, Robert C., Sgt.

E&E Report No. 428
E&E Report No. 429
E&E Report No. 430

Access: Open
Date of report: February 28, 1944
Source: SMS 576, Box 4, Folder 9
No. of pages: 11

Sgt. Harold O. Gilley, Sgt. Robert A. Schwartzburg, and Sgt. Robert C. Southers, 410th Bomb Squadron, 94th Bomb Group, bailed out of their aircraft over France. Sgt. Gilley was assisted by French civilians who provided him with medical assistance. Sgt. Schwartzburg fled from the area where he landed and was helped by a French farmer who provided him with food.

He eventually was reunited with Sgt. Southers, who had also bailed out and had been assisted by French civilians. The civilians took Sgt. Southers and Sgt. Swartzburg to meet Sgt. Gilley and they all traveled together.

Gordon, Lee C., SSgt.

E&E Report No. 434

Access: Open

Date of report: March 17, 1944

Source: SMS 576, Box 4, Folder 9

No. of pages: 23

SSgt. Lee C. Gordon, 365th Bomb Squadron, 305th Bomb Group, was on a bombing mission on February 26, 1943 when his plane was hit by enemy fire and he bailed out near Wilhelmshaven Germany. He was immediately captured by German soldiers and received medical attention. He met three others from his group who had been shot down. He was taken to a Dulag Luft where he was interrogated. On March 11th, he was taken to Stalag VIII B and on March 22nd all of the Americans in the camp were moved out by train and he decided to try to escape. He jumped from the train as it traveled near Regensburg and after a few minutes of hiding met Sgt. Bernard Saltz. They were recaptured and taken to Moosburg, Stalag VII A. He began planning his next escape attempt. On June 1, 1943, he was sent out on a work detail and got away from the group. SSgt. Gordon was helped by a civilian who gave him a bicycle and he traveled through the German countryside. He was recaptured and taken by train to Stalag V B and then to Stalag V A. He was tried for escaping and then began planning his next escape and on October 13th he was able to get out of the compound and walked to Munich. He describes his travels to France and those who assisted him.

Sarant, Raymond, Corporal

E&E Report No. 451

Access: Open

Date of report: April 5, 1944

Source: SMS 576, Box 4, Folder 9

No. of pages: 23

Corporal Raymond Sarant, Anti-Tank Company, 168th Infantry Regiment, unit was knocked out on February 16, 1943, and captured by German soldiers. He and a group of others from his unit were interrogated and taken to Sfax and then to Tunis. On March 8th, the prisoners were taken to Capua and on March 18th to Stalag VII A at Moosburg, then to Stalag VII A on 21 March. On April 5th, a large group of prisoners were transferred to VB at Villengen. After one failed escape attempt, he escaped again on September 19th, and was again recaptured. He made a successful third attempt and was able to travel into France where he was helped by French civilians.

Mandell, Nicholas, TSgt.

E&E Report No. 629

Access: Open
Date of report: May 11, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 3

TSgt. Nicholas Mandell, 392nd Bomb Group, landed near Zwartluis in the Netherlands and was helped by civilians. He was given Dutch identity papers, and on November 29, 1943, he traveled with an underground organization guide by bicycle and train eventually reaching Maastricht on January 8, 1944. He crossed into Belgium and then into France. He received French identity papers and was joined by other Allied airmen. They evaded German patrols and were able to travel to Spain and from Gibraltar, arrived in the United Kingdom on May 11, 1944.

Asvestos, Nick, SSgt.

E&E Report No. 633

Access: Open
Date of report: May 20, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 7

SSgt. Nick Asvestos, 359th Bomb Squadron, 303rd Bomb Group, bailed out of his aircraft and was immediately captured by German soldiers but managed to escape when he was being transferred. He was helped by farmers and traveled to Paris and then to Spain.

Martin, Loral, Sgt.

E&E Report No. 634

Access: Open
Date of report: May 12, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 2

Sgt. Loral Martin, 326 Bomb Squadron, 92nd Bomb Group, landed in Northeast Holland near the German lines on December 16, 1943. A farmer and his wife helped him and Sgt. Morgan, Sgt. Folsom, and Sgt. Higbee. After being certified by the civilians, they received Dutch identity papers. They were told that there were about 200 Americans in safe houses in Holland. On March 19, 1944, he arrived in Spain.

Mattson, William R., TSgt.

E&E Report No. 638

Access: Open
Date of report: May 13, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 2

TSgt. William R. Mattson, 579th Bomb Squadron, 392nd Bomb Group, landed in Belgium near Waterloo in January 1944, and was helped by civilians. He was given an identity card and money and traveled to Brussels. He describes the many civilians who assisted him. TSgt. Mattson traveled to France and to Spain. He reached the United Kingdom on May 13, 1944.

Morgan, Herman D., Sgt.

E&E Report No. 640

Access: Open
Date of report: May 13, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 1

Sgt. Herman D. Morgan, 326th Bomb Squadron, 92nd Bomb Group, landed in Northeast Holland and was helped by a school teacher and a policeman. He was with Sgt. Loral Morgan and eventually they were joined by Sgt. Kratz, Sgt. Elkin, Sgt. Snyder, and Sgt. Mellon. Upon reaching Paris, the men were joined by Lieutenant Ferrari. They traveled to the mountains and were joined by other American airmen and an Englishman.

Patterson, Omar M., Jr., Second Lieutenant

E&E Report No. 648

Access: Open
Date of report: May 18, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 2

Second Lieutenant Omar M. Patterson, Jr., 334th Bomb Squadron, 95th Bomb Group, landed at Hulst Belgium on January 29, 1944. A man in farmer's clothes helped him and also gave him the name of his daughter's husband who lives in Indiana and asked Sgt. Patterson to write to him. He was moved about to different houses and was given identify cards before taking a train for Paris. He and a group of American, Dutch and Canadian airmen were helped to travel to Spain and he arrived in the United Kingdom on May 18, 1944.

Beck, Jennings S., Second Lieutenant

E&E Report No. 649

Access: Open
Date of report: May 18, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 1

Second Lieutenant Jennings S. Beck, 334th Bomb Squadron, 95th Bomb Group, was shot down on a bombing run on January 29, 1944, over Belgium. Five of his crew bailed out and the other five were killed when the plane hit the ground and exploded. He was given a change of

clothes by two young boys and he began walking when a young girl on a bicycle told him to follow her. He had hurt his ankle on bailing out of his aircraft. Lt. Beck was put in contact with members of the White Brigade (the name by which the underground in that area was known). The Germans were called the Black Brigade. The remainder of his story is the same as Omar M. Patterson, Jr., Second Lieutenant, E&E Report No. 648.

Wolff, William E., SSgt.

E&E Report No. 655

Access: Open
Date of report: May 21, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 2

SSgt. William E. Wolff, 360th Bomb Squadron, 303rd Bomb Group, crash landed in Belgium on December 1, 1943. He walked to a farmhouse where he stayed for three days and was given civilian clothes and identity papers. He met many people who helped him move from house to house and he also encountered other American airman who were being hidden. The remainder of his journey is the same as First Lieutenant Benjamin T. Martin, E&E Report No. 657.

Brewer, Albert, SSgt.

E&E Report No. 656

Access: Open
Date of report: May 22, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 2

SSgt. Albert Brewer, 547th Bomb Squadron, 394th Bomb Group, landed in Belgium on December 1, 1943, and was taken to a farmhouse by a young boy. After certifying his identity, he was given an identity card and taken to Brussels where he met a man named Gaston who told him that he had at various times had 29 to 46 Americans under his care. SSgt. Brewer also learned that four members of his crew had been picked up by the Germans. There had been a German who had made his way into the organization posing as a pursuit pilot and had succeeded in having American airmen and one of the guides picked up by the Germans. This delayed SSgt. Brewer's travels. In March, he was moved to a different location because the Germans were searching the buildings in the area. He traveled to Paris with the help of the organization and then arrived in Spain on May 12, 1944.

Martin, Benjamin T., First Lieutenant

E&E Report No. 657

Access: Open
Date of report: May 21, 1944
Source: SMS 576, Box 4, Folder 10

No. of pages: 2

First Lieutenant Benjamin T. Martin, 355th Fighter Group, landed in Ath Belgium where a civilian took him into his home and gave him civilian clothing. On January 4, 1944, he was moved to another farmhouse and on April 25th, he was moved again and joined by five other American airmen. They traveled by train to Paris on April 27th, and crossed the border into Spain on May 5th. He arrived in the United Kingdom on May 21, 1944.

Wernersbach, Robert F., Second Lieutenant

E&E Report No. 665

Access: Open

Date of report: May 23, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 2

Second Lieutenant Robert F. Wernersbach, 535th Bomb Squadron, 381st Bomb Group, landed near Liege Belgium and was immediately taken into a farmhouse and given civilian clothes and food. He received an identity card and was taken in by a Monsieur Thirion where he stayed until December 8, 1943. He was joined by a British flier called Reginald and the two were taken to Brussels. They were moved from house to house in Brussels while waiting to travel to France.

David, Clayton C., Second Lieutenant

E&E Report No. 674

Access: Open

Date of report: May 25, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 3

Second Lieutenant Clayton C. David, 358th Bomb Squadron, 303rd Bomb Group, landed in Amsterdam and was taken in by members of the underground organization who gave him civilian clothes and an identity card. On January 31, 1944, he was taken to Maastricht where he stayed until February 6th when he was taken to the train station and traveled to Brussels. He met other American airmen hiding in Brussels in civilian homes. On February 14th, he traveled with three others to Paris where they were hidden. The priest who had been bringing them food was arrested by the Germans and they were quickly removed from the home as the Germans were coming to search the house. They traveled by train and then hiked through the mountains to the border of Spain. He reached the United Kingdom on May 25, 1944.

Nunn, William G., SSgt.

E&E Report No. 705

Access: Open

Date of report: June 15, 1944

Source: SMS 576, Box 4, Folder 10
No. of pages: 5

SSgt. William G. Nunn, 615th Bomb Squadron, 401st Bomb Group, crash landed on the island of Bornholm, a Danish island. He and another crew member walked north and hid during the day, walking at night to avoid capture. They were given directions to the coast by farmers but were taken captive by a single German soldier who pointed a pistol at them as he rode his bicycle. They were eventually able to overpower him and take his pistol and sent him on his way with his broken bicycle. He was quite frightened expecting them to shoot him. They eventually found civilian clothes and headed continued toward the coast. They were helped to a rowboat and made it to Sweden where they were taken to Stockholm to the military attaché.

Betolatti, John, Second Lieutenant

E&E Report No. 709

Access: Open
Date of report: June 19, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 7

Second Lieutenant John Betolatti, 545th Bomb Squadron, 384th Bomb Group, survived the crash landing of his aircraft on a bombing run over Germany in April 1944. He hid in the woods and was helped by civilians who gave him food and clothing. He was helped by a civilian who bought him a train ticket. He was arrested and put into a jail but was able to escape and made it to Spain. He arrived in the United Kingdom on June 8, 1944.

Keirsey, Glen H., SSgt.

E&E Report No. 763

Access: Open
Date of report: June 10, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 4

SSgt. Glen H. Keirsey, 350th Bomb Squadron, 100th Bomb Group, bailed out of his aircraft and was immediately captured by German soldiers. He was listed as missing in action on August 17, 1943. He eventually was joined by his crewmembers and they were transported to Rome Italy. They were placed in PG 54 and were the only Americans in the camp. On September 8th, the prisoners learned of the Armistice and on September 11th he and eight others left the camp and walked toward Naples. Civilians helped them with food and they hid in the woods hoping American forces would arrive. After hiding near a village where there were still German troops, they traveled to Rome where they were turned over to the proper authorities. He arrived in the United Kingdom on June 22, 1944.

O'Hora, Donald F., Flight Officer

E&E Report No. 777

Access: Open
Date of report: July 8, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 3

Flight Officer Donald F. O'Hara, 85th Troop Carrier Squadron, 437th Troop Carrier Group, was part of the first wave of gliders on D-Day, June 6, 1944. He was over France when his tow pilot gave him the signal to land. He badly strained his left foot in the landing. He traveled to St. Mere Eglise where he received first aid. He was captured by German soldiers and taken to a field hospital. On June 15th, the Germans began evacuating and he was left behind. Americans took over the hospital and he was returned to the United Kingdom on June 19th.

Glover, Frank, Second Lieutenant

E&E Report No. 792

Access: Open
Date of report: July 10, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 2

Second Lieutenant Frank Glover, 378th Fighter Squadron, 362nd Fighter Group, bailed out of his aircraft near Marchesieux France. He traveled north and was fed by civilians, but because of their fear of the Germans, they asked him to leave. He encountered American paratroopers who after making certain that he was an American passed him back to the 101st Airborne Division who arranged his return to the United Kingdom.

Wheeler, John T., First Lieutenant

E&E Report No. 793

Access: Open
Date of report: July 11, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 3

First Lieutenant John T. Wheeler, 509th Fighter Squadron, 405th Fighter Group, bailed out of his aircraft and was immediately captured by German soldiers. He was listed as missing in action on June 22, 1944.

Dukate, Elbert L., First Lieutenant

E&E Report No. 796

Access: Open
Date of report: July 9, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 5

First Lieutenant Elbert L. Dukate, 67th Bomb Squadron, 44th Bomb Group, was on a mission over Corfu when his aircraft was hit by enemy fire and they crash landed in the water south of Brindisi. He was reported missing in action (MIA) on August 1, 1943. The plane broke in two and the crew able to get to their raft and were picked up by an Italian Red Cross aircraft. They were taken to a dispensary in Brindisi and the men who were able to travel were taken to Bari and interrogated. The men were then taken to Camp 21 at Chinti. They learned of the Armistice on September 8, and were told to remain in the camp until Allied forces arrived, but the Germans announced they were moving 350 of the prisoners to Sulmona. He escaped from the prison at Sulmona but injured his knee badly. He was left by his fellow escapees and assisted by Italian civilians. After about a month, the Germans started looking for escapees and the men decided to leave and traveled by train to Rome but were recaptured by the Germans. On June 4th the prisoners began hearing sounds of fighting and the Germans began moving out. He rejoined Allied Forces and arrived in the United Kingdom on June 2, 1944.

Hawkins, William C., Second Lieutenant

E&E Report No. 832

Access: Open

Date of report: July 14, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 2

Second Lieutenant William C. Hawkins, 335th Fighter Squadron, 4th Fighter Group, landed in France on March 21, 1944. He was met by French civilians who took him to Brest but did not believe he was an American because he did not have his dog tags. He was moved to various homes during this time. He describes the many people who assisted him. He was joined by another American airman and five Canadians. They were taken by boat to England. Lt. Hawkins report that the French resistance was badly in need of weapons.

Mullins, Arthur L., Private First Class

E&E Report No. 836

Access: Open

Date of report: July 30, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 2

Private First Class Arthur L. Mullins, Company F, 502nd Parachute Infantry, 101st Airborne, was dropped near St. Martin De Varreville France on D-Day, June 6, 1944. He was sent on patrol and was captured with six others. They were marched to Montebourg and then to Valognes, where they were searched and interrogated. The prisoners were taken by truck to Cherbourg and by train to Bricquebec. The train was strafed by American P-47s and many Americans were killed and wounded. Pfc Mullins returned to Allied lines on July 16, 1944.

Morrissey, Edward J., Sergeant

E&E Report No. 837

Access: Open

Date of report: July 31, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 3

Sergeant Edward J. Morrissey, Company I, 505th Parachute Infantry Regiment, 82nd Airborne Division, landed on D-Day, June 6, 1944, in France and was almost immediately captured with other members of his squad. They marched to Valognes and then by truck to Cherbourg. They were then moved by train to Bricquebec. The train was strafed by American planes and he and three others decided to try to escape. They got away and started marching south but got lost before encountering a Frenchman who advised them to hide in a nearby field. They went to a nearby farm and were given food. They were recaptured and interrogated. Sgt. Morrissey and two others again escaped and were able to travel to Allied lines.

Welsh, Norman F., Private

E&E Report No. 838

Access: Open

Date of report: July 31, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 2

Private Norman F. Welsh, Company I, 505th Parachute Infantry Regiment, 82nd Airborne Division, was fighting near Etienville France on June 20, 1944, when he was captured and taken to German battalion headquarters and interrogated. He was then transferred to the headquarters of a Panzer Division and again interrogated. The Germans had a great deal of information about the 82nd Airborne Division. He was joined by other American prisoners and taken to St. Lo. He and 15 other prisoners escaped and were helped by French civilians to return to Allied lines.

Loveland, Glenn, SSgt.

E&E Report No. 856

Access: Open

Date of report: September 11, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 9

SSgt. Glenn Loveland, 423rd Bomb Squadron, 306th Bomb Group, bailed out of his aircraft over Germany and was captured and interrogated. He was listed as Missing in Action (MIA) on June 13, 1944. He was taken by train from Bremen to Frankfurt where he and other prisoners were marched through the streets. Civilians threw pebbles at the prisoners. SSgt. Loveland was given a Red Cross form and told to fill it out. It included questions about his base and squadron which he refused to give. For about eight days he continued to be questioned but again refused to give any information. He was moved to a prison camp and again interrogated.

before being marched to a train station where he and about 50 others were loaded into freight cars and taken to Moosburg. They were taken to Stalag VII A at Moosburg. He managed to escape but eventually returned to the camp and was placed in solitary confinement. On September 10th, he escaped again in a Red Cross truck but was recaptured and returned to the camp. SSgt. Loveland attempted a third escape but was recaptured. He again escaped from the camp and traveled to Krems and St. Polten where he was helped by civilians. He was eventually captured by the local police in Felixdorf but was helped by civilians to dig his way out of his cell and headed for Hungary. He was picked up by Hungarian police. He gives no further details of his travels and the report states that he was returned to the United Kingdom on August 4, 1944.

Oliphint, John H., First Lieutenant

E&E Report No. 865

Access: Open

Date of report: August 15, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 2

First Lieutenant John H. Oliphint, 369th Fighter Squadron, 359th Fighter Group, crashed near La Fleche and was reported missing on June 8, 1944. He suffered a broken arm and woke up in a military hospital. He was interrogated repeatedly. A French prisoner helped him escape and they were assisted by French civilians along their way. He arrived in the United Kingdom on August 6, 1944.

Peck, John W. SSgt.

E&E Report No. 884

Access: Open

Date of report: August 22, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 1

SSgt. John W. Peck, 48th Troop Carrier Squadron, 313th Troop Carrier Group, was a radio operator on an aircraft during World War II. His aircraft crash landed and he was listed as Missing in Action (MIA) on June 7, 1944. The crew was taken captive and sent to Notre Dame D'Elle where they were interrogated. SSgt. Peck escaped once but was quickly recaptured. On June 22nd about 250 American prisoners were taken by truck south and then marched east but were strafed by American P-47s. He was able to escape in the confusion. He arrived in the United Kingdom on August 7, 1944.

Wilson, James J., Second Lieutenant

E&E Report No. 887

Access: Open

Date of report: August 21, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 1

Second Lieutenant James J. Wilson, 505th Parachute Infantry Regiment, 82nd Airborne Division, was reported missing in action (MIA) on June 6, 1944. He landed with his platoon near St. Mere Eglise and immediately came under enemy fire and were forced to surrender. On June 22nd, they were put into trucks and traveled toward Paris. The trucks were strafed by Allied aircraft. He dived into a ditch and badly injured his leg. He was taken to a prison camp hospital. The prisoners were told that they would be evacuated on August 2nd, so Lt. Wilson and Lt. Col. Bailey crawled out of the camp and hid in the woods, where they stayed until American troops arrived. He was returned to the United Kingdom on August 8, 1944.

Schlegel, Jack W., Corporal

E&E Report No. 888

Access: Open

Date of report: August 20, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 3

Corporal Jack W. Schlegel, 508th Para Infantry Regiment, 82nd Airborne Division, successfully parachuted over Etienneville. He joined other members of his battalion. He was reported missing in action (MIA) on June 6, 1944. They eventually were forced to surrender and after a failed escape attempt, they were taken to St. Lo. On the evening of June 27th, he attempted an escape but was recaptured. Cpl. Schlegel and the other prisoners were taken to Rheims. He was liberated by the 4th Armored Division and arrived in the United Kingdom on August 8, 1944.

Deziel, Joseph H., Private First Class

E&E Report No. 893

Access: Open

Date of report: August 11, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 3

Private First Class Joseph H. Deziel was part of the 101st Airborne Division and was reported missing in action (MIA) on June 6, 1944. His aircraft was hit by enemy fire and the crew was forced to bail out. He was fired upon by German troops and ran out of ammunition and was forced to surrender. He was interrogated and threatened with machine guns. He encountered about 350 members of the 82nd Airborne Division, many of whom were seriously wounded and not given medical attention by the Germans. During their movement to a prison camp, 33 members of their group were killed by Allied aircraft which strafed their column. He was assisted by a Frenchman who helped him to escape and hide him until Allied troops arrived.

Dedman, Clifton W., Private

E&E Report No. 909

Access: Open

Date of report: August 28, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 1

Private Clifton W. Dedman was part of the 505th Parachute Infantry Division, 82nd Airborne Division, and was reported missing in action (MIA) on June 6, 1944. He was dropped with nineteen others near St. Mere Eglise and were forced to surrender to the Germans. They were taken to Bricquebec and then to La Chapelle Sure Vire, south of St. Lo. He was interrogated and was threatened with death for not cooperating. He was then taken to Rennes where he volunteered to work in the camp hospital. On August 3rd, American troops arrived.

Fancil, Carl L., Private First Class

E&E Report No. 915

Access: Open

Date of report: August 28, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 1

Private First Class Carl L. Fancil, 120th Infantry Regiment, 30th Division, was part of a patrol that was forced to surrender to German forces. He was reported missing in action (MIA) on June 21, 1944. He was marched to La Chapelle Sur Vire and then to Rennes. He escaped and hid until American forces arrived.

Clark, Arthur B., Jr., First Lieutenant

E&E Report No. 916

Access: Open

Date of report: August 28, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 1

First Lieutenant Arthur B. Clark, Jr., 331st Infantry Regiment, 83rd Division, was reported missing in action (MIA) on July 4, 1944. He and his men were forced to surrender to German forces. He was repeatedly interrogated and threatened with death. On July 8th, he was transferred to a hospital in Rennes where he was treated for shell fragments in his hand. After being transferred to the prison camp, he was able to escape from the camp and hid in a civilian home until American forces arrived.

Keeler, Robert D., First Lieutenant

E&E Report No. 935

Access: Open
Date of report: August 10, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 2

First Lieutenant Robert D. Keeler, 505th Para Infantry Regiment, 82nd Division, landed on June 6, 1944, near St. Mere Eglise. They were forced to surrender to German forces and were marched to Montebourg and then by truck to Valognes. During the trip, Lt. Keeler and two other prisoners jumped from the truck and were helped by French civilians who gave them civilian clothes. The three split up and he went to Fougères where he was helped by a priest. He was very ill with blood poisoning and was taken care of by a French doctor. He talks about the French civilians who helped him.

Kane, Robert J., First Lieutenant

E&E Report No. 936

Access: Open
Date of report: August 16, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 1

First Lieutenant Robert J. Kane, 119th Infantry Regiment, 30th Division, was sent out on reconnaissance south of Vire. He was hit by enemy fire and was taken prisoner. He was transferred to a hospital but received no medical care. He and 23 other prisoners were loaded onto a small bus. Many of the prisoners were seriously wounded and several died during the trip. He was taken to Rennes where they received a little water but no food. He was moved to a train and was able to jump from the train and was helped by French civilians who transported him to Angers where he met Allied forces.

Howling, Robert T., First Lieutenant

E&E Report No. 941

Access: Open
Date of report: August 3, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 1

First Lieutenant Robert T. Howling, 119th Infantry Regiment, 30th Infantry Division, was reported missing in action on June 24, 1944. He states that the names of the two German guards whom he and his fellow prisoners brought out with them were Karl Peters and Walter Sabisch and that he requested they received preferential treatment as they repeatedly saved his life at least a dozen times by telling the German soldiers they encountered that they were special prisoners who were working for their division. He believes he and the others would have been killed if not for them. Many of the Germans they encountered want to shoot them. The German interrogators he encountered lied to him about other Americans who had cooperated and given them valuable information.

Merricle, Walter L., Sergeant

E&E Report No. 942

Access: Open
Date of report: August 4, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 1

Sergeant Walter L. Merricle, 315th Infantry Division, 79th Division, was reported missing in action (MIA) on July 4, 1944. He reports that on the night of July 19, he and two others who had escaped from the Germans were assisted by member of the French Resistance. They were moved to various farms and homes. He eventually took out on his own and encountered American forces.

**Quintana, Milbern, First Lieutenant
Duell, Raymond L., First Lieutenant**

E&E Report No. 943

E&E Report No. 944

Access: Open
Date of report: August 21, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 2

First Lieutenant Milbert Quintana and First Lieutenant Raymond L. Duell, 48th Fighter Group, were captured by German soldiers and taken to their regimental headquarters near St. Lo. They were interrogated and then taken to a monastery near Notre Dame D'Elle where they were about 450 American prisoners. Shortly after a failed escape attempt by the two men, they and the other prisoners were marched out and during the march Lt. Quintana and Lt. Duell escaped and were assisted by French civilians. They eventually met up with members from the American Ninth Air Force.

Dorman, Jerry, Private First Class

E&E Report No. 945

Access: Open
Date of report: August 22, 1944
Source: SMS 576, Box 4, Folder 10
No. of pages: 1

Private First Class Jerry Dorman, 330th Infantry Regiment, 83rd Division, was reported missing in action (MIA) on July 26, 1944. He and his unit were captured by German soldiers and threatened to kill the Americans. He was interrogated multiple times by the Germans.

Duzynski, Charles J., Private First Class

E&E Report No. 946

Access: Open

Date of report: August 22, 1944

Source: SMS 576, Box 4, Folder 10

No. of pages: 1

Charles J. Duzynski, Private First Class, 60th Infantry Regiment, 9th Division, was reported missing in action (MIA) on June 15, 1944. He was taken prisoner by German soldiers near St. Mere Eglise. He was interrogated and marched in a southward direction. He was taken to a prison camp near Alencon and while on a work detail was able to escape and make his way to Allied lines.

Burks, Robert A., Private

E&E Report No. 1042

Access: Open

Date of report: August 26, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 2

Private Robert A. Burks, 502nd Parachute Infantry Regiment, 101st Airborne Division, parachuted into France near St. Martin De Vierville on June 6, 1944. At the end of June, he and two others were captured by a Schutzstaffel (SS) patrol and taken to their headquarters. They were interrogated and locked up with no food or water. The three were taken by truck to Laval where French civilians brought them food. They were marched to Rennes and a Frenchman helped them escape but they were quickly recaptured. The Germans marched the prisoners, now numbering 90, toward Vitre. Private Burks and two others escaped with the help of French civilians. They were recaptured by three German soldiers and in a struggle with the Germans the two other Americans were killed, but Private Burks was able to escape. He was injured in the struggle and made his way to a house where he was given medical assistance and went into hiding. He stayed with the French who assisted him until the advancing American forces arrived.

Egan, Joseph G., First Lieutenant
Richardson, Eric R., First Lieutenant
Pickett, Vernon W., First Lieutenant

E&E Report No. 1047
E&E Report No. 1048
E&E Report No. 1049

Access: Open

Date of report: August 22, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 3

First Lieutenant Joseph G. Egan, 38th Infantry Regiment, 2nd Division, was reported missing in action (MIA), on June 16, 1944. He was involved in attempting to take a hill at Clove when he and four others were wounded by German defenses. He woke up in a German aid

station and was taken to a hospital in Rennes. On August 3rd, he and the others were placed in boxcars as American forces advanced towards Rennes. He and Second Lieutenant Eric R. Richardson jumped off the train. They encountered a French war correspondent, Andre Reboches, who joined them. They traveled to St. Martin and on August 12th, they were picked up by the American 5th Armored Division.

First Lieutenant Eric R. Richardson, 121st Infantry Regiment, 8th Division, was captured by German forces on July 13, 1944. He was wounded and was eventually taken to a hospital in Rennes. At Rennes, he met First Lieutenant Joseph G. Egan.

First Lieutenant Vernon W. Pickett, 137th Infantry Regiment, 35th Division, was hit by a German shell and taken captive on July 14, 1944. He was taken to a hospital and interrogated and then transferred to a hospital in Rennes where he met First Lieutenant Joseph G. Egan.

Widener, William J., Private

E&E Report No. 1050

Access: Open

Date of report: August 23, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 2

Private William J. Widener, 119th Infantry Regiment, 30th Division, was captured on June 29, 1944, with Private Gerald Denkler and the two were interrogated by the Germans. During the interrogation, the Germans told them that flying bombs were reaching New York. They were taken to a camp at St. Pois in France. On July 10th, he and another prisoner escaped. They were assisted by French civilians to reach members of the Resistance.

Pella, Joseph D., Private First Class

E&E Report No. 1051

Access: Open

Date of report: August 23, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 1

Private First Class Joseph D. Pella, 315th Infantry Regiment, 79th Division, was at La Haye Du Puits, France, on July 3, 1944. His unit fought until they ran out of ammunition and about 30 of them were taken prisoner by German Schutzstaffel (SS) troops. They received no medical assistance for three days and one of the men who had been wounded died. Private Pella and Private First Class Clayton escaped as the prisoners were being marched through a thick woods, but were recaptured by German paratroopers. He was taken to Alencon and placed on a work detail. On July 25th, he escaped and on August 11th, he met American forces in St. Pierre.

Seaman, Robert A., First Lieutenant

E&E Report No. 1106

Access: Open

Date of report: August 21, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 4

First Lieutenant Robert A. Seaman, 508th Bomb Squadron, 351st Bomb Group, was reported missing in action (MIA) on March 2, 1944. He and his crew were returning from a bombing run over Frankfurt when their plane was hit by enemy flak and crash landed. The crew was immediately fired upon by German soldiers. Other members of his crew were captured but he managed to evade the Germans and traveled south away from the site of his plane crash. He eventually found a large barn in which to hide. Lt. Seaman discovered motorcycles and cars in the barn which he disabled by emptying gas tanks and removing spark plugs. When German soldiers came into the barn, they were unable to get their vehicles to work. He was able to move on and reached a bridge. While trying to hide, he fell into the water and was taken by the current away from the bridge. He reached the shore and found a haystack to hide in. He encountered German soldiers who mistook him for a Frenchman and he continued on to a small town. He tried to speak with French civilians but they warned him to leave. He recounts the many French civilians who assisted him during his travels. On August 17, 1944, he finally reached American forces of the 5th Armored Division.

Bernard, Frank E., Private First Class

E&E Report No. 1107

Access: Open

Date of report: August 28, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 3

Private First Class Frank E. Bernard, 508th Parachute Infantry Regiment, 82nd Airborne Division, was reported missing in action (MIA) on June 6, 1944. A group of 54 members of his unit were captured by German soldiers and they were marched out on a nearby road. When the group was strafed by Allied aircraft he escaped but was quickly recaptured. During his next escape attempt he took his guards rifle and killed a German Lieutenant. When he was recaptured, he was threatened with death. Pfc. Bernard was taken to a camp at St. Lo and then to Alencon. During a work detail he escaped with another prisoner and they were assisted by a French farmer who gave them civilian clothes. He and his companion came upon a German gasoline dump and worked to empty the gasoline drums. When they were fired upon by the Germans, they separated and he made his way to a small village where he was assisted by French civilians to reach American forces.

Childs, Everett Lynn, Second Lieutenant

E&E Report No. 1122

Access: Open

Date of report: August 25, 1944

Source: SMS 576, Box 4, Folder 11
No. of pages: 6

Second Lieutenant Everett Lynn Childs, 540th Bomb Squadron, 384th Bomb Group, was returning from a bombing mission over Schweinfurt, Germany on October 14, 1943, when he was blown out of his aircraft after the order was given to bail out. He did not hear the order and his parachute opened too high. He landed near Bar Le Duc. He encountered French civilians who assisted him. On October 22nd, he met his pilot and co-pilot who were also in hiding. He recounts the many French civilians who assisted him in his travels. He was captured by the Germans and taken to a prison in Bayonne. On May 23, 1944, he was transported to Paris. On July 10th he was able to escape and was found by a resistance group. On August 19th, he was able to travel to American Ninth Air Force Headquarters.

Robichaud, Joseph O., Flying Officer

E&E Report No. 1153

Access: Open
Date of report: August 27, 1944
Source: SMS 576, Box 4, Folder 11
No. of pages: 2

Flying Officer Joseph O. Robichaud, 366th Bomb Squadron, 305th Bomb Group, was shot down near Flers on August 13, 1944. He was immediately captured and transported to a barn where he met four British and four American infantry men who had been captured. They were transported by truck and were constantly strafed by Allied aircraft. He was able to escape from the truck in the confusion and set out across a field. He was confronted by two Germans but they thought he was French and let him move on. FO Robichaud speaks French and was able to stay with a French farmer and to convince German soldiers who came to the farm that he was French also. On August 23rd, he encountered Canadian troops and was assisted in returning to American lines.

Hindman, Cecil W., Private First Class

E&E Report No. 1201

Access: Open
Date of report: September 3, 1944
Source: SMS 576, Box 4, Folder 11
No. of pages: 1

Private First Class Cecil W. Hindman, 507th Parachute Infantry Regiment, 82nd Airborne Division, was near Ste. Marie du Mont, France on June 6, 1944, when he and 16 others were captured by a large group of German soldiers. They were marched to Cherbourg and then to St. Lo. He was later moved to a prison camp at Alencon where he stayed until August 9th. He was in a group of prisoners being moved to Paris but was taken back to the prison camp. On the second attempt to move the prisoners, he was being transported to Paris when the convoy was

strafed by enemy fire and he escaped in the confusion. He was assisted by French civilians and remained with them until American forces arrived.

Lemond, Tom L., Jr., Second Lieutenant

E&E Report No. 1237

Access: Open

Date of report: September 1, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 1

Second Lieutenant Tom L. Lemond, Jr., 100th Bomb Group, was part of a crew of a B-17 when his aircraft collided with another B-17 near Compeaux, France. He bailed out and landed in a field. Two Frenchmen advised him to hide in nearby woods. They provided him with food and civilian clothes and sheltered him for five months. A week after D-Day, June 6, 1944, he and a British airman were moved to Noyers and then to Paris, but his escorts turned them over to the Germans. After being interrogated they were transported to a prison near Fresnes where they stayed until they were liberated on August 24th. He provides a description of the Frenchmen who turned him over to the Germans.

Nelson, Terrance T., Private First Class

E&E Report No. 1281

Access: Open

Date of report: August 29, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 1

Private First Class Terrance T. Nelson, Company F, 508th Parachute Infantry, 82nd Airborne Division, was reported missing in action (MIA) on June 6, 1944. He was taken prisoner and transported to a prison camp at Alencon, France. He describes conditions in the camp.

Busch, Jack R., Private

E&E Report No. 1305

Access: Open

Date of report: September 1, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 2

Private Jack R. Busch, G Company, 505th Parachute Infantry, 82nd Airborne Division, parachuted into France near Cherbourg on June 6, 1944. He was immediately surrounded by German soldiers. About 75 prisoners from his division were taken by the Germans to a prison camp near Alencon. The prisoners were put to work in the hospital, on airport work, and railroad work. There were a number of deaths in the camp each day as medical equipment and supplies

were very poor. Private Busch volunteered for hospital duty and worked there until his escape on July 28. He was assisted in his escape by a young French girl who worked in the prison kitchen. He traveled on foot and hitched rides on trucks until he reached a civilian hospital where he worked as an orderly. On August 18, British troops arrived and he returned to Alencon to learn that many of his fellow workers had been taken to Germany two days after his escape. He was provided transportation to Cherbourg and on August 31, he was flown back to the United Kingdom.

Killian, Harold J., Second Lieutenant

E&E Report No. 1343

Access: Open

Date of report: September 30, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 3

Second Lieutenant Harold J. Killian, 93rd Bomb Group, and Lieutenant Schultz, crash landed on January 30, 1944, near Amersfoort, Holland. They were assisted by civilians who hid them and provided the men with clothes and food. They were taken to different locations in their travels to Liege, France. They were joined by two other Americans, Pyles and Prosperi who had also been in hiding. The report gives background on Pyles and Prosperi's evasion activities. Lt. Killian, Lt. Schultz, and Pyles and Prosperi were all assisted by French civilians to reach the Swiss border where they were arrested by Swiss guards and put into quarantine. They escaped from the Swiss and eventually encountered American troops near Grenoble. They were returned to the United Kingdom on September 29th.

Long, Benjamin W., Second Lieutenant

E&E Report No. 1442

Access: Open

Date of report: September 4, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 2

Second Lieutenant Benjamin W. Long, 703rd Bomb Squadron, 445th Bomb Group, bailed out of his aircraft near St. Lo on July 25, 1944. He was immediately captured and taken to a Schutzstaffel (SS) headquarters and interrogated. He was joined by other prisoners when they were marched and then moved by truck toward Villedieu. He and Lt. Sturdevant escaped from the group and were assisted by French civilians and hid with farmers until August 3rd. The two men were captured and threatened with death. As American troops were nearby, the prisoners were moved out and again they escaped but were recaptured quickly. They were loaded onto trucks with 65 other prisoners and during their travels the convoy was strafed by American aircraft and six Americans were killed and 15 wounded. On August 11 while being transported by train to Paris, Lt. Long escaped and was helped by French civilians. On August 26, Allied troops reached his location.

Ryckman, William E., First Lieutenant

E&E Report No. 1590

Access: Open

Date of report: September 7, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 4

First Lieutenant William E. Ryckman, 406th Bomb Squadron, 801st Bomb Group, was shot down near Ninove, Belgium. He and his bombardier, Cozzens, were picked up by civilians who hid them and helped them to a train station where they boarded a train to Brussels. They stayed with many different families during their travels and on July 18th they were told they would be taken to France and then to Switzerland. There seemed to be a lot of confusion about their transportation and they were taken to a German Luftwaffe Headquarters where they were interrogated. Lt. Ryckman and his companion were moved to a prison camp in St. Giles. They encountered other American prisoners at the camp. He was interrogated again and asked repeatedly about his activities since he had been shot down. The prison was evacuated and they were placed on railway cars and during the trip the train stopped and the Germans scattered.

Bomar, Hugh C., Sergeant

E&E Report No. 1593

Access: Open

Date of report: September 7, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 5

Sergeant Hugh C. Bomar, 861st Bomb Squadron, 493rd Bomb Group, bailed out of his aircraft on June 14, 1944, near Ogy, Belgium. He was immediately assisted by civilians. He was taken to a farm where he met the Combier family who were very active in sabotage work. He was given an identity card and Swiss passport. He met Staff Sergeant Ray Smith and the two were transported to a house they called the "dog house". He became suspicious of the people in the house. Sgt. Bomar and Sgt. Smith were joined by an American, an Australian and an Irishman. They were told that they would be taken to Switzerland in a diplomat car. They were betrayed and turned over to the Germans. They were interrogated and moved to a prison camp at St. Giles. On August 30th they were told they would be moved to a Stalag in Germany near Dresden or Dusseldorf. They boarded a train but there was a great deal of confusion and the German guards left them. He and two others left the train and met a Canadian tank outfit. He was flown to the United Kingdom on September 6th.

Gardner, Grover J., Major

E&E Report No. 2169

Access: Open

Date of report: September 8, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 2

Major Grover J. Gardner, 394th Fighter Squadron, 367th Fighter Group, was forced to crash land near Chantilly, France, on August 25, 1944. He was immediately captured by German soldiers and moved to Chantilly where he was joined by 25 American enlisted men. They were all taken to a French prison in Adler. On August 31st they were moved to Cambrai and then to Charleville. They were put on trucks and taken to Sedan where the trucks broke down. They wandered around the town looking for the jail before being put into an old German barracks. When the prisoners awoke the next morning, their guards were gone.

Rodriguez, Louis, First Lieutenant

E&E Report No. 2181

Access: Open

Date of report: September 18, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 2

First Lieutenant Louis Rodriguez, 368th Bomb Squadron, 306th Bomb Group, was a navigator of a B-17 shot down near Guignicourt, France, on February 25, 1944. He immediately contacted local farmers and was taken to Charleville and there he learned that his pilot and co-pilot, Flying Officer James R. Coleman and First Lieutenant Oscar B. Brown, had been taken to Charleville also. He was moved to different hiding places over time and was at Villers Semeuse when he learned that FO Coleman and Lt. Brown had been captured in Paris. He was taken to Switzerland where he was arrested and sent to an escapee camp at Glion. He and four other prisoners decided to escape from Switzerland and was assisted by a Swiss civilian to get back into France. They were helped to reach U.S. Forces of the Seventh Army and then were returned to the United Kingdom.

Newton, Frank E., Second Lieutenant

E&E Report No. 2204

Access: Open

Date of report: September 20, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 2

Second Lieutenant Frank E. Newton, 79th Fighter Group, came down on July 31, 1943, near Messina, Sicily. He was captured and then put on board the hospital ship, *Toscana*, and reach Livorno where he was then transported to a prison-hospital at Lucca. On September 8th, the Germans took over control of the hospital and on September 25th the Germans put 600 British and American prisoners on a train for Germany. Lt. Newton and two other prisoners escaped from the train and were assisted by Italian civilians. They reached a camp in the mountains where they were British, and Italian soldiers. The camp was armed and had food and supplies. They were attacked by a large contingent of German forces and the Allied soldiers scattered. Lt. Newton traveled to Brescia and was guided with other prisoners into Switzerland.

They were arrested by Swiss guards and taken to a transient camp. He was sent to Bern, and after 20 days of quarantine was interned in Dlosters and Glion. On September 13th he left there for Annecy until he returned to the United Kingdom on September 19th.

Blood, Arlie J., Captain

E&E Report No. 2228

Access: Open

Date of report: September 10, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 2

Captain Arlie J. Blood, 510th Fighter Squadron, 405th Fighter Group, was shot down on May 24, 1944, while strafing a German troop train. He was assisted by French civilians who took him to a camp of patriots where he stayed until June 16, 1944. He was then captured by Germans soldiers. The three French resistance members who had helped him were forced to dig their own graves and then they were killed by the Germans. He was threatened with death as they said he was a spy. He was taken to LeMans and met Sgt. Johnny J. Hines, a waist gunner on a B-24, who told Captain Blood that he had buried seven of his crewman. The prisoners were put on a train and on July 22nd, and he and another prisoner escaped and contacted members of the French underground who helped them to Tours where they contacted American forces.

**Foltz, Fred B., Second Lieutenant
Banas, Bill B., Second Lieutenant**

E&E Reports No. 2328

E&E Reports No. 2329

Access: Open

Date of report: October 24, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 5

Second Lieutenant Fred B. Foltz, Co-Pilot and Second Lieutenant Bill B. Banias, Pilot, 735th Bomb Squadron, 453rd Bomb Group, were reported missing in action (MIA) on July 12, 1944. Their plane was shot down over Germany and all of the crew survived the landing. They decided to get away from the aircraft and crawled through a wooded area. The civilians they encountered all told them to hide. They were taken prisoners by Germans soldiers and proceeded to take them to their headquarters, but they were able to overpower them. They continued traveling toward France and survived on malted-milk tablets and small bites of their peanut bars. They reached a river and had a difficult time trying to cross over. At one point they unknowingly walked through a mine field. Lt. Foltz and Lt. Banias and their crew members then continued walking through the countryside, encountering civilians and hiding when they saw German troops. They met a German woman who pointed out the direction to France and Switzerland. The group was able to survive on fruit they picked from trees in the countryside. They continued walking and met a young French boy who gave them food. On July 19-20, French civilians gave them food and fresh socks and led them to Switzerland where they were

placed in quarantine and held for 21 days. They were returned to the United Kingdom on September 29th.

Dillard, Retherford L., Private First Class

E&E Report No. 2373

Access: Open

Date of report: August 22, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 2

Private First class Retherford L. Dillard, A Company, 1st Battalion, 16th Infantry Regiment, 1st Division, was on patrol on August 14, 1944, when he was captured by German soldiers. He was interrogated and searched and taken to a place where they were holding 30 American prisoners from the 30th Division. While they were being marched out, Private Dillard was injured by artillery fire and woke up in an ambulance. He was taken to a hospital near Bazoches-au-Houlme, France, but Allied forces started shelling the area and he left the hospital and hid in a field nearby. He was helped by French civilians. They encountered German soldiers who were friendly and let them go. After about three days of hiding, British soldiers entered the town.

Howard, Thomas S., Captain

E&E Report No. 2399

Access: Open

Date of report: August 31, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 2

Captain Thomas S. Howard, Headquarter 106 Cavalry Group, XV Corps, 3A, was reported missing in action (MIA) on August 12, 1944 at Redon, France. An officer of the Second French Armored Division told him that Redon was in American hands and he set out on a reconnaissance mission with a driver and two radio operators. They were attacked by Germans and his driver was killed, one radio man suffered a broken leg, and Captain Howard was struck in the neck by fragments of a grenade. They were taken captive by elements of the 9th Panzer Division. He and a French officer, Pierre de Guillaubon, who had been taken prisoners, were taken to the German command post and turned over to Schutzstaffel (SS) troops. The two were taken to Bernay but escaped and were able to drive almost to Rouen before encountering German troops and being taken captive again. On August 20th, they and eight other American prisoners were marched toward Rouen when Allied planes dropped bombs in their area and an American Major was killed and five others were wounded or escaped. He and the remaining prisoners were marched to Amiens and put into a prison in an old fortress with Moroccan prisoners and about 250 American and British prisoners. While being moved by truck, Captain Howard was able to escape and was helped by French civilians until American forces arrived.

Sykes, George K., Captain

E&E Report No. 2450

Access: Open

Date of report: September 25, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 3

Captain George K. Sykes, 435th Fighter Squadron, 479th Fighter Group, crash landed on September 17, 1944, near Veenendaal, Holland. He was assisted by members of the Dutch underground and stayed for about two weeks with the Van Steenberg family. He was involved in a raid with the underground when one of the family's sons was killed and Captain Sykes was moved to a barn near Doesburg. There was a British Brigadier who had been wounded at Arnhem also hiding there and there were plans to try to fly him out. Captain Sykes was hidden in different homes before hiding in a wooded area when Germans came and occupied the houses. A large group of Allied soldiers began assembling in the area and Captain Sykes as the ranking officer was put in charge. He put together an assault group and they began moving toward a river and came under enemy fire. Boats were ready to take the men over and they traveled to the nearby 101st Airborne Division Headquarters.

Donohoe, William W., Jr., Second Lieutenant

E&E Report No. 2474

Access: Open

Date of report: November 1, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 3

Second Lieutenant William W. Donohoe, Jr., 508th Fighter Squadron, 404th Fighter Group, was reported missing in action (MIA) on October 14, 1944, near Aachen, Germany. His plane was hit by enemy fire and he crash landed. He hid in a field where he stayed overnight and heard mortar and small arms fire nearby. At that point, he was hungry and broke into a barn to find food and was found by the farmer and his family who greeted him and took him in and fed him. Other civilians came to the farm and were also very friendly. The family hid him in their barn but told him he would need to leave in the morning. Lt. Donohoe left but was again taken back into the home and fed. The German civilians had heard that American troops were nearby. Two days later Americans with I Company, 3rd Battalion, 30th Infantry, 30th Division arrived. He was eventually returned to his Group at St. Trend.

Bergen, John R., Private

E&E Report No. 2475

Access: Open

Date of report: September 1, 1944

Source: SMS 576, Box 4, Folder 11

No. of pages: 3

Private John R. Bergen, Medical Detachment, 330 Infantry Regiment, 83rd Division, was near Carentan, France, on July 8, 1944, when a German Panzer unit broke through American lines and nearly wiped out an entire battalion. He was in an aid station when the Germans arrived and he and Captain Caplin, Captain Harryman, and the other Americans surrendered. They were marched to a barn where there were about 90 other prisoners in the building. They were then marched to a camp near Alencon. There were about 500 American prisoners in the column marched to the camp. The prisoners were then taken to Paris where they were placed in boxcars for transport to Germany. Private Bergen and another prisoner escaped from the train and were helped by French civilians who hid them until Americans liberated the area.

Green, Jere W., Private

E&E Report No. 2648

Access: Open

Date of report: January 29, 1945

Source: SMS 576, Box 5, Folder 1

No. of pages: 3

Private Jere W. Green, 330 Infantry, 83rd Division, was captured on July 28, 1944, near St. Lo, France, by Schutzstaffel (SS) troops. He was joined by about 75 other American prisoners and transported to a prison camp. About mid-August the prisoners were put on trucks and traveled short distances before being forced to work on repairing the railroad lines. They were then taken to a camp near Stuttgart, Germany, where he was interrogated and threatened. On October 1st while on a work detail, Private Green escaped and eventually met a patrol from the American 3rd Division.

[?]att, Howard, Private

E&E Report No. 2746

Access: Open

Date of report: January 28, 1945

Source: SMS 576, Box 5, Folder 1

No. of pages: 2

Private Howard [?]att, 305th Parachute Regiment, 82nd Airborne Division, was reported missing in action (MIA) on September 20, 1944. He was taken captive by German soldiers and was marched south. He was taken by truck to a village where he was interrogated and the next morning he and two others were put on a truck and then a ferry across the Rhine to a prison camp. He eventually escaped and was helped by civilians and returned to his unit.

Hively, Eugene F., Staff Sergeant

E&E Report No. 2748

Access: Open

Date of report: December 14, 1944

Source: SMS 576, Box 5, Folder 1

No. of pages: 4

Staff Sergeant Eugene F. Hively, 524th Bomb Squadron, 379th Bomb Group, bailed out of his aircraft in Holland and was severely wounded. He was transported by civilians to a hospital at Boxmeer, Holland. His leg was amputated and when a German officer came to the hospital the Dutch doctor told him that Sgt. Hively could not be moved. He had many civilian visitors including a nurse who helped him many times at great risk to herself. After being told that he would be transferred to a German hospital, he was contacted by “The Underground Organization” and given instructions to help him escape. He was assisted by civilians and arrived at a home called the “Nightingale” and stayed there until he moved to Kronenberg. When German soldiers arrived at the home where he was hiding, he was forced to move again and hid in a shack in a wooded area. He met a member of his crew there, Staff Sergeant George Sciligo, and a couple of German soldiers who had deserted.

Snedeker, James C., Captain

E&E Report No. 2784

Access: Open

Date of report: January 5, 1945

Source: SMS 576, Box 5, Folder 1

No. of pages: 1

Captain James C. Snedeker, 33rd Field Artillery Battalion, First Infantry Division, left England on December 18, 1944, on a Steam Gun Boat (SGB), Royal Navy, headed for Antwerp. They were hit by enemy fire and he awoke in the cabin of a German boat. He was taken ashore and interrogated before being placed on a truck for transfer to a German camp. During the trip the convoy was strafed by British planes and he was able to escape during the confusion. He was hidden in a barn by a Dutch farmer and given food and civilian clothes. He and some British soldiers were taken by boat to Yarmouth, England, arriving on January 3rd.

Brown, Arthur F., Sergeant

E&E Report No. 2798

Access: Open

Date of report: January 10, 1945

Source: SMS 576, Box 5, Folder 1

No. of pages: 3

Sergeant Arthur F. Brown, 580th Bomb Squadron, 390th Bomb Group, was the waist gunner on a B-17, when his aircraft was involved in a mid-air collision and crashed at Hoorn, the Netherlands, in July 1944. He met a young woman named Tini at a farmhouse who was Jewish and hiding from the Germans. She was very suspicious of him but eventually she assisted him in contacting the underground. There were large numbers of German soldiers in the area so he stayed at the farmhouse for six weeks before being moved to Alkmaar by train. He assisted the Dutch in retrieving arms dropped by the British. He was involved in a gun battle with German soldiers while retrieving weapons and was moved to another hiding place. He and his

companions observed German Schutzstaffel (SS) troops kill civilians including a farmer and burning his home. Sgt. Brown taught classes on the use of the weapons they had retrieved. On January 3rd, 1945, he and a British paratrooper, Captain Lawson, and a guide found someone to take them by boat to Geertruidenberg, the Netherlands, where they encountered a Canadian patrol.

Vogle, Alvin W., Jr., First Lieutenant

E&E Report No. 2845

Access: Open
 Date of report: Unknown
 Source: SMS 576, Box 5, Folder 1
 No. of pages: 7

First Lieutenant Alvin W. Vogtle, Jr., 414th Bomb Squadron, 97th Bomb Group, was piloting his Spitfire on January 3, 1943, as he took off from Orleansville on a mission to Algeria. After overshooting his destination and low on fuel he landed in an open field near Mateur, Tunisia. He struck a ditch, demolishing his aircraft. He was captured by German soldiers and taken to Tunis. He was interrogated and transferred first to Oflag 21B at Schubin and on April 15, 1943 moved to Stalag Luft III at Sagan. He escaped in a horse drawn wagon and was III recaptured in Czechoslovakia where he was treated harshly and then returned to Stalag Luft III and placed in solitary confinement. On February 1, 1945, while being transferred by train, he again escaped but was turned over to local police by a farmer and sent to Stalag 7A. His next escape was from a building while on a work detail when air raid sirens sounded. They were apprehended by local police and taken to a prison camp, but the camp guard refused to admit them. They were able to flee from their guards and hid in a wooded area before encountering French civilians who fed them and directed them to a hiding place. He crossed by foot into Switzerland and was interrogated by the Swiss and taken to St. Galen. On February 6th, he left the prison for Berne where he met General Legge, Colonel Cheatle, Captain Free and Lieutenant Rich, and Lieutenant Spire. He and 150 other U.S. internees were taken by train to Geneva and then to Paris. He rejoined Allied Forces on March 7, 1945.

Spire, Harold, First Lieutenant

E&E Report No. 2846

Access: Open
 Date of report: March 9, 1945
 Source: SMS 576, Box 5, Folder 1
 No. of pages: 9

First Lieutenant Harold Spire, 44th Bomber Squadron, 97th Bomb Group, Navigator, was reported missing in action (MIA) on October 1, 1942, when his aircraft was hit by enemy fire. He was wounded and when his plane crashed in the Bay of Biscay, along the western coast of France. He was able to swim to a large dingy and he and his crew were picked up by a French fishing boat. They were turned over to the Germans and he and three other wounded members of his crew were taken to a hospital. He was taken to a prison camp in Sagan arriving at the South

Camp on September 8, 1943. On April 22, 1943, he carried out an escape attempt planned by Squadron Leader Roger Bushell, Royal Air Force (RAF), but was recaptured and sentenced to 14 days solitary confinement. On February 6, 1944, he again escaped and traveled to Vienna. He was again captured and taken to Stalag 17A and then back to Sagan. Lt. Spire along with Vogtle, Alvin W., Jr., escaped but the two were apprehended by a policeman, but they persuaded him to take them to Herr Pieper's farm, as they had pretended to be Frenchmen. They fled from their captors and were helped by French farmers. He proceeded by train while Lt. Vogtle left him and traveled by foot. French civilians assisted Lt. Spire in his travels to Switzerland. He rejoined Allied Forces on March 7, 1945, at Annemasse, France.

Stearns, Carroll A., Jr., Second Lieutenant

E&E Report No. 2870

Access: Open

Date of report: March 17, 1945

Source: SMS 576, Box 5, Folder 1

No. of pages: 3

Second Lieutenant Carroll A. Stearns, Jr., 382nd Fighter Squadron, 363rd Fighter Group, was returning from a raid on May 30, 1944, when his aircraft was hit by flak and crash landed in Holland. He was helped by Dutch civilians who told him that two children had been killed when his plane exploded soon after he got away. He was taken to Doornspijk, where he was hidden in the home of a doctor and on July 4th was joined by a Royal Air Force (RAF) pilot, Pilot Officer Derek Dunccliffe, and then by Americans who were part of a crew of a Liberator which had been shot down. They were hidden in a remote camp for about two months, and then on October 22nd, they were moved to a farmhouse at Epe. He rejoined Allied Forces on March 14, 1945.

Graf, Walter G., Second Lieutenant

E&E Report No. 2897

Access: Open

Date of report: March 26, 1945

Source: SMS 576, Box 5, Folder 1

No. of pages: 4

Second Lieutenant Walter G. Graf, 523rd Fighter Squadron, 27th Fighter Group, was on a mission originating in Toul, France, on March 20, 1945, when his aircraft was hit by enemy fire and an engine exploded. He bailed out and hid until he met a group of civilians. Lt. Graft speaks German and was able to convince them he was a civilian but when he encountered German soldiers and was unable to produce identification papers, he admitted he was an American. He was taken to a small town where he was interrogated. During his transfer by car, he and his captors left the car and continued on foot when they encountered heavy Allied artillery fire. He escaped from his captors and was picked up by a unit of the U.S. 100th Division, on March 23, 1945.

Herrington, Glen M., Second Lieutenant**R Report No. 1**

Access: Open

Date of report: November 2, 1943

Source: SMS 576, Box 5, Folder 3

No. of pages: 10

Second Lieutenant Glen M. Herrington, 360th Bomb Squadron, 303rd Bomb Group, Navigator, was on a bombing mission originating at Molesworth, Cambridgeshire, England, to bomb submarine pens at St. Nazaire, France, on January 3, 1943. His aircraft was hit by enemy fire and he was hit in the leg before bailing out. He landed in the water and was picked up by a German patrol boat. He was taken to a German infantry hospital where his leg was amputated at the knee. After 30 days he was moved to a Luftwaffe hospital in Paris and they did a re-amputation of his leg on February 2nd. He was taken by train to a convalescent home Holmar. He was interrogated repeatedly but refused to give any information other than name, rank, and serial number. He was transferred to a camp at Obermassfeld and then to Kloster Haina and then to Stalag Luft III near Sagan. Lt. Herrington describes the camp routine, Red Cross parcels received, and the Russian camp nearby. He describes the American compound, German security, and escape attempts. He stayed at Stalag Luft III until October 17, 1943, when he was told that he would be repatriated. Lt. Herrington traveled to Sweden and then to Liverpool, England on October 26, 1943.

Glass, Albert W., First Lieutenant**R Report No. 2**

Access: Open

Date of report: November 6, 1943

Source: SMS 576, Box 5, Folder 3

No. of pages: 4

First Lieutenant Albert W. Glass, 68th Bomb Squadron, 44th Bomb Group, Bombardier, was on a mission originating at Shiphham, England, on January 27, 1943, to bomb the docks at Wilhelmshaven, when his aircraft was attacked by enemy fighters. The first attack killed the navigator. There was a violent explosion and he came to in the air and pulled the rip cord of his parachute. He landed in the water and was picked up by a German patrol and taken to Terschelling Island, northern Netherlands, and then to a Luftwaffe hospital at Amsterdam. His left foot had been injured and was amputated. Lt. Glass was then transferred to a Dulag Luft and interrogated and then moved to a hospital at Obermassfeld, Germany. From there he went to Kloster Haina Hospital and then to Stalag Luft III, Sagan, on July 11, 1943, where he met Lieutenant Colonel A.P. Clark who briefed him on security in the camp. He and Lieutenant Glen Herrington were repatriated and arrived in England on October 26, 1943.

Tornow, August E., Staff Sergeant**R Report No. 3**

Access: Open

Date of report: November 2, 1943
 Source: SMS 576, Box 5, Folder 3
 No. of pages: 6

Staff Sergeant August E. Tornow, 360th Bomb Squadron, 303rd Bomb Group, tail gunner, was on a flight to bomb submarine pens in Lorient, France, on March 6, 1943, when his aircraft was hit by enemy fire. He was wounded in the hip by a shell. The plane crashed in water and another crew member threw him out of the plane and helped him into a dinghy. The crew were in the water about ten hours before being picked up by a German patrol boat. They were taken to Brest, France, where they were interrogated. He was transported to a hospital in Paris and then to a Dulag Luft in Frankfurt, Germany. About July 5th, he and a group of others were taken by train to Stalag 7A. There was very little food for the prisoners. Major F.H. Beaumont, Medical Corps, was the Senior American Officer in the camp. SSgt. Tornow describes the many escape attempts made by the prisoners. He was repatriated and arrived in England on October 26, 1943.

Nelson, Edwin N., Sergeant

R Report No. 5

Access: Open
 Date of report: November 2, 1943
 Source: SMS 576, Box 5, Folder 3
 No. of pages: 6

Sergeant Edwin N. Nelson, 381st Bomb Squadron, 310th Bomb Group, radio operator, was on a bombing mission on March 11, 1943, near Tunis, Algeria, when the nose of the plane was blown off and it crashed into the water. The pilot, Second Lieutenant E.F. Schrupp, helped him out of the aircraft and into a dinghy. Sgt. Nelson's right arm and pelvis were broken. They drifted for two days before reaching shore. They were taken captive by German soldiers and transported to Tunis where he was put in a military hospital where he was interrogated. On March 18th he was moved by plane with a group of wounded German soldiers to Naples, Italy. He was there for two months before being transported to the West End Camp in Munich, Germany. Sgt. Nelson encountered other Allied wounded soldiers including Flight Sergeant. Hermansen of the New Zealand Air Force and British Lieutenant Whiffen. He was moved to a hospital at Freising, Germany, where the senior officer was an Englishman, Captain Koch de Gooreynd and the senior non-commissioned officer was Flight Sergeant Ware. Food and medical supplies were scarce at the hospital. Sgt. Nelson was repatriated and arrived in England on October 26, 1943.

Graham, Rodney M., Corporal

R Report No. 6

Access: Open
 Date of report: November 2, 1943
 Source: SMS 576, Box 5, Folder 3
 No. of pages: 4

Corporal Rodney M. Graham, Company B, 180th Infantry, 45th Division, was the second in command of a squad based at Oran, Africa. On July 10, 1943, his squad landed on the beach at Sicily. They encountered Italian snipers and German infantry which caused them to fall back. He was hit by enemy fire and ordered the others to go on without him. He was picked up by a German medical attachment and taken to a medical facility near Biscari, and then to Messina and on to a hospital at Naples. On July 21st, he was moved to Stalag XVIII A, where he met two British doctors, Captain Crowe and Major Kenmonte. The Australian and New Zealand prisoners concentrated on making themselves a nuisance to the Germans and performing sabotage while on work parties. On September 30, 1943, about 3,000 Italian soldiers arrived in the camps and the Germans at first told them they would be sent home but then told them they were going to fight, which they refused to do. The Italians were treated very badly. Corporal Graham was repatriated and arrived in England on October 21, 1943.

Ehrich, Herbert L, Private First Class

R Report No. 7

Access: Open

Date of report: November 2, 1943

Source: SMS 576, Box 5, Folder 3

No. of pages: 2

Private First Class Herbert L. Ehrich, Company C, 39th Infantry, 9th Division, was captured by German soldiers on July 31, 1943, when he was wounded in the back, right leg, and left lung. He was taken to Memmingen, Germany, where he was interrogated and stayed until October 1st. He was repatriated and arrived in England on October 26, 1943.

Keith, Leroy M., Private

R Report No. 8

Access: Open

Date of report: November 8, 1943

Source: SMS 576, Box 5, Folder 3

No. of pages: 1

Private Leroy M. Keith, Company E, 16th Infantry, First Division, encountered German machine gun fire near Messina, Italy, while on patrol. He was hit in the shoulder by a fragment of a mortar shell. The Germans took him to a first aid station where his wound was dressed. He was then sent to a hospital in Memmingen, Germany, part of Stalag 7B. He was repatriated and arrived in England on October 26, 1943.

Bartnicki, Frank J., Technical Sergeant

R Report No. 10

Access: Open

Date of report: November 7, 1943

Source: SMS 576, Box 5, Folder 3

No. of pages: 2

Technical Sergeant Frank J. Bartnicki, 550th Bomb Squadron, 385th Bomb Group, top turret gunner, was on a bombing mission on July 28, 1943, to bomb Kassel, Germany, when the gas tank of the plane was hit and exploded. He was injured but was able to parachute out of the aircraft. He was numb from the waist up. TSgt. Bartnicki was picked up by German soldiers and taken to a hospital in Frankfurt where he was interrogated and then moved to Obermassfeld. He was transferred to Kloster Haina Hospital and was told that he would be repatriated. He arrived in England on October 26, 1943.

Miller, Lester F., Staff Sergeant

R Report No. 11

Access: Open

Date of report: November 7, 1943

Source: SMS 576, Box 5, Folder 3

No. of pages: 3

Staff Sergeant Lester F. Miller, 450th Bomb Squadron, 322nd Bomb Group, tail gunner, was on a bombing run on May 17, 1943, to bomb a power plant near the coast of Holland. After dropping their bombs, the plane was hit by enemy fire and he was hit in the left elbow. One of the engines was hit and then a rudder, and the aircraft crashed into the water, broke up and sank. They were picked up by a German patrol boat and taken to Amsterdam. He was transferred to Frankfurt where he was repeatedly interrogated before being moved to Obermassfeld where he was cared for by British doctors and the Senior British Officer was Major Henderson. SSgt. Miller was repatriated and arrived in England on October 26, 1943.

Spring, Benjamin F., Staff Sergeant

R Report No. 12

Access: Open

Date of report: November 7, 1943

Source: SMS 576, Box 5, Folder 3

No. of pages: 2

Staff Sergeant Benjamin F. Spring, 360th Bomb Squadron, 303rd Bomb Group, waist gunner, was on a bombing mission on July 25, 1943, originating at Molesworth, Cambridgeshire, England, the aircraft was hit by enemy fire. Members of the crew were injured and SSgt. Spring bailed out of the plane near Hamburg and was picked up by three Luftwaffe officers. He had a head injury and at times did not remember his name. He was transferred to Luneburg where he and other prisoners were attacked by civilians. He was moved to Frankfurt and then on August 9th, he was taken to Obermassfeld where he was treated by British doctors. He was repatriated and arrived in England on October 26, 1943.

Williams, Milton K., Staff Sergeant

R Report No. 13

Access: Open

Date of report: November 13, 1943

Source: SMS 576, Box 5, Folder 3

No. of pages: 4

Staff Sergeant Milton K. Williams, 368th Bomb Squadron, 306th Bomb Group, waist gunner, was on a bombing mission on April 17, 1943, to Bremen, Germany. The plane was hit by enemy fire and he was injured and bailed out of the aircraft. He was threatened by civilians but they eventually helped him and he was taken to a hospital where his left foot was amputated. He was repeatedly interrogated. He was repatriated and arrived in England on October 26, 1943.

Goodwin, Norman C., Staff Sergeant

R Report No. 14

Access: Open

Date of report: November 12, 1943

Source: SMS 576, Box 5, Folder 3

No. of pages: 6

Staff Sergeant Norman C. Goodwin, 349th Bomb Squadron, 100th Bomb Group, radio operator, was on a bombing mission on June 25, 1943, to Bremen, German. His aircraft came under enemy fire and he was hit in the left leg by a shell. The aircraft caught fire and broke in two and he fell out of the aircraft and was able to pull his rip-cord. He landed in the water and was there for about two and a half hours until a German patrol pulled him out of the water. He was eventually taken to Nordeney, Germany, in the Frisian Islands. His leg was amputated and after 51 days, he was transferred to Frankfurt and then to Holmar, to a Dulag Luft. He was interrogated by the Germans, and then moved to Obermassfeld. He was repatriated and arrived in England on October 26, 1943.

Jobb, Edward F., Second Lieutenant

R Report No. 1

Access: Open

Date of report: March 22, 1944

Source: SMS 576, Box 5, Folder 4

No. of pages: 3

Second Lieutenant Edward F. Jobb, B-25 Navigator, 12th Bomb Group, 81st Squadron, was shot down by flak near Mersa Matruh, Egypt, on September 14, 1942. He was badly injured but was able to parachute out of the aircraft and was able to evade capture for ten hours. After capture by the Germans, he was unconscious for two weeks and awoke in a hospital in Athens, Greece. He was moved to a hospital in Bari, Italy, and then to a hospital in Kufstein, Germany. His treatment was good and in January 1943, he was taken to Stalag 18A at Wolfsberg. He remained there until May when he was transferred to Stalag 7A, then in July to Stalag Luft III. He was repatriated on February 15, 1944.

Dumont, Earle J., Second Lieutenant

R Report No. 2

Access: Open
Date of report: March 23, 1944
Source: SMS 576, Box 5, Folder 4
No. of pages: 4

Second Lieutenant Earle J. Dumont, B-17 Bombardier, 358th Squadron, 303rd Bomb Group, was shot down on January 23, 1943, near Lorient, France. He was badly injured and was assisted by French civilians. His wounds were so severe that the French turned him over to the Germans so he could receive proper medical treatment. He was taken to a hospital near Brest where his right arm was amputated. After spending time in a hospital in Paris, he was moved to Hohemark, then to Obermassfeld, and eventually to Stalag Luft III. The report gives his account of tunnels being dug and plans by the prisoners for an escape attempt.

Morgan, William H., Private

R Report No. 3

Access: Open
Date of report: March 23, 1944
Source: SMS 576, Box 5, Folder 4
No. of pages: 8

Private William H. Morgan, 26th Infantry Regiment, was captured January 28, 1943 south of Tunis. He was badly injured and was flown to Camp 66, Italy, and in February was moved to Stalag 7A, Moosburg. He describes conditions and atrocities committed at the camp at Moosburg. He was moved to Oflag 64, and left there on February 1st for Stalag 2B, Hammerstein. He was repatriated on February 15, 1944.

Janson, Robert M., Second Lieutenant

R Report No. 4

Access: Open
Date of report: March 22, 1944
Source: SMS 576, Box 5, Folder 4
No. of pages: 9

Second Lieutenant Robert M. Janson, B-17 Navigator, was shot down on June 25, 1943, near Emden, Germany. He parachuted and landed hard resulting in a broken pelvis and paralysis of his right leg. He was taken to a civilian hospital in Papenburg where an operation was performed on his pelvis. Care by the Catholic sisters was very good but food was poor as no Red Cross parcels were received. He was transferred to a Dulag Luft hospital and interrogated. On October 20, 1943, he was moved to a British staffed hospital at Obermassfeld and on January 20,

1944, he was moved to Stalag Luft III. Lt. Janson gives information on camp conditions and a list of other American occupants for Block 42. He was repatriated on February 15, 1944.

Guter, Philip E., Sergeant

R Report No. 5

Access: Open

Date of report: March 22, 1944

Source: SMS 576, Box 5, Folder 4

No. of pages: 6

Sergeant Philip E. Guter, First Reconnaissance Troop, First Infantry, was captured near Enna, Sicily, on July 22, 1943. His jeep was hit by enemy fire and he suffered a fractured right leg and burns on the face and hands. He was taken to Messina, Italy, where treatment was good and then through Naples and Rome to a hospital in Alsace-Lorraine. The Catholic sisters gave him very good treatment here. On August 12 he was transferred to Villingen and then on October 15, to a hospital in Rottenmunster. He was repatriated on February 15, 1944. He describes conditions at the hospitals where he was treated.

Capelli, Emanuel A., Corporal

R Report No. 6

Access: Open

Date of report: March 22, 1944

Source: SMS 576, Box 5, Folder 4

No. of pages: 6

Corporal Emanuel A. Capelli, 91st Reconnaissance Squadron, First Armored Division, tank crew, was captured in Sicily on July 24, 1943. He was hit by enemy fire five times. He was taken to an unknown hospital where the bullets were removed and on July 27th, he was transferred to Messina. He was then moved via Alsace Lorraine and Villingen to Rottenmunster arriving on August 29th. He describes his care on condition at Rottenmunster. He was repatriated on February 16, 1944.

Wagner, Norvin H., Private First Class

R Report No. 7

Access: Open

Date of report: March 20, 1944

Source: SMS 576, Box 5, Folder 4

No. of pages: 6

Norvin H. Wagner, Private First Class, 180th Infantry, Company G., was captured near Palermo, Italy, on July 25, 1943. He was shot through the left shoulder and was taken to a field hospital. He was interrogated and then transferred via Hagenau, France, then Strassburg, and on

to Rottenmunster on September 29, 1943. He was repatriated on February 16, 1944. He describes camp condition at Rottenmunster.

Benson, Robert F., Private First Class

R Report No. 8

Access: Open

Date of report: March 29, 1944

Source: SMS 576, Box 5, Folder 4

No. of pages: 11

Private First Class Robert F. Benson, 143rd Infantry, 36th Division, was captured on September 13, 1943, near Salerno, Italy. He was badly wounded in his left hand and was taken to a field hospital where surgery was performed. He was evacuated to another hospital in Rome on September 20th. On September 22 he was taken by train to Nuremburg (Nuremberg), Germany. On December 6th, he was transferred to Stalag 2B. PFC Benson was repatriated on February 15, 1944. He gives intelligence on his journey regarding conditions in France and Germany and conditions in the camps where he was held.

Connelly, John F., Private First Class

R Report No. 9

Access: Open

Date of report: March 25, 1944

Source: SMS 576, Box 5, Folder 4

No. of pages: 5

Private First Class John F. Connelly, 143rd Infantry, was captured on September 18, 1943, near Salerno, Italy. He was taken to a field hospital where he was treated for his wounds. He eventually was transferred to Rottenmunster. He was repatriated on February 16, 1944

Davenport, Marshall R., Second Lieutenant

R Report No. 10

Access: Open

Date of report: April 7, 1944

Source: SMS 576, Box 5, Folder 4

No. of pages: 8

Second Lieutenant Marshall R. Davenport, First Armored Regiment, First Division, tank commander, was captured on February 14, 1943 in Faid Pass, Tunisia. The other members of his crew were killed. His left leg was shot off and he suffered severe face and arm burns and several broken ribs. He was treated in a field hospital but quickly transferred to a German hospital in Sfax before embarking in a hospital ship for Bari, Italy. On August 25th he was moved to a hospital in Castel San Pietro and then on September 25th to Stalag 8B in Lamsdorf. Lt.

Davenport was repatriated on February 15, 1944. He describes conditions in the hospitals and camp where he was sent.

Ferry, Joseph H. F., First Lieutenant

R Report No. 11

Access: Open

Date of report: April 10, 1944

Source: SMS 576, Box 5, Folder 5

No. of pages: 17

First Lieutenant Joseph H. F. Ferry, 94th Bomb Group, 332nd Bomb Squadron, B-17 navigator, was flying with the 91st Bomb Group, 324th Squadron, as his squadron was two weeks late joining their squadron in England because of engine trouble. He was captured on May 21, 1943, when his plane was shot down on a bombing mission to Wilhelmshaven. He was hit in the right wrist and leg. He was taken to a hospital, treated and interrogated. His hand was amputated. His nurse was a Polish girl from Lubeck names Meta Radzikowski who gave him extra food. On July 31st he and two other, Lt. Schoedel and Lt. J. F. Brown, were taken by train to Dulag Luft where treatment was very poor. He was interrogated again and then was transferred to Stalag Luft III on August 11th. He describes his journey from Germany when he was repatriated in February 1944. Lt. Ferry describes conditions in Germany he observed during his travels and conditions in the camps where he was held.

Young, Robert H., First Lieutenant

R Report No. 13

Access: Open

Date of report: April 12, 1944

Source: SMS 576, Box 5, Folder 5

No. of pages: 15

First Lieutenant Robert H. Young, 5th Photo Reconnaissance Squadron, 3rd Photo Reconnaissance Group, 12th Air Force, pilot P-38, was shot down near Bizerte, Tunisia, on January 31, 1943. He was hit by bullets in the right elbow and right shoulder. The local Arabs took all of his personal belongings and did not help him. German soldiers arrived and assisted him and also restored his personal belongings from the Arabs. He was taken to a hospital in Tunis where he received good treatment. He was interrogated and refused to fill out an information form the Germans provided. He was flown to Palermo, Italy, and his arm was again operated on. He was transferred to Munich, Germany, then to Freising. On June 1st he was moved to Oflag 7B at Eichstatt and then on June 3rd he boarded a train for transfer to Posen. On route five prisoners escaped but were quickly recaptured. From July 9th to October 20th he was at Oflag 64 before being moved to Stalag Luft III. Because of his unhealed right arm he was repatriated on February 15, 1944. He describes conditions at Oflag 64 and the other camps and hospital where he was held.

Mailloux, Raymond A., Second Lieutenant

R Report No. 14

Access: Open

Date of report: April 13, 1944

Source: SMS 576, Box 5, Folder 5

No. of pages: 7

Second Lieutenant Raymond A. Mailloux, 524th Bomb Squadron, 379th Bomb Group, B-17 navigator, was hit by a bullet in the temple during a bombing run over Belgium. The plane was hit by enemy fire and exploded and he woke up at the jerk of his opening parachute. Some Dutch villagers assisted him before he was taken captive by German soldiers. He was twice rejected for treatment at German facilities before being moved again to a Dulag Luft where he received no medical assistance. He was put into a solitary confinement cell. Treatment was very poor. He and fifty British and American prisoners were taken by train to Stalag Luft III. He describes conditions in the camps where he was held before he was repatriated on February 15, 1944.

Kennedy, Edmond, Captain

R Report No. 15

Access: Open

Date of report: April 19, 1944

Source: SMS 576, Box 5, Folder 5

No. of pages: 9

Captain Edmond Kennedy, 310th Bomb Group, B-25 navigator, was shot down on February 2, 1943. When the plane crash landed he broke both legs and received a shrapnel wound in the left leg and suffered severe burns on his face and hand in the landing. The entire crew was picked up by the Germans and taken to a field hospital then transferred to a hospital in Sfax where he was treated for his wounds. He was transferred to a hospital in Nocera, Italy, staffed by British prisoners where treatment was excellent. In September 1943 he was moved to Stalag Luft III. He reports that the Germans apparently have access to field messages issued in 8th Air Force and his belief that there is a leak between bomber command and the groups performing the missions. He describes conditions at Stalag Luft III. He was repatriated on February 15, 1944.

Collins, Everette W., Private First Class

R Report No. 16

Access: Open

Date of report: May 23, 1944

Source: SMS 576, Box 5, Folder 5

No. of pages: 11

Private First Class Everett W. Collins, First Armored Division, First Armored Regiments, Company D, a driver in a General Grant M-4 tank, was captured at the Kasserine Pass, North

Africa, on February 15, 1943, when a shell clipped off his right foot at the ankle after his tank was knocked out by anti-tank and tank gunfire. The Germans carried him to a first-aid station and then to a field hospital. On February 16th he was taken to Sfax, Tunisia, and on February 26th to a hospital at Camp 204, Altamura, Italy, where he stayed for six months. Medical materials were lacking and food sparse. He received crutches before his transfer to Camp 203, Bologna. Pfc Collins was moved by train to Stalag 8B (name changed to Stalag 344) arriving on September 28, 1943, where he was assigned to a convalescent barracks. He left the camp on May 12, 1944, after being told he was to be repatriated. He describes conditions in the camps and hospital where he was held.

Batterson, Frank L., Staff Sergeant

R Report No. 17

Access: Open

Date of report: May 24, 1944

Source: SMS 576, Box 5, Folder 5

No. of pages: 13

Staff Sergeant Frank L. Batterson, 358th Squadron, 303rd Bomb Group, B-17 tail gunner, was shot down on January 23, 1943, near Lorient, France. He was hit by a shell in his right leg. The crew bailed out and were captured. He woke up in a French hospital. He developed gangrene and his right leg was amputated. After a month he was transferred to a Luftwaffe hospital in Paris. He was placed in solitary confinement for two weeks before being moved to Hohemark Dulag Luft where he again was placed in solitary confinement. Here he was interrogated and encountered two British paratroopers believed to be working for the Germans. SSgt Batterson was transferred to Stalag 9C. On April 15th he departed for Kloster Haina. He was certified for repatriation on June 1st. He reports on condition in the hospitals and camps where he was held.

Robertson, Milton D., Private First Class

R Report No. 18

Access: Open

Date of report: May 25, 1944

Source: SMS 576, Box 5, Folder 5

No. of pages: 9

Private First Class Milton D. Robertson, 3rd Division, 15th Regiment, Company I, bazooka man in a rifle platoon, was captured on November 1, 1943, south of Cassino, Italy, while on a patrol inside enemy lines. He was wounded in both arms, chest and hip. The Germans bandaged his wounds and interrogated him regarding information on the operation of the bazooka. He was transported to Rome and then to a hospital in Arco where he stayed for two months. His wounds were almost healed although his right arm was paralyzed. On January 7, 1944, he was moved to Stalag 13D and on January 30th to Stalag 2B. He arrived there on February 1st where he remained until May 12, 1944. He describes conditions in the hospitals and camps where he was held.

Farrell, Harold J., Private First Class**R Report No. 20**

Access: Open

Date of report: June 19, 1944

Source: SMS 576, Box 5, Folder 5

No. of pages: 16

Private First Class Harold J. Farrell, 26th Infantry Regiment, Company D, jeep driver, was involved in a battle with the Germans at the Kasserine Pass on February 18, 1943. He received orders to lead off in an attempt to break through with a column of vehicles. He stopped to pick up wounded soldiers. He was hit in the face by machine gun fire and was picked up by a German soldier who carried him to the shelter of a small bridge. The Germans gathered other wounded Americans under the bridge including Lieutenant Colonel Kelleher who escaped and promised to send an ambulance for the group. The Germans had left the group for a time when the ambulance arrived and when they tried to leave the Germans captured them. Pfc Farrell was treated in a field hospital and transferred to a hospital in Bizerte, Tunis, and then to Palermo, Sicily. After 23 days he was moved to Camp 98 where he received no medical care for 43 days. He was then transferred to Camp 59, Sulmona, where he received competent treatment from a British surgeon, then to a military hospital in Milan. In November he was moved to Stalag 8B then Stalag 2B in February. On May 6, 1944, he was certified for repatriation. He describes conditions he viewed during his transfers and in the hospitals and camps where he was held.

Higgins, William F., Jr., First Lieutenant**R Report No. 26**

Access: Open

Date of report: September 21, 1944

Source: SMS 576, Box 5, Folder 6

No. of pages: 10

First Lieutenant William F. Higgins, Jr., pilot, 365th Bomb Squadron, 305th Bomb Group, took off from Chelveston, England, on May 19, 1943, to bomb Kiel, Germany. His plane was hit by enemy fire and he gave the order to bail out. The tail gunner, radio operator, and engineer had all been killed by flak. Lt. Higgins remembers nothing until two days later when he awoke in a hospital at Schleswig, Germany. He had a brain concussion and a badly paralyzed left leg. After two and a half weeks he was moved to a hospital at Hohemark, and then to Obermassfeld, where for the first time he received adequate medical treatment. He was then transferred to Kloster Haina where he remained from July 25th to September 3rd. Lt. Higgins was moved by train to Stalag Luft III at Sagan. He was in the Center Compound initially but was moved to South Compound until August 26, 1944, when he was repatriated. He boarded the liner *Gripsholm* at Goteburg (Gothenburg), Sweden. He reports on bomb damage he observed, German morale, and camp conditions at Obermassfeld and Sagan. He discusses the repercussions of the mass escape by British prisoners on March 24, 1944.

Porter, Adelbert D., First Lieutenant

R Report No. 27

Access: Open

Date of report: September 21, 1944

Source: SMS 576, Box 5, Folder 6

No. of pages: 9

First Lieutenant Adelbert D. Porter, pilot, 561st Bomb Squadron, 388th Bomb Group, was on a bombing run on September 9, 1943, when his B-17 was hit by enemy fire. He parachuted out and landed on the roof of a factory in Paris, France, and suffered a blow to the base of his brain and was temporarily paralyzed from the waist down. He was assisted from the roof by French civilians, but was taken captive by German soldiers and taken to a Luftwaffe hospital. He was transported to Frankfurt, Germany, and on September 30th he was transferred to Stalag Luft III. During his time at Stalag Luft III he received treatment for his wounds at civilian hospitals at Lamsdorf and Lubben. He was approved for repatriation and on September 6, 1944, Lt. Porter was taken to Goteburg, Sweden, where he boarded the liner *Gripsholm* for Liverpool. He describes camp conditions at Stalag Luft III.

Voight, Linden K., Staff Sergeant

R Report No. 28

Access: Open

Date of report: September 21, 1944

Source: SMS 576, Box 5, Folder 6

No. of pages: 6

Staff Sergeant Linden K. Voight, 369th Bomb Squadron, 306th Bomb Group, was taken captive on October 14, 1943. He was a prisoner at Stalag Luft VI, which was located at Heydekrug near the Lithuanian border. This camp ceased to exist in mid-July, 1944, when the entire prisoner personnel including 2,397 American prisoners, were shifted to Stalag Luft IV. He describes food supplies and preparation in the camp facilities and the camp personnel. Technical Sergeant Francis S. Paules, was the American “man of confidence” (MOC, a prisoner selected to liaise with camp authorities) and Staff Sergeant William Krebs was his assistant. Oberst Hermann Von Horbach was the Camp Commander, who SSgt. Linden noted was very sympathetic towards the prisoners. SSgt. Linden describes interrogations by the Germans. He was repatriated on September 8, 1944.

Cooper, Stewart E., Second Lieutenant

R Report No. 29

Access: Open

Date of report: September 21, 1944

Source: SMS 576, Box 5, Folder 6

No. of pages: 13

Second Lieutenant Stewart E. Cooper, 339th Bomb Squadron, 96th Bomb Group, was a prisoner of war in Stalag Luft III, Center Compound. He was taken captive on September 27, 1943. He was treated at the Marine Hospital in Emden, Germany, where the medical treatment was excellent. The hospital was headed by an English speaking German officer named Opperman who holds the rank equivalent to that of a full Commander in the U.S. Navy. In March 1944 he was transferred to Oberursel and then to a transit camp at Frankfurt, Germany, and to Hohemark before being moved to a hospital at Schleiz on March 11. Lt. Cooper was then transferred to Stalag Luft III near Sagan. He describes conditions in the camp, camp personnel, the German staff, and violations of the Geneva Convention. He describes the repercussions of the mass British escape from the camp in March 1944. Lt. Cooper was repatriated on September 8, 1944.

Fisher, Leo W., Second Lieutenant

R Report No. 31

Access: Open

Date of report: September 19, 1944

Source: SMS 576, Box 5, Folder 6

No. of pages: 9

Second Lieutenant Leo W. Fisher, First Armored Division, 168th Infantry Regiment, was attached to Colonel Drake's regiment of the First Armored Division on February 14, 1943. His tank was hit three times and started burning and three of the men in his tank were killed (T/5 Cobb, Pvt. Ezekiel Fry and Private Earl A. Maxwell) and the gunner, Private Frank J. Fawbush and Lt. Fisher were badly burned. They were taken by German soldiers to a first-aid station and treated and he was then taken to a hospital at Sfax, Tunisia, then to Bari, Italy. He was impressed with the hospital ship that transported the prisoners as the facilities and treatment were very good. Lt. Fisher was assigned to a prison hospital at Altamura where he arrived on March 3, 1943. With the American advance in Sicily, the prisoners were moved to Castel San Pietro where he remained until September 25, 1943. At the time of the Italian capitulation he was moved to Germany, eventually arriving at Oflag 64. He left there on July 25 and was repatriated on September 8, 1944. He describes conditions in the camps and hospitals where he was treated, and the attitude of the civilian population towards the prisoners.

Drake, Thomas E., Colonel

R Report No. 32

Access: Open

Date of report: September 19, 1944

Source: SMS 576, Box 5, Folder 6

No. of pages: 27

Colonel Thomas E. Drake, 168th Infantry Regiment, describes in detail his involvement in the Battle of Faid Pass in February 1943. The report gives details of tank and troop movements during the battle. Colonel Drake was captured and taken to General Schmidt, Group

Commander of the 10th and 21st Panzer Divisions at German Divisional Headquarters. He was interrogated and then transferred to Sfax, Tunisia, then flown to Naples, Italy, where he was imprisoned at Oflag 7B. He remained there until June 4, 1943. He was transferred to Oflag 64, Schubin, Poland, and served as the Senior American Officer (SAO) in the camp from June 4th until July 27th. He was repatriated, traveling to Gothenburg, Sweden, on September 6, 1944, then boarding the liner *Gripsholm* to Liverpool, England. He reports on possible bomb targets observed during his repatriation trip, the effects of allied bombing in Germany, troop movements observed, and morale of the German soldiers. He describes the conditions of American replacement troops arriving during the Battle of Faid Pass. He gives a description of the conditions at Oflag 6A, and Oflag VII-B where he spent a short time after his capture. Colonel Drake reports on his interrogations by the Germans during his captivity and on violations of the Geneva Convention observed.

Burdick, Francis D., Captain

R Report No. 36

Access: Open
 Date of report: October 6, 1944
 Source: SMS 576, Box 5, Folder 6
 No. of pages: 8

Captain Francis D. Burdick, 168th Infantry Regiment, was captured in Tunisia on February 1, 1943, and spent three months, from March 1st to June 7th in Oflag 9-A/Z, Rotenberg, and from June 9, 1943, to July 26, 1944, in Oflag 64 at Schubin. He was repatriated aboard the liner *Gripsholm* and arrived in the United States on September 26, 1944. He reports on medical care and camp facilities at Oflag 9-A/Z and Oflag 64.

**R Reports No. 42-71
 (Appendix)**

Access: Open
 Date of report: Unknown
 Source: SMS 576, Box 5, Folder 6
 No. of pages: 2

Appendix to Repatriation Reports 42-71 on camp conditions, including the numbers of Americans held prisoner by Germany on February 26, 1945. It breaks down the statistics by American Air Force and Ground Force, and by individual camp. Evacuation, treatment of the American prisoners, and camp control are discussed.

Vroman, John M., Seaman First Class

R Report No. 75

Access: Open
 Date of report: February 22, 1945

Source: SMS 576, Box 5, Folder 6
No. of pages: 4

Seaman First Class John M. Vroman was reported missing in action on December 25, 1942. He describes escapes from Marlag 10C at Westertimke, Germany, and the activities of the Escape Committee in the camp. German guards could be bribed for tools to help in the escape and for also maps of Germany. He describes parcels that the prisoners received from the U.S. and items that were usually taken by the Germans. S-1/C Vroman reports on personnel suspected of collaborating with the Germans. S-1/C Vroman was repatriated on January 19, 1945.

R Report No. 76

Access: Open
Date of report: March 4, 1945
Source: SMS 576, Box 5, Folder 6
No. of pages: 11

Repatriation Report No. 76 is a Composite Report on Protected Personnel repatriated from Germany. The following individuals are listed:

| | |
|-------------------------------------|-------------------------------------|
| Private Sterling F. Bowersox | T/5 (Corporal) Benjamin Salvatore |
| Private First Class Marion De Vries | Corporal Robert W. Tadewald |
| Private Charles J. Griffin | Private First Class Francis G. Lamb |
| Sergeant Robert C. Nichols | Private Joe F. Hayes |
| Private Michael J. Bodman | Private Thomas D. Langan |
| Private First Class August E. Nein | |

Amrich, Michael J., Corporal

EX Report No. 147

Access: Open
Date of report: January 24, 1944
Source: SMS 576 ADD 7, Box 2, Folder 11
No. of pages: 12

Corporal Michael J. Amrich, Headquarters Squadron, 19th Bomb Group, was stationed in the Philippines at Impasugong when American forces surrendered to the Japanese in May 1942. He and ten others traveled from Malaybalay to Bislig with hopes of obtaining transportation to Australia. Along the way the group was given considerable help by the locals. They purchased a boat and began their journey but along the way Corporal Amrich became ill from starvation and exhaustion and he was dropped off at Lingig. At Lingig he was cared for by a Dutch priest, Father Herman Witt. When his health improved, he was turned over to the family of Benjamin Varano and lived with this family for five months. Corporal Amrich then traveled to Tandag where he met Navy Lieutenant Illiad Richardson and the two men acquired a boat and sailed to the island of Leyte. Corporal Amrich lived with Don Lorenzo Escano from April until

November 1943, during which time he was ill with dysentery. In November he received word to report to Colonel W.W. Fertig's headquarters in Butuan. He was told that he would be evacuated on the next submarine and left on December 2, 1943. Others mentioned in the report include: Sam Goode, Corporal Richard Lang, Colonel Fertig, Commander Parsons, Tom Jurika, and Filipinos Lt. Raoul Pichon, Lt. Bayan, Lieutenant Colonel Ruperto K. Kangleon, Brigadier General Blas E. Miranda, and Major Ingeniero.

Boone, Charles E., Second Lieutenant

EX Report No. 207

Access: Open
Date of report: February 15, 1944
Source: SMS 576 ADD 7, Box 2, Folder 11
No. of pages: 7

Second Lieutenant Charles E. Boone, 374th Bomb Squadron, bombardier, was reported missing in action on December 24, 1943, over China. He parachuted from his aircraft and was helped by Chinese civilians. He had been injured from the fire on his aircraft and also received a piece of bullet in his leg. He was given first aid and taken to the Chinese Army at Kukong. He was repatriated on January 3, 1944.

Whitman, Edward B., Jr., Captain

EX Report No. 208

Access: Open
Date of report: February 16, 1944
Source: SMS 576 ADD 7, Box 2, Folder 11
No. of pages: 9

Captain Edward B. Whitman, Jr., 339th Fighter Squadron, was reported missing on July 11, 1943, when he parachuted from his aircraft over the British Solomon Islands, New Georgia. He was injured during his jump including a broken left arm, eye and face injuries. He realized he was in Japanese held territory. He started traveling and encountered two American sailors who had been on the *U.S.S. Strong* which had been torpedoed in the Kula Gulf battle on July 4th. Three Marine Corsairs flew over them and about an hour later a boat put out from the New Georgia coast toward them. There were 15 U.S. Marines in the boat which picked them up and then headed to the Enogai Inlet. Captain Whitman was transferred to another boat and taken to Guadalcanal.

Larry R. Johnson, First Lieutenant

EX Report No. 209

Access: Open
Date of report: February 17, 1944
Source: SMS 576 ADD 7, Box 2, Folder 11
No. of pages: 8

First Lieutenant Larry R. Johnson, 77th Squadron, 22nd Group, was the co-pilot of a C-46 based at Jorhat, Assam, India. On May 17, 1943, the plane took off on a flight to carry gasoline to China. After receiving a warning of maximum oil temperature the left engine caught fire and the order was given to bail out. After landing Lt. Johnson started walking north to try to find his other crew members. He encountered natives who provided him with food and a guide who led him to another village where he found Sgt. Chrisner and Sgt. MacGrath. The men were taken to Hipawa where they met Captain Yoo Luing of the Chinese Army. They were asked how many had been in their crew and the Chinese sent soldiers to look for the two missing crewmembers. They found Captain Dick Gately whose feet had been badly cut but they could not find Private Popilik the engineer. The Americans left with an escort of a Chinese Lieutenant and six privates as guides. They were given money to buy food. The group traveled to Looku where they were not well received and the next morning they left with new guides. Lt. Johnson and the others traveled to Luchung, a large Chinese town on the Mekong River. The next day they continued on to Wayo where they made arrangements to travel to Yungping. After arriving in Yungping, Major Clark, the commanding officer of the air station at Yungping came to the town with two trucks to transport the men back to their home base.

Ciungani, Eli, Second Lieutenant

EX Report No. 219

Access: Open

Date of report: February 21, 1944

Source: SMS 576 ADD 7, Box 2, Folder 11

No. of pages: 5

Second Lieutenant Eli Ciungani, 17th Photo Reconnaissance, pilot of a P-38, was based at Guadalcanal on June 26, 1943, when on a mission his aircraft was hit by enemy fire. He bailed out near the island of Vella Lavella near Parrasos Bay. The natives on the island provided him with food but had no medical supplies. By a runner, he sent his dog tags to a coast watcher and three days later received word that his identity had been established and his whereabouts sent to his home base and that he was to stay with the villagers until evacuation plans had been completed. He traveled with the villagers when they moved and eventually met 170 survivors of the cruiser *Helena*. He was evacuated with this group on July 19, 1943, and returned to his home base.

Gavin, David R., Technical Sergeant

EX Report No. 221

Access: Open

Date of report: February 21, 1944

Source: SMS 576 ADD 7, Box 2, Folder 11

No. of pages: 10

Technical Sergeant David R. Gavin, 28th Transport Group, 97th Transport Squadron, engineer of a C-46, was on a mission from their home base at Tezpur, Assam, India, on July 3,

1943, carrying 23 55-gallon drums of gasoline to Kunming, China. The plane experienced mechanical problems and landed at Yunnanyi, unloaded the cargo, and began their flight home when the left engine cut out and the plane started losing altitude. Sgt. Gavin bailed out and landed in Burma. He saw two other chutes on his way down. The aircraft hit a mountain and blew up, presumable with the pilot, Flying Officer Norris, still on board. After landing TSgt. Gavin followed the course of a river which was running due east. He reached a village and was given food by the natives who helped him find Lieutenant Vandaveer, the co-pilot. They were warned that there were head-hunters in every region except to the south. The natives guided them to another village where they met other American fliers, First Lieutenant John Blunt, Second Lieutenant Donald Meeham, Staff Sergeant Anderson, and Private Carr. They traveled south crossing into China and began their walk to reach Hipawa. They obtained a Chinese guide and reached a Chinese radio station and a civilian there called Hipawa to inform them that the fliers were on their way. They were well treated at Hipawa and provided a guide who assisted them as they traveled through villages to the Salween River, and then to a larger town in which there was a Chinese garrison. Many of the group were ill from dysentery and from injuries. They were told that a truck was coming to evacuate them. Sgt. Gavin and the others were eventually met by an American Lieutenant Smith (an intelligence officer), and a corporal who was the truck driver. They reached an American Air Base and were flown to Kunming, where they received medical assistance and then were returned to their home base.

Hall, William P., First Lieutenant

EX Report No. 222

Access: Open

Date of report: February 23, 1944

Source: SMS 576 ADD 7, Box 2, Folder 11

No. of pages: 8

First Lieutenant William P. Hall, Second Troop Carrier Squadron, navigator of a C-47 based on Dinjan, India, was on a mission on December 10, 1943, to drop supplies to British Gurka (Gurkha) troops in Burma. The plane was hit by enemy fire killing the radio operator and wounding the pilot, Captain Iven E. Hirshburg, and co-pilot, Flying Officer Echwald. They were attacked by Japanese Zeroes and crash landed. The pilot and co-pilot were seriously injured during the landing and Lt. Hall had shrapnel injuries to his head. He administered aid to the injured crew members before he and the crew chief started walking west hoping to encounter British troops. They met a native who guided the men to different villages before reaching a Gurka camp where one of the natives could speak English. Lt. Hall directed the natives to the crash site where they found the wounded crew members and carried them back to the camp. A doctor arrived and did what he could before moving them to a British base and then they were flown back to their home base. Lt. Hall states that briefings he had received on survival in the jungle were not very helpful.

Ruhf, Gordon N., Second Lieutenant

EX Report No. 223

Access: Open

Date of report: February 23, 1944
 Source: SMS 576 ADD 7, Box 2, Folder 11
 No. of pages: 10

Second Lieutenant Gordon N. Ruhf, 425th Bomb Squadron, 308th Bomb Group, bombardier on a B-24 based at Kunming, China, was on a mission on August 24, 1943, when after dropping their bombs encountered Japanese Zeroes and the co-pilot, Second Lieutenant Clarence B. Stanley, was killed by enemy fire, and the top-gunner, was badly injured. Lt. Ruhf bailed out and he landed southwest of Hankow (Hankou), China. He met Chinese guerrillas and they headed north meeting up with members of the crew of another plane in Lt. Ruhf's group. One was the plane photographer named Sgt. Gieske; he had been strafed on the way down in his parachute and was badly injured. Unable to get medical attention for him, he died a few hours later. The group now consisted of Lt. Foster, Sgt. Uebel, Sgt. Pannelle, Lt. Young, and Lt. Ruhf. The guerrillas led them to a broad valley where there were Japanese and they crossed enemy lines without being detected and then met Lieutenant Hart and Lt. Scheuerman who were part of Lt. Foster's crew. Both men were seriously injured. They often encountered men with the intelligence section of the National Army who would compare notes with the guerrillas on Japanese movements. Lt. Ruhf and the others were given Chinese money but the villagers would not accept it. The money was in new bills and if the Japanese caught the Chinese with the money, the Chinese would be killed. The Americans used part of their money for a coffin to bury Sgt. Gieske. After about seven days of travel they reach Pingyang and met General Yang who was in charge. They were treated very well during their stay and then moved on to Changsha where a Dr. Flowers at the Yale Mission, a British Mission, removed Lt. Hart's injured eye. The men then traveled by boat and by train to Hengyang and by plane to their home base at Kunming.

Brasher, Alfred Y., Private First Class

EX Report No. 266

Access: Open
 Date of report: April 5, 1944
 Source: SMS 576 ADD 7, Box 2, Folder 11
 No. of pages: 11

Private First Class Alfred Y. Brasher, AC, 48th Materiel Squadron, was stationed at Fort McKinley in the Philippines at the outbreak of World War II (WWII). He and a group of 52 men left Manila on December 12, 1941, for Mindoro and remained there until March 1, 1942, upon hearing that the Japanese were advancing toward the island. Most of Americans hid in the hills but Pvt. Brasher and another American named Gibson stayed in the low lands until the end of April with an American woman named Mrs. Daywalt, who provided them with food and housing. They then moved to the coast area where they met other Americans among whom were Comeaux, Balls, Southerland, Derryberry, Holt and Bittner. A Captain Raval brought them orders to proceed to Panay from Major Say, stating that the orders originated with General Christie. The orders stated that the group of Americans would be picked up and taken to Australia, but after receiving no news they procured three sailboats and sailed to Cuyo. When a Japanese cruiser arrived, Major Say decided to surrender but told the men they could choose to

go into the hills and hide. Private Brasher did not surrender and after the Japanese left the island with the other Americans as prisoners, he stayed in Cuyo with a local family for nine months. A message came from Major Fertig stating all Americans were to come to Panay. At Panay they could not find Major Fertig but were told to proceed to the command post of Major Garcia who was in charge. After staying with him for a few days they traveled to Bacalan. Private Brasher describes the death of Americans Oakley and Mackie at Bacalan. Submarines arrived but they were unable to contact them because of opposition from Filipino guerrillas. On February 1, 1944, a submarine arrived and he was evacuated to Australia, arriving February 17, 1944. Pvt. Brasher reports on the strength of Japanese forces on San Jose and the Province of Iloilo. He reports that Major Garcia hates Americans and he ordered the arrest of Oakley and Mackie which resulted in them being killed.

Dean, Bill, Sergeant

LeBlanc, Thomas J., Private First Class

EX Report No. 267

EX Report No. 268

Access: Open

Date of report: April 4, 1944

Source: SMS 576 ADD 7, Box 2, Folder 11

No. of pages: 12

Sergeant Bill Dean and Private First Class Thomas J. LeBlanc, 48th Materiel Squadron, were stationed at Manila at the outbreak of World War II (WWII). On December 15, 1941, they left the island with a group of 52 men including Lt. Baggett and sailed for San Jose, Mindoro. On March 8, 1942, they evacuated the area and hid in the hills when Japanese patrol ships arrived. The Americans kept in contact with Bataan until it fell to the Japanese. After staying in the hills for about five weeks, the order to surrender came through and Lt. Baggett surrendered but some of the men proceeded to Bulalacao on the east coast. They met Captain Raval who had orders from General Christie for the men to proceed to Panay. Major Say told the men that planes were supposed to transport them off the island but they never arrived so Sgt. Dean and Pfc. LeBlanc tried unsuccessfully to travel to Panay by sailboat only going as far as Cuyo. On May 20, 1942, a Japanese cruiser and transport arrived and Major Say and 29 of the Americans surrendered. The remaining Americans went into the mountains to hide and stayed for eight months being helped by Filipino families. On February 3, 1943, Sgt. Dean and Pfc. LeBlanc traveled by boat to Panay where they met Colonel Peralta, Major Fertig, and Major Garcia, a guerilla leader. The two men left the area after the killing of Americans Oakley and Mackie on April 9, 1943. They stayed in Daja until September 22, 1943, when they moved into the mountains. On November 19, 1943, they traveled to the Antique Province. At this point, Pfc. LeBlanc developed appendicitis and requested assistance from Colonel Peralta to be evacuated who advised him to stay with Major Garcia. On February 5, Major Garcia advised the men that a submarine was on the coast at Libertad and they were evacuated with five others, including four enlisted men, Lieutenant Zimmerman and an Englishman, Lieutenant Hulme. They arrived in Australia on February 15, 1944. Sgt. Dean recounts atrocities committed by the Japanese including the murder of a Chinese family.

Cain, John F., Staff Sergeant**EX Report No. 306**

Access: Open

Date of report: May 3, 1944

Source: SMS 576 ADD 7, Box 2, Folder 11

No. of pages: 17

Staff Sergeant John F. Cain, 14th Bomb Squadron, 19th Bomb Group, landed on Luzon Island in September 1941 and proceeded to Clark Field. He worked as a chief of section of communications and then his unit moved to the Bataan Peninsula on December 25th. On December 30th they evacuated Bataan traveling by night on the inter-island steamer *Mayon*. Six hundred and twenty five Army men were on the boat. They were attacked by Japanese bombers on the first day out and two men were killed. They arrived near Cagayan on the Island of Mindanao and separated into different units. In January 1942, with 50 others for Del Monte then to Malabang. In April 1942, SSgt. Cain was transferred to Lake Lanao to take care of the PBYS which were coming in to evacuate General Wainwright from Corregidor. He returned to Malabang and was then ordered to Del Monte but the road was blocked by the Japanese. He instead traveled to Butuan where he met Ensign Richardson, USN, and they went to the Island of Leyte by boat with 12 others. On May 9th, SSgt. Cain, Ensign Richardson and E. E. Pierson, USN, bought a boat and prepared to continue on when Colonel Cornell told the men to get out because he was going to surrender to the Japanese. After about ten days the boat capsized and SSgt. Cain and Private Oscar Smith were picked up by a native fisherman and taken to a small island off of Mindanao. They were provided food and clothing and were transported to Madrelino where they met Sgt. Milliken from the capsized boat who was very sick with pneumonia and died on June 3rd. SSgt. Cain traveled to Tago where he contracted malaria and stayed for three months with a priest named Father Johnston. Being warned that the Japanese knew he was there, he left and traveled to Lianga where he met "Major" Sam Goode, a Spanish American member of the guerrilla forces. In March 1943, "Major" Sam Goode demanded that SSgt. Cain surrender his .45 pistol or be shot. While talking with "Major" Goode, SSgt. Cain's pistol was stolen from the house where he had been staying. SSgt. Cain left for Gigaquit and there he received papers from Colonel Mc Clish that he had been given a commission in the U.S. Army as a Second Lieutenant. In June 1943, the Japanese moved in and they escaped into the hills until November 1943, when they started moving from one island to another. A submarine came in on April 5, 1944, and SSgt. Cain was evacuated to Australia arriving on April 11, 1944.

Bearden, Clarence D., Private First Class
Hendrixson, Holly, Private

EX Report No. 350**EX Report No. 351**

Access: Open

Date of report: June 13, 1944

Source: SMS 576 ADD 7, Box 2, Folder 11

No. of pages: 8

Private First Class Clarence D. Beardon, and Private Holly Hendrixson, 48th Materiel Squadron, 27th Bomb Group, were stationed at an airfield at San Jose, Mindoro, on December

15th, 1941. When the Japanese landed on Mindoro on March 8, 1942, 53 enlisted men of the Squadron, including Bearden and Hendrixson, took to the mountains where they stayed until the end of April. About May 1st, a Filipino officer, Captain Raval, who had been sent by Major Say at Caticlan on the northern tip of Panay, arrived and guided them to the coast town of Bulalaco and then sailed for Zamboanga but landed on Cuyo island. On May 20th, Major Say and Lieutenant Baggett and 28 enlisted men surrendered to the Japanese. Pfc. Beardon, Private Hendrixson, and Corporal Vigouroux decided not to surrender. Private Hendrixson and Corporal Vigouroux set sail for Capnoyan Island and were captured by the Japanese. Pfc. Bearden hid on the island of Cuyo moving from one place to another on the island being helped by civilians. Pfc. Hendrixson and Corporal Vigouroux escaped and Pvt. Hendrixson joined Pfc. Bearden on Cuyo Island. The Japanese searched the island for the Americans and took captive an American missionary, Mr. Naler, with his wife and four children. The Americans moved to Palawan where they captured some pro-Japanese and took \$25,000 from them which they used for purchasing rice supplies and gave the remainder to the missionaries. The Americans then moved to Panay. In December 1943, the Japanese landed on Panay and captured 17 American missionaries. On February 12, 1944, word was received that an evacuation was going to take place and on March 20, 1944, they left by submarine for Australia, arriving on April 1st. The report also describes atrocities committed by the Japanese including the murder of Pfc. Tousaint, Lieutenant Talbot, Private Young, Private Lear, Robert Pryor of the U.S. Navy, Lieutenant King of the U.S. Navy, and a Dr. Myers who had been aiding the guerrillas.

Hickok, Charles H., Technical Sergeant

EX Report No. 441

Access: Open

Date of report: October 12, 1944

Source: SMS 576 ADD 7, Box 2, Folder 11

No. of pages: 9

Technical Sergeant Charles H. Hickok, was assigned to the Aircraft Warning Company, Philippine Department, from August 1st to December 5, 1941, stationed at Fort William Mc Kinley, Luzon, Philippine Islands. As it became apparent that war was imminent, TSgt. Hickok and 39 other men under the command of Lieutenant Rogers, moved to Jose Panganiban, Province of Camarines Norte. On December 10th a Japanese landing party came ashore and the Americans withdrew to the interior. About December 20th, Lt. Rogers and about three-quarters of the men departed for Manila, and TSgt. Hickok, was left to dismantle the remaining secret material. TSgt. Hickok later learned that Lt. Rogers had been captured. On December 23rd, TSgt. Hickok's detail was attacked by the Japanese and he was wounded in the right elbow. The Americans were captured but TSgt. Hickok was helped locals to evade the attackers and was taken to S. Lorenzo then to Guinayangan and on to the Bondoc Peninsula where he was treated for his wounds. After several moves he was transported on February 23, 1942, to Santa Cruz, where he met Captain Cephroni Unterlan, a captain in the Filipino army, but about a week later Captain Unterlan disappeared. In July, the Japanese landed on Marinduque and he and most of the locals moved to the hills. The Filipino troops were in disarray following the disappearance of their commander and he tried to reorganize them and help train civilians added to their ranks. In March 1943, TSgt. Hickok received a letter from Major Whitehead requesting he come to

Romblon Province where he began assisting Major Juardo in establishing communications with Australia. TSgt. Hickok's arm was becoming progressively worse. In April of 1944, he returned to Marinduque with a Lieutenant Undal, a Filipino, with orders from Major Jurado to place the lieutenant in command of the guerilla forces on the island, to replace Captain Unterlan who had twice deserted his unit. When Captain Unterlan learned of this order, he demanded that TSgt. Hickok be shot. He ultimately withdrew the order and agreed to surrender to Lt. Undal, but when ordered to report to Major Jurado's headquarters on Tablas, he refused. TSgt. Hickok was ordered to Panay so that he might be evacuated to Australia to receive treatment for his arm, leaving on June 20th and arriving in Australia on June 28th, and was later ordered back to the U.S. and Walter Reed Hospital.

Whitehead, A. K., Major

EX Report No. 234

Access: Open

Date of report: March 9, 1944

Source: SMS 576 ADD 7, Box 2, Folder 12

No. of pages: 23

Major A. K. Whitehead, Cavalry 26th (Philippine Scouts), was stationed at Misi near Calinog on Panay Island with the 61st Philippine Army, 63rd Regiment, on April 16, 1942, when the Japanese invaded the island and he his unit retreated into the interior. On May 12, 1942, General Wainwright gave the order to surrender, but General Christie refused until the order could be verified. Colonel Thayer was sent to order General Christie to surrender his forces and on May 25th, he surrendered to the Japanese. Major Whitehead was taken to Calinog and then moved north to Dao and on to Capiz where he escaped. He met other Americans including Private Durham of the 48th Materiel Squadron, Air Corps, and Henry Lindblom a mining engineer from Mindanao and after traveling to Caticlan they met Mark Hubbard, a mining engineer from Masbate and U.S. Army Private Palmer and Private Oakley. Accompanied by Captain Raval, a Filipino, Major Whitehead moved to Tablas. During October and November, he stayed in Looc where Captain Raval had been in command of Filipino guerillas. Major Whitehead traveled through Kalibo to New Washington and to Quatero where he received no cooperation from the Filipinos. He recounts the problems he faced with the disorganization of the Filipino guerillas. Major Whitehead was warned to tell the Americans that they were guests of the Filipino after two Americans, Mackey and Oakley, had been killed because they would not take orders from Filipinos and resisted arrest. He obtained a sailboat and on August 22, 1943, sailed from Tablas and after encountering a typhoon and making numerous stops arrived in Melville Island and on to Darwin, Australia, on January 5, 1944.

Chirieleison, Casper J., Staff Sergeant

EX Report No. 237

Access: Open

Date of report: March 6, 1944

Source: SMS 576 ADD 7, Box 2, Folder 12

No. of pages: 11

Staff Sergeant Casper J. Chirieleison, 374th Bomb Squadron, 308th Bomb Group, belly gunner, was part of B-17 crew that took off from their base at Chengkung on November 15, 1943, to bomb the Kooloon docks at Hongkong (Hong Kong). On the way to their target the number one engine was throwing fire and they dropped their bombs and proceeded home but the number two engine began to have trouble and the crew bailed out. SSgt. Chirieleison landed in a rice paddy and was joined by other members of the crew. Local Chinese helped them to a farmhouse where they were helped with their injuries. The men were then taken by boat to Wuchow and continued to Loyjo where they were transported to an airfield and given food and driven to a railroad station. They were given train tickets and arrived in Kweilin 12 hours later on November 27th. SSgt. Chirieleison and the other members of the crew were then flown to Chengkung.

Durrell, Lawrence R., Captain

EX Report No. 239

Access: Open

Date of report: February 29, 1944

Source: SMS 576 ADD 7, Box 2, Folder 12

No. of pages: 13

Captain Lawrence R. Durrell, 76th Fighter Squadron, 23rd Fighter Group, left his base at Chikiang on May 31, 1943, with eleven other P-40s on a mission to strafe a Japanese airport at Kingmeng. Due to bad weather the group became lost and were running out of gas. After becoming separated from their group, five of the planes landed on a sandbar about 20 miles south of the Yangtze. Captain Durrell's plane was completely destroyed in the landing. Chinese guerrillas saw the planes land and after identifying the Americans took them to the guerrilla General who tried to decide what to do with the men. The men were disguised as coolies and walked through rice paddies before stopping at a farmhouse and were able to sleep. The next morning they started out and heard shooting behind them and later discovered that the Japanese had seen their planes land and had followed them. The guerrillas had ambushed the Japanese and killed all of them. The Japanese were sending Manchurians into the area to get American flyers who had been shot down. Captain Durrell and the others traveled from farmhouse to farmhouse and on the sixth day they stopped at a farmhouse and were able to contact the 51st Chinese Army. Aided by guerrillas and Chinese Army members, they reached Changsha, and from there went by river boat and train to Hengyang and then to their home base.

Smith, Grant R., Captain

EX Report No. 249

Access: Open

Date of report: March 1944

Source: SMS 576 ADD 7, Box 2, Folder 12

No. of pages: 8

Captain Grant R. Smith, 44th Fighter Squadron, 18th Fighter Group, was piloting his P-40 from his base on Guadalcanal on an escort mission with bombers to bomb Kihili Airdrome on Bogainville Island on August 12, 1943. His aircraft was hit by enemy fire and he bailed out landing in the jungle trees and crashing through the branches to land safely on a muddy bank. He stayed in his position for about an hour before heading out. He had been briefed on Japanese positions on the island and as to the location of the coast watchers. He knew that if he could contact natives they would guide him to the coast watchers. He proceeded north and traveled for four days and reached a village where he entered a hut and went to sleep. He awoke and saw ten natives in the hut who provided him with food. He was taken by boat from village to village, traveling for about four days. Captain Smith finally reached the coast watcher, Lieutenant Wadell in the Royal Australian Navy, who radioed his base that he had been picked up and was in good health. He stayed with the coast watcher for ten days before being picked up by a Navy PBV.

Ash, David P., Corporal

EX Report No. 250

Access: Open

Date of report: April 3, 1944

Source: SMS 576 ADD 7, Box 2, Folder 12

No. of pages: 12

Corporal David P. Ash, 3rd Ferry Squadron, 1st Transportation Group, ATC, was a radio operator on a C-46 which left Kunming, China, on June 31, 1944, for Chabua, India, with a load of one ton of tungsten. The plane encountered fog and head winds and took two hours to reach Yunnani which usually takes forty-five minutes, and near Fort Hertz the weather became even worse. They were running out of gas and the order was given to prepare to bail out. After attempting to send a message that they were in trouble, the crew bailed out. Corporal Ash hit a banana tree then fell to the ground striking his head and blacked out. He tried to locate other members of his crew but was unsuccessful and decided to start walking and find a place to sleep. He reached a native hut and slept and the next morning continued on his way, firing his weapon at intervals hoping to find his crewmembers. He found his pilot and co-pilot and they traveled together hoping to find natives to help them. They traveled from village to village eventually finding an old man fishing who they followed to another village where they were finally able to convince the natives that they were Americans. They were taken over back trails to Norbum, an American intelligence base in upper Burma, where a plane from their home base picked them up.

Hammond, Glendell L., Corporal

EX Report No. 255

Access: Open

Date of report: April 6, 1944

Source: SMS 576 ADD 7, Box 2, Folder 12

No. of pages: 12

Corporal Glendell L. Hammond, 3rd Squadron, ICW, ATC, radio operator on a C-46-A, left Kunming, China, on February 16, 1944, on their way back to Chabua, India, carrying one Allison engine. They became lost after being given wrong bearings by the station and ran out of gas. The crew bailed out and Corporal Hammond was badly injured when his chute opened inside the aircraft. The pilot found him and helped treat his injuries and the two men began walking on a path where they saw bare footprints. They were met by five Kachin road guides and were taken to a village and fed. The natives guided them to a British base, then other bases until they were able to send a radio message to their home base. They were provided with food and guides to direct them to Fort Hertz, arriving on March 5, 1944.

Statland, David, Technical Sergeant

EX Report No. 260

Access: Open

Date of report: March 14, 1944

Source: SMS 576 ADD 7, Box 2, Folder 12

No. of pages: 6

Technical Sergeant David Statland, 529th Bomb Squadron, 380th Bomb Group, radio operator on a B-24, left Manbullo Airbase at Darwin, Australia, on October 26, 1943. Their destination was Pomelaa in the Celebes Islands. They sank an enemy freighter-transport ship and bombed their main objective. Sgt. Statland observed one of the other aircraft in the formation being hit by enemy fire and saw the crew bail out. Sgt. Statland's aircraft was hit by enemy fire and they lost engine power and began flying low hitting the tops of trees. Members of his crew killed by enemy fire were: Staff Sergeant J. F. Wine, top turret gunner; Staff Sergeant M. Mitchell, ball turret gunner; Bottiglio, photographer; Staff Sergeant R. R. Wolf, tail gunner; and the pilot, Captain F. S. Hinze. The plane crashed into the water and they attempted to inflate the life rafts but were unsuccessful which proved fortunate as Japanese aircraft strafed the wreckage. Sgt. Statland hid under one of the wings of the aircraft. The waist gunner, Staff Sergeant H. Collett and co-pilot, Flying Officer Herres, were killed by the gunfire. The remaining crew members were finally able to inflate the life rafts. Sgt. Statland had a broken leg and bullet holes in his arm. They floated for two days before three B-24s flew over and dropped water and "K" rations to them. Eventually, a Catalina flying boat appeared and picked up the four men and transported them to Darwin, Australia.

Halkyard, James E., Staff Sergeant

EX Report No. 264

Access: Open

Date of report: April 5, 1944

Source: SMS 576 ADD 7, Box 2, Folder 12

No. of pages: 11

Staff Sergeant James E. Halkyard, 14th Bomb Squadron, 19th Bomb Group, was stationed near Dansalan on Mindanao Island in the Philippines, on May 2, 1942, the day of the surrender to the Japanese. He and four others went into the mountains where they lived until August 1,

1942, when they decided to make their way to the coast. Sgt. Halkyard left the others and joined the Filipino Army, helping them to get organized. The Japanese were trying to locate him because of his activities so in October he went to Colonel Fertig's headquarters. Colonel Fertig commissioned all of the enlisted men to give them authority over the natives and Filipino soldiers. Sgt. Halkyard left to join a guerrilla force and then moved to the island of Cebu. There were attempts to unite the various guerrilla forces on the islands but they were unsuccessful. He spent time in August, 1943, searching for Americans who had escaped from the Japanese. The ones he located were Sgt. Irving Joseph, Snell and Russell (ranks unknown), and they were sent to Cebu. A plan to evacuate Sgt. Halkyard by submarine failed. He was suffering from malaria and spent a month recovering before returning to headquarters on January 10, 1944, and was evacuated by submarine on February 9, 1944.

Boyland, Joseph F., Corporal

EX Report No. 265

Access: Open

Date of report: April 13, 1944

Source: SMS 576 ADD 7, Box 2, Folder 12

No. of pages: 7

Corporal Joseph F. Boyland, Air Corps, was captured by the Japanese during the battle of Bataan, on April 15, 1942, at Marivales Point. He and one other man were the only survivors from their unit and they were interrogated by the Japanese. After two days they were transported to a small field camp at Guagua where they were kept for a month. On May 14, 1942, he and fourteen other Americans were shipped to Bacolod. The Japanese took the island with very little resistance. Members of the group with Corporal Boyland included: Joseph, Young, Reynolds, Jensen, Chrisco, O'Dyer, Snell, White and Corona (ranks unknown). Corporal Boyland escaped on April 21, 1943, and was assisted by a Filipino soldier who led him to a camp in the hills. On February 7, 1944, he was evacuated by submarine and taken to Darwin, Australia.

Chiarello, Robert H., Technical Sergeant
Holtz, William J., Staff Sergeant

EX Report No. 285

EX Report No. 286

Access: Open

Date of report: April 20, 1944

Source: SMS 576 ADD 7, Box 2, Folder 12

No. of pages: 12

Technical Sergeant Robert H. Chiarello, B- 25 radio operator, and Staff Sergeant William J. Holtz, B-25 engineer, 11th Bomb Squadron, 341st Bomb Group, left Nanning, China, on September 27, 1943, to attack shipping in the Gulf of Tongking. Their aircraft developed engine trouble and they crash landed in the water. Sgt. Betts, photographer, was killed in the crash and the survivors were unable to locate Lieutenant Kroll, the bombardier. They were able to inflate their life rafts and they floated 36 hours before being picked up by a Chinese junk. Four days later they reached port and with Chinese help returned to Nanning, China, on October 8, 1943.

Swenson, L. V., First Lieutenant
Brooks, James A., Staff Sergeant

EX Report No. 290
EX Report No. 291

Access: Open
Date of report: April 18, 1944
Source: SMS 576 ADD 7, Box 3, Folder 1
No. of pages: 15

First Lieutenant L. V. Swenson, VMT B-232, MAG-11, TBF, U.S. Marine Corps, pilot, and Staff Sergeant James A. Brooks, VMT B-232, MAG-11, TBF, U.S. Marine Corps, tail gunner, took off from Munda in the Solomon Islands on January 14, 1944 to bomb Akuani Airfield at Rabaul, New Britain. The aircraft was hit by flak making a hole two and a half feet in diameter in the right wing and another in the fuselage near the tail and they were forced to make a water landing. While in the water, they were strafed by Japanese aircraft. The uninjured members of the crew were able to inflate the life raft and rowed away from the wreckage and landed in St. Georges Channel, midway between Cape Gazelle and New Ireland. Aided by natives, they reached an evacuation point and were taken to Australia by a patrol torpedo (PT) boat two months later, March 30, 1944. The report describes their encounters with the natives and their evacuation.

Swift, William D., Corporal

EX Report No. 296

Access: Open
Date of report: April 22, 1944
Source: SMS 576 ADD 7, Box 3, Folder 1
No. of pages: 11

Corporal William D. Swift, Third Battalion, Fourth Marines, U.S. Marine Corps, was on duty with Company M when Corregidor, Philippine Islands, surrendered on May 6, 1942. His unit and several other companies were confined in a 300 yard square barbed-wire enclosure. For two weeks the prisoners were used as working parties before Cpl. Swift was taken to a camp near Cabanatuan until the end of July 1942. On August 2nd, he was moved to Puerto Princesa, Palawan. He and a group of other prisoners planned an escape but most backed out leaving only four men. Two left first and then Cpl. Smith and Machinist Mate First Class Pryor left together. Cpl. Smith and MM Pryor reached a town and were helped by local Filipinos who helped them obtain a banca and a paddle. Three days later they reached Tinabug, then on to Tinitian, where they met Dr. Mendoza who was the head of a Filipino guerilla group. They assisted in organizing the group for an attack on Puerto Princesa. The two men then sailed for Santa Fe, Tablas, where they were able to obtain supplies to sail to Batu Batu, Tawitawi, arriving at the base there on November 28, 1943. Captain Hamner, Lieutenant Kane, two Australians and one Englishman operated the base and a small radio station. Cpl. Smith and MM Pryor were taken by submarine to Brisbane, Australia, arriving on March 11, 1944.

Vigouroux, Mc Vea J., Corporal**EX Report No. 304**

Access: Open

Date of report: May 1, 1944

Source: SMS 576 ADD 7, Box 3, Folder 1

No. of pages: 10

Corporal Mc Vea J. Vigouroux, 48th Material Squadron, was station at San Jose, Mindoro, Philippine Islands, when the Japanese landed on Mindoro on March 8, 1942. He and a large group of men from his squadron took to the mountains where they stayed until the end of April. On May 20th, Major Say, Lt. Baggett and 28 enlisted men decided to surrender to the Japanese, but Cpl. Vigouroux and another soldier named Hendrixon (first name and rank unknown) decided to head for Capnoyan Island in the Cuyo group with medical supplies for men who had been left there and were suffering from malaria. On June 6, 1942, as they approached the island they were surprised by a Japanese launch who took them prisoners. They were asked if they were married and had children. They responded that they were and the two men believe that influenced how they were treated when one of the guards said he was married and had children who he longed to see. The group sailed for Agutaya Island, where the Japanese abandoned the two men. Cpl. Vigouroux and Hendrixon were taken to Cuyo Island by natives and on May 29, 1943, Captain Whitehead and Lt. Glew arrived on the island. Cpl. Vigouroux describes the incident involving the Mayor of Cuyo City and a policeman engaging in a fight with Lt. Glew and killing him. After traveling to Santa Fe on Tablas Island, Bacuit, Palawan, and Tawitawi Island in the Sulu Archipelago, he was evacuated by submarine arriving in Australia on March 11, 1944.

George, Charles I., Staff Sergeant**EX Report 309**

Access: Open

Date of report: April 18, 1944

Source: SMS 576 ADD 7, Box 3, Folder 1

No. of pages: 9

Staff Sergeant Charles I. George, 491st Bomb Squadron, 341st Bomb Group, the engineer on a B-25, was transferred with his crew members from the 10th Air Force at Chakulia, India, to the 14th Air Force at Yangkai, on January 14, 1944. After a stop at Chabua, India, they encountered a storm that caused ice to form on the aircraft and throw large pieces of ice against the fuselage, and lose altitude. The order was given to bail out and three members of the crew, SSgt. George, Lt. Jack Bishop, and TSgt. Jackson Brannen, bailed out before the aircraft crashed into the mountains killing the pilot, Lt. Rauch, and two passengers, Pfc. Alexander and Pfc. Bastien. Sgt. George was injured when he bailed out and when he landed he traveled along a small stream for three days. He then encountered TSgt. Brannen and Lt. Bishop. After five days they reached a village and were given food by the natives. One month later, aided by natives and Allied agents, SSgt. George reach ATC Headquarters at Chabua, India on February 20, 1944.

Brenner, William A., Jr., First Lieutenant

EX Report No. 313

Access: Open

Date of report: April 24, 1944

Source: SMS 576 ADD 7, Box 3, Folder 1

No. of pages: 7

First Lieutenant William A. Brenner, 11th Bomb Squadron, 341st Bomb Group, pilot of a B-25-D, left Suichwan, China, on February 13, 1944, with three other ships on a sea sweep off the Formosa Straits. Two of the bombers were flown by crews of the 11th Bomb Squadron and the other two by all Chinese crews from the 68th Composite Wing. After sinking four enemy ships, the aircraft ran out of fuel, and Lt. Brenner made a forced landing on a sand bar in the Canton area. They made preparations to burn their aircraft. The crew was approached by Chinese guerrillas and after identifying themselves as Americans, they were helped to reach American forces at Hengyang on February 26, 1944.

Miller, Jack W., First Lieutenant

EX Report No. 317

Access: Open

Date of report: May 1, 1944

Source: SMS 576 ADD 7, Box 3, Folder 1

No. of pages: 5

First Lieutenant Jack W. Miller, Station No. 6, Area No. 6, Air Transport Command (ATC), pilot of a C-46, took off from his base at Kunming, China, on January 31, 1944, with a cargo of tungsten for Chabua, India. The aircraft ran into severe icing conditions and the radio went out. The crew bailed out near the Tanai River. On the way down, Lt. Miller saw the aircraft spin and crash. The co-pilot, 1st Lt. Michael Krikorian, landed close by Lt. Miller, and the two men began walking in a northeasterly direction looking for a trail. They fired shots hoping to find the other two members of their crew and they eventually met Corporal David Ash. They traveled from village to village eventually finding an old man fishing who they followed to another village where they were finally able to convince the natives that they were Americans. They were taken over back trails to Norbum, an American intelligence base in upper Burma, where a plane from their home base picked them up.

Hamner, Jordan A., Captain

EX Report No. 341

Access: Open

Date of report: June 7, 1944

Source: SMS 576 ADD 7, Box 3, Folder 1

No. of pages: 25

Captain Jordan A. Hamner, Allied Intelligence Branch, was a civilian at the outbreak of World War II (WWII), employed as a mine foreman for the Masbate Consolidated Mining Company on Masbate Island in the Philippine Islands. When the war started, he was forced to close down operation in December 1941. He was captured by the Japanese when they landed on the island and forced to drive a truck to the town of Aroroy, where the prisoners were transported to Legaspi. He was then released by the Japanese and told that he could go free. He returned to Masbate Island and on February 5, 1942, an official of the Philippine government, told Captain Hamner that the Japanese were on the move into Masbate. He and his employees decided to hide in the hills and after about four weeks, he and two other Americans left by a small sailboat and landed at Capiz, Panay. After arriving in Capiz, he was employed by the U.S. Army at the Santa Barbara airfield near Iloilo. Following the occupation of Cebu and knowing that the Japanese would soon move into Panay, Captain Hamner and the others set sail and proceeded to the headquarters of General Fort in Lanao where he was employed as a foreman for the construction road running from Dansalan to the hills above Bubong. On May 3rd, the Japanese moved into Dansalan. Under orders from General Fort, the Americans moved out before the arrival of the Japanese. Captain Hamner was commissioned in the U.S. Army during this move. He and Lt. C. E. Smith were sent to Pangantocan about May 19th with dispatches but found that General Sharp with all of his forces had surrendered and then learned that General Fort and his forces had also surrendered. Captain Hamner continued to evade capture and after many unsuccessful efforts, he and a small group of others were able to obtain a boat and travel from island to island before arriving in Australia on December 31, 1942. At Darwin he received a formal commission in the U.S. Army as a Captain, and agreed to return to the Philippines to establish radio stations on the islands. He moved around the islands evading the Japanese but developed malaria and was encouraged to return to Australia. The report describes his movements around the islands and his eventual evacuation to Australia on March 11, 1944.

Bumgarner, Amon G., First Lieutenant

EX Report No. 348

Access: Open

Date of report: June 9, 1944

Source: SMS 576 ADD 7, Box 3, Folder 1

No. of pages: 7

First Lieutenant Amon G. Bumgarner, 491st Bomb Squadron, 341st Bomb Group, pilot of a B-25, left his base at Yangkai, China, on February 23, 1944, on a bombing run in Bakhai in the Gulf of Tongkong. The group encountered bad weather and bombed their secondary target when the weather worsened. Lt. Bumgarner's plane was running out of gas and their remote control compass had ceased functioning. He gave the order to bail out and he landed southwest of Shihping. He broke one of his legs and lay all night on the side of the mountain where he had landed. The next morning he was picked up by guerrillas and was carried on a litter through the Japanese patrolled area, reaching Allied forces one week later. He encountered other members of his crew during his travels: First Lieutenant Weaver (first name unknown), Staff Sergeant L. Julius, Technical Sergeant Nicholas (first name unknown), and Staff Sergeant M. Moore.

Robins, Jordan B., Jr., First Lieutenant

EX Report No. 372

Access: Open

Date of report: June 23, 1944

Source: SMS 576 ADD 7, Box 3, Folder 1

No. of pages: 9

First Lieutenant Jordan B. Robins, Jr., 14th Air Force, a fighter-bomber pilot based at Lingling, China, left his base on October 30, 1943, to bomb the docks at Kiukiang on the Yangtze River. His formation was attacked by 16 enemy planes. The right engine of his aircraft was hit by enemy fire and then the other engine was hit and caught fire. Due to a smashed canopy it was impossible for him to bail out and he crashed landed. Lt. Robins was able to get away from the burning aircraft. He was helped to a nearby farmhouse and was met by Chinese guerrillas who helped him return to his home base one month later, December 6, 1943. He describes his travels with the guerrillas and meeting Lieutenant Thomas Harmon who was also being aided by the Chinese guerrillas.

Young, Robert L., Technical Fourth Grade

EX Report No. 396

Access: Open

Date of report: July 21, 1944

Source: SMS 576 ADD 7, Box 3, Folder 1

No. of pages: 10

Technical Fourth Grade Robert L. Young was taken prisoner at the headquarters of the 1st Philippine Corps on Bataan on April 9, 1942. He was put to work driving trucks used for hauling ammunition and supplies. He was not put into a prisoner of war camp and was given some food but only barely enough for existence. The prisoners were moved by boat to Bacolod. Other American prisoners with T/4 Young were: Corporal Boyland, Private Dyer, Private Irving Joseph, Private Reynolds, Private Dick Jensen, T/4 Chrisco, T/4 Shell, T/4, White and T/4 Corona. In November 1942, Colonel Ota, the Japanese Commander, left and Colonel Oshiyama assumed command until February 1943, when Colonel Yamaguchi was put in charge of the prisoners. With each change of command, the treatment of the prisoners deteriorated with their rations being reduced and treatment becoming harsher. On July 4th, a group of the prisoners including T/4 Young stole a truck and were able to drive out of the camp. They abandoned the truck and headed out on foot for the hills. They were able to contact Philippine guerrillas who they remained with for ten months until May 12, 1944, he was able to board a submarine at Basay and proceed to Darwin, Australia.

Ellis, Henry M., Technical Sergeant

EX Report No. 399

Access: Open

Date of report: July 17, 1944

Source: SMS 576 ADD 7, Box 3, Folder 1

No. of pages: 9

Technical Sergeant Henry M. Ellis, 11th Bomb Squadron, 341st Bomb Group, 14th Air Force, engineer-gunner of a B-25, left his base at Kweilin, China, on May 26, 1944, looking for a Japanese convoy. The aircraft was hit by flak and they crash landed in the water. They were able to inflate the life raft and were rescued by fisherman who put them in the hands of an organization which saw them safely to an Allied base arriving on June 12, 1944. Crewmembers included: Lt. G. H. Laverell, Pilot; Lt. William Lefkoe, Navigator; SSgt. Robert D. Shaak, Radio Gunner; and Sgt. Dennis E. Conley, Armorer Gunner.

Wilson, Frank L., First Lieutenant

EX Report No. 467

Access: Open

Date of report: November 16, 1944

Source: SMS 576 ADD 7, Box 3, Folder 2

No. of pages: 5

First Lieutenant Frank L. Wilson, 11th Bomb Squadron, 341st Bomb Group, co-pilot-bombardier-navigator, on a B-25, left his base at Kweilin on September 4, 1944, on a strafing run when his aircraft was hit and the engines caught fire. The crew bailed out a few miles south of Hengyang and were met by Chinese civilians who helped them. All but the pilot were found and they were given medical assistance for the gunner who had been wounded. After five days they arrived at the headquarters of the Chinese Army near Changning. They were taken to Sintien and then to Chenhsien where they were picked up by an American C-47 and taken to Kunming.

Moe, Einar A., First Lieutenant

EX Report No. 468

Peterson, E. W., Second Lieutenant

EX Report No. 469

Access: Open

Date of report: November 16, 1944

Source: SMS 576 ADD 7, Box 3, Folder 2

No. of pages: 9

First Lieutenant Einar A Moe, B-29 co-pilot, and Second Lieutenant E. W. Peterson, bombardier, 795th Bomb Squadron, 468th Bomb Group, left their base in China on July 29, 1944, on a bombing run. Their aircraft developed engine trouble and as they completed their bomb run enemy aircraft attacked and damaged the aircraft. The crew bailed out and Lt. Moe, Lt. Peterson, and three other members of the crew, Lt. W.E. Rollins, flight engineer; SSgt. J. Moyer, left gunner; and SSgt. B. Ridgway, tail gunner, were picked up by Chinese guerrillas and taken back to Allied territory, reaching Laohokow, China on August 12, 1944. Lt. Scandrett, navigator, was four days behind the group taking a different route with the guerrillas.

Ingram, Mark, First Lieutenant

EX Report No. 491

Access: Open
 Date of report: December 1, 1944
 Source: SMS 576 ADD 7, Box 3, Folder 2
 No. of pages: 9

First Lieutenant Mark Ingram, 75th Bomb Squadron, 42nd Bomb Group, bombardier, B-25, left his base at Sansapore, New Guinea, on October 5, 1944, on a bomb run over Ambon, Ceram Island. They encountered bad weather and received false readings on their heading and were forced to make a water landing. Lt. Burns, navigator, and Sgt. Joyce, gunner, were killed when the plane hit the water and broke in two, and the engineer, Sgt. Sutton was badly injured. They were able to inflate the life raft and decided to try to get to land and secure medical treatment for Sgt. Sutton. They were capture by Japanese soldiers but they were able to resist and in the fight killed them. During the fight, the intelligence officer, Lt. Fezel disappeared. The remaining group returned to their life raft and then after hours on the water decided to return to Ceram Island. They slept after reaching land and then tried to find food and water. The crew was seen by American planes flying over the island and they were picked up and returned to their base on October 14, 1944.

Dent, E. E., Captain

EX Report No. 499

Access: Open
 Date of report: December 11, 1944
 Source: SMS 576 ADD 7, Box 3, Folder 2
 No. of pages: 6

Captain E. E. Dent, 7th Fighter Squadron, 49th Fighter Group, took off from his base on Leyte, Philippine Islands, in a P-38 on November 1, 1944. He engaged enemy planes in an air battle and was able to shoot one down and get away from the others. He then attacked a Japanese convoy and was hit by fire from one of the destroyers. He bailed out and hit the water and tried to swim to land when he was unable to inflate his life raft. He was picked up by natives who helped him, giving him dry clothes and food. He was treated for his injuries by a Filipino, Dr. Rossetti. During his time at Matlang, Japanese planes flew over continuously and he was moved to Puerto Bello where he met a major in command of the 96th Infantry Regiment and Lt. Sumner, an island scout on reconnaissance. They assisted him in reaching an American patrol boat at Abijao and he was returned to his home base on Leyte on November 14, 1944.

Hladovcak, Edward F., Technical Sergeant

EX Report No. 517

Access: Open
 Date of report: January 6, 1945
 Source: SMS 576 ADD 7, Box 3, Folder 2
 No. of pages: 8

Technical Sergeant Edward F. Hladovcak, 1st Air Commando Group, was the pilot of a small plane used to pick up casualties among Allied units operating about 200 miles behind enemy lines. He took off on April 24, 1944, from Aberdeen, south of Mawlu, Burma, to pick up several sick and wounded troops. After picking up three British soldiers, his aircraft developed engine trouble and he was forced to land on a highway used by the Japanese to move troops. The men moved away from the aircraft which was spotted by another American aircraft and its pilot dropped a message saying they should move to the top of a nearby mountain to await a British patrol that was in the area. Another plane came over and dropped the men supplies. They were then told by message to move to the bottom of the mountain to be picked up by helicopter. The helicopter was only able to take one of them at a time. After making two trips, the helicopter crew dropped a message saying they would not be back until the next morning. TSgt. Hladovcak was returned to his home base on the helicopter's second trip the next morning.

Mann, Pat N., First Lieutenant
Magee, Willard W., First Lieutenant
Bosiacki, Eugene C., Staff Sergeant
Gjertson, Peter F., Staff Sergeant
Beard, Richard E., Staff Sergeant
Beyer, David N. L., Technical Sergeant

EX Report No. 527
EX Report No. 528
EX Report No. 529
EX Report No. 530
EX Report No. 531
EX Report No. 532

Access: Open

Date of report: January 22 and January 23, 1945

Source: SMS 576 ADD 7, Box 3, Folder 2

No. of pages: 17

First Lieutenant Pat N. Mann, First Lieutenant Willard W. Magee, Staff Sergeant Eugene C. Bosiacki, Staff Sergeant Peter F. Gjertson, Staff Sergeant Richard E. Beard, and Technical Sergeant David N. L. Beyer, all of the 424th Bomb Squadron, 307th Bomb Group, were members of the crew of a B-24 on November 8, 1944, when they left their base on Noemfoor Island, off New Guinea, to bomb Alicante airdrome. They were attacked by enemy aircraft and one of their engines was hit and caught fire. The order was given to bail out. Three crew members failed to jump and one crew member's chute was hit by Japanese gunfire and died when he hit the water. Lt. Mann landed in a tree and was immediately helped down by civilians who took him to their home and gave him food. A Filipino soldier came to the home and guided him to the guerrillas' headquarters, C Company, 74th Infantry, 72nd Division, where he found SSgt. Bosiacki. He was told that the flight engineer's body had been found and the guerrillas would bury him the following day. A military funeral was held for all four members of the crew who had now been found, SSgt. Witham, SSgt. Merle E. Wilson, Lt. William R. Hunter, and Lt. Robert D. Dawkins. Lt. Magee had pulled a delayed jump from the aircraft and was separated from the other crew members. He was helped by civilians and taken to the home of the mayor of Free Talisay where he met the other members of the crew. SSgt. Bosiacki and SSgt. Gjertson were both strafed by Japanese fighters as they were parachuting from the aircraft. SSgt. Beard was the last one to leave the ship and injured his knee and ankle when he landed. He was helped by civilians and taken to guerrilla headquarters where he met the others including their gunner, SSgt. Augusberger. TSgt. Beyer was the first to leave the aircraft and injured his ankle on landing. He

was assisted by civilians and taken to guerrilla headquarters where he met the other members of his crew. The group traveled south with a guerrilla guide and eventually spotted American bombers which they signaled with a mirror. The bomber sent a Catalina to pick them up and after being in the hospital for a short time were flown back to the U.S. arriving on January 15, 1945.

Ingham, J. S., First Lieutenant

EX Report No. 555

Access: Open

Date of report: Mary 8, 1945

Source: SMS 576 ADD 7, Box 3, Folder 2

No. of pages: 8

First Lieutenant J. S. Ingham, 44th Bomb Squadron, 40th Bomb Group, 20th Bomber Command, engineer on a B-29, took off on December 7, 1944, from his base in China to bomb Mukden. The aircraft was hit by enemy fire, hitting the fuselage and the No. 1 engine. After losing all of oil in the engine, the pilot, Captain George D., Varoff, gave the order to bail out and all of the crew bailed out safely. Lt. Ingham sprained his ankle on landing and managed to hop to a hut where he encountered Chinese civilians who aided him in returning to his home base on February 6, 1945. He recounts the details of him and his crew meeting Captain Henry Whittelsey, a G-2 representative collecting information on the Chinese 8th Route Army and working out of Chungking. Capt. Whittelsey was going to travel with Lt. Ingham and his crew members but decided to try to reach American forces on his own. Capt. Whittelsey was captured and killed by Japanese soldiers.

Swim, Donald H., First Lieutenant

EX Report No. 562

Access: Open

Date of report: March 19, 1945

Source: SMS 576 ADD 7, Box 3, Folder 3

No. of pages: 8

First Lieutenant Donald H. Swim, 74th Fighter Squadron, 23rd Fighter Group, took off on December 27, 1944, with 11 other fighters of his squadron and 12 from the 118th Fighter Squadron to make a coordinated attack on Japanese airfield in the vicinity of Canton. His plane was hit by antiaircraft fire and he bailed out at about 200 feet, hit the ground quickly and was knocked unconscious. He landed near the Tienho airfield and hid in a ditch when Japanese soldiers approached but did not see him. He traveled through the night and hid in bushes the next day until he saw a Chinese civilian who eventually helped him providing him with clothing and a weapon. They took Lt. Swim to the guerrilla leader, Captain Pun Man Foo. The guerrilla's moved him out of their headquarters to hide in the hills as there were Japanese patrols in the area looking for Lt. Swim and for Captain Foo. The guerrillas assisted him to return to American forces arriving on January 20, 1945.

Miller, Junior D., Sergeant**EX Report No. 566**

Access: Open

Date of report: March 17, 1945

Source: SMS 576 ADD 7, Box 3, Folder 3

No. of pages: 10

Sergeant Junior D. Miller, 490th Bomb Squadron, 348th Bomb Group, radio operator and gunner on a B-25, left his base at Warzup, China, on January 5, 1945. When the pilot, First Lieutenant Q. Ball, tried to avoid hitting another plane in the formation, his plane was hit by enemy fire and he gave the order to bail out. Sgt. Miller landed safely near Shwebo, Burma. He walked to the top of a nearby mountain and started looking for other members of the crew. He found Sgt. C. H. Weber, the tail gunner, and Sgt. A. B. Nichols, the engineer-gunner. They were assisted by natives, who gave them food and attempted to help them locate the other members of the crew. The natives were able to locate the pilot, First Lieutenant Q. Ball, but did not find First Lieutenant Brill, the navigator. The group was spotted by rescue planes which dropped a note telling them to find a location where an L-1 could land to pick them up. Three L-1s crashed while attempting to land. Sgt. Miller and the others decided to march out of the area and were helped by a Burmese captain. It would be necessary to cross the Irrawaddy River and they made floats out of rubberized jungle hammocks. During the crossing, Sgt. Weber drowned when the current caused him to lose control of the float. They encountered a Japanese patrol and Sgt. Nichols was hit by gunfire. They again attempted successfully to cross the river and continued on their march until they met a British officer who assisted them in returning to Allied forces on January 19, 1945.

Medon, Joseph P., Staff Sergeant**EX Report No. 574**

Access: Open

Date of report: March 15, 1945

Source: SMS 576 ADD 7, Box 3, Folder 3

No. of pages: 9

Staff Sergeant Joseph P. Medon, 373rd Bomb Squadron, 308th Bomb Group, radar operator on a B-24, left his base in Luliang to bomb a naval convoy off Hainan Island, on December 31, 1944. During the bombing run the aircraft was hit by enemy fire knocking out number four engine and damaging number three engine. After running out of gas, the pilot gave the order to bail out and upon landing safely, SSgt. Medon headed north as instructed. He met friendly natives and discovered he was in French Indo-China. They guided him to an old French asylum where he met several other members of his crew and a French Army lieutenant. They traveled by truck and then by foot eventually arriving in Amichow, an American base on January 16, 1945.

Lair, Walter C., First Lieutenant**EX Report No. 577**

Access: Open
Date of report: April 2, 1945
Source: SMS 576 ADD 7, Box 3, Folder 3
No. of pages: 6

First Lieutenant Walter C. Lair, 5th Fighter Squadron, 1st Air Commando Group, pilot of a P-47, left his base at Fenny, India, on November 22, 1944, to knock out the Mu River by-pass bridge. Upon dropping his bombs, fragments of the bombs hit his fuel tank. He ran out of gas and made a crash landing near the town of Monyaa, Burma. He started walking in a northwesterly direction and three days later he was helped by a friendly native named Sam Mgwka. Traveling by elephant, they reached British troops who he stayed with until a mail plane arrived and took Lt. Lair to his home base.

Cousins, Wallace D., Captain

EX Report No. 579

Access: Open
Date of report: April 17, 1945
Source: SMS 576 ADD 7, Box 3, Folder 3
No. of pages: 8

Captain Wallace D. Cousins, 74th Fighter Squadron, 23rd Fighter Group, left his base in Hengyang, China, on December 4, 1943, in an eight-ship formation. He encountered Japanese Zeroes and his ship was hit by enemy gunfire. When his engine quit, he decided to crash land in a valley rather than bail out and was able to get out of the plane unharmed. He encountered Chinese civilians who assisted him in returning to his base arriving on December 11, 1943. He returned to flying and on December 18, 1944, he took off in a formation of 12 P-51s, on what he believed to be his 84th mission, escorting B-25s on a bombing raid. Upon encountering Japanese aircraft he engaged them in battle and downed one Zero. Returning to the formation, he continued on the run before heading for home. About two miles out he heard a voice warning him that a Japanese Zero was on his tail, and he dove to avoid him. He did not know where the voice came from as his radio was not working. Captain Cousins engaged the Japanese Zero in an air battle and his aircraft was hit by enemy fire. His engine quit and again the mysterious voice whispered to him that the Zero had left and that everything was all right. He began to prepare to bail out but the canopy would not open and he was forced to crash land. He does not remember the landing but remembers standing on a road and talking to four Chinese civilians who helped him return to his base one month later.

Williams, David E., Staff Sergeant

EX Report No. 581

Access: Open
Date of report: March 29, 1945
Source: SMS 576 ADD 7, Box 3, Folder 3

No. of pages: 9

Staff Sergeant David E. Williams, 491st Bomb Squadron, 341st Bomb Group, armorer-gunner on a B-25, left his base at Yangkai near Kunming, China, on January 19, 1945, to destroy a bridge near Hanoi, French Indo-China. They encountered enemy fire and Sgt. Mire, the engineer, was hit in the leg by a machine gun bullet. The order was given to bail out and all but the pilot, Captain Kenneth R. Bridges, left the aircraft. It's believed that the pilot died when the plane crashed into the mountains. SSgt. Williams wandered around the area unable to cross the river after many attempts and eventually found the radio operator, Sgt. Glaser, 2nd Lt. Barr, the navigator, and Captain Emmons C. Williams, the co-pilot. The men met Chinese civilians who assisted them in returning to their base three days later.

Sinicrope Felix O., First Lieutenant
Warburton, William G., First Lieutenant
Collins, Dwight E., Staff Sergeant
Schuchardt, George R., Sergeant
Morgan, Francis B., Lieutenant Colonel

EX Report No. 593
EX Report No. 594
EX Report No. 595
EX Report No. 596
EX Report No. 597

Access: Open

Date of report: March 28, 1945, March 27, 1945, and March 29, 1945

Source: SMS 576 ADD 7, Box 3, Folder 3

No. of pages: 17

First Lieutenant Felix O. Sinicrope, navigator; First Lieutenant William G. Warburton, engineer; Staff Sergeant Dwight E. Collins, radio operator; and Sergeant George Schuchardt, tail gunner; 25th Bomb Squadron, 40th Bomb Group, members of a B-29 crew, took off on the morning of November 11, 1944, on a bombing mission from their base near Chengtu, China. After dropping their bombs, their aircraft was hit by flak in their right wing and a fire started in the bomb bay. Two members of the crew bailed out before the order was given and then Lt. Warburton and Lt. Sinicrope bailed out. The pilot, 1st Lieutenant R. L. Vickrey, and the co-pilot, 2nd Lt. B. L. Page, and the bombardier, 2nd Lt. E. G. Cassidy, were still in the aircraft when it exploded. Four of the crew members landed near each other, but Lt. Sinicrope landed some distance away. Lt. Morgan had been injured by the explosion and SSgt. Collins was in a semi-conscious state. The four crew members were quickly in the middle of a fire fight between two different groups of Chinese soldiers. One group eventually took the four men with them to their headquarters where they were given medical assistance. They were taken to a village where they met Lt. Sinicrope who had been assisted by the Chinese. On November 16, the five men were moved to a village near Liaochow and on March 3, 1945, a B-25 arrived and evacuated the men, returning them to their base.

Green, Nathan E., Captain

EX Report No. 583

Access: Open

Date of report: April 17, 1945

Source: SMS 576 ADD 7, Box 3, Folder 3
No. of pages: 7

Captain Nathan E. Green, 75th Fighter Squadron, 23rd Fighter Group, pilot of a P-40, left his base at Hengyang, on May 27, 1944, on a strafing mission to hit the Japanese held railroad running from Yochow to Puchi. His aircraft was hit by enemy fire and he bailed out. After removing his parachute, he was strafed by enemy fighters and ran for about two miles before encountering a Japanese lookout post. He met Chinese natives who assisted him and the next day a group of Chinese soldiers arrived and took him to their General's home. After traveling through Japanese held territory he arrived in Kweilin on August 9, 1945, and ultimately was returned to the U.S.

Lynch, Joseph O., First Lieutenant

EX Report No. 622

Access: Open
Date of report: May 23, 1945
Source: SMS 576 ADD 7, Box 3, Folder 3
No. of pages: 7

First Lieutenant Joseph O. Lynch, U.S. Marine Corps, VMF-213, Marine Fighter Squadron known as the Hell Hawks, was reported missing in action on January 12, 1945 and released on March 10th and rejoined Allied forces on March 28, 1945, at Mengtze, China.

Pope, Hugh C., Staff Sergeant

EX Port No. 608

Access: Open
Date of report: May 1, 1945
Source: SMS 576 ADD 7, Box 3, Folder 3
No. of pages: 9

Staff Sergeant Hugh C. Pope, 373rd Bomb Squadron, 308th Bomb Group, nose gunner on a B-24, was part of bombing run on January 1, 1945, when the crew was forced to bail out. Sgt. Pope landed in French Indo-China, south of Hanoi. He was injured in both legs upon landing, but was able to walk to a nearby road and encountered natives who were very suspicious of him. SSgt. Pope was picked up by French soldiers who provided medical attention and reunited him with other members of his crew: SSgt. Joseph P. Medon, radar operator; Corporal John J. Webster, Sperry ball gunner; SSgt. William D. Sanderson, tail gunner; Sgt. George Uhrine, top turret gunner. They were taken to Hanoi where they stayed until March 8th when they were moved to a French concentration camp. Sgt. Uhrine and SSgt. Sanderson were moved to a hospital in Hanoi. On March 11th the remaining members of the crew were told that the Japanese were in the area and the airmen were given the option to help fight the Japanese or stay in the camp. Choosing to fight, they joined the French soldiers and during the fighting 25 Frenchmen were killed. They continued on with the French and were taken to Son La where they were then moved to Dien Bien Phu, and then to Kunming, China. He reports that the members of the Free French reported that SSgt. Pope's co-pilot, 2nd Lieutenant Frank D. Padgett; engineer, Sgt.

William H. Gottschall; and radar operator, Sgt. Stanley J. Brach, had been captured by the Japanese.

Stafford, William H., First Lieutenant

EX Report No. 609

Access: Open

Date of report: May 1, 1945

Source: SMS 576 ADD 7, Box 3, Folder 3

No. of pages: 8

First Lieutenant William H. Stafford, 373rd Bomb Squadron, 308th Bomb Group, navigator on a B-24, left his base at Luliang on February 11, 1945, on a two-plane mission to bomb shipping. On their second run over their target, a crippled freighter escorted by a destroyer, their plane was hit by enemy fire and before they could get to the coast they were forced to bail out. 1st Lt. Stafford landed on a small island but was unable to locate any of his crewmembers. He encountered two young French Indo-China natives (Annamese) who were fishing, and through sign language explained that he was a downed American. They took Lt. Stafford to the mainland where he met French civilians who contacted the French Army at Tien Yen. French soldiers came and after giving him a French military uniform, transported him to Moncay, the headquarters of the French at that time. He stayed at the headquarters of General Pan of the Chinese Army for a short time. Even though the French searched for them, none of his fellow crew members could be located. The Chinese helped him travel to Poseh and he was taken to Kunming by plane, rejoining Allied forces on March 6, 1945. First Lieutenant L.F. Taylor, pilot; First Lieutenant G.B. Taylor, co-pilot; First Lieutenant W. B. McNulty, Bombardier; Sgt. Chester Demeres, engineer; Sgt. Henry Deangelis, gunner; Sgt. Virgil Jones, gunner; and SSgt. Eugene Hill, radar operator; and two other crew members are believed to have been killed in action.

Roper, Grady W., Second Lieutenant

E&E Report No. 27

Access: Open

Date of report: May 2, 1943

Source: SMS 576 ADD 7, Box 3, Folder 4

No. of pages: 6

Second Lieutenant Grady W. Roper, 327th Bomber Squadron, 92nd Bomb Group, and his crew left Bovington, England, on October 9, 1942, to bomb Lille. They were attacked by enemy fighters and were hit and the order was given to bail out. He remembers seeing four other parachutes on his way down. A Frenchman appeared and helped him out of his parachute and provided him with clothes and a bicycle. He stayed in the home of another Frenchman for two and a half months. On December 20th he was given an identify card and was taken to Paris and then to the south of France. There were 12 people in the group and 2nd Lt. Roper was moved from Marseille to Nice and to Lyon, never staying in one place very long. The group attempted to travel through the mountains in Andorra but were turned back by snow. Three of the members

of the group including Lt. Roper went to Toulouse and then on March 27, 1943, traveled to Spain. They were arrested and taken to Gerona where they met a representative of the American Consul and provided with passports. The men were then transported to Gibraltar on April 23 and returned to the United Kingdom on April 25th. The other members of his crew are listed as prisoners of war or dead.

Jones, Miles B., Technical Sergeant

E&E Report No. 29

Access: Open
 Date of report: May 9, 1943
 Source: SMS 576 ADD 7, Box 3, Folder 4
 No. of pages: 4

Technical Sergeant Miles B. Jones, 359th Bomber Squadron, 303rd Bomber Group, left his home base at Molesworth, England, on January 23, 1943, on a bombing run over Lorient, France. They were hit by enemy fire and the order was given to bail out. He was assisted by French civilians who provided him with food and clothes. He was joined by a British Royal Air Force (RAF) pilot. They were transported to the south of France and after several days he met American 2nd Lt. Grady W. Roper who had been shot down earlier. He traveled with Lt. Roper and his group to Spain where they were arrested and taken to Gerona where they met a representative of the American Consul and provided with passports. The men were then transported to Gibraltar on April 23 and returned to the United Kingdom on April 25th. The other members of his crew are listed as prisoners of war or missing in action.

Crehan, Matthew J., Ensign

E&E Report No. 38

Access: Open
 Date of report: May 4, 1945
 Source: SMS 576 ADD 7, Box 3, Folder 4
 No. of pages: 4

Ensign (U.S. Navy Reserve) Matthew J. Crehan, left the deck of the *USS Hornet* on January 16, 1945, flying his F6F-5 in number three position in a division led by Lieutenant Commander R. E. Clements. They had been briefed to attack shipping targets in Hong Kong Harbor. During the run, Ensign Crehan realized that the third aircraft was missing. His aircraft was hit by ground fire and he attempted to fly far enough south in hopes a submarine would pick him up. As he bailed out, he saw Commander Clements plane fly over him and he waved to indicate that he was okay. His raft would not inflate and Commander Clements dropped his raft but Ensign Crehan found there was no CO2 bottle in the raft. He began swimming and three hours later he was picked up by the crew of a Chinese junk. He was kept prisoner on the junk until January 18th without food and very little water. He was taken ashore and was delighted to find friendly Chinese who gave him food and water. On January 19th he met Dr. Merrill S. Ady an OSS agent and Army Lieutenant John F. Egan of the 14th Army Air Force, another downed pilot. Ensign Crehan remained with them until March 7th when the two pilots parted company.

from Dr. Ady and moved through a succession of small villages reaching Hsiang Shui on March 10th. They were passed along by the Kuomintang Organization and on March 17th they were transported to a U.S. Army Air Base and then flow to Kunming on March 26.

Lambros, Peter, Ensign
Fetzer, Richard D., ARM 3C
Santopadre, E. X., AMM 3C
Moranville, H.B., Lieutenant (j.g)
Stratton, Elmer G., Lieutenant (j.g.)
Lynch, Joseph O., Second Lieutenant

E&E Report No. 39

Ensign, (U.S. Navy Reserve) Peter Lambros; Aviation Radioman 3rd Class (ARM 3C) Richard D. Fetzer; Aviation Machinist's Mate 3rd Class (AMM 3C) E. X. Santopadre; *USS San Jacinto*. Mission: Strike on Saigon Harbor on January 12, 1945. Ensign Lambros aircraft was hit by enemy fire and he landed safely in a rice paddy. His gunner, AMM 3C E. X. Santopadre, and his other crewman, ARM 3C Richard Fetzer, were injured in the landing. The three men began walking south away from Saigon when they encountered a Chinese native who helped them avoid a Japanese patrol. They reached an Annamese village and were assisted by the Chief to French Military Headquarters in Saigon where they were placed in prison and met the others listed in this report.

Lieutenant (j.g.), H.B. Moranville, U.S. Navy Reserve, *USS Hornet*. Mission: Strafe Ton Son Nhut Airfield. Lt. Moranville took off from his carrier on January 12, 1945, with seven other Hellcats from his squadron. Twenty five F-6s from the *USS Hornet*, *USS Hancock*, and *USS Essex*, flew formation toward their targets in the Saigon area. His aircraft was hit by enemy fire and made a forced landing in a rice paddy. He encountered a large number of Chinese natives who led him to a village. He met a Frenchman and was taken by car to a French military post at Vinh Long and then to Saigon. He was put into a prison, which they told him was for his own safety. He encountered the other Navy personnel from his group in the prison.

Second Lieutenant Joseph O. Lynch, U.S. Marine Corps Reserve, *USS Essex*. Mission: Strike on Tonconhet Airfield. Lieutenant (j.g.) Elmer G. Stratton, U.S. Navy Reserve, *USS Hancock*. Mission: Fighter Sweep, Saigon. Each of these men were in the same French prison as the others and describe their experiences with the French and Chinese.

All of these men were eventually moved from the French prison and taken to a concentration camp on March 3rd. Conditions in the camp were worse than the French prison and on March 9th they were given weapons and told they were free. They marched for 16 days and a French Foreign Legion Chief Sergeant named Guenther helped guide them by Japanese posts, found them food and shelter and helped keep them alive. On March 28th the group reached a small landing ground at Dien Bien Phu and were flown to Kunming.

Fox, Frederick M., Lieutenant

E&E Report No. 40

Access: Open

Date of report: May 8, 1945

Source: SMS 576 ADD 7, Box 3, Folder 4

No. of pages: 6

Lieutenant Frederick M. Fox, U.S. Navy Reserve, took off from the *USS Yorktown* on March 26, 1945, on a mission over southern Okinawa. His plane collided with an enemy aircraft and he attempted to bail out but could not open his hood. He attempted to pull his aircraft out of a spin unsuccessfully and the next thing he remembers is opening his eyes and finding himself sitting on the side of gully next to the remnants of his aircraft. He had been burned on his face and his left wrist, and his nose and a small bone in his foot were broken. He hid in a shack and then crawled through a wheat field. He decided to travel toward the SE coast. While hiding in a cane field, he saw four Japanese soldiers; one of the soldiers bent down and saw Lt. Fox who then took out his weapon and shot the soldier. The other three Japanese had walked away and did not hear the shot and Lt. Fox was able to get away. He slept for a while in the field but was awakened by the American bombardment and fled to a cave for shelter. He obtained a small boat and drifted along until he heard friendly aircraft overhead. The report continues with the details of the rescue of Lt. Fox by Lieutenant (j.g.) Robert W. Gabel, and his radioman, ARM 2C, Charles Pyles, Jr. The rescue aircraft encountered difficulties due to Lt. Fox's weakened medical condition and his inability to swim out to the plane.