

SECRET - AMERICAN  
MOST SECRET - BRITISHHEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
P/W and X Detachment  
Military Intelligence ServiceE & E REPORT NO. 120  
EVASION IN FRANCE & BELGIUM

SECRET

By Authority of  
A.C. of S. G.2.Initials: *W.F.H.*Date: *22-10-43*

21 October 1943

Roy F. CLAYTOR, 1st Lt, O-415307  
350 Bomb Squadron, 100 Bomb GroupAGE: 26 years  
LENGTH OF SERVICE: 2 years  
HOME ADDRESS: 2930 Pawnee Avenue So.  
BIRMINGHAM, AlabamaMIA: 17 August 1943  
Arrived in Spain:  
8 October 1943  
Arrived in Gibraltar:  
15 October 1943  
Arrived in UK:  
18 October 1943MEMBERS OF CREW: (This information checked with PWIB)

PILOT	O-415307 1st Lt Roy F. CLAYTOR	NARRATOR
CO-PILOT	O-738012 2d Lt Raymond J. NUTTING	MIA
NAVIGATOR	O-735962 2d Lt Oscar C. AMISON	MIA
BOMBARDIER	O-734714 2d Lt Kenneth R. LORCH	MIA
RADIO OPERATOR	6391477 S/Sgt W. M. QUINN	MIA
TOP TURRET GUNNER	15324472 S/Sgt William M HINTON	MIA
BALL TURRET GUNNER	34257794 T/Sgt John W. BURGIN	MIA
WAIST GUNNER	38152388 S/Sgt Charles K. BAILLEY	MIA
WAIST GUNNER	11065720 S/Sgt Edward A. MISANTE	MIA
TAIL GUNNER	36189601 Sgt Clifford STARKEY	MIA

17 August 1943

DAMAGED BY  
FLAK

We left THORPE-ABBOTS at 0600 hours, 17 August 1943, to bomb REGENSBURG. Our aircraft was in the lead position of the low squadron in the second element. We were flying <sup>night</sup> formation. I had not seen enemy fighters nor had any been called out when I suddenly felt the ship being hit hard. I didn't know the cause but we were losing altitude rapidly. I pushed the nose down to get out of formation and at the same time saw that the left wing was on fire. The aircraft was trying to go into a spin to the left. I gave the order to bale out. I saw the bombardier salvo the bomb-load and then he, the navigator and engineer jumped. I was busy trimming the ship when the co-pilot left his seat. I got up then and was standing between the seats still flying the plane when the nose went up and I was sucked down into the accessory compartment. From there I worked my way out of the nose escape hatch and made a delayed jump to avoid the flames of the aircraft.

SEES SEVEN  
CHUTES AND  
PLANE EXPLODE

I was next to the last to leave the ship. I saw seven chutes and know the co-pilot jumped just after me. I opened my chute around 4000 feet and saw the plane explode at about 8000 feet. I was still swinging violently when I hit the ground but was up, unbuckling my chute, when a crew-member landed about thirty paces from me. When I first hit the ground I had felt stunned and incapable of moving for about a minute. I noticed this was true of the crew-member who landed near me. I had to call him three or four times before he moved.


GREETED BY  
FRIENDLY  
BELGIANS

WANTED TO  
HIDE

JOURNEY  
ARRANGED

We were in a pasture near a village and were met by about thirty Belgians. They acted friendly so we asked how long they thought it would take the Germans to get to us. They said it would be fifteen minutes and told us we were in Belgium. We gave all of our flying equipment to these friends and in a few minutes everything was out of sight. We left this group of people and started walking through a small pine forest. My companion was dressed in O.D.'s and I wore Pinks with a mechanics sweater. Thirty minutes later while crossing a small road we met several Belgians who recognized us and warned us to hide where we were immediately. We jumped into a thick briar patch and about a minute later two truckloads of German troops passed down the road. The Belgians had hidden with us and after the cars were gone they led us to a clump of trees and told us to stay hidden. Clothes and food were brought to us and during the day at least a hundred Belgians came to our hiding place to shake hands. Late in the afternoon a young Belgian arrived and motioned us to follow him. We were taken to a house and then to another hiding place in the woods but after dark he took us to a barn for the night. We spent all of the following day in the woods but again after dark the Belgian came and took us to a home to talk with two English-speaking people. We explained how much we appreciated the help given us and that if any further help could be given us we would obey our helpers implicitly. Then our Belgian friend took us on bicycles to meet friends of his who arranged our journey. I was separated from my crew-member several days later and have not seen him since.

Compiled By:

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

Approved By:

  
W.S. HOLT  
Lt Col, AC  
Commanding

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APPENDIX "B" TO E & R REPORT NO. 120

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

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

Statement of information covering period from 17 August 1943  
to 8 October 1943

- a. On 5 or 6 October a BRUSSELS airdrome was bombed by B-17's. There was a 75% loss of buildings and a few planes were destroyed on the ground. Barracks and a Railway station were damaged. Three important barracks were destroyed and 1055 Germans were killed. Also 150 Belgians. (hearsay)
- b. Heard that only ME 110's were based at the BRUSSELS airport and that there were no night-fighters at this airdrome.
- c. Heard that Germans are using a new six-engine transport plane in the vicinity of ATH, Belgium.
- d. Observed a large anti-aircraft detector about 1000 yards south of LANGUEAUX railway station along the railroad tracks. It appeared to be non-portable.