

HEADQUARTERS
 ENGINEER DETACHMENT OF OPERATIONS
 P/1 and A Detachment
 Military Intelligence Service



U.S. REPORT NO. 254
 EVANSTON, ILL. FRANCE

42-3452

(Date)

John M Wagner T/Sgt 33237317
 (NAME) (GRADE) (ASN)

350th 100th Bomb
 (Squadron) (Group)

AGE: 22
 MONTH OF SERVICE: June 4 mo.
 HOME ADDRESS: Newport, Route 2
 Penna.

MIA: Sept. 15, 1943
 Arrived in Spain:
 Nov. 4, 1943
 Arrived in Gibraltar:
 Nov. 28, 1943
 Arrived in UK:
 Dec. 3, 1943

MEMBERS OF CREW: (This information enclosed with EWIB)

| | Official Disposition | Narrators Disposition |
|---|---|-----------------------|
| PILOT: Lt. Vetter 0-795862 | - safe at Gibraltar | |
| CO-PILOT: Lt. Smith 0-741943 | parachuted safely but not seen afterwards | |
| NAVIGATOR: Lt. McConaha 0-734944 | in Clermont beginning of Oct. safe | |
| ENGINEER: Lt. Bormuth 0-676542 | MIA | safe |
| RADIO OPERATOR: T/Sgt. Wagner 33237317 | safe in England | |
| TOP TURRET GUNNER: T/Sgt. Parsons 35873680 | wounded and captured | |
| BALL TURRET GUNNER: S/Sgt. Fontaine 3178574 | parachuted safely but not seen | |
| WAIST GUNNER: S/Sgt. Trigg 16073581 | in Clermont last seen Oct. | |
| WAIST GUNNER: S/Sgt. Daly 32560807 | MIA | |
| TAIL GUNNER: S/Sgt. Luch 37461810 | in Paris Oct. 12 last seen | |

Were you wounded? Ankle broken as badly sprained when parachuting,
 Given medical aid by several French doctors

SEE 254: T/Sgt John M WAGNER

THORPE-ABOTS
15 SEPTEMBER
1943

About 1530 on 15 September 1943 we took off from THORPE-ABOTS to bomb a factory for repairing planes, near Paris. I did not see any enemy fighters on the way to the target. I think we were supposed to have an escort of P-47's, but I do not remember seeing them. We dropped our bombs with results which I did not observe but which some Frenchmen later told me were good. I did not see any flak until we were over Paris; then the skies seemed filled with bluffs flak, heavy and accurate. It hit our numbers one and four motors and knocked out the instrument panel, interphone, radio, etc. We were flying at 24,000 and fell out of the formation. Immediately three FW's jumped on us. I thought that the tail gunner shot one of them down. One of the propellers was runaway. We were low on gas. I heard the bail out bell and followed the ball turret gunner out. I think I was the third man to go out. I went out the waist door; I thought ~~we~~ were then about 2000 or 3000 feet, I pulled ¹⁰³ the rip cord as soon as I was clear of the ship, and the chute opened. It seemed to me that I came down very quickly. In the air I saw two other chutes below me. ^{about 2000} our plane was burning furiously when it crashed.

BAILED OUT

LANDED INTO HELP

JOURNEY ARRANGED

I landed in a sugar beet field near CLERMONT almost into the arms of people who could help me. I broke my ankle in landing or badly sprained it, but my French helpers got medical aid for me later. Some Frenchmen hid my parachute and flying boots in a hedge and led me away to a hiding place from which my journey was arranged.

Compiled by:

D E EMERSON
1st Lt, A'S

Approved by:

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

The following information has been obtained from our interview with
..... (.....) who escaped after capture
by the enemy/evaded capture by the enemy after being in enemy/enemy occupied territory.
Further circulation of this information may be made, but when doing so it is important not
to divulge any particulars of source.

Statement of information covering period from 9/15/43.....

to 11/2/43.....

The French people are patiently waiting for
the invasion, there is little food and
fuel for the winter, although they have
good morale. From hearsay the bombing
results are fair. There were ⁴⁰⁰⁰ more A.A.
guns installed around Paris in October.
The German soldiers are very poor specimens
of soldiers, they are either very young or
else old, gray haired and hump backed.
By reports from the French people Beauvais
is entirely demolished from raids. Very
little military information seen as most
traveling was during night.