

SECRET - AMERICAN  
MOST SECRET - BRITISHHEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
P/W and X Detachment  
Military Intelligence Service

17 January 1944

E & E REPORT NO. 313  
EVASION IN FRANCERaymond J NUTTING, 2d Lt. O-738012  
350 Bomb Squadron, 100 Bomb GroupTARGET: REGENSBURG  
MIA: 17 August 1943  
Arrived in UK:  
4 January 1944

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-415307	1st Lt Roy F CLAYTOR	E&E RPT 120
CO-PILOT	0-738012	2d Lt Raymond J NUTTING	NARRATOR
NAVIGATOR	0-735962	2d Lt Oscar C AMISON	MIA
BOMBARDIER	0-734714	2d Lt Kenneth R LONGH	MIA
RADIO OPERATOR	6391477	S/Sgt W M QUINN	IN NEUTRAL COUNTRY
TOP TURRET GUNNER	34257794	T/Sgt John W BURGIN	E&E RPT 314
BALL TURRET GUNNER	15324472	S/Sgt William M HINTON	MIA
WAIST GUNNER	38152388	S/Sgt Charles K BAILEY	IN NEUTRAL COUNTRY
WAIST GUNNER	11065720	S/Sgt Edward A MUSANTE	MIA
TAIL GUNNER	36189601	Sgt Clifford STARKEY.	P/W

Our group was flying too close to the group ahead, their empty tail cartridges broke the glass in the nose, making holes large enough to put ones head through. Three bursts of flak hit us, almost tearing off the left horizontal stabilizer. The left wing caught fire and blazed. The right wing had a hole 2 feet in diameter, directly behind number four engine nacelle, and also caught fire. The aircraft started to dive and climb, completely out of the pilot's control. He gave the bale-out order as an FW came in to attack; we could hear the 20-mm's exploding in the bomb-bay.

The crew jumped. The pilot and I kept rolling the trim tub forward so as to keep level flight until they were all clear. I left my seat and put on my chute. Lt CLAYTOR thought I had jumped, when he left his seat, but I had been pinned to the floor of the top turret, by the force of gravity. As soon as the plane started to dive again, I managed to get my hand up high enough to open the door to the bomb-bay. By clutching one side of the door tight, I was able to pull myself through into the bomb-bay, where I went out head-first at 13000 feet.

I delayed my jump a thousand feet, so that if the aircraft exploded, the burning debris would not set fire to my chute, as I floated down. Two FW 190's circled us on the way down, but they did not fire, and soon went off, presumably to report our positions. The aircraft kept circling to the left, so that the eight chutes which came out were floating in a circle. As I watched there was a terrific boom, and the whole plane exploded.

After that I just floated, trying to figure out where I was going to land, and trying to steer for a logical place. I was over level ground, spotted with

patches of wood. I tried to guide the chute so that I would land in a plowed field. I could not have been too good at it, for I landed hard on a dirt road. I had missed the field by only five yards, and I believe this was because I no longer dared spill the chute, when I got really close to the ground. I landed on my legs, and fell ~~backward~~ <sup>forward</sup> to break the fall, but all the wind was knocked out of me.

I got up, and took off my chute. I was immediately surrounded by a vociferous crowd of Belgians, all intent on kissing me on both cheeks. Between their shouts of "camarade", they would ask me when the invasion was coming. They took my equipment, and I ran 25 yards to join Lt CLAYTOR, who had landed in the field that I had missed. For the next three weeks my experiences were the same as his, and were published in E & E Report No. 120. Our journey was arranged almost immediately.

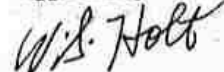
SEE E & E  
REPORT 120

Compiled By:



DOROTHY A SMITH  
Capt, WAC

Approved By:



W S HOLT  
Lt Col, AC  
Commanding

a. There is an airport at BRUSTHEM on the southeast side of ST TROND on the main road from LIEGE. The airport is camouflaged as a village. The "houses" are mobile and can be pushed aside when the runways are needed.

*(see map nearby)*  
# 1 map here



b. There is another field at FLORIN. This airport is not disguised as anything else. *Good sized bombers could land here* (south of Charleroi 50°14' 25" N 04°29' E)

AISCHE-EN-REFAIL  
c. At ~~SAINT~~, north, northwest of NAMUR is an airfield which 2000 Japanese are stationed. It is rumored that the Germans expect to have 20,000 of them. They are to be used in a final desperate air offensive against England. (hearsay August - November - See map attached for location)

*(see map nearby)*  
# 2 map here

d. At COMPIEGNE from a train to PARIS on 26 November 1943, forty to fifty ME 109's were observed on the first landing approach, both wheels down. The airport itself, in the wooded hills east of COMPIEGNE, could not be seen.

e. On the west side of the railroad tracks, 15 kilometers from COMPIEGNE when coming from ~~Blanc~~, two engine aircraft are ~~st~~ well camouflaged with nets. (observation 26 November 1943)

f. The Fortress raid of 14 July 1943 on the LE BOURGET airfield did a great deal of damage. Among those killed was a prominent doctor who was a major in the German medical corps. (hearsay November)

g. The only main railroad between Belgium and Germany (COLOGNE, LIEGE, BRUSSELS) passes over a bridge on the MEUSE. The bridge sets high above the river ~~at~~ *between Maastricht and Liege* (observation 21 August 1943)

h. The Brussels railroad station has been badly damaged by the raids of the USAAF. A great many tracks around the station, were destroyed, and all had not be repaired when observed on 23 November.

*h* There are many anti-aircraft guns in LIEGE. Some of the guns are stationary on housetops, but many are mobile, and the Germans keep changing their positions. The barrage directed at the USAAF by day, and the RAF by night, appeared heavy through-out late August, September, October and early November. (observation)

*all aircraft*  
*h* During the latter part of November, no guns were heard in BRUSSELS. It was said that the guns had been moved out, but ~~that~~ after the B-17 raid, they were being moved back in.

*h* Morale of the German troops stationed around LIEGE is low. They are a sad dejected lot, and there is seldom any laughing. Many get orders for Italy and Russia and this depresses them further. The age of the troops is from 15 to 18 years, and then it jumps to 35 years and older. The officers are said to be war weary. They were furious when Italy signed an Armistice. Many of them sell guns, knives and ammunition. (observation and hearsay, August - November)

*h* German morale is low in BRUSSELS and PARIS. In BRUSSELS they feel that the end of the war is over the better. In PARIS soldiers now move off the sidewalks to make room for the civilians. The German SS troops here are 14 to 18 years old. (observation and hearsay)

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l Only very high ranking Germans have gas for their cars. Other automobiles burn charcoal and wood. Most traffic is horse drawn. (observation)

m Many troops left BRUSSELS at the time of the invasion of Italy. (hearsay ~~from~~ <sup>from</sup>)

n Most of the troops observed in PARIS, belong to the Luftwaffe. <sup>observed</sup> (late November) ~~?~~

~~o There is a factory at VERVINS, Belgium, where ammunition and guns of all types are made. The factory works at full capacity, and has never been damaged. (?)~~

<sup>Belgium</sup>  
o The John I. COCHRAN Company at VERVINS turns out eight locomotives a month. (hearsay)  
~~Another factory in Vervins makes great quantities of guns and ammunition. There has been no bomb damage here.~~

~~o~~  
A ~~o~~ At Herstal, northeast of LIEGE, there are gun factories. All types of small arms, .30 calibre, pistols, etc., are manufactured here.

g t. Civilian morale in LIEGE and BRUSSELS and PARIS is high. Much sabotage goes on to hinder the war effort. The people realize that they must be bombed if we are to win, and in BRUSSELS they feel that there should be more bombing. General SMUTS speech offended the French, who were greatly upset and feared that the British Government was behind him. General SMUTS had made a previous speech, in which he said that the invasion would take place in 1944. As a result, black market prices, which had started to lower the anticipation of an invasion, rose higher than before.

1. In Belgium evader was told that the ~~western~~ <sup>defense</sup> wall was not very thick and could easily be demolished by bombing and guns of the fleet. The Germans were supposed to plan to make a stand here only to impose casualties. The MEUSE River and the SIEPRIED Line would be the real defense lines.

2. In France evader was told that the defense walls were thick and would be hard to destroy. The area was said to be heavily manned with Germans in spite of the number that have had to be sent to the Russian and Italian fronts.

3. ~~The Meuse River is well fortified ??~~

*Evader was not sure however, as to whether these references were to one or two different walls. We were also told that it was said that*

4. Once the coastal defenses of France ~~were~~ <sup>are</sup> pierced, the ~~evader was told~~ <sup>there are</sup> no more real defenses until one gets ~~to~~ <sup>close</sup> to Germany. The Meuse River <sup>is well fortified</sup>

5. ~~Heard~~ <sup>It is</sup> that there is an underground ~~aircraft~~ <sup>aircraft</sup> factory southeast of ESSEN. It is only a short distance from the city. It is believed to produce aircraft. *Heard*

6. The Germans have invented a magnetized grenade to be used as a tank destroyer. It is 12 inches long and 10 inches high. Observation, see sketch.



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break their legs because they hit ~~as~~ hard. 24 ft  
to level  
25 ft ok.

U ~~aa~~. The Brussels railroad station was badly hit by the B-17's. It was still under repair in ~~the~~ ~~city~~. Many of the tracks destroyed were those which came in from LIEGE, and which had been built on concrete 10 inches above the regular main tracks. These supplementary tracks have not been repaired. (observation)

✓ ~~ab~~. During the B-17 raid on the BRUSSELS airdrome, one barracks received a direct hit, the others were damaged by blast. 1200 Germans and 1000 pro-Nazi Belgians were killed. They were all in the air raid shelters. A bomb burst a water main, which in turn flooded the shelters, drowning everyone in them. (hearsay)

~~\_\_\_\_\_~~

W ~~ac~~. The bombing results in ANTWERP have been good. Many Germans have been killed.

X ~~ad~~. The raid of 14 July on the LE BOURGET airdrome destroyed many aircraft, barracks, and workshops. Over 1000 Germans were killed. A Major in the German medical Corps was killed at this time. He was reputed to be one of their best doctors, and the Germans were very upset by his loss. (hearsay)



Y ~~at~~ The bombing of ST NAZAIRE in late June destroyed <sup>some</sup> locks and several new submarine pens. ~~Several~~ submarines were sunk. The old pens were not destroyed. (Hearsay)

Z ~~at~~ There is much sabotage and resistance work going on in Belgium: railroads are blown up, German hay is burnt, gasoline is continually stolen, ~~while the~~ aircraft are filled with highly watered gasoline, whenever possible. Robbery of banks and food stores is a daily occurrence. Collaboration, <sup>157</sup> Belgians are quickly disposed of.

aa ~~at~~ The White Army is very well organized. <sup>In addition to</sup> ~~As well as~~ guns, grenades, ammunition and dynamite, they have ~~disassembled tanks~~ <sup>(in storage)</sup> which can be ~~put in condition~~ <sup>put in condition when the time is right.</sup>  
*re-assembled at the time of the invasion*

bb ~~at~~ <sup>route of Liege</sup> Germans, who go into the woods to round up labor evaders, find that they must shoot it out. It is said that no German comes out alive.

<sup>The resistance movement</sup>  
cc ~~at~~ LIEGE is particularly well organized. Maps and plans showing all installations, in minute detail, are on hand. 2000 extra Gestapo were sent to LIEGE in  $\phi$  to get to the bottom of the resistance movement there.

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