

SECRET - AMERICAN  
MOST SECRET - BRITISH

HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
P/W and X Detachment  
Military Intelligence Service

E & E REPORT NO. 346  
EVASION IN FRANCE

15/30/44  
(Date)

Andrew F. Hathaway T/Sgt 3246445  
(Name) (Rank) (ASN)

349<sup>th</sup> 108<sup>th</sup>  
(Squadron) (Group)

TARGET: PARIS 11/26/43  
MIA: 11/28/43  
Arrived in UK: 29/1/44

MEMBERS OF CREW: (This information checked with P/W)

	Official Disposition	Narrators Disposition
PILOT <u>Ford, G W 2nd Lt.</u> - <u>French said</u>		- Captured
CO-PILOT <u>Pitner, Jean B 2nd Lt.</u> <u>had gone thru the house in Paris &amp; had said this.</u>		Repatriated
NAVIGATOR <u>Plischke, Arno E 2nd Lt.</u>		"
BOMBARDIER <u>Bodei, Arthur G 2nd Lt.</u>		Captured
RADIO OPERATOR <u>Newman, Max S T/Sgt</u>		"
TOP TURRET GUNNER <u>Hathaway, Andrew F T/Sgt</u>		
BALL TURRET GUNNER <u>Jones, George E S/Sgt</u>		Captured
WAIST GUNNER <u>Kings, Delton L S/Sgt</u>		Repatriated
WAIST GUNNER <u>Binanichi, Leo S/Sgt</u>		Captured
TAIL GUNNER <u>Glasmeier, Carl G S/Pgt</u>		Killed in action

Were you wounded?

yes 7 (hair Paris) French said S/P/W, 1 dead - source was Pitner & Plische

RCAF Spitfire pilot captured  
Waist gunner from Lt Chesdorn field

AG Report:

Sgt Hathaway saw the ~~xxx~~ LtS Ford, Pitzer, Eischke, and Bodai bale out uninjured

Sgt Hathaway heard that five members of the crew were P/w and one chute did not open.

We ran into accurate flak at 22000 on our way to target. Our number two engine was knocked out and we fell out of formation. Four Me 109's attacked at 6 o'clock out of the sun. The tail section was damaged and the aircraft began to wash. After the second fighter attack the number two engine was on fire and my turret had been hit. There was fire in the bomb-bay when the order to bale out was given. The bombardier had opened the bomb-bay doors but I went out through the front escape hatch after the pilot, copilot and navigator had already jumped.

AIRCRAFT  
ON FIRE

Delayed  
Jump

Delaying my jump from 6000 feet to 1000 feet I pulled the ripcord because I saw that I was getting near the ground. My helmet had been blown off in the slipstream and I had had no trouble watching the ground while I was falling though I fell most of the way on my back. There were two or three chutes open above me and the plane was diving and stalling, diving and stalling, still on fire.

I landed in a field about thirty yards from a house. Gathering in the chute, I ran down a country lane stopping only long enough to stuff the chute into a hole and cover it with leaves. There were no Frenchmen in sight. I ran until I got into a wood before slowing down to a fast walk. In the wood I came to a clearing and avoided a woodcutter<sup>there</sup> whom I, fortunately, had seen before entering the clearing. I had done nothing about my uniform which was flying jacket, work coveralls, summer flying suit, heated suit, light khaki sweater, heated boots and flying boots. I had not had time to get my G.I. shoes out of the plane.

GETS INTO  
WOOD UNSEEN

I ~~had not been~~<sup>was not</sup> running in any chosen direction so when I came to a wooded hillside covered with thick brush, I crawled into a thicket to rest for the remainder of the day. There were people working in the fields but I could not find any<sup>one</sup> working alone. In the distance, several times I heard cars pass on a road but I did not investigate. About a mile away there was a small village. No one came into the woods all day.

PHOTOS IN  
WOOD ALL  
DAY

At dusk I moved along the edge of the open fields, keeping well within the cover of the woods. I was still not going in any particular direction but

looking for someone from whom I could get advice. In approaching a farmhouse I watched a farmer driving his team of horses in from the fields. <sup>when</sup> he went to a shed and I moved ~~around~~ closer so that I could <sup>speak to</sup> see him when he came out. In doing this, I almost ran into another man crossing the field and this scared ~~me~~ back into the wood long enough to miss the farmer. Later I went back into the field and found a waterhole from which I drank.

Refused  
help

WARNED OF  
GERMANS

I was walking off through the fields when I heard a wagon approaching and waiting for it, I spoke to the farmer. In the darkness it was difficult to get him to understand me and, using my <sup>cigarette</sup> lighter, I showed him my French phrase card. It seemed he could not help me in any way but he pointed out a direction when I enquired the safest way to go. In asking about the Germans he pointed to my lighter and then to a lighted house and from that I ~~judged~~ thought he must be saying that Germans were billeted there.

I walked away in the direction ~~he had~~ <sup>zone</sup> pointed out, and stayed in the fields during the early hours of the evening. I was ~~having~~ making little progress because of so many hedges and tall wire fences. Finally I came onto a secondary road and followed ~~it~~ <sup>it</sup> until ~~mid~~ around 0300 hours. Several times I crawled into ditches when cars and motorcycles passed. The small villages I passed through were quiet and there was no disturbance when I went through them.

WATCHES  
HOUSE ALL  
DAY  
on the  
sidewalk

<sup>while resting before daybreak</sup>  
I ate a candy bar and chewed gum, ~~and~~ In the early daylight hours, I <sup>went</sup> ~~got~~ back <sup>to walking in the</sup> fields and several hours after sun-up, I decided to go back into hiding. There were no haystacks, perhaps because I had reached the outskirts of a small village. I crept up to the rear of a shed and sat in the weeds all day. Occasionally I ~~saw~~ <sup>saw</sup> the occupants of a house I was watching, come in and go out, but they never came near enough for me to attract their attention without calling out, and that, I was afraid to do. At noon I ate ~~some~~ more tablets from the Aids Box.

About mid-afternoon an old lady came near the fence where I was hidden and I waved to her. When she came over I used the phrase book to ask her if she could

*she seemed bewildered and*  
help me. I got ~~nothing but a bewilderment from her until she~~ went back in the house to bring out another woman who understood who I was. I was taken in the house, fed and allowed to rest there until late evening when a man came to see me. He ~~did not seem out to be~~ <sup>was</sup> very helpful and, though friendly, was only worried at my presence there. I was given food and a bed for the night.

GIVEN FOOD  
AND BED

At 0630 hours the following morning I was awakened, fed, given a few odds and ends of clothing, also some food in a package and told to leave. It was still dark when I started down the road and after daybreak I came to a large village. I was just getting into the streets when my courage ~~xxx~~ failed and I turned back to get into the fields and woods. ~~This didn't work very well for I had no sooner gotten into the edge of town than I began to walk by people who stared at me, and~~ *In trying to avoid* before I realized I was right back in the middle of the village again. This time

USED FRENCH  
PHRASE BOOK  
TO GET HELP

I stayed on the main road and walked through several smaller villages before stopping a man who was driving along in a cart. I used my <sup>French phrase</sup> book again to ask for help and he drove me to his house in the cart to give me some food. I didn't stay with him very long.

After leaving this man, I walked for the rest of the day without speaking to anyone else. A lot of ~~xxx~~ my walking during the afternoon was in fields and wooded areas but I had no plan about it, other than to avoid as many people and crowded areas as possible. After ~~it had~~ dark I walked into a large town and was standing in a yard, watching a house, when a lady came out and found me before I could hide. She was frightened and while I was trying to explain to her a man ~~came~~ out of the house and motioned me to leave, without waiting to hear what I was trying to tell them. I went on, ~~xxx~~ stopped a man on a cycle, and was directed to a church. I approached the priest who was very frightened and wanted nothing to do with me though he gave me food before I left him. I walked out of the town after that experience and slept in the fields for several hours.

Being too uncomfortable to stay there all night I walked on until reaching a ~~big~~ town about midnight. Discouraged by my experience in the other town I thought

Finds help  
AT  
RAILWAY  
STATION

of going to the railroad station if only to look it over to see if I could spend the night in the waiting room. Except for the night-duty ticket-seller, the place was empty. I spoke to him and was taken into a back room where I was allowed to sleep the rest of the night. I had to leave early the next morning and in walking out of the yards I was stopped by a night watchman. I told him ~~that~~ I was American and just passing through town.

On the outskirts of this town I passed a signpost which gave me enough directions so that I knew I could probably make the outskirts of PARIS by evening. I checked where I was then and the direction of PARIS so that I could travel by compass and for some time travelled in fields. However I walked on several different secondary roads that morning. Before noon, ~~was~~ <sup>when</sup> crossing a field, and ~~round~~ a small stone house I ran into a Frenchman. I pulled out my phrase card and asked ~~him~~ for help.

Journey  
arranged

I was taken into ~~the~~ <sup>a</sup> house where I met two other Frenchmen and from there my journey was arranged.

White 26 Dec 43  
to 19 Jan 44

V.S. Hoet

APPENDIX B:

- a. Evader was told that there was a fighter airfield 20 kilometers southwest of FIRMES DE MEZELIERES. It bases operational FW 190's and evader once saw five FW's in a traffic pattern over the field.
- b. Evader heard that there were stationary anti-aircraft batteries two kilometers north of ECOUEN.
- c. Evader heard that the few German troops stationed in the immediate vicinity of PLOUHA were on patrol duty and that the largest guns in that area were fifteen miles west of PLOUHA.

770 820  
Gibson 1944