

SECRET - AMERICAN
MOST SECRET - BRITISH

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

19 February 1944

E & E REPORT NO. 385
EVASION IN FRANCE

TARGET: REGENSBURG

William M QUINN, S/Sgt, 6391477
350 Bomb Squadron, 100 Bomb Group

MIA: 17 August 1943
Arrived in UK:
6 February 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, Jr	E&E RPT 313
NAVIGATOR	0-735962	2d Lt Oscar C AMISON, Jr	MIA
BOMBARDIER	0-734714	2d Lt Kenneth R LORCH	MIA
RADIO OPERATOR	6391477	S/Sgt William M QUINN	NARRATOR
TOP TURRET GUNNER	34257794	T/Sgt John W BURGIN	E&E RPT 314
BALL TURRET GUNNER	15324472	Sgt William M HINTON	MIA
WAIST GUNNER	38152388	S/Sgt Charles K BAILEY	E&E RPT 384
WAIST GUNNER	11065720	S/Sgt Edmund A MUSANTE	MIA
TAIL GUNNER	36189601	S/Sgt Clifford R STARKEY	P/W

I was firing at an ME 109 when the bale-out order was given. I thought it was going to crash into us, but when it got really close, it veered left and on the inter-phone I heard: "Fod God's sake bale-out." I picked my chute off the floor of the radio room. When it would not go on after three or four jabs, I looked and saw that I was holding it ^{upside} ~~upside~~ down. I took off my gloves and attached each hook separately, because the harness rings were so loose they would not meet. I disconnected my inter-com and opened the bomb-bay doors. I had not disconnected the cord to my heated suit, and this caught me as I tried to go out the bomb-bay. As I pulled it out I saw sheets of flames through the window. Thinking the plane was about to explode, FORGOT G I SHOES I dove head first through the bomb-bay, as the plane went into its first dive, and forgot to take my GI shoes.

PARTIALLY
DELAYED
Jump

After dropping 10000 feet, I opened my chute at 16000 feet. I was jerked so hard that I had trouble walking when I landed. I grabbed the

shrouds to relieve the pressure, and looked about me. Seven chutes had opened a good distance below me. The aircraft came out of the dive and went into a tail-spin, and after that it just kept on going down. I looked about to become familiar with the terrain in which I was about to land, and to see what the possibilities were for evasion. I could not make head nor tail of anything, and decided to wait until I hit the ground before ^{MAKING} ~~planning anything.~~

HELP
WAITING

Someone was waiting for me when I landed in a small cleared field. My chute spilled over my body, and I saw the person for the first time as I came out of it. In English, I was asked if I were German or English. I said, "American." The next question was "Are you wounded?" I replied that I did not really know, but that I did not believe that I could walk. I was picked up like a child and helped to the nearby woods.

Ten to fifteen other people now came running up. I was very thirsty and asked for water, they brought me everything else, ^{BUT NEVER ANY WATER} The crowd disposed of my equipment. About an hour after my landing we heard someone whistling as they came through the woods. The crowd dispersed like frightened deer, and I was motioned to keep down. I was ^(S) under a pine tree where anyone could see me. As I thought the whistler must be a German, I moved over to a good, thorny brier patch and burrowed in. I was no sooner ^{SETTLED} ~~in~~ than I could hear a body brushing through the undergrowth. I looked up and saw a German soldier advancing toward me.

MOVES TO
BRIER
PATCH

OVERLOOKED
BY GERMAN

He came to within two feet of where I had hidden and then turned left. I was breathing so hard, that I do not see why he did not hear me, if he could not see me. I lay in the briers for another two hours. Two more Germans passed close-by, whistling the whole time. Then it was quiet. I got up and began circling to find out where I was. I soon knew that I was in a woods five acres deep, surrounded by roads on all sides. I thought it best to start walking in search of help, then I stopped and thought of all the things my S-2 had told me not to do, such as never approaching a farmhouse without observing it for half a day. I decided that it was best to go back to my original hiding place and see if my friends of earlier in the day would return.

SOME HELPERS
ARRESTED

Toward 2300 hours I heard someone whistling as they went through the woods. I investigated and found two people from the original crowd. They told me there were Germans everywhere, and that some arrests had been made amongst the crowd. We cautiously moved out into a corn field. Civilian clothes were brought me, and I put them on. We were all of the opinion that this field offered no proper hiding place, so another brier patch was found. I was given a blanket, and spent the night amongst the thorns.

JOURNEY
WITH CREW
MEMBER ARRANGED

At 1000 hours on 18 August a man was brought to the brier patch to see me. He asked me if I knew Sgt BAILEY. I said, "Yes." He told me that the sergeant was with him and that I would be taken to see him. I spent the whole day in the little brier patch in which I had slept. That night, after dark, we made rendezvous. From then on our journey was arranged, and I traveled with Sgt BAILEY (E&E RPT 384) until we reached the UK.

Compiled By:

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Approved By:

W. H. Holt

APPENDIX "B" TO E AND E REPORT NO. 385 PERIOD AUGUST-DECEMBER '43

Two large trains were observed moving north from TOULOUSE toward PARIS on 17 December. They were loaded with tanks and trucks painted a light grey. The equipment appeared to be in excellent condition.