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SECRET - AMERICAN
 MOST SECRET - BRITISH

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



E & E REPORT NO. 397
EVASION IN France

FEB. 7, 1944
 (Date)

Eugene V MULHOLLAND, 2d Lt, O-798016

 (Name) (Rank) (ASN)

 351 100
 (Squadron) (Group)

TARGET:
 MIA: 3 September 1943
 Arrived in UK:
FEB. 6, 1944

MEMBERS OF CREW: (This information checked with PWID)

		Official Disposition	Narrators Disposition
PILOT	Fienup, Victor E. 1ST LT O-729837	P/W	
CO-PILOT	Mulholland, Eugene 2D LT O-778016	R/D	NARRATOR
NAVIGATOR	Pascal, Paul (NMI) 1ST LT O-709652	R/D #278	
BOMBARDIER	Barnes, Blanton, G. 2D LT O-730766	MIA	SAFE IN FRANCE
RADIO OPERATOR	Wright, Charles F. T/SGT 6947122	P/W	WITH LT A. LINDSEY
TOP TURRET GUNNER	Evenson, Roy A. T/SGT 39385869	P/W	
BALL TURRET GUNNER	Kreitenstein, Norman D. S/SGT 35114035	R/D #181	
WAIST GUNNER	Miller, Marvin (NMI) SGT 12032702	MIA	
WAIST GUNNER	Daniels, Charles T. S/SGT 35470666	MIA	K and B. end date on last would not claim
TAIL GUNNER	Brown, Robert H. S/SGT 39066626	P/W	

Were you wounded? NO

WITH S/SGT ROSSWELL MILLER IN PARIS FOR 11 WEEKS
 LEFT MILLER IN HOSPITAL IN BARCELONA IN
 HANDS OF AMERICAN CONSUL

LT. D. SCHRIEBER 379TH GR. } PRESUMED
 S/SGT HOWELL 381ST GR. } IN U.K.
 T/SGT. BRYZEWSKI 381ST GR. }

FLAK

We were on the way back from the target, when flak hit us under the cockpit. I was looking at the instrument panel at the time, and it just crumpled up, while the aircraft itself seemed to be knocked up into the air. Flames shot up from under the rudder pedals and the hatch between the pilot's seats. The control cables were cut. The pilot gave the bale-out order.

TROUBLE FINDING
RIPCORDER

I pulled my chute out of the fire, fortunately the case had not yet caught. The engineer left his turret and put on his chute. I could hear Lt PASCAL swearing, so I knew he was alive. We must have been in a spin, because we could only crawl around. I pushed the engineer out and got out myself at 23000 feet. I could not find the ripcord at first, as it was tucked in further than in most chutes. This automatically delayed my jump for a while. The flak hit us at 0915 and I was on the ground at 0925. After pulling the ripcord, I could see our aircraft; one wing was off and I could hear the ammunition going off later when I landed. There were four other chutes visible; two were close together, and one landed only a quarter of a mile from me. There were woods in sight, but I could see that I was going to land in open fields near a German airfield.

GERMANS TOO
NEAR TO SPARE
TIME FOR
CROWD

HIDES IN
UNDERGROWTH

I landed easily and a crowd came running up. We could not understand one another, and there was no time to loose, for I knew the Germans must be near. Tucking my chute under my arm, I ran towards the woods. A man on a bicycle passed me, heading for the other chutes. He soon came back pedaling furiously, and yelling "Boches." I doubled my speed and reached the woods. I hid my chute under some bushes, and then got away from it. I found a spot under some bushes, surrounded by dense undergrowth. I hid here for two hours before the Germans came near. Three of them stood no more than 10 feet from me on either side. They looked at me, but never saw me. One of them yelled - he had found my parachute. He picked it up and went off. A cub plane kept circling at 100 feet and I could here it land and take off.

AIDS LOST IN
JUMP

STOPPED BY
GERMAN
SENTRY

At 2000 hours I left my hiding place and started walking south. I used the north star to get my bearings, as I had lost all my escape aids in the jump. I walked and walked, for I wanted to be sure and clear that area before daylight. At 0400 hours I reached a small town and started through it. I had reached the far side when a German sentry yelled: "Halt." I halted. He approached and looked me over. I had on GI shoes and coveralls. I had a flying vest over the coveralls, which covered my insignia. He turned and walked away - I did likewise.

MORE GERMAN
TROUBLE

HIDES IN
YARD

After traveling up the road for 100 yards, I got off the road and started to run. I ran straight into four radio towers. One was sending code messages in blinker, but I did not stop to try and read it. I circled a sentry and went back to town. I hid in a back yard all day, and ate apples and carrots. People often stood near me, but I could never attract their attention, without betraying my presence to the many Germans. At 2000 hours I set out again along railroad tracks. When I got near the railroad station, I climbed up the embankment, and followed a path. When I grew tired I sat down under a tree, and slept until dawn.

GERMANS IN
VILLAGE

At 0500 hours on 5 September I went through the woods to a railroad. I followed the tracks to a village. I started to sneak in close to find out just how matters stood. The first thing I saw was a group of Germans soldiers standing around a truck. I raced back to the woods. I ran into a man on a bicycle, but he insisted on ignoring me. Finally I saw an old man all alone and approached him. I explained who I was and told him I was hungry. He pointed to a farmhouse down the hill.

GIVEN MAP

I went to the farmhouse and, when I had explained that I was a hungry parachutist, they fed me. I told them I needed a map, and that I was going to BARCELONA. They tore a map out of a book, but offered no further help. I set off again and went through the fields for 500 yards. I ran into some people walking in the fields. As they could not be avoided, I told them who I was. They were most enthusiastic. I was taken back to the farmhouse and an English-speaking person was sent for. They gave me farm clothes to put on over my coveralls, and that night the rest of my journey was arranged.

JOURNEY
ARRANGED

CANNOT KEEP
UP WITH GROUP
IN PYRENEES

On 5 January I was in a party crossing the Pyrenees. I told the party to go on and leave me, that I could not take another step, even though the guide claimed we were only 30 minutes from the border. I slept for several hours, and then I was all right. There was no snow on the ground. I set out on my own then, and walked all that night and the next day. I stopped at a farmhouse for help. They gave me food and drink, but no more, and definitely would not let me sleep there. The only one who could speak English, complained of the bombing of French women and children. The next evening, 7 January, although I really was near the border this time, I could not go on. Here I received help.

UNFRIENDLY
FARMHOUSE

THIRD ATTEMPT

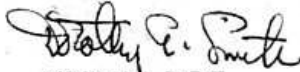
At noon on 9 January, I was set on the road again. I walked until 2200 hours and reached a Spanish village. I stopped a man to ask for water, as all I had was wine, and it is not thirst quenching. He took me to a cafe and I slept in his barn that night. The next morning, 10 January, I went to the railroad station, and asked them to call the consul. They would not do it here, and sent a child with me to the telephone exchange. I made the call, and Mr FORSYTHE advised me to turn myself into the police, and have them take me to GERONA, where there were more Americans.

SPAIN

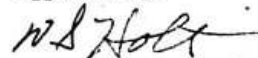
CONSUL ADVISES
SURRENDER TO
POLICE

No one would tell me where the police were. I traded my watch for a train ticket to BARCELONA, and boarded the train. Before it pulled out of the station, plainclothesmen asked me for my papers and I was under arrest.

Compiled By:


DOROTHY A. SMITH
Capt, WAC

Approved By:



APPENDIX "B" TO E AND E REPORT NO. 397

- a. Hearsay that the bombing of the PARIS Renault factory on 3 September was a good job. September-January
- b. Observed that the 15 September bombing of the HISPANO SUIZA Factory was a good job. A castor-oil factory, and a plant that made radio tubes were also hit. 198 Germans were said to have been killed in one shelter. The HISPANO factory had been missed on 8 September.
- c. On 19 December a JU 88 airfield was observed north of LEZIGNAN. Four radio towers were observed in the vicinity of EVREUX. Blinker system was being used for messages on 19 December.