

SECRET - AMERICAN  
MOST SECRET - BRITISH

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

12 January 1944

E & E REPORT NO. 278  
EVASION IN FRANCE

Paul (NMI) PASCAL, 1st Lt, O-729652  
351 Bomb Squadron, 100 Bomb Group

TARGET: PARIS

MIA: 3 September 1943

Arrived in UK:

20 December 1943

## MEMBERS OF CREW: (This information checked with PWIB)

PILOT	0-729327 1st Lt Victor V FIENUP	MIA
CO-PILOT	0-798016 2d Lt Eugene V MULHOLLAND	MIA
NAVIGATOR	0-729652 1st Lt Paul (NMI) PASCAL	NARRATOR
BOMBARDIER	0-730766 2d Lt Blanton G BARNES	MIA
RADIO OPERATOR	6947122 T/Sgt Charles F WRIGHT	MIA
TOP TURRET GUNNER	39385869 T/Sgt Roy A EVENSON	MIA
BALL TURRET GUNNER	35114035 S/Sgt Norman D KREITENSTEIN	R&E RPT 181
WAIST GUNNER	39606626 S/Sgt Robert H BROWN	MIA
WAIST GUNNER	35478066 S/Sgt Charles G DANIELS	MIA
TAIL GUNNER	120327 ? Sgt Marvin (NMI) MILLER	MIA

DAMAGED BY  
FLAK

Halfway between the French coast and the Renault Works in PARIS our fighter support turned back. On the way over we were flying very poor formation, and, once changed positions with another plane, when we failed to hold our own position. Our group did not drop its bombs on the target, which was visible, and I never know why. Medium, accurate flak was pumped up at us over the target; after one burst hit me in the waist, Sgt DANIELS called for first aid. I told Sgt BROWN to administer this aid, but a few minutes later, when Sgt DANIELS called again for help, I sent Sgt WRIGHT to take care of him. I don't know what happened in the waist after that.

ATTACK BY  
FIGHTERS

At the edge of the flak belt, coming out of PARIS, our squadron, flying low, was attacked by approximately thirty fighters. All the attacks, which I saw, were frontal. At 0925 hours I got an ME 110, attacking from 1100 o'clock, and, after calling it out to the crew, the tail gunner said it exploded behind our tail. At 0928 hours our aircraft listed to the left, and, the pilot ordered everyone to put on chutes. The bombardier and I were wearing our chutes when I heard this preparation order, I unhooked my oxygen and went to the escape hatch. Our altitude was 21000 feet indicated. At the escape door I waited for further instructions, and thirty seconds later the co-pilot said, "This is it, boys - bale out!"

I tore off my helmet, groped for the emergency handle on the door, looked at my watch (0930 hours) and, as the bombardier came up urging me out, I pulled the handle. In the second, during which I turned around to see who was

BLACKS OUT  
LOSES SHOE  
DURING JUMP  
DESCENT  
TAKES 18  
MINUTES

behind me, flames poured in through the escape hatch, singeing my eyebrows and hair. With both hands on the sides of the hatch, I dropped through feet first, and was whipped through the opening, as the slipstream caught me. Because I had been off oxygen for more than a minute, I put my hand on the ripcord as soon as I left the plane, because I thought I felt dizzy. Within another few seconds my chute had opened, though I had not meant to pull the ripcord at that altitude. I blacked out after the chute opened, and about three minutes later I could see hazily, but, it was 0935 hours before I could read my watch. My left shoe and flying boot had fallen off, and my body was in such an uncomfortable position, that I tried to shift my weight. This started a violent body swing which I found could be controlled by "slipping" my chute. I had started spilling air from the chute when I realized how high I had opened it. The last time I pulled the shroud lines, I was too close to the ground, and took a hard fall, spraining my left bare ankle. I landed in a harvested wheatfield, after being in the air eighteen minutes.

Comrade  
Comrade  
Comrade

INJURED  
IN LANDING  
CARRIED TO  
WOOD

I didn't feel like moving, I wanted to lie there and rest, but people were running down a country road toward me, and others were short-cutting through the fields. Before I had the chute straps unbuckled, two men ran up to me yelling, "Comrade, Comrade." I couldn't tell whether they were asking if I were a "Comrade" or trying to tell me that they were "Comrades". In any case, I repeated "Comrade," after them, and then discovered that one of them spoke a little English. I asked him for help, meaning that I wanted to be helped out of my chute and flying clothing. This man said that there were too many Germans around, and they would not be able to help me. I asked him to make the other Frenchmen, who had appeared, go away. I gave my chute and made west to the two men, and when I tried to walk away, found that I could not put any weight on my left foot. The two men saw this, and carried me about three-quarters of a mile, through the fields, to a small wood. The large group of Frenchmen had to be waved away several times, because they insisted on following. Had any Germans arrived in the vicinity, before we got into the wood, we would have been noticed instantly.

The two men put me in some thick bushes, and were about to leave me, when I asked again for help. After some hesitation and discussion, they said they would see what they could do.

AIDED BY  
FRENCH  
GIVEN  
CIVILIAN  
CLOTHING

During the afternoon three women brought food. I had no conversation with them, and, after they were gone, one of my original helpers came back with tobacco. He said he was trying to do something for me, but I would have to be patient. Later the three women came back with civilian clothing. I put on the clothing, and buried everything except my heavy underwear. I shifted the contents of my Aids box, carried in a zipper pocket of my coveralls, into the various pockets of the civilian suit.

JOURNEY  
ARRANGED

At 1700 hours one of my helpers returned to tell me that he had found some help, and that I would be taken out of the wood that night. After dark my two helpers came on bicycles, and we cycled to the home of one of them. I was fed and put to bed, but, before midnight a Frenchman came to see me, and after my leg had been bandaged, I was taken to another home, where I lived while my journey was being arranged for me.

Compiled By:

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APPENDIX "B" TO E AND E REPORT NO. 278

- a. On 7 October a German truck passed through EVREUX transporting the fuselage of a B-17. The tail markings were AW (M).
- b. After the two raids in September, by B-26's, on the airfield at EVREUX, this airfield was used very little. An average of one plane a day landed or took off from the field after the raids. A French eye-witness of the raids stated the field was useless and that it would take (six) months to reconstruct the runways. During one of the raids bombs hit a slit-trench bomb shelter killing 105 Germans. During the second raid one French civilian was killed.
- c. During the 3 September raid of B-17's on PARIS, one 'Fort', returning from the raid, salvaged its bombs between ARNIERES and BAUX ST CROIX (six miles from EVREUX). One of the bombs demolished a farmhouse and injured one French civilian.
- d. About 200 or 300 (Vichy) soldiers were stationed in EVREUX before the B-26 raids. Their barracks were in the city limits of EVREUX on the main road to NAVARRE. They worked only on anti-aircraft batteries. Their insignia was a blue 401 on a red background worn on both coat lapels. Some of them were transferred to other fields after the B-26 raids.
- e. In September about 12-14 light anti-aircraft guns were seen by evader on railroad cars in the EVREUX Railway station. These guns were manned by Vichy soldiers. During October, after raids on EVREUX, these guns were reduced to eight.
- f. When civilians laborers of the EVREUX airfield are ordered to Germany for labor, the Commandant of the field has insisted that these laborers were needed at EVREUX, and has managed to retain all his French civilian labor.

*[Handwritten signature]*