

About two in the morning we started to cross the field in single file following phosphorus dots on the ground through a mine field to a high bank where the machine gun post was. There was a small gully where the rain had washed the bank away. We took turns sliding down the embankment, the guides stayed behind so that left just the five of us when we got down to the beach. We waited there in the cold which seemed like hours and Ken Williams told me later he never was as cold as he was then. The British Captain flashed a code with his flashlight out to the channel. Just before dawn two rubber rafts came in to shore and we climbed in and we rowed out to two motor torpedo boats which were like our P.T. boats. Ken and I were put on one boat and the other four were put on the other one. The underground people and British intelligence officer were really the people they were after. Also we were told the reason for the delay was because several German E boats were patrolling the area. Ken and I were put down in the crew quarters and the hatch was closed and we were left in the dark. We heard the engines start and felt we were underway, slowly at first but then we picked up speed. Soon we heard guns going off and heard shells hitting the boat which was made of plywood. We were going nuts because we knew the Germans were shooting at us and we were down in the hold and didn't know what was happening. Soon the hatch opened and the skipper of the boat asked is one of us was a gunner and I said I was. Later Ken Williams said he was mad because I got to go up on top and he was left in the dark not knowing what was going on. The skipper said he needed a gunner because he just had a gunner get killed and his bloody body laying there because they didn't have time to move the body far because of the fighting going on. I got up on deck to look the machine gun over test fired it when two British fighter planes came over and chased the German E boats away but we still had to man battle stations because we were still in enemy waters and it was daylight. Nothing happened for the rest of the trip but before we went in the harbor they had me go below out of sight. When we got in port we discovered there were three holes in the boat. Next they brought British uniforms for us to put on and leave everything we had there which we received after the war: my beret, scarf, and magazine.

Then we were transported to London to a building housing other escapees and that was the last time I saw Ken Williams because he went to the officer's quarters. Ken told me years later that he went to his base and then to Washington, D.C. for his debriefing. This building housed escapees who were issued new uniforms and meals to try to put some weight back on us because I now weighted 110 lbs. My knees and ankles were looked at plus a complete physical. I was taken to allied headquarters and questioned for two days but in between, I got in touch with my father's cousin Kitty Coleman and met her and her daughter, Gene. I told them I would see them the next day but I got shipped back to the 100th bomb group the next so I never saw them again but hoped they were not mad.

I was then put on a train for Diss Station and the 100th bomb group. I walked into my old hut to find Gil Landon and his crew was the only crew I knew the rest came after I went down. I was given my personal possessions that were boxed up in a square wooden box six inches square addressed to my mother. In it was my billfold and pictures and some letters that came after I was missing. While I was there they asked me to give a talk to the men about evading the enemy but I was really scared standing in front of about two hundred and fifty men and I stumbled through about on half hour of questions. A couple