

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

E & E REPORT NO. 481  
EVASION IN FRANCE

MARCH 18, 1944  
(Date)

JOHN T. AMERY 1st Lt. 32583144  
(Name) (Rank) (ASN)

351st. 100th  
(Squadron) (Group)

AGE: 23  
LENGTH OF SERVICE: 16 MONTHS  
HOME ADDRESS: 440 ELMWOOD AVE  
NIAGARA FALLS, N.Y.

MIA: 29 Dec 43  
Arrived in Spain: \_\_\_\_\_  
Arrived in Gibraltar: \_\_\_\_\_  
Arrived in UK: 17 March 44

MEMBERS OF CREW: (This information checked with PWIB)

	Official Disposition	Narrators Disposition
PILOT <u>FRANCIS P. SMITH 1st Lt.</u>	} Bailed out	
CO-PILOT <u>JAMES P. LAW</u>		
NAVIGATOR <u>SAUL HERCHAWOTIZ (NMI)</u>		
BOMBARDIER <u>CLIVE S. MANNION</u>		
RADIO OPERATOR <u>JOHN L. SWENSON</u>		
TOP TURRET GUNNER <u>NARRATOR</u>		
BALL TURRET GUNNER <u>ALVAN E. BIDDLE</u>		
WAIST GUNNER <u>CONRAD P. STUMPFER</u>		
WAIST GUNNER <u>JOHN W. RUNCLE</u>		
TAIL GUNNER <u>WILLIAM WERTZ (NMI)</u>		

Saw 5 planes while jumping

By CLM NARA Date 4/2/82

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E & E REPORT NO. 469  
EVASION IN FRANCE

18 March 1944  
 (Date)

John T AMERY, T/SGT, 32583144  
 (Name) (Rank) (ASN)  
 5 Missions  
 351 Bomb Sq, 100 Bomb Group  
 (Squadron) (Group)

AGE: \_\_\_\_\_  
 LENGTH OF SERVICE: \_\_\_\_\_  
 HOME ADDRESS: \_\_\_\_\_

MIA: 29 December 1943  
 Arrived in Spain: \_\_\_\_\_  
 Arrived in Gibraltar: \_\_\_\_\_  
 Arrived in UK: \_\_\_\_\_  
 17 March 1944

MEMBERS OF CREW: (This information checked with PWIB)

				Official Disposition	Narrators Disposition
PILOT	0-747348	2d Lt	Francis P SMITH, JR		MIA
CO-PILOT	0-751159	2d Lt	James P LAW		MIA
NAVIGATOR	0-809604	2d Lt	SAUL (NMI) HERCHWOTIZ		MIA
BOMBARDIER	0-688710	2d Lt	Clyde S MANION		IN NEUTRAL COUNTRY
RADIO OPERATOR	11129879	S/Sgt	John L STEVENSON		MIA
TOP TURRET GUNNER	32583144	T/Sgt	John T AMERY		NARRATOR
BALL TURRET GUNNER	31198980	Sgt	Alvin C LITTLE		MIA
WAIST GUNNER	36500968	Sgt	Conrad P STUMPFIG, Jr		IN NEUTRAL COUNTRY
WAIST GUNNER	16087728	Sgt	John W RUNCCEL		IN NEUTRAL COUNTRY
TAIL GUNNER	17054110	Sgt	William (NMI) WERTZ		IN NEUTRAL COUNTRY

you wounded?

E and E Rpt. # 469  
(T/Sgt John T. Avery)

our base

We left ~~base~~ at 0800 hours on 29 December 1943 to bomb Ludwigshafen. ~~After~~ We had left the target and were near our rendezvous with a P47 escort when three F/W's attacked us from below out of the clouds. ~~The pilot yelled "get out of the ship". I dropped from the turret and grabbed my chute. The #4 bulkhead was a mass of flame and so was our left wing. I dropped down into the bombardier's hatch and pulled the emergency lever, but the door wouldn't open. The co-pilot pushed me aside, pried the door open and fell through it as he did so. I followed <sup>the co-pilot</sup> through the <sup>bombardier's hatch</sup> door. As soon as I was clear of the plane I opened my chute, for I had been off oxygen for almost five minutes and was afraid that I would blackout.~~

FIGHTER  
ATTACK

consequently

While I floated down I saw our <sup>burning</sup> ship pass 3000 feet below me, ~~its whole left wing and the fuselage~~ <sup>was the cabin burning</sup>. Another B-17 dove vertically to the earth and three F/W's kept circling me, so I <sup>hung</sup> ~~hung~~ in my harness, <sup>praying</sup> ~~flipping~~ I ~~was dead~~. ~~There were woods and open fields beneath me, a single track railway line off to my right, and a highway running at right angles to it. I fell in a ploughed field and twisted my leg; and a strong ground wind caught my chute, which dragged me <sup>300</sup> ~~three hundred~~ yards before I could pull in my top strands.~~

DROGGED  
BY  
CHUTE

I bundled up my <sup>chute</sup> ~~chute~~ <sup>and</sup> ~~made~~ <sup>for</sup> a wood ~~box~~ <sup>a</sup> mile away I tossed ~~it~~ <sup>under</sup> some stones, forgetting to take my first aid kit from the harness. Further on I took off my electric shoes and my boots and put on a pair of <sup>leather</sup> ~~leather~~ <sup>boots</sup> ~~boots~~ which I had brought with me. At the edge of ~~the~~ wood I took out my compass and started westward ~~by~~ it. I was not yet sure whether I was in Germany or France, ~~so~~ <sup>so</sup> I avoided some woodcutters whom I saw in the wood and went on for fifteen minutes. Then I buried my <sup>flimsy</sup> ~~flimsy~~ <sup>clothes</sup> ~~clothes~~, ~~boots~~ ~~and~~ ~~electric~~ ~~shoes~~. I was now wearing O/D's and what was left of my coveralls, ~~which~~ <sup>the</sup> ~~back~~ ~~of~~ ~~which~~, ~~I~~ ~~had~~ ~~discovered~~, had been buried <sup>off</sup> ~~away~~ in the plane. At this point I consulted ~~my~~ <sup>the</sup> maps from my purse, ~~which~~ ~~along~~ with my ~~aid~~ ~~box~~ I had carried inside of my ~~D-3~~ ~~shirt~~, but I could not orient myself, so I decided to go directly west. It was now 1415 hours (I had bailed out at 1330), and for most of the remainder of the day I ran along trails through the wood. At dusk I came upon two old woodcutters to whom I declared myself. They shook hands with me but couldn't understand ~~my~~ <sup>my</sup> request for help. I ~~asked~~ <sup>they</sup> ~~asked~~ "Français?" and ~~to~~ ~~them~~ they replied "Oui".

POSITION UNKNOWN

FAILED TO ORIENT HIMSELF ON MAP.

HELPED by parents

COULDN'T UNDERSTAND DIRECTIONS IN FRENCH

~~That was the extent of my French, however, and when to my next question, "Paris?", they pointed West, I couldn't believe that they were right. When I <sup>so</sup> ~~asked~~ "Deutschland?" they pointed North and East, however, so I left them and~~

started southwards down the road. ~~When I had~~  
~~gone about half a mile I heard a large car come along~~  
~~the road. I heard the woodcutters whistle, but the~~  
~~car was too close to me then, so I walked~~  
~~nonchalantly along. As soon as the car had passed~~  
~~me, however, I made off into the fields.~~ <sup>When I was scared by a car.</sup> About a  
mile off the road I came upon a ~~rickety~~  
rickety house, and presently one of the same  
woodcutters appeared. I asked him for  
~~water~~ I said "water." He made me sit down and  
then brought me bread, apples, and wine; but,  
when I ~~made signs by means of signs~~ I asked to  
sleep in his haystack, he said "chateau" and  
pointed to a house in the distance. I walked  
to this house and then and saw that it  
was boarded up; but ~~while~~ <sup>while</sup>  
I was looking through the barred gates a  
child appeared and, seeing me, called  
his father. This man, when he understood that  
I was an American aviator, took me  
into ~~his lodge his house~~ a cottage and  
~~and gave me food and wine.~~ ~~His~~ His  
laughter had meanwhile gone out, and she  
now returned with a young man who took  
me to his house, ~~in the neighborhood.~~ ~~There~~  
there, ~~he~~ asked to see my dog tags and then  
put me to bed. Early the next morning the young  
man ~~awakened me and after breakfast~~  
gave me a civilian jacket and scarf, some  
sandwiches and a can of British ration, and  
a large map on which he had traced a route  
for me. He warned me to stay off the roads after

who was  
the caretaker  
of the  
estate.

BED,  
SUPPLIES,  
AND  
DIRECTIONS

2000 hrs,  
8 P.M. which is curfew time, and then he took me to  
the road and ~~bade me farewell~~ started me off.

SECOND  
DAY

I cut across country avoiding all towns until at  
1700 hours I stopped at a farm to ask for water, in place  
of which I got wine. ~~I tried to find a place which~~  
~~wanted to~~  
~~cut~~ I heard many planes and saw ME 109s  
~~practicing ground strafing, so I kept to the~~  
~~highway, turning my back on which.~~ At one point I  
walked ~~very~~ right fast a German ~~Volkswagen~~ car  
in which a big German sat at the wheel while  
two Germans in green uniforms were <sup>hunting rabbits</sup>  
in the underbush ~~beside the road.~~ <sup>Towards evening I</sup>  
stopped knocked at a ~~house~~ door in ~~a~~ village to  
ask for a place to sleep, but the woman who  
answered shut the door in my face. In the  
next village I saw three ~~two~~ gendarmes, ~~and~~  
~~so~~ I walked on until ~~the~~ near the next  
village I found a haystack and crawled into  
it. It was ~~too~~ bitterly cold and I couldn't sleep  
at all, so at ~~the~~ 0400 hours I began ~~to~~ my  
walk again. I lost my way in the dark and soon

HELP  
REFUSED

THIRD  
DAY

~~Because of the darkness and a slight mist,~~  
~~in my map I missed ~~to~~ my way~~  
~~and~~ found myself in a large ~~village~~  
vineyard ~~from which I had great~~  
~~difficulty extricating myself.~~ Finally, however,  
After climbing innumerable fences I got  
out and climbed <sup>a range of</sup> hills where I found  
pools of water from which I filled my  
water bottle, using ~~my~~ halazone tablets to

HALAZONE  
TABLETS

purify it. I walked on through the center of a large town without incident, crossed an unguarded canal, and in a wood on the other side rested and changed into some dry socks that I carried.

CARE OF FEET

~~my socks. (I had worn 4 pairs of socks when we left base. In walking I wore two pairs and kept the other kept to my skin to dry them out. I had also worn a towel instead of a scarf when we left and with this I could dry my feet. I used this to dry my feet when I changed my socks.)~~

CAUTIOUS CROSSING OF A RAILWAY LINE

While I rested here I timed the intervals at which I heard the trains passing on a line which lay ahead of me. ~~Then I walked toward the railway, intending to cross the line between two trains; but when I came nearer I saw that there were gates <sup>at the crossing</sup> ~~which I crossed the road and~~ people standing about, so ~~suspecting control at this point~~ I circled the village, waded across a stream, and crossed the line ~~just~~ just opposite an ~~empty~~ empty sentry box, which I first observed to make sure that it was empty. I dried my moccasins, put on my trousers which I had taken off to cross the stream, and proceeded by compass ~~across~~ across country to ~~my~~ strike my road again much further along. Late that afternoon I ~~approached~~ approached one of the last few houses in a village and asked for a place to sleep. ~~Here~~ The woman <sup>at 9:50</sup> slammed the door in my face, so I walked on to the next village. ~~and~~ again I was cold and my leg was very painful,~~

A MAXIM  
OF  
SAFETY

but I had decided that, if I was refused help in one village, the only safe thing to do was to get out of town at once. In the next village I tried again; and <sup>the</sup> woman who answered my knock, ~~when she finally~~ understood that I was an American, <sup>she</sup> took me in, fed me, and put me to bed.

FOOD  
AND  
BED

FOURTH  
DAY

The next morning, although my leg was black and blue ~~from~~ ~~hunger~~ ~~to~~ ~~aches~~ and my wound was festering, I ~~left~~ ~~after~~ ~~having~~ ~~had~~ a cup of coffee and walked until 1600 hours. ~~Then, while I was resting, I saw a light at~~ ~~the end of the road, and~~ ~~went~~ ~~towards~~ ~~it,~~ I ~~came~~ ~~to~~ a large farm, ~~where~~ where I found a young man to whom I showed my wings. He fed me, looked at my leg, and gave me some pills for my cold, and a razor which I needed very badly by this time. Then he put me to bed, and ~~went~~ ~~off~~ ~~on~~ ~~his~~ ~~motorcycle.~~ ~~When~~ ~~he~~ ~~returned,~~ ~~he~~ ~~told~~ ~~me~~ ~~that~~ ~~the~~ ~~man~~ ~~for~~ ~~whom~~ ~~he~~ ~~had~~ ~~gone~~ ~~was~~ ~~not~~ ~~at~~ ~~home.~~

FIFTH  
DAY

At 0430 ~~the~~ hours the next morning my friend ~~awakened~~ ~~me~~ brought me breakfast and gave me a note in French saying which ~~...~~ said: "This is an American aviator. Help him and show him the way to Paris." He then put me back on the highway, and I walked until 1400 hours. ~~It~~ ~~was~~ ~~raining~~ and my leg was so bad by this time that I turned ~~into~~ ~~off~~ the road to a farm where I saw three men milking cows.

~~When I showed~~

When I showed them my note they ~~gave~~ fed me, and gave me a <sup>large</sup> sandwich to carry. I then returned to

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~~the highway.~~ During the afternoon a Frenchman stopped on a bicycle stopped and asked me for a match. He insisted upon talking to me; and, since I couldn't understand him, I finally showed him my note and my wings. Thereupon he stopped me on the back and dragged me to a roadside café where he bought me a drink. ~~Then~~

GOOD FELLOW-SHIP BOT NO HELP

~~he then he rode beside me for a while and finally left me, telling me that I would find help in the next village.~~

When I reached ~~that~~ <sup>the</sup> ~~place,~~ however, there was a Gestapo car jacked up in the road ~~and~~ and a German officer standing beside it, so I went straight on through ~~the town and~~ <sup>and</sup> ~~walked until it was dark and reached another~~

village at night fall. When I was turned away at one house in this village, I left the town and looked for a haystack. ~~But~~ Suddenly

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I heard a German truck <sup>convoy</sup> coming down the road, ~~and~~ and I plunged into the fields to hide. ~~But~~ ~~in the~~ ~~As~~ I turned back in the

THE CREAM OF THE BEST

darkness I fell into a fertilizer pit, and got when I climbed out I was <sup>so</sup> covered with ~~filth~~ <sup>muck</sup> ~~that~~

in the dark and sweating cold

I knew ~~that~~ I could not appear on the road in this condition, so I ~~dropped~~ <sup>chopped my way to</sup> the canal and washed all my clothes. Finally I found

SIXTH  
DAY

a day nearer, and myself now ~~was~~ <sup>was</sup> ~~unable~~ <sup>unable</sup> to try  
to sleep in my wet clothes. Early in the morning  
just when I had fallen into a fitful sleep, three farmers  
came upon me. There was nothing to do but climb down  
and declare myself. They stood ~~staring~~ <sup>staring</sup> at me,  
so I simply turned and walked away. This day I ~~kept~~ <sup>avoided</sup> ~~avoiding~~ <sup>avoiding</sup> towns ~~of which my~~  
~~first helper had warned me~~ <sup>of which my</sup> ~~and~~  
~~took circuitous country roads.~~ <sup>back</sup>

This day I took several circuitous <sup>back</sup> roads, <sup>avoiding</sup> ~~avoiding~~  
towns ~~of which my first helper had warned~~ <sup>of which my</sup>  
me, ~~and my leg was so hurt me so much that I~~ <sup>and my leg was so hurt me so much that I</sup>  
could not walk for more than ten minutes without  
resting. ~~Since~~ <sup>Since</sup> late in the day, since I was  
getting near to Paris, I buried my British  
rations tin and everything else ~~the use of~~ <sup>I didn't need,</sup>

INTELL-  
IGENT.  
TREATMENT  
OF MAP  
ADD TO  
END OF  
APR. D.

~~which I had reported.~~ ~~Each evening~~  
I ~~made a practice~~ <sup>made a practice</sup> of memorizing my route for the next day  
and ~~had~~ <sup>had</sup> destroyed ~~the~~ <sup>the</sup> section of the  
map which I had ~~covered~~ <sup>covered</sup> on that day  
~~so that if I should be~~ <sup>so that if I should be</sup>  
~~captured, no one could trace back on my~~ <sup>captured, no one could trace back on my</sup>  
~~marked map the route which I had~~ <sup>marked map the route which I had</sup>  
traveled.

~~At night~~ <sup>that night</sup> I left the road to look for  
a place to sleep; but I could find no safe  
shelter until 0200 hours, and then I found  
only a roofless lean-to ~~where~~ <sup>where</sup>. It was so cold  
that I had to ~~move my arms and legs violently~~ <sup>keep exercising all</sup>  
~~every ten minutes in order to keep myself from~~ <sup>every ten minutes in order to keep myself from</sup>  
freezing, and I got no sleep.

SEVENTH  
DAY

At 0630 hours I got up and ~~started to walk~~  
~~into Paris, dressed in a D. shirt and trousers,~~  
~~a short civilian coat and moccasins, started~~  
to walk into Paris. I knew that my clothes  
would attract attention, and I had no  
notion what I ought to do.

PARIS, A  
DANGEROUS  
CITY

THE FIRST  
FRIGHT

"WINE" IS  
NOT  
ENOUGH

FINDS  
HELP  
A LUCKY  
CHANCE

JOURNEY  
ARRANGED

As soon as I entered the outskirts of the  
city I got off the main highway <sup>and almost</sup>  
<sup>kept</sup> to the back streets. Very soon I saw  
four armed German soldiers walking  
directly towards me, but just as they  
were about to meet me they turned into  
a restaurant. I was very tired and very  
hungry, so I looked for a small  
restaurant that was empty. The first  
one I found I entered and asked the  
proprietor for wine. He asked me what  
kind. I was at a loss ~~then~~ for an  
answer, so I showed him my wings;  
but just then four men entered. I  
left at once. After an hour I entered  
another empty café and asked for wine.  
The proprietor ~~couldn't understand me~~  
and called his wife. ~~When I showed~~  
~~myself~~ I made her understand that I  
was an American aviator and that I was  
hungry. She gave me food and wine,  
indicated that I was to stay there, and sent  
her husband for a man who could speak  
English. This man arrived after some time, and  
my journey was arranged.

E and E Ppt #

(Sgt Awey)

Appendix B

- a) A German general lives in the Chateau Vincennes, and in the N/E/ corner of the Bois de Vincennes there is a large concentration of trucks and gun carriages well camouflaged (Hearsay, Paris, March 1944)
- b) There are heavy A/A batteries at Sceaux (Hearsay, Paris, February, 1944)
- c) There are ~~two~~ radar installations in the Tour d' Eiffel, Paris (Hearsay, March 1944)
- d) ME 110's were practicing ground strafing just north of Highway 41 between L'Esperance Ferme and Moscou Ferme on 2 Jan 44 (Observation)
- e) There was very heavy freight traffic on the railway line between Chalons <sup>-sur-Marne</sup> and Epervay early in January 1944 (Observation)
- f) At St. Saulx a new concrete bridge was being built across the canal S/W/ of the railway line. The canal looked particularly well kept (Observation, January 1944)
- g) Meaux is a well known German Gestapo center (Hearsay, January, 1944)

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East E Rpt #  
(Sgt. Army)  
App. B (cont)

- h) Heavy military traffic was observed on the Chalons - Paris highway in January 1944.
- i) There is a large fighter airfield just south of Chalons (Hearsay, January 1944); many planes were observed in the air around the district just north of Chalons in January, 1944.
- j) Barrage balloons were observed anchored near the Pont de Clichy, Paris, in February, 1944.
- k) On the S.E. corner of the Champs Elysée across from the metro station of Place de Concorde is the office of the German commandant of Paris (Observation, January - March, 1944)
- l) Germans in greyish uniforms with black bands on the left cuff and AFRICA KORPS in silver upon the black band were seen in Paris at the end of January, 1944.
- m) In the railway yard at St. Briene flat cars with four or six pom-poms each were seen waiting on sidings (15 March 1944)
- n) Curfew in Paris is midnight and in Champagne <sup>The district of</sup> 2000 hours (Observation & hearsay, Jan - March 1944)

CONFIDENTIAL

HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
UNITED STATES ARMY  
OFFICE OF THE A. C. OF S., G-2

469

DATE: 19 March 1944

TO WHOM IT MAY CONCERN:

I, HUGH A. SMALLWOOD, T/Sgt., AC, ASN 94262101

hereby certify that I have known and have been associated with

JOHN T. AMERY, T/Sgt., AC, ASN 32583144

prior to his being reported missing in action over enemy territory.

The person whose signature and right thumb print appear hereon is the individual referred to above.

John T. Amery  
JOHN T. AMERY  
RIGHT THUMB PRINT: ✓



Hugh A. Smallwood

=====  
The individual whose signature and right thumb print appear hereon has been identified to the satisfaction of this office as JOHN T. AMERY, T/Sgt., AC, ASN 32583144 (351 Bomb Squadron - 100 Bomb Group) previously reported missing in action over enemy territory.

W. F. [Signature]  
SPECIAL AGENT, C.I.C.

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