



CATALOG

[View email in your browser](#)

[Share this email with a friend](#)

Behind Enemy Lines: WWII Escape and Evasion Reports

On September 6, 1943, 22-year-old Oscar Klass Hamblin (T/SGT.) and crew were flying over northern France when they were raked by fire from a German Fw 190, necessitating an evacuation from their plane.

SECRET - AMERICAN
NOT SECRET - BRITISH
MIS (X)

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
FV and X Detachment
Military Intelligence Service

QUESTIONNAIRE FOR SERVICE PERSONNEL
FLEEING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No.
HAMBLIN, Oscar Klass; 17034003 T/Sgt
2. Decorations
NONE
3. Unit or Squadron
8546
4. Division (Army) or Group
3842d Cp.
5. Date of Birth
5-22-21
6. Length of Service
2 YEAR 3 DYS.
7. Private Address
Box 200 KENNEWICK, WASHINGTON
8. If in A.P., on what operation were you engaged? State place, date, and time of departure. Where and when did you come down?
Were aircraft and all instruments and papers destroyed?
STATION 106 - GRAFTON UNDERWOOD
9-6-42 - Bomb - Southwest

Answered at Beauvais

9. What was your position in aircraft?
1st - TURRET
10. Were you wounded?
YES
11. Did you pay your guides? If so how much?
NO.
12. Do you speak French? Spanish?
NO
13. Did you have Identity Papers?
NO
14. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given anyone a written report on your escape or evasion? If so, where and when? YES - MADRID, MAJ. CLARK GIBBATER - MR. ANDERSON
15. Did you report on your operations? If so, where and to whom?
NO
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? YES, MADRID GIBBATER.
17. Date of arrival in Spain
10-29-42
18. Date of arrival at Gibraltar
11-12-42
19. Place and date of departure for U.K. By sea or air.
GIB 11-17-42 - AIR
20. Place and date of arrival in U.K.
11-18-42 - PORT WREATH

SECRET
NOT SECRET - BRITISH
MIS (X)

The following information has been obtained from our interview with A. H. K. Hamblin, T/Sgt. O. K. Hamblin (.....) who escaped after capture by the enemy/evaded capture by the enemy after being in enemy/enemy occupied territory.

Further circulation of this information may be made, but when doing so it is important not to divulge any particulars of source.

Statement of information covering period from Sept. 1943 to Nov. 1943.

do captured near Beauvais as resulting from 6554 hrs. (including changes in both location) - summary by French bombing and get to Beauvais. (See diagram for approx. dump.) A box truck school located near Chassy. (Verbal statement from French.) Verbal statement. Wagon line summary of French prisoners and also been equipped with gas degrading equipment and also been re-processed. Case of German army in using synthetic gas and charcoal gas burners. (Verbal statement from Chassy.) Verbal statement. (Verbal statement) Pilot in cockpit equipment in this used as equipment from the last war being pressed into service.

Hamblin, Oscar Klass (T/SGT.) Escape and Evasion Reports, 1942 - 1945. [National Archives Identifier 5554850](#).

According to [Hamblin's report](#), "I made a free fall for about 10000 feet and then opened my

chute. I saw three lakes with woods and a field nearby. I tried to drift to the field, but a south wind blew me to the middle of the lake and I went 10 to 12 feet under water. When I began swimming, I became entangled in the shrouds of my chute. Just when I had released myself from the chute, a Frenchman and woman came out in a boat, helped me into it, and pulled the chute in after me. When we reached the shore, they hid my chute, and flying boots under the boat. They took me to their house, there they dressed my wounds, fed me, and gave me some civilian clothes."

On September 3, 1943, 25-year-old Sebron Andrew McQueen, Jr. (2nd Lt) and crew were flying east of Paris when their aircraft was attacked, and the pilot gave the order to evacuate.

Rouilly - our - Seine was our target when we left Alencony at 0630 hours on 3 September, 1943. We were within sight of Paris when the F4's, which had been up for ten minutes, came in to attack at 12 o'clock. They flew low and level in two groups of five. We were Tail End Charlie and flying loose in formation like a clay pigeon. Number four engine was hit immediately and blew. We did violent evasive action, but they had soon hit number three and number two engines as well. Next to gas in the top turret was shot out and the ball turret was hit. The whole ship was being shot to pieces and it became impossible to tell just what was happening. The fighters came in like a cloud and we could not make them out. A shell exploded in the radio room. The pilot called to see if anyone was hurt. The radio ball turret gunner was hit but was able to clean the ship.

NAME BERTRAND THEISS 2ND LT. ASN 0-670292 REPORT NO. _____
 SQUADRON 92 Bomb NO. -725 Letter B 6000
 Date Nov 21, 1943

Position of formation
 Make Diagram

Observed results of bombing: Shot down before target reached

Enemy Fighter Tactics: 10 - FW 190s attacked head-on in 2 groups
 Markings: of 5 each. One at least was painted to resemble a P-47 with black and white markings

Our Tactics: Low squadron did evasive action, our ship did violent evasive action.

Our Fighter Support: P-47's - believed that we were attacked at just about the time our escort was to leave us.

Flak	Time	Place	Quality
<u>saw no flak, but the members in rear of ship saw some.</u>			

Technical Failures _____
 Motors: _____
 Armor: _____
 Ammunition: Left waist gun did not fire satisfactorily
 Miscellaneous: _____

Comments and Suggestions on any of the above:
Did not blackout or parachute, nor use bail out bottle. jumped from 23,000 ft and opened chute about 12,000 ft. - Several people suggest that

McQueen, Sebron Andrew Jr. (2 Lt) Escape and Evasion Reports, 1942 - 1945. [National Archives Identifier 5554889](https://www.annualreport.org/entry/5554889).

McQueen [details what happened next in his report](#):

"I landed in an oat field and wrapped my flying equipment in the chute before covering it with oats. About twenty Frenchmen were watching me quietly, waiting to see what I would do... I could tell they weren't sure of me so I concentrated on a boy who knew a few words of English. Finally when I showed him my dog tags he motioned me to follow him... My friend and I were joined by two Frenchmen who ran with us about two miles. We stopped near a house and while I waited in some bushes the Frenchmen were gone into the house for

several minutes before calling me. Inside the house I was treated politely, fed and questioned in great detail. Then I was told by an English-speaking man to go back in the bushes and stay until dark."

On September 6, 1943, 23-year old Allan Johnston (2nd Lt.) and crew were flying over France when their aircraft received heavy damage from a fighter attack.

SECRET - AMERICAN
1ST SECRET - BRITISH
JMS (X)

REGULATIONS
EUROPEAN THEATER OF OPERATIONS
FV and I Detachment
Military Intelligence Service

QUESTIONNAIRE FOR SERVICE PERSONNEL
RETURNING FROM HOSTILE OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No. JOHNSTON, ALLAN G. 2ND LT. 0-670748
2. Decorations. NONE
3. Unit or Squadron. 422 72nd
4. Division (Army) or Group. 305 Bomb Gr.
5. Date of Birth. June 8, 1920
6. Length of Service. 3 years 4 1/2 months.
7. Private Address. Bovina, New York
8. If in A.P., on what operation were you engaged? State place, date, and time of departure. Where and when did you come down?
Went down at all instruments and papers destroyed?
CHECKDOWN, SEPT 6, 1943, at 0710. 600 for Stuttgart
5 KIA. SOUTH OF BLANGY, UP RIVER FROM DIEPPE, 1220
SEPT. 6, 1943. NAVY PAPERS DESTROYED BEFORE BUL
OUT. Aircraft did not burn.
9. What was your position in aircraft?
NAVIGATOR
10. Were you wounded?
YES
11. Did you pay your guides? If so how much?
NO
12. Do you speak French? Spanish?
FRENCH SLIGHTLY
13. Did you have identity papers?
YES. DELTAS FRENCH MADE FR. IND.
14. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given any report on your escape-
inmate. Where and when? YES. ~~MAJOR~~ BY MAJOR CLARK
AND GIB. BY Mr. Anderson. Notes were taken by both.
15. Did you report on your operations? If so, where and to whom?
NO
16. Did you sign a security certificate warning you against talking about
A.P., escape or evasion? If so, where and when? BARRON, Nov 1, 1943
17. Date of arrival in Spain. GIB. Nov 12, 1943, London Nov. 13, 1943
Oct 29, 1943
18. Date of arrival at Gibraltar.
Nov 17, 1943
19. Place and date of departure for U.S. by sea or air.
Gibraltar Nov 18, 1943, by air.
20. Place and date of arrival in the
Nov 19, 1943, Port Breith.

E4E 212
(Lt. Allen Johnston)
App. C.

Lt Johnston ~~was down~~ landed on 6 September 1943 near
BLANGY (23 kms SW of ABBEVILLE on N28). A young girl and
boy, sister and brother, named FAUGUET hid him and then took
him to the farm of M. CREPT at NESLE NORMANDEUSE (3
kms S.E. of BLANGY). There ~~is~~ a French ~~household~~ ^{informer} ~~informer~~ ^{LAMETTRE}
who lives in BLANGY (speaks English) ^(indicates) works for Germans
in a capacity in which gives him access to German official
stamps) prepared identity papers ~~and~~ for Johnston who
stayed with the CREPTs from 6 to 20 September, then was
taken to the FAUGUETS' home, a wealthy family in NESLE
NORMANDEUSE, for three days, and finally was moved back
to the CREPTs' home. On 4 October two people came from
BLANGY and took Johnston to that town where the French
Lieutenant, LAMETTRE, met him. In BLANGY Johnston stayed with
a ~~married~~ married couple who had one child; the child was told
that Johnston was a German. This couple and the French Lieutenant
then took Johnston by automobile to EU where he joined
Sgt. Carter. On 8 October Johnston and Carter were taken by automobile
to the cafe owned by JOSEPH BELFE who two days later took them
by train to AMIENS to M. LAMETTRE, a hairdresser. The two
^(for weeks)
Americans stayed with LAMETTRE, ~~and~~ his wife, and his employer,
(over).

Johnston, Allan G (2nd Lt.) Escape and Evasion Reports, 1942 - 1945. [National Archives Identifier 5554852](#).

According to Johnston's report: "The order to bale [sic] out was given by the pilot and acknowledged by all crew members. Because the bombardier's arm was injured, I helped him with his chute and watched him leave. Then I crawled forward and set fire to the maps. The pilot and co-pilot were still in their seats. I saw the radio operator go out through the bomb-bay before I jumped at 7500 feet, from the nose.

I think the best way to leave the nose is on the knees, tumbling head-first. Before I fell I unhooked my chute from the chest hooks and hugged it to my chest so that before pulling the rip-cord I could hold the chute over my head and not risk face injury when the straps went up. Leaving the aircraft I seemed to fall first at terrific speed and then more slowly... Touching the ground I hit the release on my chute and it fell away with the silk draped over the limbs of a tree. My flying pants fell off and I remember grabbing them in my hands before running.... I ran in the opposite direction from the soldiers I could still see in the field, I heard

the sound of motorcycles. I had a glimpse through an opening in the trees of three chutes coming down in the fields. I stuck to the ridge for several minutes, running hard, before crawling into some blackberry bushes.”

Citizen Archivist Transcription Mission

Hamblin, McQueen, and Johnston’s reports, along with nearly 3,000 others, are part of a [series containing information on escape and evasion activities](#) and training of U.S. soldiers serving in the European theater during World War II, and are available to view and download in the National Archives Catalog. You can help make these records more searchable in our Catalog! Escape and Evasion Reports are the focus of a [new transcription mission](#) for our citizen archivists.

Within these records, you will find dramatic and gripping first hand accounts of survival from U.S. soldiers in Europe during World War II. (Including the Escape and Evasion case file for [Flight Officer Charles \(Chuck\) Yeager](#).) The records typically include questionnaires about the use of escape and evasion (E&E) training and equipment; a listing of crew members; dates; locations, as well as a typed or handwritten narrative documenting the escape and evasion experience of the escapee or evader. These reports were maintained by the Administration Branch of the Escape and Evasion Section of the Office of the Assistant Chief of Staff (G-2) of the European Theater of Operations, U.S. Army, of the War Department.

We hope you will explore these records and help transcribe them to make them more searchable and discoverable. Transcribing these records will bring history to life and ensure the stories of the soldiers will not be forgotten.

Get started transcribing!

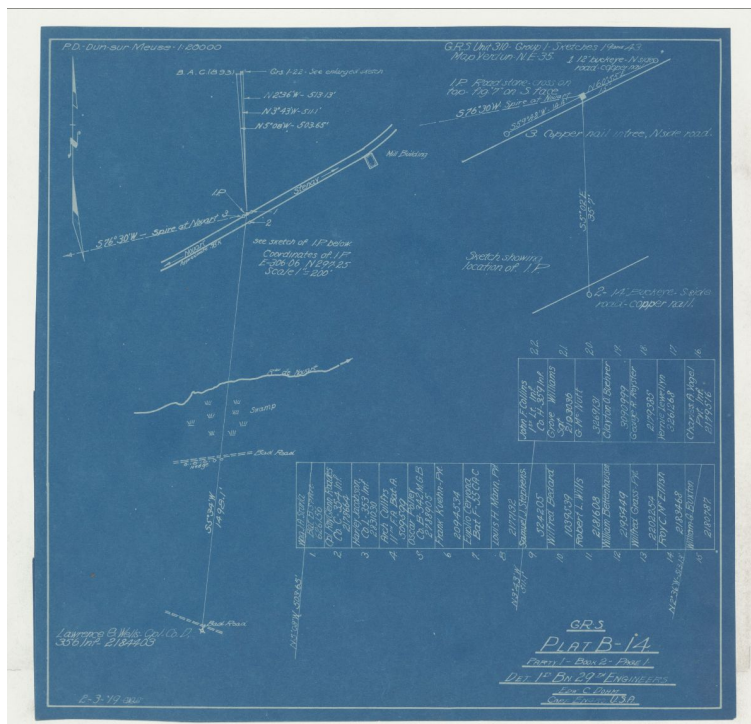
New to the Citizen Archivist program? Learn how to [register and get started](#).

Memorial Day



U.S. Air Force SENIOR AIRMAN Patrick Hunt, Honor Guard, salutes after a wreath laying ceremony during a Prisoner of War/Missing In Action tribute at Vandenberg Air Force Base, California. (U.S. Air Force PHOTO by AIRMAN Shawn Wells), 9/14/2004. [National Archives Identifier 6687663](#).

Memorial Day, initially referred to as Decoration Day, began as a way to honor those who died in the Civil War and has become a day to honor all American veterans who gave their lives in sacrifice to our nation. Learn more about its [history on our website](#) and in the [Pieces of History blog](#). This Memorial Day, we remember and honor those who have died in service to the United States during peace and war.



Initial Burial Plats for World War I Soldiers, [National Archives Identifier 12007376](#). This series consists of blueprint and plane table survey maps and field maps detailing the location of American soldier battlefield grave sites during World War I. Soldiers are identified by name, serial number and unit, if known.



Crew of the Consolidated B-24 Liberator "Goon". Left to right, back row: T/Sgt. Archie L. Fleharty, Cozad Neb; Capt. Samuel J. Skousen, Thatcher, Ariz; T/Sgt. Robert M. Kirk, Alpha, Ill; T/Sgt. Arthur J. Benko, Bisbee, Ariz; (now missing in action) (U.S. Air Force Number 53334AC). [National Archives Identifier 204829567](#).

Start your research on History Hub

Have a question? Find your answer on [History Hub](#)!

For those looking to conduct research or learn more about Military History and Military Records, we encourage you to browse recent posts and questions on History Hub, including the [Military Records Community](#) and [subspaces](#).



History Hub is our support community for researchers, genealogists, history enthusiasts, and citizen archivists. Ask questions, share information, work together, and find help based on experience and interests. Researchers can ask—or answer—questions on [History Hub](#), or search to see if a question has been asked before.

[Citizen Archivists, there's a group just for you!](#) You can share tips and strategies, find new challenges, and get support for your work. Get started with our poll: [What kinds of records do you like to transcribe?](#)

COVID-19 Update

The National Archives is committed to the health and safety of our visitors and staff. We are closely monitoring the situation regarding COVID-19, and we are working with public health officials and our counterpart agencies to monitor and respond to the evolving conditions and following CDC guidelines.

For more information, visit <https://www.archives.gov/coronavirus>

Questions or comments? Email us at catalog@nara.gov.



[Privacy policy](#)

[Subscribe or Unsubscribe](#)

Powered by [Mailchimp](#)