

(2)

Sgt. Kuberski

1<sup>st</sup> attack - Mc 109s (15) - 1 seemed hit & went into glide -  
alt - 24000 - tail attacks from slightly higher level -  
bullet came into waist & hit armor plating -  
shoved to Cucumota - I he wanted to know where  
it came from - saw #1 hit & spraying oil -  
Saw 3 German planes go down. 2 on fire &  
other streaming smoke. 2 were Me's - Saw  
~~another~~ a B17 go down - #1 on fire - wing from  
motor out blew off - pieces through air - no  
fighters - saw one chute - later saw Henderson  
go down - #3 was on fire - saw no chute -  
went into cloud - dropped out of formation -  
me & FW - came in - stayed off for awhile  
& came in fast from side tail - one  
plane came in level - held high on it - saw  
bursts in right wing - wing off & he went down -  
FW 150 came in from side - smoking - went down -  
precipitated to BO - #3 streaming oil - lined up in  
waist - Saw TG sitting by escape door with chute  
open in arms - looked at him - he jumped - last  
I saw of him - Houghton talking to pilot -  
I was just at door - 20 mm burst in waist - hit  
Brown & Houghton - Houghton wanted to me & hit 2  
went - 1<sup>st</sup> out of waist - Cucumota - 2<sup>nd</sup> Brown behind  
him & then Houghton - 9000 out & delayed 2000  
ft - looked at ship - FW went over our ship &  
came down at me & waved - went into clouds -  
~~but~~ landed 1/2 kilo from Doudan in wheat  
fields - app 30 French gathered - counted 5 chutes -  
rolled chute & ran toward bushes - heard  
plane - dived into bushes - plane went over  
took off equipment - left in bushes where farmer got  
them - group of farmers & asked about Cucumota -

Ran direction to find Cucumota 500 yds - he was hurt  
 ankle & knee & started in direction of PARIS - went to  
 wood - got out of heated suit - were lying - saw  
 someone coming toward us - farmer - motioned us to go  
 further into trees - told us to stay there - went away &  
 returned with a machine - Am. Fr. dictionary - said we  
 needed clothes & food - took us 1/2 mile to more  
 trees - stayed - man left brought clothes - Trousers  
 shirts & shoes - food - left us again & 1/2 later  
 returned - said follow him - Cucumota having  
 trouble - came to a road - said we were  
 going by auto - met Catholic priest put us in  
 Austin - went through Bourdan & Saint Cyr -  
 to house - Priest's bro's girl to can speak English -  
 Went to her home in back way - Stayed that night -  
 (Marie Yvonne Dorey) - painter - following morning -  
 said 2 camerades Brown & Haughton & then Rosio  
 & Evans - next day Rosio & Evans left the house  
 (brother-in-law <sup>1st. in Org.</sup> to move medium dark hair, handsome, 5'9", straight hair)  
 Marie said that a man in Bourdan told Germans of our  
 parachuting - said they shot him -

Rosio

We left. Gaftor-Underwood at 1600 hrs to bomb  
 Villacoublay - We made landfall at 1810 hrs and  
 no flak - no fighters to target - Cloud over target &  
 no bombs released - 1830 hrs at target & #1 engine  
 received two holes in cowling - I heard tict & looked  
 & saw oil pressure in #1 gone - Eng. called down to say when  
 pressure at 40 feathered - It was at 10 & still  
 wouldn't feather - (Kubinski says the hit penetrated the  
 armor plating in the waist) - there were no frontal enemy  
 attacks & no flak - Tail attacks had just started - TG  
 called over intercom that fighters were high at 6 o'clock -



The vibration from #1 did not start immediately - when  
 our leader went out we tried to get to lead &  
 held it 45 seconds before dropping slowly back - couldn't  
 get 150 mph - #1. Algan tried to get to lead - did & held  
 the lead - tried to fly on him - vibration set in  
 & we couldn't hold it - we tried to lose enough alt  
 to get to clouds - thought clouds were at 12-15000  
 but they were at 6000 - Vibration blew cowling  
 off #1 - it caught fire & went out - We had  
 boosted other engines so much that we had  
 detonation - Vibration kept us from going down too  
 fast - Came near the gunners calling out  
 about the attack as it progressed - Meantime  
 #3 engine was hit before I knew it - At 11000 I  
 called told Evans we better get out because to  
 keep flying speed had to keep nose down -  
 salvaged bombs in a field - gave order <sup>reprim</sup> to BO  
 but <sup>Fitch</sup> master + <sup>master</sup> <sup>master</sup> engine went out - Saw  
 was very calm - everything very easy - at 9000 I  
 couldn't hold plane - tried to put it on AFCS -  
 Control cables cut - Told co-pilot to order BO - fight  
 shot thru co-pilot's compartment when I got  
 to Bomb bay - Evans there - Went out about  
 3 seconds after Evans - pulled up at same time -  
 ship went down - after getting thru cloud  
 saw ship hit & explode - Saw 8 fighters working  
 on plane - they flew around us - not bothered -  
 we lit about 50 yds apart about ~~75~~ 50 yds 100 yds  
 outside of town - Surrounded by 30-40 gunners  
 An old man came to me & shook hand - helped with  
 chute - gave chute to French - joined Evans &  
 two young boys - (15) - took us to wood - they came  
 back with beer & clothes (pleasant clothes) - ~~then~~ they  
 left & no one showed up - Slept in woods - no one  
 came next day - went to hill & decided to walk

4

After 2 miles a man working in fields motioned us to go to wood & came back with two men - took us deep in wood - left us & when he whistled 3 times he would take us away - Came back & led us to a road where ~~2 cars were~~ a gas. car waited - Got in back & were told would join Comrade -

Went to Saint Cyr to house where other 4 were -  
(27 June) - Left next a.m., 28 June with <sup>brother-in-law - Rosio</sup> ~~main wife - Evans~~ in 2 cars -  
<sup>Evans</sup> Drove about 1 1/2 to RR station & rode into PARIS - 30 minutes - Took subway to an apt. bldg. where some lady could speak English - She had worked for Dalont's in N.Y. five years - Rosio came in 2 hrs later - (Rosio - I went with lawyer to his home in PARIS - met wife - met Petro - he took me where Evans was - Next day 29 June I went back to lawyer's house for 5 days (3 July) & then told would leave - Left with lawyer for a surgeon's house, stayed til 9 July - Did not see Petro again - nurse took me to have picture taken - Left in afternoon & stopped to see Brown & Houghton at Marguerite's home - Stayed 3 hrs - went back to Paris - spent night 10 July - Was told Brown & Houghton were leaving that evening - Nurse to me to station - met Evans & Kubiński -

Kubiński - Left St Cyr. June 30 - drove in car to RR station with brother-in-law He held tickets - PARIS - met fellow with dark glasses, small, old look, 35 yrs, thin hair - ~~to~~ Subway to house on rue de Bac - Cucinotta there - glove store - fellow here who worked with Demans - Mr. Letemplier ran a hardware store - electrician by profession - Stayed his house 5 days (5 July) - He was infant in last war His wife & 20-yr. old daughter - Used to go to see Brown & Houghton - Rue de l'Armenie - Evans came on 5th day - we met lady Mme Bonnières - She took us to her home 6 miles out of PARIS - husband had gone to Spain - Stayed 5 days - Went to her house (3 July) - (9 July) x  
9 July left with Mme Bonnières for PARIS - met nurse escorting.



Rosio - Mine left us with mine - The nurse & a young French boy (Jacques Philippe) took us to Toulouse - Crossed line at Vierron - German officer looked at our cards - Toulouse 23<sup>00</sup> hrs 9 July - 10 July started to PAU (1<sup>st</sup> class) x PAU at 11<sup>5</sup> 10 July - Walked around looking for restaurant - Stayed in a park all day and in evening 1 o'clock. some people brought us food. This night spent in a hotel in PAU x Sunday 11<sup>th</sup>

Nurse left us in PAU & a man joined our party - Bourgeois - He crossed frontier - 11 July train to Bielle - left train in pairs - walked down highway - man sitting under tree - noticed us into bushes - We were supposed to wait for guide - There were to be 40 in party - We, thinking it not safe, climbed up a mt. side to a cabin - Stayed til Monday mto 12<sup>th</sup> - Guide hadn't arrived because two Frenchmen had been caught at station. - Started walking Monday night - 40 in party - walked til 11<sup>00</sup> Tuesday - stopped - 13<sup>00</sup> hrs til 19<sup>00</sup> hrs walked - rested til daybreak 14<sup>th</sup> - walked until midnight on 14<sup>th</sup> - Crossed frontier at 01<sup>00</sup> 15<sup>th</sup> - ~~left til~~ <sup>at</sup> 04<sup>00</sup> hrs stopped to sleep - walked from daybreak until picked up Spanish border patrol Canfranc - Four Frenchmen went ahead & were caught - they told patrol that Americans were in bushes - They came after us - took us into Canfranc - Stayed night of 15<sup>th</sup> prison - 16<sup>th</sup> were taken to JACA & stayed 12 days - left on 27<sup>th</sup> - while at JACA - haircuts, fingerprints, In prison, no military questions - French Consul or Red Cross rep - came to prison on 17<sup>th</sup> - gave him our names & he came back 2 day later & then Mrs Stevens arrived on 21<sup>st</sup> - meantime Barcelona consul sent money to us.

founder  
of  
Mormons

app B

1. Saw reclaiming plant for scrap metal - saw cars with crashed a/c - saw ~~last~~ fuselage of Lancaster & wing of B-17 - This was located at Les Valles - 3 miles northwest of PARIS
2. Saw 3 a/c over PARIS - Su 52, FW 190, ?
3. Saw a training field near PAU - ~~single~~ engine training planes - northeast of PAU saw field next to RR track - left hand side - 15-20 miles outside -
4. Saw on flat-cars sitting on a siding after going through VICENTON with 15 flat-cars.
5. Saw long freight train with cannon & tanks ~~to~~ lined up to leave PARIS -
6. Told troops (German) in So France had been moved to Italy - This at PAU several days before we got there -
7. Saw very few German soldiers on train -
8. Troops we saw were either very old or very young -
9. PARIS Germans <sup>not</sup> looked like office workers -
10. Every German soldier in PARIS was carrying a small briefcase on 4 July - We told there were sub-machine guns to be set up quickly -
11. Was told that if they had more guns & ammunition & invasion ever started they could cut off all RR roads leading South & it was mentioned that some tunnels might be mined -
12. Mani said 20 men in St. CYR were fully equipped with rifles, grenades & sub machine guns -

Mrs. Steven can't find out if we were all right - brought  
cigs + clothes - Said she didn't want to know anything  
about our escape such as names and routes but  
she wanted any military info that was new and would  
be of help to Am + British forces - ~~She gave us another~~  
~~100 pesetas - Barcelona sent~~ She gave us money -

On 27<sup>th</sup> we went to be turned over to Sp. Air Force - St. from Saragosa  
forgot his orders - Prison director wouldn't release us -  
We were released by telegram - 27<sup>th</sup> went to hotel where  
5 of us were able to get 2 rooms - next day we were put  
in private homes + 29 Sp AF took us to Alhama  
D'Aragon - here til 6 August - Sp. AF men  
asked a lot about ~~the~~ America &c - put much as  
gossip - August Clark drove us to Gibraltar  
on 7<sup>th</sup> Aug - Left Gibraltar by air - went  
to ORAN - <sup>9<sup>th</sup></sup> Marrakech - <sup>10<sup>th</sup></sup> Prethwick - <sup>10<sup>th</sup></sup> London

Erans - I went to Camigero with Boris - I go to  
another house Tuesday <sup>25<sup>th</sup> June</sup> Stayed at the other house til  
Saturday 3 July - George - Claude (working in Org said  
part of Org was in was ~~Set~~ CFV)  
(Corps-Free-Vengeance)

22 yrs. old - supposed to leave for Germany to go to work  
but said he wasn't going -



appendix C

2nd Lt Joseph Pozio 0-520047  
546 Bomb Sq 384 Bomb Gp  
2nd Lt George W. Evans 0-672784  
S/Sgt John H. Kuberski 32278859

Kuberski

#54, 55, 56

(2)

15 August 1943

| Date    | Name & Address                                                                                 | Remarks                                                                                                               |
|---------|------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| 26 June | Priest near Durden<br>( <sup>an</sup> had, Austin.)<br>Mari Yvonne Dobray<br>St Cys, a painter | Took Cucinotta & Kuberski's home<br>in St Cys<br>Gave <del>the</del> <sup>members</sup> crew shelter<br>for the night |



3

~~SECRET - AMERICAN~~  
~~MOST SECRET - BRITISH~~  
MIS(X)

HQ, ETOUSA

OFFICE OF AC OF S, G-2

MIS DETACHMENT

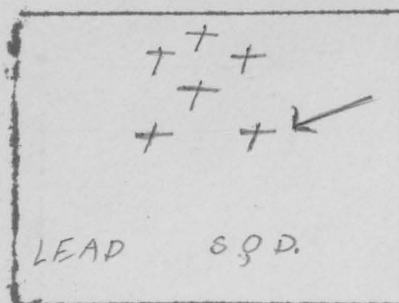
QUESTIONNAIRE FOR SERVICE PERSONNEL  
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No. *KUBERSKI JOHN H. S/SGT. 32278859*
2. Decorations. *NONE*
3. Unit or Squadron. *546TH. SQD.*
4. Division (Army) or Group. *384TH BOMB GROUP*
5. Date of Birth. *APRIL 4, 1920*
6. Length of Service. *1 YR. 4 MO.*
7. Private Address. *1839 PATERSON ST. RAHWAY, N.J.*
8. If in A.F., 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?  
*VILLACORDAY MISSION 6/26/43 1200*  
*DUORDAN 1900*
9. If in AF, give names of other members of crew and what happened to them.
10. Give details and full story of your trip on attached sheets.
11. Did you pay your guides? If so how much? *NO*
12. Do you speak French? Spanish? *FRENCH - VERY LITTLE / SPANISH - GREAT DEAL*
13. Did you have Identity Papers? *YES*
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 experience? Where and when? *NO*  
*DARLING - CIBRALTAR*
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*  
*CIBRALTAR AUG 7, 1943*
17. Place and date of departure for U.K. By sea or air.  
*BY AIR AUG. 9, 1943*
18. Place and date of arrival in U.K.  
*PRESTWICK AUG 10, 1943*

Kubinski

(4)

GROUP 384 SQ 546 A/C No. 058 Letter \_\_\_\_\_ Load 500<sup>10</sup> Date JUNE 26



Position in formation.  
Make Diagram

Observed results of Bombing

DID NOT BOMB

Did not release Bombs

Enemy fighter tactics:  
markings:

Tail attacks

~~TAKE~~ SEVERAL TAIL ATTACKS BEFORE WE BROKE  
FORMATION

Our Tactics

ME 109S AND F.W. 190S

ON BOMBING RUN

Evasive action

Our fighter support.

NONE

None

Flak

NONE

Time, Place, Quality.

~~JUNE 26~~ ~~PARIS~~  
~~1943~~

Some Flak

(over)

Technical Failures

Motors

Armor

Armament

Miscellaneous

Comments and Suggestions on any of the above:

NONE

*Brant H.*  
*None that we know of*





~~SECRET~~

APPENDIX "D" TO E AND E REPORT NO. 56.

No., Rank, Name :-

Unit :-

Please answer carefully the questions below. Suggestions for improvement of escape equipment and training must come largely from those who make use of them. Your report and comments will help others to evade capture or to escape.

1. AIDS BOX

- (a) Did you use your aids box? **NO**
- (b) If not, had you one on you? **YES**
- (c) If not, why had you no aids box?  
- S -
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g. "Lying up for 2 nights", etc.
- (i) Horlicks tablets.
  - (ii) Chocolate.
  - (iii) Milk (tube).
  - (iv) Benzadrine tablets (fatigue).
  - (v) Halazohe tablets (water purifier).
  - (vi) Matches.
  - (vii) Adhesive tape.
  - (viii) Chewing gum.
  - (ix) Water bottle.
  - (x) Compass.
- (e) Did any of the above items prove unsatisfactory? If so, in what respect?
- (f) How did you finally dispose of the box. **ORGANISATION TOOK KIT**
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger?

2. PURSE

- (a) Did you carry a purse? **YES**  
If so, state COLOR. **BROWN - RED MARKINGS**  
If NOT, state why not.
- (b) Did you use the purse? **YES**
- (c) If so, which of the following items in the purse did you use? Put a dash (-) against each item used and state briefly the circumstances.
- (i) Maps. Which ones?
  - (ii) Compass.

**USED MONEY TO PAY FOR CLOTHING**

2000 French francs

Spent 450 for clothing

maps compass  
to file to helpers -

(d) Rest taken by Spanish authorities  
at Canfranc

3. Cids — not issued

4. Passport photos — not issued

5. Nebraska —

Coyote Underwood -  $\frac{10}{7}$  — June  
Two lectures Capt. Johnson

6. yes

~~CONFIDENTIAL~~

MILITARY OBS. GIBRALTAR

OFFICE OF THE COMMANDING OFFICER  
U.S. ARMY CASUAL DETACHMENT  
GIBRALTAR

7 August 1943

SUBJECT: Orders.

TO : Staff Sergeant JOHN H. KUBERSKI, 32278859, A.A.F.

Having reported at this station on 7 August 1943, you are placed on temporary duty this office. Upon completion of this temporary duty you will proceed by first available transportation to LONDON, ENGLAND, where you will report without delay to the Commanding General, European Theater of Operations, U.S. Army. By authority of WD Cablegram No. 45, 4 February 1943, in lieu of subsistence, a flat per diem of \$4.00 is authorized while traveling on official business (except by belligerent or government vessel) and while on temporary duty this station, in accordance with existing law and regulations. TDN FD 1-5412 P 432-02 A 0425-24.

By order of Colonel FORSTER:

OFFICIAL:

*Grady Lewis*  
GRADY LEWIS,  
Major, Air Corps,  
Executive Officer.

GRADY LEWIS,  
Major, Air Corps,  
Executive Officer.

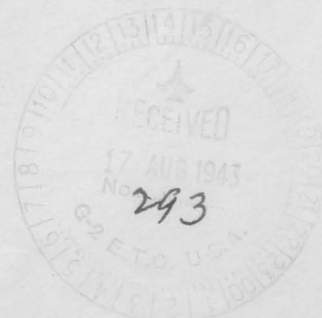
Distribution.

MIS

Hq ETOUSA (A.C. of S., G-2)

Personnel concerned

File.



~~CONFIDENTIAL~~

MILITARY OBS. GIBRALTAR



SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

1. It is the duty of all Americans to safeguard information which might, either directly or indirectly, be useful to the enemy.
2. It is an offense, carrying heavy penalties, to publish or to communicate to any unauthorized person any information which might be useful to the enemy.
3. Information about your escape or your evasion from capture would be useful to the enemy and a danger to your friends. It is therefore SECRET.
4. a. You must therefore not disclose, except to the first Military Attache to whom you report, or to an officer designated by the Commanding General of the Theater of Operations:
  - (1) The names of those who helped you.
  - (2) The method by which you escaped or evaded.
  - (3) The route you followed.
  - (4) Any other facts concerning your experience.
5. You must be particularly on your guard with persons representing the Press.
6. You must give no account of your experiences in books, newspapers, periodicals or in broadcasts or in lectures.
7. You must give no information to anyone, irrespective of nationality, in letters or in conversation, except as specifically directed in Par. 4a.
8. No lectures or reports are to be given to any unit without the permission of the War or Navy Department.

By command of Lieutenant General EISENHOWER:

(signed) RALPH PULSIFER,  
Colonel, AGD, Ass't. Adj. Gen.

CERTIFICATE

I have read the above and certify that I will comply with it.

I understand that any information concerning my escape or evasion from capture is SECRET and must not be disclosed to anyone other than the American Military Attache to whom I first report, or an officer designated by the Commanding General of the Theater of Operations. I understand that disclosure to anyone else will make me liable to disciplinary action.

|                                     |                                               |
|-------------------------------------|-----------------------------------------------|
| Name(Print) <u>JOHN H. KUDERSKI</u> | Signed <u>John H. Kuderski</u>                |
| Rank <u>S/SGT. A.S.N. 32278859</u>  | Date <u>1 AUG 7, 1943</u>                     |
| Unit <u>384th B.K. 54c B.S.</u>     | Witness <u>Grady Lewis</u><br><u>Major ac</u> |



9 April 1943

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

1. It is the duty of all Americans to safeguard information which might, either directly or indirectly, be useful to the enemy.
2. It is an offense, carrying heavy penalties, to publish or to communicate to any unauthorized person any information which might be useful to the enemy.
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  - (2) The method by which you escaped or evaded.
  - (3) The route you followed.
  - (4) Any other facts concerning your experience.b. You must be particularly on your guard with persons representing the press.c. You must give no account of your experiences in books, newspapers, periodicals or in broadcasts or in lectures.d. You must give no information to anyone, irrespective of nationality, in letters or in conversation, except as specifically directed in Par. 4a.e. No lectures or reports are to be given to any unit without the permission of the War or Navy Department.

By command of Lieutenant General ANDREWS:

*Ralph Pulsifer*  
RALPH PULSIFER,  
Colonel, AGD, Adjutant General.

## CERTIFICATE

I have read the above and certify that I will comply with it.

I understand that any information concerning my escape or evasion from capture is SECRET and must not be disclosed to anyone other than the American Military Attache to whom I first report, or an officer designated by the Commanding General of the Theater of Operations. I understand that disclosure to anyone else will make me liable to disciplinary action.

Name (Print) JOHN H. KUBERSKI Signed John H. KuberskiRank S/SGT ASN 32278859 Date AUG 11, 1943Unit 546TH BOMB SQD Witness John H. K. C.

W.S.H.  
15/8/43

15 August 1943

We left GRAFTON-UNDERWOOD at 1600 hours, 26 June 1943, to bomb VILLACOUBLAY. At 1810 hours we were over France. Neither flak nor fighters were encountered on the way to target and due to heavy cloud, when we reached the target, our bombs were not released. I heard strikes on the number one engine; ~~the~~ the co-pilot (Lt EVANS) and I could see two large holes in the cowling. We were puzzled because we could not see enemy fighters attacking us. The engineer called down to say that when the oil pressure dropped to 40 <sup>lb</sup> the 'prop' on number one <sup>engine</sup> should



be feathered. The pressure had dropped immediately to 10<sup>pounds</sup> and it still wouldn't feather. All this time there was still no flak nor were there any frontal fighter attacks. The tail gunner had just called over the 'inter-com' that fighters were coming in high at 6 o'clock and just then the attacks to tail started. Vibration from number one engine did not start for some time.

The lead ship in our squadron dropped back out of formation. I managed to get into his position <sup>and</sup> held it for about a minute before we slowly dropped back. It was impossible to get 150 mph. Lt ALGAR took and, the last I saw of him, was holding the lead position. As soon as the vibration from number one engine started I knew we couldn't get back in formation. I judged the overcast to be at 12,000 feet and ~~went down to get in it~~. The cowlings blew off of number one engine and it immediately caught fire but soon went out. We had boosted the other engines up so much that we had detonation. I had misjudged the overcast which must have been at 6,000 feet and because of the vibration we could not lose altitude rapidly. From the 'inter-com' conversation I knew we were under heavy fighter attack. In the meantime number three engine was hit. At 11,000 feet I told the co-pilot we had better get out because I could keep flying speed only by holding the nose down. Through a hole in the overcast we salvoed the bombs in a field. I gave the order to prepare to bale out; and the bombardier, navigator and engineer went out very soon after that. The crew was very calm which made everything easy. At 9,000 feet I couldn't hold the plane any longer. I tried to put it on AFCS but the control cables must have been hit. All the crew had left the ship when I told the co-pilot to bale out. Just after he left his seat a shell shattered the glass of the co-pilot's compartment. When I got back to the bomb-bay I found the co-pilot sitting there waiting for me. He jumped and I went out about three seconds after him.

We pulled our rip/cords about the same time and watched the ship spiral into the overcast. After we got through the clouds we saw the plane hit the ground and explode. There were eight enemy fighters circling it and before we got to the ground they circled us. We landed about fifty yards apart just <sup>on the edge</sup> ~~outside~~ a small village. Immediately we were surrounded by thirty to forty Frenchmen. An old man came up to me and shook my hand before helping me unbuckle the chute-harness. I gave him the chute and joined Lt EVANS who was being helped by two young French boys. They took us not far away to a wood where we hid until they returned with peasant clothes. When they left we understood that they would return either late that night or early the next morning.

All night long we waited and when no help came the next <sup>morning</sup> ~~at~~ it seemed best to start walking. After climbing a small hill ~~to~~ choosing our direction, we had walked almost two miles before we were spotted by a Frenchman working in a field. We hadn't had a chance to speak to him when he motioned us to get into a near-by wood. Later he returned with two men and we were led more deeply into the wood before they spoke to us. We spoke no French but after much motioning and pointing we understood that we were to remain hidden until we heard a pre-arranged signal. Later our friends returned for us and took us to a house where we found four members of our crew - Sgts KUBERSKI, GUCCINOTTA, BROWN and HOUGHTON. Sgt KUBERSKI travelled with us and the rest of our journey was arranged.

OUT OF  
FORMATION

NUMBER ONE  
ENGINE ON FIRE.

NUMBER THREE  
ENGINE ON FIRE

BALED OUT  
AT 9000 FEET

SAW PLANE  
CRASH AND  
EXPLODE

IMMEDIATE HELP  
FROM FRENCH

27 June 1943

JOURNEY  
ARRANGED

a report  
no 5

156

SGT KUBERSKI'S STORY UNTIL JOINING LT ROSIO AND LT EVANS.

The first fighter attack came as we left the target area. I counted up to fifteen ME 109's. Our altitude was 24,000 feet. The attacks were being made to tail from a slightly higher level. Bullets came into the waist just as the tail attacks started and penetrated the waist armor plating. I tapped Sgt CUCCINOTTA and showed the holes to him. He looked at them and we wondered where they had come from. We saw that number one engine had been hit and was spraying oil. There were two large holes in the cowl of number one engine and we could not explain the source of the fire. We thought it may have been misdirected fire from the tail of one of our lead ships since all the attacks from enemy fighters were coming in at 4-6 o'clock.

SEES TWO B-17's  
SHOT DOWN

I saw three German planes go down; two ME 109's were in flames and the other, unidentified, was smoking. I saw one B-17 shot down just after this. The number one engine was on fire and a wing, from the motor out, blew off. I saw no fighters around it and only one chute out. Later I saw Lt HENDERSON's plane go down. His number three engine was burning and there were no chutes out before it went into cloud.

ONE FW CLAIMED  
DESTROYED

We dropped back of the formation and ME's and FW's came in after standing off for a while. They came in fast from 3-6 o'clock. One plane came in level. I held the trigger on it and saw bursts in the right wing. The wing blew off and he went down, burning. Another FW, which came in from the side, went down smoking.

I heard the order to prepare to bale out. Our number three was streaming oil. We lined up by the waist door and I saw the tail gunner sitting by his escape door with his chute open in his arms. While I was looking at him he jumped. I didn't see him in the air. I was the first at the waist door and as I got the door away a 20 mm shell burst in the waist; fragments hit Sgts BROWN and HOUGHTON. Sgt HOUGHTON waved to me and I jumped with Sgt CUCCINOTTA coming out just behind me. We were out around 12,000 feet and I opened my chute around 9,000 feet. An FW went over our ship and then came down to circle me. He waved and left me as I went into cloud. I landed easily in a wheat field about one kilometer from a small village.

IMMEDIATE HELP  
FROM FRENCH

Approximately thirty Frenchmen surrounded me immediately; I rolled up my chute and ran toward a clump of bushes. I dived into the bushes as a plane swooped down at me. While I was removing my flying suit it came over again. A farmer joined me and when I asked for my 'camarades' he took me about 500 yards to a field where I found Sgt CUCCINOTTA. He was badly hurt and could walk only with help.

JOINS CREW  
MEMBER

We got into a large wood and were hiding when we saw someone coming toward us. We could tell he was friendly by his actions and when he was near us he motioned us to go more deeply into the wood. He left but returned soon with a man who had brought a French-English dictionary. Later they brought food and clothes and led us to a house where we spent the night. The next day Sgts HOUGHTON and BROWN (E&E Reports Nos. 52 & 53) and Lt ROSIO and Lt EVANS joined us. I left this house with Lt ROSIO and Lt EVANS and the remainder of our journey was arranged.

Compiled By:  
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REPORT DISTRIBUTION

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AC of S, G-2, ETOUSA  
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RAF School Highgate (S/Ldr Evans)  
File

APPENDIX "A" - LIST OF HELPERS

I.S. 9  
File

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HQ, ETOUSA  
Office of AC of S, G-2  
MIS Detachment

15 August 1943

APPENDIX "B" TO E & E REPORTS NOS. 54, 55 & 56

1. The following information has been obtained from an interview with two Lieutenants and a Sergeant who evaded capture by the enemy, after being in enemy-occupied territory.

2. Further circulation of this information may be made, but when doing so, no information as to the source may be divulged.

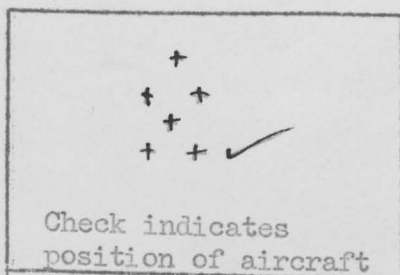
Statement of information covering period from 26 June 1943  
to 15 July 1943

1. At LES VALLES, 3 miles northwest of PARIS, a reclaiming plant for scrap metal or airplane parts. Saw flat-cars loaded with crashed aircraft. Saw the fuselage of a Lancaster and the wing of a B-17. 30 June 1943.
2. Three aircraft flying over PARIS; two identified as a JU 52 and a FW 190 with the third unidentified. 1 July 1943
3. Saw a training field near PAU. Single-engine training planes flying over the field. The field was 15-20 miles northeast of PAU on the left side of the railroad tracks entering PAU. 10 July 1943
4. After passing through VIERZON on a train saw flat-cars on a siding loaded with about fifteen staff cars. 10 July 1943
5. Saw a long freight train loaded with cannon and tanks in PARIS. 10 July 1943
6. Heard that German troops in the south of France had been moved to Italy. We were told that these troops had left PAU a few days before we got there.
7. Noticed very few German troops on trains. 11 July 1943
8. Troops seen were either very young or very old. July 1943
9. In PARIS Germans troops looked like the office worker type. July 1943
10. Every German soldier in PARIS was carrying a small briefcase (handbag) on 4 July. We were also told that the 4th of July had been considered as a possible Allied invasion date. July 1943
11. We were told that if the French had more guns and ammunition and an invasion was started they could cut off all railroads leading South. It was suggested that some tunnels had already been mined by the French. July 1943
12. We were told that seventy men in ST CYR were fully equipped with rifles, grenades and sub-machine guns. 27 June 1943

ROSIO, Joseph (NMI) 2d Lt 0-520047 Report No. 54  
EVANS, George W. 2d Lt 0-672784 Report No. 55  
KUBERSKI, John H. S/Sgt 32278859 Report No. 56

NAME \_\_\_\_\_ RANK \_\_\_\_\_ ASN \_\_\_\_\_ REPORT NO. \_\_\_\_\_

SQ 546 GROUP 384 A/C NO. 42-30058 Letter X Load 10-500 Date 26 June 1943



Position in formation.  
Make Diagram

Observed results of Bombing:  
Did not release bombs.

Enemy Fighter Tactics: Several tail attacks before we broke formation.  
Markings: Yellow nose ME 109's and FW 190's.

Our Tactics: Evasive action to 9000 feet.

Our Fighter Support: None

Flak ~~Some flak~~ None  
Time Place Quality

Technical Failures Number one and number three engines were hit.

Motors:

Armor:

Armament:

Miscellaneous:

Comments and Suggestions on any of the above: None

~~SECRET~~

APPENDIX "D" TO E AND E REPORT NO. 56.

No., Rank, Name :- KUBERSKI, John H. S/Sgt 32278859

Unit :- 546 Bomb Sq. 384 Bomb Group

Please answer carefully the questions below. Suggestions for improvement of escape equipment and training must come largely from those who make use of them. Your report and comments will help others to evade capture or to escape.

1. AIDS BOX

- (a) Did you use your aids box? No
- (b) If not, had you one on you? Yes
- (c) If not, why had you no aids box?
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g. "Lying up for 2 nights", etc.
  - (i) Horlicks tablets.
  - (ii) Chocolate.
  - (iii) Milk (tube).
  - (iv) Benzadrine tablets (fatigue).
  - (v) Halazone tablets (water purifier).
  - (vi) Matches.
  - (vii) Adhesive tape.
  - (viii) Chewing gum.
  - (ix) Water bottle.
  - (x) Compass.
- (e) Did any of the above items prove unsatisfactory? If so, in what respect?
- (f) How did you finally dispose of the box. Helpers took kit.
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger?

2. PURSE

- (a) Did you carry a purse? Yes  
If so, state COLOR. Brown-Red Markings  
If NOT, state why not.
- (b) Did you use the purse? Yes
- (c) If so, which of the following items in the purse did you use? Put a dash (-) against each item used and state briefly the circumstances.
  - (i) Maps. Which ones?
  - (ii) Compass.



- (iii) File (hacksaw). Gave to helpers
- (iv) Foreign Currency. State countries and amounts. 2000 Francs  
How did you spend the money. Spent 450 for clothing
- (d) How did you dispose of:-

|                 |   |                 |
|-----------------|---|-----------------|
| Maps.           | } | Gave to helpers |
| Compass.        |   |                 |
| File (hacksaw). |   |                 |

Surplus currency. Taken by Spanish authorities at Canfranc

3. AIDS TO ESCAPE - (GADGETS\*) Not issued.  
( \* Issued separately from aids boxes and purses.)

- (a) Did you carry or wear any of the following?  
If you used any of them, state briefly WHEN and WHERE.

- (i) Round compass.
- (ii) Stud compass.
- (iii) Swinger compass.
- (iv) Fly-button compass.
- (v) Pencil clip compass.
- (vi) Tunic button compass.
- (vii) Pipe compass.
- (viii) Pouch.
- (ix) Special flying boots (and knife).

- (b) Were they satisfactory?

- (c) Can you suggest any improvements, additions, or substitutions  
which would improve the above equipment?

4. PASSPORT SIZE PHOTOGRAPHS Not issued

- (a) Did you carry passport-size photographs?  
If so, how many?

- (b) Did you use them?  
State how.

5. LECTURES

- (a) Were you lectured on evasion and escape?  
State WHERE, WHEN and by WHOM.  
Two lectures at Grafton-Underwood by Capt. Johnson & I.O. in June.  
Also in Nebraska.

- (b) Did you find the lectures of value?  
Yes