

20 April 1943

HQ, ETOUSA

OFFICE OF AC OF S, G-2
Mis Detachment

E & E REPORT NO. 25
EVASION FROM FRANCE.

0-430620, Capt. John L. RYAN, ~~Air Medal~~,
367 Bomber Squadron, 306 Bomber Group.

ARRIVED U.K.:
17 APRIL 1943

AGE : 26
LENGTH OF SERVICE : 2 yrs.
PEACETIME PROFESSION : School teacher. (taught French)
PRIVATE ADDRESS : 546 Eighth Avenue,
TROY, N. Y.

MISSION : LORIENT, 6 March 1943.

Other members of crew :

PILOT	(NARRATOR)	
CO-PILOT	0-661870 1st Lt. Gerald L. SIMMONS	(Killed)
NAVIGATOR	0-660491 1st Lt. Robert B. HERMANN	(Prisoner)
BOMBARDIER	0-661003 1st Lt. James LAINE	(Prisoner)
TOP TURRET	17032540-T/Sgt Glen A. BLAKEMORE	(Safe) LANDED SAFELY
RADIO OPERATOR	11009583 T/Sgt Charles E. PERRY	(Prisoner)
BALL TURRET	18051542-Sgt James A. GREENE JR.	(Prisoner)
WAIST GUNNER	18081398-S/Sgt John R. CHAPMAN	(Prisoner)
WAIST GUNNER	15082521-S/Sgt SMITH (?) Robert G. MUMAW	(Prisoner)
TAIL GUNNER	15099498-S/Sgt William H. FORRESTER	(Prisoner)

6 MARCH 1943

DAMAGED BY
FLAK

We left THURLEIGH at 0945 hrs on 6 March 1943 to bomb LORIENT. The flak was intense as we approached the target at 23000 ft. One burst knocked out our No. 3 engine and cut out my engine controls. I could not feather the No. 3 prop and the engine set up a terrific vibration. We had been hit just before unloading our bombs on the target.

/We made a

We made a left turn off the target and flew about 30 miles out to sea in formation. The No. 3 engine vibrated about 6 inches, shook off the cowlings and then the prop flew off. It hit the side of the fuselage, knocking out the windshields. The Co-pilot's face was badly cut. We started dropping behind. Capt. DRAPER, leading the lower element, slid up under me and passed me. I realized that it was impossible to get back to ENGLAND. The engines were running wide open. We could not keep up and were doing 2100 RPM's and about 41 inches. My gas was insufficient to get back at that power setting. We made a right turn out of formation and headed in for the QUIMPER Peninsula. The plane started to let down immediately. Our speed picked up and I lowered the wheels to slow us down. After giving the warning signal I told the crew not to jump until we had crossed the coast and to wait until I told them ~~to jump~~.

GUILVENEZ

We crossed the coast at 4000 ft. over Guilvenec.

I waited until we were at least two miles inland before giving the order to abandon ship. Before the order we were attacked twice by F.W's. One was from the rear which I did not see and the other came in at 11.00 o'clock. The second one was shot down by Sgt. BLAKEMORE, top turret gunner. The fighter went into the sea. The French saw this and told me about it.

ATTACKED BY
FIGHTERS

We started baling out at 3500 ft. while travelling at 220 m.p.h. The top turret gunner went out first and I was out last. I put the ship on the automatic pilot and it held fairly steady. Before jumping I went into the nose which was empty, back past the cockpit where I twisted the knob on the automatic pilot to down position. The air speed had risen to 240 m.p.h. I found no one in the radio compartment and could see that the main entrance door was off. I went back to the bomb bay and jumped. Before leaving the cockpit I had destroyed the I.F.F. and I believe the bomb sight was thrown into the ocean. My jump was at 1430 hrs.

ABANDONS
SHIP

/When the chute

(It was discovered upon returning that Capt. Ryan's arm ^{had been} broken near the shoulder)

When the chute opened my left arm got tangled

in the main straps and was jerked up my back ^{and} over my head.

Because of the low altitude jump I was down quickly. I landed on my shoulder and passed out. The landing was made in a pasture about 10 ft from a road and a mile from ST JEAN-TROLIMAN. There were about 40 Frenchmen surrounding me when I regained consciousness. A woman helped me out of my chute. I asked about the Germans and was told they were in the town. Immediately I was shown the best direction in which to run. The French buried my chute.

ST. JEAN-TROLIMAN

I was in a small valley and started running West. When I came to a stream I walked in the water for an hour before resting. I took a benzadrine tablet and filled my water bottle and continued to walk until 1750 hrs. For a hiding place I found some brush in the corner of a field and covered myself in it. I remained hidden here until 2100 hrs. After eating some of the chocolate and malted milk tablets and drinking most of my water I walked for about 300 yds to a farm and asked for food. They gave me milk, bread and butter and told me the Germans had captured seven of my crew ^{that one was dead.} and ~~had killed one~~. I did not ask for help here because it seemed too near the area of search. With the aid of my compass I walked S.W. until 2430 hrs ^{but when this brought me in sight of the ocean I} ~~and~~ changed my direction to North. Finally I found a haystack. My arm was hurting too badly to climb up on it so I slept at the bottom. When I woke up I felt feverish.

I approached a man and boy in a barn and told them who I was.

7 March 43

At 0700 hrs I went across the road to a farmhouse. There was a Frenchman and a 13-year old boy in the house. After talking to them they gave me coffee, bread and soup. They also gave me cake and bread to take away. After sitting by their fire for an hour I started walking North keeping close to the hedgerows. At 1200 hrs, having found a field of heavy brush, I made a bed and lay in the sun to get warm. I ate more bread and chocolate before

/falling asleep.

falling asleep. About 1300 hrs a Frenchman awakened me. I was still wearing my uniform (pinks, leather flying jacket). He asked me about myself and when I said, "An American parachutist" he was very friendly. He took his knife and cut off my insignia. Then he told me to stay where I was, hidden, until he went after food. In an hour he was back again with a friend and some food (wine, a bowl of stew, 5 raw eggs and bread and butter). They stayed with me for about 30 minutes but before leaving said they would come back for me that evening and hide me in their stable. They were back again at 2100 hrs. We went to their stable and they said they thought they might find help for me. At 0030 hrs they awakened me to say that friends were with them.

8 March 1943

The friends were two men who brought civilian clothes and wooden shoes. I gave my passport pictures to one of the men who was to try getting an identity card for me. After they left I slept until 0530 hrs when the farmer came in and told me to hide in the field that day. At 2100 hrs the friend who was trying to get the identity card returned. He was discouraged because his effort had failed. My pictures were given back to me and after we had eaten I was told that since suspicion had been aroused it would be best for me to go further for help.

HELPERS EFFORTS
FAIL

9 March 1943

At 2400 hrs I started walking N.E. I walked until 1200 hrs before stopping for a long rest. My water bottle had been lost in some of the thorny underbrush. While I was sitting in the corner of a field smoking two Frenchwomen brought their cows into the field and upon seeing me ran away. I was walking off hurriedly when the two women came after me bringing a man with them. They asked for my identity and then took me into their house for food. All of their neighbours came in to see me. The doctor who was called ~~for me~~ could not come because he had no gas. I stayed all that afternoon and slept in the stable that night.

10 March 1943

One friend who came said he thought he knew someone who could help me. At 1300 hrs a farm hand walked with me to a wood about 3 miles away where we met the friend. He took me another

/2 miles

2 miles deep in the forest where I waited while he went off to talk to the supposed helper. In a half-hour they both joined me and after talking ^{for a few minutes} the rest of my journey was arranged for me.

- ① John L. Ryan, Capt. - 0-430620
- ② Air Medal
- ③ 367th Bomb. Sqdn.
- ④ 306th Bomb. Gp.
- ⑤ 13 December 1917
- ⑥ 2 yrs.
- ⑦ School teacher
- ⑧ 546 - Eighth Ave, Troy, N.Y.
- ⑨ Bombardment of Lorient, 6 March 1943. Departed from
Thurleigh (Beds.) at 0945, 6 March 1943. Came down
at St. Jean-Trolimon, Finistère at 1430, 6 March 1943.
Aircraft and all instruments and papers destroyed.
- ⑩ Crews: Co-pilot - 1st Lt. Gerald L. Simmons — killed
Navigator - 1st Lt. Robert B. Herman — prisoner
Bombardier - 1st Lt. James Laine — prisoner
Top-turret - T/Sgt. Glen A. Blakemore — safe
Radio Oper. - T/Sgt. Charles E. Perry — prisoner
Ball-turret - S/Sgt. James Green — prisoner
Waist Gunner - S/Sgt. Chapman — prisoner
Waist Gunner - S/Sgt. Smith (?) — prisoner
Tail Gunner - S/Sgt. William H. Forrester — prisoner

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We made a left turn off the target and flew about 30 miles out to sea in formation. The #3 engine vibrated about 6 inches, shook off the cowling and then the prop flew off. It hit the side of the fuselage, knocking out the windshield. The co-pilot's face was badly cut. We started dropping behind. Capt. Draper, leading the lower element, slid up under me and passed me. I realized that it was impossible to get back to England. The engines were running wide open, we could not keep up and were doing 2100 RPMs and about 41 inches. My gas was insufficient to get back at that power setting. We made a right turn out of formation and headed in for the QUIMPER peninsula. The plane started to let down immediately.

our speed picked up and I ^{lowered} ~~put down~~ the wheels to slow us down x after giving the warning signal I told the crew not to jump until we had crossed the coast and to wait until I told them to jump.

We crossed the coast at 4000 ft.

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We started baling out at 3500 ft. while travelling 220 m.p.h. The top turret gunner went out first and I was out last. I put the ship on the automatic pilot and it held fairly steady. Before ~~I jumped~~ jumping I went into the nose which was empty, back past the cockpit where I twisted the knob on the automatic pilot to ~~the~~ down position. The air speed had risen to 240 m.p.h. I found no one in the radio compartment

and could see that the main entrance door was off. I went back to the Bomb bay and jumped. Before leaving the cockpit I had destroyed the I.F.F. and I believe the bomb sight was thrown into the ocean. My jump was at 1430 hrs.

When the chute opened my left arm got tangled in the main straps and was jerked up my back over my head. Because of the low altitude jump I was down quickly. I landed on my shoulder and passed out. The landing was made in a pasture about 10 feet from a road and a mile from ST JEAN TROLIMAN. There were about 40 Frenchmen surrounding me when I regained consciousness. A woman helped me out of my chute. I asked about the Germans and was told they were in the town. Immediately I was shown the best direction in which to run. The French buried my chute.

~~I started running West through~~

I was in a small valley and started running West. When I came to a stream I walked in the water for an hour before resting. I took a benzadrine tablet and filled my water bottle and continued to walk until 17:30 hrs.

For a hiding place I found some brush in the corner of field and covered myself in it. I remained hidden here until 2100 hrs.

After eating some of the chocolate and malted milk tablets and ~~not~~ drinking most of my water I walked about 300 yds to a farm and asked for food. ~~They~~ They gave me milk, bread and butter and told me the

Germans had captured seven of my crew and had killed one. I did not ask for help here because it seemed to ~~be~~ near the area of search. With the aid of my compass I walked ~~to~~ SW until 2430 hrs and changed my direction to North. Finally I found a haystack. My arm was hurting too badly to climb up on it so I slept at the bottom. When I

runner
in basin *

haystack *

woke up I felt feverish.

7 March 1943

* At 0700 hrs I went across the road to a farmhouse. There was a Frenchman and a 13-yr old boy in the house. After talking to them they gave me coffee, bread and soup. They also gave me cake and bread to take away. After sitting by their fire for an hour I started walking North keeping ~~in~~ close to the hedgerows. At ~~11~~ 1200 hrs having found a field of heavy brush I made a bed and lay in the sun to get warm. I ate more bread and chocolate before falling asleep. About 1500 hrs a Frenchman awakened me. I was still wearing my uniform (pinks, leather flying jacket) and he asked me about myself and when I said "an American parachutist" he was very friendly. He took his knife and cut off my insignia. Then told me to stay where I was, hidden, until he went after food. In an hour he was back again.

with a friend and some food (bowl of stew, ^{wine,} 5 raw eggs, bread and butter). They stayed with me ~~for~~ for about 30 minutes but before leaving said they would come after me that and hide me in their stable. They were back again at 2100 hours. ~~After I had gone to sleep in the stable they~~ We went to their stable and they said they thought they might find help for me. At 0030 hours they awakened me to say that friends were with them.

8 March

The friends were two men who brought civilian clothes and wooden shoes. I gave my passport pictures to one of the men who was going to try to get getting an identity card for me. After they left I slept until 0530 hrs when the farmer came in and told me to hide in the field that day. At 2100 hrs the friend who was trying to get the identity card returned. He was discouraged because

his effort had failed. My pictures were given back to me and after we had eaten I was told that ~~since~~ ^{the} suspicion ~~was~~ ^{had} been aroused it would be best for me to go further for help.

9 March

at 2400 hrs I started walking N.E. I walked until 1200 hrs before stopping for a long rest. My water bottle had been lost in some of the thorny underbrush, while I was sitting in the corner of a field. Approaching two Frenchwomen brought their cows into the field and upon seeing me ran away. I was walking off hurriedly when the two women came after me bringing a man with them. They asked my identity, then took me into their house for food. All of their neighbors came in to see me. The doctor who was called for me could not come because he had no gas. I stayed all that afternoon and slept in the stable that night.

10 March - One friend who came said he thought he knew someone who could help me. At 1300 hrs a farm hand walked with me to a woods about 3 miles away where we met the friend. He took me another 2 miles deep in the forest where ~~the~~ I waited while he went off to talk to the supposed helper. In a half-hour they both joined me and after talking the rest of my journey was arranged for me.

Left Turlough 9.45 March 6th 1943 to
 bomb Lorient. Approached target at 23000 ft
 great deal of flack. One burst went off right under us
 + knocked out my No 3 engine, came up thru fuselage
 + cut my engine controls. I could not feather No 3 prop
 + engine set up terrific vibration. We were hit just
 before we dropped our bombs. We dropped bombs, made a
 left turn off the target + went about 30 miles out to
 sea in formation. No 3 vibrated about 6 in shock all
 coming off of the engine then prop flew off. This
 hit side of fuselage + knocked out windshield for
 pilot + Co. Pilot. Cut Co. Pilot's face. We started to
 drop behind. Capt Drofa (love almost) slid up under
 me + faced me. I realized it was impossible to get
 back to England because my engines were running
 practically wide open, I could not keep us, We were doing
 2100 RPMs + about 41 inches. My gas was insufficient to
 get back at that power setting. We made a right turn
 out of formation + headed in toward Guimber peninsula +
 started to let down immediately. We picked up speed
 + I put my wheels down to slow us down. I gave the
 warning signal + called on into radio + told crew not
 to jump until we crossed coast. I would tell them

when to jump. We crossed the coast at 4000 ft
GUILVANEZ indicating about 240. I waited until
we got about 2 miles in before giving order to
abandon ship. just before giving order we had two
attacks by F.W. 190 one from rear which I did
not see + one from 11 o'clock. The second one was shot
down by Blakeness (Top turret) This plane went into
sea. The French saw this + told me about it. We
started to jump at about 2500 ft going about 220.
Top turret out first + I went out last. As the
crew started to jump I put ship on automatic
pilot + it held fairly steady. Before I jumped
I went up into nose to see if anyone left then
fast Pilot's cockpit where I turned the RuoB
on automatic pilot to down position. The air speed
up to 240 at this time. I went to back of
bomb-bay + radio loop. There was no one there +
main entrance door was off. I went back to bomb-bay
+ jumped. I flew up the I.F.F. before I left cockpit.
I think bomb-sight was thrown out when we were
over ocean. ^{2:30 time of jump} When my chute opened my left arm
got tangled in main straps + was pulled up my
back + up over my head. I came down in a very
short time as I was low. Landed on my shoulder
+ passed out. I landed in a pasture about 10 ft
from a road. I was about 1 mile from St. Jean-
Troilimon. When I came to there were about 40
French people around me. One woman helped me out
of my chute. I asked where the Germans were + they
told me they were in the town. They indicated a
way to flee. I took off leaving my chute which
the French buried. I went West then a little
valley there was a stream + I walked in it.
I walked about an hour then stopped + took out
my escape kit. Took a Benzodrine tablet drank

a lot of water + filled water bottle. I walked on until 5:30 then I hid in the corner of a field + covered up with brush + stayed until 9:00 o'clock. I ate some of chocolate + malted milk tablets + drank most of my water. I had put Halogen tablets in water bottle. I then walked about 300 yds to a farm + asked for food. They gave me milk + bread butter + told me about the Germans capturing seven + killing one of my crew. I did not ask these people for help as I thought it too close + I had better get farther away. I walked on S.W. until about 12:30 using my compass. I walked on a dirt road + changed my direction to North. I found a haystack + spent the night. I could not climb on account of am so slept by the side of it. I had a fever + was sick this lasted for 5 days.

March 7th. About 7 o'clock I went across the road to a farm house. There was a Frenchman + one boy about 13. I talked to them they gave me coffee, bread & ^{curry} soup. ^{stayed with me.} I stayed by their fire about 1 hr. I walked next to hedge row north until noon. I found a big field with heavy brush I bent down a place + lay down in sun to get warm. I ate my bread + chocolate + slept I was all in. About 3 P.M. I was awakened by a Frenchman who kept his cow near by. I still had my uniform on. He asked me who I was + I told him American who came down in parachute day before. He was very friendly took out his knife + cut off all of my insignia. He left + told me to stay where I was + he would bring me some food in about an hour. He came back with a fixed + a bag of 1 bowl of stew, 5 eggs raw, bread butter

bottle of wine & bottle of Alambique. They stayed & talked for about a $\frac{1}{2}$ hour & said they would take me that night to their stable where I could sleep. They came about 9 P.M. I met & they again fed me & put me to bed in stable. They said they would try & contact someone to help me. At 12.30 they woke me & said their friend was there.

MARCH 8th There were 2 men. 1 a teacher in St Jean-
Troloimon. They took off my uniform & gave me clothes
wooden shoes. I gave my 3 pictures to the teacher
& he said he would go to Quimper the next day
to get me an identity card & take me to Nantes.
They stayed about 2 hrs left & I went back to bed.
Called me about 5.30 fed me & took me back to
same field to stay until they came for me that
night. During day brought me food & I rested.
About 9 P.M. the teacher his friend & two farmers
came & were very discouraged. The teacher had gone
to Quimper made up identity card but when going to
Mayor's office to put stamp on it he was almost
caught & had to leave fast. He destroyed card & returned
my two unused pictures. We all went to farm house
& ate. They told me I would have to leave due to
suspicion on teacher. I left at 12 P.M. going N.E.

MARCH 9th I walked all night until 12 noon.

I lost my water bottle going thru bush.

I stopped in corner of field & smoked. 2 Frenchmen
came into field with 8 cows. They ran when they saw me.
I started walking away and the 2 men, a man
stopped me asked who I was & then took me into
their house fed me & had all neighbors come in to see
me. They called a doctor but he had no gas & could not
come. I stayed all afternoon & slept in stable that
night.

MARCH 10th A friend of theirs a man about 30 came & said
he thought he knew a man who could help me. At
1 P.M. the farm hand took me to a woods about 3 mi away
where we met the first friend. This man took me about 2 miles

further into woods hid me & left me to go find the
man who could help me. Both men came back
in a $\frac{1}{2}$ hr & we talked. They both left & the second
man returned in about a hour.

From here on my journey was arranged for me.

I speak French having taught it in Albany
High school.

Papers necessary to have to travel in France =

MARCH 10th

The man who was the second friend that came to see me in woods was a Count PONT ALAISE he had been Prof of I.B.M. in Paris. He spoke good English. He returned with 2 young men (NOEL ARHAN and EMIL - who was Sec to Mayor at PLOMENE) We talked 2 young men said that Arhan would come for me that night in a car at 9 P.M. Arhan came in car with Dr from Pont L'Abbe + Count + I was waiting. Left Count + drove them

to LOCTUDY. at 2 - stayed in hotel owned by Arhan's mother. It was summer hotel reg - by Dr. officers but none there at this time. Met Bloemore in hotel had been visit there the evening before. Stayed here from Wed to 23rd (two weeks). During this time a Dr. from Pont l'Abbe - came to see me 3 times but could do little - & say needed. Dr. Subaine.

~~Dr~~ Capt (fr) Musent Marin) Pierre Drieau of Les Conil - Arranged to have us sent to Pont-Aven. When the Chief Mr. (Alexandre Thiebaud) - (Aramand Tual) returned he sent car to Loctudy and had us to Pont Aven where we stayed at home of Mme Clémence Barbarin Ave. de la Gare. We stayed until Apr 5 when I left with Chief for a farmhouse at 4 p.m. from Pont Aven. Weather to be for Paris - deverin. On Tues 6th left farmhouse at 6 p.m. & walked 2m over fields to main road where car was waiting. Drove to Rosporden where took train for Paris. Seat already arr. & 1st class in semi sleeper.

Dressed like sailor carrying canvas bag with
8 lobsters - (with neck sweaters - beret!) At Nantes
we were held for 2 hrs by Alert - 1-3 a.m. On
Hasting no word said - pretended sleep. Arrived
in Paris at 09 or hrs wed at Station. Montparnasse
by 2 agents of chief - no names. Went across street
to Café for coffee. Then chief took me to a
house of Mme Montet, 7 Rue Cassa Franck.
Stayed till 3 p.m. when young lady took me to
apt. of Mme ^{26 - Biggs after} Jacqueline Richet. 36 Rue de Pontchâteau,
Paris 18. Works in Red Cross - charge of civilian p/w in
Germany. Wed day Thurs. another agent came
to see me & went for walk. English. Showed
me buildings of interest - During this time dressed
in civilian clothes - Stayed here until — 1 week
left on train to La Sazane station (Hot spot). No check of papers.

Sgt Fitzgerald - Paris — Am. — or Canadian

Got off train at Vant de Arche took train to Lyons-La-FORET
from there by bicycle to Fleury La FORET ^{st + night here} the next
night 6 miles E to field & then back to M. K. at 1 P.M.

(21) Not questioned - No reports given on experiences.

(22) No.

(23) Yes yesterday, 16 April 1943.

(24)

Appendix "C"

1. Yes. Peasants contacted organization. All help necessary, to live six weeks in France in matters of food, shelter, and clothing and a trip to England.
2. Heard of one American Sgt. from 305th Gp who was in Paris on 13 April. Name may be Fitzgerald or that may be the name of a Canadian who is hiding with the American

M. NOËL ARHAN

SHELTER AND FOOD

HOTEL ARHAN

FOR 2 WEEKS.

L. OCTUDY FRANCE.

M. GEORGE LAILLEAU.

FOOD

L. OCTUDY FRANCE

Mlle. CLÉMENTE BARBARIN

SHELTER AND

AVÉ DE LA GARE

FOOD 2 WEEKS.

PONT-AVÉ FRANCE

COUNT PONTALAISE.

CIGARETTES AND

NEAR. PONT L'ABBÉ. FRANCE.

HELPED SECURE

TRANSPORTATION.

DOCTOR SUBAINE.

MEDICAL ATTENTION.

L. OCTUDY FRANCE.

EMIL —

HELP WITH

(SEEK TO MAYOR OF PLOMEUR) TRANSPORTATION.

Appendix "A"

M. NOËL ARHAN — Shelter - 2 wks

HÔTEL ARHAN

LOCTUDY, FINISTÈRE

M. GEORGE CAILLEAU (BRITISH SUBJECT) — Food
contribution to
LOCTUDY, FINISTÈRE supplement ration

over 2 wk. period

Mlle. CLÉMENCE BARBARIN — Shelter - 2 wks.

AVENUE DE LA GARE

PONT-AVEN, FINISTÈRE

MME MONTET

17 RUE CÉSAR FRANCK — meal, bath - 1 day.
PARIS

MME JACQUELINE RICHEL — Shelter - 1 wk.

36 RUE PONTIÈVRE.

PARIS, 8ème

F/LT. F. YEO-THOMAS

— cigarettes, money 1500 F

RAF HQ, LONDON

COL. BASSY

(HQ) 10 DUKE ST.
LONDON W1

— arranged passage home.

M. ALEXANDRE THIÉBAUD (^{ALIAS} M. ARMAND TUAL)

FREE FRENCH FORCES

LONDON — arranged shelter

in Finistère, provided
food, cigarettes, etc and
transportation to PARIS

2. No one paid for services rendered.

Appendix "B"

1 - none

2 - none

3 - Fleak batteries in racetrack at Longchamp, Paris.

4 - Few divisions moved out of Bretagne about
1st of month with all equipment and supplies.

5 - ROADS MINED IN Comcarnea and Trégunc
1st wk of April. Tank barricades erected
in roads in vicinity same date.

6. Very low. Soldiers in Bretagne either very young
recruits or wounded soldiers back from Russia
and disgusted with 5 yrs of war.

1. ~~None~~

2. ~~None~~

3. Flak batteries in new track at Longchamp, Paris.

4. Few divisions moved out of Bretagne about first of April with all equipment and supplies.

LONCARNEA

3 Roads mined in Loncarnea and TRÉGUINE
first week in April also tank barricades erected.

4 German morale low. Soldiers in Bretagne are
either very young recruits or wounded men back
from Russia disgusted with five years of war.

Jean PRIGENT. AVE DE LA GARE IN Pont-Aven
is the head collector in this district.

Was in electric business. Blue house with
sign on door.

AG 383.6

Hq ETOUSA

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.
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.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 L. RYAN

Signed

John L. Ryan

Rank CAPTAIN ASN O-430620

Date

16 APRIL 1943

Unit 367th Bomb. Sqdn., 306th Gr.

Witness

RESTRICTED

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

SPECIAL ORDERS)

NUMBER

109

19 Apr 1943

1942

E X T R A C T

1. Capt JOHN L. RYAN, 0430620, AC, is asgd to Hq Eighth AF, is placed on TD at this hq in the G-2 Sec. Upon completion of this TD he will rpt to the CG, Eighth AF for dy. TCNT. A per diem of \$6.00 is auth while on the TD and while on travel status. TDN. PD 31 P 431-02 A 0425-23.

By command of Lieutenant General ANDREWS:

C. H. BARTH,

Brigadier General, GSC, Chief of Staff.

OFFICIAL:

RALPH PULSIFER,

Colonel, AGD, Adjutant General.

RESTRICTED