

SECRET

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

REPORT FOR THE ADJUTANT GENERAL'S OFFICE
and QUESTIONNAIRE FOR I. S. 9 (VIA) PERSONNEL

9-15-44
(Date)

STONEBURNER, PAUL W. 2^{LT} 0-70584's
(Name) (Rank) (ASN)

MAINZ, GERMANY 5
(Target) (Number of missions)

Date Missing in Action: 9-9-44

755 BM SQDN 458 BMGRF
(Unit)

Returned to UK: 9-15-44

MEMBERS OF CREW: (List names by positions and indicate what happened to each one)

PILOT	STONEBURNER, PAUL W.	EVADED
CO-PILOT	LEWIS, CHARLES A.	WAS TOLD EVADED
NAVIGATOR	BRIXIUS, JOHN L.	WAS TOLD EVADED
BOMBARDIER	WEINER, SHELDON	EVADED
RADIO OPERATOR	JACOBS, JEROME	EVADED
TOP TURRET GUNNER	SMITH, LAWRENCE I.	UNKNOWN
BALL TURRET GUNNER	NONE	
W/ST GUNNER	FERRANDO, JR.	WAS TOLD EVADED
W/ST GUNNER	OLNEY, BASIL R.	UNKNOWN
TAIL GUNNER	AGLIATA, JOSEPH	UNKNOWN

Date, time and approximate location of plane crash or landing. 9/9/44 - 1100 - NEAR MAINZ, GERMANY

Nature and extent of damage to plane when source bailed out. Was it on fire, etc? 3 ENGINES OUT AND UNCONTROLLABLE PROP ON #2

At approximately what altitude did source bail out? 12,500'

Were any of the crew injured or killed before the plane crashed?
NO

What members of the crew bailed out? Did their parachutes open?
ALL BAILED OUT. DONOT KNOW IF ALL OPENED

Did the plane explode on striking the ground? YES

Did source see any other members of the crew dead or alive after reaching the ground?
NO

Did he receive any information from others as to whether any other members of the crew were dead or alive? If so, give details furnished by his informant and whether the other crew members were identified by name or otherwise. THROUGH ARMY SOURCES I LEARNED THAT BRIXIUS, LEWIS, AND FERRANDO HAVE EVADED
(over)

Did source examine the wreckage of the plane? If so, what was its condition?

NO

If the plane crashed in water how far was the plane from land and by what means was source rescued and what life rafts, wreckage, etc., remained on the surface that would have assisted other personnel to keep afloat.

CRASHED IN WOODS

What is source's opinion as to the fate of the other crew members and his reason for his opinion?

DO NOT KNOW ANYTHING ABOUT MISSING MEMBERS

Were you wounded?

NO

Were you in German hands?

NO

Did you kill any Germans in escaping?

NO

Have you previously given the names of your helpers?

YES

List any names previously omitted, showing what help was given.

What security briefing were you given?

INTERROGATION IN PARIS

What souvenirs do you still possess?

NONE

Home address.

SPRING VALLEY, OHIO

List names of American or British personnel believed to have been arrested by Germans.

List names of American or British personnel believed to be evading.

(Applies to all BRITISH, CANADIAN, U.S. & ALLIED PERSONNEL)

EVASION CAPTURE ~~XXXXXX~~ FALL (Name of Country) Germany and Belgium

For all Personnel

- 1. No. 0-705843 Rank. 2d Lt. Name. Paul W. Stoneburner
(U.K. Appoint, Temp. or W/S)
- 2. Decorations: (U.S.A.A.F.; No. of missions). 5 missions
- 3. Were you wounded? Give details. No
- 4. Ship (Navy), Unit (Army), Sqn. (Air Force) 755 B. Sq
- 5. Div. (Army) or Gr. (Air Force) 458 B. GP. 6. Job (Pl. Sgt., Mfn., etc) Pilot
- 7. Date of Birth 20 Aug 1923 Date of Service 23 mos.
- 9. Peace time occupation Student Private Address Spring valley, Ohio
- 11. Did you carry any form of identification, or photograph? dogtags, photos
- 12. Do you speak French, or any other foreign language? No

FOR ALL AIR FORCE

- 13. No. and location of O.T.U.
- 14. No. and location of Conversion Unit

FOR ALL AIR FORCE PERSONNEL AND/OR AIRBORNE OR PARACHUTE TROOPS WHO BAIL OUT

- 15. Post in Crew Pilot
- 16. Other members of crew, and information about what has happened to them.
N.B. - Airborne and Parachute Troops list below names and units of other occupants of plane, including R.A.F. and U.S.A.A.F.
- PILOT Narrator
- CO-PILOT C.A. Lewis told he got out
- NAVIGATOR J.L. Brixius " " " "
- BOMBARDIER S. Weiner Ewaded
- RADIO OPERATOR J. Jacobs "
- TOP TURRET GUNNER L.I. Smith Unknown
- PAW TURRET GUNNER None
- WASIT GUNNER (R.) J.R. Ferrando told he got out
- WASIT GUNNER (L.) B. R. Olney Unknown
- TAIL GUNNER J. Agliata "

- 17. Type of aircraft, place, date, time of departure B-24 Norwich, England 7000 hr 9 Sept
- 18. Where and when did you come down? 50 miles W Mainz Germany. 1045 9 Sept 1944
- 19. How did you dispose of your parachute, harness and mae west? hid in wheat shock
- 20. Were all secret papers and equipment destroyed? plane crashed and burned

Interviewed by I.S.9 (WEA)

Date 13 Sept. 1944

Attached:
Appendix "B"
Appendix "C"
Appendix "D"

I grade this evasion No. 5.

Robert Bacon

ROBERT BACON
2d Lt., AC

Major

Disposal: Returned to UK

DISTRIBUTION:
Hq IS9(WEA)....2
12 Army Group..2 (less C)
9th AF.....1

Target: Marshalling yards near Frankfort, Germany. Lost engines before target at 23000 ft. turned back and bailed out. Landed approximately 15 miles inside Germany and P-51s circled. Picked up by Belgian civilian and taken to Rogery, Belgium. Hidden by priest from 9 Sept until 12 Sept and then picked up by American troops.

I saw many small barbed wire fenced in the area where I landed (15 mile within Germany) but no real entanglements. On 11 Sept at Rogery, Belgium, I saw 2 or 3 trucks and tanks going through. They went through from 11 in the morning until 2 in the afternoon.

If there is a Siegfried Line, I would like to know where it is.

2097

C O N F I D E N T I A L

CERTIFIED THAT:

No. 0-705843 Rank 2nd Lt
Name (BLOCK LETTERS) Paul W. Stoneburner
Unit 458 B Gp

has been fully/~~briefly~~ interrogated by an Intelligence Officer of I.S. 9 (WEA) on 13 Sept 1944 and has signed a Security Certificate. He ~~is~~/should not be re-interrogated.

Robert Bacon
Major 2/Lt, Ac.

IMPORTANT:

THIS CERTIFICATE SHOULD BE RETAINED AND HANDED TO (BRITISH) AN OFFICER OF M.I.9 OR (AMERICAN), AN OFFICER OF P.W. & X DET.-M.I.S. ON ARRIVAL IN U.K. OR U.S.A.

TOP SECRET.
I.S.9 (WEA)

APPENDIX "C" TO E. & E. REPORT No. I.S.9(WEA)6/221/1702

If further circulation of this information is made, it is important that its source should not be divulged.

No. 0-705843 Rank 2d Lt. Name Paul W. Stoneburner

Date of Interview 13 sep 1944

Leon Grommersch, Rogery, Bovigny, Belgium.

Obbe Jules Bande, (Priest) Rogery, Bovigny Belgium. Belgian chaplan who had been captured by the Germans and released.

17a
gines
ately 15
and taken
then picked up

CONFIDENTIAL

2097

HQ 96TH COMBAT BOMB WING (H)
AAF 123 APO 558
Office of the Intelligence Officer



SUBJECT: Evasion from Germany.

TO : P/W & X Det, M.I.S., G-2, ETOUSA (ATTN: Lt. Col. Holt.)

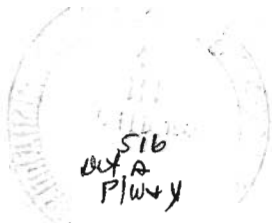
1. Enclosed herewith is a copy of the statement concerning evasion by Lt. Paul Stoneburner and F/O Weiner, referred to at P/W Conference, Thursday, 16 November, 1944. Other members of the crew were not available for interrogation.

2. These officers were used to lecture the combat crews of the 458th, 466th and 467th Groups, 96th Combat Bomb Wing.

Laurence C. Gram

LAURENCE C, GRAM,
Major, Air Corps,
Intelligence Officer.

1 Incl.
Incl 1 - Evasion Statement




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STATEMENT CONCERNING EVASION AND ESCAPE 25 SEPTEMBER 1944 THROUGH THE SIEGFRIED LINE BY SEVEN MEN OF THE 458TH BOMBARDMENT GROUP (H).

Seven out of nine of the crew who bailed out came through. The crew bailed out on the Mainz mission of September 9, because of mechanical difficulties. There was no flak nor enemy fighters. They parachuted west of Frankfurt, one-half way between Frankfurt and Luxembourg, on the west side of the Rhine River. Each made his way separately through the Siegfried Line. Here are two of the stories.

2nd Lt. Paul Stoneburner, Pilot



I was the last one to bail out. There was an undercast underneath us. I delayed my jump until reaching the undercast, and opened my chute between about four and five thousand feet. As I broke through the undercast, I did not see anyone beneath. There were a lot of small fields below, surrounded by hedges and barbed wire. I landed right in the middle of one. I grabbed my chute and ran into a woods 200 yards away. Then I hid my chute and started to walk around. A man ran up to me, a civilian, and told me he was a Belgian. He asked me if I were an American and I told him I was. He told me this was Germany and pointed in the direction of Belgium, west of us. He told me to get my chute and equipment. I ran through the woods and fields to my mee west and chute. I pulled out my escape kit and got my compass. We hid the chute again, also his bike. We dodged through the woods and along fence rows. We avoided roads and civilians, --went cross country. At four o'clock the Belgian told me we were in Belgium and took me into a barn about three quarters of a mile inside the border. A Catholic priest came out about an hour after that and became convinced that I was an American. He had a uniform on under his cassock. He asked me if I had any escape photos. I gave him one and he told me would be back after dark. He came back after dark with my pass all fixed up for me and took me down to his house and we had supper. I was supposed to be a university student. Then he gave me some clothes. I had on my heated suit up to this time. I had heavy underwear, a cotton scarf, and hat. I took the lining out of the pants of my heated suit, and changed to my GI shoes. Then the priest took me to the house of the man who found me in Germany. I slept there that night. Days were spent with the priest, nights with my Belgian friend. The day after we walked out of Germany the Belgian went back and got my mee west and his bike. he brought the parachute back with him in a gunny sack.

Early on the morning of the 12th I had breakfast and then they took me through some woods. The Germans were retreating. Another fellow went with me through the dense woods, where we hid. About 11 o'clock the Germans came through and I could hear the tanks going through the town. About 50 yards away on a road a few tanks went by. I could not see them. About 2:30 they quit coming but they were still around. During all this time German and American artillery fire went over. About 3:30 our artillery came close. The Americans fired about ten or twelve shells in the woods near by, so we left and went across the road to another woods and then to the house where the

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young fellow lived. They shelled the woods again, so it was good thing we moved. At 5:30 a young girl came up and told us the Americans were down in the town. So I contacted an officer and arranged to go to Division headquarters. The next day they took me there. I learned my landing was about 15 miles inside Germany, and inside the Siegfried Line.

While in Germany, I stayed clear of all roads and went cross country. All I saw were civilians working fields. I could hear cars going by, but could not see any and guessed they were Germans. I saw no concrete fortifications, wire entanglements, nor guards. I could not find out what the Belgian was doing in Germany. At first I didn't trust the Belgian, but finally got to the point where I had to. The priest was a very well educated man, and spoke English. He was a member of a regiment especially hated by the Germans. He seemed to have plenty of connections. He was only two or three hours getting my pass fixed up as a student.

On September 13 a captain took me back in a jeep, and I talked to some officers in the artillery and infantry and told them I saw no fortifications. They seemed surprised that there were no fortifications. Then I went back to Bastogne, corps headquarters, where I saw some officers. An Australian RIF boy gave us a recon car and a driver and told us to go to Paris. A lot of bridges were out and so we stayed at Rennes. Next morning I went to Paris to a hotel and stayed for two days, and then flew back to London. I was given every consideration and the treatment was excellent.

F/O Sheldon Weiner, Bombardier

I pulled my rip cord at about 6000 feet. I was about 30 miles in Germany. I landed about ten feet out of a woods. I grabbed my chute and went into the woods. I cut off my harness and ran about a mile. I stopped at another woods and changed my shoes, took the lining out of my pants. I changed clothing and went another few miles and came to a road. I stayed at another woods for the remainder of the day and tried to sleep. Toward evening I started walking again. I came to another road and heard a car coming. It was a German staff car and I hid for a while. Later I came on to a dirt road and passed a farm house where a fellow came out. Before I knew it I came into the middle of a German town of about 40 houses. I had to walk past some men in the street. It was pretty dark and they took no notice of me. I felt pretty shakey. I ate chocolate from my kit and strawberries I picked on the way. I travelled at night about three or four hours and in the morning about three or four hours. I cut the branches of a tree for a mat on the ground. It got very cold at night. On the night of the third day I came to a road and heard someone so I stayed where I was to try to get some sleep. On the 12th of September I saw a farm house with a Luxembourg flag flying from it and I went there and got something to eat. I spoke a little German. Then someone came in and spoke English. He had been in the German army and deserted. He told me that American trucks had been going by. We went down and got a ride, and I was taken somewhere in the front lines on the border of Luxembourg, headquarters, where I was questioned. I told them I had not seen any German soldiers.

The Siegfried Line looked like plain country to me. I saw only six staff cars and six motorcycles. All I heard were shells going over.

I arrived in Luxembourg on the fourth day. I walked about seven miles a day. I avoided towns completely after the one I passed through. I had Malazone tablets to purify water. The caramel tablets tasted like paste board and I could not eat them. I definitely think there should be food in the escape kits. I suggest that some kind of rations be worked out as you can get no food in Germany. Money is of no value unless you can speak German. We were told there were two Siegfried Lines. The heavy one is along the Rhine. We landed between the two lines.

We got together at Corps Headquarters. Seven members of the crew got out of Germany, each on his own. One man, S/Sgt Lawrence Smith, hurt his leg and is not here yet. We were all helped by the underground. It is believed that the other two members of our crew are prisoners of war.

SUGGESTIONS: Carry GI shoes, long underwear, and a .45 cal. gun, more for protection against German civilians than anything else. Outer part of heated suit is good to wear, but if travelling on the train, would prefer something else. What works in one case will not always work in another. Use your own head. Try to do what you think is best. As soon as you get down get out of the area and get as far away as you can. They seem to have about five or six trucks of Germans to look for you wherever you land, according to the Belgians.

Members of the crew who came back were:

- 2d Lt. Paul Stoneburner, Pilot. *german*
- 2d Lt. Charles Lewis, Co-Pilot. *german*
- 2d Lt. John Brixius, Navigator. *german*
- F/O Sheldon Weiner, Bombardier. *german*
- S/Sgt Jerome Jacobs, Radio Operator. *german*
- Sgt John Ferrando, Waist Gunner. *german*
- S/Sgt Lawrence Smith, Engineer (Hurt leg, has not returned to base).



Members of the crew believed to be prisoners of war are:

- Sgt. Basil Olney, Waist Gunner.
- Sgt. Joseph Eliata, Tail Gunner.

Laurence C. Gram
Major, AC
Intelligence Officer
96 Combat Bomb. Wg.

Claudia
Thank you
Remember
kissed
tummy

Filed in
this folder
JES

See Lewis

P/W Section

Lt Col Spencer

Lt Col Simpson

Lt Col Starr

Capt White

Correspondence

P/W Records

Lt Tiffany

Lt Sarant

✓ Jones
check with WEA
Reports

ACTION:

Return to files

For retention

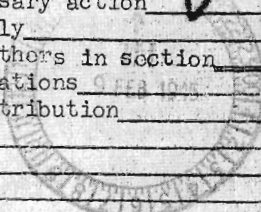
For necessary action

Draft reply

Pass to others in section

Recommendations

Total distribution



RESTRICTED

1. Because disclosures of information regarding evasion from capture, escape, details of imprisonment, release from internment, and repatriation have been made, the lives and services of fellow soldiers and those who help them have been lost or endangered. All information which you possess on these subjects, including the experiences of others as well as your own, briefings and equipment for evasion and escape, and preparations and other activities in connection therewith, constitutes MILITARY INFORMATION which is classified SECRET by the War Department.

2. You will therefore disclose no information whatever, beyond the fact of your return to duty from "missing in action" or "prisoner of war" or "internment", to anyone except the following military officials:

- a. The first Military Attache to whom you report;
- b. An officer designated by the Commanding General of an overseas Theatre of Operations;
- c. The Prisoner of War Branch, MIS, Washington, D.C., the interrogating agency designated by the A/C of S, G-2, War Department General Staff;
- d. Certain other officers holding written authority from the A/C of S, G-2, WDGS, to interrogate you.

3. You will particularly guard against disclosure of SECRET information to relatives, friends, representatives of the press and radio, and military officials, except as noted in a, b, c and d above.

4. In order to protect yourself against disciplinary action, any question involving publicity must be referred BY YOU PERSONALLY to the A/C of S, G-2, WDGS, Washington, D.C.

CERTIFICATE

I certify that I have read and fully understand all of the foregoing and the Directive of the Secretary of War, 6 Aug 43 (on the reverse side), and will at ALL TIMES hereafter comply fully therewith.

I understand that all information concerning escape, evasion from capture, activities and equipment in connection therewith, and details of imprisonment or release from internment, is SECRET and must not be disclosed to anyone except the military officials specifically designated. I further understand that disclosure to any other person will make me liable to disciplinary action for failure to safeguard MILITARY INFORMATION.

I realize that publicity concerning my experiences, by word of mouth or otherwise, will endanger the lives of many persons and therefore it is my duty to take all possible precautions to prevent it.

I further certify that I have received a copy of the foregoing.

Name (Print) STONEBURNER, PAUL W. Signed Paul W Stoneburner
 Rank 2nd Lt A.S.N. 0-705843 Dated 9-15-44 Place London, Eng.
 Unit 755 BM SQDN 458 BMSGP Witness.....

RESTRICTED