

HQ, ETOUSA

SECRET - AMERICAN
MOST SECRET - BRITISH
MIS(X)

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. EDGAR BOYD COLE
2. Decorations. NONE MAJOR AIRCORPS 0-36248
3. Unit or Squadron. 836th Bomb Sq. (H)
4. Division (Army) or Group. 95th Bomb GP (H)
5. Date of Birth. SEPT 14, 1916
6. Length of Service. 5 YEARS 2 MONTHS
7. Private Address. BOX 707 NYSSA, OREGON U.S.A.
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? BOMBARDMENT OF GERMAN NAVAL STORES AT RENNES FRANCE. DEPARTED ALCONBURY MAY 29, 1943 AT 1330. CAME DOWN NEAR COAST OF FRANCE AT ST MALO. A/C WAS COMPLETELY DESTROYED
9. If in AF, give names of other members of crew and what happened to them.
CA
10. Give details and full story of your trip on attached sheets.
11. Did you pay your guides? If so how much? 2000 FRANCS
12. Do you speak French? Spanish? NO FRENCH SPANISH FAIR
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 experience? Where and when? NO WRITTEN REPORT. VERBAL -
15. Did you report on your operations? If so, where and to whom?
REPORT TO MAJOR GRADY LEWIS, & MR. DONALD DARLING AT GIB -
YES TO MAJOR CLARK AT GIB.
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? YES AT ALHAMA DE ARAGON, SPAIN, & AT GIBRALTER
17. Place and date of departure for U.K. By sea or air.
BY AIR, FROM GIBRALTER JULY 21, 1943
18. Place and date of arrival in U.K.
HENDON AIRPORT, LONDON JULY 22, 1943

MAJOR CLARK AT GIBRALTER

MAY	29	SHOT DOWN
JUNE	2	LEFT ST MALO AREA
"	5	ARRIVED <u>ELNE</u>
"	11	LEFT HOTEL AT ELNE
"	13	CROSSED SPANISH BORDER
"	14	ENTERED FIGUERAS PRISON
"	23	LEFT FOR BARCE GERONA
JULY	5	LEFT GERONA FOR BARCELONA
"	7	LEFT BARC- FOR ALHAMA
"	13	LEFT ALHAMA
"	14	LEFT MADRID
"	15	ARRIV. GIBRALTAR
"	21	LEFT "
"	22	ARRIV LONDON

~~g-1, L 1~~

Report Distribution

~~A-2,~~

a copy, A-2, VIII a.f. - 4

Appendix "D"

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not organization.

why not give details of trip.
area crossing demarcation line.
general direction at least
experience on train?

area crossing into Spain
difficulty & price of guides
experience in Spain.

I just raise this question
There may be good reasons for not.

comments re lectures?

photos? or identity card?

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

25 July 1943

E & E REPORT NO. 50
EVASION IN FRANCE

Major Edgar Boyd COLE, O-362148
336th Bomb Squadron, 95th Bomb Group

MIA: 29 May 1943
Arrived in Spain:
13 June 1943
Arrived in Gibraltar:
15 July 1943
Arrived in UK:
22 July 1943

AGE: 27
LENGTH OF SERVICE: 5 1/6 years
HOME ADDRESS: Box 707
NYSSA, Oregon

OTHER MEMBERS OF CREW: (This information checked with PWIB)

		Major Cole's Information	PWIB Records
PILOT	O-727176 1st Lt Lawrence D. CLARK	(Think Killed)	(MIA)
CO-PILOT	G-76 F/O Yngvar S. BERNTEEN	(MIA)	(MIA)
PILOT OBSERVER	NARRATOR		(P/W Dulag Luft minor injuries)
NAVIGATOR	O-421395 Capt Ray E. LANDRUM	P/W (Hearsay)	(MIA)
BOMBARDIER	O-724204 1st Lt Dwight A. FISHER	P/W (Hearsay)	(MIA)
WAIST GUNNER & ENGR.	17043460 T/Sgt Wilbur S. RICE	P/W (Hearsay)	(MIA)
RADIO OPERATOR	39075735 T/Sgt Garland L. TRAGUE	(Think Killed)	(MIA)
BALL TURRET GUNNER	17064358 S/Sgt Robert L. CARLSON	P/W (Hearsay)	(P/W)
WAIST GUNNER	37187732 S/Sgt Chester J. MAYO	P/W (Hearsay)	(MIA)
TOP TURRET GUNNER	34332956 S/Sgt Carl H. UPCHURCH	(Think Killed)	(MIA)
TAIL GUNNER	37013964 S/Sgt William W. WOOD	P/W (Hearsay)	(MIA)

29 May 1943
ALCONBURY

We left ALCONBURY at 1330 hours 29 May 1943 to bomb German Naval stores at RENNES, France. When the rendezvous did not come off as it should, we hooked on to the end of the formation.

Fighter cover was good on the way to the target. No enemy fighters were sighted and there was very little flak.

BOMBING OF
RENNES

After we made our bombing run, I noticed most of the bursts were in the target area. Bombs from one squadron were observed to fall in a suburb northwest of RENNES in an area about 200 yards long and 100 yards wide. The bomb-release on our ship stuck during the run but our bombardier was able to salvo the bombs on the target. Later a Frenchman told me that between 50 to 100 unexploded bombs had fallen around the target.

ATTACKED BY
FW'S

We turned from the target and when about half-way to the channel FW's attacked us. I saw one of our planes in the lead-squadron shot down. The attack on this plane was from the right rear and as far as I know there was no frontal attack. Between 25 and 50 FW's attacked our formation.

AIRCRAFT
ON FIRE

I heard two explosions in our plane. The first strike hit our hydraulic system and set the plane on fire just beneath the co-pilot's seat. The second explosion occurred in almost the same spot as the first. Being in the nose I grabbed the fire extinguisher and emptied it on the flames. When I reached through the hatch for the extinguisher that is carried on the back of the co-pilot's seat, it was not there. The top gunner, Sgt UPCHURCH, fell through the hatch on top of me; he was either dead or dying. The hydraulic pump in the cockpit was spraying oil on the fire. The fur on my jacket and the oil on my chest chute caught fire but I managed to extinguish both. As I started to adjust my chute someone pushed me and, turning, I saw it was our navigator. I pulled the emergency release on the escape hatch and our navigator pushed me out. I had not finished adjusting my chute and had only the right side hooked.

FALLS WITH
CHUTE
UNHOOKED

I left the plane at about 18,000 feet and as soon as I got my breath hooked the left side of my chute. I pulled the rip-cord at about 5,000 feet.

PLANE
CRASHES
AND BURNS

While falling I noticed enemy fighters circling our plane. I saw seven chutes above me but the fighters paid no attention to them. Our plane acted as though the automatic pilot had been clutched in. It crashed into a small farm house and burned. To avoid being hung up in a tree I pulled up my feet and shoved off, as I struck the tree trunk. I fell straight down into a ditch and landed very hard on the end of my spine.

IMMEDIATE
HELP

Immediately I unbuckled my chute and climbed out of the ditch. A French family came running up to take my chute, jacket, and Mae West. The man in the group then led me a short distance to his home and gave me bread and wine. I stayed about five minutes before departing south. I left my insignia and coveralls with this French family. I was wearing a cotton shirt, pinks and G.I. shoes. After walking across fields for about a mile I climbed in a clump of bushes and examined my escape box. Of the contents, I put the compass and maps in my pocket and tied the remainder in a handkerchief before throwing away the plastic boxes.

30 MAY 1943

GIVEN
CIVILIAN
CLOTHING

1 JUNE 1943

2 JUNE 1943

I had been walking southwest for some time when I came to a heavily travelled road. I hid in a potato patch and while there watched a farmer who was cutting hay. I waited until he started for his house then I followed him. When close to the house, dogs started barking and there was such a commotion, I turned to leave. A little girl came running after me and I followed her into the house where I was fed. That night I slept in a small shed in a field. After being given milk and crackers early the next morning, I left. I soon met people returning from church. Two elderly ladies took me to a thicket and hid me. Visitors came all day to give me food. One boy brought civilian clothing. I put it on and hid my uniform. About 2100 hours the boy, who had given me the clothing, returned, to take me to his house. I spent this night in the barn. Early the next morning I was hidden in a deep ditch where I stayed all day. That night I was fed at the house and again slept in the barn. The next morning I hid in a thicket for the entire day. The young man who was hiding me brought another man to see me.

3 JUNE 1943

This man could speak a little English. That night I returned to the house, was fed, shaved and once more slept in the barn. About 0630 hours the next morning the Frenchman I had met the day before came for me. He had two suitcases - one for me, with all necessary toilet articles in it. I removed my ring and watch before we started. From here my journey was arranged for me.

JOURNEY
ARRANGED

Compiled By:

Richard R. Nelson
RICHARD R. NELSON
Major, AC

Approved By:

W.S. Holt
W. S. HOLT
Lt Col, AC
Commanding

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		AC of S, A-2, VIII AF	4
		MIS, Washington, POW BRANCH	1
		File	<u>2</u> 12

2 B SHEET - 7 FOR MI-9, ONE ATTACHED
TO APPENDIX B.
APPENDIX B LOOSE

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

25 July 1943

APPENDIX "B" TO E & E REPORT NO. 50

1. The following information has been obtained after an interview with an Officer 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 29 May 1943
to 13 June 1943

1. Between ST MALO and ST BRIEUC there are at least twelve 240 mm naval guns.
2. Afrika Corps troops were in the south of France.
3. Glider troops were being trained at TOURS.
4. There are DO 217 bombers at a field near CARCASSONE.
5. The airport near NARBONNE is being improved.
6. The airport at PERPIGNAN is being improved.
7. The Germans are busy building pillboxes along the beaches between NARBONNE and ELNE.
8. Morale of German troops seemed good and their equipment was in good shape.
9. Such troop movements as I saw were bodies only as large as a battalion and all seemed to be rifle troops. I saw no mechanized equipment.
10. There is a fighter airdrome, across the river, west of ST MALO and near FLEURUIT, with FW 190's.

HQ, HFCUSA
Office of AC of S, C-2
MIS Detachment

25 July 1943

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Major Edgar Boyd COLE, O-362148
336th Bomb Squadron, 95th Bomb Group

AGE: 27
LENGTH OF SERVICE: 5 1/6 years
HOME ADDRESS: Box 707
IXSSA, Oregon

MIA: 29 May 1943
Arrived in Spain:
13 June 1943
Arrived in Gibraltar:
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PILOT OBSERVER	NAERATOR		
NAVIGATOR	O-421395 Capt Ray E. LANERUM	P/W (Hearsay)	(P/W Dulag Luft minor injuries)
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IMMEDIATE
HELP

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30 MAY 1943

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Compiled By:

Approved By:

RICHARD R. NELSON
Major, AC

W. S. HOLT
Lt Col, AC
Commanding

RRN:vd

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

25 July 1943

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to 13 June 1943

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2. Afrika Corps troops were in the south of France.
3. Glider troops were being trained at TOURS.
4. There are 40 ZIV bombers at a field near CARCASSONE.
5. The airport near NARBONNE is being improved.
6. The airport at PERPIGNAN is being improved.
7. The Germans are busy building pillboxes along the beaches between NARBONNE and ELNE.
8. Morale of German troops seemed good and their equipment was in good shape.
9. Such troop movements as I saw were bodies only as large as a battalion and all seemed to be rifle troops. I saw no mechanized equipment.
10. There is a fighter airdrome, across the river, west of ST MALO and near FLEURTUIT, with PW 190's.

HQ, ETOUSA
 Office of AC of S, G-2
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25 July 1943

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29 May 1943
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The Fighter cover was good on the way into the target. There were ^{were sighted} No enemy fighters, and ^{there was} very little flak.

BOMBING OF
 RENNES After we made our bombing run, and I noticed most of the bursts were in the target area. ~~It appeared that the~~ Bombs from one squadron were observed to fall in a suburb northwest of RENNES ⁱⁿ and an area about 200 yards long and 100 yards wide ~~was hit~~. The bomb-release on our ship ~~had~~ ^{during the run} stuck, but our bombardier was able to salvo the bombs on the target.

Later a Frenchman told me later that ~~there were~~ between 50 and 100 unexploded bombs ^{had fallen} around the target.

ED
ATTACK BY
PW'S

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ON FIRE

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FALLS WITH
CHUTE UNHOOKED

The hydraulic pump in the cockpit was spraying oil on the fire. The fur on my jacket and the oil on my chest chute caught ~~on~~ fire but I ~~was able~~^{managed} to extinguish both. As I started to adjust my chute someone pushed me and, turning, I saw it was our navigator. I pulled the emergency release on the ~~bottom door~~^{escape hold} and our navigator pushed me out. I had not finished adjusting my chute and had only the right side hooked.

I left the plane at about 18,000 feet and as soon as I got my breath I ~~was able to~~^{ad} hook the left side of my chute. I pulled the rip-cord at about 5,000 feet.

PLANE CRASHES
DESTROYED
AND BURNS

While ~~going down~~^{falling} I noticed ~~our plane being ended by enemy fighters.~~^{enemy fighters circling our plane.} I saw seven chutes ~~coming down~~^{above me} but the fighters paid no attention to them. Our plane acted as though the automatic pilot had been ~~clutched in.~~^{it} The plane crashed into a small farm house and burned. ~~To avoid being hung up in a tree~~ ~~I was headed for a tree~~ so I pulled^{up} my feet ~~and~~^{and should} pushed off when I ~~came to the tree.~~^{struck the tree trunk} I fell straight down into a ditch and landed

very hard on the end of my spine.

IMMEDIATE
HELP

On landing I immediately unbuckled my chute and climbed out of the ditch. A French family came running up ^{to take} and took my chute, jacket, and Mae West. The men in the group then ^{led} took me a short distance to his home and gave me bread and wine. I stayed about five minutes ^{before} ~~after~~ departing ^a heading South. I left ^{with this French family} ~~behind my~~ insignia and coveralls ^{with this French family}. I ^{was wearing} ~~had~~ a cotton shirt, pinks and G.I. shoes. ^{After} ~~I~~ walking across fields for about a mile ^{I climbed in a dump of} ~~then~~ stepped in some bushes and examined my escape box. I ^{of} ~~took out~~ the contents, I ^{the} ~~putting~~ compass and maps in my pocket, ^{and} ~~tying~~ the ^{remainder} other contents in a handkerchief ^{before} ~~and~~ ^{away} ~~throwing~~ the plastic boxes ~~away~~.

I ^{had been} ~~walked~~ southwest for some time ^{when} ~~was~~ I came ^{heavily-travelled} to a road that seemed to have a great many people travelling on it. I ^{hid} ~~sat~~ down in a potato patch and while there ^{watched} noticed a farmer ^{who was} cutting hay ~~in a field~~ close by. I waited ^{until} ~~and when~~ he started for his house ^{then} I followed him. When close to the house, dogs started barking and there was such a commotion, I turned to leave. A little girl came running after me and I followed her into the house where I was fed. That night I slept in a small shed ~~out~~ in a field. After being given milk and crackers

30 May 1943

GIVEN
CIVILIAN
CLOTHING

early the next morning, I left. I soon met ~~some~~ people returning from church. Two elderly ladies took me to a thicket and hid me. Visitors came all day ^{to} ~~and~~ gave me food. One boy brought ^{civilian} clothing. I ^{put it on} ~~changed~~ and hid my uniform. About 2100 hours that evening the boy, who had given

1 June 1943

me the clothing, returned, ^{to take} ~~and took~~ me to his house, which was about an hour ~~away~~. I spent this night in the barn. Early the next morning I was hidden in a deep ditch where I stayed all day. That night I was fed ^{at} ~~in~~ the house and again slept in the barn. The next morning I

2 June 1943

^{in a thicket for the entire day.} ~~was hidden behind a low bush and I stayed there all day.~~ The young

man who was hiding me brought another man to see me. This man could speak a little English. That night I returned to the house, was fed, shaved and once more slept in the barn. About 0630 hours the next morning the Frenchman I had met the day before came for me. He had two suitcases - one for me, with all necessary toilet articles in it. I ^{removed} took off my ring and watch before we started. From here my journey was arranged for me.

3 June 1943

JOURNEY
ARRANGED

compiled by:
Richard R. Nelson
Major AC

Approved by: W.S. Holt
~~W.S. Holt~~
Commanding

Secret

HEX6
TUNLAW.E

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

25 July 1943

APPENDIX "B" TO E & E REPORT NO. 50

1. The following information has been obtained after an interview with an Officer 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 ^{29 May 1943}
to ^{13 June 1943}
^{with}

1. Between ST MALO and ST BRIEUC there are at least ~~12~~ 240 mm naval guns.
2. Afrika Corps troops ^{were} ~~are~~ in the south of France.
3. Glider troops ^{were} ~~are~~ being trained at TOURS.
4. There is ^{are} ~~a group of~~ DO 217 bombers at a field near CARCASSONE.
5. Near NARBONNE (the) airport is being improved.
6. The airport at PERPIGNAN is being improved.
7. The Germans are busy building pill boxes along the beaches between NARBONNE and ELNE.
8. Morale of German troops seems ^{ad} good, ^{their} equipment ^{was} in good shape.
9. ^{Such} ~~The~~ troop movement, ^{as} I saw were bodies only as large as a battalion and all seemed to be rifle troops. I saw no mechanized equipment.
10. There is a fighter airport ^{near} ~~with~~ FW 190's near PLEURTUIT which is across the river to the west of ST. MALO.

There is a fighter air-base, across the river, west of ST MALO and near PLEURTUIT, with FW 190's.

5+E REPORT
EMISION IN FRANCE.

4

O-362148, EDGAR BOYD LOLE, MAJOR.
336TH Bomb Sq. 95TH Bomb Gr.
AGE: 27

M. I.A.: 29TH MAY 1943
ARRIVED IN SPAIN: JUNE 13TH 1943
ARRIVED IN GIBRALTER: JULY 15TH 1943
ARRIVED IN U.K.: JULY 22ND 1943.

LENGTH OF SERVICE: 5 1/2 YEARS.

HOME ADDRESS: Box 707 NYSSA OREGON.

OTHER MEMBERS OF CREW:

PILOT	O-727176	1 ST LT. LAWRENCE D. CLARK THINK KILLED
CO-PILOT.	G-76	F/O YNEVAR S. BERNTSEN M.I.A.
PILOT-OBSERVER		NARRATOR
NAVIGATOR	O-421395	CAPT. RAY E. LANDRUM. P/W (HEARSAY)
BOMBARDIER	O-724204	1 ST LT DWIGHT A. FISHER P/W (HEARSAY)
WAIET GUNNER & ENGR.	17043460	T/SGT WILBUR S. RIFE. P/W (HEARSAY)
RADIO OPERATOR.	39075735	T/SGT EARLAND L. TRAGUE THINK KILLED
BALL TURRET GUNNER	17064352	S/SGT ROBERT L. LARLSON P/W (HEARSAY)
WAIET GUNNER	37187732	S/SGT CHESTER J. MAYO P/W (HEARSAY)
TOP TURRET GUNNER	34332956	S/SGT EARL H. UPCHURCH THINK KILLED
TAIL GUNNER	37013964	S/SGT WILLIAM W. WOOD P/W. (HEARSAY).

29TH MAY 1943. We left Alconbury at 13.30 hours 29TH

ALCONBURY. May 1943 to bomb German Naval stores at Rennes, France. The rendezvous did not go off as it should and we looked on to the end of the formation.

The fight over was good on the way into the target. There were no enemy fighters and very little flak.

BOMBING
OF
RENNES

We made our bombing run and I noticed most of the bursts were in the target area. It appeared that the bombs from one squadron fell in a suburb north west of Rennes and an area about 200 yds long and 100 yds wide was hit. The bomb release on our ship had stuck but our bombardier was able to release the bombs on the target. A Frenchman told me later that there were between 50 and 100 unexploded bombs around the target.

ATTACK
BY
F.W's

We turned away from the target and when about half-way ^{to} the coast F.W's started attacking us. I saw one of our planes in the lead squadron shot down. The attack on this plane was from the right rear as far as I know there was no frontal attack. There were between 25 and 50 F.W's attacking our formation. (11) I heard two explosions in our plane. The first hit our hydraulic system and set the plane on fire just below the co-pilot's seat. I was in the nose so I grabbed the fire extinguisher. The second explosion occurred in almost the same spot as the first. I used the extinguisher until it was empty and then reached

though the hatch for the extinguisher that is usually carried on the back of the Co. Pilot's seat but it was not there. The top gunner, Sgt. McPherson, fell through the hatch on top of me; I was either dead or dying. I noticed the hydraulic pump in the cockpit was spraying oil on the fire. The fur on my jacket and the oil that was on my chest chute caught on fire but I was able to extinguish both. As I started to adjust my chute someone pushed me and turning I saw it was our navigator. I pulled the emergency release on ^{the} bottom door and our navigator pushed me out. I had not finished adjusting my chute and had only the right side hooked in.

I left the plane at about 18000 ft and as soon as I got my breath I was able to hook the left side of my chute. I pulled the inf cord at about 5000 ft.

While going down I noticed our plane being circled by enemy fighters. I saw seven chutes coming down but the fighters paid no attention to them. Our plane acted as though the automatic pilot had

PLANE
DESTROYED

been slatched in. The plane crashed into a small farm house and burned. I was headed for a tree so I pulled my feet up and pushed off when I came to the tree. I fell straight down into a ditch and landed very hard on the end of my spine.

On landing, I immediately unbuckled my chute and climbed out of the ditch. A French family came running up and took my chute, jacket, and Mae West. The man in the group then took me a short distance to his home and gave me bread and wine. I stayed about five minutes and then left heading South. I left behind my ~~parachute~~, insignia and coveralls. I had on a cotton shirt, pants and G. I. shoes. I walked across fields for about a mile then stopped in some bushes and examined my escape box. I took out the contents, putting compass and maps in my pocket, tying the other contents in a bedsheet and throwing the plastic boxes away.

I walked ^{southwest} South West for some time until I came to a road that seemed to have a great many people travelling on it. I sat down in a potato patch and while

here noticed a farmer cutting hay in a field
close by. I waited and when he started for
his house I followed him. When close to the
house dogs started barking and there was
such a commotion, I turned to leave. A
little girl came running after me and I
followed her into the house where I was fed.
That night I slept in a small shed out in
a field. After being given milk and cookies
early the next morning I left. I soon met
some people returning from church. Two elderly
ladies took me to a thicket and hid me. Visitors
came all day and gave me food. One boy brought
clothing so I changed and hid my uniform. About
2100 hours
time that evening the boy who had given me the
clothing returned and took me to his house
which was about an hour away. I spent the

MAY 31st
night in the barn. Early the next morning I was
hidden in a ^{deep} ditch where I stayed all day. That
night I was fed in the house and again slept
in the barn. The next morning I was hidden
behind a low bush and I stayed there all

JUNE 1st
day. The young man who was hiding me brought
another man to see me. This man could speak

a little English. That night I returned
to the house, was fed, allowed to stand and
once more slept in the barn. About ^{0630 hours} ~~six thirty~~
^{JUNE 4} the next morning the Frenchman I had met the
day before came for me. He had two suit cases -
one for me, with all necessary toilet articles
in it. I took off my ring and watch ^{before} we
started. From here my journey was arranged
for me.

~~LIST OF MILITARY INFORMATION~~
APP B.

1. Between St Malo & St Brieuc there are at least 12 240 mm naval guns.
2. Africa Corps troops are in the south of France.
3. Glider troops are being trained at Tours.
4. There is a group of DO 217 ~~at~~ bombers at a field near Carcassone.
5. near Narbonne the airport is being improved. 6. The airport at Perpignan is being improved. 7. The Germans are busy building pill boxes along the beaches between Narbonne and Elne.
8. Morale of German troops seems good; equipment in good shape.
9. ~~These~~ troop movements I saw were bodies only as large as a battalion and all seemed to be rifle troops. I saw no mechanized equipment.

10. There is a fighter airport with FW 190's
near PLEURTUIT which is across
the river to the west of St. Malo.

We left Alenby 13.30 hrs May 29th.
to bomb German Naval stores at Rennes
France. The rendezvous did not go off as it
should. I feel that this may have had
something to do with our being shot down.

MAY 29TH We hooked on to the end of the formation
right off coast of France just off Jersey
island. We made our bomb run fighter
cover & run in OK. We bombed Rennes most
of burst in target area. Small scatter of
burst in civilian area. It looked like the
bombs from one squadron fell in suburbs
of town north west. It appeared to me that
an area about 100 yds wide & 200 yds long
was hit.

We turned away from target & made
for coast. Up to this time no fighters & no
flak against our ship. Our bomb release
had not worked & bombardier had salvaged bombs on
target. A Frenchman told me there were between
50+100 unexploded bombs around target.

About 1/2 way between Rennes & coast I saw
one of our planes in the lead squadron in our
group shot down by F.Ws. It was an attack

from the right rear did not see any partial
 attack. About 25 to 50 FWe attacked our
 formation. The first I heard were 2 explosions
 in our plane ~~and near~~. The first hit our hydraulic
 system & set flame fire. I grabbed an extinguisher
 & tried it on the fire which was below the
 Co. Pilot's seat on right hand side. I was in the
 nose. The second explosion followed almost
 immediately & seemed to hit in about the same
 place. I fought the fire until extinguisher gone
 out. I opened the hatch & started to reach
 up for the extinguisher fastened on back of
 Co. Pilot's seat. The top gunner Carl M. Church
 fell through the hatch on top of me he was
 either dead or dying. I tried for the extinguisher
 but it was not there. I could see in the cockpit
 that the hydraulic pump was spraying oil on
 the fire. The fur on my leather jacket caught on
 fire. The plane was going down in a shallow
 glide. My chest chute had oil on it & it
 was on fire I put out the fire with a little
 fluid left in extinguisher. I started to put on
 my chute & felt someone behind pushing & saw
 it was navigator. I pulled the emergency release

on bottom door & the navigator pushed me out. I still had parachute hooked on only right hand side. We were at about 15,000 ft. After going out I hooked the left hand side of chute as soon as I got my breath. I pulled rip cord at about 5000 ft. I looked at my watch & it said exactly 4.30. I noticed one plane going down & counted 7 chutes besides mine. It looked like automatic pilot had been chuted in. I saw plane crash & burn. It struck a small French farm house. I saw one man land in a tree about 200 yds from where plane crashed. The fighters circled plane but paid not attention to chutes. We had not quite reached the flak belt. I was headed for a tree I put my feet up ^{to push off from tree} & fell straight down in a ditch and hit hard on end of my spine. I unhooked chute & climbed out of ditch a family of French came running up. I was alone about 8 kilometers West of San Mado. They took chute, jacket, Map West. The frenchman took me into part of house where they kept mine here I took off flying boots, shirt, insignia coveralls. There were bread & wine. I only stayed about 5 or 10 min. Had on pants & white shirt, G.I. shoes. The frenchman took me

out & pointed direction to Paris, ^{also} St. Malo & I
 told her I wanted to go south he said to
 hurry. I walked about a mile then went
 to ~~in~~ ^{among fields} a bunch of bushes & opened
 escape kit & examined contents. Took out
 compass & map & threw plastic boxes away
 & tried contents up in to bush. I then
 walked S.W. crossed two roads double R.R.
 track and got in a creek bottom with a
 lot of bushes. I walked & came to another road
 two way people. Sat in potatoes & potatoes. I
 noticed a farmer cutting hay. When he started
 toward his house I followed the logs barked
 & down stream I started away a little
 girl came & I was taken in & given cider. They were
 the poorest of the poor. I was taken out in a
 field & put in a little shed bed mattress
 & blankets. When they came to milk cows
 they brought me crackers & milk. 8 P.M.
 I spent night in morning given me crackers &
 milk. I asked for a hat they were going to give
 the name but I refused & went on. I ran
 into a group of Frenchmen coming from church
 two elderly women took me back into a thicket

and hid me. The visitors came all day, a boy
21 brought me clothes. ^{French finery} I took off pants, shirt
& hid them. They gave me beads, cider & stew.

~~MARCEL~~ MICHEL GAIGNAIN

9 P.M. ~~guy~~ returned & took me to his house
about 1/2 hr away. They fed me & put me in barn with
cow spent night here. 5 AM took me coffee & bread
me & head to take. Hid me in a deep ditch where
I stayed all day. After dark took me horse oats
& back to barn. Next morning took me in opposite

GRIVET 25 YRS. OLD.

direction & hid me in low bush food to lay all
day. He brought a man Grivet (Fin. son Serbian
close to San Mals) He spoke a little English.
That night took me back to house, shaved, & back
to barn. Next morning fed me & about 6:30 pm
came with 2 valises gave me one bed soap towel
razor took brush. Tidy at far put food in. Gave
me coat & scarf. I took off ring & watch. Went
to narrow gauge R.R. to Remon. Jean & I
rode with out tickets, at Chateaufort which
seemed to be the checkpoint. The German soldier
paid no attention to people going out. About 5 mi
after Chateaufort Jean got off & bought tickets
train all one class. Arrived Remon about
noon. Jean student at Academy of Sciences. He

took me there + hid me in toilet. He took me
to a professor's flat (des Abbey) ass dean school
of Science. I stayed all day washed clothes
+ ate. That night given a change of clothes.
Abt 10 P.M. when to station Jean bought tickets
to Lannons. Train left about 1 A.M. 3rd class had
to stand in vestibule. No check. Arrived Le Mans
5 A.M. stayed in station. Jean bought tickets
to Vierzon ~~arrived~~ got on train + got off at
Tours about noon went to Caf elsewhere to station
Left about 3 P.M. for Vierzon. Arrived about 6 P.M.
went to Caf + Jean asked for a friend. She
gave him information he wanted. We returned to
station he bought tickets to Jombou 3rd class.
~~The~~ Jean contacted the Drakes (P.R. organization)
We went down thru a subway to end up to
the freight part of yard. Into dispatching
house. When train (Electric) was about to
leave they gave me food + pencil to protect
I was checking + I got in to electric engine
+ Jean + baggage car. It was a freight
train + left about 10 P.M. We rode in engine
to Chateauroux. No inspection of freight trains
across line of demarkation.

I was told ⁷ that the French checked
his of Denmark get on train as Vigor &
rode to Chateaux.

At Chateaux waited $\frac{1}{2}$ hr for express. The
conductor on freight train told us to get in
3rd class car next to engine. We rode all night
arrived Toulouse 10 A.M. Washed & shaved in
station left our luggage & went for walk.
Had lunch then D'Arcy's chauffeur picked
us up & took us to H. of close to Toulouse
airport. The man & D'Arcy talked. I slept
balance of afternoon in ^{Capt} D'Arcy's bed. 6 P.M. taken
back to station. D'Arcy (impud, Infantry 30 year old
Jean & I left about 6 he bought tickets
to Perpignan. We got off at Narbonne about 9.30
P.M. went to Cafe etc. Back to station before
11 P.M. stayed all night I slept on bench.
Next morning Jean had tickets extended to
Elne. We left about 7 A.M. 3rd class. A German
inspector in our compartment I thought he
suspected me. He got off at Perpignan. We got
off at Elne. Jean hid me in a case fated next
to station he went to village. About 3 P.M.
took me to a Cafe & hotel. He put me in a room
& I stayed a week with him. Hotel full of
refugees. Hotel run by refugees. On June 11th Jean
took me about a mile south of Elne & left

2
That morning Jean had taken my 2000 francs +
put it with 1000 he had + gave to guides. They wanted
10,000 for bond. all 3 men.

we in a field see our party assembled 9 of us
+ 2 guides. We set off about 8 + crossed river + hid
in bushes on side of river stayed until 9 P.M.

Then went S.W. + went east of Le Tertus +
guides took us $\frac{1}{2}$ way up a mt. + left us
about 5.30 A.M. + came back about 9 P.M. then
over the mt. + crossed border about 12.30 that
night. Guides left us on border. Our party
broke up. 6 went to police station at
la Junquera. 2 Frenchmen + I started
for Barcelona. We went to Figueras + were
picked up by an army officer who was
out walking with his wife. Taken to hq of
border patrol about 9 P.M. June 13th. Registered
finger prints + photo some questions recorded.

Then next evening to prison met other 6. Hair
clipped, Bath vaccinated. Mechanical engineer
on my papers. Five days in this prison.

After crossing into the 2 Frenchmen + I ran into
a group of Spanish soldiers they were friendly
one spoke good French + asked if we wanted
to write a letter. We said we were in
prison in Figueras + sent letter to Mr. Dequehan
an employee in U.S. consulate at Barcelona. HART

19
A Mr. Gist from Barcelona an American
Red Cross Rep (functionary) came. I gave some
R.R. + S. N. on piece of paper to him. The 9th
day. rep from U.S. consulate came + took
me to Lerona stayed in Hotel Tauris -
left instructions for clothing + toilet articles.
I stayed here 13th days to 5th July. A Spanish
Q. F. officer came + took me to Barcelona +
stayed in hotel 2 nights + 1 day. Another ^{Spanish} Q. F.
officer took me to Alcala stayed until
13th of July. ~~He~~ ^{at Johnson's house} took me to Madrid
stayed in a bad dirty hotel (Carmen Hotel)
1 night. Then by car to Gij with St. Johnson.
Stayed in Sevilla one night on way. In Gij
Victoria Hotel 6 days. To U.K. by plane
Arrived Lond. E. July 22nd 7 A.M. Lond
L.D.C. 6 P.M.

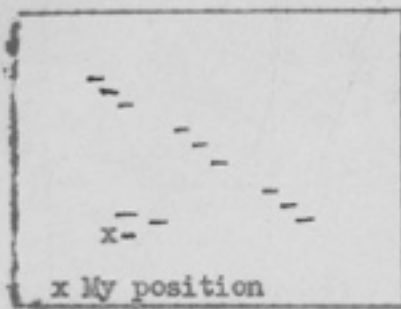
Pierre Ledue (60 year old house boy - English)

address Michel Ledue no 6 Zill St

Algues
Algeria.
Hainy O.K.

O-362148, Major Edgar B. COLE USAAF

GROUP 336 SQ 95th A/C No. 42-5858 Letter X Load 10-500 GP Date 29 May 1943



Position in formation.
Make Diagram

Observed results of Bombing

Main center of bursts in target area. One small group of bursts in suburban portion of the city of RENNES. In suburban RENNES the bombing destroyed houses in an area about 100 yards by 200 yards and about 200 people killed. (hearsay)

Enemy fighter tactics: Attacks were made from rear quarters by individual
markings: fighter planes. Yellow nose Focke-Wolfe 190's.

Our Tactics: None, just a mad dash for home.

Our fighter support: Good support by P-47's going in to target; no support going out.

Flak:

<u>Time,</u>	<u>Place,</u>	<u>Quality.</u>
Heavy flak on the coast over SF MAIO going out at about 1630 hours.		
Accurate for height.		

(over)

Technical Failures

Motors None

Armor None

Armament None

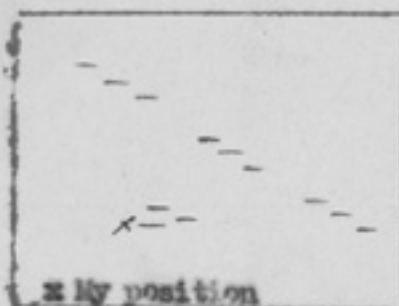
Miscellaneous Received 20 mm cannon shells in the cockpit which broke the lines in the hydraulic system. The hydraulic pump then proceeded to pump fluid into the cockpit which was on fire, making it like the inside of a furnace.

Comments and Suggestions on any of the above:

Better leadership needed in the wing formation. Absolute and strict adherence to rendezvous times, courses and altitudes must be maintained. Strict adherence to rendezvous with the fighters on the way out might have saved us, but our formation was not on course. Something should be done to the hydraulic system to prevent re-occurrences of this type of failure.

Major Edgar B. COLE, O-362148

GROUP 336 SQ 95th A/C No. A2-5858 Letter X Load 10-500 Date 29 May 1943
GP



Position in formation.
Make Diagram

Observed results of Bombing

Main center of bursts in target area. One small group of bursts in suburban portion of the city of RENNES. In suburban RENNES the bombing destroyed houses in an area about 100 yards by 200 yards and about 200 people killed. (hearsay)

Enemy fighter tactics: Attacks were made from rear quarters by individual
markings: fighter planes. Yellow nose Focke-Wolfe 190's.

Our Tactics: None, just a mad dash for home.

Our fighter support. Good support by P-47's going in to target; no support going out.

Flak

Time, Place, Quality.

Heavy flak on the coast over ST MALO going out at about 1630 hours.
Accurate for height.

(over)

Technical Failures

Motors **None**

Armor **None**

Armament **None**

Miscellaneous

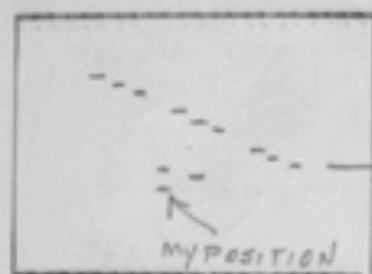
Received 20 mm cannon shells in the cockpit which broke the lines in the hydraulic system. The hydraulic pump then proceeded to pump fluid into the cockpit which was on fire, making it like the inside of a furnace.

Comments and Suggestions on any of the above:

Better leadership needed in the wing formation. Absolute and strict adherence to rendezvous times, courses and altitudes must be maintained. Strict adherence to rendezvous with the fighters on the way out might have saved us, but our formation was not on course. Something should be done to the hydraulic system to prevent re-occurrences of this type of failure.

42-5888
336 sq 95th No. Letter Load GP ^{10-500^m} Date MAY 29, 1943

EDGAR B. COLE, MAJOR USAAF ASN 0-362148



Position in formation.
Make Diagram

Observed results of Bombing main center of bursts in target area
One small group of bursts in sub-urban portion of the
city of Rennes. In sub-urban Rennes the effect of bombing
destroyed houses in an area about 100 yds by 200 yds
about 200 people killed.

Enemy fighter tactics: Attacks from rear quarters, by
markings: yellow nose focke-wulf 190
individual fighter planes.

Our tactics none, just a mad dash for home

Our fighter support. good support by P-47's going in to
target, no support going out.

Flak Time, Place, Quality. Heavy flak on the coast
over St malo going out at about 1630 hours.
accurate for height

Technical Failures

Motors none

AIRBOR none

Armament none

Miscellaneous

Received 20 mm cannon shells in
the cockpit which broke the lines in the
hydraulic system. The hydraulic pump then proceeded
to pump fluid into the cockpit which was on
fire, making it like the inside of a furnace

Comments and Suggestions on any of the above:

Better leadership needed in the wing formation. Absolute and strict adherence to ~~set~~ rendezvous times, courses, and altitudes must be maintained. Strict adherence to rendezvous with the fighters on the way out might have saved us, but our formation was not on course. Something should be done to the hydraulic system to prevent recurrences of this type of failure.

SECRET

APPENDIX "D" TO E AND E REPORT NO.

No., Rank, Name :- 0-362148, MAJOR EDGAR B. COLE

Unit :- 336th Bomb Sq
95th Bomb Gr.

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? *yes*
- (b) If not, had you one on you?
- (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. - *Hungry*
- (ii) Chocolate. - *for energy to cross mountains*
- (iii) Milk (tube). - *Hungry*
- (iv) Benzadrine tablets (fatigue). - *to enable me to cross mountains*
- (v) Halazone tablets (water purifier). - *to purify water*
- (vi) Matches. - *to light cigarettes*
- (vii) Adhesive tape. - *cut my finger*
- (viii) Chewing gum. - *to combat thirst*
- (ix) Water bottle. - *to get water out of streams*
- (x) Compass. -
- (e) Did any of the above items prove unsatisfactory? *the milk paste*
If so, in what respect? *tube broke and ran into the contents of the kit.*
- (f) How did you finally dispose of the box. *I threw it into a deep ditch*
- (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? *yes, substitute paregoric for the milk paste, to combat dysentery*

2. PURSE

- (a) Did you carry a purse? *yes*
If so, state COLOR. *Brown*
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? - *Spain and France*
- (ii) Compass. -

- (iii) File (hacksaw). *to cut bread*
- (iv) Foreign Currency. State countries and amounts.
How did you spend the money. *2000 FRANCS
PAID TO GUIDE FOR SERVICES RENDERED*
- (d) How did you dispose of:-
- Maps. *SPANISH POLICE TOOK THEM*
- Compass. *I STILL HAVE IT*
- File (hacksaw). *GAVE IT AWAY*
- Surplus currency. *NO SURPLUS*

3. AIDS TO ESCAPE - (GADGETS*)

(* 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. *YES*
- (ii) Stud compass. *NO*
- (iii) Swinger compass. *NO*
- (iv) Fly-button compass. *NO*
- (v) Pencil clip compass. *NO*
- (vi) Tunic button compass. *NO*
- (vii) Pipe compass. *NO*
- (viii) Pouch. ~~YES~~ *NO*
- (ix) Special flying boots (and knife). *NO*

- (b) Were they satisfactory? *—*

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

PAREGORIC TABLETS TO COMBAT DYSENTERY

4. PASSPORT SIZE PHOTOGRAPHS

- (a) Did you carry passport-size photographs? *NO*
If so, how many?
- (b) Did you use them?
State how.

5. LECTURES

- (a) Were you lectured on evasion and escape? *YES AT AAF*
State WHERE, WHEN and by WHOM.
*STATION, ALCONBURY, APRIL 1945, GROUP
INTELLIGENCE STAFF*
- (b) Did you find the lectures of value? *YES*

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) EDGAR B. COLE Signed Edgar B. Cole
 Rank MAJOR ASN 0-362148 Date July 25, 1943
 Unit 336th BOMB Sq Witness R.K. Nelson
95th BOMB GP *Major*

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By command of Lieutenant General EISENHOWER:

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

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Name(Print) EDGAR B. COLE Signed Edgar B. Cole
 Rank MAJ. A.S.N. 0-362148 Date July 15, 1943
 Unit 336th Bomb Sq (H) Witness _____
95th Bomb Gr (H)

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MILITARY OBS. GIBRALTAR

10

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

15 July 1943

SUBJECT: Orders.

TO : Major EDGAR B. COLE, O-362148, A.C.

Having reported at this station on 15 July 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 \$6.00 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. TDM FD 1-5412 P 432-02 A 0425-24.

By order of Colonel FORSTER:

GRADY LEWIS
Major, Air Corps,
Executive Officer.

OFFICIAL:

GRADY LEWIS,
Major, Air Corps,
Executive Officer.

Distribution.

MIS

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

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

Maj. Cole

File

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