

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

E & E REPORT NO. 62
EVASION IN FRANCE

22 August 1943
~~29 May 1943~~
(Date)

CODY U. WATSON 1st LT 0791357
(Name) (Rank) (ASN)

334 95
(Squadron) (Group)

AGE: 28 years
LENGTH OF SERVICE: 2 1/2 years
HOME ADDRESS: 70 JAMES FUSRY
RED # 1 DEARING
GEORGIA

MIA: 29 May 1943
Arrived in Spain: 1 July 1943
Arrived in Gibraltar: 7 August
Arrived in UK: 10 August

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

				Official Disposition	Narrators Disposition
PILOT	0-791357	1st Lt	Cody U WATSON	NARRATOR	
CO-PILOT	0-733915	2nd Lt	Reynold P LASHER	MIA	
NAVIGATOR	0-731344	2nd Lt	Robert A TITUS	INTERVIEWED MIA	
BOMBARDIER	0-731413	2nd Lt	Rex L ORME	MIA	
RADIO OPERATOR	33167203	T/Sgt	Francis P E MORAN	MIA	
TOP TURRET GUNNER	39388730	T/Sgt	Paul E DEHAVEN	MIA	
BALL TURRET GUNNER	15070757	S/Sgt	Joseph D COSS	INTERVIEWED MIA	
1ST WAIST GUNNER	33117656	S/Sgt	John C BROWN	MIA	
2ND WAIST GUNNER	39237555	S/Sgt	Harry D RANTS	INTERVIEWED MIA	
TAIL GUNNER	39233691	S/Sgt	Donald C HEMPHINGER	MIA	

Watson

ALCONBURY
29 MAY 1943

We left ALCONBURY at 1200 hours, 29 May 1943, to bomb naval stores, RENNES. On the way over there was a flutter in the tail of my aircraft, after noticing this I set up the automatic pilot as I had done on all raids. About three minutes before the bomb-run I saw light, scattered flak and a few fighters in the distance.

TROUBLE
with
'PROP' WASHT

~~Over~~ Over the target ~~the~~ 'prop' wash was very severe, I had noticed this before we reached the target. We began ~~to~~ ^{attending} down as soon as ~~the target was war made~~ ^{our bombs were dropped}.

I was indicating between 170 and 180 mph which increased the difficulty of ~~the~~ holding formation. At 18000 feet between Rennes and the coast I saw two ships from a group below us falling back ^{their} formation. Fighters attacked them immediately. One was going down with the cockpit on fire; the other did two complete rolls and was out of control. I saw no chutes ~~out of~~ ^{from} either plane.

~~Just~~ As we arrived at ^{near the trench coast} the designated spot

for rendezvous with ^{our} fighters ~~in~~ ^{spit} something struck my right wing. It was either flak or collision with another plane but I could not tell ~~if~~ ^{because} we went into a spin. The ship could not be held, manually, ^{before} I switched on the automatic pilot. We were out of

Right wing-tip
destroyed

formation and at once fighters closed in on us x
Feeling ~~that~~ I could not get the plane back
to base I had all positions check in x no one of
the crew was injured x The fighters were
making frontal attacks x I had the copilot
lower the landing gear and the fighters stopped firing x
The upper turret gunner continued to fire for
30 to 40 seconds x

SHIP
ABANDONED
SHIP

I ordered all the crew to stand by for bailing
out and shortly after this gave the order x The
navigator, bombardier and co pilot went out
the nose hatch x I sent the engineer back
through the ship to see if everyone were out x
I ordered him to bale out the waist door x

The right wing of the plane from the
outboard motor to the wing tip was completely gone x We
were in a shallow dive x I put on my chute,
looked through the waist of the ship and seeing
no one, went out the ~~the~~ nose hatch x When my
chute opened at 5000 feet I had a last
glimpse of the plane and saw three chutes x
I landed, uninjured, in a plowed field x
~~and~~ ~~retrieved~~ my chute after hiding my chute in a ditch

Three
chutes
seen

I ran down a path where I ran into a French peasant. I speak a little French and explained to him I was an American aviator. He offered no help until ^{but called after me, as I ran on,} ~~I continued running.~~ He called after me, ~~that~~ police were in the direction I had chosen. "Non! ^{Surge} ~~Non!~~ ^{gendarmes}" and pointed to another path. I had ^{minutes later} ~~seen~~ for several hundred yards before I realized I still ^{was wearing} ~~had~~ all my flying equipment. This I hid in a grain field after removing Aids Box and Purse from the pocket of my coveralls. I crawled across the grain field and discovered I had left a trail behind me. ^{I went to another field and} ~~carefully~~ I crawled ^{back again} ~~back~~ into it being sure that I did not leave any trace behind. ~~and~~ ~~remained~~ there to rest. I ate the chocolate from the Aids Box and, for six hours, watched a farmhouse. There were no signs of a search when I went to the farmhouse and knocked. An old man came to the door. He invited me in after I had repeated several times, "je suis Americain". I slept in his house that night, ~~and then~~ the next morning ^{he took me} ~~I was taken~~ into a small village where someone was found who could read English. These people were too frightened to

SEARCHED OF
POLICE X
?

30 May 1943

GIVEN
CIVILIAN
COAT AND
BERET

Keep me but gave me a civilian ~~leather~~ coat and beret.
I ^{put this on} ~~wore~~ this over my ~~green~~ Green trousers and Green
shirt. I was wearing G.I. shoes. Before leaving
I was advised to hide in fields during the day
and walk at night. They said farmers ~~at~~
along the way would feed me.

A mile from this house I hid in a
grainfield. Realizing my water-bottle had been
left behind I went back for it. ~~Coming back~~
~~to the same field I hid in.~~ Returning, I met a
Frenchman who gave me food to carry with me.
Just before dark I reached a village. Stopping an
elderly woman, I inquired if there were Germans
or police in the village. She could not understand
me. I went through the village and several miles
beyond two young French boys cycled up. They
asked if I were ^{an} American and when assured,
pointed back to the village and said, "gardernes"
They guided me to a path which led ~~into~~ through
fields.

WARNED
AGAIN ABOUT
POLICE

I knocked at a small farmhouse that night
and two elderly ladies who lived there took me without
a word to another house where I ~~stayed~~ ^{spent the} night.

WALKED
THROUGH
FRANCE
TO SPAIN

During the next twenty-five days I walked through France to the Spanish border. On the fifth day I ~~had~~ stopped at a house in the evening to get food and a place to sleep. The man I asked was unfriendly and shortly after I left the house he passed me on a bicycle pedalling furiously. This scared me and I got into the fields.

The route I followed led through BEAUFORT - GENNES - SAUMUR - POITIERS - CHATEAU GARNIER - CONFLENS - TARBES - LOURDES.

UNEVENTFUL
TRIP - PLENTY
OF HELP

After the first five days, when I seemed to be passing through an unfriendly area, I experienced no trouble getting help from the French. I slept in haystacks, barns and houses. One young boy showed me how to cross the LOIRE without difficulty. At one home I was shown where I should cross the line of demarcation this was at CHATEAU GARNIER and as I reached the ~~point~~ place pointed out to me I found an old blockade with no German soldiers

SECURED
GUIDE FOR
PYRENEES

~~was~~ in the vicinity. At another house I was given 100 francs and ~~warned~~ of a German sentry at one point along the road. In LOURDES at the house where I stopped for

5

31 May 1943.

all the next day I walked. Before dark I spoke to two young boys working in the fields. They invited me to follow ~~them~~ to their home. During two days ~~spent~~ here I was visited by several people - one spoke English. When ~~help~~ was it was apparent they could not help me. I ~~left and~~ walked to Fougrolles. ^{This night I slept} ~~I slept~~ in a barn ~~there~~.

4 June 1943 ~~night~~.

I walked all the next day and slept in a haystack when several doors were slammed in my face. British bombers went over during the night and the next morning I found Allied pamphlets ~~with~~ ~~in~~.

I walked for two days, without incident, ~~except that~~ ~~the~~ when I tried to get food at night the people were unfriendly and frightened. ^{The chocolate & biscuits in my Aid's Box kept me going.} Several doors were slammed in my face and at one house I was threatened with capture if I didn't leave. On the third day of walking a woodman gave me food.

TWO DAYS
WITHOUT
FOOD

food, a Frenchwoman arranged for a guide
to ~~get me~~ across the PYRENEES.

CROSSES
FRONTIER
1 JULY 1943

After two days of walking in the mountains
my guide and I crossed the frontier. My
shoes were getting thin were holding up ^{at the last}
^{I dropped} ~~holding up~~ ^{house} ~~but the soles were~~ ^{hot nails were put on them.} My guides shoes
were ~~not~~ wore out ^{at the} ~~and I left him just across~~ ^{in Spain.}

~~I walked ahead of him~~ I left him ^{in hiding} ~~hiding~~
while I went ahead to try to ~~get a pair of~~
buy a pair of shoes for him. In the first
village I came to I was arrested by
the Spanish police chief, interrogating me,
threatened to turn me over to the Germans
if I didn't ~~give him~~ tell my unit, its
location, the route I had followed through
Spain and the names of any helpers. I
refused to answer. My guide came
in to the prison the next day - barefooted.

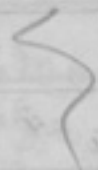
ARRESTED
IN SPAIN

While I was being taken to another
town by Spanish officials I met a member
of the International Red Cross who said
he would notify American authorities.

Eighteen days passed before the American
officials could get to me and after twenty-five
(27 July 1943)
days in prison I was released. I arrived
at Gibraltar 7 August 1943 and U.K. 10 Aug 1943.

ARRIVES
UK
10 AUG 1943

30



1. Cody Usry Watson
2. None
3. 334th Bomb. Sqdn. (H)
4. 95th. Group
5. June 25, 1915
6. Inducted under Selective Service Act at Fort McPherson, Atlanta, Ga. January 23, 1941. Received commission and pilot's rating August 5, 1942 at Craig Field, Selma, Ala.
7. C/o James F. Usry; R.F.D. #1; Dearing, Georgia
8. Departed Alconbury at 12 noon, May 29, 1943. I parachuted down near Rennes and about 20 miles north of Louvigne. I left the ship at about 9000 ft. and I still do not know where it fell. I did not remember to press the buttons for destroying the secret radio. I do not know as to my navigator and radioman papers
11. My guide did not want any pay but I gave him all the French money I had which was 1180 Francs.
12. Enough to ask for what I needed is all. Not enough. I speak no Spanish.
13. No.
14. Yes. I gave Mrs. Dorsey Stephens, wife of the Military Attaché at Madrid, pertinent military facts and information which I had. She did not want any information concerning how I got out of France and of who helped me and made this clear from the very beginning.
 Upon my arrival at Gibraltar I was interviewed by Mr. Donald Darling and Major Lewis was present. During the trip from Alhama to Gibraltar I was questioned informally by Major Clark.
15. Yes. I reported to Major Clark.
16. Yes. I signed these certificates at Gibraltar for Maj. Lewis and Major Clark on August 7, 1943
17. Departed Gibraltar by air August 9, 1943

18. Arrived a. Preswick, Scotland August 10, 1943.

A.P.P. R.

1. In the northern part of France between Rennes and Laval there is a double track railway which has anywhere from 6 to 10 ~~at~~ trains over it per hour, ^{travelling} ~~going~~ in both directions. I could not say definitely as to the freight being hauled. The small village at which I crossed this railway had a few German soldiers there. I counted ten or twelve. They do not guard the crossings.
2. It was surprising to me to find so few Germans in the towns and cities and even in Poitiers I counted only 18 German soldiers. A French family near there told me that there were only the very young German soldiers there. They also told me that a German general was stationed at Poitiers.
3. I walked all the way from where I fell to Lourdes and I don't believe I saw more than 200 soldiers ~~at~~ ~~Totd~~. There were very few German vehicles on the roads. I never actually saw Germans guarding any of the roads in France but I avoided ~~one~~ such place on the highway between Poitiers and Lussac-les-Chateau which a French family warned me of.
4. The French people near Bergerac told me that there is a munitions factory in Bergerac but I could not learn of its exact location. However there is a new airbase being constructed. It is approximately 2 miles southeast of the city and the buildings are of wood construction.
5. There is an electric railway which runs through Lourdes and it is also heavy with traffic, mostly moving eastward.

and then (ANDRÉ THRON) my guide took me in a truck of his father (JOSEPH) a building constructed to his house I spent the night there. Next ²¹ day a nice lumber friend of Genon took us^A Genon in his truck to AEGOS. We got out & walked around to Arenas where we met the nice merchant had a good meal & spent ²² the night. We started at 5 A.M. walked until about 4 P.M. spent night in a shepherd's hut. Next ²³ day walked all day came to a lake that evening Andhe met to a house & asked for food & Genon then so Frank told her to get out. After about 15 min & Frank came out & pointed out the way to me. About 10 P.M. women in Spain. Andhe shoes gave out. We slept in tents. Next morning I went alone to get shoes for Andhe. I was arrested in Sallent. I was interrogated by Police Chief who said he would turn me over to the Genon if I did not give him my unit etc location & names of my fellows. I refused to answer. Andhe came in & departed next day. I was taken by bus & train to TARRA on the way met a Rep of French Red Cross who told me to say I was American Civilian. He said he would notify U.S. authorities. After 10 days in JACA a British Red Cross woman came & said she would notify U.S. authorities. After 18 days Mrs. Stevens of Madrid came and brought food & clothes she questioned me on military matters only. ON July 27th after 25 day I was released from prison & spent two nights in the town of JACA. July 29th Spanish Air Force officer took me to Alabona & stayed until Aug 6th then to Madrid alone to Gibraltar on Aug 7th. Left Gibraltar Aug 9th on U.K. Aug 10th.

I noticed my right wing from out board engine & wing tip the leading edge was completely gone. I had the ship in a gentle slide. I got on my chute looked back through tail and could see no one so I went out nose hatch head first. I got one glance of ship as I fell. I pulled up chord at about 5000 ft. I could see only 3 chutes in the air. I landed in a small flower field scrub. I unstuffed my chute rolled it up and ran to what I thought was a ditch but it turned out to be a path. I hid my chute in some bushes along path at edge of a grain field. I met a kid after about 100 yds met a French peasant but I made him understand I was an American. I spent a little French. ~~He~~ I started on down a ^{new} path and he called and said no Police and pointed for me to take another path. I walked about 100 yds I realized I still had on all of my equipment. I went into a grain field and hid my flying equipment under some bushes also around airdrop box and purse for camouflage and put things inside my shirt. I crawled about ^{3 feet or more} 50 yds across grain field on reach the other side I realized I had left a path behind me so I ran on the side of field and carefully made my way back to center of field leaving no trail behind me. I lay down opened my airdrop box and purse. I ate some of the chocolate. I noticed a few houses nearby which I watched until about 10 P.M. or about 6 hrs. I saw no sign of a search so at dusk I went to the farm house knocked an old man came to the door. I said "Je suis American" several times. He took us in and we and gave us beds and a bed to sleep in that night. He lived alone. The next morning he took us to the house of the mayor on the way I showed him where I had hidden my chute & flying clothes. The mayor ran an inn there I found a girl who could read but could not speak English. They were afraid for us to stay there so I asked if I could buy civilian clothes. They gave me a coat and a hat. I still had on my green trousers & green shirt &

9. I then ~~thought~~ ~~to~~ ~~go~~ ~~to~~ ~~the~~ ~~next~~ ~~day~~
 These people seemed to have no knowledge of organized
 help & advised me to hid in fields all day and
 walk at night also farmers would feed me. I left
 about 9 A.M. and walked for about a mile when I hid in
 another grain field until about 7 P.M. & realizing I had
 left my water bottle hanging on a tree on the way there
 I went back to get it. On the way I met a peasant
 who filled my water bottle and gave me a bottle of cider.
 Two hoodlums arrived with a basket of food. I left there
 and went about 1/2 mile and hid in a field until just before
 dark. I then walked for about a hour and came to
 a small village. I met a lady on the street and asked
 them any police there she could not understand me
 so I walked through the village about 1/2 mile on the
 other side & French boys came up on bicycles and asked me
 if I was an American. When I said "yes" they pointed
 toward the village & said "police" & showed me a path.
 I walked about 1/2 mile then hid in another grain field
 until about 11 P.M. I then walked on and soon came to
 a small house I knocked and explained to the two ladies
 who lived there who I was. They did not say anything
 but took me back to another small house where I was
 put up for the night. I left next morning walked
 all day to ^{a farm near} LOUVIENE. I saw 2 boys working in a field
 and when I said who I was they invited for me to
 follow them to their house. Here two girls came out and a
 small man ^{called} (YVRES TETTIER) could speak English
 lived in LOUVIENE. He asked for pictures. I stayed
 two nights here then left and walked to near
 FONGEROLLES and slept in farmer's barn. Next day
 walked on south did not find friendly people so slept
 that night in haystack heard British Bombs go over
 & found British P.M. flight next morning. I walked all next day
 could not find friendly people so for the 2nd day I
 was given no food but ate my malted milk tablets.
 I walked all night and early in the morning found a
 back woodsman who fed me. I continued walking

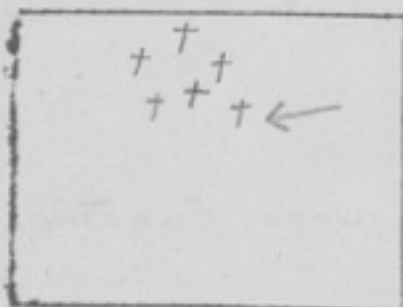
all day and slept in a hay stack that night.
 Next morning ⁵ I went to a house and man seemed to
 be unfriendly so I thanked him & left to look for
 me on his bike pedalling rapidly. This scared me so
 I cut off and went through the fields. I took one of
 the Benzoline tablets case to a farm house and was
 fed then stayed in grain field until dark. I
 then walked for about 2 hrs & was allowed to sleep
 in barn left ⁶ and fed. Next day walked on south
 slept in barn. Following ⁷ day feet sore so stopped noon
 at farm house lady put me in an out house fed me
 & gave me water for a bath & to wash clothes. I slept
 all day in hay ⁸ ~~stack~~. I spent night here. Next day
 I walked on & spent night near Beaumont on a farm.
 Next morning ⁹ a big lake was across Loire at Gennevilliers
 I walked all day to a house near Sainmur where
 a ^{U.S.} navigator & U.S. Engineer had stayed. Walked on next
 day ¹⁰ & following ¹¹ day passed through POITIERES
 saw very few Germans here. About 5 or 6 miles south
 I stayed at house of ^{M.} SAMUER for two days ^{12,13} here I
 was told to cross demarcation line at
 CHATEAU BARNIER saw an old blockade
 but no Germans. Following ¹⁴ day walked on and at
 farm house was sent to a chateau where I was
 fed & given 100 francs. Then walked on and
 slept again in a hay stack that night. The following
¹⁵ night slept in bed in farm house near Compolesse.
 I walked on for four days getting food and
 sleeping at farm houses. The fourth night I spent at
 house of a Belgian lady she gave me a barrel in
 exchange for a coat I had seen given further north.
 I then walked ^{16,17,18,19} 3 days to TARBES where I looked
 for Cafe Riche on Verdun st & an address I had
 been given where a man could put me in touch with
 a Spanish guide. I could not find the street.
 I went on to LOURDES stopped at a house was fed
 and a lady came who said she knew some one who
 would help me cross the mts. I stayed 2 nights ^{21,22,23}

We left Alconbury 14:00 on May 29th 1943 to bomb
 Naval stores at Rennes France. On the way on
 I noticed a flutter in the tail of the ship. On the way
 I set up automatic pilot as was my custom on all
 raids. We saw about 3 mi before starting bombing
 some scattered flares and a few fighters at some distance.
 On starting on our bombing run I noticed a great
 deal of prop wash that I had never noticed
 before. This kept up even over the target. We
 made our bomb run then immediately turned to
 the right and as soon as we left target we
 started to let down. I was indicating between
 170 and 180 miles per hour and tried to fight to
 stay in formation. When down to about 18000 ft
 & very between Rennes and coast I saw a stripe
 of a group below us falling back out of formation.
 Fighters got on to them. One went down with its
 cockpit on fire. I did not see it crash. The other I saw do
 a complete roll. I saw no shots out of either ship.
 We crossed coast at about 15000 ft close to Granville
 we were supposed to meet our escort here. Something
 hit my right wing. The wing went up and then the
 ship started to spin off to the right. I could not
 hold the ship manually but switched on automatic
 pilot and could then control the ship somewhat.
 I was out of formation and the fighters closed in.
 Feeling that I could not get the ship back to
 base I had all positions checked and they were
 all alright. The fighters were making pointed attacks.
 I had co-pilot drop the landing gear and the
 fighters stopped firing. My upper turret gunner
 continued to fire at the fighters for 30 or 40 seconds.
 I ordered all hands to stand by for bailing out &
 shortly gave the order to bail out. The navigator,
 co-pilot & tail gunner went out the more hastily. I sent
 engine back through ship to see that all were
 out and ordered him to bail out near shore.

Cody W. Watson, 1st Lt. 0-791357

Rpt. No. 62 (5)

GROUP 95 SQ 334 A/C No. 29 Letter _____ Load _____ Date _____



Position in formation.
Make Diagram

Number 5 position
of lead sqdn., or
right wing position of
second element.

Observed results of Bombing Could make no observation but bombs were away on lead ship.

Enemy fighter tactics: Fighter tactics over target were markings:

Frontal attacks but not so close in as on other occasions over target. I think my ship was disabled by flak although it could have been by collision with another airplane in my formation. The enemy fighters did not close in until after I was knocked out of formation.

Our Tactics

We had left target and were almost to the coast when ship was damaged. We were letting down at 170 mph to 180 mph and due to this and prop wash of ships ahead of us the formation was not as tight as it should have been. We were at about 15,000 ft. when hit. The ship went out of control and I was able to fight it only by using the automatic pilot.

Our fighter support.

I never saw any fighters in our support because I was too busy flying going over. I never saw the fighters that were to meet us at the French coast.

Flak

Time, Place, Quality.

We were over the target at approximately 16:00 hrs. Noticed a little flak two or three minutes before we reached target and it was never heavy even when we were at the point we were knocked down at. We were over the target at 23,000 ft.

(over)

4

Technical Failures

Motors All engines were running OK even when we abandoned ship. The automatic pilot worked well also.

Armor

Armament All guns and turrets were functioning

O.K.

Miscellaneous

Comments and Suggestions on any of the above:

Except for my damaged wing the ship was all right. I believe that the loss of my ship was due to ~~losing~~ letting down too low over enemy territory and letting down at too great a speed to hold a tight formation. I saw two other B-17's go down because they could not keep up and enemy fighters got them. One went down with the cockpit afire and the other was rolling, completely out of control. I could not follow them down ~~to~~ with my eyes because I was too busy trying to keep up myself.

From the above I would suggest that the airspeed never exceed 155 mph indicated over enemy territory and that bombing altitude be held all the way over enemy territory. In addition I suggest that all pilots be told and instructed in the importance of setting up the automatic pilot before reaching enemy territory as I fully believe that my men and I owe our lives to this equipment. Would suggest chest-type chutes for all men.
Cody W. Watson

1. There is a double track railway in the northern part of France between Rennes and Laval. From six to ten trains, travelling in both directions, pass over these tracks per hour. The Germans do not guard the crossing. ~~for some~~ ten to twelve German soldiers were observed in a small village on the line.
2. Surprisingly few German soldiers were observed in the towns and cities. Only eighteen German soldiers were counted in Poitiers. Only very young soldiers are stationed in Poitiers; a German general is also stationed there (Pearsall).
3. During a journey on foot from Louvigné (northwest of Rennes) to Lourdes no more than two hundred soldiers were observed. Very few German vehicles were observed on the roads. No Germans were ever observed guarding the roads; the informant however was ^{between Poitiers and Lusgde plus Chatant} warned to avoid one place for this very reason.

INSTRUCTIONS.—If a document is taken from the files, charge it to the person to whom delivered. Make charge sheet in duplicate. Place one in record file and one in suspended file used for follow-up on "charge-out sheets." Q.M.C. Form 855 (Old No. 622) Revised July 29, 1918

- 4. There is a munitions factory near Bergerac (learsan) Two miles southeast of Bergerac, a new air-drome was observed under construction. The buildings are made of wood.
- 5. An electric railway runs through Lourdes. The traffic is heavy and moves east.

Remarks:

Charged to

Date charged out

OUT-CHARGE SHEET

File No.

(iii) File (hacksaw). *No need of it,*

(iv) Foreign Currency. State countries and amounts. *Gave Belgian*
How did you spend the money. money in exchange for
10 francs. ~~15~~ 15 francs for 4 boiled eggs and 5 francs

(d) How did you dispose of:- *for two cups of coffee.*

Maps. Gave the map of France to a boy in Lourds.
Spanish police took the other one.
Compass. Lost both small compasses and gave the pocket
compass to my Pyrennes guide.
File (hacksaw). Taken by Spanish police.

Surplus currency. Gave to my Pyrennes guide.

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. *Had but did not need.*

(ii) Stud compass.

(iii) Swinger compass.

(iv) Fly-button compass.

(v) Pencil clip compass.

(vi) Tunic button compass.

(vii) Pipe compass.

(viii) Pouch.

(ix) Special flying boots (and knife).

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

(a) Did you carry passport-size photographs? *No*
If so, how many?

(b) Did you use them? *No man should go over without*
State how. these. They would help a great deal.

5. LECTURES

(a) Were you lectured on evasion and escape?
State WHERE, WHEN and by WHOM. *Rapid City, S.D. in Jan. 1943*
and brief lectures at my base in England.

(b) Did you find the lectures of value? *The ones I got were too*
scant. These lectures should be a ground school
course and attendance compulsory.

APPENDIX "D" TO E AND E REPORT NO.

No., Rank, Name :- 0-791357 1st Lt. Cody L. Watson
 Unit :- 334th Sqn, 95th Gp.

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. *Used them over a period of two weeks. Ate them as I walked along.*
- (ii) Chocolate. *Used most of this the first two days while lying low.*
- (iii) Milk (tube). *Could make no satisfactory use of it and finally throw it away.*
- (iv) Benzadrine tablets (fatigue). *Used them on only one occasion when I feared I was being pursued. Did not need them on any other occasion.*
- (v) Halazone tablets (water purifier). *Used these to good advantage the first week or so.*
- (vi) Matches. *British matches are too small and burn up before you really have chance to use them.*
- (vii) Adhesive tape. *Used to good advantage to keep a toe from blistering and also to disguise my G.I. belt buckle.*
- (viii) Chewing gum. *Not of much use to me.*
- (ix) Water bottle. *Used all the way to good advantage but a rubber bottle with tight cap.*
- (x) Compass. *Kit compass would be all right but I happened to have an Army watch type compass in my pocket.*
- (e) Did any of the above items prove unsatisfactory? If so, in what respect? *See above.*
- (f) How did you finally dispose of the box. *Throw the outer case away and gave the inner case to a little French girl.*
- (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? *I would suggest that a very small English-French dictionary be included which would contain some needed phrases and sentences.*

2. PURSE

- (a) Did you carry a purse? *Yes*
 If so, state COLOR. *Gray water-proof*
 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? *Both to very good advantage.*
- (ii) Compass. *Did not need it as I had a pocket compass.*

CONFIDENTIAL

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

7 August 1943

SUBJECT: Orders.

TO : Personnel named below.

1st Lieut. CODY U. WATSON, O-791357, A.A.F.
2nd Lieut. GEORGE W. EVANS, O-672784, A.A.F.
2nd Lieut. JOSEPH P. NORMILE, O-794158, A.A.F.
2nd Lieut. JOSEPH ROSIO, O-520047, A.A.F.
Flight Officer GEORGE H. GLOUDEMAN, T-174, A.A.F.

having reported at this station on 7 August 1943, you are placed on temporary duty this office. Upon completion of this temporary duty you will proceed by first available transportation to LONDON, ENGLAND, where you will report without delay to the Commanding General, European Theater of Operations, U.S. Army. By authority of WD Cablegram No. 45, 4 February 1943, in lieu of subsistence, a flat per diem of \$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. TDN FD 1-5412nP 432-02 A 0425-24.

By order of Colonel FORSTER:

OFFICIAL:

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

GRADY LEWIS,
Major, Air Corps,
Executive Officer.

Distribution.

MIS
Hq ETOUSA (A.C. of S., G-2)
Personnel concerned
File



CONFIDENTIAL

MILITARY OBS. GIBRALTAR

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

1. It is the duty of all Americans to safeguard information which might, either directly or indirectly, be useful to the enemy.

2. It is an offense, carrying heavy penalties, to publish or to communicate to any unauthorized person any information which might be useful to the enemy.

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.

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.

You must be particularly on your guard with persons representing the Press.

You must give no account of your experiences in books, newspapers, periodicals or in broadcasts or in lectures.

You must give no information to anyone, irrespective of nationality, in letters or in conversation, except as specifically directed in Par. 4a.

No lectures or reports are to be given to any unit without the permission of the War or Navy Department.

By command of Lieutenant General EISENHOWER:

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

CERTIFICATE

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

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

Name(Print) Cody H. Watson Signed Cody H. Watson
 Rank 1st Lt. A.S.N. O-791357 Date 8 Oct 43
 Unit 334th Sdn. 95th Gp. Witness Frank Lewis
 Major a/c



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) Cody H. Watson Signed Cody H. WatsonRank 1st Lt. ASN 0-791357 Date 8-11-43Unit 334th. Sqdn. 95th. Grp. Witness Richard P. Nelson
Major A. L.

(11)

PRELIMINARY WARNING AGAINST GIVING INFORMATION ABOUT YOUR
ESCAPE, EVASION OF CAPTURE, OR REPATRIATION.

This applies to Members of all Services.

1. It is the duty of all persons to safeguard information which might, either directly or indirectly, be useful to the enemy.
2. The Defence Regulations make it an offence, punishable with imprisonment, to publish or to communicate to any unauthorised person any information or anything which purports to be information on any matter which would or might be directly or indirectly useful to the enemy.
3. This document is brought to your personal notice so that you may clearly understand information about your escape or how you evaded capture is information which would be useful to the enemy, and that therefore to communicate any information about your escape or how you evaded capture is an offence under the Defence Regulations.
4. At the earliest possible moment you will be interrogated by an Officer or Officers specially appointed for this purpose, who will instruct you how to deal with questions by your family, friends, and members of the public, whether in the Services or not.

TO BE COMPLETED IN THE PERSON'S OWN HANDWRITING, AND WITNESSED BY AN OFFICER.

I have read the above paragraphs, and I understand that I must on no account disclose any information about my escape, evasion of capture, or repatriation, to any unauthorized person, and I undertake to maintain a strict secrecy about my experiences.

Signed..... Cody H. Watson Date..... 8-10-43

Full Name. (Block letters)..... Cody H. Watson

Rank and Number..... 1st Lt. 0-791357

Unit..... 334th Sqn. 95th GP

W. J. Lunnell Capt

Witnessed by.....

~~SECRET~~ - AMERICAN
~~MOST SECRET~~ - BRITISH

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

~~SECRET~~

By Authority of
A.C. of S. G-2

Initials W.S.:H.

Date 22/8/43

22 August 1943

E & E REPORT NO. 62
EVASION IN FRANCE

Cody U. WATSON, 1st Lt, O-791357
334 Bomb Squadron 95 Bomb Group

MIA: 29 May 1943
Arrived in Spain:
1 July 1943
Arrived in Gibraltar:
7 August 1943
Arrived in UK:
10 August 1943

AGE: 28 years
LENGTH OF SERVICE: 2 7/12 years
HOME ADDRESS: c/o James F. Usry
RFD No. 1, DEARING, Georgia

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

PILOT	O-791357	1st Lt	Cody U. WATSON	Narrator
CO-PILOT	O-733915	2d Lt	Reynold P. LASHER	MIA
NAVIGATOR	O-731344	2d Lt	Robert A. TITUS	MIA
BOMBARDIER	O-731413	2d Lt	Rex L. ORME	MIA
RADIO OPERATOR	33167203	T/Sgt	Francis P. E. MORAN	MIA
TOP TURRET GUNNER	39388730	T/Sgt	Paul E. DEHAVEN	MIA
BALL TURRET GUNNER	15070757	S/Sgt	Joseph D. COSS	MIA
WAIST GUNNER	33117656	S/Sgt	John C. BROWN	MIA
WAIST GUNNER	39237555	S/Sgt	Harry D. RANTS	MIA
TAIL GUNNER	39233691	S/Sgt	Donald C. HEPMINGER	MIA

ALCONBURY 29 May 1943 We left ALCONBURY at 1200 hours, 29 May 1943, to bomb naval stores, RENNES. On the way over there was a flutter in the tail of my aircraft. After noticing this, I set up the automatic pilot as I had done on all raids.

TROUBLE WITH 'PROP' WASH About three minutes before the bomb-run I saw light, scattered flak and a few fighters in the distance. Over the target 'prop' wash was very severe, I had noticed this before we reached the target. We began letting down as soon as our bombs were dropped. I was indicating between 170 and 180 mph which increased the difficulty of holding formation. At 18,000 feet between RENNES and the coast, I saw two ships from a group below us falling back of their formation. Fighters attacked them immediately. One was going down with the cockpit on fire; the other did two complete rolls and was out of control. I saw no chutes from either plane.

RIGHT WING DESTROYED

As we arrived near the French coast for rendezvous with our fighter support something struck my right wing. It was either flak or collision with another plane but I could not tell because we went into a spin. The ship could not be held, manually, before I switched on the automatic pilot. We were out of formation and at once fighters closed in.

Feeling I could not get the plane back to base I had all positions check in. No one of the crew was injured. The fighters were making frontal attacks. I had the co-pilot lower the landing gear and the fighters stopped firing. The upper-turret gunner continued to fire for 30 to 40 seconds.

SHIP ABANDONED

I ordered all the crew to stand by for baling out and shortly after this gave the order. The navigator, bombardier and co-pilot went out the nose hatch. I sent the engineer back through the ship to see if everyone was out. I ordered him to bale out the waist door.

THREE CHUTES SEEN

The right wing of the plane from the out-board motor to the wing-tip was completely gone. We were in a shallow dive. I put on my chute, looked through the waist of the ship and seeing no one, went out the nose hatch. When my chute opened at 5,000 feet I had a last glimpse of the plane and saw three chutes.

WARNED OF POLICE

I landed, uninjured, in a plowed field. After hiding my chute in a ditch I ran down a path where I ran into a French peasant. I speak a little French and explained to him I was an American aviator. He offered no help but called after me, as I ran on, "Non! - gendarmes" and pointed to another path. Several minutes later I realized I was still wearing all my flying equipment. This I hid in a grain field after removing Aids Box and Purse from the pocket of my coveralls. I crawled across the grain field and discovered I had left a trail behind me. I went to another field and crawled into it, being sure that I did not leave any trail behind. I ate the chocolate from the Aids Box and, for six hours, watched a farmhouse. There were no signs of a search when I went to the farmhouse and knocked.

30 May 1943

GIVEN CIVILIAN COAT AND BERET

An old man came to the door. He invited me in after I had repeated several times, "je suis Americain." I slept in his house that night. The next morning he took me into a small village where someone was found who could read English. These people were too frightened to keep me but gave me a civilian coat and beret. I put this on over my green trousers and green shirt. I was wearing G.I. shoes. Before leaving I was advised to hide in fields during the day and walk at night. They said farmers along the way would feed me.

WARNED AGAIN ABOUT POLICE

A mile from this house I hid in a grain field. Realizing my water-bottle had been left behind I went back for it. Returning, I met a Frenchman who gave me food to carry with me. Just before dark I reached a village. Stopping an elderly woman, I inquired if there were Germans or police in the village. She could not understand me. I went through the village and several miles beyond, two young X-French boys cycled up. They asked if I were an American and when assured, pointed back to the village and said, "gendarmes". They guided me to a path which led through fields.

31 May 1943

I knocked at a small farmhouse that night and two elderly ladies who lived there took me without a word to another house where I spent the night.

All the next day I walked. Before dark I spoke to two young boys working in the fields. They motioned me to follow to their home. During two days here I was visited by several people, one spoke English.

~~SECRET~~

When it was apparent they could not help me, I walked to FOUGEROLLES. This night I slept in a barn.

4 June 1943

I walked for two days, without incident. When I tried to get food at night the people were unfriendly and frightened. Several doors were slammed in my face and at one house I was threatened with capture if I didn't leave. The chocolate and Horlicks in my ~~Maids~~ Maids Box kept me going. On the third day of walking a woodsman gave me food.

TWO DAYS
WITHOUT FOOD

During the next twenty-five days I walked through France to the Spanish border. On the fifth day I stopped at a house in the evening to get food and a place to sleep. The man I asked was unfriendly and shortly after I left the house he passed me on a bicycle pedalling furiously. This scared me and I got into the fields.

WALKED THROUGH
FRANCE TO SPAIN

The route I followed led through BEAUFORT - GENNES - SAUMUR - POITIERS - CHATEAU GARNIER - CONFOLENS - TARBRES - LOURDES. After the first five days, when I seemed to be passing through an unfriendly area, I experienced no trouble getting help from the French. I slept in haystacks, barns and houses. One young boy showed me how to cross the LOIRE without difficulty. At one house I was shown where I should cross the Line of Demarcation, this was at CHATEAU GARNIER and as I reached the place pointed out to me I found an old blockade with no German soldiers in the vicinity. At another house I was given 100 francs and warned of a German sentry at one point along the road.

UNEVENTFUL
TRIP - PLENTY OF
HELP

In LOURDES at the house where I stopped for food, a Frenchwoman arranged for a guide across the PYRENEES.

SECURES GUIDE
FOR PYRENEES

After two days of walking in the mountains, my guide and I crossed the frontier. My G.I. shoes were holding up and at the last house I stopped, hob-nails were put on them. My guides' shoes were worn out as we got in Spain. I left him in hiding while I went ahead to try to buy a pair of shoes for him. In the first village I came to I was arrested. The Spanish police chief, interrogating me, threatened to turn me over to the Germans if I didn't tell my unit, its location, the route I had followed through Spain and the names of any helpers. I refused to answer. My guide came in to the prison the next day, barefooted.

CROSSES FRONTIER
1 July 1943

While I was being taken to another town by Spanish officials, I met a member of the International Red Cross who said he would notify American authorities.

ARRESTED IN
SPAIN

Eighteen days passed before the American officials could get to me and after twenty-five days in prison, I was released. I arrived at Gibraltar 7 August 1943 and U.K. 10 August 1943.

27 July 1943
ARRIVED UK
10 August 1943

Compiled By:

Approved By:

R.R. Nelson
R.R. NELSON
Major, AC

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

Add Distribution

~~SECRET~~

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

22 August 1943

APPENDIX "B" TO E & E REPORT NO. 62

1. The following information has been obtained from 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 1 July 1943

1. There is a double track railway in the northern part of France between RENNES and LAVAL. From six to ten trains, travelling in both directions, pass over these tracks per hour. The Germans do not guard the crossings; ten to twelve German soldiers were observed in a small village on the line.
2. Surprisingly few German soldiers were observed in the towns and cities. Only eighteen German soldiers were counted in POITIERS. Only very young soldiers are stationed in POITIERS; a German general is also stationed there. (hearsay)
3. During a journey on foot from LOUVIGNE (northeast of RENNES) to LOURDES no more than two hundred soldiers were observed. Very few German vehicles were observed on the roads. No Germans were ever observed guarding the roads, the informant however, was warned to avoid one place between POITIERS and LUSSAC les CHATEAUX for this very reason.

S E C R E T

APPENDIX "D" TO E AND E REPORT NO. 62 .

No., Rank, Name :- 0-791357, 1st Lt. Cody U. WATSON

Unit :- 334 Bomb Squadron, 95 Bomb Group

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

1. AIDS BOX

- (a) Did you use your aids box? **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. Used them over a period of two weeks. **Ate them as I walked along.**
 - (ii) Chocolate. Used most of this the first two days while lying low.
 - (iii) Milk (tube). Could make no satisfactory use of it and finally **threw it away.**
 - (iv) Benzadrine tablets (fatigue). Used them on only one occasion **when I feared I was being pursued. Didn't need them on any other occasion.**
 - (v) Halazone tablets (water purifier). Used to good **advantage the first week or so.**
 - (vi) Matches. British matches are too small and burn up before you **really have chance to use them.**
 - (vii) Adhesive tape. Used to good advantage to keep a toe from **blistering and also to disguise my G.I. belt buckle.**
 - (viii) Chewing gum. Not of much use to me.
 - (ix) Water bottle. Used all the way to good advantage but a rubber **bottle with tight cap would be better.**
 - (x) Compass. **Kit compass would be all right but I happened to have an Army watch type compass in my pocket.**
- (e) Did any of the above items prove unsatisfactory? If so, in what respect? **See above.**
- (f) How did you finally dispose of the box. **Threw the other case away and gave the inner case to a little French girl.**
- (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? **I would suggest that a very small English-French dictionary be included which would contain some needed phrases and sentences.**

2. PURSE

- (a) Did you carry a purse? **Yes**
If so, state COLOR. **Grey - water-proof**
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? **Both to very good advantage.**
 - (ii) Compass. **Did not need it as I had a pocket compass.**

- (iii) File (hacksaw). No need of it.
- (iv) Foreign Currency. State countries and amounts. Gave Belgian
How did you spend the money: money in exchange for 100 francs.
15 Francs for 4 boiled eggs and 5 francs for two cups of coffee.
- (d) How did you dispose of:-

Maps. Gave the map of France to a boy in LOURDES. Spanish police took the other one.

Compass. Lost both small compasses and gave the pocket compass to my Pyrennees guide.

File (hacksaw). Taken by Spanish police.

Surplus currency. Gave to my Pyrennees guide.

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. Had but did not need.

- (ii) Stud compass.

- (iii) Swinger compass.

- (iv) Fly-button compass.

- (v) Pencil clip compass.

- (vi) Tunic button compass.

- (vii) Pipe compass.

- (viii) Pouch. Used one of pouches used with

- (ix) Special flying boots (and knife).

- (b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

- (a) Did you carry passport-size photographs? No
If so, how many?

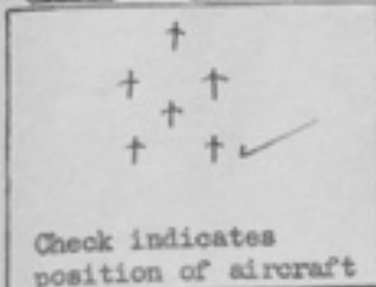
- (b) Did you use them? No man should go over without these. They would help a great deal.
State how.

5. LECTURES

- (a) Were you lectured on evasion and escape?
State WHERE, WHEN and by WHOM. Rapid City, B.D. in Jan 1943 and brief lectures at my base in England.

- (b) Did you find the lectures of value? The ones I got were too scant. These lectures should be a ground school course and attendance compulsory.

SQ 334 GROUP 95 A/C NO. _____ LETTER _____ LOAD _____ DATE _____



POSITION IN FORMATION
MAKE DIAGRAM

Number 5 position of lead squadron, or right wing position of second element.

OBSERVED RESULTS OF BOMBING:

Could make no observation but bombs were away on lead ship.

ENEMY FIGHTER TACTICS:

Fighter tactics over target were frontal attacks but not so close in as on other occasions over target. I think my ship was disabled by flak although it could have been by collision with another airplane in my formation. The enemy fighters did not close in until after I was knocked out of formation.

OUR TACTICS:

We had left target and were almost at the coast when the ship was damaged. We were letting down from 170 mph to 180 mph and due to this and the 'prop' wash of ships ahead of us the formation was not as tight as it should have been. We were at about 15,000 feet when hit and the ship went out of control and I was able to right it only by using the automatic pilot.

OUR FIGHTER SUPPORT:

I never saw any fighters in our support because I was too busy flying. Going over I never saw the fighters that were to meet us at the French coast.

FLAK:

We were over the target at approximately 1600 hours. Noticed a little flak two or three minutes before we reached target. It was never heavy even when we were at the point at which we were knocked down. We were over the target at 23,000 feet.

TECHNICAL FAILURES:

MOTORS: All engines were running okay even when we abandoned ship. The automatic pilot worked well also.

ARMOR:

ARMAMENT: All guns and turrets were functioning okay.

MISCELLANEOUS:

COMMENTS AND SUGGESTIONS ON ANY OF THE ABOVE:

Except for my damaged wing the ship was all right. I believe that the loss of my ship was due to letting down too low over enemy territory and letting down at too great a speed to hold a tight formation. I saw two other B-17's go down because they could not keep up and enemy fighters got them. One went down with the cockpit afire and the other was rolling, completely out of control. I could not follow them down with my eyes because I was too busy trying to keep up myself.

From the above I would suggest the airspeed never exceed 155 mph indicated over enemy territory and that bombing altitude be held all the way over enemy territory. In addition I suggest that all pilots be told and instructed in the importance of setting up the automatic pilot before reaching enemy territory as I fully believe that my men and I owe our lives to this equipment. Would suggest chest-type chutes for all men.