

19 October 1942

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 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) Clifford E. Cole Signed Clifford E. Cole  
 Rank Major A.S.N. 0-23834 Date Oct 15, 1943  
 Unit Hdqtrs, 95th Bomb Gp. Witness Grad. Review  
Major

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) Clifford E Cole Signed Clifford E. Cole  
 Rank Major ASN 0-23834 Date Apr. 18, 1943  
 Unit 95th Bomb Grp Witness Richard R. Nelson  
*magn a.c.*

SECRET - AMERICAN  
MOST SECRET - BRITISH  
MIS(X)

HQ, ETOUSA

OFFICE OF AC OF S, G-2

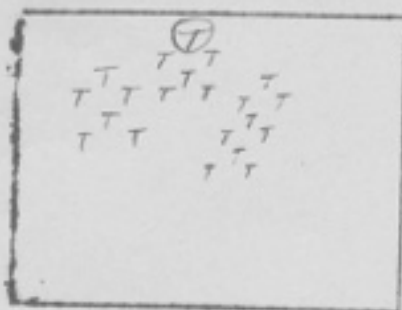
MIS DETACHMENT

QUESTIONNAIRE FOR SERVICE PERSONNEL  
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No. *Clifford E. Cole, Major, O-23837*
2. Decorations. *None*
3. Unit or Squadron. *Hdqtrs.*
4. Division (Army) or Group. *95th Bomb Gp.*
5. Date of Birth. *Sept. 30, 1915*
6. Length of Service. *Since June 11, 1941*
7. Private Address. *Athens, Illinois*
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?  
*Raid on Cologne  
Left Hockham, Aug. 12, 0600.  
Aircraft blew up.*
9. If in AF, give names of other members of crew and what happened to them.
10. Give details and full story of your trip on attached sheets.
11. Did you pay your guides? If so how much? *No*
12. Do you speak French? *Yes* Spanish? *Very little*
13. Did you have Identity Papers? *Yes*
14. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given anyone a written report on your experience? Where and when? *Yes - at Gibraltar. by British Intelligence  
The interrogator at Gibraltar wrote down my story.*
15. Did you report on your operations? If so, where and to whom? *No.*
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? *Yes - At Madrid, Oct 11, '42  
At Gibraltar Oct 15, '42*
17. Place and date of departure for U.K. By sea or air.  
*Gibraltar, Oct. 18, by Air*
18. Place and date of arrival in U.K.  
*Hendon Field, London, Oct. 18*

Appendix E, # 119

GROUP 95 SQ 335 A/C No. 0194 Letter \_\_\_\_\_ Load 10/500 Gr Date Aug 12, 1942



Position in formation.  
Make Diagram

Lead plane in  
of group

Observed results of Bombing

Unobserved

Enemy fighter tactics: Tail attack after ship left formation.  
markings: No markings observed.

Our Tactics Normal evasive action from flak.

Our fighter support.

Our fighters covered the route to the target as planned.

Flak

Time,	Place,	Quality.
0930	Belgium, over a large city	Accurate, heavy.

(over)

Technical Failures

Motors

Engine #3 had a runaway prop which failed to feather - oil temperature and pressure normal.

Armor

Armament

Miscellaneous

Comments and Suggestions on any of the above:

The prop which ran away was apparently caused by breakage of some part of the control mechanism - the <sup>reason for</sup> failure to feather is unknown.

SECRET

APPENDIX "D" TO E AND E REPORT NO. 119

No., Rank, Name :- 0-23834 - Major - Clifford G. Cole  
 Unit : HQ, 95<sup>th</sup> B. - 6<sup>th</sup> 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.
- (ii) Chocolate.
- (iii) Milk (tube).
- (iv) Benzadrine tablets (fatigue).
- (v) Halazone tablets (water purifier). *During night of travel on foot.*
- (vi) Matches.
- (vii) Adhesive tape.
- (viii) Chewing gum.
- (ix) Water bottle. *During night of travel on foot.*
- (x) Compass. *During night of travel on foot.*
- (e) Did any of the above items prove unsatisfactory? *No*  
 If so, in what respect? \_\_\_\_\_
- (f) How did you finally dispose of the box. *Gave it to a <sup>helper</sup> ~~Halazone~~ <sub>helped me.</sub>*
- (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? *No*

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? \_\_\_\_\_
- (ii) Compass. *same as above while travelling at night on foot*

(iii) File (hacksaw).

(iv) Foreign Currency. State countries and amounts.  
How did you spend the money. 1800 French Francs - bought  
civilian shirt, toilet articles, and food.

(d) How did you dispose of:-

Maps. Given to <sup>helpers</sup> organization

Compass. Same

File (hacksaw). Same

Surplus currency. Same

3. AIDS TO ESCAPE - (GADGETS\*) None issued  
(\* Issued separately from aids boxes and purses.)

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

(i) Round compass.

(ii) Stud compass.

(iii) Swinger compass.

(iv) Fly-button compass.

(v) Pencil clip compass.

(vi) Tunic button compass.

(vii) Pipe compass.

(viii) Pouch.

(ix) Special flying boots (and knife).

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

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

(b) Did you use them? Yes  
State how. Gave them to <sup>helpers</sup> members of  
~~organization~~ who used them for passports.

5. LECTURES

(a) Were you lectured on evasion and escape? Yes  
State WHERE, WHEN and by WHOM.  
At Horkan, in July, by Major Edward B. Cole

(b) Did you find the lectures of value? No - the circumstances  
were different.

SECRET - AMERICAN  
MOST SECRET - BRITISH

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

*done & out*

21 October 1943

IAE REPORT NO. 119 APPENDIX "B"

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 12 August 1943  
to 1 October 1943

- MIL*  
*I have*
- MIL*  
*P+P mil*
- ATB*
- a. During a B-17 raid on a BRUSSELS airbase during the first week in OCTOBER it was reported that 1055 Germans were killed. The railway terminal was damaged. (hearsay)
  - b. Several ME 110's were observed flying over BRUSSELS around 20 August 1943.
  - c. Belgian source stated that most German headquarters in Belgium were in school and college buildings.
  - d. German troops morale, as observed on streets and in railway stations, appeared to be high.
  - e. A German airfield was observed from the train while travelling between OOSTHAM and BRUSSELS. It was thought to be about twenty miles from OOSTHAM and was protected by at least two batteries of light anti-aircraft.



REPORT DISTRIBUTION

DDMI (P/W)	1
MI-9	15
AC of S, G-2, ETOUSA	3
AC of S, A-2, AF	2
AC of S, A-2, FC	1
AC of S, A-2, BC	1
AC of S, A-2, ASC	1
MIS, Washington, POW BRANCH	5
RAF School Highgate (S/Ldr Evans)	1
File	3
	<u>33</u>

APPENDIX "A" - LIST OF HELPERS

I.S.9	2
File	1
	<u>3</u>

APPENDIX "B" - MILITARY INFORMATION

MI-9	2
AC of S, G-2 ETOUSA	3
AC of S, A-2, AF	2
AC of S, A-2 BC	1
AC of S, A-2, FC	1
AC of S, A-2, ASC	1
MIS, Washington, POW BRANCH	5
File	3
	<u>18</u>

APPENDIX "C" - FUTURE PLANS

I.S.9	2
File	1
	<u>3</u>
<u>APPENDIX "D" - EQUIPMENT AND TRAINING</u>	
MI-9	6
AC of S, A-2, AF	2
AC of S, A-2, BC	1
AC of S, A-2, FC	1
AC of S, A-2, ASC	1
MIS, Washington, POW BRANCH	5
File	3
	<u>19</u>

APPENDIX "E" - TECHNICAL INFORMATION

MI-9	7
AC of S, A-2, AF	2
AC of S, A-2, BC	4
AC of S, A-2, FC	1
AC of S, A-2, ASC	1
MIS, Washington, POW BRANCH	5
File	3
	<u>23</u>

Major Clifford Cole.

## Appendix C

Major Cole came down somewhere in Belgium on 12 August 1943. After washing and hiding without help he spoke to a boy ~~whom~~ whom he saw working near his hiding place. This boy brought him food and hid him in a thicket to which many other ~~men~~ men came to see him during the day. One of these men gave him civilian clothes. That night another man came and took him on a tandem bicycle to Tessenderloo, N.E. of Brussels. At this man's house in Tessenderloo he stayed a day and a night. The next afternoon another man moved Maj. Cole to his house in the same town, and the following noon a man named René took him by bicycle to Oostham where they spent the night. The next day René took him by train to Brussels to 166 Ave. Louise, where he stayed with Joseph Philippe and René until 31 August. Here a Belgian passport was made for him by René. On 1 September a man (45 years old, grey hair, medium height) came and took Maj. Cole to 12 Ave. Albert, the home of Joseph Peener, ~~and his wife~~ an official of the city prison, and his wife who ran a small shop above which there was an apartment. In this apartment ~~they were keeping~~ they were keeping a German Jew ~~named~~ called Charles who had escaped from a concentration camp. Maj. Cole stayed in this apartment until 28 Sept. Then a police inspector from another organization came to see him and a little girl called Tilly took him to the house of a spinster where he was given another passport and stayed until 30 Sept. On the evening of the 30th Tilly took him to the railway station where he met Lt. Clayton and a guide (young lady of 30 years, large, brown hair). She took them by train to Paris where a short, ferocious blonde French girl of 29 years took him to the apartment of a Frenchman who worked in a German factory. Here he stayed until 4 October when a lady of 40 years took him to a children's playground where he was met by the chief and a short Frenchwoman of 35 years. This woman took him and an ~~English~~ French man, who was trying to get out of the country, to Bordeaux. From there ~~his~~ journey was the ~~same~~ same as that of Lt. Clayton (E and E Rpt # 120).

THIS  
GIRL'S  
NAME IS  
LILLY

SECRET - AMERICAN  
MOST SECRET - BRITISH

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

E & E REPORT NO. 119  
EVASION IN FRANCE & BELGIUM

21 October 1943

Clifford E. COLK, Major, O-23834  
Hq, 95th Bomb Group

MIA: 12 August 1943  
Arrived in Spain:  
8 October 1943  
Arrived in Gibraltar:  
15 October 1943  
Arrived in UK:  
18 October 1943

AGE: 28 years  
LENGTH OF SERVICE: 2 1/2 years  
HOME ADDRESS: ATHENS,  
Illinois

MEMBERS OF CREW: (This information checked with PWIB)

PILOT	O-1699500	Capt Clifford B. HAMILTON	MIA
CO-PILOT		NARRATOR	
NAVIGATOR	O-664900	1st Lt Leroy P. LAWSON	MIA
BOMBARDIER	O-728490	1st Lt Virgil W. JONES	MIA
RADIO OPERATOR	35276316	T/Sgt Lydle C. COLLIER	MIA
TOP TURRET GUNNER	11021194	T/Sgt John L. ANDERSON	MIA
TAIL TURRET GUNNER	16041158	S/Sgt Claude E. DEVERGER	MIA
WAIIST GUNNER	15105635	S/Sgt Cleo H. GARDNER	MIA
WAIIST GUNNER	O-17962	Col Daniel W. JENKINS	MIA
TAIL GUNNER-PILOT	O-357187	1st Col Churchill L. SCOTT, JR.	MIA
PILOT-OBSERVER	O-793792	1st Lt John J. LEE	MIA

12 August 1943

RECEIVED VID  
230000Z

DAMAGED BY  
FLAK AND  
FIGHTERS

We left our base at 0600 hours 12 August 1943 to bomb a target near  
COLOGNE. We had a runway 'prop' on number three engine which would not  
feather. Number one engine was hit by flak and knocked out. Since we  
could not stay with the Group we decided to abort. When we turned back  
we were about fifty miles inside enemy territory. I tried to call our  
fighters by radio and also fired green flares but could not make contact.

After turning back we had a direct flak hit on the right wing tip which  
tore off the right Aileron. Enemy fighters attacked from the tail. I saw  
tracers going by but could not raise the tail gunner after the attack. I  
started. A 20 mm shell exploded in the cockpit, setting it alight. The  
pilot gave the order to bale out.

I left my seat, hurried the pilot's chute to him and was fastening mine  
when the engine came out of his turret. Fire prevented his jumping out  
the bomb bay. I had no oxygen and was blacking out. I think the pilot  
shoved me through the bombardier's escape hatch at 22000 feet.

I passed out before I could get out. I came to I see I was  
alone and I was alone. I was alone. I was alone. I was alone. I was alone.  
I was alone. I was alone. I was alone. I was alone. I was alone. I was alone.  
I was alone. I was alone. I was alone. I was alone. I was alone. I was alone.

IN VIK  
HITTE BELGIES  
SECURE  
CHIEF HQ

CHUTE NOT  
SECURE  
PLANE EXPLODES  
IN AIR

I had managed to hook one strap on my chest-type chute and when it opened I heard a ripping noise. The canopy was intact and thinking the  
ness might be tearing I hooked my arm through the shroud lines. There  
were two chutes below me and I saw the plane blow-up in the air.

I blacked out before hitting the ground and when I came to I was lying  
in a small clearing in a wood. I could hear someone shouting. Before  
hiding my chute I cut a piece of the shroud line; then ran and crawled  
about a hundred yards into the wood which was thick with underbrush. The  
shouting I had heard seemed to be getting closer. I found a small depression  
in the ground and crawled into it, covering myself over with brush. I lay  
there the rest of the day. The shouting went on for about four hours. I  
had taken my compass from the escape kit and after dark I walked in a  
southwest direction though I did not know exactly where I had fallen. I  
walked all night without meeting anyone. At the first sign of daylight I  
crawled into a thick hedgerow. About 0800 hours a young boy passed me and  
started working on a fence about 100 feet from my hiding place. I  
could not tell his nationality but soon heard him speak to his dog in  
French. Because he looked of military age I felt sure he could not be  
German. After watching him for an hour I called to him. He came to  
my hiding place. I told him I was an American aviator and that I needed  
food and water. We could understand each other because I speak some French.  
I learned that he was Belgian. While we were talking, an elderly man came  
by but the boy spoke to him without giving me away. The boy took my water  
bottle away with him and brought back food and milk. Then he moved me to  
a clump of bushes. Different people came to see me during the day, all  
bringing food. I asked one man for civilian clothes which he secured for  
me. During the afternoon an older man told me that I should stay where I  
was and someone who could help would come for me after dark.

About 2000 hours a Belgian came with a tandem bicycle and took me to  
his home in a small village. After two days in this house my friend  
brought another man to see me and from here my journey was arranged.

Compiled By:

JAC JF ANLEY A' 10MB

JAC JF INOLA A' 1VMBM

HVMBM

0-1000000 0000 0000000 0' HVMBM

Approved by:

HIV

HIV

RICHARD R. NELSON

Major, AC

W.S. HOLT

Lt Col, AC

Commanding

0000000 1000

0000000 1000

0000000 1000

0000000 1000

0000000 1000

0000000 1000

0000000 1000

0000000 1000

0000000 1000

0000000 1000

REVISION IN SERVICE & POSITION  
X & Y SERIAL NO. 110

REVISION IN SERVICE & POSITION  
X & Y SERIAL NO. 110

NOTE: SERIAL - BRITISH  
SERIAL - WOODS

SECURE  
MIX 10  
DIVERGED BY

SECURE  
BELGIAN AID  
IS 10000 1000

SECURE  
MIX 10  
DIVERGED BY

SECURE  
MIX 10  
DIVERGED BY

SECURE  
MIX 10  
DIVERGED BY

SECURE  
MIX 10  
DIVERGED BY

5

HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
PW and X Detachment  
Military Intelligence Service

E & E REPORT NO.  
EVASION IN FRANCE & Belgium

\_\_\_\_\_  
(Date)

Clifford E COLE      Major      0-23834  
(Name)                      (Rank)                      (ASN)

Hq, 95th Bomb Group  
(Squadron)                      (Group)

AGE: 28  
LENGTH OF SERVICE: JUNE 11<sup>th</sup> 1941  
HOME ADDRESS: ATHENS, ILLINOIS

MIA: 12 August 1943  
Arrived in Spain: \_\_\_\_\_  
OCT 8<sup>th</sup> 1943  
Arrived in Gibraltar: \_\_\_\_\_  
OCT 15  
Arrived in UK: \_\_\_\_\_  
OCT 16

MEMBERS OF CREW: (This information checked with PWIB)

			Official Disposition	Narrators Disposition
PILOT	0-1699500 Capt	Clifford B HAMILTON	MIA	
CO-PILOT	0-23834 Major	Clifford E COLE	NTD	
NAVIGATOR	0-664900 1st Lt	Leroy F LAWSON	MIA	
BOMBARDIER	0-728490 1st Lt	Virgil W JONES	"	
RADIO OPERATOR	35276316 T/Sgt	Lydle C COHETREE	"	
TOP TURRET GUNNER	11021194 T/Sgt	John L ANDERSON	"	
BALL TURRET GUNNER	16041158 S/Sgt	Claude E DEVERGER	"	
WAIST GUNNER	15105615 S/Sgt	Cleo H GARDNER	"	
WAIST GUNNER	0-17962 Col	Daniel W JENKINS	"	
TAIL GUNNER-PILOT	0-357187 Lt Col	Churchill L SCOTT, Jr	"	
PILOT-OBSERVER	0-793792 1st Lt	John J LEE	"	

Were you wounded? NO

12 August 1943

We left our Base at 0600 hours 12 August 1943 to bomb ~~XXXXXX~~ a target near OKIOGNE. We had a runaway 'prop' on number three engine which would not feather. Number one engine was hit by flak and knocked out. Since we could not stay with the Group we decided to abort. When we ~~turned~~ back we were about fifty miles <sup>inside</sup> ~~into~~ enemy territory. I tried to call our fighters by radio and also fired green flares but could not make contact.

Damaged by  
FLAK AND  
FIGHTERS

After turning back we had a direct flak hit on the right wing tip which tore off the right aileron. Enemy fighters attacked from the tail. I saw tracers going by but could not raise the tail gunner after the attacks started. A 20 mm shell <sup>exploded</sup> in the cockpit, setting it ~~on~~ fire. The pilot gave the order to bale out.

I left my seat, handed the pilot's chute to him and was fastening mine when the engineer came out of his turret. Fire prevented his jumping out the bomb-bay. I had no oxygen and was blacking out. I think the pilot <sup>drove</sup> ~~pushed~~ me through the bombardier's escape hatch at 22900 feet.

CHUTE NOT  
SECURE

I had managed to hook ~~only~~ one strap on my chest-type chute and when it opened I heard a ripping noise. The canopy <sup>was</sup> ~~appeared to be~~ intact and thinking ~~that~~ the harness might be tearing I hooked my arms through the shroud lines. There were two chutes below me and I saw the plane blow-up in the air.

PLANE  
EXPLODED  
IN AIR

I blacked out before hitting the ground and when I came to I was lying in a small clearing in a wood. I could hear someone shouting ~~in the wood~~. Before hiding my chute I cut a piece of the shroud line; then ran and crawled about a hundred yards into the wood which was thick with underbrush. The shouting I had heard seemed to be getting closer. I found a small depression in the ground and crawled into it, covering myself over with brush. I lay there the rest of the day. The shouting went on for about four hours. I had taken my compass from the escape kit and after dark I walked in a southwest direction though I did not know exactly where I had fallen. I walked all night without meeting anyone. At the first sign of daylight I crawled into a thick hedgerow. About 0600 hours a young boy passed me and started working

HIDE  
IN  
HEDGEROW

~~SECRET~~  
BOY  
BRAGMPS  
SECURES  
BELGIAN  
AID

in a fence about 100 feet from my hiding place. I could not tell his nationality but soon heard him speak to his dog in French. Because he looked of military age I ~~felt~~ sure ~~he~~ he could not be German. After watching him for an hour I called to him. He came ~~to~~ to my hiding place. I told him I was an American aviator and ~~XXXXXXXXXX~~ that I needed food and water. We could understand each other because I speak some French. I learned that he was Belgian. While we were talking, an elderly man came by but the boy spoke ~~with~~ him without giving me away. The boy took my water bottle away with him and brought back food and milk. Then he ~~took~~ led me to a clump of bushes. Different people came to see ~~me~~ during the day, all of ~~them~~ bringing food. I asked one man ~~who came to see me~~ for civilian clothes which he secured for me. During the afternoon an older man told me that I should stay where I was ~~until~~ and someone who could help ~~me~~ would come for me *after dark*.

JOURNEY  
ARRANGED

About 2000 hours a Belgian came with a tandem bicycle ~~XXXXXXXXXX~~ and took me to his home in a small village. After two days in this house my friend brought another man to see me and from here my journey was arranged.

12 Aug - 100

Appendix B:

- a. During a B-17 raid on a BRUSSELS airdrome during the first week in October it was reported that 1055 Germans were killed. ~~XXXXXXXXXX~~ The railway terminal was damaged. (hearsay)
- b. Several Me 110's were observed flying over BRUSSELS around 20 Augst 1943.
- c. Belgian source stated that most German headquarters in Belgium were in school and college buildings.
- d. German troop morale, as observed on streets and in railway stations, appeared to be high.
- e. A German airfield was observed from the train while travelling between COSTHAM and BRUSSELS. It was thought to be about twenty miles from COSTHAM and was protected by at least two batteries of light anti-aircraft.

MOST SECRET

APPENDIX "B".  
M. I. 9. (b) / S. P. G. ....

The following information has been obtained from our interview with  
..... ( ..... ) who escaped  
after capture by the enemy/evaded capture by the enemy after being  
in enemy/enemy occupied territory.

Further circulation of this information may be made, but when doing so  
it is important not to divulge any particulars of source.

Statement of information covering period from Aug 12, '43  
to Oct 1, '43

The raid by B-17's on Etterbeek about  
the first part of October killed 1155 Germans  
in or near barracks - a few hits on the  
railroad terminal were reported, and several dwelling  
houses destroyed. This information was given  
me by a Belgian who observed the effects of  
the raid in the afternoon.

German aircraft, especially ME-110's, <sup>flew</sup>  
often over Brussels, Belgium, probably from the  
airfield near there.

Belgians reported that Germans are setting  
up their headquarters in schools and colleges  
in Belgium.

M. I. 9.  
1/42.

Lieut.-Colonel, G.S.



German morale seemed to be quite high  
from what observation I could personally make in  
railroad stations, along city streets, etc. The  
capitulation of Italy, however, jaded them considerably.

I observed an airfield (German) from the  
train as I traveled from Coethen to Brussels,  
probably 20 or 25 miles from Coethen. It was  
well camouflaged, protected by at least two  
batteries of light anti-aircraft.

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

~~SECRET~~  
By Authority of  
A.C. of S. G-2. (6)

Initials W.L.H.  
Date 21/10/43

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

E & E REPORT NO. 119  
EVASION IN FRANCE & BELGIUM

21 October 1943

Clifford E. COLE, Major, O-23834  
Hq, 95th Bomb Group

AGE: 28 years  
LENGTH OF SERVICE: 2 1/2 years  
HOME ADDRESS: ATHENS,  
Illinois

MIA: 12 August 1943  
Arrived in Spain:  
8 October 1943  
Arrived in Gibraltar:  
15 October 1943  
Arrived in UK:  
18 October 1943

MEMBERS OF CREW: (This information checked with PWLB)

PILOT	O-1699500	Capt Clifford B. HAMILTON -	<del>MIA</del> KIA
CO-PILOT		NARRATOR	
NAVIGATOR	O-664900	1st Lt Leroy F. LAWSON	<del>MIA</del> P/W
BOMBARDIER	O-728490	1st Lt Virgil W. JONES	<del>MIA</del> P/W
RADIO OPERATOR	35276316	T/Sgt Lydle C. COHETREE	<del>MIA</del>
TOP TURRET GUNNER	11021194	T/Sgt John L. ANDERSON -	<del>MIA</del>
BALL TURRET GUNNER	16041158	S/Sgt Claude E. DEVERGER	<del>MIA</del> KIA
WAIST GUNNER	15105615	S/Sgt Cleo H. GARDNER	<del>MIA</del> KIA
WAIST GUNNER	O-17962	Col Daniel W. JENKINS	<del>MIA</del> P/W
TAIL GUNNER-PILOT	O-357187	LtCol Churchill L. SCOTT, JR.	<del>MIA</del>
PILOT-OBSERVER	O-793792	1st Lt John J. LEE	<del>MIA</del> P/W

12 August 1943  
HORHAM

We left HORHAM at 0600 hours 12 August 1943 to bomb a target near COLOGNE. We had a runaway 'prop' on number three engine which would not feather. Number one engine was hit by flak and knocked out. Since we could not stay with the Group we decided to abort. When we turned back we were about fifty miles inside enemy territory. I tried to call our fighters by radio and also fired green flares but could not make contact.

DAMAGED BY  
FLAK AND  
FIGHTERS

After turning back we had a direct flak hit on the right wing tip which tore off the right aileron. Enemy fighters attacked from the tail. I saw tracers going by but could not raise the tail gunner after the attacks started. A 20 mm shell exploded in the cockpit, setting it afire. The pilot gave the order to bale out.

I left my seat, handed the pilot's chute to him and was fastening mine when the engineer came out of his turret. Fire prevented his jumping out the bomb-bay. I had no oxygen and was blacking out. I think the pilot shoved me through the bombardier's escape hatch at 22000 feet.

CHUTE NOT  
SECURE  
PLANE EXPLODES  
IN AIR

I had managed to hook one strap on my chest-type chute and when it opened I heard a ripping noise. The canopy was intact and thinking the harness might be tearing I hooked my arm through the shroud lines. There were two chutes below me and I saw the plane blow-up in the air.

I blacked out before hitting the ground and when I came to I was lying in a small clearing in a wood. I could hear someone shouting. Before hiding my chute I cut a piece of the shroud line; then ran and crawled about a hundred yards into the wood which was thick with underbrush. The shouting I had heard seemed to be getting closer. I found a small depression in the ground and crawled into it, covering myself over with brush. I lay there the rest of the day. The shouting went on for about four hours. I had taken my compass from the escape kit and after dark I walked in a southwest direction though I did not know exactly where I had fallen. I walked all night without meeting anyone. At the first sign of daylight I crawled into a thick hedgerow. About 0800 hours a young boy passed me and started working on a fence about 100 feet from my hiding place. I could not tell his nationality but soon heard him speak to his dog in French. Because he looked of military age I felt sure he could not be German. After watching him for an hour I called to him. He came to my hiding place. I told him I was an American aviator and that I needed food and water. We could understand each other because I speak some French. I learned that he was Belgian. While we were talking, an elderly man came by but the boy spoke to him without giving me away. The boy took my water bottle away with him and brought back food and milk. Then he moved me to a clump of bushes. Different people came to see me during the day, all bringing food. I asked one man for civilian clothes which he secured for me. During the afternoon an older man told me that I should stay where I was and someone who could help would come for me after dark.

About 2000 hours a Belgian came with a tandem bicycle and took me to his home in a small village. After two days in this house my friend brought another man to see me and from here my journey was arranged.

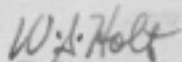
SECURES  
BELGIAN AID

JOURNEY  
ARRANGED

Compiled By:

Approved By:

  
RICHARD R. NELSON  
Major, AC

  
W.S. HOLT  
Lt Col, AC  
Commanding

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

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

21 October 1943

E & E REPORT NO. 119 APPENDIX "B"

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 12 August 1943  
to 1 October 1943

- a. During a B-17 raid on a BRUSSELS airdrome during the first week in October it was reported that 1055 Germans were killed. The railway terminal was damaged. (hearsay)
- b. Several ME 110's were observed flying over BRUSSELS around 20 August 1943.
- c. Belgian source stated that most German headquarters in Belgium were in school and college buildings.
- d. German troops morale, as observed on streets and in railway stations, appeared to be high.
- e. A German airfield was observed from the train while travelling between OOSTHAM and BRUSSELS. It was thought to be about twenty miles from OOSTHAM and was protected by at least two batteries of light anti-aircraft.

No., Rank, Name:- 0-23834, Major, Clifford E. COLE

Unit:- Hq, 95th 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.
- (ii) Chocolate
- (iii) Milk (tube).
- (iv) Benzadrine tablets (fatigue)
- (v) Halazone tablets (water purifier). During night of travel on foot.
- (vi) Matches.
- (vii) Adhesive tape.
- (viii) Chewing gum.
- (ix) Water bottle. During night of travel on foot.
- (x) Compass During night of travel on foot.
- (e) Did any of the above items prove unsatisfactory? No  
If so, in what respect?
- (f) How did you finally dispose of the box? Gave it to a Belgian who helped me.
- (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? No

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?
- (ii) Compass. While travelling at night on foot.

(iii) File (hacksaw).

(iv) Foreign currency. State countries and amounts. **1000 French francs.**  
How did you spend the money. **Bought civilian shirt, toilet articles  
and food.**

(d) How did you dispose of:-

Maps. **Gave to helpers.**

Compass. **Gave to helpers.**

File (hacksaw). **Gave to helpers.**

Surplus currency. **Gave to helpers.**

3. AIDS TO ESCAPE - (GADGETS\*)

(\*Issued separately from aids boxes and purses.) **None issued.**

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

(i) Round compass.

(ii) Stud compass.

(iii) Swinger compass.

(iv) Fly-button compass.

(v) Pencil clip compass.

(vi) Tunic button compass.

(vii) Pipe compass.

(viii) Pouch

(ix) Special flying boots (and knife).

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

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

(b) Did you use them? **Yes**  
State how. **Gave them to helpers, who used them for passports.**

5. LECTURES

(a) Were you lectured on evasion and escape? **Yes**  
State where, WHEN and by WHOM.

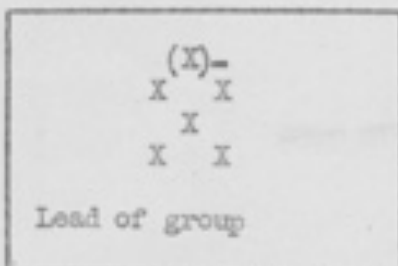
**At Morhas, in July, by Major Edward B. OGLE**

(b) Did you find the lectures of value? **No, the circumstances were different.**

APPENDIX "B" TO E & E REPORT NO. 119

NAME Clifford E. COLE RANK Major ASN 0-23834 REPORT NO. 119

SQ 335 GROUP 95 A/C NO. 0194 Letter \_\_\_\_\_ Load 10-500 Date 12 August 1943  
lbs



Position in formation.  
Make Diagram

Dash indicates position of aircraft.

Observed results of Bombing:

Unobserved.

Enemy Fighter Tactics: Tail attack after ship left formation.  
Markings: No markings observed.

Our Tactics:

Normal evasive action from flak.

Our Fighter Support:

Our fighters covered the route to the target as planned.

Flak

<u>Time</u>	<u>Place</u>	<u>Quality</u>
0930	Belgium, over a large city	Accurate, heavy.

Technical Failures

Motors: Engine number three had a runaway prop, which failed to feather.  
Oil temperature and pressure normal.

Armor:

Armament:

Miscellaneous:

Comments and Suggestions on any of the above:

The prop which ran away was apparently caused by breakage of some part of the control mechanism - the reason for failure to feather is unknown.

DID YOU USE YOUR BALE-OUT BOTTLE? No

DID YOU HACK OUT? Yes

Left Hobart 6 A.M. 12<sup>th</sup> Aug 1942 to bomb a plant south of Colagne. Fuel running with other bombers also fighter support.

We were low group of wing formation. Our navigator told no sense south of our direct course and went on a large turn and caught flash. We apparently were off course. The lead group then turned N on to proper course. As we made the turn North we lost our No 3 due to runway prob. I tried to patch it but could not. At this time Capt Hamilton drew my attention to No 1 it had been hit by flak and knocked out. We could not stay with group. We decided to abort. We turned for base then about 50 miles from enemy coast. I attempted to call our fighters by radio & fired green flares. The fighters must have been too far away to pick up. As we turned back had a direct hit by flak on right wing tip tearing off right aileron. Enemy fighters attacked from tail. I could see tracer going. I had talked before to Col Scott but after this could not get him to answer. A 20mm shell blew up in cockpit setting inside on fire. Tabot gas valve to bail out. We both had on about type chutes. I left my seat to head him his and pick up mine. The engine out of B. Fuel. Fire front his going out B. I had no oxygen and was groggy. I think it was the pilot who showed me out ~~with~~ <sup>navigator</sup> escape hatch. About 22,000 ft. My head my chest chute hooked on one hook. When it opened it gave me a bad twist but back. Made a ripping sound thought my chute was falling apart but caught me intact & decided it must be harness as hooked my right arm in & fused by shroud lines and not on down this way the ripping stopped. I found out afterwards it was the harness. I saw the plane blow up & fall apart. I saw two chutes below us land in some woods.



I speak some French. 1

9.20 + 10.10.1944.

Saw one enemy plane he came by a 190 but did not  
fire at us. I do not remember striking the ground.  
I came to an open space surrounded by woods with my  
chests on ground ahead of me. I heard shouting in woods  
so jumped up picked up chests + hid it under clump of  
bushes. I cut off piece of strand line for souvenir.  
I ran <sup>in woods</sup> very thick. I ran in about 200 yds  
+ lay down. The shouting seemed to be getting closer so I  
crawled on + found a sinker place covered - filled  
bush + debris in me. I stayed most of day. I opened my  
escape kit took out compass. The voices continued  
for about 4 hrs. About 10 P.M. dark I walked in a  
S.W. direction. I did not know for sure in what country  
I was in. I walked all night. I passed a village  
saw no one came across R.R. track + followed ditch  
beside it until day light. Then hid in a thick  
fence row until about 8 A.M. a young boy about 16 came to  
within 100 ft + started working on a fence I watched  
for he did not know his nationality but finally he  
spoke to his dog in French that of fact he was of military  
age led me to think him not a German. I called to him  
he came over I told him who I was + that I was hungry  
+ thirsty. He told me he was a Belgian. An older man  
came by + the boy spoke to him without giving  
me away. He left + brought me food. He took my water  
bottle milked a cow + gave it to me. He spoke for French  
+ told me by pointing South that this was Leopoldville  
+ that it was full of Germans. By gestures + French  
he took me to a thick clump of bushes to hide.  
He left + people came all day bringing me food. I stayed  
all day. I made a man understand I wanted some  
civilian clothing he brought some black trousers overcoat  
+ wooden shoes. Another older man came and told me a  
man would come at 10 P.M. who could help me.  
He came with a tandem bike + we rode to Tervuren  
N.E. of Brussels.

He took me to his home fed me & put me to bed then  
 he went out & got clothing for me. I stayed next day  
 & night. While there another man came & they talked  
 about me but I could not tell what they said.  
 The afternoon of the 2<sup>nd</sup> day there another man came & took  
 me to another home. I spent night & next morn  
 still another man (Renée) took me by bike to Oosthove  
 spent night in a house left early next morn by train  
 with Renée for Brusselles on arrival went from station  
 by street car to 166 Ave. Louise & I stayed there with  
 Joseph Phillipe and Renée until Aug 31<sup>st</sup>. While  
 here Renée made a false Belgian passport. I was  
 hidden all the time and well treated. Sept 1<sup>st</sup> <sup>45</sup> a man  
 came & took me to no 12 Ave Albert I stayed here  
 with Joseph Teerac & wife. He was a city prison official.  
 I stayed until Sept 28<sup>th</sup>. Joseph's wife was a little  
 stout that hid an apt about. I slept up there with  
 a little girl named Charles <sup>45</sup> (5<sup>th</sup> morn from a station cap).  
 He took care of me & took me out. 28<sup>th</sup> left a policeman  
 in a different way saw me. 28<sup>th</sup> a little girl named Lilly  
 took me to another home of an old maid stayed until  
 30<sup>th</sup> lady gave me another passport used my photo.  
 Evening of 30<sup>th</sup> Lilly took me to station met guide a young  
 lady <sup>30</sup> large, brown hair called her met St Clayton.

In Paris I went with Howard, 29, had fair, short  
 no English took me to a Frenchman <sup>apt</sup> (banker in some  
 factory) stayed until 4<sup>th</sup> of Oct. I left apt with an old  
 lady 40 she took me to a childrens play park there met  
 the chief and a little stout Frenchman <sup>35</sup> my guide  
 she also had a Frenchman occupying. We three at the  
 took train to Boulay.