

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. **Kyllius**
2. Decorations. **NONE**
3. Unit or Squadron. **306TH Bomb BRG 423rd Sqd.**
4. Division (Army) or Group. **5**
5. Date of Birth. **Nov. 7- 1916**
6. Length of Service. **2 YEARS**
7. Private Address. **802 CEDAR ST. YANKTON, S.DAK.**
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?  
**ST. NAZAIRE, FEB. 16- '43 - PLOERMEL, MORBIHAN - FRANCE**
9. If in AF, give names of other members of crew and what happened to them.  

Pilot -	WARNER	-	Killed	RADIO -	ESPITALIER	-	P.W.
Co-	CARLSON	-	!	Wing B.	NEALEY	-	DEAD
MAJ.	UTLEY	-	DEAD	"	Kissling	-	"
ENG.	Wilson	-	ESCAPED	Bail Tr.	MORGAN	-	"
				TAIL G.	Williams		5
10. Give details and full story of your trip on attached sheets.
11. Did you pay your guides? If so how much? **200 OR 300 FRANCS**
12. Do you speak French? Spanish? **NO**
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?  
**MAJ. CLARK - SPAIN - MAJ. LEWIS & MR. ANDERSON - GIB. 1st LT. BRITISH - BRISTOL**
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.**  
**SPAIN - JUNE 26 - MAJ. CLARK - GIB. MAJ. LEWIS - LONDON.**
17. Place and date of departure for U.K. By sea or air.  
**JUNE 28 - GIB. - AIR**
18. Place and date of arrival in U.K.  
**BRISTOL, JUNE 29- '43**

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

11 July 1943

E & E REPORT NO. 45  
EVASION IN FRANCE

O-726043, 2d Lt Robert E. KYLIUS  
423 Bomb Squadron, 306 Bomb Group

AGE: 26 8/12 Years.  
LENGTH OF SERVICE: 2 Years.  
HOME ADDRESS: 802 Cedar St.  
YANKTON, South Dakota

MIA: 16 Feb 1943  
Arrived Spain:  
5 June 1943  
Arrived Gibraltar:  
26 June 1943  
Arrived UK:  
29 June 1943

OTHER MEMBERS OF CREW:

PILOT	O-437894 1st Lt	William H. WARNER (KIA)
CO-PILOT	O-727172 2d Lt	Arnold R. CARLSON (MIA)
NAVIGATOR	O-660533 1st Lt	Lewis H. UTLEY (KIA)
BOMBARDIER	NARRATOR	
RADIO OPERATOR	39083381 T/Sgt	Eddie F. ESPITALIER (P/W)
ENGINEER	14068222 T/Sgt	Glaiborne W. WILSON (Returned to Duty)
BALL TURRET GUNNER	19005539 S/Sgt	Walter C. MORGAN (MIA?)
WAIST GUNNER	6964897 S/Sgt	Colon E. NEELEY (KIA)
WAIST GUNNER	6658162 S/Sgt	Robert D. KISLING (KIA)
TAIL GUNNER	14058038 S/Sgt	William E. WILLIAMS (MIA?)

16 February 1943

We left THURLEIGH approximately 900 hours 16 February 1943. Our target was ST. NAZAIRE. We reached the target, without incident, and dropped our bombs at 1130 hours. At this time no one of the crew was injured though the aircraft was showing a few flak holes. Our plane was leading the second element of the group. The first three ships made a sharp turn to the left away from the target. In following, we made a wide turn which threw our three ships far to the right of the formation. On the turn we were exposed and saw four FW 190's coming in to attack from 12:00 o'clock. The first attack knocked out the 'inter-com' and left our No. 4 engine smoking. I think this was the attack that killed the pilot (Lt WARNER).

EXPOSED TO  
ENEMY ATTACK

AVOID MID-AIR  
CRASH

PILOT KILLED

FORCED TO  
ABANDON SHIP

Our ship nosed down steeply almost crashing into the right-wing ship. The co-pilot must have seen it in time for he pulled the ship level and peeled away from the formation. Our right wing tip dropped. Six fighters were making nose-on attacks as we steadily lost altitude. I went up to the pilot to suggest getting under clouds and the co-pilot motioned me to come to him. The pilot was lying in the cat-walk - dead. He had been shot in the back of the head. I helped the co-pilot fly the ship until we reached thin clouds at 6,000 feet. Another fighter attack set our number three engine on fire and more bursts got the hydraulic lines. The co-pilot and I decided it was time to get out.

I tried to climb back through the bomb-bay but found it impossible. The cat-walk was blocked by the top-turret and oxygen bottles. When Lt CARLSON saw that I couldn't get to the waist, he turned on the alarm bell. I went down to tell the navigator and saw that he was still firing. After a struggle I got the escape-hatch door away. In trying to get out I was caught for a short time by my parachute and the slipstream. Lt CARLSON finally kicked me out. I opened my chute at 300 feet and saw one chute open in back of me. I landed all right while an FW circled with the pilot waving to me.

SEES ONE CHUTE

GREETED BY  
FRENCHMEN

Four Frenchmen were on the spot to greet me. After I got out of my chute I gave it to them to bury. They shook hands with me. don't speak French but when I asked about Germans they told me there were seven kilometers away. I left them and walked about 100 feet to a group of people - one of whom had called to me in English. This person brought a pair of trousers to me and told me to run because the Germans were coming.

WARNED OF GERMANS

GIVEN  
DIRECTIONS

I ran down a hill to some bushes where I discarded my flying coveralls and heated suit. I had a green combat jacket and scarf to go with the trousers and kept my flying shoes on. For two hours I walked along a canal keeping out of sight until I spotted a Frenchman who looked friendly. When I asked the way to SPAIN he pointed the direction of St. Nazaire, Lorient and Brest. He told me one 'Comrade' had been taken to a hospital with a bad leg wound, I believe this was Sgt. ESPITALIER. Continuing to follow the canal for about three kilometers I passed a barge. I saw about six Frenchmen watching me so I walked to them. I said I was an American but they seemed to know immediately and felt about me for injuries. After they had given me some wine, I left them and sometime later walked along a road. Whenever I heard a car I dived into a ditch and hid until it passed. Several times I hid in woods to avoid people.

RECOGNISED BY  
TWO BOYS

About 1900 hours I arrived in the outskirts of a small village. As I passed two young boys I heard them say, "RAF or American." I walked to the side of the road and motioned to them. Told them, "American," and made signs to show I was hungry. They took me to their home for food. As soon as I got there, the father left, returning later with a man who spoke English. I told him I wanted to go to Spain. He said it was impossible and that I'd better stay with him until the war was over. When I refused he suggested I come for a week anyway. I stayed with him three weeks during which time my subsequent journey was arranged for me.

16 February 1943  
9 March 1943  
JOURNEY ARRANGED

Compiled By:

Approved By:

JF WHITE  
1st Lt, AC

W.S. HOLT  
Lt Col, AC  
Commanding

JFW:jed



REPORT DISTRIBUTION

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APPENDIX "A" - LIST OF HELPERS

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APPENDIX "C" - FUTURE PLANS

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APPENDIX "D" - EQUIPMENT & TRAINING

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SECRET - AMERICAN  
MOST SECRET - BRITISH

4

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

*today*  
6 July 1943

E & E REPORT NO. 45  
EVASION IN FRANCE

O-726043, 2d Lt Robert E. KYLIUS  
423 Bombar Squadron, 306 Bombar Group

AGE: 26 8/12 Years  
LENGTH OF SERVICE: 2 Years.  
HOME ADDRESS: 802 CEDAR ST.  
YANKTON, S<sup>D</sup> Dakota.

MIA: 16 Feb 1943  
Arrived Spain: 5 June 1943  
Arrived Gibraltar: 26 June 1943  
Arrived UK: 29 June 1943

OTHER MEMBERS OF CREW:

PILOT	O-437894	1st Lt William H. WARNER	KIA
CO-PILOT	O-727172	2d Lt Arnold R. CARLSON	MIA
NAVIGATOR	O-660533	1st Lt Lewis H. UTLEY	KIA
BOMBARDIER		NARRATOR	
RADIO OPERATOR	39083381	T/Sgt Eddie F. ESPITALIER	P/W
ENGINEER	14068222	T/Sgt Claiborne W. WILSON	Returned To Duty
BALL-TURRET GUNNER	19005539	S/Sgt Walter C. MORGAN	MIA?
WAIST GUNNER <del>LT.</del>	6964897	S/Sgt Colon E. NEELEY	KIA
WAIST GUNNER <del>LT.</del>	6658162	S/Sgt Robert D. KISLING	KIA
TAIL GUNNER	14058038	S/Sgt William E. WILLIAMS	MIA?

16 February 1943  
THURLEIGH

We left THURLEIGH approximately 0900 hours 16 February 1943. Our target was ST. NAZAIRE. We reached the target, without incident, and dropped our bombs at 1130 hours. <sup>at this time</sup> No one of the crew was injured though the aircraft was showing a few flak holes. Our plane was leading the second element of the group. The first three ships made a sharp turn to the left away from the target. In following, we made a wide turn which threw our three ships far to the right of the formation. On the turn we were exposed and I saw four FW 190's <sup>coming into</sup> attacking ~~from~~ from 12:00 o'clock. The first attack knocked out the 'inter-com' and left our No. 4 engine smoking. I think this was the attack that killed the pilot (Lt WARNER).

Exposed To  
Enemy Attack

Avoid Mid-Air  
CRASH

Our ship nosed down steeply almost crashing into the right-wing ship. The co-pilot must have seen it in time for he pulled the ship

level back and peeled away from the formation. Our right wing <sup>tip dropped</sup> ~~was down~~.

Six fighters were making nose-on attacks <sup>as we steadily lost altitude.</sup> ~~all the way down~~. I went up to the pilot to suggest getting under clouds and the co-pilot motioned me to come to him. The pilot was lying in the cat-walk--dead. He had been shot in the back of the head. I helped the co-pilot

Pilot Killed.

fly the ship until we reached thin clouds at 6,000 feet. Another fighter attack set our <sup>number three</sup> ~~He~~ engine on fire and more bursts got the hydraulic lines. The co-pilot and I decided it was time to get out.

FORCED TO ABANDON SHIP

I tried to <sup>climb</sup> ~~go~~ back through the bomb-bay but found it impossible. The cat-walk was blocked by the top-turret and oxygen bottles. When It, CARLSON saw that I couldn't get <sup>to the waist</sup> ~~back~~, he turned on the alarm bell.

I went down to tell the navigator and saw that he was still firing. After a struggle I got the escape-hatch door away. In trying to get out I was caught for a short time by my parachute and the slipstream.

SEES ONE CHUTE

It, CARLSON finally kicked me out. I opened my chute at 300 feet and saw one chute open in back of me. I landed <sup>all</sup> ~~right~~ while an FW circled <sup>with</sup> ~~and~~ the pilot was <sup>ing</sup> ~~to~~ me.

GREETED BY FRENCHMEN

Four Frenchmen were <sup>on the spot</sup> ~~there~~ to greet me. After I got out of my chute I gave it to them to bury. They shook hands with me. I don't speak French but when I asked about Germans they told me the Boche were seven kilometers away. I left them and walked about 100 feet to a group of people - one of whom had called to me in English. This person brought a pair of trousers to me and told me to run because the Germans were coming.

WARNED OF GERMANS

I ran down a hill to some bushes where I discarded my flying coveralls and heated suit. I had a green combat jacket and scarf to go with <sup>the</sup> trousers and kept on my flying shoes. For two hours walked along a canal keeping out of sight until I spotted a Frenchman who looked friendly. When I asked the way to SPAIN he pointed the

SHOWN GIVEN DIRECTIONS

directions of St. Nazaire, Lorient and Brest. He told me one <sup>Sgt Espitalher.</sup>  
'Comarade' had been taken to a hospital with a bad leg wound. <sup>I believe this was ~~the~~ ~~man~~</sup> Con-  
tinuing to follow the canal for about three kilometers I passed a  
barge. I saw about six Frenchmen watching me so I walked to them.  
I said I was an American but they seemed to know <sup>immediately</sup> and felt about me  
for injuries. After they had given me some wine I left them and  
sometime later walked along a road. Whenever I heard a car I dived  
into a ditch and hid until it had passed. Several times I hid in  
woods to avoid people.

RECOGNISE 134  
TWO BOYS

About 1900 hours I arrived in the outskirts of <sup>A small village.</sup> ~~the village~~. As  
I passed two young boys I heard them say, "RAF or American." I walked  
to the side of the road and motioned to them. Told them, "American,"  
and made signs to show I was hungry. They took me to their home for  
food. As soon as I got there, the father left, returning later with  
a man who spoke English. I told him I wanted to go to Spain. He  
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war was over. When I refused he suggested I come for a week anyway.

16 Feb 43 - 9 March 43

JOORNEY  
ARRANGED

I stayed with him three weeks during which time my subsequent journey  
was arranged for me.

St. Robert C. Hyline



(5)  
Secret - American  
Most Secret - British

H. Q. ETOUSA  
Office of Ge of S G-2  
MIS Detachment

6 July 1943

E & E Report No 45  
Person in France

0-726043 <sup>2nd</sup> Lt Robert E. Kylius MIA 16 Feb 1943  
423 Bomber Squadron 306 Bomber Group Arrived Spain 5 June  
Age 26 <sup>8</sup>/<sub>12</sub> yrs Arrived Gibraltar 26 June  
Length of Service 2 yrs Arrived U.K. 29 June  
Home Address 802 Cedar St YANKTON S. DAKOTA.

Other Members of Crew

Pilot	0-437894	1st Lt William H. Warner
Co Pilot	0-727172	2nd Lt Arnold R. Carlson
Navigator	0-660533	1st Lt Lewis H. Utley
Bombardier		Narrator Kylius
Radio Operator	39083381	T/Sgt Eddie F. Lepitallier
Engineer		
Top Turret Gunner	14068222	T/Sgt Clauborn W. Wilson
Tail Gunner	14058038	S/Sgt William E. Williams
Left Waist Gunner	6658162	Robert D. Kishling
Right Waist Gunner	6964897	S/Sgt Colon E. Keeley
Ball Turret Gunner	19005539	S/Sgt Walter C. Morgan

We left Thurleigh approximately 0900 hrs  
16 Feb 1943. Our target was ST. NAZAIRE. We  
reached the target, without incident, and dropped  
our bombs at 1130 hours. No one of the crew was  
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ships far to the right of the formation. On the  
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F.W. 190's attacking from 12:00 o'clock. The first  
attack knocked out the 'inter-com' and left  
our #4 engine smoking. I think this was the attack  
that killed the pilot (Lt Warner).

Our ship nosed down steeply almost crashing  
into the right wing ship. The co-pilot must have seen  
it in time for he pulled the ship back and peeled  
away from the formation. Our right wing  
was down. Six fighters were making nose-on  
attacks all the way down. I went up to the pilot  
to suggest getting under clouds and the co-pilot  
motioned me to come to him. The pilot was

lying in the catwalk - dead. He had been shot  
in the back of the head. I helped the copilot  
fly the ship until we reached <sup>thin</sup> clouds at  
6000 feet. ~~Another~~ Another fighter attack  
set our #3 engine on fire and ~~the~~ more  
bombs got the hydraulic lines. The copilot  
and I decided it was time to get out.

I tried to get back through the bomb-bay  
but found it impossible. The catwalk was  
blocked by the top turret and oxygen bottles.  
When H. Carlson saw that I couldn't get back, he turned  
on the alarm bell. I went down to tell the  
navigator and saw that he was still firing. After  
a struggle I got the escape hatch door away. In  
trying to get out I was ~~hung~~ <sup>caught</sup> for a short short  
time by my parachute and the slipstream.  
H. Carlson finally kicked me out. I opened my  
chute at 300 feet and saw one chute  
open in back of me. I landed all right  
while an F.W. circled and the pilot waved  
to me.

Four trenchmen were there to greet  
me. After I got out of my chute I gave it  
to them to burn. They shook hands with me.



I don't speak French but when I asked about Germans they told me the Boche were seven kilometers away. I left them and walked about 100 feet to a school ~~where~~ ~~to~~ a group of people - one of whom had called to me in English. This person brought a pair of trousers to me and ~~me~~ told me to run because the Germans were coming.

I ran down a hill to some bushes where I discarded my flying coveralls and heated suit. I had a green combat jacket and scarf to go with trousers and kept on my flying shoes. For two hours walked along a canal keeping out of sight until I spotted a Frenchman who looked friendly. <sup>when</sup> I asked the way to SPAIN he pointed the direction of <sup>(not in caps)</sup> ST NAZAIRE, LORIENT, and Brest. He told me one 'camarade' had been taken to a hospital with a bad leg wound. Continuing to follow the canal for about three kilometers I passed a barge. I saw about six Frenchmen watching me so I walked to them. I said I was an American but they seemed to know and felt about me for injuries after they had given me some wine & left.

them and sometime later walked along a road x  
Whenever I heard a car I dived into a ditch.  
and hid until it had passed x Several times I  
hid in woods to avoid people x

About 1900 hrs I arrived in the outskirts  
of MARIESTROIT, as I passed two young boys  
I heard them say, "RAF or American." I walked  
to the side of the road and motioned to them x  
Told them, "American," and made signs to  
show I was hungry. They took me to their  
home for food x ~~Shortly~~ As soon as I got  
there the father left, returning later with  
with a man who spoke English x I told him  
I wanted to go to Spain x He said it was  
impossible and that I'd better stay with him  
until the war was over x When I refused  
he suggested I come for a week anyway x I  
stayed with him three weeks during which time  
my subsequent journey was arranged for me x

We left Thiruleigh at app 0900 hrs  
16 Feb 1943. Our target was S Nazaire. No incidents  
to target - Dropped Bombs 1130 hrs. Holes from  
flak. No one injured + We were leading second  
element of outfit. 1<sup>st</sup> 3 ships made  
sharp turn to left. Followed made  
wide turn - Then on 3 ship off -  
go out to right - On the turn exposed -  
4 FWB coming in from 1200 - head on -  
10<sup>th</sup> burst - knocked out inter com - #4  
eng. smoking - Ring cowling knocked off -  
Think that was what which killed Warner -  
Ship nosed down steeply - almost  
crashed into right wing ship - Co. pilot  
must have seen it - pulled ship back -  
Wing down on right - peeled off - lost  
from formation - Six FWB now attack  
11 - shooting all the way down -  
lost from group - went up to pilot to support  
getting under clouds - Cop. motioned  
me to come to him - Pilot in catwalk  
lead - shot in back of head - helped Cop -  
fly til in clouds - at 6000 ft -



Badly shot up - out of bounds as soon  
as in them - F.W. set ~~#~~ 3 on fire - more  
bombs got hydraulic lines & cop & I  
decided time to get out - tried to get  
back thru bomb bay - impossible -  
top turret & oxygen bottles blocking  
passage - Carlson saw I couldn't get  
back - he put on alarm bell -

I went down to Nav. to tell him  
still firing - after struggle got the  
escape hatch open - jumped down to  
it & 10<sup>th</sup> one there - Trying to get out I  
got hung up - in spin - caught by  
parachute & slip stream - Carlson  
picked me out - opened chute at 2 to 300  
ft - Saw 1 chute open up in back of  
me & saw no more - Banded alright

F.W. circled & waved - Told Frenchman  
to bury the chute - 4 Frenchmen - shook  
hands with me - asked for Germans -  
none for them - Didn't speak French - Left  
them & walked about 100 ft to school  
of wickets & 20 children there watching -

1 schtr - spoke little Eng - said to come  
with her - went into school yard to see  
what she wanted - 2<sup>d</sup> schtr came out with  
pair of pants - She said a German coming  
& she said go - Ran down slope  
into bushes - took off flying overalls  
& heated suit - had green combat jacket  
& put on pants & scarf - pair of heated  
flying shoes - kept hiding & moving  
on - out of sight for two hrs - along  
canal - came to another Frenchman -  
asked directions to Spain - pointed to St  
Nazaire - Nantes & Brest - Gave me  
first news of my crew - one taken to  
hospital with leg wound - Stuck  
closely to canal - crossed by bridge -  
nothing to do but follow path -  
walked along canal for 3 hrs - passed  
small village - barge & gate canal there  
to 5 frenchmen & 1 woman - They were watching  
me so I walked to them & said "Am"  
Shook hands & gave me wine - asked  
if injured -

Left then + walked down canal for 4 or  
5 ~~h~~ - main road - turned left  
& walked along road - whenever heard  
car, etc - dived to ditch till it passed -  
Saw 6 road injured planes - low formation -  
Kept walking - saw people <sup>(Remains?)</sup> & went into  
woods to hide - came back to road  
& walked to Malvestrot - 7 p.m. —  
walked to outskirts - met 2 16-17 yr old boys -  
watched me - heard them say RAF or Am -  
Walked to side of road + unnoticed - Told  
them "Am" - Made signs of hunger -  
Took me to home & cafe combined - Bread &  
Cider & piece of meat - Father left when  
I got there - came back 5 mins later  
with another man - had been an Am  
& spoke good English - Asked him what I  
wanted - told him I wanted to go to Spain -  
said impossible - Asked me to come  
home for duration - Invited me to  
stay a week - ~~did~~ went with him -  
had hot meal - (Gaston LaPierre) ~~kept~~  
~~me several days~~ - 3 weeks + worked



to find help - wrote Paris, etc - —  
Thief priest - heard of Americans going  
by boat - tried that - heard of submarine  
picking up personnel - idea dropped - nothing  
more said - Priest called several times -  
wrote to Am. born woman in Paris about  
me - heard that this was an identity  
card for me in Paris - a gendarme who  
had been visiting me - came with  
camera to take picture - 3<sup>rd</sup> week - woman  
came to house - said Germans knew I was  
there - ~~would not~~ LaPierre said would  
take me at 9 o'clock to gendarme's house -  
Not true ~~the~~ about Germans known -  
just that people were talking - He  
took me to gendarme's - upstairs attic  
room - bed - Stayed 3 days - excellent  
care - LaPierre came for me to stay with  
him another night - then would take me  
to Dr who had clinic who was helping -  
Went back - & following night M<sup>rs</sup> LaPierre  
took me to clinic & trip - 20 min. walk -  
sneaked in side door & turned over to nurse -

About 4 nuns knew who I was, etc —  
Taken into a Bishop's suite — to stay —  
Treated very well — allowed in garden during  
aft — for 1/2 hr — Stayed 4 days while  
here — they ~~said~~ told about boys in my plane —  
Mother said 6 boys killed on my plane & coffin  
made for 8 — by French — Mother Superior  
came rushing in — 12 Mar to tell me that I  
was leaving immediately — Took me out  
side door — man on motorcycle — Got on  
behind him & we went away — French  
Major under De Gualle (Intelligence) —  
Gave a different name every time (Church) —  
(Guy) — Ploërmel — identity card — used  
another photo on it — shoe repair shop —  
Took me to Pontivy by motor bike — Café  
while he called a friend to come for us — early  
in afternoon — Went into country & stayed  
til 5 p.m. went back & met 2 Frenchmen —  
one was commissaire of Police & Gestapo — taken  
my car to a mill south of town called  
Carhair — Lebec, met there — met Briggs  
& Wilson — Canadian (Berry) <sup>F/Sst.</sup> — Carter (RAF) F/S

met French boy who was to take care  
of us from then — dinner — went into  
Carhaix — Biggs Wilson Berry & I stayed  
with Dentist — ~~Rest in~~ Carter & Biggs to Joe's —  
Early next a.m. took train to Morlaix — Stayed  
at Joe's father's place that day — 8:30 p.m.  
took express to Paris (17 mar) — arrived Paris

7 a.m. 18 mar — Went out of <sup>montparnasse</sup> station to subway  
to suburb — Joe & I yes — Went to meet Org —  
I waited in cafe while Joe went to house —  
Came to be later & said the Org had been  
arrested & given seal on door — went  
downtown Paris proper — Had dinner in cafe —  
afternoon went to 2 shows to kill time —  
That night train to Carhaix — 18<sup>th</sup> —

19<sup>th</sup> Carhaix — met by Lebec — stayed his  
home a week — Biggs went to Dentist — Carter went  
Joe's sister's house — Berry went to woman Dr. —  
Wilson & I at mill — 26<sup>th</sup> March —

Wilson & I went to another mill on N side of  
Carhaix — run by 2 boys (Louis & John Manach)  
old woman housekeeper — Stayed 6 weeks —  
Heard about I.O. coming over to get us out & take



Carla left 4 April - 10 weeks later D.O. came twice

care of work undone by arrested Org -  
learned of boat to pick us off Brittany  
somewhere - About 6 May Rebec came with  
new identification card & work papers for  
Germany - Pick up Berry & Biggs + he took us  
to Rostrenen to get bus - <sup>Joan comes with Biggs stay here</sup> Owner of bus depot  
a member of Org - Joe, Biggs, Berry, Wilson & self <sup>Joan</sup>  
went to St. Briens - train from here to  
Etaples - Joe signed us in at hotel - there  
an hr or so when Fr. Can boy in D.O.  
came for us. Said going to Port Rieux  
to stay at his house - 4 of us there waiting  
for BBC. message saying boat there  
that night or following night - message  
came saying org postponed indefinitely -  
that message came 7 May - Sat 8 May  
we had visit from Am. Countess & Dr. who had  
driven her there - Said would stay with  
her for awhile - Countess Roberta (house)  
**D & Mandarist** - 9 May left Port Rieux  
took train to Paimpol - chateau 4 kms so -  
More Org & Can got on train & 11 of us were  
walking down street toward Chateau -

Stayed at Chateau with

Biggs

Hilson

Kylius

Darry (RCAF)

David Jame (RCAF)

George Grove (RAF)

James Smith "

James Hall "

Allen Robinson (U.S.)

58 - Allen Fitzgerald (U.S.)

Mark Davis (U.S.)

Sgt Marshall (Mass)

Came to Chateau later Sgt - Wells (Ky)

Sgt Roy Martin (Ark)

Peterson?

Pilot H. Sperac pilot

copilot

gunner

for 3 weeks exactly. 31 May left on train  
from Birmopol to Gungamp - Express again to  
Paris. same - 1 June - Met by Eng <sup>to leave</sup> F.O. (Vak) <sup>Williams</sup> - 2  
Frenchmen - took us to apt - run by 2 women

girl mother

Austerlitz

only  
French  
guide

part of Day — had tea — Station  
again I sneaked into train by backway —  
guided by porters — Took train to Bordeaux —  
(<sup>jacques</sup> Jack) French & gotapo got tickets — Picked  
up herhus in Paris — leaving with us  
was Jean travelling as G. Wright — had joined  
us — Another Train — was with us as guide  
though RCAF (Benny's crew) Sgt Roland Turine — 11:00am  
from Paris — PAU — one change of trains at Dax  
H at Oathay — cards looked at — stamp  
was of town at Etaples — German officers  
looked at cards — quick & easy — went on to  
PAU — Jean checked at Dax for black market —  
was carrying pack — Got off train at PAU — 10<sup>10</sup>pm  
met by 4 or 5 French — taken after being split —  
to go to places to sleep — stayed at Hotel run  
by one member of Day — all us next  
aft. piled into back of truck including  
4 Belgians — some P/w's other postwading —  
Took us <sup>honor</sup> kilos SWest — left us in hills & woods  
near Pyrenees & met by several other  
Irishmen who were leaving France — 32  
in party — 2 June — Guided — walked



at night - slept in barn in daytime -  
Guide took us into Spain a mile  
It left us - walked 10 hrs - met  
by 2 Spanish ~~Civil~~ Civil Guards - They  
5 June took us to Utzarvo - searched & registered  
~~crossed~~ ~~frontier~~ & about 5 p.m. they marched us to Leaba -  
searched again - waited around - hungry  
those with money went to hotel to eat - others  
to prison - Some of us turned in watches  
to get to hotel - Stayed overnight & next  
day 6 June all but 7 taken to  
Pamplona <sup>in bus</sup> & rest in jail. next day 7<sup>th</sup> to  
Pamplona - <sup>local jail</sup> prison - slept in floor -  
Following day on Tuesday 8<sup>th</sup> to Pamplona  
Prison - searched & questioned, etc -  
assigned to cell <sup>still</sup> But Consul came to  
see Brit. boys - We talked to him &  
put on his list to be gotten out - next  
day Am. Vice Consul from Bilbao -  
Wanamaker came to see us - clothes &  
lids - Went to see Gov. about getting  
us out - Friday left the prison  
& taken to a hotel 15 miles from Pamplona

2 weeks at Hotel - Balneario de Belascoain -  
(Navarra) - next day Mrs. Stevens  
came to hotel - brought cigarettes - gave  
her information of military nature of  
what we had seen in France - next  
day back again - 5 pkgs of Ice  
Cream - Got a paper from Jean  
about what he had seen in France -  
Jugoslav minister with her the 1st day -  
Brit boy left hotel on Wednesday 23 June  
We left next day Thurs. 24 Biggs & Leith Wilson -  
for Alhama x Stayed overnight - Picked  
up 7 Am. boys - Left Fri. a.m. Then  
Madrid to Glib - Sat 26<sup>th</sup> Left Monday  
night 28<sup>th</sup> - arrived Bristol 29<sup>th</sup>

Apr B

1. Six unidentified radial engine - <sup>sight</sup> egg shaped  
fin ~~hand~~ low altitude - near Ploermel
2. At Morlaix - saw airfield near - French said  
they had just enough petrol for combat - much
3. Carhaix - 1 May - moving in several hundred  
(7-1700) Her. soldiers -
4. Paris - Officers well dressed well behaved - In  
small towns in Brittany soldiers middle  
aged or very young - dress shabby -  
true all over France -
5. SW of Paris - in train - saw fully loaded  
troop train on siding -  
also saw several tanks loaded on trains  
? light tan color -  
in Calais - another troop train, partially  
loaded - haggard looking troops -
6. Bordeaux - an Ambulance train - 6 cars  
Barrage balloons -



egg 3

Kylin

(7)

interview with an Officer -

statement covers 16 Feb - 1 June -

1. Saw near PLOERMEZ, flying at low altitude, six unidentified single engine (radial) planes.
2. At MORHAIX - Saw an airfield near here which the French said had just enough petrol for combat in that area. (March)
3. At CARHAIX - Heard that Germans were moving in 7 to 1200 top-line troops around 1 May 1943.
4. In PARIS, the German officers were well-dressed. In small towns in <sup>German</sup> BREITANY, soldiers were either very young or middle-aged. They were dressed shabbily.
5. Southwest of PARIS (nr. VERSAILLES) an hour on the train saw fully loaded troop trains on siding. Also saw light tan tanks loaded on trains standing on sidings. Two hours train ride from PARIS going south saw more troop trains, not moving, loaded with very tired and haggard looking troops.
6. BORDEAUX - Saw ~~many~~ <sup>thick</sup> balloon barrage.

SECRET - AMERICAN  
MOST SECRET - BRITISH

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

11 July 1943

APPENDIX "B" TO E & E REPORT NO. 45

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 covers period from 16 February 1943  
to 1 June 1943

1. Saw near PLOERMEL, flying at low altitude, six unidentified single engine (radial) planes.
2. At MORLAIX - Saw an airfield near here which the French said had just enough petrol for combat in that area. (March)
3. At CARHAIX - Heard that Germans were moving in 7 to 1700 top-line troops around 1 May 1943.
4. In PARIS, the German officers were well-dressed. In small towns in BRITTANY, German soldiers were either very young or middle-aged. They were dressed shabbily.
5. Southwest of PARIS (nr VERSAILLES) an hour on the train saw fully loaded troop train on siding. Also saw light tan tanks loaded on trains standing on sidings. Two hours train ride from PARIS going south saw more troop trains, not moving, loaded with very tired and haggard looking troops.
6. BORDEAUX - Saw thick balloon barrage.

APPENDIX "D" TO E AND E REPORT NO. 45.

No., Rank, Name :- 0-726043, 2nd Lt. - ROBERT E. KYLIUS  
Unit :- 306TH Bomb Group. 423rd Bomb Sqd.

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. **No.**
  - (ii) Chocolate. **— YES - HADN'T EATEN SINCE MORNING**
  - (iii) Milk (tube). **No**
  - (iv) Benzadrine tablets (fatigue). **No**
  - (v) Halazone tablets (water purifier). **No**
  - (vi) Matches. **YES - CIGARETTES**
  - (vii) Adhesive tape. **NO TAPE IN BOX**
  - (viii) Chewing gum. **NO GUM IN BOX**
  - (ix) Water bottle. **No**
  - (x) Compass. **YES - LOST**
- (e) Did any of the above items prove unsatisfactory?  
If so, in what respect?  
**HORLICKS TABLETS - COULDN'T GET PAPER OFF.**
- (f) How did you finally dispose of the box.  
**GAVE IT TO FAMILY I STAYED WITH TO BE DISPOSED OF.**
- (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?  
**CIGARETTES AND MORE CHOCOLATE.**

2. PURSE

- (a) Did you carry a purse? **NO -**  
If so, state COLOR. **—**  
If NOT, state why not. **LOST IN BAILING OUT.**
- (b) Did you use the purse? **No - lost purse in jump**
- (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.



(iii) File (hacksaw).

(iv) Foreign Currency. State countries and amounts.  
How did you spend the money.

(d) How did you dispose of:-

Maps.

Compass.

File (hacksaw).

Surplus currency.

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. **No**

(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?  
If so, how many?

**No** - <sup>home</sup> left at field

(b) Did you use them?  
State how.

**No**

5. LECTURES

(a) Were you lectured on evasion and escape? **YES - Squadron**  
State WHERE, WHEN and by WHOM.

**INTELLIGENCE OFFICERS AT STATION ~~DURING~~ BEFORE**  
**BEING SHOT DOWN.**

(b) Did you find the lectures of value?

**YES**

AG 383.6

Hq ETOUSA

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) ROBERT E. KYLIUS Signed Robert E. Kylius  
Rank 2nd Lt A.S.N. 0-726043 Date June 27 1943  
Unit 306th Bomb Group Witness Grady Lewis  
Mayhew



AG 383.6

Hq ETOUSA

9 April 1943

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

1. It is the duty of all Americans to safeguard information which might, either directly or indirectly, be useful to the enemy.
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  - (1) The names of those who helped you.
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  - (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) ROBERT E. KYLIUS

Signed

*Robert E. Kylius*

Rank

2nd Lt. ASN 0-726043

Date

June 29 - 1943

Unit

306th Bomb Group

Witness

*John White Jr. 1st Lt. AC.*



SECRET - AMERICAN  
MOST SECRET - BRITISH

SECRET

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

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

Initials.....*W.S.H.*  
Date.....*14/7/43*

11 July 1943

E & E REPORT NO. 45  
EVASION IN FRANCE

O-726043, 2d Lt Robert E. KYLIUS  
423 Bomb Squadron, 306 Bomb Group

MIA: 16 Feb 1943  
Arrived Spain:  
5 June 1943  
Arrived Gibraltar:  
26 June 1943  
Arrived UK:  
29 June 1943

AGE: 26 8/12 years.  
LENGTH OF SERVICE: 2 years.  
HOME ADDRESS: 802 Cedar St.  
YANKTON, South Dakota

OTHER MEMBERS OF CREW:

PILOT	O-437894 1st Lt William H. WARNER (KIA)
CO-PILOT	O-727172 2d Lt Arnold R. CARLSON (MIA)
NAVIGATOR	O-660533 1st Lt Lewis H. UTLEY (KIA)
BOMBARDIER	NARRATOR
RADIO OPERATOR	39083381 T/Sgt Eddie F. ESPITALIER (P/W)
ENGINEER	14068222 T/Sgt Claiborne W. WILSON (Returned to Duty)
BALL TURRET GUNNER	19005539 S/Sgt Walter C. MORGAN (MIA?)
WAIST GUNNER	6964897 S/Sgt Colon E. NEELEY (KIA)
WAIST GUNNER	6658162 S/Sgt Robert D. KISLING (KIA)
TAIL GUNNER	14058038 S/Sgt William E. WILLIAMS (MIA?)

16 February 1943  
THURLEIGH

We left THURLEIGH approximately 0900 hours 16 February 1943. Our target was ST. NAZAIRE. We reached the target, without incident, and dropped our bombs at 1130 hours. At this time no one of the crew was injured though the aircraft was showing a few flak holes. Our plane was leading the second element of the group. The first three ships made a sharp turn to the left away from the target. In following, we made a wide turn which threw our three ships far to the right of the formation. On the turn we were exposed and saw four FW 190's coming in to attack from 12:00 o'clock. The first attack knocked out the 'inter-com' and left our number four engine smoking. I think this was the attack that killed the pilot (Lt WARNER).

EXPOSED TO  
ENEMY ATTACK

AVOID MID-AIR  
CRASH

PILOT KILLED

FORCED TO  
ABANDON SHIP

Our ship nosed down steeply almost crashing into the right-wing ship. The co-pilot must have seen it in time for he pulled the ship level and peeled away from the formation. Our right wing tip dropped. Six fighters were making nose-on attacks as we steadily lost altitude. I went up to the pilot to suggest getting under clouds and the co-pilot motioned me to come to him. The pilot was lying in the cat-walk - dead. He had been shot in the back of the head. I helped the co-pilot fly the ship until we reached thin clouds at 6,000 feet. Another fighter attack set our number three engine on fire and more bursts got the hydraulic lines. The co-pilot and I decided it was time to get out.

SECRET

SECRET

I tried to climb back through the bomb-bay but found it impossible. The cat-walk was blocked by the top-turret and oxygen bottles. When Lt CARLSON saw that I couldn't get to the waist, he turned on the alarm bell. I went down to tell the navigator and saw that he was still firing. After a struggle I got the escape-hatch door away. In trying to get out I was caught for a short time by my parachute and the slipstream. Lt CARLSON finally kicked me out. I opened my chute at 300 feet and saw one chute open in back of me. I landed all right while an FW circled with the pilot waving to me.

SEES ONE CHUTE

GREETED BY  
FRENCHMEN

Four Frenchmen were on the spot to greet me. After I got out of my chute I gave it to them to bury. They shook hands with me. I don't speak French but when I asked about Germans they told me the Boche were seven kilometers away. I left them and walked about 100 feet to a group of people - one of whom had called to me in English. This person brought a pair of trousers to me and told me to run because the Germans were coming.

WARNED OF GERMANS

GIVEN  
DIRECTIONS

I ran down a hill to some bushes where I discarded my flying coveralls and heated suit. I had a green combat jacket and scarf to go with the trousers and kept my flying shoes on. For two hours I walked along a canal keeping out of sight until I spotted a Frenchman who looked friendly. When I asked the way to SPAIN he pointed the directions of St. Nazaire, Lorient and Brest. He told me one 'Comrade' had been taken to a hospital with a bad leg wound, I believe this was Sgt. ESPITALIER. Continuing to follow the canal for about three kilometers I passed a barge. I saw about six Frenchmen watching me so I walked to them. I said I was an American but they seemed to know immediately and felt about me for injuries. After they had given me some wine, I left them and sometime later walked along a road. Whenever I heard a car I dived into a ditch and hid until it passed. Several times I hid in woods to avoid people.

RECOGNISED BY  
TWO BOYS

About 1900 hours I arrived in the outskirts of a small village. As I passed two young boys I heard them say, "RAF or American." I walked to the side of the road and motioned to them. Told them, "American," and made signs to show I was hungry. They took me to their home for food. As soon as I got there, the father left, returning later with a man who spoke English. I told him I wanted to go to Spain. He said it was impossible and that I'd better stay with him until the war was over. When I refused he suggested I come for a week anyway. I stayed with him three weeks during which time my subsequent journey was arranged for me.

16 February 1943  
9 March 1943  
JOURNEY ARRANGED

Compiled By:

*J. F. White*  
JF WHITE  
1st Lt, AC

Approved By:

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

JFW:jed

SECRET

**SECRET**

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APPENDIX "A" - LIST OF HELPERS

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**SECRET**



SECRET - AMERICAN  
MOST SECRET - BRITISH

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

11 July 1943

APPENDIX "B" TO E & E REPORT NO. 45

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 covers period from 16 February 1943  
to 1 June 1943

1. Saw near PLOERMEL, flying at low altitude, six unidentified single engine (radial) planes.
2. At MORLAIX - Saw an airfield near here which the French said had just enough petrol for combat in that area. (March)
3. At CARHAIX - Heard that Germans were moving in 7 to 1700 top-line troops around 1 May 1943.
4. In PARIS, the German officers were well-dressed. In small towns in BRITTANY, German soldiers were either very young or middle-aged. They were dressed shabbily.
5. Southwest of PARIS (nr VERSAILLES) an hour on the train saw fully loaded troop train on siding. Also saw light tan tanks loaded on trains standing on sidings. Two hours train ride from PARIS going south saw more troop trains, not moving, loaded with very tired and haggard looking troops.
6. BORDEAUX - Saw thick balloon barrage.

SECRET

**SECRET**

APPENDIX "D" TO E AND E REPORT NO. 45.

No., Rank, Name :- 0-726043, 2d Lt Robert E. KYLIUS

Unit :- 423 Bomb Squadron, 306 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. **No**
  - (ii) Chocolate. **Yes, Hadn't eaten since morning**
  - (iii) Milk (tube). **No**
  - (iv) Benzadrine tablets (fatigue). **No**
  - (v) Halazone tablets (water purifier). **No**
  - (vi) Matches. **Yes - cigarettes**
  - (vii) Adhesive tape. **No tape in box**
  - (viii) Chewing gum. **No gum in box**
  - (ix) Water bottle. **No**
  - (x) Compass. **Yes - Lost**
- (e) Did any of the above items prove unsatisfactory? If so, in what respect?  
**Horlicks tablets - couldn't get paper off.**
- (f) How did you finally dispose of the box.  
**Gave it to family I stayed with to be disposed of.**
- (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?  
**Cigarettes and more chocolate**

2. PURSE

- (a) Did you carry a purse? **No**  
If so, state COLOR.  
If NOT, state why not. **Lost in baling out**
- (b) Did you use the purse? **No. Lost purse in jump**
- (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.

**SECRET**

(iii) File (hacksaw).

(iv) Foreign Currency. State countries and amounts.  
How did you spend the money.

(d) How did you dispose of:-

Maps.

Compass.

File (hacksaw).

Surplus currency.

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

(b) Were they satisfactory?

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

4. PASSPORT SIZE PHOTOGRAPHS

(a) Did you carry passport-size photographs? **No. Left at home field**  
If so, how many?

(b) Did you use them? **No**  
State how.

5. LECTURES

(a) Were you lectured on evasion and escape? **Yes - Squadron Intelligence**  
State WHERE, WHEN and by WHOM.

**Officer at station before being shot down.**

(b) Did you find the lectures of value?

**Yes**