

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. *T/Sgt. Clairborne W. Wilson*  
*14068222*
2. Decorations. *none*
3. Unit or Squadron. *H73 RE Sq. 306<sup>TH</sup> G.P.*
4. Division (Army) or Group.
5. Date of Birth. *May 27<sup>TH</sup> 1918*
6. Length of Service. *1 1/2 yrs.*
7. Private Address. *Holly Springs, N. C.*
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, 1943, Came down at Guillac, in Morbihan at 12:00. Saw plane crash + burn + broke up*
9. If in AF, give names of other members of crew and what happened to them.  
*1st Lt. W. H. WARNER - Killed*  
*2nd " A. R. CARLSON - Believed escaped*  
*2nd " K. H. UTLEY - Killed*  
*2nd " R. E. MYLIUS - Escaped*  
*T/Sgt. E. F. ESPITALLIER - Prisoner*  
*Sgt. C. E. NEELEY - Killed*  
*W. H. MORGAN - Believed killed*  
*R. D. WISLING - " "*  
*W. E. WILLIAMS - " "*
10. Give details and full story of your trip on attached sheets.
11. Did you pay your guides? If so how much? *2000 francs to french guide*
12. Do you speak French? Spanish? *a little french*
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? *June 26, by Major Clark military attaché in Spain*
15. Did you report on your operations? If so, where and to whom? *Same as above*
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? *Sw in Spain June 26*  
*" Gibraltar " 28*
17. Place and date of departure for U.K. By sea or air. *June 28, 1943 Gibraltar*  
*By air*
18. Place and date of arrival in U.K. *Bristol England June 29, 1943*

## APPENDIX "D" TO E AND E REPORT NO. 46.

No., Rank, Name :-

Wilson

Unit :-

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. - *To appear ~~hungry~~ while lying in forest*
- (ii) Chocolate. - *"Hunger" in forest*
- (iii) Milk (tube). - *"Hunger" in forest*
- (iv) Benzadrine tablets (fatigue). - *Lying up 1 night + 8 days*
- (v) Halazone tablets (water purifier). - *to purify stream water*
- (vi) Matches. - *cigarettes*
- (vii) Adhesive tape. - *on cub hands + lip*
- (viii) Chewing gum. *no gum*
- (ix) Water bottle. - *In forest used while hiding in forest*
- (x) Compass.
- (e) Did any of the above items prove unsatisfactory? *no*  
If so, in what respect?
- (f) How did you finally dispose of the box. *hid in forest*
- (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?

2. PURSE

- (a) Did you carry a purse? *yes*  
If so, state COLOR. *tan with red letters*  
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.

- (iii) File (hacksaw).
- (iv) Foreign Currency. State countries and amounts. *French 2000 FRANKS*  
How did you spend the money. *Spent to a friend for food & railway tickets*
- (d) How did you dispose of:-
- Maps. *Spent to a friend*
- Compass.
- File (hacksaw). *hid in forest*
- 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. *not issued*
- (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? *3*
- (b) Did you use them? *yes*  
State how. *Two in France on Identity cards & one on Spanish prison card. Two large.*

5. LECTURES

- (a) Were you lectured on evasion and escape? *yes*  
State WHERE, WHEN and by WHOM. *Shurleigh, Sept. Nov. Jan. 1944 Lt. Phil Naeuman*
- (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) CLAIBORNE W. WILSON Signed Clairborne W. Wilson

Rank 1st Lt. A.S.N. 14068222 Date June 27, 1943

Unit 306<sup>th</sup> Bomb Gp. H23<sup>rd</sup> Sqdn. Witness Major cc





9 April 1943

10

SUBJECT: Safeguarding of P/W Information.

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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.
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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) CLAIBORNE W. WILSON Signed T/Sgt. C. W. WilsonRank T/SGT. ASN 14068222 Date 6-29-43Unit 306<sup>th</sup> Bomb Grp. AB H23<sup>rd</sup> B. Sqdn. Witness John White J. 1st Lt. AC-

SECRET - AMERICAN  
MOST SECRET - BRITISH

SECRET

SECRET

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

Initials *W.S. 74.*

Date *14/7/43*

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

6 July 1943

E & E REPORT NO. 46  
EVASION IN FRANCE

14068222, T/Sgt Claiborne W. WILSON  
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: 25 years  
LENGTH OF SERVICE: 1 1/2 years  
HOME ADDRESS: HOLLY SPRINGS,  
North Carolina

OTHER MEMBERS OF CREW:

PILOT	0-437894 1st Lt	William H. WARNER (KIA)
CO-PILOT	0-727172 2d Lt	Arnold R. CARLSON (MIA)
NAVIGATOR	0-660533 1st Lt	Lewis H. UTLEY (KIA)
BOMBARDIER	0-726043 2d Lt	Robert E. KYLIUS (Returned to Duty)
RADIO OPERATOR	39083381 T/Sgt	Eddie F. ESPITALIER (P/W)
ENGINEER	NARRATOR	
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 at 0900 hours 16 February 1943 to bomb ST. NAZAIRE. We had clouds all the way to the target but the target area was clear. We had encountered flak, which was heavy only in target area and only accurate in altitude. We turned left after dropping our bombs and very soon I saw five FW's getting ready to attack. There were flak holes in both wings of our ship.

ATTACKED BY  
FIGHTERS

The fighters carried their attack head-on to our aircraft. I called to the pilot to lower our nose so I could get to them. He answered, "Okeh." The first attack came from 1:00 o'clock but I couldn't fire. Suddenly the plane lurched into a dive. I could hear the sound of bullets striking the fuselage. The co-pilot was calling the navigator and bombardier to say that Lt WARNER had been wounded. There was no answer. The 'inter-com' in the nose had been shot away. We were out of formation. I could see the pilot standing in a stooped position in the cat-walk with his head hanging down. I saw he was badly wounded. The second attack from the fighters jerked my turret loose and knocked three large oxygen cans from their racks. The turret was swinging loose and dragging the cans around so that they were hitting the pilot. I opened the door into the bomb-bay and threw the cans in there. I heard nothing more on the 'inter-com.' There was a large hole about 2 feet wide in the fuselage near me. I fired at fighters

INTER-PHONE  
SHOT OUT

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SECRET

AIRCRAFT  
UNDER HEAVY  
ATTACK

from 24,000 feet until we were down to 6,000 feet, and could see that I was getting strikes. Number four engine was hit and smoking. While the fighters were attacking in pairs, one would parallel us and rake the ship with machine gun fire.

CREW MEMBERS  
DEAD OR  
WOUNDED

We fought for 15 minutes. When we hit slight clouds at 6,000 feet I knew we were too low to get help. The fighters picked us up when we came out of the clouds. They hit our number three engine and I thought I heard the 'bale out' signal. When I stooped over I saw the co-pilot taking off his head-phones. I had on my seat chute. When I got to the door of the radio room it was hard to open and, after I got in the radio room, I saw that the radio operator had been leaning against the door. He had a serious leg wound. I motioned to him that we were leaving the ship. In the waist the ball-turret gunner was standing by his turret. One waist gunner, Sgt NEELEY, was dead. The other, Sgt KISLING, was standing by his gun in a dazed condition. He was very seriously wounded.

BALES OUT  
AT 6,000  
FEET

I pulled the release on the waist door but nothing happened. I got on my knees to brace myself and pulled, pushed, tugged and finally kicked it open. The radio operator had crawled to the door by this time so I motioned him out. Sgt. KISLING and Sgt MORGAN were behind me when I jumped.

AIRCRAFT  
BREAKS UP  
ON GROUND

I made a slightly delayed jump from 6,000 feet. When my chute opened I saw the plane gliding away. Number three engine was burning. Flames covered the top and bottom of the wings. I saw the plane hit the ground where it seemed to disintegrate. At the right, and higher than my chute, there was another. I think it was Sgt. ESPITALIER. There was an open, empty chute above that. It looked as if the harness had broken away when the chute opened. Two fighters circled me and the other chute, looking us over, but did not bother us.

NO HELP  
DURING  
FIRST DAY

I made a good landing just missing some trees. After cutting a piece from the silk of the chute I hid it with my Mae West under some leaves in a ditch. I started to run then. There was very little cover but I kept to ditches and underbrush until I reached a canal. After following that for a while, I got onto a road. One young boy, about 12 years of age, saw me though I tried to hide from him. He knew who I was, came to me, and when I asked about the 'Boche' he pointed down the road and shook his head. After he left I walked for about four kilometers before I met anyone. When I got into a ditch to hide a French peasant brought me four apples. I stayed in this ditch until dark before walking again. I had gotten into a well-populated countryside. While in the ditch I ate some malted milk tablets from my escape Aids Box. The benzadrine tablets relieved my tiredness. Altogether, I felt rather washed up - my head ached, my hands were cut and there were small shrapnel wounds on my face.

WALKS  
ALL NIGHT

17 Feb 1943

I walked all the first night. There was a bright moon and I met very few people. I rested for a while in a pine forest and filled my water bottle. During the whole of the night I looked for a barn but the houses in this section didn't have any. At 0800 hours I went to a farm house, watched it for some time, and when a woman came out, I spoke to her. I told her I was an American and she took me in immediately. I was fed and was there an hour before she took me to another house. At this house I was interviewed by a person who spoke

SECRET



- 3 -  
**SECRET**

SECURS  
HELP

17 Feb - 25 Feb  
1943  
25 Feb - 5 Mar  
1943

some English. They wanted me to stay there for the duration of the war, but I said I could not do that. They gave me clothes and during the day, for eight days, I hid in a forest but came into the house at night to sleep. Finally the man who spoke English took me from here to his home where I spent eight days in an upstairs room. On 5 March 1943 I was visited by someone who arranged my subsequent journey.

Compiled By:

Approved By:

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

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

JFW:jed

<u>REPORT DISTRIBUTION</u>		<u>APPENDIX "B" - MILITARY INFORMATION</u>	
	<u>COPIES</u>		<u>COPIES</u>
DDMI (P/W)	1		
MI-9	15	MI-9	15
AC of S, G-2, ETOUSA	3	AC of S, G-2 ETOUSA	3
MIS, Washington, POW BRANCH	5	MIS, Washington, POW BRANCH	5
R.A.F. School, Highgate (S/Ldr Evans)	1	R.A.F. School, Highgate (S/Ldr Evans)	1
File	3	File	3
	<u>28</u>		<u>27</u>
<u>APPENDIX "A" - LIST OF HELPERS</u>		<u>APPENDIX "C" - FUTURE PLANS</u>	
I.S. 9	2	I.S.9	2
File	1	File	1
	<u>3</u>		<u>3</u>
		<u>APPENDIX "D" - EQUIPMENT &amp; TRAINING</u>	
		MI-9	5
		MIS, Washington, POW BRANCH	1
		File	2
			<u>8</u>

**SECRET**

SECRET

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

6 July 1943

APPENDIX "B" TO E & E REPORT NO. 47

1. The following information has been obtained after an interview with a sergeant 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 15 Feb 1943  
to 1 June 1943

- a. Eight kilometers south of MORLAIX toward ST. NAZAIRE there is a dummy airfield with dispersed dummy aircraft. (Twin-engine bombers and single engine fighters)
- b. German soldiers wore ill-fitting uniforms. In CARHAIX saw young German soldiers drilling. Clothes patched and dirty.
- c. German soldiers were generally either very young or middle-aged.
- d. Saw FW 190's, JU 88's and training planes flying over MORLAIX.
- e. Was told in MORLAIX that one airfield was non-operational due to lack of petrol.
- f. Heard that telephone line was being laid underground from FINISTERE through MORBIHAN. French labor working on the line supposedly pouring a slowly-eating acid on the wire.
- g. Passing through VERSAILLES saw several troop trains and freight cars loaded with tanks standing on sidings.

SECRET

**SECRET**  
**SECRET**

APPENDIX "D" TO E AND E REPORT NO. 46 .

No., Rank, Name :- 14068222, T/Sgt Claiborne W. WILSON

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. **To appease hunger while lying in forest**
  - (ii) Chocolate. **"Hunger" in forest**
  - (iii) Milk (tube). **"Hunger" in forest**
  - (iv) Benzadrine tablets (fatigue). **Lying up 1 night and 8 days**
  - (v) Halazone tablets (water purifier). **To purify stream water**
  - (vi) Matches. **Cigarettes**
  - (vii) Adhesive tape. **On cut hands and lip**
  - (viii) Chewing gum. **No gum**
  - (ix) Water bottle. **Used while hiding in forest**
  - (x) Compass.
- (e) Did any of the above items prove unsatisfactory? **No**  
If so, in what respect?
- (f) How did you finally dispose of the box. **Hid in forest**
- (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?

2. PURSE

- (a) Did you carry a purse? **Yes**  
If so, state COLOR. **Tan with red letters**  
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.

**SECRET**



- (iii) File (hacksaw).
- (iv) Foreign Currency. State countries and amounts. French  
How did you spend the money. 2000 Francs  
Gave to a friend for food and railway tickets.
- (d) How did you dispose of:-

Maps. Gave to a friend  
Compass. Gave to a friend  
File (hacksaw). Hid in forest  
Surplus currency.

3. AIDS TO ESCAPE - (GADGETS\*) Not 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? 3

- (b) Did you use them? Yes  
State how. Two in France on Identity cards and one on Spanish prison card.  
(Too large)

5. LECTURES

- (a) Were you lectured on evasion and escape? Yes  
State WHERE, WHEN and by WHOM. Thurleigh, Sept., Nov, Jan. By  
Lt. Phil Haberman

- (b) Did you find the lectures of value? Yes

Secret - American (5)  
Most Secret - British

H.Q. ETOUSA

Office of AC of S, G-2  
MIS Detachment

6 July 1943

2 & 2 Report no 46

Operation in France

14 068222 T/Sgt Raibane W. Wilson

MIA 16 Feb

423 Bomber Squadron 306 Bomber Group Arrived Spain 5 June

Age 25 years

Arrived Feb 26 June

Length of Service 1 1/2 yrs

Arrived U. K. 29 June

Home Address Holly Springs North Carolina

We left THURLEIGH at hours 16 February 1943 to bomb St. NAZAIRE. ~~When we were in sight of France the Navigator~~ We had clouds all the way to the target but the target area was clear. We had encountered flak ~~but~~ which was heavy only in target area and accurate in altitude. We turned left after dropping our bombs and very soon I saw five F.W.s getting ready to attack. There were flak holes in both wings of our ship.

The fighters carried their attack head-on to our aircraft. I called to the pilot to lower our nose so I could get to them. <sup>He answered, "Ok."</sup> The first attack came ~~at~~ from 1:00 o'clock but I couldn't shoot fire. ~~At that~~ Suddenly the plane lurched into a dive. I could hear the sound of bullets striking the fuselage. The co-pilot ~~started calling~~ was calling the navigator & bombardier to say that Lt. Warner had been ~~hit~~ wounded. There was no answer. The 'inter-com' in the nose had been shot away. We were out of formation. I could see the pilot standing <sup>in a stooped position</sup> in the catwalk with his head hanging down. I saw he was badly wounded. The second attack ~~came~~ from



the fighters jerked my turret loose and knocked  
three large oxygen cans from their racks.  
The turret was swinging loose and dragging  
the cans around so that they were hitting the  
pilot. I opened the door into the bomb-bay  
and threw the cans in there. I heard nothing  
more on the 'intercom'. There was a large  
hole about 2 feet wide in the fuselage  
near me. I fired at fighters from 24,000 feet  
until we were down to 6,000 feet and  
could see that I was getting strikes.  
Our #4 engine was hit and smoking.  
While the fighters were attacking in  
pairs one would parallel us and  
make the ship with machine gun fire.

We fought for 15 minutes. When  
we hit slight clouds at 6,000 feet I  
knew we were too low to get help. The  
fighters picked us up when we came out  
of the clouds. They hit our #3 engine  
and I thought I heard the bale out signal.  
When I stooped over I saw the co-pilot taking  
off his head-phones. I had on my seat  
chute. When I got to the door of the radio room

it was hard to open and after I got in the radio room I saw that the radio operator had been leaning against the door. He had a serious leg wound. I motioned to him that we were leaving the ship. In the waist the ball-turret gunner was standing by his turret. One waist gunner, Sgt Neeley, was dead. The other, Sgt Kisting, was standing by his gun in a dazed condition. He was very seriously wounded.

~~The~~ I pulled the release on the waist door but nothing happened. I got on my knees to brace myself and pulled, pushed, tugged and finally kicked it open. The radio operator had crawled to the door by this time so I motioned him out. Sgt Kisting and Sgt Morgan were behind me when I jumped.

I made a slightly delayed jump from 6000 ft. <sup>when</sup> my chute opened I ~~looked around~~ saw the plane gliding away. The #3 engine was ~~in flames~~ burning. Flames covered the top and bottom of the wings. I saw the plane hit the ground where it seemed

to disintegrate. At the right, ~~far~~ and higher than my chute, there was another - I think, Sgt Espatallier. There was an open, empty chute above that. It looked as if the harness had broken away when the chute opened. Two fighters circled me and the other chute, looking us over, but did not bother us.

I made a good landing just missing some trees. After cutting a piece from the silk of the chute I hid it with my Mae West under some leaves in a ditch. I started to run then. There was very little cover but I kept to ditches and underbrush until I reached a canal. After following that for awhile I got onto a road. One young boy, about 12 years of age, saw me though I tried to hide from him. He knew who I was, came to me, and when I asked about the 'Boche' he pointed down the road and shook his head. After he left I walked for about 4 kilometers before I met anyone. When I got into a ditch to hide a French peasant brought



me four apples x I stayed in this ditch until dark before walking again x I had gotten into a small well-populated countryside x While in the ditch I ate some malted milk tablets from my escape Aids Box x The benzadrine tablets relieved my tiredness x Altogether I felt rather washed up - my head ached, my hands were cut and there were small shrapnel wounds on my face x

I walked all of this first night, There was a bright moon and I met very few people x I rested for awhile in a pine forest and filled my water bottle x

During the whole of the night I looked for a barn but the houses in this section didn't have any x At 0800 hrs

17 Feb. 1943

I went to a farm house, watched it for some time, and when a woman came out I spoke to her x I told her I was an American and she took me in immediately.

I was fed and stayed there an hour before she took me to another house x at this house I was interviewed by a person who

spoke some English. They wanted me to stay there for the duration of the war but I said I could not do that. They gave me clothes

17 Feb - 25 Feb  
1943

and during the day, for eight days, I hid in a forest but came into the house at night to sleep. Finally the man who

25 Feb - 5 March  
1943

spoke English took me from here to his home where I spent eight <sup>days</sup> in an upstairs room. On 5 March 1943 I was visited by a ~~man~~ someone who arranged my subsequent journey —

Wilson

(6)

We left Thurleigh at 1000 hrs 16 Feb 1943.  
Our target was St. Nazaire. Started over channel at  
1100-1115. Going across channel B.T. gunners heated suit  
gelled to work - Called Pilot - Went up to see pilot - Pilot  
said stay in radio room until making landfall or unless we  
saw enemy planes before - This way wouldn't have  
to stay in throat but a few minutes - Pilot told him  
to get back in when we made landfall - 2  
sight of France Nav - called that twin engine  
plane was far below going in to clouds.  
Never attacked. One lot turned back. After that  
clouds all way to target - Target area clear  
Few smoke jets - not many - Dropped bombs - had  
been in flock for some time - Heavy over target -  
accurate altitude - turned left at target - Flak holes  
in both wings of ship - Soon after noticed fighters  
in front getting alt - 5.16 - We were second Sq in  
right-wing - started attack - heab on - called  
pilot to lower more so I could get at them - Upper turned -  
Ok, he said - Then fighters started coming in -  
Seem to be coming in on us only - 1st one came in  
at 1:00 o'clock - I couldn't shoot at him - all at once  
the ship lurched into sudden dive - Heard the sounds



of strikes - Cap started calling Nam & Brad  
that Bill (Pilot) had been hit - No answer -  
inter com shot away in noise - Called only few times -  
When Pilot was hit he must have fallen on stick -  
we got out of formation - Pilot was standing on  
his feet in catwalk - stooped over with head  
down - saw blood on his head - more attacks  
coming in - almost crashed into plane on right  
wing - Cap saw it & jerked on stick - Second  
bunch of fighters got hits on my turret - Tore  
3 oxygen cans away racks & fell around my  
turrets left 2 ft hole in fuselage - shot at  
ships - seem to strike with tracers - My turret  
was jerking - My turret was totting dragging  
oxygen cans around & hitting pilot on head -  
Opened Bomb bay door & threw them in the  
bomb bay - Heard no more on inter com -  
We kept fighting - 6 fighters - making noise  
attacks - dropped from 24,000 to 6,000 - #2  
engine hit - smoking - attacking in pairs  
while one would shake ship from side - 15 mins  
of fight - Saw we were too low to get help -  
Ran into slight cloud -

that we might lose fighters - in clouds - out of  
clouds however - fighters waiting for us  
when we got out of clouds - Hit #3 -  
that I heard B.O. signal - Stopped down &  
saw Cap taking off head phones - jerking  
everything loose - I had a seat chute - I  
went thru Bomb bay to rear - Bomb bay  
doors closed - & Radio room doors hard to open  
& when I got in the R.O. was leaning on  
door - Shot in leg - waved at him that we  
were leaving ship - Went to Waist - B.T.  
gunner standing by his turret - One W.B.  
dead (neely) - Other W.B. standing by gun -  
kicking - Side of face shot away - Went to salvo the  
doors & had a hell of a time doing it - pulled  
release & nothing happened - Got on knees  
& braced & pulled & tugged - Kicked it & opened -  
R.O. had crawled to door - motioned him  
out - W.B. & B.T. just behind me - I went  
on seat - made slight delayed jump - 6000  
As soon as chute opened - jerked & turned - fitted  
well - looked around & saw ship gliding away -  
#3 engine burning - flame on top & bottom of wing

from leading edge out — Saw plane hit  
ground + seemed to disintegrate — at the  
right saw a chute higher than I was — chute  
was Espatille (R.O.) — same time above me to  
right and no one in chute — Two fighters circled  
me + other chute — just looked as over — about  
to hit in trees — went between trees + ditches —  
hit ground easily — fell on back — chute fell away  
nicely — unbuckled harness — grabbed chute + harness  
+ dragged it to a ditch — took a knife + cut off  
piece of chute — 2 foot sq — took off Mae West —  
hid <sup>them</sup> under leaves in ditch — Started running —  
just where I fell saw church on a nearby hill —  
Lot of ditches there + not much cover — Both  
hands cut — small pieces of shrapnel in face —  
knot on forehead + headache — don't know when it all  
happened — Kept to ditch + bushes — came to a canal  
+ went down it — to Bridge — crossed — left road  
when I saw someone coming on bike — darted in bushes  
+ hid — Boy about 12 — he came back + looked  
at me — knew who I was — pointed up road +  
asked about 'Boche' — said 'no' — He got on bike  
+ left —



Kept moving - about 4 kilos - walked on  
Came to a road - I saw man & 3 birds coming up  
road - Across road in field man working -  
Then bushes thinned out & few farmhouses around -  
2 darted into ditch & hid - Stayed 30 minutes -  
Fr. peasant came up & brot 4 apples - Said was  
a friend - Said he liked Americans - Left me  
& I crawled into ditch & covered up - Didn't eat  
very hungry - Stayed til dark in ditch - took  
Benzadrin tablet - helped a lot - When  
dark took another tablet & at marked tablets -  
then went to road & started walking - walked  
3 or 4 kilos - passed several houses - Met a  
few people on road - said nothing - Came to  
a pine forest - started going thru it -  
Came to paved road - went down paved road -  
moon up - ~~See~~ Could see far down road -  
very thirsty - used water bag - Left road &  
started across country - all along dogs barking -  
Kept looking for a barn - found only houses -  
17 Feb - Walked all night - next a.m. at 8 came to farmhouse  
- hatless & in coveralls - Had scarf - used scarf as hat -  
hung around house til light - saw a woman

She came out - I spoke to her - Told her where  
I was & would she help - took me in house -  
into room where children sleeping - Brod me  
head transages - gave me wine - tobacco -  
Stayed an hour - She & son carried me thru woods +  
fields to large chateau - room on 3<sup>rd</sup> floor - woman <sup>89</sup> yrs  
+ 2 girls 19 + 21 - Stayed 2 hours in room - Lady who  
looked me there stayed with me - one girl left - talking  
about a cheryman - noon came back with a  
man - spoke a little English - dictionary - Asked  
me questions - Told me nothing definite - Asked if he  
could help me - said "no" - They'd keep me for duration -  
Told them I couldn't do that - Brod in some blue  
denim clothes - Put them on - Said I would sleep  
there at nights but must hide in forest during  
day - Got rid of flying hoots - Gave me food wine -  
Girl took me away from house - pointed to a woods -  
Went there I hid in brush - dark - back to chateau -  
at again - slept in bldg near house - bedroom -  
Each morning would wake me before daylight - food -  
Kept this up for 8 days - Very cold - man would  
come to see me - kept talking about people he was  
trying to see -

He moved me to his place on 8<sup>th</sup> day because  
some women had found I was there — 2. kilos away —  
Spent 2 days in a room — Told me that Major was  
coming to see me — They came — Guy — Told me  
who he was — that I would go to his place soon —  
That night a gentleman from came to see me — Told  
me he was a good friend — In last war — Lt. in first of  
this war — Broke a cake — next day noon — fellow I  
was staying with took me 15 kilos to Ploermel —  
Cafe — Spent night there — next a.m. a young fellow  
came for me — Got identity card — They arranged it —  
young man had 4 pistols — Gave me two — Got  
on train — 7:30 p.m. — rode 40 kilos to Saint Meens  
Slow train & bus — The Major (Guy) + 2 RAF boys —  
went to Guy's house on outskirts of town —  
F/Lt Carter (RAF) Sgt Barry (RAF) — Sat. arrived  
Stayed til Monday — Guy kept in contact with  
England by radio — had secretary who decoded  
messages — Monday a.m. hired car + we (4) went  
200 kilos to Finster-morbihan + we walked  
from this line to Morlaix — 20 kilos — about  
~~18 kilos~~ got to Morlaix — dark — going to catch a  
boat — boat was to pick us up + papers of Guy's



train —

Caught train at Morlaix - Went to Saint Pol de Leon - 8 March - Spent night in hotel - Contact with friends + borrowed radio - Owing to weather conditions boat was to come 9 Mar - 13 Mar - They were to come at night + they would bring my personal messages sent to France over BBC + that word would come 9 March - Supposed to be at beach from 12 - 3 p.m. - I think we started walking + walked far to Cléder - turned right + went to beach - 15 miles from Morlaix - Got to beach - 10.30 - 11 p.m. - Starting waiting and several times thought we saw a light blink - Sitting by rocks til 3 a.m. - 2 gendarmes looked at our papers on way to beach - 2 RAF spoke French - my card said dead + dumb - We each had a gun - boat did not come - Mixup - I went to wrong place - went back to Saint Pol - walked halfway back + slept for while in haystack - started again before daylight - Stopped by German sentries - also had paper said working for Germany - said going to work at Morlaix - looked at one or two identity cards -

St. Pol - kept listening to Radio - stayed 3 or 4 days  
No more messages - caught train to St. Brieux -  
Started to station they were checking identity  
cards - no permission to be in zone - Had to go to  
German Office - & get permission to leave the station -  
got it - no trouble - then wait for train -  
Back to station - gave permit back to Germans -  
Went to Bonting - they contacted - Comd of Police -  
Spent night in hotel - next am in car  
picked up Lt Biggs - & went to a monastery -

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

6 July 1943

E & E REPORT NO. 46  
EVASION IN FRANCE

14068222, T/Sgt Claiborne W. Wilson  
423 Bombard Squadron, 306 Bombard Group

AGE: 25 years  
LENGTH OF SERVICE: 1-1/2 years  
HOME ADDRESS: HOLLY SPRINGS,  
North Carolina

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

OTHER MEMBERS OF CREW:

*Smitty: call PWIB for disposition  
checked to see if any more members.*

PILOT	0-437894 1st Lt William H. WARNER
CO-PILOT	0-727172 2d Lt Arnold R. CARLSON
NAVIGATOR	0-660533 1st Lt Lewis H. UTLEY
BOMBARDIER	0-72643 NARRATOR 2nd Lt Robert E. Kyliass
RADIO OPERATOR	39083381 T/Sgt. Eddie F. ESPITALIER
BALL-TURRET GUNNER	19005539 S/Sgt. Walter C. MORGAN
WAIST GUNNER, RT.	6964897 S/Sgt. Colon E. NEELEY
WAIST GUNNER, LT.	6658162 S/Sgt. Robert D. KISLING
TAIL GUNNER	14058038 S/Sgt. William E. WILLIAMS

*Narrator*

16 February 1943  
THURLEIGH

We left THURLEIGH at 0900 hours 16 February 1943 to bomb ST. NAZAIRE.

We had clouds all the way to the target but the target area was clear. We had encountered flak, which was heavy only in target area and <sup>only</sup> accurate in altitude. We turned left after dropping our bombs and very soon I saw five F.W.'s getting ready to attack. There were flak holes in both wings of our ship.

ATTACKED BY  
FIGHTERS

The fighters carried their attack head-on to our aircraft. I called to the pilot to lower our nose so I could get to them. He answered, "Okeh." The first attack came from 1:00 o'clock but I couldn't fire. Suddenly the plane lurched into a dive. I could hear the sound of bullets striking the fuselage. The co-pilot was calling the navigator and bombardier to to say that Lt. Warner had been wounded. There was no answer.



I made a slightly delayed jump from 6,000 feet. When my chute opened I saw the plane gliding away. The <sup>number three</sup> No. 3 engine was burning.

AIRCRAFT  
BREAKS UP  
ON GROUND

Flames covered the top and bottom of the wings. I saw the plane hit the ground where it seemed to disintegrate. At the right, and higher than my chute, there was another. I think <sup>I was</sup> Sgt. ESPITALIER. There was an open, empty chute above that. It looked as if the harness had broken away when the chute opened. Two fighters circled me and the other chute, looking us over, but did not bother us.

I made a good landing just missing some trees. After cutting a piece from the silk of the chute I hid it with my Mae West under some leaves in a ditch. I started to run then. There was very little cover

but I kept to ditches and underbrush until I reached a canal. After following that for awhile, I got onto a road. One young boy, about 12

NO HELP  
DURING  
FIRST DAY

years of age, saw me though I tried to hide from him. He knew who I was, came to me, and when I asked about the 'Boche' he pointed down the road and shook his head. After he left I walked for about <sup>four</sup> 4 kilometers.

before I met anyone. When I got into a ditch to hide a French peasant brought me four apples. I stayed in this ditch until dark before

walking again. I had gotten into a well-populated countryside. While in the ditch I ate some malted-milk tablets from my escape Aids Box. The benzadrine tablets relieved my tiredness. Altogether, I felt rather washed up - my head ached, my hands were cut and there were small shrapnel wounds on my face.

WALKS  
ALL NIGHT

I walked all of this first night. There was a bright moon and I met very few people. I rested for a while in a pine forest and filled my water bottle. During the whole of the night I looked for a barn but the houses in this section didn't have any. At 0800 <sup>hrs</sup> hrs. I went to a farm house, watched it for some time, and when a woman came out, I spoke to her. I told her I was an American and she took me in immediately.

17 Feb 1943

The 'inter-com' in the nose had been shot away. We were out of formation.

I could see the pilot standing in a stooped position in the catwalk with

his head hanging down. I saw he was badly wounded. The second attack

from the fighters jerked my turret loose and knocked three large oxygen

cans from their racks. The turret was swinging loose and dragging

the cans around so that they were hitting the pilot. I opened the door

into the bomb-bay and threw the cans in there. I heard nothing more

on the 'inter-com'. There was a large hole about 2 feet wide in the

fuselage near me. I fired at fighters from 24,000 feet until we were

down to 6,000 feet, and could see that I was getting strikes. Our <sup>number four</sup> No. 4

engine was hit and smoking. While the fighters were attacking in pairs,

one would parallel us and rake the ship with machine gun fire.

We fought for 15 minutes. When we hit slight clouds at 6,000

feet I knew we were too low to get help. The fighters picked us up

when we came out of the clouds. They hit our <sup>number three</sup> No. 3 engine and I

thought I heard the 'bale out' signal. When I stooped over I saw the

co-pilot taking off his head-phones. I had on my seat chute. When I

got to the door of the radio room it was hard to open and, after I got

in the radio room, I saw that the radio operator had been leaning

against the door. He had a serious leg wound. I motioned to him

that we were leaving the ship. In the waist the ball-turret gunner

was standing by his turret. One waist gunner, Sgt. ~~NIMLEY~~, was dead.

The other, Sgt. KISLING, was standing by his gun in a dazed condition.

He was very seriously wounded.

I pulled the release on the waist door but nothing happened. I

got on my knees to brace myself and pulled, pushed, tugged and

finally kicked it open. The radio operator had crawled to the door

by this time so I motioned him out. Sgt. KISLING and Sgt. MORGAN

were behind me when I jumped.

INTER-PHONE  
SHOT OUT

AIRCRAFT UNDER  
HEAVY ATTACK

CREW MEMBERS  
DEAD OR  
WOUNDED

BALES OUT  
AT 6,000  
FEET

SECURES  
HELP

17 Feb -25 Feb  
1943

I was fed and <sup>was</sup> stayed there an hour before she took me to another house. At this house I was interviewed by a person who spoke some English. They wanted me to stay there for the duration of the war, but I said I could not do that. They gave me clothes and during the day, for eight days, I hid in a forest but came into the house at night to sleep. Finally the man who spoke English took me from

25 Feb - 5 Mar  
1943  
JOURNEY ARRANGED

here to his home when I spent eight days in an upstairs room. On 5 March 1943 I was visited by someone who arranged my subsequent journey.

1/SGT. Clairborne W. Wilson



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

6 July 1943

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INTER-PHONE  
SHOT OUT

AIRCRAFT  
UNDER HEAVY  
ATTACK

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BALES OUT  
AT 6,000  
FEET

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DURING  
FIRST DAY

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ACURS  
HELP

17 Feb - 25 Feb  
1943  
25 Feb - 5 Mar  
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Compiled By:

Approved By:

J.F. WHITE  
1st Lt, AC

W.S. HOIF  
1st Col, AC  
Commanding

JFW:jed

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		<u>APPENDIX "D" - EQUIPMENT &amp; TRAINING</u>	
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			<u>8</u>



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

6 July 1943

APPENDIX "B" TO E & E REPORT NO. 47

1. The following information has been obtained after an interview with a sergeant 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 15 Feb 1943  
to 1 June 1943

1. Eight kilos south of MORLAIX toward ST. NAZAIRE there is a dummy airfield with dispersed dummy aircraft. (Twin-engine bombers and single engine fighters)
2. German soldiers wore ill-fitting uniforms. In CARHAIX saw young German soldiers drilling. Clothes patched and dirty.
3. German soldiers either very young or middle-aged.
4. Saw FW 190's, JU 88's and training planes flying over MORLAIX.
5. Was told in MORLAIX that one airfield was non-operational due to lack of petrol.
6. Heard that telephone line was being laid underground from FINISTERE through MORBIHAN. French labor working on the line supposedly pouring a slowly-eating acid on the wire.
7. Passing through VERSAILLES saw several troop trains and freight cars loaded with tanks standing on sidings.

SECRET - AMERICAN  
MOST SECRET - BRITISH

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

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- a. Eight kilometers south of MORLAIX toward ST. NAZAIRE there is a dummy airfield with dispersed dummy aircraft. (Twin-engine bombers and single engine fighters)
- b. German soldiers wore ill-fitting uniforms. In CARHAIX saw young German soldiers drilling. Clothes patched and dirty.
- c. German soldiers were generally either very young or middle-aged.
- d. Saw FW 190's, JU 88's and training planes flying over MORLAIX.
- e. Was told in MORLAIX that one airfield was non-operational due to lack of petrol.
- f. Heard that telephone line was being laid underground from FINISTERE through MORBITHAN. French labor working on the line supposedly pouring a slowly-eating acid on the wire.
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Wilson

app B-

interview with Sergeant —

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App B

1. 8 kilos from Morlaix So toward St. Nazaire —  
Thomson a/c twin-engine bombers  
& fighters —
2. Germans — 1st some ill fitting uniforms —  
young boys in Carhart — drilling — patch duty
3. Most soldiers — old men & very young
4. Morlaix — 7.00.150° ju 88° training planes —
5. Morlaix — told one field there they weren't flying  
because no petrol —
6. From Lurestein thru Morlaix lay telephone  
lines underground — French labor (hersey)
7. Acid being poured on wire that will eventually  
eat it up —
7. Versailles — tanks —