

HQ, ETOUSA

SECRET - AMERICAN
MOST SECRET - BRITISH
MIS(X)

OFFICE OF AC OF S, G-2

MIS DETACHMENT

QUESTIONNAIRE FOR SERVICE PERSONNEL
EVADING FROM ENEMY OCCUPIED COUNTRIES

1. Full Name, Rank and Serial No. EDGAR BOYD COLE
2. Decorations. NONE MAJOR AIR CORPS O-362148
3. Unit or Squadron. 336th BOMB SQ. (H)
4. Division (Army) or Group. 95th BOMB GP (H)
5. Date of Birth. SEPT 14, 1916
6. Length of Service. 5 YEARS 2 MONTHS
7. Private Address. Box 707 NYSSA, OREGON U.S.A.
8. If in A.F., on what operation were you engaged? State place, date, and time of departure. Where and when did you come down? BOMBARDMENT OF GERMAN NAVAL STORES AT RENNES FRANCE. DEPARTED ALCONBURY MAY 29, 1943 AT 1330. CAME DOWN NEAR COAST OF FRANCE AT ST MALO. A/C WAS COMPLETELY DESTROYED
9. If in AF, give names of other members of crew and what happened to them.
CN
10. Give details and full story of your trip on attached sheets.
11. Did you pay your guides? If so how much? 2000 FRANCES
12. Do you speak French? Spanish? NO FRENCH SPANISH FAIR
13. Did you have Identity Papers? NO.
14. Have you been questioned before to-day on your escape or evasion? If so, where and by whom? Have you given anyone a written report on your experience? Where and when? NO WRITTEN REPORT. VERBAL
15. Did you report on your operations? If so, where and to whom?
REPORT TO. MAJOR GRADY LEWIS, & MR. DONALD DARLING AT GIB -
YES TO MAJOR CLARK AT GIB.
16. Did you sign a security certificate warning you against talking about your escape or evasion? If so, where and when? YES AT ALHAMA DE ARAGON, SPAIN, & AT GIBRALTER
17. Place and date of departure for U.K. By sea or air.
BY AIR, FROM GIBRALTER JULY 21, 1943
18. Place and date of arrival in U.K.
HENDON AIRPORT, LONDON JULY 22, 1943

MAJOR CLARK AT MADRID

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

~~G-1, L 1~~

Report Distribution

~~A-2,~~

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

Appendix "D"

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

not organization.

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

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

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

comments re pictures?

photos? or identity card?

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

25 July 1943

E & E REPORT NO. 50
EVASION IN FRANCE

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

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

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

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

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

29 May 1943
ALCONBURY

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

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

BOMBING OF
RENNES

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

ATTACKED BY
FW'S

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

AIRCRAFT
ON FIRE

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

FALLS WITH
CHUTE
UNHOOKED

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

PLANE
CRASHES
AND BURNS

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

IMMEDIATE
HELP

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

30 MAY 1943

GIVEN
CIVILIAN
CLOTHING

1 JUNE 1943

2 JUNE 1943

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

3 JUNE 1943

JOURNEY
ARRANGED

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

Compiled By:

Richard R. Nelson
RICHARD R. NELSON
Major, AC

Approved By:

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

RRN:vb

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

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

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MOST SECRET - BRITISH

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

25 July 1943

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to 13 June 1943

1. Between ST MALO and ST BRIEUC there are at least twelve 240 mm naval guns.

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3. Glider troops were being trained at TOURS.

4. There are DO 217 bombers at a field near CARCASSONE.

5. The airport near NARBONNE is being improved.

6. The airport at PERPIGNAN is being improved.

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PLANE CRASHES
DESTROYED
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IMMEDIATE
HELP

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

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

30 May 1943

GIVEN
CIVILIAN
CLOTHING

early the next morning, I left. I soon met ~~some~~ people returning from church. Two elderly ladies took me to a thicket and hid me. Visitors came all day ^{to} and gave me food. One boy brought ^{civilian} clothing. I ^{put it on} changed and hid my uniform. About 2100 hours ~~that evening~~ the boy, who had given me the clothing, returned, ^{to take} and took me to his house, which was about an hour away. I spent this night in the barn. Early the next morning I

1 June 1943

was hidden in a deep ditch where I stayed all day. That night I was ^{at} fed in the house and again slept in the barn. The next morning I ^{in a thicket for the entire day} was hidden behind a low bush and I stayed there ~~all day~~. The young

2 June 1943

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

3
8 June 1943

JOURNEY
ARRANGED

Confided by:
Richard R. Nelson
Major AC

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

Secret

SECRET - AMERICAN
MOST SECRET - BRITISH

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

25 July 1943

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

1. The following information has been obtained after an interview with an Officer who evaded capture by the enemy, after being in enemy-occupied territory.

2. Further circulation of this information may be made, but when doing so, no information as to the source may be divulged.

Statement of information covering period from *29 May 1943*
to *13 June 1943*
twelve

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

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

Secret

5+E REPORT
EVASION IN FRANCE.

4

O-362148, EDGAR ROYD COLE, MAJOR.
336TH BOMB Sq. 95TH BOMB GP.
AGE: 27

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

LENGTH OF SERVICE: 5 1/2 YEARS.

HOME ADDRESS: Box 707 NYSSA OREGON.

OTHER MEMBERS OF CREW:

PILOT	O-727176	1ST LT. LAWRENCE D. CLARK THINK KILLED
CO-PILOT.	G-76	F/O YNGVAR S. BERNTSEN M.I.A.
PILOT-OBSERVER		NARRATOR
NAVIGATOR	O-421395	CAPT. RAY E. LANDRUM. P/W (HEARSAY)
BOMBARDIER	O-724204	1ST LT DWIGHT A. FISHER P/W (HEARSAY)
W/ST GUNNER + ENGR.	17043460	T/SGT WILBUR S. RIFE. P/W (HEARSAY)
RADIO OPERATOR.	39075735	T/SGT GARLAND L. TRAGUE THINK. KILLED
BALL TURRET GUNNER	17064358	S/SGT. ROBERT L. CARLSON P/W (HEARSAY)
W/ST GUNNER	37187732	S/SGT CHESTER J. MAYO P/W (HEARSAY)
TOP TURRET GUNNER	34332956	S/SGT EARL H. UPCHURCH THINK KILLED
TAIL GUNNER	37013964	S/SGT WILLIAM W. WOOD P/W. (HEARSAY)

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

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

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

BOMBING
OF
RENNES

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

ATTACK
BY
F.W's

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

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

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

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

PLANE
DESTROYED

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

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

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

here noticed a farmer cutting hay in a field close by. I waited and when he started for his house I followed him. When close to the house dogs started barking and there was such a commotion, I turned to leave. A little girl came running after me and I followed her into the house where I was fed. That night I slept in a small shed out in a field. After being given milk and cookies early the next morning I left. I soon met

MAY 30th

some people returning from church. Two elderly ladies took me to a thicket and hid me. Visitors came all day and gave me food. One boy brought clothing as I changed and hid my uniform. About 2100 hours ^{time} that evening the boy who had given me the clothing returned and took me to his house which was about an hour away. I spent the

MAY 31st

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

JUNE 1st

behind a low bush and I stayed there all day. The young man who was hiding me brought another man to see me. This man could speak

a little English. That night I returned
to the house, was fed, allowed to stand and
once more slept in the barn. About ^{0630 hours} ~~six thirty~~
^{JUNE 7th} the next morning the Frenchman I had met the
day before came for me. He had two suit cases -
one for me, with all necessary toilet articles
in it. I took off my ring and watch ^{before} we
started. From here my journey was arranged
for me.

~~LIST OF MILITARY INFORMATION~~
APP B.

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

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

MAY
29TH

We left Alconbury 13.30 hrs May 29th. to bomb German Naval Stores at Rennes France. The rendezvous did not go off as it should. I feel that this may have had something to do with our being shot down. We hooked on to the end of the formation right off coast of France just off Jersey island. We made our bomb run fighter cover & run in OK. We bombed Rennes most of burst in target area. Small scatter of burst in civilian area. It looked like the bomb from one squadron fell in suburbs of town north west. It appeared to me that an area about 100 yds wide & 200 yds long was hit.

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

About $\frac{1}{2}$ way between Rennes & coast I saw one of our planes in the lead squadron in our group shot down by F.W.s. It was an attack

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

on bottom door & the navigators pushed me
 out. I still had parachute hooked on only
 right hand side. We were at about 18,000 ft.
 After going out I hooked the left hand side
 of chute as soon as I got my breath. I pulled
 rip chord at about 5000 ft. I looked at my
 watch & it said exactly 4.30. I noticed one plane
 going down & counted 7 chutes besides mine. It looked
 like automatic pilot had been chuted in.
 I saw plane crash & burn. It struck a small
 French farm house. I saw one man land in a
 tree about 200 yds from where plane crashed.
 The fighters circled plane but paid no attention
 to chutes. We had not quite reached the flak
 belt. I was headed for a tree I put my feet
 up ^{to push off from tree} & fell straight down in a ditch and
 hit hard on end of my spine. I unhooked
 chute & clunked out of ditch a family of French
 I can guess about 8 refugees. West of San Mado.
 came running up. They took chute, jacket, Mac West
 The Frenchman took me into part of house where
 they kept mine here I took off flying boots,
 shirt, insignia coveralls. Gave me bread & mine.
 I only stayed about 5 or 10 min. Had on pants &
 with shirt, G.I. shoes. The Frenchman took me

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

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

~~MARKET~~ MICHEL GAISNLAIN
9 P.M. young man returned + took me to his house
about 1 hr away. They fed me + put me in barn with
cow spent night here. 5 A.M. took me in coffee + bread
me + bread to take. Hid me in a deep ditch where
I stayed all day. After dark took me horse + cart
+ back to barn. Next morning took me in opposite
direction + hid me in low bush food to last all
day. He brought a Jean Grivet ^{25 yrs. old.} (Son of San Servian
close to San Mals) He spoke a little English.
That night took me back to house, shaved, + back
to barn. Next morning fed me + about 6:30 Jean
came with 2 valises. gave me a bed roof + towel
razor took bath. Tidy at Jean put food in. gave
me coat + scarf. I took off ring + watch. Went
to narrow gauge R.R. to Remen. Jean + I
road with out tickets, at Chateauneuf which
seemed to be the checking pt. The German soldiers
paid no attention to people going out. About 5 mi
after Chateauneuf Jean got off + bought tickets
for all 3 of us. Arrived Remen about
noon. Jean student at Academy of Sciences. He

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

I was told ⁷ that the French checked
his of D'Arcy's train got on train as Vison &
rode to Chateaux.

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

8

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

One in a field where our party assembled 9 of us + 2 guides. We set off south + crossed river + hid in bushes on side of river stayed until 9 P.M.

Then went S.W. + went east of La Perthus + guides took us $\frac{1}{2}$ way up a mts + left us about 5.30 A.M. + came back about 9 P.M. then over the mts + crossed border about 12.30 that night.

Guides left us on border. Our party broke up 6 went to police station at La Junquera. 2 Frenchmen + I started for Barcelona. We went to Figueras + were picked up by an army officer who was out walking with his wife. Taken to hq of border patrol about 9 P.M. June 13th. Registered finger prints + photo some questions searched. Then next evening to prison met other 6. There hair clipped, Bath vaccinated. Mechanical engineer on my fingers. Nine days in this prison.

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

19
A Mr. Gist from Barcelona an American
Red Cross Rep (Frenchman) came. I gave some
R.R. & S. N. on piece of paper to him. The 9th
day rep from M. S. consulate came & took
me to Lerma, stayed in Hotel Tarradellas &
left instructions for clothing & toilet articles.
I stayed here 13th days to 5th July. A Spanish
Q. F. officer came & took me to Barcelona &
stayed in hotel 2 nights & 1 day. Another ^{Spanish} Q. F.
officer took me to Adana, stayed until
13th of July. ~~He~~ ^{at 4 o'clock} ~~took me to~~ ^{took me to} Modiol
stayed in a bad dirty hotel (Carmen Hotel)
1 night. Then by car to Trab with St. Johnson.
Stayed in Seville one night on way. In Trab
Victoria Hotel 6 days. To M. K. by plane
Arrived Trab. Ed July 22nd 7 A.M. Trab
L.D.C. 6 P.M.

Pierre Tedue (60 years old house boy - English)

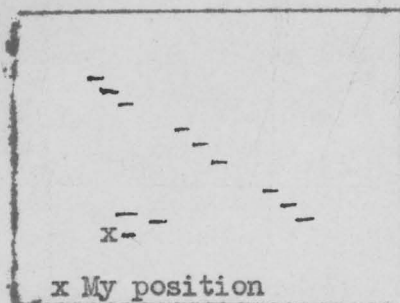
address Michel Tedue No 6 Zille St

Algues
Hainy O.K. Algeria.

6

O-362148, Major Edgar B. COLE USAAF

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



Position in formation.
Make Diagram

Observed results of Bombing

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

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

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

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

Flak:

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

(over)

Technical Failures

Motors None

Armor None

Armament None

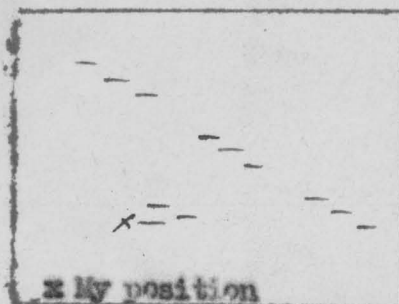
Miscellaneous Received 20 mm cannon shells in the cockpit which broke the lines in the hydraulic system. The hydraulic pump then proceeded to pump fluid into the cockpit which was on fire, making it like the inside of a furnace.

Comments and Suggestions on any of the above:

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

Major Edgar B. COLE, O-362148

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



Position in formation.
Make Diagram

Observed results of Bombing

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

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

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

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

Flak

Time, Place, Quality.

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

(over)

Technical Failures

Motors **None**

Armor **None**

Armament **None**

Miscellaneous

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

Comments and Suggestions on any of the above:

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

336 SQ 95th

A/C No.

Letter

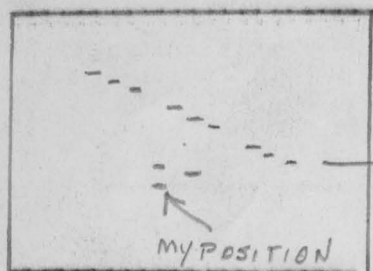
Load GP

Date

MAY 29, 1943

EDGAR B. COLE, MAJOR USAAF

ASN 0-362148

Position in formation.
Make Diagram

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

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

Our Tactics none, just a mad dash for home

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

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

Technical Failures

Motors

none

Armor

none

Armament

none

Miscellaneous

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

Comments and Suggestions on any of the above:

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



RECEIVED
OFFICE OF THE
ADJUTANT GENERAL

S E C R E T

APPENDIX "D" TO E AND E REPORT NO.

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

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

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

1. AIDS BOX

- (a) Did you use your aids box? yes
- (b) If not, had you one on you?
- (c) If not, why had you no aids box?
- (d) If you used it, which of the following items did you use? Put a dash (-) against each item used and state briefly the circumstances, e.g. "Lying up for 2 nights", etc.
 - (i) Horlicks tablets. - Hungry
 - (ii) Chocolate. - for energy to cross mountains
 - (iii) Milk (tube). - Hungry
 - (iv) Benzadrine tablets (fatigue). - to enable me to cross mountains
 - (v) Halazone tablets (water purifier). - to purify water
 - (vi) Matches. - to light cigarette
 - (vii) Adhesive tape. - cut my finger
 - (viii) Chewing gum. - to combat thirst
 - (ix) Water bottle. - to get water out of streams
 - (x) Compass. -
- (e) Did any of the above items prove unsatisfactory? the milk paste
If so, in what respect? tube broke and ran into the contents of the kit.
- (f) How did you finally dispose of the box. I threw it into a deep ditch
- (g) Can you suggest any way in which the contents of the aids box might be changed to make it of greater use, bearing in mind that the size of it cannot be larger? yes, substitute paregoric for the milk paste, to combat dysentery

2. PURSE

- (a) Did you carry a purse? yes
If so, state COLOR. Brown
If NOT, state why not.
- (b) Did you use the purse? yes
- (c) If so, which of the following items in the purse did you use? Put a dash (-) against each item used and state briefly the circumstances.
 - (i) Maps. Which ones? - Spain and France
 - (ii) Compass. -

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

3. AIDS TO ESCAPE - (GADGETS*)

(* Issued separately from aids boxes and purses.)

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

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

- (b) Were they satisfactory? *—*

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

PAREGORIC TABLETS TO COMBAT DYSENTERY

4. PASSPORT SIZE PHOTOGRAPHS

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

5. LECTURES

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

*STATION, ALCONBURY, APRIL 1945, GROUP
INTELLIGENCE STAFF*

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

9 April 1943

SUBJECT: Safeguarding of P/W Information.

TO : Personnel concerned.

1. It is the duty of all Americans to safeguard information which might, either directly or indirectly, be useful to the enemy.
2. It is an offense, carrying heavy penalties, to publish or to communicate to any unauthorized person any information which might be useful to the enemy.
3. Information about your escape or your evasion from capture would be useful to the enemy and a danger to your friends. It is therefore SECRET.
4. a. You must therefore not disclose, except to the first Military Attache to whom you report, or to an officer designated by the Commanding General of the Theater of Operations:
 - (1) The names of those who helped you.
 - (2) The method by which you escaped or evaded.
 - (3) The route you followed.
 - (4) Any other facts concerning your experience.b. You must be particularly on your guard with persons representing the press.c. You must give no account of your experiences in books, newspapers, periodicals or in broadcasts or in lectures.d. You must give no information to anyone, irrespective of nationality, in letters or in conversation, except as specifically directed in Par. 4a.e. No lectures or reports are to be given to any unit without the permission of the War or Navy Department.

By command of Lieutenant General ANDREWS:

Ralph Pulsifer
RALPH PULSIFER,
Colonel, AGD, Adjutant General.

CERTIFICATE

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

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

Name (Print) EDGAR B. COLE Signed Edgar B. Cole
Rank MAJOR ASN O-362148 Date July 23, 1943
Unit 336th Bomb Sq Witness R. D. Nelson
95th Bomb Grp *Major a.c.*

19 October 1942

SUBJECT: Safeguarding of P/W Information.

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

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MILITARY OBS. GIBRALTAR

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

JEB
15 July 1943

SUBJECT: Orders.

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

Having reported at this station on 15 July 1943, you are placed on temporary duty this office. Upon completion of this temporary duty you will proceed by first available transportation to LONDON, ENGLAND, where you will report without delay to the Commanding General, European Theater of Operations, U.S. Army. By authority of WD Cablegram No. 45, 4 February 1943, in lieu of subsistence, a flat per diem of \$6.00 is authorized while traveling on official business (except by belligerent or government vessel) and while on temporary duty this station, in accordance with existing law and regulations. TDM FD 1-5412 P 432-02 A 0425-24.

By order of Colonel FORSTER:

GRADY LEWIS
Major, Air Corps,
Executive officer.

OFFICIAL:

GRADY LEWIS,
Major, Air Corps,
Executive officer.

Distribution.

MIS

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

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

Maj. Cole

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