

RAPPORTS D'EVASION DES SGTS MATTHEWS ET REDFORD
(Documents transmis par Mickaël HUCHELOUP)

I.S.9/WEA/2/24/147

EVADED CAPTURE IN FRANCE

The information contained in this report is to be treated as

STATEMENT BY

418756 F/SGT MATTHEWS, A.W. 563 Sqn R.A.A.F. Bomber Command

Date of Birth	: 7 Jun 22	Peacetime Profession:	Architectural
R.A.F. Service	: 2 years, 2 months		Draughtsman
O.T.U.	: No 27 (LIUCHFIELD)	Private Address:	9 Barnsbury Road,
Conversion Unit	: No.4 (SYERSTON)		Balwin E.B.
Post in Crew	: Bomb aimer		VICTORIA, AUSTRALIA

Other members of the Crew:

F/O FLETCHER R.A.A.C.	(pilot)
SGT SMITH R.A.F.	(engineer)
F/SGT KING R.A.A.F.	(navigator)
W/O ROBINSON R.A.A.F.	(bombardier)
F/SGT REDFORD R.A.A.F.	(radio operator)
F/SGT BARRY R.A.A.F.	(tail gunner)

Type of aircraft place, date, time of departure.
Lancaster P. WADDINGTON, 10 Jun 44, 2245 hrs. approx

Where and when did you come down?
South West of JUBLAINS, 869619. 0130 hrs. 11 Jun 44.

How did you dispose of your parachute, harness and mae west?
Hid in a hedge and covered with bracken.

Were all secret papers and equipment destroyed?
Burnt as the plane crashed.

Maps used: FRANCE 1:100 000 Sheet 7G

Take off
10 Jun 44 At 2130 hrs approx we took off from WADDINGTON. Our objective was the marshalling yards at ORLEANS.

Way back
engines on
fire
11 Jun 44 On our way back one of the engines caught fire. It most probably had been hit by flak whilst on the target. The fire was put out but the engine was useless. Shortly afterwards the Port Outer went up in flames also. This fire was also extinguished. Running on two engines the plane was losing height badly.

Order to
bale out. After checking up the position with the navigation and seeing that we could not reach the Bridgehead the pilot gave us the order to bale out.

I bale
out I baled out first and made a good landing at (869619). It was 0130 hrs approx. The moon was low.

On the I immediately took off my parachute, harness and mae west. I buried them in a hedge in the field I had landed in. At that time I saw the plane crash and go up in flames in what appeared to me in a Northerly direction.

Move away I then set off in a westerly direction through the fields. I saw some houses not far away. I then turned back and walked in N. Easterly direction.

Get into hiding At 0400 hrs approx I found a suitable place to hide myself for the day. It was under some trees on the edge of a lake (873627).

Move at night 11-12 Jun 44 At dusk (11 Jun) I set off in a Northerly direction and got into hiding along the main road (891653). I slept until 1000 hrs.

Saw a church spire On waking up I saw the church spire of JUBLAINS (8965). I decided to move and try to contact the Priest. On crossing through a field I bumped into a woman leading a cow. I at once made her understand that I was English. She then called her husband who was working in a field nearby.

Taken to a house The husband came at once. I made him understand that I was hungry. He took me to his house, walking through lanes, passing many people and not hiding at all. He gave me some food and cider.

Taken to an orchard At approx 1500 hrs he took me to an orchard and made me understand to wait there till he could find somebody who spoke English. About an hour after he came back and told me that the English speaker and left for LAVAL and would not be back before a couple of days.

Move off I found it dangerous to wait that long. I decided to move on North. I went round the south of the village of JUBLAINS (8965) and hit the road running to GRAZAY (9069).

Get a lift A farmer on a horse and cart was passing. He saw me and offered me a lift. He dropped me about halfway between JUBLAINS and GRAZAY.

March to a farm I then marched north through the fields. On reaching the main road MAYENNE-BAIS west of GRAZAY I entered a farm to ask my way.

Given a meal I was very well treated, given a meal and a small map of the area.

See two Gestapo Men Whilst still in the farm I saw two Gestapo men talking to a farmer. I was at once shown the way out by the back of the farm.

Heard German voices I marched in a northerly direction and stopped south of the railway (area 8190) as I had heard some German voices on the line.

Cross the railway After dark I crossed the railway and slept in a field nearby.

Morning 13 Jun 44 On waking up I made North for the main road. On reaching the road I turned right and entered LA CHAPELLE AU PIBOIL (9472) at 0600 hrs, 13 Jun. I then turned left and took the road leading to LE HORPS (9281). I saw a young girl coming out of a cafe. I asked her for a meal. She then asked me if I was English or German. She made me understand that she could not give me a meal and that I had to carry on marching on the road.

Caught up by cyclist I went on marching. Shortly after I was caught up by a cyclist. He took me to his farm and gave me a meal.

Ask for civ clothes I asked him if he could provide me with civilian clothes. I wanted badly a dark pullover to put over my battle dress. He made me understand to push on the road which he said was not dangerous and that the clothes would follow later on.

Caught up by a small boy I took the road again and shortly after I was caught up by a young boy riding on a bicycle. He gave me a dark pullover and beret. In exchange I gave him my white pullover.

Reach LE HORPS I went on marching till I reached the outskirts of LE HORPS (9281) at approx. 1100 hrs on 13 Jun. From this time till I crossed the lines, I was in friendly hands and well looked after.

INTERVIEWED BY: I.S.9(W.E.A.) 14 Aug 44

File 15/Enc 161

I.S.9/WEA/2/25/140
EVADED CAPTURE IN FRANCE

The information contained in this report is to be treated as

STATEMENT BY

Aus.427743 F/SGT REDFORD F.S. 463 Sqn Bomber Command 5 Group R.A.F.

Date of Birth	: 28 Feb 21	Peacetime Profession:	Carpenter
R.A.F. Service	: 2 years		
O.T.U.	: No. 27 LICHFIELD	Private Address:	7,10th Ave Maylands WEST AUSTRALIA
Conversion Unit	: No. 1660, SWINDERBY		
Post in Crew	: Mid Upper Gunner		

Other members of the Crew:

P/O FLETCHER	(pilot)
SGT SMITH	(flight-engineer)
F/SGT KING	(navigator)
F/SGT MATTHEWS	(bombardier)
W/O ROBINSON	(radio operator)
SGT DERBY	(tail gunnere)

Type of aircraft, place, date, time of departure.
Lancaster III. WADDINGTON, 10 JUN 44. 2245 HRS.

Where and when did you come down?
Near JUBLAINS (874642 FRANCE 1:100 000 Sheet 7G)

How did you dispose of your parachute, harness and mae west?
Buried under some bushes near a forest.

Were all secret papers and equipment destroyed?
Aircraft crashed - presumed burnt or destroyed.

MAPS USED: FRANCE 1:100 000 Sheet 7G 1:250 000 Sheet 15+

Engine trouble	We took off from WADDINGTON on the night of 10 Jun around 2245 hrs. Our target was the marshalling yards at ORLEANS (1:250 000 <u>Sheet 15 W.6640</u>). We had completed our bombing mission and when we were about 20 mins away from the target, I noticed the port inner was on fire. I called up the pilot to tell him. The flight engineer feathered it. Very shortly afterwards the port outer went on fire - the two starboard engines began to cough and splutter. We started to lose height at about 500 feet a minute.
I bale out from 3-4000 feet	The pilot called over the inter com to "Bale out as soon as you can". I jumped from around 3-4000 ft. I pulled the rip cord as soon as possible.
Ankle injured on landing	On landing I received an injury to my ankle, which prevented me walking very far for a week or so.

Ask for civ clothes I asked him if he could provide me with civilian clothes. I wanted badly a dark pullover to put over my battle dress. He made me understand to push on the road which he said was not dangerous and that the clothes would follow later on.

Caught up by a small boy I took the road again and shortly after I was caught up by a young boy riding on a bicycle. He gave me a dark pullover and beret. In exchange I gave him my white pullover.

Reach LE HORPS I went on marching till I reached the outskirts of LE HORPS (9281) at approx. 1100 hrs on 13 Jun. From this time till I crossed the lines, I was in friendly hands and well looked after.

INTERVIEWED BY: I.S.9(W.E.A.) 14 Aug 44