

## ***Evaders, Then And Now***

### ***A RARE BREED OF AIRMEN, AND THE BRAVE PEOPLE THAT HELPED THEM.***

#### ***Evaded Capture In Denmark And Reached Sweden.***

The information contained in this report is to be treated as MOST SECURE Statement By NZ. 415708 F/Sgt. MORICE, Walter Frank, R.N.Z.A.F., 75 (N.Z.) Sqn., Bomber Command, R.A.F.

Left: STOCKHOLM, 28 Dec 1943. Arrived: LEUCHARS, 29 Dec 43.

Date of Birth:	4 Aug 22.	Peacetime Profession:	Stockrider.
R.A.F. Service:	Since Jul 41.		
O.T.U.:	No. 11 O.T.U. (WESCOTE).	Private Address:	RUAKITURI, WAIROA, Hawkes Bay, New Zealand.
Post in crew:	Navigator.		

(NOTE: Map references are to service DENMARK, 1:100,000, Sheet numbers are given in each case).

#### Other members of crew:-

P/O G.K. WILLIAMS, R.N.Z.A.F. (Captain).  
F/Sgt. MacGREGOR, R.N.Z.A.F. (Bomb aimer).  
Sgt. W. CHAMPION, R.A.F. (Wireless operator).  
Sgt. H. MOFFAT, R.A.F. (Flight Engineer).  
Sgt. R. INGREY, R.A.F. (Rear gunner).  
F/O J. Black, R.A.A.F. (Mid-upper gunner).

1943 4 Nov. Shot down near HUNDBORG (DENMARK).	I was a member of the crew of a Stirling aircraft which took off from Ely about 1600 hrs. On 4 Nov 43 on mining operations in the SKAGERRACK. About 1915 hrs. we were attacked by night fighters over DENMARK, and were ordered to bale out. I was the first to leave the aircraft.  I came down in the neighbourhood of HUNDBORG (Sheet 7 and 8, 0338) in marshy ground. I hid my parachute, Mae West, and harness in the swamp, along with a wallet which I had been carrying. (I had the wallet with me, as we were returning to LOSSIEMOUTH and expected to be there for a week before going back to our station). Before starting to walk I removed all the badges from my uniform.
5 Nov. Sheltered at farm.  Handed over to police.	I had sprained both ankles in landing, and thought my right ankle might be broken. I kept on walking all that night (4-5 Nov.) making slow progress, as my right leg was almost useless. At dawn I rested for two hours and continued walking, this time East by the sun, as I decided to make for the East coast. At 1100 hrs. I was unable to carry on and sought shelter in a farm in the HUNDBORG area, where I was given food and rested. At 1300 hrs., however, a Danish policeman arrived with an ambulance and explained I was to be taken to a Danish hospital at TISTED (Sheet 7 and 8, 1539), and that I would then have to be handed to the Germans. The farmer, though friendly must have informed the police, probably being afraid of the German search.  We passed many German search parties looking for me on the road. The Danish policeman was very anxious that they should not see me. He was also very friendly.
TISTED Hospital.	At the hospital in TISTED the doctors treated my ankles, X-rayed my right foot, gave me food and said that there had been two British machines crashed, many had been captured, four were dead (of this they were not certain) and they thought I was the only one at large. They said that F/O Black had been at the hospital with an injured foot. He had been captured by the Danish police, and the Germans had taken him away from the hospital.  Three Danish policemen arrived. I asked them to let me go, but they refused, saying it was impossible to get to SWEDEN and that the Germans would recapture me.
Escape from Hospital.	At 1600 hrs. I was left in a ground floor room in the hospital by myself for a few minutes, but a porter came in and with his assistance I escaped through a window and made my way out of the town, dressed in battle dress and flying boots. I walked East by the stars all that night, along the shores of the lake (TISTED BREDNING). It was bitterly cold, so I could not rest.

I crossed a dyke and got to the vicinity of HOVSOR (Sheet 7 and 8, 2543).

6 Nov. HOVSOR. About 1000 hrs. on Saturday, 6 Nov, I was stopped on a track by a Danish peasant, who saw I was in pretty bad condition. He took me to his house, gave me food, and allowed me to rest till midday. An English-speaking Dane came in and gave me a map, an old cap and coat, and showed me the main road to AALBORG. This road follows the railway line. He also said that it was impossible to get out of DENMARK, but the people would help me. He advised me to avoid FJERPITSLEV, as there were many German soldiers there. I continued walking till 1900 hrs., when I went to a farm, where I was given food and a bed for the night. They spoke no English, but managed to understand they were not to tell the police about me. I was given a better map, which showed me I was at VUST. (Sheet 7 and 8, 4153).

VUST

7 Nov. On Sunday, 7 Nov, I was awakened at 0500 hrs. and given food. I then set out along the road. About 0600 hrs. I was stopped at a crossroads by two German guards but, seeing my hat and coat, they allowed me to pass. I did not speak a word. I walked all that day along the road, passing several Germans. I was still limping badly, and my flying boots made walking a torture.

BIRKELSE. At 1800 hrs. I stopped at a farm near BIRKELSE, (Sheet 9, 7751). The people here took me to a house.

8 Nov. On Monday, 8 Nov I rested all day at this house and was treated very well. After making several plans my host decided to send me next morning to a friend at BIRSTED (Sheet 10, 8650). I was given trousers and boots, retaining only my underclothes, socks and sweater, from which I had removed all tabs. I slept there that night.

9 Nov. Next day (Tuesday, 9 Nov) I was taken to BIRSTED, where I was put in touch with an organisation which arranged my journey to SWEDEN.

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# EVADER - HOLLAND, BELGIUM AND .....

The information contained in this report is to be treated as MOST SECRET  
STATEMENT BY

1545885 Sgt. JOHNSON, Ralph Valentine Clingan, No. 75 (N.Z.) Sqn., Bomber Command R.A.F.

ARRIVED: U.K. 17 NOV 43.

Date of Birth:	14 Feb 15.	Peacetime Profession:	Merchant Navy.
R.A.F. Service:	Since Sep 41. before this Merchant Navy since Feb 36.	Private Address:	40 Hale Road, WALLASEY Cheshire.
O.T.U.:	No. 11		
Post in crew:	Bomb aimer.		

## Other members of the Crew:

F/Sgt.	PARKIN, T.V.	R.N.Z.A.F. (Pilot)	(Believed killed);
F/Sgt.	WATTERS,	R.N.Z.A.F. (Navigator)	(Believed killed);
Sgt.	HORRIGAN, W.	R.A.F. (Wireless operator)	(Believed killed);
Sgt.	SILCOCK, T.	R.A.F. (Flight Engineer)	(Believed killed);
Sgt.	GROVE, R.	R.A.F. (Mid upper gunner)	(Believed killed);
Sgt.	SAUNDERS, A.	R.A.F. (Rear gunner)	(Believed killed).

1943

1 Sep Baled out W. of WEERT

I was a member of the crew of a STIRLING bomber which left MEPAL, North of CAMBRIDGE, on 31 Aug at midnight to bomb MUNCHEN - GLADBACH. On the homeward journey, there was a violent explosion in the aircraft. I remember reaching for my parachute, but do not know how I got out. The next thing I remember was that I was in the air and in a cloud. I had severe wounds in one arm, one leg, and my face.

I came down at 0300 hrs (1 Sep) in a field, which I believe was somewhere W. of WEERT (N.W. Europe 1:250,000, Sheet 3).

2 Sep

I buried my parachute in a hedge and ran along the main road in a westerly direction. When it became light, I hid in a hedge in which I remained all day. At dusk I worked with my compass and walked West for about 4 hours. My leg started to give me trouble and I lay low again in a bush in a field. I woke at about 0700 hrs. (2 Sep) and headed West again, reaching a wood. Here I saw tow Belgian woodmen, so lay low again, and stayed there all day and that night.

3 Sep EXEL

On 3 Sep I left the wood and at about 1100 hrs approached a cottage at EXEL (N.W. EUROPE 1:250,000, Sheet 3, 25 km. N. of HASSELT). I made my identity known and was beckoned in by a lad. I found a large family inside; the father told me, by signs, that he would fetch someone who could talk English. At about 1300 hrs a girl turned up on a bicycle, and, from this point, I was helped on my journey by the underground network.