

See also 29845
 S/PG. 8932. NIL
 DAG. 28/2/46.
 30-10-44
 PART I 6 Jun 45 11 18 Jun 45
 L13/404 - NO WORK.
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 M.I.9/Gen/901
 MIS-X

GENERAL QUESTIONNAIRE FOR BRITISH/AMERICAN EX-PRISONERS OF WAR.

1. No. 1125822 RANK W/O. SURNAME M'PHAIL.
 CHRISTIAN NAMES WILLIAM. STEVENSON.
 DECORATIONS

2. SHIP (R.N., U.S.N. or MERCHANT NAVY) _____
 UNIT (ARMY) _____
 SQUADRON (R.A.F. or A.A.F.) 106 SQD. R.A.F.

3. DIVISION (ARMY), COMMAND (R.A.F. or A.A.F.) 5. GROUP

4. DATE OF BIRTH 7.10.22 N/H

5. DATE OF ENLISTMENT 25.10.40

6. CIVILIAN TRADE OR PROFESSION _____
 (OR EXAMINATIONS PASSED WHILE P/W)

7. PRIVATE ADDRESS 6 CALEDONIA STREET
PHISLEY. SCOTLAND.

8. PLACE AND DATE OF ORIGINAL CAPTURE SEINE MARITIME
LES DE CHATHIS (AREA). 25-6-44.

9. WERE YOU WOUNDED WHEN CAPTURED? NO.

10. MAIN CAMPS OR HOSPITALS IN WHICH IMPRISONED.

Camp No.	Location	From	Till
<u>Luft. VII</u>	<u>BANKAU.</u>	<u>3.7.44.</u>	<u>19-1-45</u>

11. WERE YOU IN A WORKING CAMP?

Location	From	Till	Nature of Work
/			

12. DID YOU SUFFER FROM ANY SERIOUS ILLNESSES WHILE A P/W?

Nature of Illness	Cause	Duration
/		

(b) DID YOU RECEIVE ADEQUATE MEDICAL TREATMENT?

/

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#253646
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M.I.9/S/P.G.(G) 2932.

ESCAPED FROM GERMANY EN ROUTE FROM STALAG
LUNT VII TO STALAG LIFT III AND REACHED
RUSSIAN LINES IN POLAND.

The information contained in this report is to be treated as
SECRET.

ACCOUNT OF ESCAPE
OF

1125822 F/Sgt. McPHAIL, William Stevenson, 106 Sqdn., Bomber Cmd., R.A.F.

Captured: 25 Jun 44.
Left : ODESSA, 20 Feb 45.

Escaped: 20 Jan 45.
Arrived: U.K., 18 Mar 45.

Date of Birth : 7 Oct 22.
R.A.F. Service: Since Oct 40.
Post in crew : Engineer.

Peacetime Profession: Engineer.

Private Address: 6, Caledonia St.,
PAISLEY, Scotland.

Other members of the crew:

P/O.	WRIGHT, R.A.A.F.	(pilot)	(believed killed)
F/Sgt.	SMITH	(navigator)	(believed killed)
F/Sgt.	KNAGGS	(bomb-aimer)	(safe in U.K.)
F/Sgt.	MCGREGOR, R.A.A.F.	(wireless op)	(believed killed)
Sgt.	CLARK	(mid-upper gunner)	(believed killed)
F/Sgt.	BEUTEL, R.A.A.F.	(rear gunner)	(believed killed)

1. CAPTURE:

DIEPPE I took off from CONINGSBY in a Lancaster aircraft at 2200 hours on 24 Jun 44 to bomb V.I sites in the ~~PAS DE~~ *CALAIS* area. At about 0035 hours, immediately after bombing the target, we were hit by cannon shells, presumably from a fighter.

24 Jun 44,
Baled out S.
DIEPPE

I baled out immediately after being hit, as the machine was beginning to disintegrate. I landed in a wood approximately ~~six~~ *12* miles South of *DIEPPE* (N.W. EUROPE):

12 *DIEPPE* 1:250,000,

INTERVIEWED BY: I.S.9(W) }
O.R.S. Bomber Cmd., R.A.F. } 19 Mar 45.
M.I.5, M.I.3(e), M.I.10, S.O.E., 20 Mar 45.
P.W.2., 21 Mar 45.

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- 3 -

6 Jul 44,
KREUZBURG.

and was taken to WETZLAR, (Sheet L 51, G 51)
a hitting-out camp about 9 miles N.E. of Dulag
Luft. At 0900 hours on 6 Jul, in company with
46 R.A.F. N.C.O.s., I was taken to Stalag Luft
VII at KREUZBURG (Central Europe, Sheet F.51,
T 0552).

10 Oct 44.

I arrived at KREUZBURG on 11 Jul. The
main camp was still under construction and we were
billeted in small wooden huts, six men to a hut.
The actual location of the camp is one km. West of
BANKAU (T 0852), just off the main KREUZBURG - GLEINITZ
(Sheet Q 51, Y 3575) road.

I moved into the main camp on 10 Oct 44. Camp
conditions were as good as could be expected under the
circumstances.

I remained in the main camp until 19 Jan 45,
when the Germans told us we were being moved to Stalag Luft
III (SAGAN).

pi

20 Jan 45,
KARLSRUHE.

At 0500 hours on 19 Jan 45, in company with
ten R.A.F. Officers, and 1700 N.C.O.s., I was marched
Westwards through KREUZBURG to a place where we slept the
night. The following morning at 0500 hours we were
marched about 10 kms. S.W., arriving on the outskirts of
KARLSRUHE (Sheet P 51, D 0944) at 1200 hours. I was put
into a large brickworks in company with the other Ps/W.

At 1400 hours the German Commandant (name
unknown) told us to get some sleep, as at 2030 hours we
were being force-marched across the River ODER, where
there was supposed to be transport awaiting us. I found
out later from W.O. EAST, R.A.F. pilot, who later escaped
whilst on the march, that this was untrue. There was no
transport available and the men were forced to march.

4. ESCAPE:

20 Jan 45,
Hid in rafters.

At 1600 hours on 20 Jan, in company with W.O.
MAYSMITH, R.A.F., F/Sgt. SMCH, R.A.F., Sgt. WALTERS, R.A.F.,
F/Sgt. GRANT, R.C.A.F., and Sgt. TWEDDLE, R.A.F., I hid in
the rafters of the brickworks. We were dressed in R.A.F.
uniform, but for the purpose of bettering the chances of our
escape we took off our N.C.O. badges and took officers' rank.

21 Jan 45,
Russian tanks
arrive.

At 2030 hours the guards came in and turned out
the Ps/W. We remained quiet in the rafters until the
Germans had gone. Just as we thought everyone had gone the
guards came back and started shooting their tommy guns into
dark corners and into the roof where we were hiding.
Luckily, none of us was hit and the Germans left without
discovering us. At 0600 hours next morning (21 Jan) we
were discovered by two Polish workmen, who were very
friendly and who brought us blankets and food. They told
us to stay in hiding, as a German patrol was in the
neighbourhood searching for escaped Ps/W. At about 1700
hours the Poles came back and told us that Russian tanks
were outside the factory.

We went outside and were greeted by the Russian
tank commander. Three more R.A.F. N.C.O.s., F/Sgt. DYSON,
W.O. MUIRHEAD (R.A.A.F.), and W.O. MARINI (R.C.A.F.), who
had been hiding in another part of the factory, joined us,
making our party nine in all.

/The tank.....

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The tank commander took us on board his tank and we set off in the direction of KARLSRUHE, arriving there at 1830 hrs. The tanks were firing all the time, engaging the fast retreating enemy.

22 Jan 45,
KARLSRUHE.

We slept that night in a large house in KARLSRUHE. The following day (22 Jan) at 1000 hrs we had an interview with high staff officers including a General (name unknown), who treated us very politely.

LASKI.

From KARLSRUHE we were taken in a truck to LASKI (65 miles East of BRESLAU) arriving there at 1200 hrs. We remained in LASKI until 26 Jan awaiting transport into RUSSIA and were eventually evacuated to ODESSA.

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APPENDIX A.
M.I.9/S/P.G/LIB/1404.

The following information was obtained from BRITISH personnel who have been repatriated.

If further circulation of this information is made, it is important that its source should not be divulged.

NAME etc: 1125822 W/O McPHAIL William Stevenson.

DATE OF INTERVIEW: 30 Oct 45.

<u>DATE</u>	<u>NAME AND ADDRESS</u>	<u>REMARKS</u>
6 Feb 45 - 5 Mar 45.	Miss WALKER English woman teacher in WARSAW. Contacted in LUBLIN.	Mentioned in the report. Assisted nine airmen to get home via ODESSA.
Above cabled MOSCOW for assistance for nine airmen. Arranged for food and accommodation through Russian Army in LUBLIN.		
6 Feb 45 - 5 Mar 45	Dr. LITAMUR Reporter of London News Chronicle. Contacted in LUBLIN.	Assisted nine airmen in LUBLIN. Cabled MOSCOW for assistance.

I.S.9.(W)
11 Jan 46.

P. H. Hayfield 40
Major, I.O.

Distribution.

I.S.9.
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