

SECRET - AMERICAN  
 MOST SECRET - BRITISH

HEADQUARTERS  
 EUROPEAN THEATER OF OPERATIONS  
 F/W and X Detachment  
 Military Intelligence Service

E & E REPORT NO. 325  
EVASION IN FRANCE



Jan. 17, 1944  
 (Date)

Trafford L CURRY, T/Sgt 18019460  
 (Name) (Rank) (ASN)

351 100  
 (Squadron) (Group)

TARGET: PARIS

MIA: 3 September 1943

Arrived in UK:

? - 17 Jan 1944

MEMBERS OF CREW: (This information checked with PWID)

			Official Disposition	Narrators Disposition
PILOT	Richard Clinton King	1st Lt. 0-661942	MIA	
CO-PILOT	George Donald Brykalski	F.O. T-60789	MIA	
NAVIGATOR	Ernest (NMI) Anderson	2nd Lt. 0-730206	MIA	
BOMBARDIER	Edward Harold Hoyde	2nd Lt 0-731375	MIA	
RADIO OPERATOR	Robert L. McKnight	T/Sgt 18082247	MIA	
RD TOP TURRET GUNNER	Trafford Leon Curry	T/Sgt 18019460		NARRATOR
BALL TURRET GUNNER	Rudolph H. Harms	S/Sgt 16034540	MIA	
WAIST GUNNER	Heber (NMI) Hogge Jr	S/Sgt 39831072	MIA	
WAIST GUNNER	James Marshall Sides, Jr	Sgt. 14085229	MIA	
TAIL GUNNER	Donald Earl Wise	S/Sgt 34332947	MIA	

*I know nothing about my crew - except what French told me - there were 4 parachutes - including mine and the other three were taken prisoner immediately.  
 Were you wounded?*

*A slight flak wound on left leg.*

We crossed the Channel uneventfully, picked up our escort of P-47's, and met no fighters before they left. We came in ~~at~~ at 22,000 feet. Shortly before the IP four fighters made head-on attacks but did no damage. Then the flak started. The lead bombardier turned on the IP and never varied his direction or his altitude a foot. The first burst of flak About three minutes after we turned on the IP hit the ship on our right wing. I think we got a few holes in our plane. About five seconds later we took a direct hit from a burst behind and under number two engine. The whole electrical system of the plane was knocked out. I tried to feather number two, but the mechanism did not work. I knew a fire was coming, so I cut the ignition switch on number two. / I stepped down from the turret to adjust the clutches, flak came right through the place where my head had been. Everything seemed to be all right, but we were losing altitude. The co-pilot was doing a marvelous job of flying. ~~turned the engine off~~ The nose was full of smoke, and ~~the~~ the bomb bay was on fire. Twelve 500 pound bombs were lying there in the fire. I grabbed the fire extinguisher, but it could do nothing with the fire. I saw that we were over a forest and jettisoned the bombs. Fire from the left wing was reaching back to the bomb bay. I crawled back and told the pilot that the left wing was on fire and that I was getting out. I snapped on my parachute and started back to see how the rest of the crew was, but I got stuck, and my trousers caught on fire. I ~~jumped~~ jumped out the bomb bay right through the fire. My face was covered, but I got blister burns on my hands, probably from an oil fire.

HIT BY FLAK

JUMPED out THROUGH BOMB BAY FIRE

DELAYED JUMP - THANKS TO P/W BRIGGING

I fell free for about five minutes, it seemed. For some reason I remembered the P/W lectures I had heard about delaying one's jump. I did not delay my jump quite enough, however, for I opened the chute between 5000 and 4000 feet, which is too high. ~~But the~~ But the trees seemed to be getting awfully big ~~though~~ when I did pull the cord. I saw that the whole left wing of our plane was on fire; pieces of the wing kept falling past me. I saw one more parachute.

I was on my back when the chute opened, and it gave me a powerful jolt.

An FW 190 coming up for an attack passed me; I went through its prop was<sup>h</sup> and was almost spilled. About 100 feet from the ground a twin engine trainer circled me until I hit, so I knew the I was well spotted for a search.

*near a creek*  
I landed/about ~~the~~ four kilometers from a German airdrome, I pulled off my mae west and flying boots, rolled them up in the parachute, and hid the whole thing in some bushes. I knew I did not have much time. I hid while a plane circled above. A lady yelled to me to follow her. <sup>when</sup> a man asked me where my parachute was, I pointed it out to him. We walked down the creek around the edge of a village. The woman walked into the village; the man and I walked on. I hid in the woods. Soon the woman brought some civilian clothes. The man/indicated <sup>pointed to my watch and</sup> I slept. that he would come back for me later. / At the time he indicated another woman came for me. I was hesitant about going with her, because I expected him, but she kept motioning for me to come, so I followed her. I went to another woods where I received some wonderful food: eggs, rum, wine, tea, milk---everything.

*almost*  
When it was dark, a man came to see me. I pulled out my escape maps and told him that I wanted to go to Spain. He and his friends started making plans to help me. They brought me civilian clothes which I put on over my uniform. One of the men put on my leather flying jacket.

*JOURNEY ARRANGED* I was taken to a place from which my journey was arranged.

*PYRENEES CROSSING* Crossing the Pyrenees we saw a couple of German patrols with dogs. Fortunately they missed us. At one time we had to run ~~from~~ a patrol. How we managed to run I don't know. We were so exhausted from our climb that we could barely move. But there were the German soldiers, and some way or other we managed to get out of their range fast.

Compiled by

D E EMERSON  
1st Lt, AUS

Appendices A-E

Approved by

*W. L. Holt*  
W STULL HOLT  
Lt Col, AG  
Commanding

#### Appendix B

1. The following information has been obtained in 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 in that case it is important not to divulge any details about the source.

Statement of information covering the period from 3<sup>S</sup> September 1943 to 23<sup>D</sup> December 1943.

(in broad daylight)

- a. Informant was told that a Thunderbolt, P-47-D, landed near SAINT LO about 16 November. No one ~~shot~~ fired at it when it landed, nor when it took off about two hours later. Informant thinks that the project number was 092, that one set of initials was GUS, that the motor number was 42-8477. He saw all this information reproduced, but he is not certain about his recollection of it. The plane had English insignia on the side. ~~at~~
- b. Informant was told that a concrete emplacement near St OMER, in the bombing of which he had participated, was a place where the Germans were experimenting with a rocket "torpedo". He was told that five or six hundred Germans had been killed in the bombing of this site, and that the position had been completely destroyed.
- c. Informant noticed that the occupation troops which he saw in France were very inferior. Some seemed no more than 15 years old. He saw some cripples, some hunchbacks, and many with thick lensed glasses.
- d. Informant was told that outside of the northern corner of France near the Belgian frontier there were in ~~October~~ November 1,800,000 Germans in France.
- e. In Normandy from September to November the Germans seemed to be moving troops continually.
- f. At HYMEVILLE from September to November he saw no guns heavier than 20-mm pass through the village.
- g. At LYONS from 3 to 17<sup>D</sup> December informant noticed very few<sup>G</sup> Germans around the city.