

English

Powered by Google Translate

PERSON CAPTURED DURING HIS ESCAPE

Last updated May 21, 2012.



Philip John Lamasón / NZ.403460

Dannevirke, near Napier, New Zealand

Born September 15, 1918 in Napier, New Zealand / † May 19, 2012 at his farm near Dannevirke, New Zealand

Sqn Ldr RNZAF, RAF Bomber Command 15 Squadron pilot

Landed around Pontchartrain, Yvelines, France. **Aircraft Type: AV Roe**

Lancaster Mk III Serial No: LM575 Registration: LS-H, shot by a hunter in the night of 7 to 8 June 1944 at a mission on the station Massy (Palaiseau), south of Paris. Crushed in the grounds of a castle between Pleasure and Jouars-Pontchartrain, Yvelines, France. **Duration: about 2 months arrested in August 1944.**

Google translate

Translated to: [English](#)[Show original](#)[Options ▼](#)

Additional information.

The aircraft took off from Mildenhall June 8 at 0:42. Around 2 am, when approaching the target and while the aircraft is at 1800m altitude, incendiary shell from a German fighter reach one wing and fuel tank. Strafed a second time, the plane caught fire and the pilot, Philip Lamason (this document), gives the order to evacuate the aircraft. Lamason first manage to escape but was arrested later. Two of his men will find death: W / Off Robertson "Robbie" Brown Aitken, upper gunner, whose parachute does not open (buried in the cemetery of the Church of Jouars-Pontchartrain, Yvelines) and the Fl / Off Thomas William Dunk also gunner (buried in the communal cemetery Pleasure 15km west of Versailles).

Four others, the bomber [Gerald Musgrove](#), the mechanic Fl / Lt John Marpole, the radio operator Fl / Off Lionel Henry James and George Fl browser / Off [Kenneth Chapman](#) manage to escape.

Lamason is first assisted and hosted in Montfort l'Amaury. Later, it will be hosted along Chapman from June 13 to July 9 by Claude LEFEBVRE at 44 Rue du Petit Parc at Rambouillet. They then helped and accommodated for two weeks in the KALMANSON family Chevreuse, south of Versailles. The daughter of the family, Colette, was 19 at the time.

Lamason and Chapman Chevreuse leave July 22 and are guided to Paris. There they were both subsequently arrested (it mentions the date of August 19?) In circumstances unknown to us (there is talk of a false die where Jacques Desoubrie be involved). Incarcerated at Fresnes Prison, they will leave Paris on the last train (party on August 15, according to sources) to the Buchenwald camp, where they arrived on 20 August. The two prisoners are part of a group of 168 airmen brought to this camp and Lamason is the prisoner No. 8056.

Among the 168, there are two New Zealanders, Australians 9, 1 Jamaican, more than twenty Canadians, nearly 50 British and 80 Americans. Having had wind project of making work aviators in the near labor camp, Philip Lamason, the highest ranking among them is determined to find out the command of the Luftwaffe that their detention there is contrary to the conventions. Having learned later that the refusal of the airmen and particularly Lamason to collaborate, the Gestapo had ordered the execution of the airmen for October 26, Lamason increased efforts and through the intervention of fellow inmate F / Lt Splinter Adolphe Spierenburg, a Dutch RAF officer fluent in German and usually serving as interpreter, October 19, 1944 Luftwaffe officers finally arrive at Buchenwald and on the orders of Marshal Goering get Gestapo men be transferred to a camp geared to their status. This will case the Stalag Luft 3 at Sagan / Zagan (Poland). Before the advance of Russian troops, the camp was evacuated in late January 1945 and Lamason and Chapman eventually end up in Stalag III-A at Luckenwalde, where they will be released in April by Russian soldiers. Driven to the airfield in Hildesheim, they will join Brussels before returning to Britain.

Lamason Philip returned to England in early May 1945 and is selected to direct one of the squadrons of Lancasters for the operation "Tiger Force" against Japanese forces in the Pacific. Before this appointment occurs, the war ends and returns on August 9 in New Zealand.

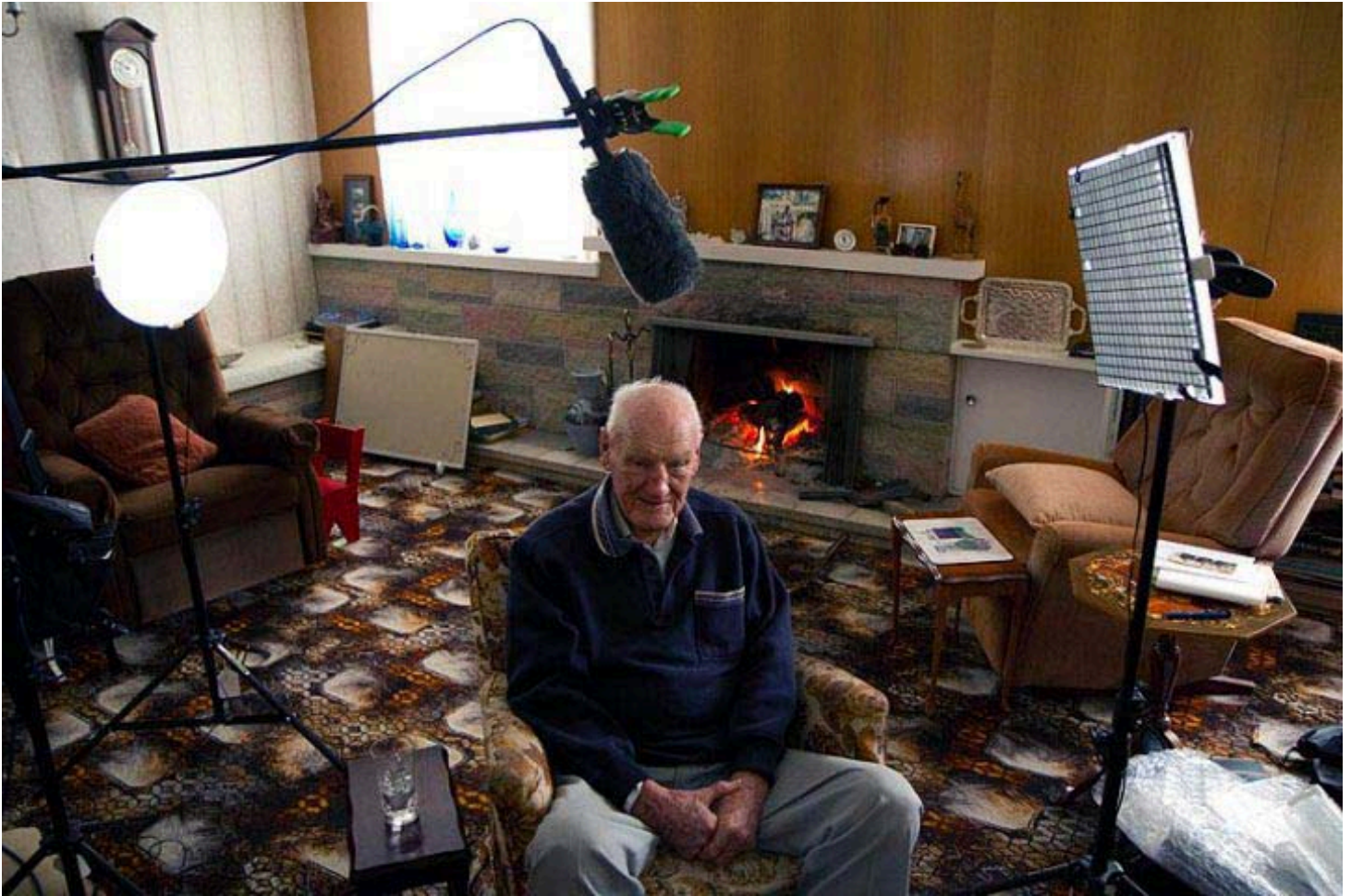
First tried by civil aviation flight offers in England, Philip Lamason prefer to settle with his wife on a farm in Dannevirke and he leaves the Royal New Zealand Air Force on 16 December 1945. He was engaged in the RNZAF in September 1940, had learned to fly and arrived by boat to England in April 1941. He made his first missions Stirlings in the 218 Squadron and was awarded the DFC (Distinguished Flying Cross) in April 1942 to have escaped the attacks many German night fighters returning from a mission in Pilsen in Czechoslovakia. He then formed other drivers in the 1657 Heavy Conversion Unit before being transferred to 15 Squadron for a second round operations, this time as Chief of Flight. He received a second DFC for his action during missions over Germany in early 1944.

Photo of the crew is from the book "168 Jump into Hell" by Arthur Kinnis and Booker Stanley. The role played by Philip Lamason in the case of Buchenwald was mentioned in several books, including "Night After Night - New Zealanders in Bomber Command," published in 2005, and among the many documentaries where it appears is that of Michael Dorsey "Lost Airmen of Buchenwald" released in September 2011 www.lostairmen.com . Mike Dorsey is the grand-son of one of the "168 Buchenwald," the 2nd Lt Elmer C. Freeman, USAAF. See also <http://vimeo.com/31885762>



Colette Kalmanson Philip Lamason and Kenneth Chapman in Chevreuse. From left to right: Fl / Off Ken Chapman, Fl / Off Gerry Musgrove, Fl / Off Lionel George, Fl / Lt John Marpole, Sqn Ldr Phil Lamason, Fl / Off Tommy Dunk W / Off Robbie Aitken. Philip Lamason interviewed in June 2010 for the film Mike Dorsey "Lost Airmen of Buchenwald."





© Connart Philippe Michel Dricot Edward Renière Victor Schutters

[Main / Main page](#)