

THE U.S. AIR FORCES ESCAPE & EVASION SOCIETY **SUMMER 2013 Communications**

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July 2013

Air Forces Escape and Evasion Society **Annual General Membership Meeting** **May 11, 2013 • Tampa, FL**

Executive Vice President Lynn David called the meeting to order at 0935 hours. Lynn welcomed special guests, evaders, escapees, helpers and friends. Thirty-one people were present.

The minutes from 2012 were distributed, Bill Donohue motioned to accept the minutes and Don Thorpe seconded. Richard Shandor presented the Membership and Treasurer's Reports. A motion was made by Bill Binnebose, seconded by Bill Donohue to accept the reports as presented. The motion passed unanimously.

Discussion was held regarding the continued rise in postal costs for the newsletters. A motion was made by Don Thorpe and seconded by Bruce Bolinger to charge \$15 for paper editions of the newsletters per year and increase the membership dues to \$25 per year, effective Jan 1, 2014. The motion passed unanimously.

It was announced that Col. Steve "Mac" MacIsaac submitted his resignation as a member of the Board of Directors. A motion was made by Bill Binnebose, seconded by Bill Donohue to retain Col. MacIsaac as an honorary member of the Board. The motion passed unanimously.

It was announced by Lynn that Jane Binnebose has accepted the position as Recording Secretary, and that Joe Owens has accepted a position on the Board of Directors.

John Katsaros provided information on the progress of the movement to recognize Escapees and Evaders by Congress. A motion was made, seconded and unanimously approved for AFEES to endorse this movement. John will continue to move forward with his efforts and with the help of Lynn David will provide information via the AFEES newsletter to members on specifics, so that members can contact their individual Congressional members and urge support.

Discussion was held on the location of the next AFEES Reunion in 2014, which will be the 50th Anniversary. Lynn David presented a list of cities, and a brief description of the Air Force base in that area. Cities considered by the group were: Charleston, SC, Salt Lake City, UT, Seattle, WA. The members present took a vote with a raise of hands: Charleston (23), Salt Lake City (4), Seattle, WA (4). Richard Shandor will submit the choices via the newsletters to the membership along with a specific date to respond, so that final plans can be put into motion. Richard also requested that members keep him updated of changes to the standard mail and email addresses.

The efforts of Elizabeth McDade, Jerri Donohue, and Richard Shandor were applauded in keeping the newsletter going and published in a timely manner.

Don Thorpe reported that all newsletters will be on the website for historical and research purposes, one year after publication. Also a list of books, publications and articles written by AFEES members will be posted. Excerpts and/or links may also be made available. Members are encouraged to promote the website.

Col. MacIsaac will be asked for contact information so that a formal thank you can be sent to the SERS group that provided the great presentation to the group on Friday.

Discussion was held and the membership was encouraged to advise family and friends that AFEES can be a viable recipient of monetary donations.

John White motioned to adjourn at 1025 hours, seconded by Bill Binnebose.

Respectfully submitted: Jane Binnebose

AFEES MEMBERSHIP REPORT:	375 Evaders and Veterans
	180 Widows and Descendants
	<u>11 Friends</u>
	566 Total Members

**AIR FORCES ESCAPE AND EVASION SOCIETY
CASH RECEIPTS AND DISBURSEMENTS
YEAR ENDED DECEMBER 31, 2012**

RECEIPTS		
DUES	2,780.00	
GIFTS	3,382.41	
BOOKS	66.81	
MISC.	0	
REUNION – NET	(1,314.38)	
TOTAL RECEIPTS		4,914.03
DISBURSEMENTS:		
NEWSLETTER PRINTING AND POSTAGE	5,504.76	
CHRISTMAS CARDS AND POSTAGE	487.64	
OFFICE SUPPLIES	272.55	
TAX FEES	50.00	
MISC.	0	
TOTAL DISBURSEMENTS		6,314.95
EXCESS OF DISBURSEMENTS OVER RECEIPTS		(1,400.92)
CASH BALANCE BEGINNING		10,806.76
CASH BALANCE ENDING		9,405.84

PHOTOS FROM THE 2013 REUNION IN TAMPA!



*Back row L-R: CB Screws, Ed West, Joe Owens, Ed Miller
Front row L-R: Gabriel Sauer (H), John Nelson, Frank Schaeffer, John Katsaros,
Yvonne Brusselmans-Daly (H), Marguerite Brouard Miller (H)*

2013 TAMPA REUNION ATTENDEES: David Allison, Dr. Elise Andre, David Andre, Sylvia Beall, Maj. Cappy Bie, Cindy Bie, Jane Binnebose, Bill Binnebose, Bruce Bolinger, Marguerite Brouard-Miller (H), Yvonne Brusselmans-Daley (H), Elisabeth Caruso, John Caruso, Sandy Del Guidice Comstock, Col. Amy Connelly, Lt. Col. Tom Connelly, Brigitte d'Oultremont, James David, Lynn David, Scotty David, Bill Donohue, Jerri Donohue, Laurie Feingold, Leah Feingold, Rick Feingold, Sharon Ford, Margy Carlson Fricke, Lois Hamilton, June Hauer, John Katsaros (E), Mary Katsaros, Dorothy Kenney, Col. Steve "Mac" MacIsaac, Elizabeth McDade, Gen. Duncan McNabb, Ed Miller (E), Diana Morgan, John Nelson (E), Joseph Owens (E), Gabriel Sauer (H), Luke Sauer, Holly Sauer, Frank Schaeffer (E), CB Screws (E), Rich Shandor, Mary Spinning Shier, Dr. George Starks (E), Paul Starks, Catherine Thorpe, Don Thorpe, Beverly Patton Wand, Francene Weyland, Ted West (E), Ankie Wieringa, Bert Wieringa, John White, Michelle White, Jeff Williams (bag piper), Mary Wolfner, and Col. Zig Ziegler.



*Back row L-R: Frank Schaeffer, Ed Miller, Joe Owens
Front row L-R: CB Screws, John Katsaros, Ted West, George Starks*



*Back row L-R: CB Screws, Ted West, Joe Owens
Front row L-R: John Nelson, Frank Schaeffer, John Katsaros, Ed Miller*



ZIG ZIEGLER AND JOHN NELSON (E)



MEET & GREET VISITOR AND TED WEST (E)



SYLVIA BEALL, GEN. DUNCAN McNABB,
DOROTHY KENNEY



JOHN KATSAROS (E) AND VISITOR AT MEET & GREET



MEMBERSHIP MEETING



JOE OWENS (E) AND JUNE HAUER



BILL DONOHUE AND MARY KATSAROS



MARGUERITE BROUARD-MILLER (H) AND
 CAPPIE BIE



LYNN, SCOTTY AND JAMES DAVID



BACK ROW L-R: CB SCREWS (E), LOIS
 HAMILTON, ED WEST (E), MICHELLE WHITE,
 JOHN WHITE, DAVID ANDRE
 FRONT ROW L-R: DAVID ALLISON, ELISE
 ANDRE



GABE SAUER (H), BEVERLY PATTON WAND,
 RICH SHANDOR



BACK ROW L-R: SANDY DELGUIDICE
 COMSTOCK, DIANA MORGAN, MARGY
 CARLSON FRICKE, BILL DONOHUE
 FRONT ROW L-R: MARY SPINNING SHIER, JERRI
 DONOHUE, JOHN NELSON (E)



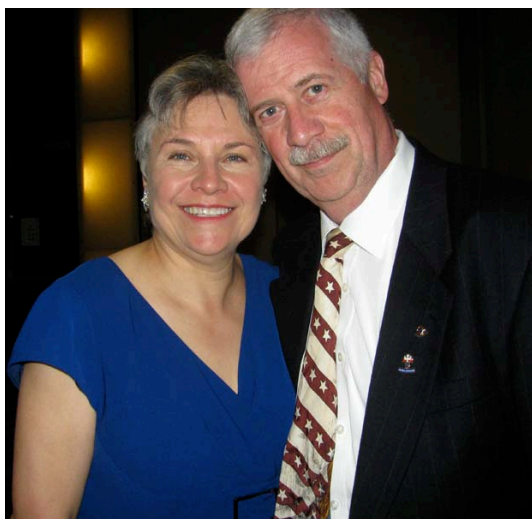
PRES. KATSAROS (E) PRESENTS GIFT TO COL.
 STEVE "MAC" MACISAAC



BACK ROW L-R: DON THORPE, CATHERINE THORPE, LAURIE FEINGOLD, SYLVIA BEALL, BEVERLY PATTON WAND
 FRONT ROW L-R: RICK FEINGOLD, LEAH FEINGOLD, DOROTHY KENNEY



BACK ROW L-R: JANE BINNEBOSE, LUKE SAUER, HOLLY SAUER, BRUCE BOLINGER, BERT WIERINGA, ANKIE WIERINGA
 FRONT ROW L-R: BILL BINNEBOSE, GABRIEL SAUER (H)



JERRI AND BILL DONOHUE



MARGUERITE BROUARD-MILLER (H) AND TWO MEET AND GREET VISITORS



BOY SCOUT COLOR GUARD



SECOND GENERATION



USAF SEARCH, EVASION, RESISTANCE AND ESCAPE MILITARY DAY PRESENTATION

SLOVAK DOCUMENTARY MAKER SPOTLIGHTS AMERICAN EVADERS

by Jerri Donohue

"The Final Mission," an upcoming Slovak documentary, recounts the fate of airmen aboard 56 American bombers and 15 fighter planes that were shot down or crash-landed in Slovakia during World War II.

Last year, Dusan Hudec, a Slovak filmmaker, brought a film crew to Pennsylvania, New York, Illinois, Florida, Georgia, Arkansas, Texas and Washington to interview 11 evaders, including AFEES members Silas Crase, Eugene Hodge, Leo Kituskie and Norton Skinner. Back in Slovakia, Hudec has been interviewing their surviving helpers.

Like all countries that experienced German occupation, Slovakia suffered from homegrown Nazis and collaborators, people Hudec said would "sell their own mother." During his career, the documentary maker sometimes has embarrassed these individuals or their descendants by treating subjects like the Holocaust in Slovakia. At home, therefore,

he struggles to find funding for such projects, including the current one about evaders. The Bratislava Community Foundation and the Museum of the Slovak National Uprising have helped. Hudec received some financial assistance through the intervention of the U.S. embassy in Bratislava, and the Indiana National Guard also contributed. Meanwhile, Hudec himself became deeply committed to the documentary as he learned more about the ordeals of American fliers trapped in Slovakia and the sacrifices of civilians who helped them. He was likewise taken by the tragedy of Lt. Holt Green's OSS team, who went to Slovakia to arrange for evaders' evacuation but instead were captured and tortured, and then sent to Mauthausen concentration camp and executed. Hudec ended up selling some of his personal property to meet production costs.

By October 2013, he hopes to raise enough money to visit the National Archives and obtain necessary photos and film footage. He will also acquire documents at the National OSS Museum. If Hudec maintains the proposed schedule, the completed work will air on Slovak television in August 2014. It



A group of evaders posed with Slovak helper Emily Simek in April 1945 after Soviet troops liberated Brezova pod Bradlom. (back l-r) Lawrence Baumgarten, Emily Simek, Wilfred Tritz (front center) Larry Cardwell

will then become part of permanent collections of the United States Air Force Museum in Dayton, Ohio, and other military museums throughout the country. Honorary Slovak consuls in several U.S. cities have vowed to help Hudec get the film broadcast on local PBS stations.

In cooperation with the Library of Congress Veterans History Project, Hudec produced an earlier film about American veterans of Slovak descent who fought in World War II. It appeared on some PBS outlets in 2010 as well as in Slovakia. "Leaving," his documentary about the 1944 Slovak uprising against the Nazis, will air on Slovak television this August, marking the anniversary of the rebellion's beginning.

As for his latest endeavor, Hudec thinks his fellow Slovaks need to hear the evaders' stories. Hudec was deeply moved when he met the Americans and recorded the details of their struggles.

"For them, it's as if the war never ended," Hudec said. "It has been with them all their lives." *For more info on Dusan Hudec's documentary, contact him at: dusan.hudec@hotmail.com*

THE REAL GIRL IN THE BLUE BERET

by Elizabeth McDade

Bobbie Ann Mason is an award-winning author with a list of novels to her credit. She wrote the following article (www.newyorker.com/online/blogs/books/2013/05/the-real-girl-in-the-blue-beret.html) for the May 2013 on-line issue of the *New Yorker* after participating in a special event this past April that honored Michele Moet Agniel.

As a teenager, Michele Moet guided aviators through the streets of Paris. She and her family helped Ms. Mason's father-in-law, Lt. Bernard (Barney) W. Rawlings of the 303rd (E&E# 671).



Michele Moet Agniel

Michele and Barney served as the inspirations for Ms. Mason's novel, *The Girl in the Blue Beret*, published in 2011. Michele Moet and her parents were arrested in 1944, and Michele's father died in Buchenwald. A plaque commemorating her family's sacrifices has now been installed on the building in the Paris suburb of Saint-Mand  where the Moet family sheltered aviators. In this piece for the *New Yorker*, Ms. Mason tells about finding Michele and hearing her story.

Ms. Mason wrote to AFEES, "The ceremony on April 28 was very moving. About a hundred people attended, gathering at the building where the Moet family had lived. April 28 was National Deportation Day and also the anniversary of the Moet family's arrest 69 years ago. I am very proud to have been a part of the realization of this long overdue honor, a plaque that will be there for future generations." She continued, "I think this is a fine example of the tributes AFEES has worked to create so that the brave airmen and their helpers will be remembered."

COMETE KINSHIP BELGIUM

by Beverly Patton Wand

We were honored to have Brigitte d'Oultremont travel from Brussels to attend the AFEES reunion this year. Brigitte is the President of the Association Comete Kinship Belgium. She is the daughter of George d'Oultremont, an operative in the Comete Line that arranged for the passage of downed Allied aircrew out of Belgium, through Paris, and on to Spain over the Pyrenees.



Beverly Patton Wand, Brigitte d'Oultremont, Mary Spinning Shier

Brigitte reports that she very much enjoyed participating in our Tampa reunion and we certainly enjoyed her company. She was especially moved by our memorial service, and she was happy to be able to thank Dorothy Kenney in person for developing such a meaningful memorial. In her words, "I would like to congratulate all the organizers of that meeting, it was full of a family atmosphere, that special spirit of the people giving their life generously by their pure ideal and patriotism."

Comete Kinship was formed in 2005 to continue the work of the prior L'Amicale Comete, an organization dedicated to remembering the activities of the Comete Line during the German occupation of Belgium during WWII. Among its members are descendents of Comete Line operatives and of the airmen they aided. Comete Kinship holds its annual gathering in October in Brussels.

AFEES members are, of course, most welcome to participate and will find it a meaningful, interesting experience. For more information about Comete Kinship, the Comete Line, and the work that the Kinship does to keep the history alive, visit their website at www.cometeline.org.

MEETING "MONIQUE"

by Elizabeth McDade (w/ Edouard Renière)

Margy Carlson Fricke flew to Belgium in May to meet Edouard Renière, one of the men helping in researching and writing the stories of the Comete line. He took Margy to meet for the first time 92-year-old Henriette Hanotte-Thome, or Monique as she was known to evaders on the Comete line, a recipient of the US Medal of Freedom, who helped some fifty Allied airmen.

On January 18, 1944, Monique went to fetch Margy's Dad, Charles Carlson (E&E 1665), in Wattripont, near Tournai in Western Belgium. Travelling with him by train from Ronse (Renaix in French) to Tournai and from there by bicycle, she guided him to her parents' house in Rumes on the Belgian-French border, where he stayed hidden with her family for three weeks.

Margy wrote, "The visit with Monique was so special that it is difficult to describe. There are two stories to be told—that of Monique as well as Edouard. Edouard is an invaluable resource who, with friends, manages a website dedicated to the Comete network (www.evasioncomete.org), which tries to pay homage to the people in the Netherlands, Belgium and France who risked their lives to help them. I had given him some names of men on my Dad's short snorter. And in just a few days he had located information about them and discovered they had been together in a group of evaders helped by Louise and Ernst Heller in France!"

Charles Carlson injured his back and suffered internal injuries when he landed. This made it impossible to make the trip to Southern France and the arduous walk across the Pyrenees into Spain. So, a decision was made to continue to hide him until his health improved. It was thought that he could be more easily hidden on the French side of the border and Monique then handed Carlson over to French customs man Maurice Bricout. Thanks to Bricout's contacts, Charles Carlson remained hidden in various places in Northern France, among them for a time at the Heller's in Billy-Montigny, until he and other evaders were liberated by British troops at the beginning of September 1944.



Margy gave Monique a copy of her Dad's recollections and Edouard read aloud to Monique the French version of Charles' own account of their common experience which included the two of them and many German soldiers waiting together for several hours at a train station until the delayed train finally arrived! She agreed with the relation of events and provided some additional details to the story. Monique has kept photos and memories of all those she helped. She has a small notebook her late husband made for her after the war with many pictures of the men.

Monique observed that sometimes evaders weren't as cooperative as she would have liked. It was extremely risky to move the evaders.



Margy Carlson Fricke and Henriette "Monique" Hanotte-Thome

Some of the problems they had to work out included making sure USAAF evaders avoided American mannerisms in the way they smoked or held their silverware, always fearing Allied airmen would instinctively respond in the English language in a crowd, etc. She told the story of an RAF airman who in his report had complained that being an officer, he hadn't appreciated having had to travel 3rd class on the train! Like other guides, Monique said travelling on 3rd class was way safer than in 2nd or especially 1st class, because that's where German soldiers and officers usually rode. There were so many small things that could go wrong and place the evader and the helper in great danger.

Margy spent a beautiful, happy day with "Monique" Hanotte that included a delicious meal of celebration with special wine and cheeses from Belgium and France. Monique had placed a framed photograph of Charles Carlson, taken shortly after he had returned to London, on the table with a bouquet of flowers. Margy brought pictures of her parents, brother and sister, and their

families. Brigitte d'Oultremont and her sister Sybille joined the get-together after lunch.



Henriette Hanotte-Thome, Sybille d'Oultremont, and Brigitte d'Oultremont of "Comète Kinship Belgium"

Margy said, "It was lovely to see Brigitte in Belgium after their recent meeting at the AFEES reunion in Tampa." Margy thanked Monique and, through her, all the others who had helped her father. Many pictures were taken before Margy had to take leave after a too short but extremely moving, very gratifying and memorable visit!

[For more details on Charles Carlson's evasion and his other helpers, see his page at the above-mentioned website.]

AFEES Communications is the official journal of the Air Forces Escape & Evasion Society. AFEES is a tax-exempt veterans organization under IRS Code 501 (c) (19). It was founded in 1964. The Society's purpose is to encourage members helped by resistance organizations, or patriotic nationals, to continue existing friendships or renew relationships with those who helped them during their escape or evasion. Eligibility requires that one must have been a U.S. Airman, must have been forced down behind enemy lines and avoided captivity, or escaped from captivity to return to allied control. In addition to regular membership, other categories of membership are Helper Members and Friend Members.

FOLDED WINGS

(by Rich Shandor unless otherwise noted)

Longtime AFEES President **Dick Smith (E&E 349), 8th Air Force, 95th Bomb Group, 336th Squadron** died on March 29, 2013 in Breckenridge, Minnesota.

Dick was a student at Notre Dame University when the Japanese bombed Pearl Harbor. He hitchhiked from South Bend, Indiana to Fort Wayne to enlist. The Army Air Corps soon trained him as a B-17 pilot.

When his crew arrived in England at a repo depot, they heard rumors that they would be separated and sent to different bomb groups. Dick was a decent typist and so he volunteered to help a harried sergeant prepare their orders, seizing the opportunity to place all 10 men with the 95th Bomb Group. The clerk knew Dick made the unauthorized changes, but did not report him.

Dick's luck seemed to run out in December 1943. During his 13th mission, an engine quit and could not be feathered. Lagging behind the rest of the formation, "Destiny's Tot" became easy prey for seven German fighter planes. Dick later estimated it took them only five minutes to decimate the bomber. He had to brace both feet against the control column to hold the nose down long enough for his crew to bail out. The Germans captured three gunners, who had been seriously wounded, but everyone else evaded.

Dick landed in a field near an elderly French farmer who indicated where he should run. While Dick hid in the woods, several young Frenchmen brought him civilian clothes and then took him to a farmhouse where he was reunited with two crewmembers and introduced to the wonders of calvados. In the days that followed, his helpers included a young couple with an infant. Dick was mortified when he realized he'd become infested with lice; they plagued him throughout his evasion.

The underground took Dick to Paris by car. There, he stayed with Alphonse, a

middle-aged Parisian. German officers occupied an apartment on another floor of the building. Every evening, a German enlisted man brought their coffee beans to Alphonse's wife for grinding. Dick adapted to this unnerving ritual. One day Alphonse picked the lock of the Germans' apartment. Insisting that their enemies would not notice anything missing among their numerous possessions, Alphonse encouraged Dick to pilfer a souvenir. Dick chose an elaborate German pipe.

Before long, the Shelburne line sent Dick to Brittany by train with papers identifying him as a geologist. A British gunboat picked up Dick's group of 25 evaders in rough weather one pitch-dark night. When they reached England, the group donned the uniforms of British infantrymen and headed for London for questioning by both British and American intelligence officers.

Before flying back to the States, Dick and his crew returned briefly to their base. Because they were listed MIA, other airmen had raided their belongings. The evaders posted a sign announcing that Dick Smith and his crew "wanted their stuff back." Dick received all of his possessions with the exception of a pair of socks. His German pipe, however, was gone for good. Another evader had stolen it during the Channel crossing.

In post-war years, Dick Smith reunited with his French helpers. He was active in AFEES for decades. (*Jerri Donohue*)

E&E#993 2Lt. Warren (Bud) E. Loring, pilot, 8th AAF, 55th Fighter Group, 343rd Fighter Squadron, Wormingford, England: folded his wings on 1 April 2013.

On 30 June 1944 Lt. Loring's fifth mission was an evening mission as he took off at 1900 hours. He was flying as Capt. Buttke's wingman, as they strafed German military targets in the Nièvre, France region. At about 2100 hours his P-38 #42-67876 was hit by anti-aircraft fire that started a fire in the

Lightning's right engine, which caused it, the right wing and a piece of the tail-boom to fall off. He received severe burns to his face, upper body, and arms as he bailed out.

He landed near La Chapelle d'Angillon, where a French boy came to his aid and hid his parachute, Mae West and harness. Lt. Loring was taken to a farm where he was given a drink and civilian clothes. He was then taken to a hedgerow where he was hidden from the Germans.

The little morphine in his escape kit was soon exhausted and he suffered from his burns. Mrs. Paillard bathed his eyes with cream. During the time period of July 4th through August 9th several different farmers sheltered him. Some of his helpers were Mlle. Micheline Le Pain, Mlle. Bourdin, M. and Mme. Henri Paillard and their daughter Suzanne.

On August 9th an unknown guide took him to a camp in the Freteval Forest. The name on his false papers identified him as Louis Jean Renard, a French farmer, who had been burned in an air raid. While in the Freteval camp he met Lt. Rex Hjelm, Capt. Buttke's wingman, who had been shot down and Bud had replaced him.

Bud and an unnamed guide left the Freteval Forest when General Patton made a big push south of the Loire River probably on August 10th or 11th. On August 13th American troops arrived, the next day he then proceeded with a large group in buses and trucks to Le Mans. Bud was one of about 152 Allied soldiers and airmen saved by a joint MI9/MIS-X plan called Operation Sherwood. Due to the excellent organization of the camps, not a single evader was lost or captured. After interrogation, Lt. Loring was flown back to England on a C-47 and returned by air to the United States.

In 1957 Bud and his first wife Helen traveled to France and visited with Henri Paillard. Bud and his second wife visited

France in 1994 with AFEES. Bud had served as an AFEES board member.

E&E#2875 Sgt. Clarence L. Larrew, tail gunner, 8th AAF, 493rd Bomb Group, 863rd Bomb Squadron, RAF Debach, England: folded his wings on 10 March 2012.

On November 2, 1944, he and his crew were assigned to a Flying Fortress called "Straighten Up and Fly Right". This B-17 #43-38284 had been flown on 33 successful missions by its regularly assigned crew. That day about 1000 bombers had targeted Germany's largest heavy chemical plant located at Merseberg, which produced synthetic fuel as well as many other important chemicals. This area was defended by over 800 flak guns as well as by the jet-propelled Messerschmitt 262 that could exceed over 500 mph. While on the bomb run the copilot reported, "at that moment I saw more flak than I had ever seen". After dropping the bomb load Larrew's bomber was hit several times by flak. Sgt. Stone, the ball turret gunner was wounded by one of the flak hits. After that German fighters attacked the formation. Engine #4 was knocked out of action and could not be feathered, becoming a drag on the aircraft. Eventually engine #1 quit running and with engine #3 running at half power, the crew attempted to extend the flight by throwing out everything they could, including ammunition, machine guns, food and hatches. After the B-17 still continued to lose altitude, the pilot crash-landed in a field near Leimuiden in Holland.

A number of Dutch people had gathered at the crash site, they used sign language and broken English to communicate with the Americans. They followed the initial instructions to escape the Germans, which were given to Larrew and his crew. Most of the crew exchanged their outer clothing with the local people. They follow the initial instructions from men, who were members of the Dutch Resistance. The whole crew was

reunited briefly at the "Fruit Farm", an orchard near the village of Lisse. It was the headquarters of the local Dutch Underground.

Sgt. Dick Stones was taken to a local doctor for treatment and was captured by the Germans. When the Germans interrogated Sgt. Stones (POW), Dick insisted that he had been the only man on the plane! Dick received medical treatment from the Germans but remained a Prisoner of War until the end of the war.

From the Fruit Farm, the men were dispersed among the populace. They were sent in ones, twos, and threes to stay with resistance members, shifting locations occasionally to keep from being discovered by the Germans. On November 3rd, Sgt. John Atherton (E&E#2874) and Larrew were taken to a farm near Hillegon, where they stayed until the next night. The pair was taken into the village where they stayed with a married couple in a duplex house.

They were reunited with Lt. Ivy and Lt. Pogue on November 5th at Jan Lommerse's house in Hillegon. Here they had a very small hiding place, between a bedroom wall and the chimney that could be entered only by lifting a board in the wall. The board could be latched but the space was so small that they had to stand up or lean against the chimney; and being very quiet and still so that anyone below them could not hear them. The four stayed with Jan and his family until December 2nd. On this date the four airmen were taken to the house of a doctor in Noordwijkerhout.

Larrew and Atherton were taken on December 5th to a notary, named Van der Noth, who was living in Noordwijk-Binnen. On January 3, 1945 the two airmen are taken to Lisse, where they stayed with a man, who is a food controller in the Central Kitchen. From January 8th through 10th they were back to Noordwijkerhout, where they stayed with the son of the doctor from January 8th through January 10th in Noordwijkerhout. A married couple in Rijnsburg, who had a toddler, hid

them for ten days starting on January 10th. From January 20th to February 12th the two were sheltered in Noordwijkerhout by a city official.

The two airmen were taken back to Lisse on February 12th, where they met up with Lt. Phipps (#2878) and 5 men of their crew). The 8 Americans were taken by motor barge to Rotterdam that same day. The plan had been to leave Rotterdam that day but the arrangements fell through. Garrett Van der Hoven shelters them until March 15th.

On March 15th the eight airmen were taken by a mail wagon guided by Derek Beeghout to Hendrik-Ido-Ambacht, where the intended guide never showed up. Derek had to find someone to shelter them there for another two days. The first night they stayed with Jan van Kempen and the second night with a farmer, whose name was unknown. On March 17th Jan Popp escorted them as they walked to Sliedrecht. There they board a rowboat and an unknown man took them to Lage Zwaluwe, where they met Canadian forces.

A sad part of Larrew's story was that Lt. Proudfit (E&E#2753), the pilot was returned to Allied control on 13 December 1944 under less than honorable circumstances. He had threatened his Helpers that they would help him escape without delay or he would turn them and himself over to the Germans. Walter (E&E#2873), Atherton (E&E#2874), Pogue (E&E#2880), Cobb (E&E#2881), Hall (E&E#2882), and Ivey (E&E#2883) were also successful evaders.

In 1991 at the AFEES reunion in Irving, CA, Clarence was reunited with most of his surviving crewmembers and many of the Dutch resistance fighters were invited to the US to the reunion.

E&E#115 2nd Lt. Francis Xavier Harkins, bombardier, 8th AAF, 390th Bomb Group, 569th Bomb Squadron, RAF Framlingham, England: folded his wings on 2 January 2001.

His mission on 15 August 1943 was to bomb a German airfield at Vitry-en-Artois, France. His B-17 was #42-3306 named "Phoenix". On the return leg his bomber collided with B-17 42-30320 cutting the tail off. Seven men were able to bail out at about 16000 feet.

He landed in a wheat field several miles south of Calais, France. A French teenager was there to help him when he landed. They hid the chute and ran to a barn on the other side of the field. There he was hidden between two bales of hay, which were covered by some burlap bags. Later six Germans searched the barn but did not see him. After the Germans left, the Frenchman gave him some civilian clothes.

As they moved to another location they stopped in a tavern for drinks. Harkins had to sneak out, when a German soldier came into the tavern.

Lt. Harkins was taken to a deserted barn where he stayed that night and the next day. His helper then took him to his house for the night and the following day. The third night he spent in a large grain bin.

The fourth day he was taken to a home where he met up with his copilot Lt. Middledorf and RCAF Flight Lt. Conrad. Ten days later Middledorf and Conrad were taken to Paris. Seven days later Mme. van Kemmel brought Harkins to Amiens where he stayed with Jean Lemattre. The next day he met Joe Balfe who contacted a woman in Paris, who came to Amiens. The next day she took Harkins to Paris where he was passed to M. Beauvais of the Comete Escape Line. He stayed for six days with M. Beauvais and his mother and sister.

On September 15, 1943 the building he was staying in was damaged in a bombing raid. When Jean-Francois Nothomb ("Franco") arrived, the pair exited the building and made a rendezvous with a Canadian airman and the woman who had taken Harkins to Paris. She had first class tickets to

Bordeaux and papers that permitted them to travel to southern France. The Canadian airman, Harkins and Nothomb boarded the train and rode in separate compartments to Dax, France.

The next leg to Bayonne was to be done by bicycle. While on the road they met a Belgian Intelligence officer headed back to England. At a bridge to Saint-Jean-de-Luz, Nothomb distracted the German guards at a bridge, which allowed the other three to cross without being checked. A little later a pretty brunette bicyclist (Denise Houget?) caught up to them. After their arrival in Saint-Jean-de-Luz she made contact with the Basque guides, who were to take them into Spain.

At dusk the next day the four men walked to a small farm where Nothomb left the other three with the Basque guides. Over hills and through rivers, they hiked to Spain. As dawn broke, a Spanish guard saw them and fired at them. They ran away and eventually reached their goal, a mountain farm near Irun. After a few hours of sleep, the three men boarded a horse drawn cart that took them to Irun.

The British Consulate in San Sebastian arranged their transportation to Gibraltar. The fate of the rest of his crew was Lawrence (POW), Murphy (KIA), Stevens (KIA), Caron (KIA), Fiffe (KIA), Mrjenovich (KIA), Middeldorf (E&E#114), Sentkoski (E&E#348) and Birdwell (E&E#471).

Francis and his wife Doris returned to Europe in 1990 and met M. Beauvais, Jacques le Grelle and Jean-François Nothomb. It is also believed that Jeanne Marthe Mendiara-Villénav aided Francis.

E&E#1301 Sgt. Nelson E. Brott, waist gunner, 8th AAF, 44th Bomb Group, 506th Bomb Squadron, Shipham, England: folded his wings on 23 May 2013.

The target on 8 August 1944 was a German airfield at La Perth, France. That day Nelson and his crew were flying their 6th

combat mission. He was on B-24 #42-100415 named "My Peach". On the return leg the bomber experienced multiple engine failures; the pilot gave the bailout order near Epernay, France at about 1400 hours.

Sgt. Brott jumped at 20,000 feet, fell freefall, before he pulled his ripcord and landed in a plowed field about one mile east of Vauchamps. Immediately he hid his Mae West, parachute and harness in the woods. Two Frenchmen pulled up in a truck and picked Nelson up.

Next they picked up the copilot, Lt. Winfield Gippert, who had landed in a nearby field. The two were taken to one of the Frenchmen's farmhouse, where they were fed and then hidden in a wooded area. At 1800 hours Mlle. Pommier, who spoke English and her boyfriend, arrived with civilian clothes and bicycles. The Americans rode the bicycles while the couple walked and took them close to a village.

There a truck was obtained; the airmen hid in it and then were taken through the village. Once on the other side of the village they got out of the truck and walked to a shack in a wooded area. There they met two other American airmen, Walter Nelson (E&E#1294) and George Clark (E&E#1295), who had escaped from a German train.

The next evening, August 9th, Brott's pilot, Lt. Bernard Komaskinski, joined the four airmen. An hour later Sgt. Stant (E&E#2395), an escaped American signalman joined the group.

On the morning of August 11th M. Pommier had visited and told them the Gestapo were on his trail and he was going to Paris.

A short time later three FFI (*French Forces of the Interior*) men had arrived and took Komaskinski, Gippert and Brott to a spot in the woods, where six bicycles were hidden. The three Americans and three Frenchmen rode to a schoolhouse in Orbais-l'Abbaye. The

other three Americans were taken to a nearby French farm the next day.

Meanwhile Brott and his two crewmembers met other French people there including Professor and Mme. Henri Maysonet. Henri was the leader of the local FFI group.

The evening of August 12th the local baker took the three to the outskirts of Orbais-l'Abbaye. There "Pierre", an FFI man who took them to a cabin that was a FFI hideout in the woods, met them. Two other FFI men working with him were "Serge" and "Roger." On the 24th three Indians or Egyptians escapers joined them in the cabin, making it fifteen men that are living in the cabin.

A couple days later for security reasons, the cabin was taken apart and rebuilt about 500 yards away. During their time there they hauled ammunitions from a hidden supply dump to the road where FFI members picked it up.

American forces arrived in the area on August 27, 1944 and the evaders were evacuated. Two crew members, McKee and Richardson were captured. The other seven evaded: Komasinski (#E&E#1296), Gippert (E&E#1297), Lain (E&E#1298), Holewitz (E&E#1299), Michaels (E&E#1300), Bohenko (E&E#1302) and Schaeffer (E&E#1369).

When Sgt. Brott landed in the states, he said to himself "at least I can still sing", as he loved to sing.

E&E#881 2nd Lt. Flamm (Dee) D. Harper, pilot, 8th AAF, 479th Fighter Group, 434 Fighter Squadron, RAF Wattisham, England: folded his wings on 1 August 2008. It is believed that he was one of only three airmen that had ever evaded in two different wars.

His World War II Experience-On the afternoon of 15 July, Harper was scheduled to fly as a 'spare' for his squadron's armed reconnaissance sweep over south-central

France, near the city of Poitiers. The number three man in the flight led by 1st Lt. Robin Olds, aborted soon after take-off with engine problems, so Harper moved up to take his place as Element leader.

Letting down through a 3000 foot ceiling in the target area, they spotted a series of ammunition storage igloos and promptly began their attacks. On his second run, while strafing the igloos, Lt. Harper flew into a massive explosion.

He collided with flying debris just 100 feet above the ground. Fighting to maintain control of his damaged P-38, Harper unstrapped preparing to bail out but he remembered he was close to the ground, so he thought better of it and struggled to get the fighter down for a belly landing. He was able to find and crash land in a meadow coming to a stop before reaching a line of trees. Despite the fact that he had not refastened his seat belt, he suffered no serious injuries during his crash landing in southern France.

With danger of fire or explosion imminent, Dee forced his way out of the battered cockpit and raced for the edge of the meadow, where he found a young French girl waving for him to follow her. They went to the family farmhouse, where Dee quickly traded his flight suit for civilian clothes.

Then by use of hand signals, the older man took the Lieutenant and a couple of fishing poles to the nearby river. By fishing their way along the river, they managed to walk leisurely through the German soldiers and Vichy French militia who were speeding toward his P-38 crash site. A few miles upstream the Frenchman led Harper to a cave and signaled he was to remain hidden inside.

A short time later, a group of armed French men arrived and took him by car to a village bar, where everyone except Harper drank and danced the night away. Dee was admittedly frightened, "captured" by armed civilians with whom he could not communicate, taking him he knew not where.

He thought that he might try to escape from his "captors" but fortunately he did not have an opportunity to do so.

Later that evening he was taken to a large farmhouse where, shortly, a British officer drove up in a jeep. He had been tasked with working with Maquis groups to disrupt German troop movements heading toward the Normandy invasion front.

Captain Tonkin questioned Dee Harper, trying to determine if he was actually an American pilot or a German infiltrator. It was only when a French witness verified that he had seen Harper climb out of the crashed P-38 that his identity was confirmed.

Captain Tonkin returned for Harper the following night and they drove several miles along back roads and lanes, until stopping in a forested area. Here eighteen armed soldiers with four jeeps and several civilian cars met them; all had Lewis machine guns mounted in them.

Because the SAS team had their dangerous assignments to carry out, Tonkin offered Harper three options: he could stay undercover in a local safe haven until the Allies took over the area, he could stay with the detachment as a guest as long as they remained in the area or he could join them and continue to battle the Germans. Tonkin emphasized the fact that the latter choice would waive any claim to Geneva Convention rights if he were to be captured.

Harper chose the latter option and was issued a British uniform, a Luger pistol and a Sten submachine gun. He had just become a full-fledged member of the British SAS "Operation Bulbasket" team. For the next three weeks he engaged in guerilla actions to disrupt German access to railroads and roads throughout central France.

His British fleece-lined boots, acquired to ward off the high altitude cold of the poorly heated P-38, handicapped his activities. Capt. Tonkin noticed his problem

and had a pair of combat boots air dropped several nights later.

Harper was then able to participate in the destruction of a critical railroad bridge near Poitiers, which destroyed a locomotive and railroad cars. This action resulted in nighttime firefight with some German troops that had been riding the train. He soon realized the advantages of machine-gunning the enemy from his P-38.

Within a short time he was deeply involved in the site selection and construction of building a clandestine 3,000-foot airstrip. Axes and shovels were needed to clear the heavy masses of roots encountered. A jeep was used as a tractor to pull a disc harrow to break up and smooth the ground surface.

On the night of 6 August 1944 two Lockheed Hudson's arrived with Free France SAS soldiers to replace the British troops, marking the end of Operation Bulbasket and the beginning of Operation Moses.

One of the Hudson's was used to evacuate Bradley (E&E#882) and Norton (E&E#883), two airmen who also had evaded capture, as well as Harper. After landing at RAF Tangmere, the Americans were taken to 63 Brook St. in London.

His Korean War Experience-He was a Korean War Evader; his unit was the 18th Fighter-Bomber Wing, stationed at Osan-ni AB, South Korea: In 1949 he started flying F-86's at Nellis AFB. By the time the Korea War started Dee had been promoted to Captain. In 1953 he was assigned to the 18th Fighter-Bomber Wing in South Korea. At that time the wing was converting from F-51 Mustangs to F-86F ground support Sabre jets. His many hours of prior F-86 time stood Harper in good stead, and he racked up fifty combat missions.

Once again he was shot down by enemy ground fire on 27 June 1953, near the North Korean town of Hag-ne. When he ejected from his plane and parachuted, he landed on a big boulder breaking several ribs

and bruising his spine. He was able to make his way through enemy territory to rendezvous with a helicopter and was airlifted back to his base. He became one of the few American airmen to successfully evade capture in Korea. He was hospitalized for two weeks and then was placed on DNIF (Duty Not Involving Flying) status.

Janet C. Horning folded her wings on May 20, 2010. She was Arthur J. Horning's (E&E#369) second wife. Janet helped type and edit Art's book about his Evasion story, titled *IN THE FOOTSTEPS OF A FLYING BOOT*.



AIR FORCE CHANGES MILITARY FUNERAL HONORS REQUIREMENTS

by Capt. Lindsey Hahn

Secretary of the Air Force Public Affairs

6/6/2013 - WASHINGTON (AFNS) -- Due to the impact sequestration has on resources, Air Force Services is adjusting requirements for military funeral honors of retirees. Air Force policy will revert to requiring a minimum of two personnel for retiree MFH details, consistent with statute and DoD policy. The Air Force historically went a step further by providing a seven-member detail for all retiree funerals.

"We cherish the service and sacrifice of our retirees," said Brig. Gen. Eden Murrie, Director of Air Force Services. "While we had to adjust the Air Force requirement as a result of sequestration, commanders still have latitude to provide seven-member details if local resources permit."

The two-person team will continue to fold and present the interment flag and play Taps. If a seven-person team is able to support, the detail will also act as pallbearers and the firing party. Additional support for retiree funeral honors remain available from authorized providers such as Veteran Service Organizations or Reserve Officer Training Corps units, as resources permit.

"Unfortunately, this is a necessary decision," said Murrie. "However, we remain dedicated to honoring our current and former Airmen to the greatest extent possible." MFH details for veterans and active duty members will remain unchanged. Funeral honors for veterans consist of two-person teams while active duty funeral honors are performed by a 20-person detail.

ANOTHER LAST WORD!

By Larry Grauerholz (E&E#439)
(FORMER EDITOR)

WICHITA FALLS, Tex.--Sorry I was AWOL at the Tampa reunion last month, but at my age, it is more and more difficult to pass for 69, so I hesitate to go public. Actually, I am mostly on oxygen and travel is too difficult.

Understand that retired 4-star General Duncan McNabb delivered his usual superb message at the banquet. Duncan has been a regular at our meetings since people like Steve MacIsaac and Yvonne Daley got a hold of him.

Our family knew him when he was in high school with some of our kids here in Wichita Falls while his father was a wing CO at Sheppard AFB. Years later, when he was stationed at the Pentagon, we traded e-mails and he asked me once what I was doing to keep busy. I responded by telling him about AFEES and suggested, "that you arrange some DTY at MacDill and join our 2002 reunion in Tampa." To my amazement, HE DID!

On last March 10 a group gathered in the area of the Auvergene to say farewell to Nancy Wake. Her ashes were scattered in the woods surrounding the Chateau de Fragne of the village of Verneix. The chateau had served as Nancy's HQ with the Maquis in 1944.

Miss Wake, who died in 2011, was one of the bravest and most determined underground fighters against the Germans in Occupied France during the war. Those trying to capture her called her "White Mouse" because she always managed to wriggle out of their traps. There was a 5-million franc bounty on her head, but she managed to survive, not just the war but 66 years after the end of hostilities.

The Chemin de la Liberte walk across the Pyrenees, sponsored by the British ELMS, is scheduled for July 11-14. Some of you may recall the 1999 walk when several AFEES members and friends made the hike.

You may have heard the one about the woman standing nude looking in the bedroom mirror who says to her husband, "I feel horrible. I look old, fat and ugly. I really need you to pay me a compliment." The husband replies, "Your eyesight's darn near perfect." Visiting hours are 6 to 8.



DO WE LOOK SMALLER? We've had to reduce the number of pages in the newsletter due to rising printing and postage costs and the dwindling AFEES coffer. Apologies for any inconveniences but we'll try to fit in all of the submissions as soon as we can. Thanks for understanding!

AFEES APPLICATION FORM

AFEES membership dues: \$20 per calendar year / \$100 Lifetime Membership for Evaders only
Address, phone number, or email changes and checks (**made payable to "AFEES"**) should be sent to:
Rich Shandor, PO Box 254, Cresson, PA 16630-2129. Phone (814) 886-2735 or email
rshandor@hotmail.com.

Name _____ Amount enclosed _____

Address _____

City and State _____ 9 digit zip code _____ - _____

Phone _____ Email _____ at _____

Emergency Contact Person and phone number _____

Are you an Evader? YES NO Related to an Evader? YES NO Relationship _____

Evader's name _____ Evader's Military unit _____

Are you a Veteran? Yes or No If yes, what Military Branch _____

Calendar Date of Military Service _____

Do you wish to receive the email AFEES newsletter in place of the US Mail copy? YES NO

Other comments or reasons for joining _____

2014 REUNION SURVEY

During the 2013 Reunion, your Board of Directors decided to take a survey of the membership to determine the location for the 2014 Reunion. You can reply by email to rshandor@hotmail.com or complete the reunion survey and return it to Rich Shandor, P.O. Box 254, Cresson, PA 16630-0254 **by July 24, 2013**.

Important: The cost of postage is our single largest expense. Please return this survey so we know to continue mailing a newsletter to you. In addition, please let us know if you would accept an e-mailed newsletter instead of a paper copy. *Thank you!*

Do you plan to attend the AFEES Reunion in 2014?

Yes _____ No _____ Uncertain _____

If yes, where would you like to have the reunion?

Salt Lake City, Utah (Hill AFB)	Yes _____	No _____
Tacoma, Washington (McChord AFB)	Yes _____	No _____
Charleston, SC (Charleston AFB)	Yes _____	No _____

Name: _____

Phone #: _____ Email Address: _____

AFEES CAPS AND T-SHIRTS

For Sale by Mary Shier

AFEES caps are available in 2 styles: winged boot and parachute (blue caps w/yellow trim). Cost: \$13 plus \$3 shipping.

My newest item is the **AFEES t-shirt** that features the AFEES logo on the left chest and the words "WE WALKED FOR FREEDOM" on the back. Cost: \$15 plus \$5 shipping.



If you have questions please contact Mary via email spwheel357@gmail.com or at (810) 441-7932.

Please make your check payable to "Mary Shier." To order a cap or t-shirt, please fill in the form below and send to: Mary Shier
267 W. Barnes Lake Rd., Columbiaville, MI 48421

Name: _____

Address: _____

Phone: _____

CAP: WINGED BOOT _____

CAP: PARACHUTES _____

T-SHIRT SIZE: S _____ M _____

L _____ XL _____

COLOR: YELLOW w/ BLUE _____

BLUE w/ YELLOW _____

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CANADIAN REPRESENTATIVE

Raymond Sherk, Ontario, Canada

THE PREZ SEZ

By John Katsaros (EE #755)

The 2013 Air Forces Escape and Evasion Society (AFEES) Reunion was a fabulous gathering of Escapees, Evaders, Helpers, Families and Friends. Members that visited the Salvador Dali and Holocaust Museums and Big Cat Rescue came away with rave reviews.

The Crown Plaza West Shore Hotel in Tampa, Florida was the scene of our get-together where beautiful meeting and hospitality facilities, restaurants and liquid refreshments were provided.

The presentation and displays by the M/Sgt instructors of the USAF Search, Evasion, Resistance and Escape ("SERE") were outstanding and highlighted Military Day.

AFEES Honorary Director General Duncan McNabb honored our society by his presence and the very timely and interesting topic, as our Saturday evening speaker.

Colonel Steve "Mac" MacIsaac (Ret) has recently retired from the Board of Directors and 401st Bomb Group Evader Sgt. Joseph Owens (EE-1288) has filled the vacant director position.

The Air Forces Escape and Evasion Society presented Colonel "Mac" with a beautifully engraved silver decanter to *acknowledge his 14 years as a volunteer*. Colonel "Mac" was voted in unanimously as an Honorary Director at the membership meeting.

We welcomed back and had the pleasure of volunteer, Colonel B. J. "Zig" Ziegler USAF (Ret) working the hospitality room.

Also present were Helpers that travelled from the USA and those arriving after long flights from Europe.

"Scotty" David was there and so were many of the hundreds of Evaders including yours truly whom she recruited over the years. It was nice to see past AFEES Directors, Yvonne Daley-Brusselmans and Francene Weyland.

A vote by all AFEES members who returned the Spring Newsletter poll and those that attended the Membership meeting voted unanimously for each member to individually pursue US Congress to gain recognition for the small number of Escapees and Evaders who are living and for the families of the deceased.

Our AFEES Escapees and Evaders are planning to write and would appreciate the assistance of all Helpers, Relatives and Friends by contacting as many representatives in your district and beyond and to others who may provide some influence. A concerted letter writing effort by all of us and we will meet with success and recognition by the US Government.

Several AFEES members have requested that we assist them with a sample letter that they may sign to the Senators, House Members and to others who may provide some influence.

The following is an example. Each member may provide his or her personal choice.

To the Honorable Senator (House Member, etc.): During WWII and wars since, thousands of United States Army Air Force Airmen were shot down. Many airmen who were gravely wounded in aerial combat survived, and for the first time in their career had to parachute, sometimes at heights of 27,000 feet, and forced to free fall due to lack of oxygen. Harsh landings caused many airmen to suffer additional injuries resulting in being taken prisoner (POW) in enemy territory.

Some airmen were captured and escaped more than once. Many of the Escapees safely climbed the Pyrenees Mountains into Spain, only to be caught and imprisoned by the constabulary until after D-Day-some escaped into Switzerland, and other friendly countries. Many evaded capture and along with the escapees joined one of the WWII Resistance Organizations, which helped them to survive and to join their clandestine activities. After D-Day, advancing Allied Armies eventually repatriated these Evaders.

These surviving Escapees and Evaders gathered strategic information highly valued by Allied Intelligence crucial to the ongoing war effort.

Recently, the WWII female pilots (WASPS), along with the Tuskegee Airmen, black P-51 Fighter Pilots ('Red Tails'), received recognition from the US Congress and signed by the President.

Time is running out for the older members, as our age is limited. The US Air Forces Escape and Evasion Society (AFEES) proudly requests your assistance and influence to help draft and pass a bill or resolution to honor both living and deceased, Escapees and Evaders.

Although written in English, a translated into French version named "Code Burgundy-La Longue Evasion" is published to honor the WWII French Resistance who provided me with medical attention thereby saving my arm and my life after they orchestrated my two escapes from the Gestapo. In time they set me on a course to climb the Pyrenees Mountains into Spain and to Freedom.

Thank you, (Senator; Congressman; Congresswoman, etc.). I would be very appreciative of your response.

John Katsaros, President {AFEES}
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109 Crosby Street, Haverhill; MA 01830
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