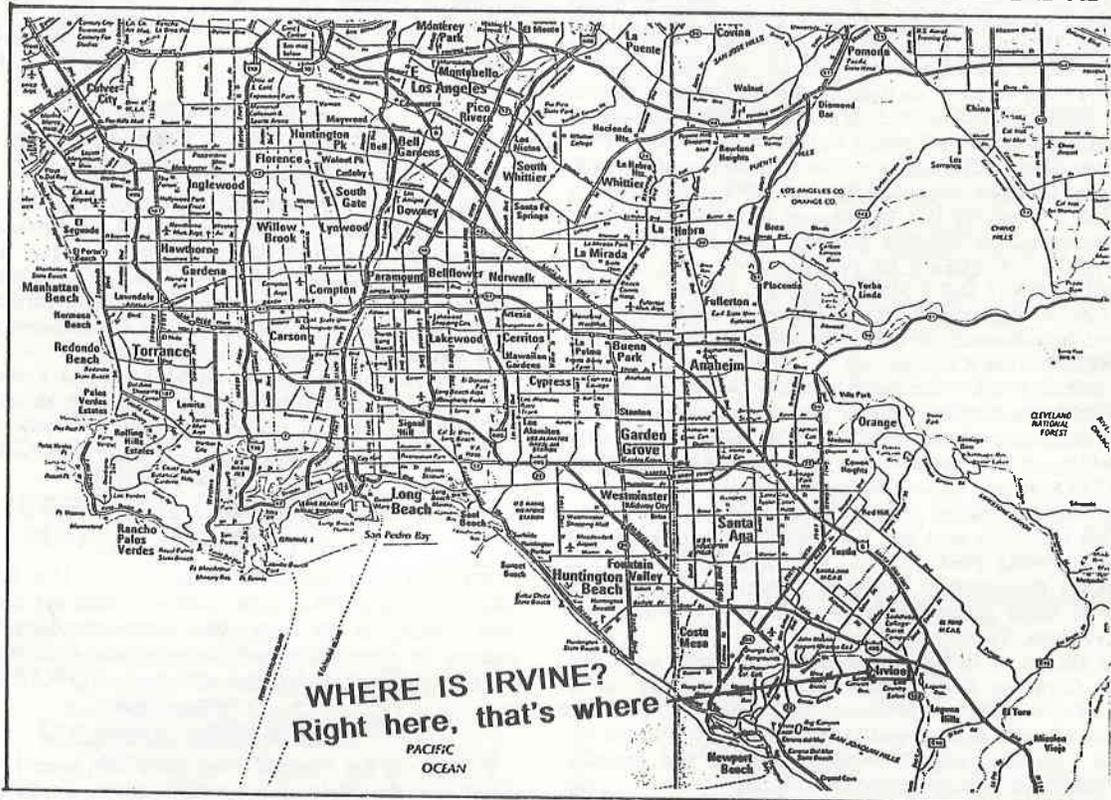




THE AIR FORCES ESCAPE AND EVASION SOCIETY

1990 - 1991 WINTER COMMUNICATIONS



A.F.E.E.S. REUNION !

MAY 1ST, 2ND, 3RD, 4TH, & 5TH, 1990
HYATT REGENCY HOTEL
(Formerly Irvine Hilton Hotel and Towers)
IRVINE, CALIFORNIA, U.S.A.

THE PRESIDENT'S MESSAGE



Once again members of AFEES have enjoyed the warm hospitality of our WWII helpers. Elsewhere in this issue of Communications you will read about our activities on this outstanding visit to Holland, France, Belgium and Andorra. But I want to point out some of the true friends of AFEES who made our visit so memorable.

We owe a vote of thanks to Leslie Atkinson, Dr & Mrs Gabriel Nahas, Nel Lind, Joke Folmer, Peter van den Hurk, Nadine Antoine Dumon and Raymond Etterbeek plus many others who made significant contributions to our four country pilgrimage.

Those of you who were unable to attend this memorable visit to Europe should start thinking ahead to the spring of 1994 when we hope to help our friends in Plouha celebrate the 50th anniversary of Operation Bonaparte missions. This visit to western France would include the invasion beaches, Chartres, Mt. St. Michael, Lorient and its famous submarine pens and other points of interest in Brittany.

Herb and Millicent Brill are hard at work planning our 1991 annual reunion for May 1st to 5th in Irvine, California. Reserve these dates for what will be the biggest and best AFEES meeting ever.

Now that the Congressional elections are behind us, we hope our project to get Evaders the same benefits accorded POW's will get off and running again. Thanks to Howard Harris we have a letter from his Congressman, Frank Horton, who promises to introduce legislation in the next Congress to give all Evaders POW status. As soon as we get a Bill number, we will call on you to solicit the support of your Congressman. Jim Wilschke has been hard at work on this project for several years. Perhaps his persistence will strike paydirt.

I am pleased to report that a street in Ottawa, Canada has been named after Colonel Raymond LaBrosse, our dear, departed friend. He was second in command of Operation Bonaparte missions and a friend of AFEES from it's beginning.

It is with sadness I report the death of Guus Odekerken, one of our Dutch Helpers on Sunday, October 31st. Guus and Mies were with us in Amsterdam on October 13th & 14th so his death was a complete shock to us. He was always a cheerful Dutch Helper and a guest of AFEES at our Cincinnati-Dayton meeting in 1982.

Dorothy Kenney has applied her substantial artistic talents to designing our 1990 Christmas card and I believe all concerned will find it to be a very pleasing piece of work. Dorothy's artistic ability is always graphically demonstrated and appreciated when her skillfully designed AFEES quilts generate enthusiastic bidding at our annual fund raising auctions. Thank you, Dorothy.

Also, many thanks to the continued support of Betty Laux and her family the Christmas Cards will be hand addressed and mailed to over 500 of our Helpers. the continued support of the Laux family is deeply appreciated. Bob and Dave Laux, the two handsome sons were our bartenders and all around helpers in San Antonio, Denver and Pittsburgh. Thanks again Laux family.

I have been a vigorous supporter of the 8th Air Force Heritage Project to build a Center near Savannah, GA. It appears this project is close to decision time. The Project has 40 acres of land at the Savannah interchange and is now organizing local support. We want to be sure AFEES has a place in it, a place to preserve our records and those of our Helpers after we have passed on. The Heritage Center will be the repository of all records, computer and otherwise. I want to insure that state of the art equipment will be made available so that the public will be able to access this information. Gil Millar has spent hundreds of dollars and thousands of hours compiling this data. It will be preserved for our children and theirs. I hope I have the total support of the membership in this Project. I expect to have more specific information for you at the Irvine, California meeting.

It appears that Turner Publishing Company has not received as many responses to their request for stories from AFEES members

as they expected and so they are preparing a "Deadline Extension Brochure" giving us until the end of January, 1991 to get stories in to them. I urge all of you have not responded to their previous request for information to please try to get some information to them before the new deadline. You should be represented in this AFEES history.

See you all in Irvine, California in May. **RALPH PATTON**

HERE'S WHAT YOU CAN DO !

Write your own personal biography in 150 words or less, indicating your name, date and place of birth, when you joined the service, what units you served in, memorable training/combat experiences, MIA experiences, medals received, when discharged and what you are doing today. Send your biography with two photos, if possible one when you joined the military and a current photo. If you don't have any photos, send your biography anyway! To ensure that materials are returned after publication, write your name and address on the back of all materials submitted.

BE A PART OF HISTORY!

IT'S YOUR RESPONSIBILITY!

**HELP TO DOCUMENT AND PERPETUATE
THIS GREAT HISTORY OF THE
AIR FORCES ESCAPE AND EVASION SOCIETY**

Sincerely,

Ralph Patton
RALPH K. PATTON,
President

FROM CLAYTON DAVID

Membership Chairman

January is fast approaching and its time to remind you that the dues for 1991 should be paid as soon as is practicable before or after January 1, 1991. It is very expensive to pay the additional expenses that always occur at reunion time. Therefore any additional donations or funds are always welcome, particularly at this reunion in Irvine where we expect over 400 members and a lot of them will be our most welcome Helpers.

We didn't quite break even in Memphis but it was very close. The previous generous donations more than took care of it.

Thank you for your support. See you in Irvine!
CLAYTON DAVID

**LATE BREAKING NEWS
from HOWARD HARRIS**

We have just received an order of navy blue (only) baseball type AFEES caps. They came in various sizes and have no adjustment opening in the back. This order was placed after many requests for them. They will be prominently displayed with the other PX items in Irvine. See y'all then! **HOWARD HARRIS**

THE AFEES EMBLEM

Though this has been published previously, several members have asked what the origin of the emblem meant. So again, here is the meaning of our logo.



PRO LIBERTATE ANGILOMUS
means "We walked for freedom"

Several members have ask the origin and meaning of the AFEES insignia; we hope this will answer all questions.

The Insignia was designed in 1965 by Harry Minor in consultation with Bill Spinning and Ralph Patton. Wings with the Seal of the U.S. were used to represent all flying personnel.

The name Air Forces Escape and Evasion Society was chosen to fully represent escapers, and evaders; it's too long but we're stuck with it.

The winged boot was originally used by the British in North Africa to signify those who walked back. The boot is obviously a British flying boot.

The turning lines represent those who walked over the Pyrenees mountains. The shells represent those who escaped by sea.



OCTOBER 90' EUROPEAN TRIP HUGE SUCCESS!

A MEMORABLE TREK THROUGH FRANCE, ANDORRA, HOLLAND & BELGIUM!

Your editor will try to recap this experience.

We all arrived at the Opera Cadet hotel in Paris on Sunday morning with a few exceptions. The Smiths were already there and the Weylands arrived later in the morning. Our rooms were ready by noon and we settled in. During the afternoon, most of us took a nap to try and make up for sleep lost because of the jet lag.

When we woke up, we spent the rest of the day getting acquainted and later went to a local brasserie and ate our first meal in France.

President Ralph Patton (who had been in Brittany since the 4th of October) joined us and since he and I were traveling alone, we shared a room for the balance of the trip. We were all tired so we went to bed about 9:30p.m.

At 11:00a.m. Monday, we caught the Metro (subway) to the Mona Bismark Foundation, 34 Avenue de New York in Paris (across from the Eiffel Tower) where the following guests were on hand to greet us at a reception held in our honor: *

Mme Michele Agniel
 M/Mme Jean Arhex
 M/Mme Jean Auvert
 M/Mme Gilbert Beaujolin
 M/Mme Jean-paul Begue
 M Georges Bidaud
 M/Mme Max de Broissia
 M/Mme Georges Broussine
 M Maurice Bourgois
 M Francois Campinchi
 Mme Collette Chaminade
 M/Mme Georges Fromageot
 M Gervais Gorge
 M Georges Guillon
 Mme Paulette Jauneau
 M Gaston Lejeune
 M/Mme Rene Loiseau
 Mme Yvonne Michelet
 M/Mme Jean-Marie Moet
 Professor Gabriel Nahas
 Mme Paulette Pavan-Lefevre
 Gendarme Gerard Renault
 M Raymond Sandler
 Vicomtesse Odile de Sugny
 M/Mme Jean Voileau
 ...and more...

* Guest list provided by Leslie Atkinson.

Clayton David, Dick Smith, Jack Ilfrey, Howard Harris and Ralph Patton had helpers in attendance.

After the reception, Scotty David took a nasty fall while going out the door of the building resulting in bruises to her left side and marring her face with a beautiful black eye. Thereafter, the strangers in Paris gave Clayton a very suspicious, glaring look.

The rest of the day we were on our own and spent the time sight-seeing.

This is when I bought the first film for my camera. I

was amazed at the price of film. It cost about 375 French francs (\$75.00) for four AA batteries and five rolls of film. About a thirty dollar purchase in the USA. I made certain I only used the film for the very best pictures if I had to pay that much for it. It's a joke folks.

Serious cowboy movies on French TV are very funny.

On Tuesday our bus left the hotel at 8:00a.m. and took us to the train station. A porter loaded our luggage onto the train which departed promptly at 10:03a.m. Upon our arrival in Toulouse at 4:50p.m., we were greeted by Leslie Atkinson and others. Then we walked to our lodging at the Victoria hotel just across from the train station. Our hotel, we discovered, was the former headquarters for the Gestapo during WWII.

Russell Weyland was greeted by his helper Maurice Costa and his wife Paule from Toulon where he was shot down in 1944. They had not seen each other since then. Accompanying Mr. Costa was his wife's cousin Liliane Brochet Segond who acted as their interpreter and who was a delightful lady.

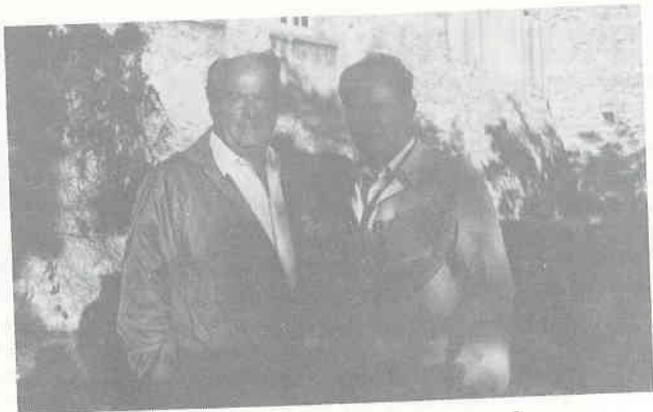
Our reservations for the Mercure hotel had been cancelled unbeknown to us and reserved for the French Presidents party. He was visiting Toulouse to dedicate a new wing on the aircraft factory and because of this it was impossible for us to tour the factory.

Most interesting was the nightly flight of at least a million starlings who flew in from the distance to a group of trees in front of the train station. There they roosted and departed in the early morning. They did this each day we were there. You should have seen the park benches and the cars parked under the trees. Ugh!

On Wednesday we attended a reception at the "Capitol" (City Hall) given by the Deputy Mayor for the Mayor, needless to say he was busy with the French head of State. In the afternoon most of the group caught a train and went to a medieval town of Carcassonne where they ate, took photographs and bought souvenirs.



Certificate given us by the Mayor of Toulouse
 On Thursday we left by bus at 8:00a.m. for Trascon sur Ariège where we were greeted by 137 Frenchmen, who



Russell Weyland and helper, Maurice Costa



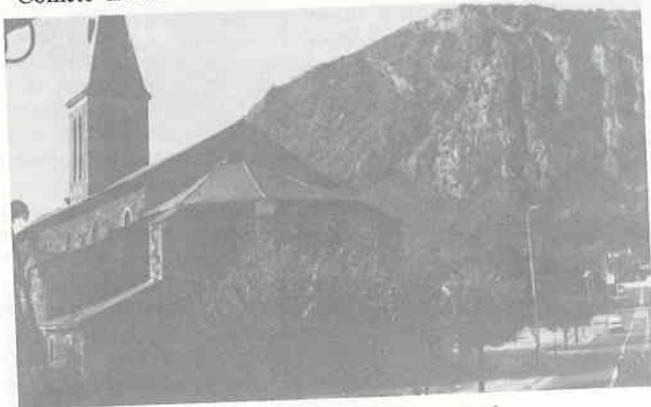
Three lovely ladies, Paule Costa, Francine Weyland & Lilia Segond of Toulon, France



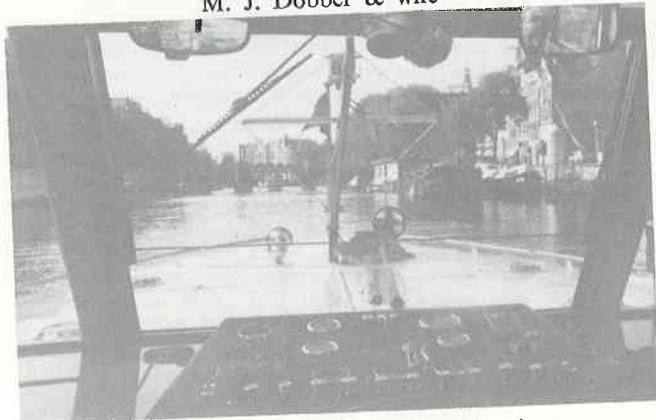
A picture your editor is proud of, Comete Line's own Michou & Husband Pierre Ugeux



Claude & Shirley Murray with helper, M. J. Dobber & wife



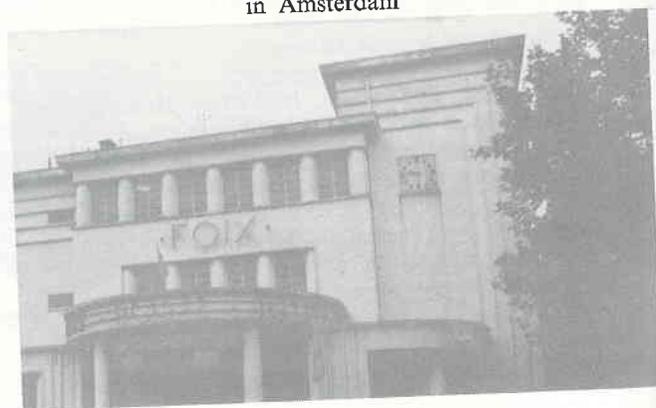
Gateway to the Pyrenees mountains, Tarascon sur Ariege



Aboard M. J. Dobber's sight seeing boat in Amsterdam



Reception in Tarascon sur Ariege



Foix, France. Town Hall

were connected in one way or another with the Comete or other line which aided in the escape of Allied airmen over the Pyreneese mountains. A moving ceremony was held at the monument dedicated to those who lost their lives in this endeavour. Small school children came from the local school and sang the French National Anthem



HOTEL VICTORIA

which brought tears to many eyes. Afterward, after cocktails, a seven course lunch was served in a meeting place. It took about three hours to eat and then we didn't complete the meal. We were far behind schedule. We were presented a book, "*ARIEGE, D'hier et d'aujourd'hui*", a beautiful volume about the area. It was signed by the head of the resistance for the area. One of the people there was Michou who played such a big part in the operation of the Comete line.

We left and continued over the windy, slippery roads traversing over the Pyrenees mountains. The turns were all steep and the slopes a thousand feet down. At the Pas de la Casa the bus stopped for pictures and the cold wind almost blew us over. However, the driver was excellent and the scenery absolutely breath-taking.

We arrived in Andorra, a small postage-stamp sized principality nestled between France and Spain after dark. We went to the Hotel Mercuer where we were welcomed by many Andorran citizens. We were treated to a champagne dinner by 78 year old Antonio, a former guide who led allied airmen over the old smuggler's trails in the Pyrenees during WWII. The meal that was served to us was probably the most expensive and most delicately prepared food I have ever eaten and it was delicious! We left Andorra after 9:00p.m. and got back to Toulouse at midnight. We covered 180 km each way. It was a sixteen hour day.

Thursday saw us on the bus again at 8:00a.m. for a tour of Albi where we saw the cathedral Basilique Sainte-Cecile where Toulouse La Trec's paintings are in the gallery adjoining the cathedral. We also saw his home where

he was reared until the time he went to Paris.

Afterward we went to Dr. Gabriel Nahas' farm for lunch. We were greeted by Dr. and Mrs. Nahas who served us cocktails and gave us the run of their house. It was an extremely windy day so Mrs. Nahas, an American, made arrangements to have lunch served at a friend of theirs Chateau. The chateau, owned by attorney Pierre Vouyssou and had been rebuilt only a year earlier. It was a castle completely remodeled at great expense then furnished with the proper furniture and fittings to make it authentic. It was a magnificent edifice called by its original name, Chateau de Mongey.

The room was so large, *ALL* the AFEES, their wives, the helpers and their wives sat down at one table as long as the length of the room. We were served wine, champagne, delicious food, and a wholesome atmosphere with gracious hosts which I shall long remember. We got back to the hotel at 7:00a.m.

Later some of us went to a brassiere and had a plate of spaghetti bulounose.

On Saturday, after many goodbyes to Leslie Atkinson, Michou, Russ Weyland's helpers, and everybody else, we boarded the 8:13a.m. train bound for Paris again. We played bridge and had a good time until we got to Paris where we had to go to another station for the train to Amsterdam. There was nobody to help with our luggage but we managed. We arrived in Amsterdam at 11:35p.m. and found Peter van den Hurk (my helper) and Nell Lind waiting on the platform holding signs saying A.F.F.E.E.S. We boarded our bus to the Hotel Cordial (within walking distance of downtown) and checked in. We all went to bed at once.

Sunday the group went to the English Reformed Church in Amsterdam where the entire sermon was in English. Peter sat next to me as we sang hymns and were totally respectful. Claude Murray and Shirley Murray joined us after visiting with their helpers for several days.

Afterward we went to the Rijksmuseum for lunch and a tour of the museum with an English speaking guide.

Jan Oscam, the "Nederlandse Vereniging van Politieke Gevangenen uit de Bezettingstijd" invited all of us to the Apollo First hotel for a reception. He is a real gentleman and is in no way connected to the AFEES or the underground organization.

Later that night Peter treated Russ and Francine Weyland, Ralph Patton and myself to a fine steak dinner.

Monday found us aboard one of M. J. Dobber's sight-seeing boats and cruising through the canals and waterways of Amsterdam. Mr. Dobber, Claude Murray's main helper, felt it was his way of saying thank you to us all. We Sir, want to thank you for your courtesies and tell you we enjoyed the cruise tremendously.

Afterward, we had pancakes in a restaurant, compliments of the Dutch. They were delicious. During the afternoon we shopped in the stores and in the evening, our bus took us to Schiphol Airport where we were guests of the RAF Club. In attendance was Naval Captain Bruce William Barker, the Defense and Naval Attache to the Embassy of the United States in The Hague. He and President Ralph Patton exchanged views and ideas on the world problems. We were given a medal by the club and had a fine dinner upstairs a little later.



Dominique Baudis, Deputy Mayor of Toulouse



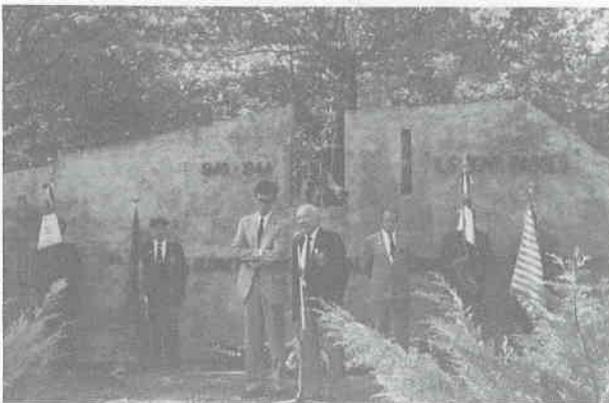
Howard Harris, Paulette Pavan
Pauline, Paulette's mother, age 93 1/2



Jim McElroy with Nadine & Mrs Nothomb
and Clayton David



Jim Mc Elroy & Bob Grimes with "Rolonde" Witton
She helped them escape enroute to the Pyrenees



In Tarascon, Ralph Patton & Interpreter



Read Albert J. Gere's story on *Page 9*



Back at hotel Victoria - "Pooped"!



Read Albert J. Gere's story on *Page 9*

The Dutch helpers gave us a dated engraved pewter tray to remember the occasion.

It was indeed a sad farewell the following morning when we departed for Gent. Dick and Margaret Smith left the tour. George Watt and his wife went with their helpers to join us in Brussels later on. We visited Madurodam, a miniature town and then the Hague, Rotterdam and Antwerp. We arrived in Ghent after dark and stayed at the Holiday Inn which was the best hotel we had to date on the tour.

On Wednesday, we enjoyed a guided tour of Gent then drove back to Brugge for a guided tour of that city. We got back to the hotel well after dark.

Thursday we arrived at the Arenberg Hotel in Brussels at 10:00a.m. Since we arrived in the morning, we had to wait till noon for our rooms. At 2:00p.m. our bus arrived and departed for the Palace and at 2:15p.m. and drove to the local RAF club where we picked up the RAFEES members. The ladies bus arrived for a our of Brussels and Waterloo, conducted by Mme Elizabeth de la of RAFES.

At promptly 3:00p.m. our bus entered the well guarded palace grounds and we posed for a group picture of the AFEES and RAFES which was published in the newspaper "HET LAATSTE NEUWS" on the 19th of October.

Prince Phillipe, a handsome young man of thirty spoke excellent English. He was particularly down to earth and shook hands with all of us. Afterwards, he joined each group and talked to us at greater length. He seemed particularly interested in the holocaust, which most of us were not that familiar with. In our circle, we were joined by Major Minguet, a military aide to the royal family. A young Air Force type, he was particularly informative about the Prince, his job and his personal life. A most interesting young man. I hope to hear from him in the future. His boss, a Major General who was the Military Attache to the royal family joined us and he too was a personable young man and a very important part of the inner operations of the royal family.

After we departed from the palace, we went to the "Maison des Ailes", the RAF club and hotel where we were joined by the ladies and had a reception. It was a very happy affair where we met old RAF friends, and in particular for me, Frank and Isabel Dell.

On Friday, promptly at 1:30 we got on our bus and went to the Belgian Parliament building. At the parliament we were received by it's President, the Minister of State Mr. F. Nothomb and were addressed by both the Speaker of the House of Representatives and the Speaker of the Senate.

Afterward we went to the Maison des Ailes for refreshments, coffee, tea, patisserie etc. Promptly at 6:30p.m. we departed by bus for the American Embassy where we were greeted by Ambassador and Mrs. Glittman. Also in attendance were Colonel and Mrs. Butler, fellow Texans, who were equally delightful people. The Ambassador and his wife were very cooperative in having their pictures taken with each of us and opened their residence to us, giving each of us a booklet on the premises. Also in attendance were Elizabeth Chotteau who is on the Ambassador's Staff.

Saturday we had the morning free and went to the Maison des Ailes at 12:30p.m. for sandwiches and drinks

hosted by the Comete Line for their American and British Friends. The evening was free.

Sunday, at 9:00p.m. the bus left for the National Basilique of Koekelberg, a colossal edifice standing on a hill in Brussels. There we attended mass for members of the RAFES, AFEES, Comete Line, and hundreds of helpers from Belgium. It was a most moving ceremony. After mass, there was a brief ceremony in front of the Comete Memorial stained-glass window. Flowers were placed under the memorial as the Belgian National Anthem and the American National Anthem was played.

At 11:30 we arrived at the Europa Hotel near the ECC Headquarters building where a cash bar served our favorite drinks while we awaited the call to dinner. A dinner of escalloped potatoes and ham was served, followed by one of the Belgian deserts that melt in your mouth. The Belgians gave each of us an engraved pewter ashtray to remember the occasion. A message was read from Andree de Jong who is suffering from a long illness and all the dignitaries spoke. George Watt presented a copy of his book "The Comet Connection" to Air Chief Marshall Sir Lewis Hodges for the RAFEES organization. We went back to the hotel and packed for our trip home.

Monday at 9:00 am we took a cab to the Brussels airport and took off for the USA promptly at 11:35. I personally made all my connections and was back in Texas at 8:30p.m.

One of the most interesting notes about the trip. The Europeans seem in the most part to be happy about the EEC. (European Economic Community) program to be put in place in two years.

For you travelers. The buck ain't what it used to be. Either inflation is running amok or we are going downhill rapidly. A room in a second or third rate hotel is a minimum of \$130.00 and a meal in a decent restaurant is at least \$35.00 to \$40.00. I was told that the average wage for a secretary in France is \$55,000.00 per year!

A.F.E.E.S. ON TOUR

Thomas & Pat Cannon
 James and Frances Cater
 Clayton & Scotty David
 Harry A. Dolph
 Jim & Joan Gobel
 Robert & Mary Grimes
 Jeanette & Howard Harris
 Ernest & Barbara Hugonnet
 Jacques Keshishian
 Jim & Lynette McElroy
 Ralph Patton
 Ewell Riddle
 Mort & Renee Sherwood
 Dick & Margaret Smith
 George & Margaret Watt
 Russell & Francine Weyland
 Ross Wiens
 Claude & Shirley Murray
 (joined us in Amsterdam)
 Y'ALL SHOULD A' COME!

"WE GET LETTERS!"

CHARLINE C. ROTONDO PASSES AWAY NOVEMBER 18, 1990

Concorde, N.H. - November 18, 1990

Charline Chable Rotondo, whose exploits in the French underground saved thirty-two American flyers from the Nazis during World War II, died Thursday. She was seventy-eight.

Charline, as we in the AFEES knew her, lived in Salem and died of lung cancer at Concord Hospital.

She was the first woman to receive the Medal of Freedom, America's highest civilian honor. General Dwight D. Eisenhower presented her with the medal in Paris in 1945 after her capture, torture and escape from the Germans.

After the war, Charline worked as a fashion designer and moved to the United States in 1974. She was reunited with one of the flyers she saved, John Swensen, whom she discovered lived only 40 minutes from her home.

The last time she was with us was in Memphis where she attended our reunion with her husband Al.

Her picture appears on Page 4 of the 1989 Summer Communciations.

FROM JOHN F. BARNACLE

Dear Harry: I am a current member of AFEES and I need a favor. you may remember me - I have written and talked to you on the phone in reference to the painting of the B-24 "*TRUE LOVE*" plane that was shot down. You may recall that my B-24 that went down and crashed was also named "*TRUE LOVE*". My pilot was killed on that mission - he forfeited his life to save me and eight other fellow crew members.

I am still hoping and praying to get a copy of that painting you have. Can you possibly help me??? I sure would appreciate your kind assistance, thanks much.

I have an Eighth Air Force Sweat shirt with a B-24 on it I would like to donate to the AFEES for their next auction. Kindly advise me to whom I should send it.

I hope I hear from you real soon, thanks.

Sincerely, John F. Barnacle.

Ed. Note: My publisher has my photographic copy of the painting which he is using on the cover of my soon to be published book, "*THE EVADER*". That's the reason I haven't been able to send it to you. You can send the sweat shirt to any of the Directors listed in the "Summer Communications, 1990"

EDMOND ZELLNER HAS A QUESTION

31 March, 1990 - Dear Harry: I noticed the guys mentioned in the "COMMUNICATION" have an E&E number. How do I go about finding the Official Records for my little "to-do"? Thanks a lot. Edmond Zellner

Ed Note: Ed, your E & E number is 1364. It's one we just happened to have in our records. For others, write:

NATIONAL ARCHIVES & Records Administration
Washington, D.C. 20409
Phone (202) 523-3044

ROBERT A BURCH WANTS AFEES MEMBERSHIP

Dear Sir: I recently heard of your organization from Ian Hawkins, author of *MUNSTER*, the way it was.

I request to become a member of the AFEES and receive the newsletter, but I don't know the amount of the dues. Please bill me.

My uncle, Jim Frederick Burch, a B-17 co-pilot, was shot down on 10 October, 1943 returning from the Munster raid by FW-190s. He was later confirmed to be with the underground and evading but was drowned in the Bidasso river with a French Count named Antoine d'Ursel (alias Jock Cartier) on 12/24/43. With Ian's assistance I have learned that both bodies were recovered, identified and buried in a local cemetery. I don't know where, and need someone to search the French Archives for a death certificate, etc.

I also want very much to communicate with underground members who aided him. My uncle was from the 385th BG, 549th BS, stationed at Great Ashfield, England, station 155. Other members of his crew who evaded with him were; Wm B. Whitlow, Pilot; Lloyd A. Stanford, Bombardier; John T. Ashcraft, Navigator; and Wm B. Whitlow, Radio Opr. Sincerely, Robert A. Burch, Rosemead, CA.

Ed. Note: Sure, you can join us as a friend. After a long phone conversation with Mr. Burch, I advised him to go thru the National Archives for further information. Mr. Burch states that Art Horning was in the group and witnessed the drowning only 50 feet away from freedom.

JOHN SPENCE NEEDS PHOTOS

Dear Harry: This is a plea, on behalf of Janette Pennes, for photos of the ceremony at the Memphis Belle.

Janette was our guest until Tuesday the 5th of June when we put her on a plane for France.

Janette took such pains to come prepared with her red, white and blue ribbon message, moving us all with her gesture of love and respect for the American airmen who, as her wreath declared, gave their lives for the freedom of us all.

So, I am asking on behalf of Janette Pennes to get photos for her of the goings on in Memphis and particularly the ceremonies at the Memphis Belle.

I have nothing but praise for the Officers and Directors of AFEES. The organization is blessed with these dedicated people.

Send photos to me or directly to:

Mme. Janette Pennes
53 boulevard Jean Jaures
78400 Chatou, FRANCE

CLAUDE MURRAY REPORTS

Dear Harry: In the event you didn't receive the sad news of the death of Paul Veerman, the Netherlands Representative to RAFES, I have enclosed the notice that we received recently. He passed away June 17th, 1990 at 71 years of age. Claude Murray

LES AILES



LETTERS

FROM BERT MONSTER IN HOLLAND

Vianen, June 13, 1990 - Dear Ralph: We arrived at Schiphol two days ago after a month of traveling in the USA. Now Colleen and I want to say thanks to you and the AFEES for everything you did for us. It was a wonderful experience! We traveled to Los Angeles, Bozeman, Montana (Drysdales), Battle Lake, and saw lots of your nice country! Once again, thank you very much for making this possible! We send our regards to you and your wife Bette on behalf of Colleen and myself. Bert

FROM PAUL & NAOMI WEIDNER

Dear Ralph: Maybe you have heard from other sources that PAUL VEERMAN passed away on June 17, 1990 of a heart attack. He was one of my two right hands in our Dutch - Paris group. I had seen him on June 4th in the hospital the day Naomi and I flew home from Amsterdam to Los Angeles. We are all so sad because he was a brother of war for Naomi and had to stay in Switzerland (as a Jew). He went back to the occupied countries to help us. His wife and two sons were with him at the end. He was participating at your reception in Holland this October. Very active - like you. For the organization of underground groups of the big war. We hope to see you next year when AFEES meet in California. Best greetings to you and your wife Bette. Most Cordially, John and Naomi.

REPORTED IN MEMPHIS BY ELSA CASPERS

As our Vice-Chairman Jan Voges is unable to join your reunion for health reasons, we gladly take this opportunity of conveying to you our warmest greetings through Elsa Caspers.

Knowing that your annual reunion is the highlight of your Society we express the wishes that your 1990 reunion will also bring you everything that you expect of it.

We will probably see some of our members during your European trip next October and we are very much looking forward to meeting you all at that time.

May God bless you all. Signed, Wim Wolterink

ELSA CASPERS WRITES

June 1st, 1990 - Dear Bess & Ralph: It was so nice meeting old friends and making new ones at the annual membership meeting. I would like to tell you once more how much I enjoyed it all.

I was very much moved by the ceremony of the lighting of the candles. At times like this it is not only a matter of remembering so many who did not make it but also of realizing how lucky we are to be able to tell the tale.

This also gives us the task to do whatever we can to see to it that what happened in World War II never happens again. Elsa Caspers

FROM ALBERT L. GESE

July 6, 1990 - Dear Dorothy (Kenney): Both my wife Rayona and I were greatly impressed and pleased with the annual meeting of the AFEES at Memphis. We enjoyed

the program and the people. We are determined to attend future meetings. Our only regret is not having been aware of the Society prior to the fall of 1989.

I'm not sure I'm addressing this to the appropriate person in charge - however I have confidence that if this is not your charge, you will see to it that the right person receives the information. I would appreciate the inclusion of the following list of my helpers in the official roster of Helpers. These people were all involved in my ability to evade the German forces that numbered in the thousands in the area in which they lived while I was in their midst.

The following pictures were taken at Charles Maier residence in Chenedault, May, 1989 (Normandy)

Many thanks for your assistance -

Truly yours, Albert L. Gese.

HELPERS, ALL IN FRANCE

Count Roule de Bagneux	Deceased
Clement Mace	Deceased
Countess Roule de Bagneux	
Hotel Bradford, 10 Rue Sr. Phillippe du Roule 75008 Paris	
Charles Mace	
La Val Morin, Chenedout, 61210 Putanges Pont, Ecrepin	
The following were teenagers at the time and brought me food, moved me from one hiding place to another.	
Francois Mace, same address as Charles, above.	
Albert Mace, Le Mont Mord, St agnan Le Malherbe, 14260 Aunay S Odon	
George Mace, 30 Ave Du President Coty, 61600 La Ferte Mace	
Fernand Mace, Cramonil, 61220 Briouze	
Rene Guerin, Le Vivier, La Lande Patry, 61100 Flers	
Louis Chevalier, Chenedout, 61210 Putanges	

FROM JERRY ESHUIS

October 9, 1990 - This is to inform you that "Countess de Boynost" passed away sometime early this year.

I just received the news this past week. I am certain you have her on the list of helpers.

Together with her husband they sheltered me and tended to my wounds for the last of 1943 and part of 1944. I informed you of her husbands death two years ago. If the AFEES sends condolences, address it to their son:

Oliver de Boynost
7 Rue Campagne Premiere
75014 - Paris, France

RUTH & ASHLEY IVEY LOSE DAUGHTER

Janet Ivey, age 41, beloved daughter of AFEES Ashley & Ruth Ivey, passed away July 30, 1990 in Florida. She was a former resident of Acworth and was a 1972 graduate of Shorter College in Rome, GA and a 1973 graduate of Peabody College in Nashville Tenn. She was employed as a librarian for the Boynton Beach Library for the past six years. She was a member of the Palm Beach Library Association, a member of the Veterans of Foreign Wars Ladies Auxillary Post 5335 and Fraternal Order of Ladies Eagles Auxillary No 3944. The family asks that contributions be made to the Scot-tish Rite Children's Hospital, 1000 Johnson Ferry Road, N.E. Atlanta, GA 30363. The Memorial Library Fund in Boynton Beach. The Shorter College Alumni Scholarship Fund.

AND LETTERS...

JAMES E. ARMSTRONG WRITES

August 12, 1990 - Dear Harry: In the 1990 Summer Communications, I read about Virginia and Phillippe d' Albert Lake's meeting with 3 American airmen hiding in a bakers home in Nesles-la-Vallie. The occasion sparked a desire within Virginia and Phillippe to become active resistors. Those 3 airmen were members of my crew of the 384th Bomb Group.

On September 6, 1943 the plane, "Yankee Raider" was downed near Etrepagny, Normandy and after receiving help from local farmers the three were transported towards Paris and fortunately stopped off some days in Nesles-la-Vallie. The three evadees were my copilot, Lt. Robert L. Stoner of Richland, Calif; Lt. Wilbert Y.K. Yee of Hawaii; Bruno Edmans of Kaleva, Michigan.

Unfortunately later on all 3 were arrested at the Pyrenees and became POW's. I know of 3 more airmen who were in safe houses in France for a period of time and were later betrayed by informers or caught on trains enroute to the Pyrenees. They are Sgt. Sidney Grinstein of Denver, Colorado; Lt. Philip Higdon of Jeffersonville, Indiana; J.D. Coffman of Orange, California, all of whom had French helpers.

I trust the enclosed discovery will be printed in the next AFEES Communications. Thank you, Cordially yours, Jim. P.S. If possible please send me the Dinard France address of Virginia and Phillippe Albert d' Lake. My wife Nita and I are making plans to be at the AFEES reunion in Irvine in 1991.

Ed.Note: The only address I have is:

M. Phillippe d'Albert Lake
M. Phillippe et Mme. Virginia
Cancaval
Pleurtuit 35730 France

A PLEA FROM GUS BUBENZER

Anderson, Indiana - October 9, 1990

Dear Harry: This past summer I had the pleasure to receive visitors in my home. One of my helpers - Maurice Quillien and his family from Neufchatel, France.

Maurice aided eleven allied airmen during WWII. At the time he was eighteen years of age and while helping downed flyers was running from the enemy. He was wanted for slave labor.

The first airman he helped was William Megonegal from Philadelphia, Pennsylvania. Maurice has never had contact with this individual since the war. He would be very pleased to have news of this airman.

Should anyone be able to provide information on Megonegal, please inform either myself or the AFEES organization who can provide the address of Maurice in France. Sincerely yours, Gus. Write to:

GUS BEBENZER
429 Federal Drive
Anderson, Indiana 46013
Phone 317/642-9032

REMEMBER! - MAY 1,2,3,4,&5 AT IRVINE

A NOTE FROM ADA GOLDFEDER

June 19, 1990 - Dear Betty and Ralph: We heard that the reunion was wonderful. Please include this check as our token to Memphis. We're sorry we had to miss seeing everyone and meeting the new members.

As to our news. Milt is now at the Moss Rehabilitation Hospital in Philddelphia. Its supposed to be excellent. It is near Renstein Medical Center, (they have a tunnel between the buildings) so full medical care is available if needed. Hope this will be the answer to his problems. He's due for some good news.

Give our best regards to all and thanks for the moral support - it really helps. Ada
P.S. The card you all signed never did get here but I heard about it!

ANOTHER NOTE FROM JANETTE PENNES

Chatou, 12 June 1990 - Dear Ralph Patton: I congratulate you for your successful initiative in founding the AFEES.

What happiness for me in being able to attend your meeting at the Peabody and for having won the A-2 Jacket there.

I will never be able to forget the warm friendships that I found there.

I am also happy at having visited for two weeks at the home of Mary and John Spence who organized the meeting perfectly. I was able to appreciate their warm reception and I shall always remember my marvelous first visit to the U.S.A.

On my return to France the 6th of June, I had many thoughts about the 6th of June, 1944, when so many American men gave their lives for our liberty.

Thanks to you Ralph for your dedication. Thanks to our American Friends! Signed, Janette Pennes

Tot ons grote verdriet
is op 17 juni 1990
in de leeftijd van 71 jaar overleden
mijn lieve man, onze vader, opa en zwager

Paul Philip Veerman
Ridder in de Orde van Oranje-Nassau
Drager van het Verzetsherdenkingskruis
en het Croix du Combattant

Amstelveen: Willy Veerman - Blom
Amstelveen: Ronald Veerman
Marjo Veerman - Krause
Yuri, David en Fabian
Jeruzalem: Philip Veerman
Lea Veerman - van Borren
Sydney: Max Blom
Gerda Blom - Olberg

Keizer Karelweg 391
1181 RG Amstelveen

Paul ligt in Uitvaartcentrum Zuid, Fred. Boeskestraat 91 te Amsterdam, alwaar geen bezoek.

De crematieplechtigheid zal plaatsvinden donderdag 21 juni om 12.30 uur in crematorium Westgarde, Ookmeerweg 275 te Amsterdam.

Gelegenheid tot condoleren na afloop van de plechtigheid in een der ontvangkamers van het crematorium.

Vertrek vanuit Keizer Karelweg 391 om 12.00 uur.

MORE LETTERS -

FROM DIRECTOR DECHAMBRE

Dear Harry: The following letter received from the EAA Aviation Foundation in Oshkosh, WI, dated July 6, 1990.

Dear Jerry: Just a note to thank you for the recently received donation and artifacts in support of your sponsorship of a unit display case for the Air Forces Escape and Evasion Society in our EAA Eagle hangar.

We have taken steps to get the unit display case prepared for our Convention with your artifacts and unit history, and I'm confident future visitors will enjoy and appreciate this aspect of our WWII heritage.

In their behalf, as well as the EAA Aviation foundation, thanks again. Gregory J. Anderson, Exec. Vice Pres.

FROM CLAYTON DAVID

Dear Harry: Charles W. Dungan had his neighbor write to send in his life membership. He can read very well. He lost his wife of 48 years and his mother, both on the same day, April 28th, 1990. He looks forward to getting the Newsletter.

Ed.Note: Charles Dungan is in the hospital for an undetermined length of time. Since he is an avid reader, I think if our members would take the time to send a card or a letter to him, he would appreciate it.

CHARLES W. DUNGAN
C/O L.C. HOSPITAL
1642 AVENUE "J"
LANCASTER, CA 93534

WE RECEIVE NEWSLETTERS

I want to thank other organizations who regularly send AFEES Publishing copies of their own publications. Much information is exchanged for we send them our Newsletter too. Some of the contributors are:

1. 8th Air Force News, 8th Air Force Historical Society
2. Second Air Division of the Eighth Air Force
3. 388th Bomb Group Association
4. King's Cliffe Remembered, 20th Fighter Group Assn
5. 94th Bomb Group Memorial Association
6. Crosshairs, official publication of Bombardiers, Inc
7. 339th Fighter Group Association Newsletter
8. The Fighting 44th Logbook
9. 306th Bombardment Group Echoes
10. Royal Air Force Escaping Society, Canadian Branch
11. 459th Bomb Group Pathfinder Newsletter
12. 8th Air Force Historical Society, Georgia Chapter
13. 466th Bomb Group, Attlebridge Notes
14. Journal of the 7th Photo Recon Group
15. Journal of the International B-24 Club
16. The Ragged Irregular Newsletter
17. 99th Bomb Group Newsletter
18. The 461st Liberaider

Ed. Note: These Newsletters do not go unread. I read every one of them. If your organization wants to trade publications, please, just put us on your mailing list. Thanks.

PLEASE TAKE NOTICE!

Please send news items to the editor by March 1, 1990 for inclusion in the 1991 "Spring Communications."

WE HEAR FROM ASHLEY IVEY

July 22, 1990 - Dear Harry: Your last Newsletter, the "1990 Summer Communications" was really tops!! Glad you could use some of my pictures.

PLEASE, PLEASE, SEND A COPY TO MY RADIO OPERATOR WHO JOINED AFEES IN APRIL, 1990 AND WAS AT MEMPHIS. HE DIDN'T RECEIVE A COPY. Mr. Albert M. Cobb

65 White Mountain Road,
Waynesville, NC 28786

Thanks and best regards to Pat. Signed Ash
Ed.Note: Sent Cobb a copy the day I got your card.

FRANK HALM WRITES

94th Bomb Group Memorial Association

8 July, 1990, Dear Harry: You have a fine publication. Just finished the 1990 Summer Issue.

As you know Ralph Patton is a 94th'er and I have worked with him for years. I'm to the 94th as he is to the AFEES - more or less. More recently I've worked with Gil Millar and new Director Ed Spivak is a 94th'er.

Re: Your inquiry about James Moulton, (page 26) of Albany, Oregon. That's only 10 miles from here. I could not find anything on him in the several towns around here. I did find a Dale E. Moulton but could never get through to him.

I'll pass your publication along to others so they can have a chance to read it.

Hope this has been of help., Best Regards, Frank.

Ed.Note: This letter is printed in part. James Moulton evaded with me for several months in Holland and I would like to get in touch with him if he's still alive. Frank gave me, Dale Moulton's address and phone number, information on the sheriff, Veteran's Service, Tax Department, Veterans Organizations, County Clerk, Court House, Recording and Legal Records, such as Marriage License and Election Records Office. So, with all this information, I should be able to locate him. A million thanks Frank, I really appreciate it.

FROM S.F. BAY & ED O'DAY

Dear Gil: Either the Aussie Philip Lamson is posing as me or I'm posing as him but the picture is of the undersigned who learned about courage from the Lefebvres. As a result of your reply, I was able to contact Jack Larkin who evaded with me. He is going to put me in touch with the gallant Anita Hoffman who escorted us to freedom. She is married to a Naval Commander and lives in New York. Don't recall her unmarried name. She took us from Ramboaillet to Paris and then elsewhere where we were contacted by the Amis. Brave, brave lady! Strange how things turn out because I had included Jack and Anita in a screenplay I did for Pharaoh Productions. The Producer awaits a sequel. Anyone who met us get in touch. Surviving, so far... Ed

From Gil Millar: Her name wasn't Anita Hoffman. It was Anita Lemmonier Hartman. I wrote and told O'Day. Also see 1990 Summer Communications (Pp 26) where Ed queried "How come the pictures of the same people today all look alike?"

Ed.Note: I hope Gil has straightened the problem out for you Ed.

- MORE LETTERS -

FROM THE BAYOU GOOF-OFF

3 July, 1990 - Dear Ralph: Congratulations of the fine meeting you folks pulled off in Memphis. That was the one Gran and I should have attended. However, the dates exactly coincided with our old Bomb Group reunion in Dayton and a get-together with our crew. We had not been together since bailing out which was 46 years ago to the day! Gran and I have our sights on Irvine already. It just so happens we've been talking about a tour of the California Wine Country. It begins to sound like early May, 1991 as the time.

Sure liked the Newsletter which arrived yesterday. The style of print used for the column heads really spiced it up. Seems like AFEES is similar to fine old red wine. It only improves with age.

We're looking forward to October. Sincerely, A B Smith

FROM CURT LOWENS

June 20, 1990 - Dear Mr. Patton: Your pamphlet announces a possible next year reunion in California, since this state is now my residence, I hope you will keep me posted and we all have a chance to meet.

I seem to recall that one of your magazines sent to me contained a translation of the poem "The Eighteen Dead". It was a very good translation. I have a copy of the original in Dutch. If the English version appeared in your Newsletter, may I ask you to dig up a copy and send it to me?

I am certain the Memphis festivities were very successful and hopefully I can participate next year.

Regards, Curt Lowens.

Ed. Note: Copy of poem "The Eighteen Dead" was sent to Mr. Lowens in August, 1990

GEORGE WATT WRITES

The enclosed flyer announcing my book, THE COMET CONNECTION, was distributed at the PX table at our Memphis reunion. The book is my tribute to my Belgian and French helpers and to the Comet Line. It is expected to be out in August, 1990.

Please note that Ralph Patton had arranged with the publisher for AFEES members to purchase the book at a 20% discount by sending orders to Howard Harris.

Ralph told me that the Newsletter would carry the announcement and that he might add some comments of his own after he has read the book. I hope his remarks will be in time for the 1990 Winter Communications. In any event, I would like to see the announcement, along with the blurbs, if possible in the next issue.

The Memphis reunion was great and I'm looking forward to the Comete reunion in October. Best Regards, George Watt.

Ed. Note: Anytime we find a book that will interest our membership, it is included in "COMMUNICATIONS."

PAULETTE PAVAN FROM FRANCE

June 3, 1990 - Dear Ralph: Once again I was with you all. Once again did I find a pilot who spent a while in my family home. His name is Jim Bickley. He stayed with

my family in January, 1944

You can imagine my great emotion to be with three of mine: Jim Bickley, January 1944; Jeff Polk, July 1943; Howard Harris, September-October, 1943.

Sure, my best feelings are with my dear Harris'. I spent a week with them and their wonderful family.

But the end is here and tomorrow I will cross over to my house of Junisy, but before I want to say to you how much I appreciated the Memphis meeting, how I love your people who are so kind to me and how I want you all to know what I have in my heart. But you'll understand me without words. We must keep all those memories. From the past becomes the future. So, dear Ralph, I hope to see you next October, however, "I will never forget!"

God bless you and your wife Bette. Sincerely yours, Paulette Pavan

GENEVIEVE NOURLARD FROM PARIS

June 21, 1990 - Dear Mr. Patton: First of all I would like to again express my gratitude for your having received me in your group, so sympathetic and moving for me: what memories!

Perhaps you were not given my name: I was the guest of John Spence who I had known during the occupation at my home where he had come in January, 1943. Perhaps you will be amused by this small text that he had placed in the catalog of an exposition of my parents paintings, both were painters, which had opened in Memphis in 1988 before being passed to seven other American museums. It ended las April in the French Cultural Sciences of the Embassy in New York. John very generously aided the organization of these expositions because of his loyalty to France.

But now, more importantly, I would like to point out to you a true helper that you do not know. It is due to her that in 1943 or 1944 (I am not sure which) I had turned over this other B-17 Navigator, Conrad Blalock, after having traversed Paris on foot with him and it was she who escorted him to the frontier. It was her principal activity in the resistance and she had guided thirty aviators, for the most part, Americans. she was captured, arrested and deported. On the point of dying in deportation, she was liberated in extremely bad conditions by the Americans. She goes by the name of Nicole Lebon.

I talked with her at the home of a friend some days ago where I had spoken of my trip to Memphis. She deserved to have been there more than I.

She has been in contact with the RAFES but had never heard of AFEES. She would like very much to make contact with you. She is now a widow and lives in Paris but she travels quite a lot.

MME. CORTESE

46 rue Destordes-Valmore
75016 Paris, France

I hope that you will make contact with her.

In thanking you once more, I repeat my admiration for your actions and I send you my warm personal feeling.

Genevive Noufflard, 61 rue de Varenne, 75017 Paris, France.

Ed. Note: I, for one will write this lady at once even though I was not in France during the war.

AND, STILL MORE LETTERS

FROM A.W. "NICKY" BARR IN AUSTRALIA

Currumbin, Queensland, Australia - September 23, 1990
Harry A. Dolph - Editor AFEES - Dear Sir---

I greatly enjoyed the Escape and Evasion story on page 9 in the 1990 Summer Communications. Grover P. Parker certainly made a great contribution to the war effort. It is hoped his next of kin received the award of the Dutch Cross of Resistance on his behalf for it would be highly regarded and well merited.

I wish very much to avoid any possible interpretation that this note is written in an attempt to match G.P.P.'s story or to obtain any form of publicity for myself. Having not sought any before, I am much less likely at 75 years to vary my philosophy on such matters.

The claim is made that "Dutch" set a record that has never been exceeded, etc. And even though the article does not substantiate the claim, I'm sure the records are fully supportive. Some attention has been focused by the RAF, the RAAF and your 1987 Gathering of Eagles function at Montgomery, AL, on somewhat similar events that occurred in the 1942-1944 period when I was a RAAF fighter pilot in the Middle East.

1. January 11th, '42. Shot down 25 miles behind enemy lines, North Africa, wounded in legs, evaded four days, observed enemy dispositions, de-briefed by British Intelligence and returned to Squadron. Immediate DFC.
2. May 30th, '42. Shot down in retreat to El Alemain during "Battle of the Cauldron". Crash landed in front of the Afrika Corps. Evaded enemy throughout the fluctuating tank battle. Eventually rescued by British Army Regiment, sent to Tobrouk hospital. Cleared to return to Squadron.
3. June 26th '42. Bomber escort sortie. Set on fire, wounded, bailed out, and became a POW. Hospitalized four and a half months behind the lines. Sent to Austria, escaped worked four and a half months behind the lines. On March 3rd, '44 infiltrated the war-front and rejoined the Allies. Recommended flying duties and flew operationally in the U.K. and the Pacific. Awarded O.B.E., M.C., D.F.C. & Bar and ended up the war years as Wing Commander, Chief Instructor of RAAF fighter operations.

Clearly, I never exceeded the claim made on behalf of "Dutch" but there are a few who believe it was matched.

I understand the U.S.A. services thoroughly research all records of those chosen as "Eagles" so to provide some support for this letter, I enclose for your interest a copy of their profile on my Western Desert days.

With your member Lee Gordon, we had the privilege of entertaining Ralph Patton and his wife during their trip to Australia a year or two back. A highly enjoyable evening --- all too short.

Congratulations on a publication which helps maintain and improve the bond amongst ex-servicemen who experienced the compassion and assistance of total strangers during traumatic periods in our lives.

Belatedly, I conclude with a strong reference to Paragraph two. Please, let us keep it that way.

Best wishes for success at Irvine in May of next year.

Sincerely, Nicky Barr

ANDREW WILLIAM "NICKY" BARR

(Reprinted from summer 1989 Communications)



"NICKY" BARR

A fighter ace, Australian Andrew William "Nicky" Barr's exploits during World War II are unique. As a star player on Australia's 1939 International Rugby team, he developed the strength and teamwork he would need in combat. While the team toured England, war was declared. Unable to enter flight training in England, he joined the Royal Australian Air Force (RAAF) as a trainee pilot, and was appointed a pilot officer in September, 1940. In November, Barr was posted to 23 Squadron flying CA-3 Wirraways on patrol around Queensland. He entered the ongoing African campaign in October 1941 when posted to 3 Squadron in the Western desert. As on the rugby field, he displayed aggressiveness flying P-40 Kittyhawks in the air over Africa. During his first 35 operational hours, Barr flew 22 missions, engaged in 16 aerial combats and was credited with destroying 8 enemy aircraft. On 11 January, 1942 during an attempt to rescue a downed pilot, he became engaged in a dogfight with Me-109s and was shot down 25 miles behind enemy lines. Although wounded, he evaded for five days and even gathered information on the enemy. After a brief recovery, Barr returned to combat and in May assumed command of 3 Squadron. Keenly aware of the teamwork needed, his squadron fought to halt General Rommel's advance into Egypt. At one point, 3 Squadron flew a record 64 fighter and dive bombing missions in one day--he completed a record 6! On 26 June, 1942, during his third morning flight, Squadron Leader Barr was shot down. Badly wounded, he was captured by Italian forces. By that time, he had flown 84 combat sorties and scored 12 victories. He spent the next five months in military and POW hospitals in Italy. He escaped once but was recaptured and sent to the Italian fortress prison of Gavi--a place from which no one ever escaped. After eight months he was being sent to Germany; however, enroute he once again managed to escape. He evaded the enemy in Austria and Italy for eight months. During this time, he joined the remnants of an Allied Special Airborne Services unit conducting clandestine operations in and around Field Marshal Kes-selring's Headquarters at Aquila, Italy. Finally in March 1944, 21 months after his initial capture, Barr infiltrated the German lines and rejoined the Allied forces. For his exploits in enemy territory, he received the Military Cross. Wing Commander Barr left the RAAF in October, 1945 and became a prominent Australian business leader. Since retirement, he has devoted his energies to yachting and supporting Australia's defender in the 1987 America's Cup, the Kookaburra III.

SETTING: On 11 January, 1942, Flight Officer "Nicky" Barr was attacked in enemy territory by two G.50 fighters. After downing one, he saw an Me-109 force a P-40 to crash-land. At once Barr attacked and

A. W. "Nicky" Barr, continued:
 destroyed the Me-109 and decided to land and pick up the stranded pilot. With wheels and flaps down and close to landing, he was attacked by two more Me-109s. Unable to rescue his comrade and with wheels half up, Barr attacked and destroyed one-making his third kill for the engagement, before being shot down himself. 7
 Ed. Note: This is a true copy of the profile which accompanied Mr. Barr's letter.

ABOUT BOMBARDIER PAUL KENNEY

Sometimes its difficult to get an evader to talk about himself. There are many reasons why this happens, and all of them are valid. One day, Paul Kenney, after many requests sent a copy of Eastern Michigan University's Newsletter, "MOSIACS" which had a small item about him in it. So, Volume III, Number 1 of the Fall-Winter issue of 1986-87 had this to say about Paul in an article about the Comete line:

"Not all downed aviators escaped over the Comete Line, however. Many were killed in combat or in planes that crash landed, and those who parachuted were often ferreted out by German search parties. Still others, although hidden by safehouse keepers for two to three months, were later caught by the Germans. One of those whose luck ran out was Lieutenant Paul E. Kenney, who became a teacher in the public schools of Royal Oak, Michigan after the war. The bombardier on a Flying Fortress, he escaped unharmed from his burning plane when it crashed in northeastern France on February 11, 1944. For 81 days he was able to dodge the Germans through the help of safehouse keepers who sheltered him.

Most of his helpers were poor farmers or members of the working class who leaned politically to the left. Elsie Denetiere and her husband, a worker in a fertilizer plant, took care of Kenney for five weeks at their home in Auby near Arras. They had been asked to shelter the young American by the spirited owner of a cafe two doors from their home who specialized in helping Allied airmen. Mme. Emiliene Vancraeynest, a 52 year old widow, provided a meeting room at the back of her Cafe de la Passerelle for the local members of the important LIBERATION-NORD resistance movement. Kenney, who attended some of these meetings, later remarked on the number of women who directed the local affairs connected with the Resistance.

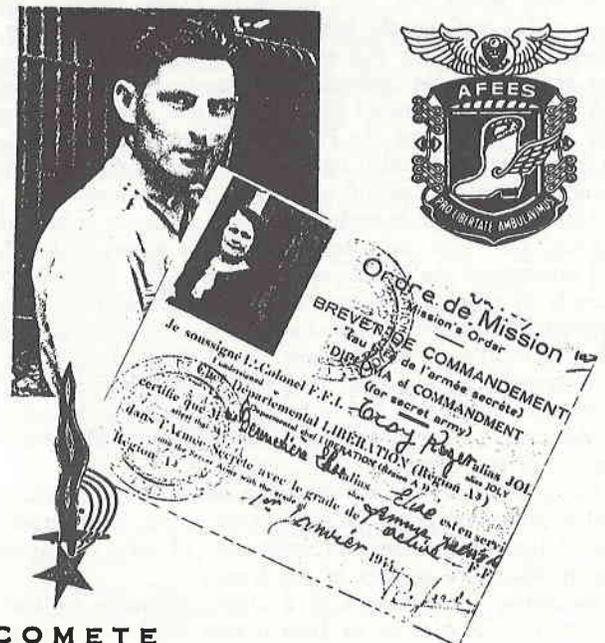
The spring of 1944 found German troops concentrated around Arras in the Pas de Calais region in anticipation of an Allied invasion. This made evasion extremely difficult and Kenney found himself unable to advance along the escape line. Before long, Mme Vancraeynest was arrested while weeding her garden only yards from where Kenney lay hidden. It was evident that his own arrest would be next if she could be forced to talk. Imprisoned at Loos, she was subjected to harsh interrogation and tortured with cigarette burns, but refused to name her colleagues. Betrayel of Kenney came instead from a German double agent posing as a guide for the escape line. He drove Kenney to a German roadblock and turned him over to the Luftwaffe police on May 3, 1944.

A year passed before Kenney eluded his German captors. During that time he was imprisoned in several camps-the last one Nuremberg. When General George H. Patton's Third Army drove towards that city, Kenney and

his fellow prisoners were ordered to march south towards Munich. With only one guard for a platoon of 250 men, Kenney and a friend were able to slip away from the unit as night was falling. They walked into the nearby hills where they slept in a wooded area. Later when they were sure all the platoons had moved on, the two young men returned to the highway where signposts indicated that they were about 20 miles from Munich. They were soon stopped at a roadblock, but by bribing the guards with American cigarettes, they were allowed to pass. Hunger forced them to walk to the nearest town where they entered a restaurant, announced that they were Americans and demanded food. No one challenged them for Germany's defenses were collapsing. Later, they were picked up by advancing American Forces.

Kenney has never forgotten the brave patriots who helped him during those harrowing weeks in France. He has kept in touch with many of them; he and his wife Dorothea have visited them to underscore his deep appreciation. He and other airmen are aware of the terrible price paid by hundreds of the helpers in the escape lines. Some were shot, murdered, but most were deported to German concentration camps where a high percentage of them either died or were murdered. The actual number will never be known, but an informed estimate is that for every successful evader, the life of a French, Belgian or Dutch helper was lost.

Paul Kenney, now retired, is a member of and a Director of the Air Forces Escape and Evasion Society which was founded in 1964. He recently served as co-chairman of the Atlanta meeting of that organization which sponsored the visit to this reunion of more than 40 French, Belgian and Dutch resisters who helped downed American airmen to escape from the Germans in northwest Europe.



COMETE

Paul Kenney in 1944 and Elsie Denetiere his helper

DOWNED AIRPLANE PARTS AVAILABLE

Ernst Scheufele, the German Me-109 pilot who shot down your editor, brought back an interesting note from one of his countrymen, Mr. Balass, who has personally retrieved parts of downed aircraft, and will be happy to give to each of the following people, or members of their crews, the articles he has collected. The planes and crew members are as follows:

BOMBERS

B-17F - 42-30158 - 379th BG - 525th BS - Down 8/17/43
Crashed near Worms, Germany

2nd Lt. Harold N. Thompson, Copilot
2nd Lt. Edward G. Dennstadt, Navigator
2nd Lt. Robert E. Thomas, Bombardier

B-17G - 42-97282 - 384thBG - 544thBS - Down 11/8/44
Belly landing near Nierstein/Rhine, Germany

2nd Lt. William B. Drake, Pilot
F/O Richard A. Johnson, Copilot
F/O Leonard F. Dunning, Navigator

B-17G - 44-8489 - 96th BG - 337thBS - Down 01/13/45
Crashed near Mains-Gustavsburg, Germany

Capt. Merlin G. L. Miller, Pilot
1st Lt. Roy D. Collier, Copilot
1st Lt. Warren H. Berg, Navigator
Capt. Robert L. Alford, Bombardier

B-17G - 43-38271 - 493rd BG - 863rd BS -Down 1/13/45
Crashed near Bauschheim, Germany

2nd Lt. Douglas H. Carlock, Copilot
T/Sgt. Richard C. Pearce, Radio Opr.

A-26B - 41-39213 - 416thBG - 668thBS - Down 3/10/45
Crashed, possibility Worms, Germany area

2nd Lt. Clifford J. Vars, Pilot

A-26B - 41-39361 - 416thBG - 668thBS - Down 3/18/45
Crashed possibility Worms, Germany area

S/Sgt. John J. Sittarich, Gunner

Also members of the 416th Bomb Group, 668th, 669th, and 671st Squadrons who flew the attack on the Worms, Germany Communications Center on March 18th, 1945

FIGHTERS

P-38J - 42-67680 - 20thFG - 79thSQ - Down 1/29/44
Shot down near Worms, Germany

2nd Lt. Robert B. Moss

P-51B - 43-6767 - 4thFG - 335thSQ - Down 4/1/44
Shot down Northeast of Worms, Germany

2nd Lt. Milton G. Scarbrough

P-51B - 43-6922 - 4thFG - 335thSQ - Down 4/24/44
Shot down Northeast of Worms, Germany

1st Lt. Paul S. Riley



Fighters, Continued:

P-47D - 44-33037 - 367thFG - 393rdFS - Down 3/20/45
Belly landed near Grop-Gerau, Germany
1st Lt. Stanley E. Pacek

P-51A - 42-5582 - 362ndFG - 425thFS - Down 3/24/45
Shot down near Grop Gerau.
2nd Lt. Davis M. Howerton

If anyone of these men or their crew members, or anyone who was taken POW or evaded in the Mains-Worms area, or remembers about missions against a target in this area would help me, I would appreciate it.

Michael Balss
Nibelungenstr 24B
6842 Burstadt
Germany
Telephone 06206/75842

Ed. Note: If anybody knows any of these crew members, please contact them at once. Yhis is a newsworthy article and it's generous on the part of Mr. Balss to give these crew members the pieces of memorabilia.

JOHN M. MARR WANTS "PLAYBOY CREW"

September 12, 1990 - Talahassee, Florida

Dear Harry: I want a copy of "THE PLAYBOY CREW" by Robert F. Pipes. I read the review in the Current AFEES publication. How do I go about getting a copy? Very Sincerely, John M.Marr

Ed Note: Bob Pipes published the book himself. So please write to:

ROBERT F. PIPES
601 Sunny Meadow Drive
Post Office Box 4546
Durant, Oklahoma 74701

GUUS A.C.M.A. ODEKERKEN PASSES

Mrs. A.C.M.A. Odekerken
CH Leikestraat 321
Amsterdam 1062VD
The Netherlands

Dear Mies: It was with sadness that today I received a phone call from Jan Voges advising me of the death of Guus. I knew that Guus was not well, but I certainly didn't expect this.

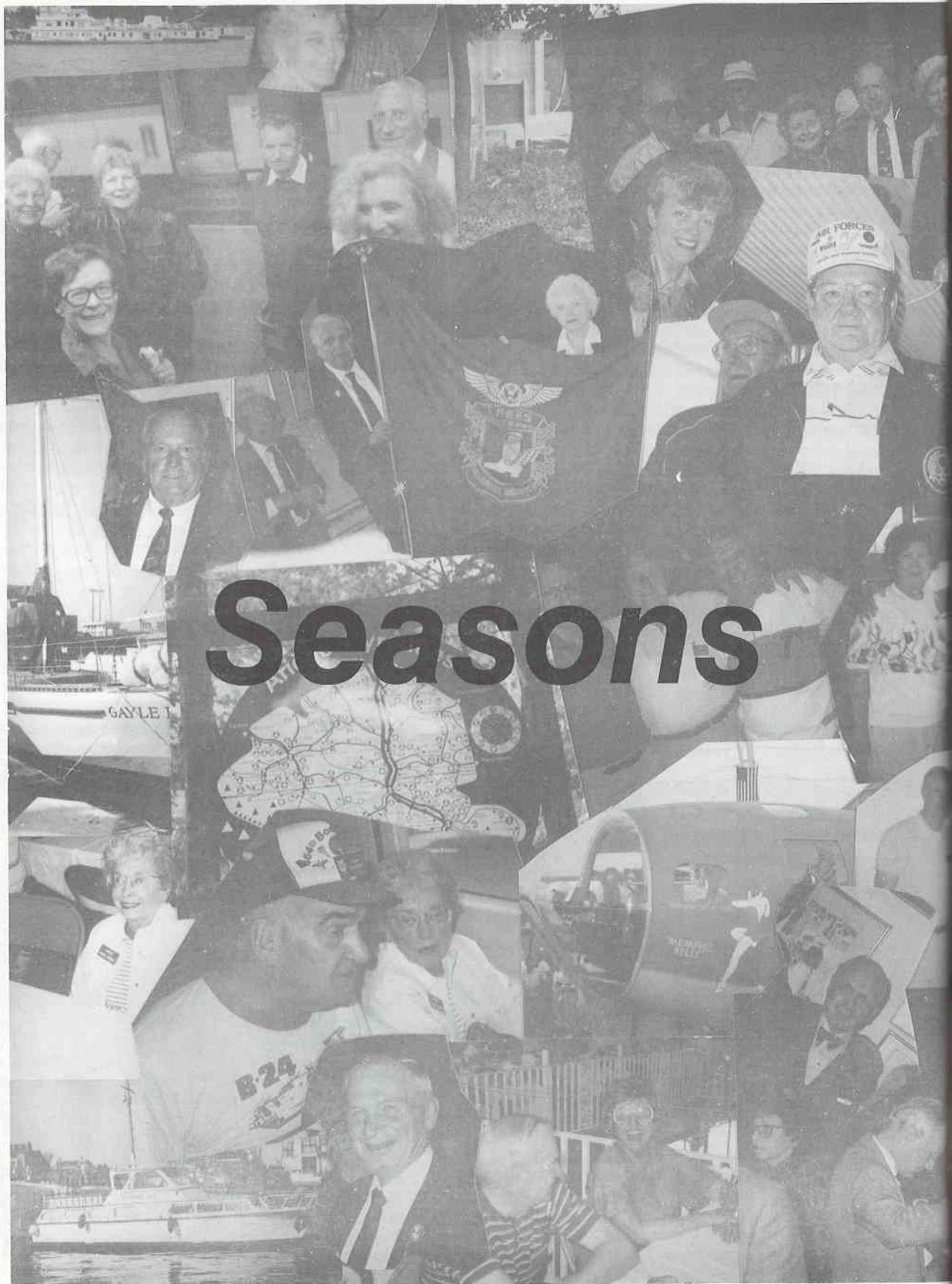
On behalf of all your friends in AFEES, I send you our sincere expression of sympathy. We will all miss seeing Guss' pleasant smile at our future meetings.

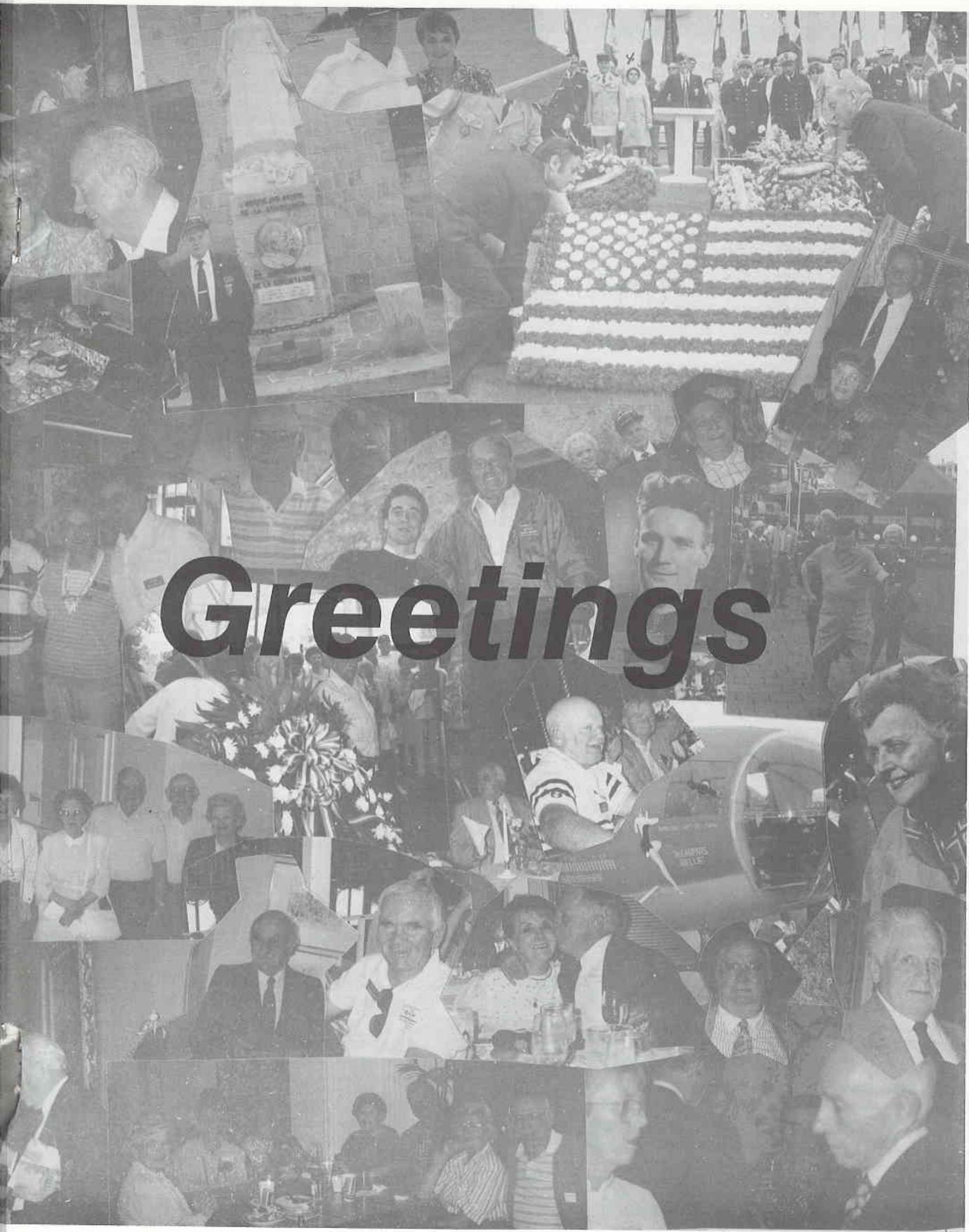
I am pleased that he was able to be with us when we were in Amsterdam October 14th and 15th. Although he moved slowly, he seemed to be his usual pleasant self and therefore his death yesterday came as quite a shock.

We want you, your family and your friends to understand the deep feeling that we all had for our friend Guus and our sadness at losing him. Sincerely,

Ralph Patton.

Ed.Note: Guus & Mies were our guests in 1983. Guus died of a heart attack on Sunday, November 4, 1990. Services were to be held on Thursday, November 8th. A special floral piece was sent to Guus from his friends in AFEES.





Greetings

THE TRUTH ABOUT SWISS INTERNEES

During WWII, the air war over Europe resulted in many battle damaged USAAF aircraft and high losses. Numerous damaged and malfunctioning aircraft, which could not return to base, believed they could reach Switzerland. An unknown number did not make it. Those who did wish to make the truth known!

In 1944, an American Diplomat, assigned to Sweden wrote to the US military that USAAF aircraft in Sweden and Switzerland were undamaged. He also made allegations of cowardice and desertion.

Since the end of WWII and on up through the years many books and magazine articles have been written. There have been unfounded and derogatory comments made about those who interned in Switzerland.

One magazine published a series of B-17 pictures from the Swiss Archives. The author stated the ships appeared to be undamaged. The Group markings, date of entry, place in Switzerland, and ship's serial number assisted in the identification by the ship's pilot and/or crew numbers. The angle a photograph is taken can hide damage. In one example the photo was taken from the right side. What it didn't show was the left wing was in shreds, the number one engine was feathered, and number two was burned. The fuselage was ripped and only thirty (30) minutes of fuel remained on board.

Other authors have stated most aircraft feathered a good engine and went to Switzerland. There have been many comments and insinuations that internees had the great life, were shackled up in their apartments, and could travel all over Switzerland at will. Another profound lie was that internees could leave Switzerland any time they wanted to. These statements were made by people who were not there. There have been a couple of escape stories by internees that have raised questions by other escapees as much of the stories were not commensurate with the facts.

A Fighter Group was briefed to shoot down USAAF bombers headed for Sweden or Switzerland.

There were other Americans in Switzerland who were in the same war. However, they had been shot down over Nazi territory and managed to evade the Nazis. God bless them! They reached and walked across the Swiss border. They were called Evadees and were accorded entirely different arrangements than the internees. The internee arrived in an aircraft and parachuted, crash-landed or landed in Switzerland.

Many internees were told and many signed statements that they would not tell what they witnessed or about events in Switzerland. Now, they are telling their truths!

Now lets go back and look at what followed our Diplomat's charges. General Saptz termed the statements slanderous and absolutely untrue. He demanded U.S. military men be allowed to examine the airplanes. A Lieutenant Colonel and ground crew examined all the aircraft in Switzerland. In September, 1944, there were no USAAF airplanes in that country without justifiable cause. The volumes "US Air Forces in WWII" also carries that statement. Furthermore, the Lieutenant Colonel remained in Switzerland and checked new arrivals. He remained in Switzerland and supervised the repair of disabled aircraft until well after the war ended.

U.S. and Swiss records state: 176 USAAF aircraft entered Switzerland. 96 of the planes were salvaged as junk. 71 were repaired after 15,600 hours were spent repairing them. They were then flown to Burtonwood, England for salvage. One L-5, one P-51, thirty B-17's and thirty-nine B-24's were flown back. Does this represent no damage?

What really happened when a crippled airplane crossed the Swiss border? Numerous ships were jumped by Swiss ME-109's or Moranes. There are Swiss newspaper accounts about the shooting down of USAAF aircraft by Swiss fighters also from American crew members in those airplanes. Many others were shot at by Swiss Antiaircraft batteries. One incident was witnessed by two USAAF crews at the Swiss Air Force Base - Dubendorf. Furthermore, a USAAF Captain was in the tower, a Captain who been ordered to teach Swiss pilots to fly B-17's and B-24's by the U.S. War Department. Some of the B-24's and B-17's had been repaired by the Swiss cannibalizing other ships. The Captain was an internee.

A B-17 started his approach to land and only one wheel of the landing gear came down. An AA gun fired at it from a point blank range and the plane fell into the Griefensee. The Bombardier was the only survivor. He had been thrown through the plexiglass nose upon impact and was picked up in the water by a Swiss in a boat. Of course, he was seriously injured.

Regardless of how an internee landed; by parachute, crash-landing or landing on an airfield (all Swiss runways were too short for B-24's and B-17's), the Swiss army appeared quickly, brandishing bay-

oneted rifles and machine-guns. Each crew member was interrogated, photographed and finger-printed. They were under armed guard 24 hours each day.

They were transported under armed guard to villages high up in the Swiss Alps. There, they were placed in stripped-down hotels some of which were dumps while others were adequate. After a week or two in quarantine, they were permitted to be on the street(s) but had to be in by dusk. There were limits as to where they went and they had better know those limits as they could be shot by the guards if they exceeded them. There were one to three bed checks nightly, depending on where one was assigned.

Food varied according to the hotel they were placed in. All portions were considered smaller than normal. Monotony was the by-word. Some of the hotels had bad food while in others, the food was palatable.

Pay was doled out in small sums and was controlled. Many received sizeable checks upon their return to the states to settle their payroll accounts. But in 1945 the men received full pay and allowances due them each month.

Some applied for and received paroles to attend Swiss schools, work at the American Legation (Embassy) or with the International Red Cross. There were eleven men granted paroles to construct the American Cemetery at Munsingen. One internee was granted a parole to star in an International Film produced in Switzerland while he was interned. The parole permitted the men to leave the internment camp and participate in the activity selected. However, if one sought to escape and was successful, the US would return him to the Swiss. He would then serve a sentence but not in an internment camp.

Adelboden was the primary camp named Camp Maloney. It was named after Joseph Maloney, the first American to die in Switzerland. In 1944, the enlisted men were sent either to Adelboden or Wengen, (just below the Jungfrau) and the officers were sent to Davos.

Orders were issued by the American Legation Military Attache (an Army Cavalry Brigadier General) that no one was to try to escape. In spite of this order, many did try to escape, particularly after D-day and the invasion of southern France. If one was caught by the Swiss, he received a Swiss Tribunal sentence to Wauwill or Hunenburg confinement camps.

The confinements were similar to Nazi concentration camps and many said they were worse. The barracks were wood frame with single sided walls. There was no heat and the men slept on straw or on the ground. Only one blanket was given to each man. Sanitary facilities consisted of a two-holer out-house. The compound was surrounded with a fence of two rows of barbed wire. The area was patrolled by guards with guard dogs and was lighted at night. Medical care was non-existent. The food was not edible and was served from slop pails into tin cans. The abominable conditions are only briefly outlined here.

Any small infraction of the rules resulted in solitary confinement for extended periods. War Crime Reports of the events in these camps were ignored by the U.S. All records of the confinement camps are sealed by the Swiss Government until 1995.

Included in the confinement camps were other Nationals: French, English, Polish, Yugoslavs and Russians.

Escape from the internment camps was possible as was escape from the confinement camps. This was not easy and was fraught with risk. It is known that some were wounded while seeking to escape. There was an "underground" but it couldn't accomodate all who wanted out. Some took off on their own. There was a chance some friendly Swiss would help. Civilian clothes, rail tickets, etc., could be obtained along with directions where to go along the route. There was danger in this approach. There were those who were called "Coyotes." They would charge the going rates of \$100.00 to \$800.00 to assist in the escape. They would assure escapees they would get them across the border and as soon as they did, arriving at the place where they were instructed, the Nazis were there waiting for them or they would appear shortly after the Coyotes departed.

One internee had five operations for appendicitis. He escaped with stitches and an oozing incision along with another internee with a leg in a cast. The hospital where they were staying was on Lake Geneva. One night they sneaked out and stole a row-boat then crossed the lake and walked to the French border. Other internees dressed as women and escaped. One Sergeant at Wengen wondered if the guards regarded him as a "ladies man," because he saw so many ladies off on the train.

To walk out of the three main internment sites was difficult. The very steep rock mountains are impassable without special equipment and skill. There was only one road to and from Adelboden, a cog-rail to and from Wengen and only road through Davos. These were guarded at numerous points. Remember too that every Swiss over eighteen was in

SWISS INTERNEES, cont'd

the military and had his weapon at home or with him.

Repatriation was possible by exchange for Germans. The exchange ratio was two Germans for one American. We must have been held as hostages. If not, how could we be exchanged?

According to the records, we left behind 61 Americans who were buried at Munsingen cemetery. Checking the official records; One was a civilian American Embassy employee. Yet another was killed in October, 1944 while delivering aircraft parts to repair interned aircraft at Dubendorf. And, two other internees were suicides. If everything was so great, why were there suicides? Therefore there were 57 Americans who were buried due to combat, crashes (into mountains) and due to the AA and fighter attacks on crippled aircraft. In 1948 the Department of Defense and the State Department disinterred the dead. Some were returned to the States while the remainder were reburied in Epinal, France.

Americans were interned in Sweden, Spain, Portugal, Turkey and even Russia. Was not Russia an ally?

The Swiss Internees Association, Inc. became a non-profit corporation in New Jersey, on February 21, 1986. The statements made in this article and many other facts, not stated here, are documented and a part of our files. These truths refute the statements and innuendo from writers who have utilized their position to further their own interests without regard for the truth concerning combat aircrews who were interned in Switzerland. We abhor these statements and our truths stand! Albeit, we are forty-five years late but the truth is still there.

Ed.Note: The above story was submitted by President Robert A. Long, of the Swiss Internees Assn. Inc.



July 23, 1990 - Dear Harry: Thank you for your Newsletter. We will add your name to our Newsletter exchange list.

Enclosed is a very brief summary about the truth regarding Swiss Internees. Our August issue of "The Swiss Internee," carries a note about your Society and that you are seeking to contact Swiss Internees who escaped or evaded. There is also a story about escape in the same issue.

Some of our members are also members of your Society. Jim Wilshke is a former Spanish Internee as well as an escapee and evadee.

I have corresponded with Armand Hardy of Belgium whose note appears in the Winter 1990 Communications Newsletter.

Cordially, Robert A. Long, President.

A LETTER FROM DOCTEUR JEAN AUVERT

June 20, 1990 - Dear Mr. Ralph Patton: I was delighted by the warm atmosphere at the AFEES meeting in Memphis. You have done an excellent job by organizing this meeting and by your friendly speeches at the microphone.

It was touching to see how the airmen did remember the European people that have helped them but we must remember also that they were of great help to finish that war.

Thank you for the kind invitation. Very Sincerely Yours, Jean.

FROM MADAME BERTRANNE AUVERT

19 June, 1990 - Dear Mr. Patton: I wish to thank you very much for the three days we spent at Memphis in this marvelous atmosphere. Many years have passed but the memory of these days of anguish and of hope that we had lived during the war are still present in the hearts of all of us.

Thanks again for having organized these reunions.

After Memphis, we with the Krolls, took a long voyage to California. Madame Bertranne Auvert

YVONNE DALEY WRITES

June 12, 1990 - Dear Ralph and Betty: Every time I attend an AFEES reunion I can find the words to catch up on old friends. Words come easily when meeting new members and yet, where it comes to expressing my gratitude for the warm welcome, as inadequate as they may be, only two words come to my mind.

"THANK YOU"

There are few words express so poorly how I feel upon returning from Memphis.

As freinds, you know what I mean and I only hope we can do it again and again!

Please share these two words with all the people who made the 1990 reunion, once again, the highlight of our year. With warm wishes, Yvonne Daley

FROM ANNE BRUSSELMAN

June 15, 1990 - Dear Ralph and Betty: Once again many thanks for a very pleasant time we had with you all at Memphis.

It seems each time we attend the meetings we make new friends and find once again those we made so many years ago.

The warm and friendly "ambiance" due to the hard working members of your committee meant so much to us and makes the bond of friendship stronger as the years go by. I hate the thought of not being with you in 1991 but "Voila c'est la vie".

My love to Bette and you & best wishes for the future. Yours Sincerely, Anne Brusselman

FRANK CAUBERGH WRITES

Memphis was once again a great success as were the five other meetings I had the honor to be invited to.

And how great was the kindness and the attachment of all these men towards the "boys and girls" who once gave them a helping hand for their safety but also for their own liberty.

Thanks for all and God bless you. Frank Caubergh

PAUL BOE REPORTS DEATH OF WIFE

July 7, 1990 - Dear Ralph: My wife Marguerite died last Wednesday July 4th. She was operated on the 15th of May and they found cancer in the head where surgery and medicine remain powerless. One month before we were happily planning to meet our great AFEES family but God thought differently. I lost half my life but I'm sure Marguerite looks down on us and will never forget your comforting friendship. See you during your European trip in October. Sincerely yours, Paul

THE THRILL OF FLYING *a la* PATTON

After 45 years, Ralph Patton decided to celebrate his 70th birthday by flying again. Upon discharge from the Army Air Force in 1945, Ralph immediately took on the responsibilities of making a living and raising a family; as most of you know, this left no time or money for flying.

The urge to fly was never an all consuming desire on the part of our President so it wasn't too difficult for him to forget about it for those 45 years. As his 70th birthday approached, the flying bug bit again so Ralph chartered a small airplane and an instructor to once again tackle the wild blue yonder.

Ralph's instructions to the instructor were, "I don't want to learn to fly. I want you to preflight the airplane, get it started and get me airborne. But most of all, I want you to keep me out of trouble!"

Ralph describes his flying experience.

"As soon as we were airborne, I took over the controls and followed the traffic pattern around the field to my final approach for what turned out to be a grease job landing. 'This is a piece of cake, I haven't lost my touch,' I said with a grin as I poured the coal to it for a touch & go. Whoops, a single engine airplane has torque! Left rudder, more left rudder, and we are airborne at a 30 degree angle to the runway. Whew! That was scary! Follow the traffic pattern again for a follow up to the first landing, the only trouble was the second landing was almost a controlled crash; but the touch & go takeoff was better for I remembered the torque correction."

After a third landing which was a little better than the second but not as good as the first, he decided that cross country flying was more his style. So, he took off due south to see some western Pennsylvania mountains. He found that holding a course and altitude was easier than landing and take-off but not nearly as exciting. So after an hour of cross country flying he retruned to the airfield for a final landing. Since he was able to walk away from it, one can only assume it was a good one.

Ralph says, "Flying was a great way to celebrate my 70th birthday. I have no burning desire to do it again, but who knows? I was truly rusty, but cocky enough to think that with a little practice I could solo and feel comfortable behind the controls again. I'll never solo again but I'll never forget the admonition of my instructor when I soloed in Primary flight school. It's your neck, my ass, and the government's airplane. Good Luck!



President Ralph Patton and his trusty plane

NEW COMMUNICATIONS OFFICE RULES

Dateline: December 1, 1990

Subject : Restroom Use Policy

Job No. : 99,901

Copy to : File

1. In the past, employees were permitted to make trips to the restroom under informal guidelines. Effective December 1, 1990 a Restroom Trip Policy will be established to provide a more consistent method of accounting for each employee's restroom time and insuring equal treatment of all employees.

2. Under the policy, a "Restroom Trip Bank" will be established for each employee. The first day of each month, employees will be given the following Restroom Trip Credits.

Former enlisted men (up to corporal) 20 points

Former NCO's (up to Master Sergeant) 25 points

Former Officers (Including 1st Lts.) 30 points

Former Officers (Including Colonels) 35 points

Former Generals (Including 5 stars.) 50 points

These Restroom Trip Credits can be accumulated from month to month.

3. Within two weeks, the entrance to all restrooms will be equipped with personnel identification stations and will be computer-linked voice recognition devices. Before the end of December, each employee must provide two copies of voice prints (one normal and one under stress) to the Systems Department. The voice print recognition stations will be operational, but not restrictive for the month of October. Employees should acquaint themselves with the stations during that period.

4. If the employee's Restroom Trip Bank is zero, the doors to the restrooms will not be unlocked for that employee's voice until the first of the next month. In addition, all restroom stalls will be equipped with timed paper roll retractors. If the stall is occupied for more than three minutes, an alarm will sound. Thirty seconds after the alarm sounds, the roll of paper will retract into the wall, the toilet will flush and the stall door will open. If the stall remains occupied, your picture will be taken.

5. The picture will then be posted on the welcome sign near the front door. Anyone's picture showing up three times will be immediately terminated. If you have any questions about this policy, please ask your Supervisor. They have all received advanced instructions.



President Ralph Patton at the controls

Photo Contributors

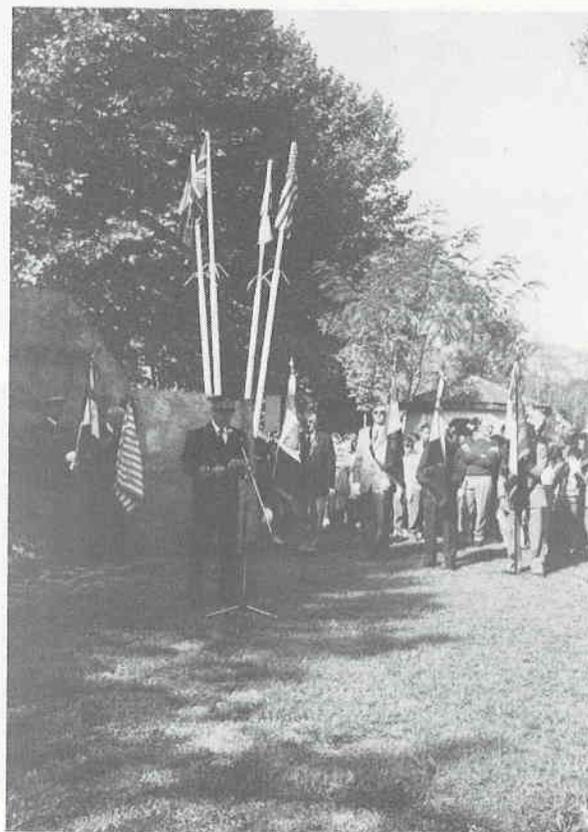
Clayton David
 Jim McEllroy
 Russell Weyland
 Howard Harris
 Harry Dolph
 Thomas Thomas III
 Leslie Atkinson

GIL SHAWN IN THE PEACE CORPS

Lt. Col. Gil Shawn (Ret'd) of New York City was on a space A trip and met a Lt. Col. who talked to him about the Peace Corps. Gil got interested and volunteered -- which is the reason he missed the Memphis Meeting, he was preparing for his new assignment. He finished 12 weeks of the "best school he ever attended" and was assigned to Nanyuki, Kenya where he is at 6500 feet, 5 miles from the peak of Mt. Kenya and 1 mile from the equ-ator. As a small business advisor he serves about 30 groups of Kenyans, whom he says are very poor, impoverished, but intelligent and trying hard.

He points out that the important thing for the Peace Corp volunteer living in virtual isolation from his own people and land is mail and news of the U.S. Any correspondence from his friends in the U.S. and especially A.F.E.E.S. members would be very much appreciated. His address is Gilbert S. Shawn, C/O Post Restante, Nanyuki, Kenya.

Ed.Note: My letter is on it's way right now!



Ceremony at Monument National de la Liberte
 Tarascon sur Ariege, France



The Cathedral Basilique Sainte-Cecile
 Albi, France



Ambassador & Mrs. Glittman with Harry Dolph



Jan Oscam hosted a reception at the Apollo First Hotel
Amsterdam, Holland



Ambassador & Mrs. Glittman with the Weylands



The boy's choir at the National Basilique of Koekelberg
Brussels, Belgium



Dinner table at the Chateau de Mongey hosted by
Dr. Gabriel Nahas and Atty. Pierre Vouyssou



George v Remmerden lives on his boat in
Southern California



Ceremony at the Monument National de la Liberte
Tarascon sur Ariege, France



Paulette Pavan, Jeanette Harris & Jeff Polk
in Memphis



Makin' pancakes at Pancake Carrousel, Amsterdam



Shirley Murray at English Reformed Church, Holland



Eatin' pancakes in Amsterdam



Jan Dobber aboard his houseboat in Amsterdam



Shirley Murray, Janney & Bass de Wit



Russell Weyland & George Hendrik Van Remmerden



On the sightseeing boat in an Amsterdam canal



Marilyn and Dr. Gabriel Nahas at home

JOHN WOOLNOUGH VERY ILL

John Woolnough, who had a distinguished career as a lead pilot with the 466th (Liberator) Bomb Group in Attlebridge, England, has many health problems.

He founded the Eighth Air Force Historical Society, initiated the Eighth Air Force Clearing House and contributed significantly to the success of each. He wrote Attlebridge Notes, the Newsletter for his old group for 20 years. He authored several books, including Attlebridge Diaries, a history of the 466th Bomb Group, which included all its missions and events.

John has heart disease (angina), blood disease (poly systemic Mylo Fibrosis) dead bone marrow. He is under heavy medication and needs frequent blood transfusions.

He is especially important to me for I was a member of the 466th Bomb Group and flew in his formations many times. Its ironic he should have led the Group to Vechta Germany on August 15, 1944, my 33rd and last mission. It's the one I was shot down on.

To all of us who support him during these trying times, a letter or card would be most supportive.

John H. Woolnough
2470 N. Park Rd. Apt 416S
Hollywood, FL 33021
Phone 305/962-6146

Thanks, your editor.

FORWARDED BY THOMAS THOMAS III

10/19/90 - Dear Tom: This last weekend I spent two days at our local airshow in 90 degree heat!

Good program with six F-15's doing their stuff twice each day.

I met JACK ABADIE who said he was an E & E. I think he said in Holland. He didn't know about the AFEES. You might wish to contact him or whatever.

Otherwise, nothing new. Hope you are feeling Okay.

Sincerely, Paul & Ruth.

JACK ABADIE
15503 Antietam
Baton Rouge LA 70817

"MISSING IN ACTION" IN PRINT

Carthage TN, November 12, 1990

Dear Harry: I have written a book, a hard cover, of about 100 pages regarding my experiences of "seventy-two days behind the lines", available December 1, 1990.

I was in the 15th Air Force, a nose gunner in a B-24 Liberator, assigned to the 460th Bomb Group, 761st Squadron. My pilot was Jerry Armstrong.

We had to bail out over the Alps on January 20, '45 due to fuel shortage after being in heavy flak on the Linz, Austria mission.

The book will be interesting with many photos. Needless to say, it is still an emotional experience.

I would appreciate it if you would help me get the word out to my AFEES and Air Force friends. If they write to me, I will be glad to send them a brochure and order form. The book sells for \$9.95 + \$1.50 postage, .78 cents tax for TN residents. Sincerely,

BILL PETTY
508 Jackson Avenue
Carthage, TN 37030

ENNST SCHEUFELE COMES TO AMERICA

Ernst Scheufele, the German Me-109 pilot who shot your editor out of the sky on August 15, 1944 came for a visit on October 23rd and stayed for a week. It was an enjoyable stay and I found out so much about the inner workings of the Luftwaffe I think I could write another book about it.

On Tuesday, October 23rd, a television crew came to our house and taped a program which unfortunately was aired after he went home. However, I'm sending him a tape of the event.

The highlight of his visit came on the 29th of October when we were invited by Mr. Pagel of the Deer Park High School to speak to the students. They filled the auditorium twice and we spoke of our war exploits and Ernst spoke of the reunification of Germany.

He is a delightful personality and spoke to all the children in their own class rooms at the school where my wife Pat is a Librarian. They loved him and sang Clementine with him. They all still ask about "Ernst" when I go to the school. HAD



Ernst Scheufele & Harry Dolph. Ernst's Stetson was presented to him by students of Deer Park High



A POINT OF INTEREST
The Display case in the Experimental Aircraft Association Museum located in Oskosh, Wisconsin.



Birthday Girls! Nell Lind and Francine Weyland



At City Hall, Toulouse, France



Marilyn Nahas and Ralph Patton



The flea market, Toulouse



The Group at Dr. Gabriel Nahas home in France



Russell Weyland, Mary Grimes, George Watt, Lynette & Jim McElroy and Harry Dolph



Paule, Russell, Liliane, Marcel and Francine
Helpers and the Weylands



Cocktails before lunch. The group in Ariege, France

REUNION TIME GETTING NEAR

It's almost that time of the year again, probably the best time for all of us. We'll be able to spend a few days together, renew old acquaintances and meet new members. I for one certainly look forward to it.

I'll fill you in on what I know about the Hyatt Regency. To begin with, Irvine used to be Irvine Ranch when I was a young man and lived in Southern California. Then it was developed into a beautiful city, and was one of the nicest places in the Los Angeles area. It was close to everything but not too close and out of the heavy smog area.

There is a heated outdoor pool with a lifeguard on duty. Everything is furnished, towels, etc. There are four lighted tennis courts with racquets available. A health club for your convenience. Nautilus, dry sauna, open daily. Golf, two miles from hotel, transportation provided. Handball and Squash at the Newport Beach Sporting House only two miles from hotel, transportation. Boating, Newport Sailing Club and Academy, six miles from hotel. Scuba diving and snorkeling, Aquatic Centre in Newport Beach, six miles. Lessons available.

Distances from the hotel to points of interest:

Newport Beach	10 miles
Laguna Beach	15 miles
San Juan Capistrano	20 miles
Knotts Berry Farm	25 miles
Disneyland	25 miles
South Coast Plaza (shopping)	4 miles
Anaheim Stadium	20 miles
Fashion Island (shopping)	5 miles
Pacific Amphitheatre	3 miles
Irvine Meadows	5 miles

Cost per room, double or single \$65.00
Check out time is 1:00p.m.

The John Wayne Orange City airport is five minutes away and some of the airlines do fly in there. More information in the *SPRING COMMUNICATIONS*.

It's not too often we have the privilege of meeting in an area where there is so much to do and so many places to see. It would be a good time for you to stay in Southern California and continue your vacation.

Some places you might want to look into visiting. *SEA WORLD*, one of the oldest and finest in the country. *UNIVERSAL STUDIOS* where its easy to spend a full day and enjoy movie making. *QUEEN MARY* and *THE SPRUCE GOOSE* in Long Beach. The Queen Mary is a floating hotel and has many shops and restaurants. The Spruce Goose is Howard Hughes' huge flying boat made completely of birch plywood. It actually flew with Hughes at the controls. *LAKE ARROWHEAD* and *THE MILE HIGH HIGHWAY*. Located in San Bernardino County, the scenery is breathtaking and a view of Los Angeles you will never forget!

A WORD TO OUR HELPERS

All your approved expenses at the hotel will be paid. Meals, transportation and activities are provided for your group where they are so noted on the program. This is our way of thanking you for making the trip to the USA and joining us for our annual reunion.

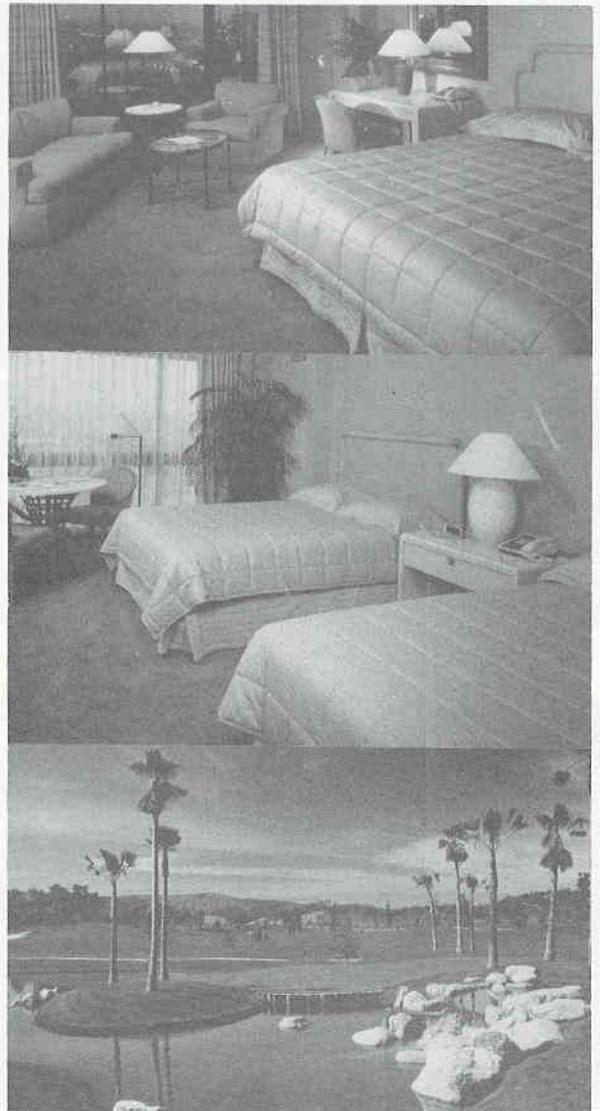
However, if you have meals in your room, make Long Distance phone calls, have your clothes dry cleaned, run up bar tabs, or have laundry charged to your room, then please understand these extra charges are at your own expense.

Unfortunately, several hundreds of dollars were charged to the AFEES for the above named reasons in previous meetings and were not planned for in our budget.

Thank you.

REUNION PROGRAM

The Reunion Program has not been completely finalized as yet. As soon as we get it, you'll get it.



THE FAMILY MOET

From Leslie Atkinson

- Mr. Gerand Jacques Moet - father
- Mme. Genevive Moet - mother
- Miss Michele Moet - Daughter - now Mme Agniel
- Mr. Jean-Marie Moet - Son

During the war, the family lived at 20 Rue Sacro, Saint-Mande, France.

They sheltered airmen and agents since 1942. Miss Michele Moet worked for Reseau Burgundy with Jean Carbonnet. She brought airmen to Saint Mande in north, east and west of France.

They were arrested by the French (Vichy) police on April 28th, 1944. Jean Marie Moet, 13 years old at this time was not arrested and was able to destroy the address book of the Reseau. Other members of Reseau were also arrested.

Mr. Gerand and Mme. Genevive Moet as well as Michelle and two British airmen were given to the Gestapo. The family Moet was sent to Germany.

Mr. Jewrand-Jacques Moet died in prison

Mme Genevive Moet came back and died in 1988

Mme Michele Moet came back after the war.

On Monday, 8th of October, 1990, in Paris Genevive, (Now Aguiel), her brother Jean-Marie and his wife. You have met these people in Paris.



Airmen in hiding with the Moet family
W.Boggart, Fisher?, J. Burke, J. Beshleim?
Photo given to Leslie January 1990 by Michele



Unknown airman in captivity. Photo taken in Veuceus Zoo
Given to Leslie in January, 1990

SURVIVING MEMBERS OF ROY WALKER'S CREW

"PISTOL PACKIN' MAMA"



Back Row - John Buckner, Tail gunner; Don Naughton, Bombardier; Ken Shaver, Engineer; Ken Haines, Navigator; Roy Walker, Pilot
Front Row - Betty Buckner, Lillian Walker, Dorothy Naughton, Melba Carpenter, June Haines



A Beautiful Couple - Clayton and Scotty David

LES AILES



THREE DAYS IN THE PYRENEES

By Monsieur Leslie Atkinson

10, October - Reception in Toulouse Town Hall by Maitre Maubec, adjutant Mayor, replacing the Mayor Mr. Dominique who had to be with President Mitterrand, visiting Aerospatiale Industries. 11 October - In Tarascon sur Areige we were the guest of Mr. Naudi, Maor and President of the Regional Council, and the guest of the "Comite du Monument National de la Liberte", whose President and the five members of the Committee worked hard for the success of the meeting. In Andorra we were received by the former chief of the "Pass-eurs", Mr. Antonio Puigdelivol. 12 October - We has scheduled a rendez-vous with Doctor Pierre Amalric, General Secretary of International Ophthalmic Academy and reputed surgeon of the eyes. However, he was ill and the reception was cancelled. The program was to visit the Toulouse-Lautrec museum and the Cathedral with him as a guide and go after to his home for the reception. A friend of his, a former member of the Nahas team, Mrs. Louise Balfet, wife of a "Conseiller General", was kind enough to replace Doctor Amalric for the visit. After that we went to Gabriel Nahas home to have a drink, met his charming American wife and as we were too many guests for his small house we instead, had a big lunch in the castle of Moncey. All the AFEES, her French guests and new guests of Gabriel Nahas, among them Mr & Mrs Pierre Balfet and Colonel Guy de Rouville, former chief of the FFI in the Tarn Department.

GUESTS

M. Dominique Baudis
Maitre Maubec
M. Maire Naudi
M. Antonio Puigdelivol
Docteur Pierre Amalric, lodged and
convoyed Gustave Kotta E & E #570
& Robert E. Warner, E & E #627
Colonel Guy de Rouville
*M. Meric, Secretaire d'Etat
*General Maurice Belleux, Pres. CNCR
*Le Pere Maurice Cordier, Pres. Nat'l
des evades de France et
*M. Robert Durand, Secretarie General
M. Louis Barthe, Pt des Evades France
M. Henri Barthes Vice Pres " "
Dr. Pierre Auriac Pt d'Honneur Evades
de Fr. Domaine de la Garde
M. Joseph Gualter, Pt Evade France
M. Pierre Conte, Bureau Dir. CVR
Mme. Odette Fournie Tresorier
M. Henri-Claude Lauth, Vice Pres. CG

M. Pierre Billere, Secretaire Gal
M. Ernest Gouaze, President UNADIF
Chief of Escape Line in Foix
M. Roger-Jean Gimazane Pt. Passurs
Pyreneens - in 1962 was President of
Reseau Comete
M. Alphonse Sylvain, Secret Gal CVR
M. Pierre Ugeux, Reseau Comete
Mme Pierre Ugeux, (Mishou) of the
Reseau Comete.
M. Rolland A. Wuillaume, Association
Nationale des Pilotes de Chasse.
M. Leslie Atkinson, AFEES France
Mme Renee Atkinson, AFEES France
Professeur Gabriel Nahas, Reseaux
Dutch-Paris & Francoise Dissart
Mme Simone Calmels
Mme Colette Chaminade
Dr. Genevive Laporte
Dr. Andre Delaude, President de la
Croix Rouge Francaise
Professeur Sermet, Faculte des Lettres
de Toulouse
M & Mme Pierre Basset, Maire de
Mazamet
M. Raymond Sandler
M & Mme Pierre Treillet
Mme Emilienne Eychenne, Historien
M. Jean Larrieu, Historian
M & Mme Marcel Costa
Mme Liliane Brochet Segond
M Pierre Aliot
M & Mme Paul Andrieu
M. Ulysse Arnaud
M. Francois Blasco
M. Paul Boe
M. Robert Boher
Mme Renee Bordes-Heschel
M. Marcel Cazalbon
M. Filomeno Conjero-Sanchez
M & Mme Emile Delpy
Melle Denise Heschel
Mme Georgette Lautier
M. Gaston Lejeune
M & Mme Claude Navailles
M. Bernard Pujol
Professeur Ruffie, College of France
M. Rene Effier
M & Mme Paul Saque
M. Soque
M & Mme Adriedn Tichadou
M & mme Elie Toulza
Mme Paulette Le Fevre Pavan
*Excused or otherwise unable to attend.

FORMER AIRMEN AIDED BY THE MOET FAMILY

By Leslie Atkinson

J. F. Cagle, 92nd BG
A. M. Vetter, 100th BG
E. Hoyt, 379th BG
W. J. Cook, 379th BG
J. N. Beilstein 379th BG
W. Bogart, 92nd BG

G. C. Padget, 379th BG
J. F. Burkowski, 379th BG
J. P. Clarendon, 492nd BG
R. E. Warner, 446th BG
G. F. Bennett, 379th BG
C. E. Atkinson, 379th BG
W. L. Mason, 482nd BG
L. R. ?rake, 305th BG
A. B. Jones, 305th BG
B. W. Rawling, 303rd BG
D. W. Kinnert, 92nd BG
E. D. Dowdon, 482nd BG
F. W. West, 55th FG
C. W. Page, 94th BG
Whitehead - no other info.

I CAMUS WRITES FROM PARIS

Paris, France, 15th February, '90

Dear Sir: I am Genevive Soulie's husband to whom you wrote last December and who was a member of the escape network "Bourgogne" and as such helped about two hundred airmen to go back to either the States or to England. I myself was a member of the resistance organizations before joining the Free French Forces, (Army).

When I crossed Spain and was freed from jail, I met two American airmen who bailed out over France. Their Flying Fortress was brought down. One was called "LONG". He was a butcher or something of that sort. the other was a Lieutenant but I haven't got his name. I met them in October/November or at the beginning of December.

I wonder if you could help me to trace them down. I would be pleased to get in touch with them. I met them in Spain, either in Madrid or rather in Saratoga.

Hoping you can help me, I am, dear Sir, Yours sincerely, I. Camus

I. Camus
260 Boulevard Voltaire
75011, Paris, France

Ed.Note: It would help if we had a better date, even the year would help. A lot of G.I.'s went over the Pyrenees into Spain and it's hard to sort them out with such sketchy information.



JAN OSCAM
I wear his tie with pride

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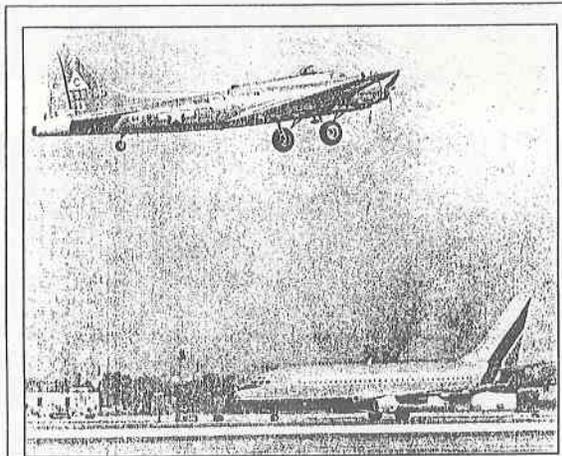
Note: There will be a small shipping (\$1.00) charge on all items.

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Ed. Note: We have an abundant supply of all items on hand in the Post Exchange and we'd like to move them out as soon as possible. Why not purchase that pin or patch you've been putting off till the next meeting and buy it right now. All items shipped within 24 hours. Thanks for your help!

THEY KEEP EM' FLYIN' DOWN HOUSTON WAY

Houston Post, Tuesday November 13, 1990



Craig H. Hartley/The Houston Post

In a contrast of old and new, a B-17 Flying Fortress flies over a Southwest jet.

High-flying masterpieces grace nation's unique jet museum

By RAQUEL ROBERTS
OF THE HOUSTON POST STAFF

While the Museum of Fine Arts was busy with the opening of its Pompeii exhibition last weekend, another museum across town was preparing for a smaller opening of its own on Monday.

The works on display here, however, were art forms of entirely different genre. These masterpieces can fly at, or faster than, the speed of sound and reach altitudes of 40,000 feet. They can dive from the sky like rockets.

They carry bombs. These works of art are military fighter jets and they're part of a collection owned and operated by the Combat Jets Flying Museum.

The museum, located at Hobby Airport, displayed several of its jets Monday during a photo shoot for Challenge Publications, a national magazine that features warbird aircraft.

As each jet screamed down the runway — flames leaping from the engines — onlookers stopped to watch and whistle.

"We're the only museum of this kind in the country," said C.R. Chuck Farnall, a pilot and the museum's president. "The only other flying jet museum is in England."

All the jets in the collection were built between 1945 and 1970, Farnall said. Several of the planes came from China, others from England and Canada.

Ironically, none was purchased from the American military.

"The government doesn't sell flyable fighter planes to civilian flying groups," Farnall said. "Which is kind of sad because many people in the aviation industry want to see these airplanes in the air . . . not on a pedestal."

The museum, founded in 1984 by Houstonian Jim Robinson, now has nine planes, including two F-86 Sabres, one T-33 Silver Star, a MiG-15 and MiG-21, an F-104 Starfighter, an A-4 Skyhawk, one Hawker Hunter and a De Havilland Vampire.

The undisputed star is the MiG-21. It's the first privately owned MiG-21 in the country. Navy Cmdr. Robert L. "Hoot" Gibson, a National Aeronautics and Space Administration astronaut and a Vietnam veteran, said he's flown many jets similar to the MiG-21, but he still had to spend time learning to fly the fabled Soviet fighter.

"I spent several hours in the cockpit studying the plane's checklist and I read everything I could about the plane," he said.

The museum has five volunteer pilots, with five mechanics working full time to keep the labor-intensive jets in flying order and restoring others.

"This is the project we completed last year," said mechanic Ron Wilhite, pointing to the spot-polished A-4 Skyhawk. "We found it in three feet of dirt outside a maintenance school in California. It had no windows, no canopy. It was literally just a shell."



Charline Rotondo & Scotty David



Steamboat row, Memphis, Tennessee



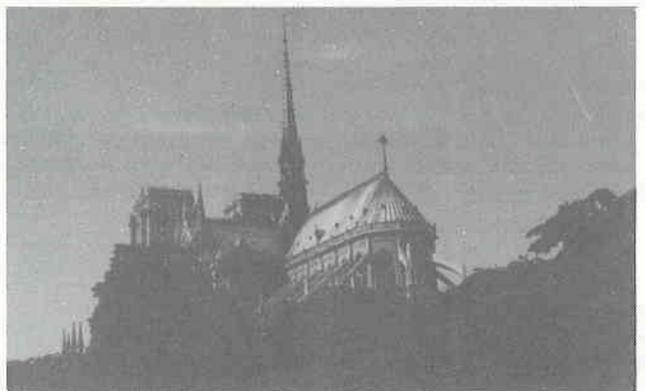
French Helpers



Our castle in France



The ducks at the Peabody hotel, Memphis



Notre Dame, Paris, France



The AFEES scrapbook



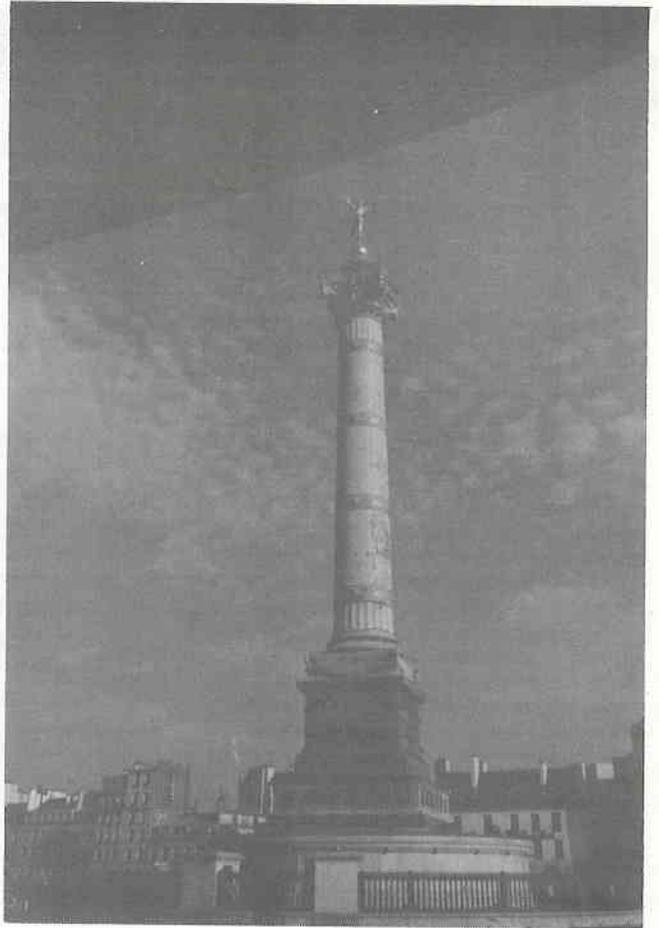
Jim & Frances Cater with friend



Peter van den Hurk & Harry Dolph, standing



On the canal in Amsterdam, Holland



Lots of good Frenchmen (and women)
lost their heads here



Andorra, high in the Pyrenees mountains and seven miles from Spain



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Duty Information: Group _____ Sqdn. _____ Air Force _____ Crew Position _____

Wife's Name _____ Type Aircraft? _____ Where went down? _____

When, date? _____ Helpers _____

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Tell story briefly, include names of crew members and helpers: _____

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2/11/91*

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