#### THE U.S. AIR FORCES ESCAPE & EVASION SOCIETY

## Spring 2011 Communicator

Vol. 23, No. 1

WICHITA FALLS, TEXAS 76307-2501

March 10, 2011



The National Colors displayed in front of the Eighth Air Force
Museum in Pooler, Ga., was lowered to half-mast as a tribute to Ralph
K. Patton, AFEES Founder and long-time Chairman
after his passing on Jan. 31, 2011.
Burial to be at Arlington National Cemetery.
(Information begins on Page 22 of this issue.)

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## U.S. AIR FORCES ESCAPE & EVASION SOCIETY COMMUNICATIONS

<www.airforceescape.com>

#### VOLUME 23, Number 1

March 10, 2011

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THE SOCIETY'S PURPOSE IS TO ENCOURAGE MEMBERS HELPED BY THE RESISTANCE ORGANIZATIONS OR PATRIOTIC NATIONALS TO CONTINUE EXISTING FRIENDSHIPS OR RENEW RELATIONSHIPS WITH THOSE WHO HELPED THEM DURING THEIR ESCAPE OR EVASION.

ELIGIBILITY REQUIRES THAT ONE MUST HAVE BEEN A U.S. AIRMAN, HE MUST HAVE BEEN FORCED DOWN BEHIND ENEMY LINES AND AVOIDED CAPTIVITY, OR ESCAPED FROM CAPTIVITY TO RETURN TO ALLIED CONTROL.

IN ADDITION TO REGULAR MEMBERSHIP, OTHER CATEGORIES OF MEMBERSHIP ARE HELPER MEMBERS, AND FRIEND MEMBERS.

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#### THE PREZ SEZ...

By John Katsaros, E&E# 755 jkatsaros3@ comcast.net Jan.-June: 6530 N. Ocean Blvd., No. 305, Ocean Ridge FL 33435 Home: 407-747-8341 Cell: 978-869-3035

During the past few months, Rich Shandor, our AFEES Membership Chairman and Corresponding Secretary, has announced the loss of several Air Forces Escape and Evasion Society members and Helpers.

Every Escapee, Evader or Helper's loss is a great one, as can be attested by those that we remember that were lost in the past and now in the present.

Yet, the most notable loss was when we received the e-mail that arrived from AFES Vice-President Beverly Patton Wand, announcing that her father, our beloved Past President, Founder and Honorary Chairman, Ralph K. Patton, had passed away.

On behalf of AFEES we send condolences to Beverly Patton Wand and her family.

We will always pay homage to our leader, Ralph K. Patton, who was instrumental in organizing the Air Forces Escape and Evasion Society, in order to remember the Resistance Helpers who risked their lives so that each Allied Escaper and Evader was assisted with safe houses, food, clothing for their escape to Freedom.

Many Resistance workers lost their lives during WWII for assisting a downed airman.

Regarding this year's upcoming reunion, we all wish to thank Executive Vice President Lynn A. David and his committee for making arrangements for a great time to be had by all, at our AFEES Reunion, 13-17 April 2011 in San Antonio, Texas.

Also kudos to Col. Steve Mac Isaac USAF (Ret.) for his purchasing power and the arrangements with his USAF Friends, Communications Editor, Larry "Inky" Grauerholz; Web Master Don Thorpe; and Membership Chairman/Corresponding Secretary Rich Shandor; for their continued interest, communications and help.

It will be wonderful to see you all, healthy and happy, in San Antonio. Check our website, www.airforceescape.com for current information.

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## A brief history of the Comete Line

#### Written by Claire Greindl Comète Line Kinship.

May 1940. British troops re-embark at Dunkirk. A number of wounded or otherwise unlucky soldiers are unable to reach the port in time and go into hiding in Belgium.

At the same time, a number of young Belgians are looking to leave for England, an extremely difficult undertaking under the German occupation. Surveillance is extremely tight and person movements severely restricted, if not impossible, in certain regions including the coastal areas.

What can be done to help these young people, British soldiers in particular, who are in hiding with the local population and a threat for these? Some of them try to escape and are arrested, ending up in the camps at Vichy. Others simply abandon their plans.

In spring 1941, Andrée De Jongh (known as Dédée), is looking for ways and means to secure a passage to England. She comes up with the idea of establishing an escape route through France into Spain.

With Arnold Deppe who is well acquainted with the South-Western region of France, she is able to set up a route with hiding points all the way to Spain. There, however, the fugitives get picked up by the Spanish Guardia Civil and sent to prison or to the camps of Miranda de Ebro.

So much effort for a sad ending!

Dédée decides to go and see the British Consul in Bilbao to ask for his help to repatriate the men from Spain to England. Three weeks of talks are necessary to convince him and to obtain the help required. This is finally granted provided the men are British, and preferably pilots. The Consul agrees to reimburse the cost of the journey for his compatriots.

The British Secretary in Madrid, Michaël Creswell, has given his confidence to Andrée De Jongh. Henceforth, the Line is established and will work all through the war from August 1941 until the liberation.

Sadly, Arnold Deppe is arrested during the second trip, with the men he is accompanying.

It is Deppe who discovers the De Greef family in Anglet where these have sought refuge. Madame De Greef (known as Tante Go) will be an important link in the chain and, helped by her husband and children, the organiser of the Line's activity in the South of France, all through the war. In this she is ably assisted by a number of locals who provide shelter to the RAF pilots, including the Dassié and Lapeyre families, Kattalin Aguirre, Gracie Ladouce.

Very soon, the Gestapo becomes suspicious of

Dédée's activities and interrogates her parents in Brussels at length. Prudence dictates her move to Paris. From there she organises the departures for the Pyrenees where she personally takes the RAF pilots across the mountains.

For this, she enlists the help of Florentino, an exceptional Basque mountain guide for whom the Pyrenees hold no secret. With him, she crosses the mountains in excess of 30 times.

Her father, Frédéric De Jongh (known as Paul), takes her place in Brussels where he is helped by Henri Michelli. However, he is soon discovered by the Gestapo and has to go into hiding. On 30 April 1942 he leaves for Paris and on 6 May Henri Michelli is arrested, together with a large number of other members of the Line. This is a terrible blow. The Line seems destroyed. All links to Paris and Dédée are severed.

At that point Baron Jean Greindl (known as Nemo) offers to step in. As soon as 8 mai 1942, he takes on the reigns of the activities in Belgium. With the assistance of Dédée's sister he is able, not without difficulty, to re-establish the link to Paris. He recruits volunteer guides and hosts, and establishes a new network covering the entire Belgian territory, with centres in Gent, Namur, Liège and Hasselt. All of these report directly to the head office in Brussels. The regional centres co-ordinate the activities of local agents. This system, carefully segregated for security reasons, allows information on the whereabouts of hidden RAF pilots to reach Brussels quickly, where these are then brought in stages.

The effectiveness of this system is borne out by the number of pilots saved: 70 within 10 months. In addition, 20 or so Belgians, two Russian soldiers and a pianist of Jewish origin are able to escape through the Line during that period.

In November 1942, two Germans manage to infiltrate the Line posing as American pilots (no Americans had come through at that point). This results in many arrests and forced departures for England of a number of members of the Line who have been uncovered or compromised.

The Line continues its work. However, faced with this disaster, Nemo attemps to establish whether the Line's work is effective and of value to the Allies commensurate to the considerable risks incurred by the civilians involved. Through a member of the network sent to London he sends a message to the British. The answer reaches him in January 1943 by way of Dédée who tells him: 'our work is of huge importance for the morale of the entire RAF, it must be continued and even intensified'.

This is what happens.

#### SPRING 2011

On 15 January 1943, Dédée is arrested as she is about to cross the Pyrences with a group of pilots. She is sent to various prisons before ending, successively, in the concentration camps of Ravensbrück and Mauthausen

Jean-François Nothomb (known as Franco) stands in for her in the South where he is already based. Henceforth, he is the one who organises the crossings of the Pyrenees, which he conducts himself. He communicates to Paris the chosen dates for each crossing which are agreed with the British Consulate in Bilbao.

Shortly thereafter, on 6 February 1943, Nemo himself is arrested. In breach of international law, he is locked up in military barracks occupied by German soldiers. He is sentenced to death on 29 April and killed during an American bombing of the barracks on 7 September 1943.

Count Antoine d'Ursel (known as Jacques Cartier) becomes the Line's new head for Belgium. He is a veteran of the First World War and belonged to an intelligence network which he abandons to join the Line. He too is soon identified by the Gestapo and forced to concentrate his activity on the Ardennes. In December he tries to cross over to England but drowns in the icy flows of the Bidassoa River on 23 December. He is seconded by Yvon Michiels (known as Jean Serment). who is also already involved in another resistance group and becomes his successor, seconded by Jules Dricot (known as Deltour).

On 7 June 1943, Dédée's father is arrested with a number of other persons. He is imprisoned at Fresnes and is shot at Mont Valérien on 28 March 1944.

At the end of June 1943, Count Jacques le Grelle

(known as Jérôme) is sent from London to France in order to lead the operations in Paris, Franco remaining the head of the Paris and South sectors, as the Line is independent from any London authority.

During Summer and Autumn 1943, the Line's activity is intense. The frequency of Allied raids on Germany is increasing and the number of pilots swells.

The year 1944 starts badly for the Line. Jacques le Grelle is arrested on 17 January, followed by Franco as well as a number of agents in France and in Belgium, including Jules Dricot who will not return from German concentration camps. Once again, the Line is destroyed.

Thanks to Micheline Dumont (known as Michou), the links between the North and South are reestablished and the Line starts a new life, however under a different guise. In Spring 1944, the Allied landings are close and the decision is taken to assemble the pilots in camps, awaiting the arrival of the Allied troops.

In Belgium, Gaston Matthys and his team set up camps in the Ardennes forests while in France camps are established in the region of Châteaudun. Baron Jean de Blommaert, parachuted in from England, is instrumental in setting these up in the forest of Fréteval.

These camps shelter many dozens of British and American pilots. The French camps are freed by Allied troops in mid-August 1944, those in Belgium a few weeks later.

In total, the Comète Line was able to provide safe passage to 700-800 pilots.

However, in excess of 200 members of the Line paid their help to Allied pilots with their lives and many witnessed the horrors of prisons and German concentration camps.



Revue Trimestrielle

Le 'Kinship' = La Lignée Comète

Association « Comète Kinship Belgium »

Pugna Quin Percutias



N° 17 Décembre 2010 -

# ONNE ANNEE 2011

#### Deployed airmen wear new camo

WASHINGTON -- Airmen deploying to Afghanistan in 2011 will see a new uniform issued to them as part of their deployment gear beginning in March.

While airmen have been faced with a slew of uniform changes in recent years, this new uniform is not a matter of image or heritage but instead has resulted from a joint initiative that ensures all outside-the-wire deployers in Afghanistan, regardless of branch of service, have the best ground combat uniform in order to enhance combat effectiveness.

According to Lt. Col. Shawna McGowan, the Air Force future programs branch chief, Air Force leaders collaborated with Army experts to develop a solution to meet evolving camouflage and fireretardancy demands in theater.

The new uniform, called the Operation Enduring Freedom Camouflage Pattern, or OCP, is the same uniform recently fielded in Afghanistan to U.S. Soldiers, Colonel McGowan said.

"At first, airmen receiving the (Airman Battle System-Ground, or ABS-G) uniforms with mission responsibilities outside the wire in Afghanistan will have priority for the OCP."

But the plan is for the OCP uniform to eventually become the only ground-combat uniform worn by Airmen in Afghanistan both inside and outside the wire, she said. This also will minimize the number of bags Airmen will carry into and out of the theater.

"The OCP uniform is scientifically developed to blend in with Afghanistan's terrain, which will make our Airmen safer and more effective on the battlefield," she said. "The new material is also flame resistant and lighter weight than either the ABS-G or the (Airman Battle Uniforms, or ABUs)."

#### The mayor steps in

#### Dallas restaurant turns away Schweinfurt vets over dress code

By SCOTT FARWELL The Dallas Morning News Oct. 15, 2010

Jay Coberly has faced many indignities in his 93 years.

He bounced off the roof of a barn and landed in a pig pen after his plane was shot down over Schweinfurt, Germany, in 1943.

He lost 30 pounds during two years as a POW at Stalag Luft III, the camp depicted in the movie The Great Escape. He's dug through trash for food, eaten barley soup with his hands and slept in ankledeep cow manure.

So Coberly couldn't help but laugh this week when a hostess at Wolfgang Puck's Five Sixty restaurant told him and five other war veterans they didn't look good enough to visit the high-end downtown Dallas eatery – a rotating dining room atop Reunion Tower, 560 feet above the city.

She said the men's unit baseball caps, POW T-shirts and shorts did not meet the restaurant's "business casual" dress code.

"I figure if I spent two years in a POW camp, I could have handled the privilege of sitting in that fancy restaurant a few minutes," said Coberly, a member of the Second Schweinfurt Memorial Association and a bombardier with the decorated 8th Army Air Force, known as the Mighty 8th.

Coberly chuckled at the woman's prim-and-proper approach.

"We weren't dressed like hobos. We were just dressed comfortably," said Coberly, a graduate of the Wharton School of business and a retired hospital administrator from Maryland.

The six veterans – most in their late 80s or early 90s – took the rejection in stride as they shuffled back to their tour bus Tuesday. One cracked, "We're still troublemakers." Another said, "Just call us the dirty dozen."

But the men's wives and children didn't take the snub so lightly.

They confronted the hostess, reminding her of the military men's service and sacrifice.

"Do you realize these veterans fought for your freedom and your way of life and you can't see your way clear to let them up to get a view of the city?" said Michelle Northrop, Coberly's daughter. "I mean, we weren't going to be there longer than 45 minutes."

Northrop said the woman was polite but firm.

"My honest opinion is she was too young to be able to think on her feet," said Northrop. "She was doing her job, she was professionally dressed and she was not being obnoxious. She was trained well, but this was not an empowered young woman. I'm not sure it ever occurred to her to say, 'Let me go talk to my manager.'

If she had, the veterans would have been admitted to the restaurant without question, said Stephanie Davis, director of communications for the Wolfgang Puck Fine Dining Group. Everyone involved agreed the hostess made a mistake. What's in dispute is whether the men identified themselves as veterans.

"If they had explained who they were and what they were doing, it would not have happened," she said. "It was a mistake and we're apologetic."

The restaurant's general manager sent the group two bottles of Scotch, a written apology and an invitation to return to the restaurant.

Even Dallas Mayor Tom Leppert got into the action.

He sent each man a letter that concluded, "Again, welcome to Dallas. I'm sure you will enjoy our Southern hospitality."

The veterans were also given a gold-colored lapel pin with the city of Dallas seal, said Chris Heinbaugh, the mayor's chief of staff. "They can add it to their hats," he said.

Some see restaurant-enforced dress codes as an out-of-date and out-of-place requirement in a world where some blue jeans cost as much as a casual suit.

But Jim Donohue, maitre d' of the French Room at the Adolphus hotel, said most of his guests enjoy standards of dress being enforced at the door – jackets, no jeans.

Even so, if a group of World War II veterans walked in, he'd make an exception.

"We would make it happen," Donohue said. "I would not turn away these guys, press coverage or no press."

Rules can always be bent, he said, especially for those who've earned the accommodation.

Sixty-seven years ago this week, nearly 300 B-17s took off for a bombing run deep into German territory on a mission to destroy a ball-bearing factory. When they arrived at the target, they were greeted with a blanket of rocket and artillery fire. Sixty bombers were shot down, and 600 airmen died. Many airmen who survived being shot down were captured by the Germans.

Each side suffered heavy losses, and Oct. 14, 1943, became known as "Black Thursday," one of the most infamous air battles of World War II.

Surviving members of the group meet each year in a different city around the U.S. This was their first visit to Dallas.

Members of the Second Schweinfurt Memorial Association who visited Dallas were Pete Mullinax of Conroe, Texas; George Roberts of Gulfport, Miss.; Herman Molen of Mabank, Texas; Herschel Higgins of San Jose, Calif.; Jay Coberly of Lexington, Ky.; and John Noack of Fair Oaks Ranch, Texas.

# AF to cut 2,300 officers loose

Feb. 03, 2011

RAF MILDENHALL, England -Some Air Force officers could see
themselves involuntarily out of a job
by this fall under a new force
management program announced
Wednesday.

Despite the service implementing a multi-year program in 2010 to reduce the ranks, the Air Force still ended the fiscal year with approximately 2,300 officers more than it needed, according to an Air Force news release.

Enlisted goals have been met, and this next round of separations will affect commissioned officers, the release states.

Air Force retention is at its highest level in 16 years.

The Air Force said in March 2010 that it was looking to get rid of 5,750 people by fiscal 2012. Last March, the service had more than 335,000 airmen, well above its fiscal 2010 authorized end-strength of 331,700. "Retention projections for fiscal years 2011 and 2012 continue to be high," Gen. Norton A. Schwartz, the Air Force chief of staff, said in the release. "Without additional measures, we could grow to 7,000 over our authorized end strength by the end of fiscal year 2012."

A reduction-in-force board will begin in September for mid-grade officers, but eligible officers can apply for voluntary separation in March that would have them leave the force by Oct. 1. This board will consider officers commissioned from 1999 to 2005 in the chaplain, JAG, biomedical science and medical service categories. Those not selected for retention will separate by Feb. 1, 2012.

"This is a difficult time," Schwartz said in a Wednesday e-mail to airmen. "The results of last year's reductions are no doubt affecting units and lives across our Air Force family. Page 8

#### SPRING 2011

## Two members honored by French

From the St. Petersburg (Fla.)

Times

Nov. 10, 2010

Two veterans of B-17 crews in World War II are being given France's highest honor of military distinction.

The sacrifices of the men and women of the "Greatest Generation," called to duty in what many call the last Great War, have not gone unacknowledged.

Even now -- more than 60 years after the fact.

Two Pinellas County residents, each a bomber crewman during World War II who flew missions where survival odds were at times worse than a coin flip, will be honored today -- and not just by their own countrymen on Veterans Day, but by those who they aided so many decades ago.

Eddie Deerfield, 87, who retired as a lieutenant colonel in the U.S. Army, and Jack Caravello, 86, who left the Army Air Corps as a staff sergeant and worked in sales before his wartime injuries forced him to retire, were selected to receive the French Legion of Honor.

"It's the highest military distinction in France," said Fernando Fornaris, representative of the French consulate in Miami.

According to a consulate statement about why the awards are only now being presented to Americans who fought for French liberation from Nazi rule: "France cannot, and will not forget them. Their memory will live forever in the heart of the French people."

Caravello (92nd BG), who lives in Dunedin, was supposed to receive his award at a ceremony in Washington, D.C., but wasn't healthy enough to attend.

Deerfield, a Palm Harbor resident, plans to travel to a ceremony today in Naples, where he will be honored alongside nine other veterans from the state.

During the war, each man lived through his own day of days with both tenderness, and melancholy. Deerfield recalls the war with passion, and despite its tragedy, the friends lost and his own combat wounds, a fondness for a time when uncommon bravery, by necessity, was a daily occurrence.

He flew 30 missions as a radio operator-gunner aboard a B-17 Flying Fortress, the workhorse bomber that helped cripple the German war machine.

On his 14th mission, a raid on German submarine pens near Nantes, France, an engine caught fire and forced the crew to bail out just as the plane returned to England.

He exited backward, and blacked out when he hit the ground.

When Deerfield regained consciousness in a field somewhere outside Southampton - in friendly territory, after surviving his second plane crash of the war so far - he faced death yet again, this time by pitchfork.

After fending off waves of Luftwaffe fighters and flak in Europe, the dazed Chicagoan faced an end he hadn't exactly anticipated:

Skewering by a scared English farmer.

"When I came to, he had his pitchfork pressed against my chest," Deerfield said. "He thought we were Nazis."

What convinced the old farmer to relent was the then-20-year-old's American accent.

The Army Air Corps tech sergeant went on to fly 16 more sorties over France and Germany.

"I look at it as the highlight of my life," Deerfield said of the war.

Mission after mission wore on the men, however. Survival rates for bomber crews were among the lowest of all units in the war.

Caravello was almost one of those casualties.

During the Battle of the Bulge, when the German forces nearly broke American lines in the Ardennes Forest, Caravello's bomber, also a B-17, was shot down.

He was able to scramble away from the wreckage and was aided by a priest, then taken in by French resistance fighters. He hid out with them until the Germans were pushed back.

Despite the precedent that a downed airman who escaped from behind enemy lines be spared more flights -- for fear they could be seen as spies and not treated with usual prisoner of war status - Caravello found himself back in the gunner's chair.

"They were short of gunners and crews, they shot down so many," he said. "I had to go back."

But when he finished his 30 missions, Caravello did get to go home. His experience provides a kinship with today's soldiers, with whom he empathizes.

"It's different today," he said.

"Those poor guys have to go back three and four times," he said.

## Enter Our Reunion Contest WIN A NEW AFEES CAP

Tell us what were the 3 WWII airplanes used on our new flag?
Email the answer to Mary Shier spwheel357@aol.com

### Many Helpers and friends pledge to 'Never Forget'

Monsieur Christian Babled from France wrote "Thank you for your good wishes. May the spirit of Christmas be with you all year and may it keep you in good health and peace. With a lot of thoughts for they who are away from home in dangerous countries."

Mr & Mme Serge Baudinot from France wrote "Dear Friends, Always happy to hear of you. We keep unforgettable souvenirs of your actions and our meetings. All our wishes for the New Year. Fond regards, Josette and Serge Baudinot."

Mr & Mme Boucher-Vanden Bruggen from Belgium wrote "your Season's greeting enjoyed us and we thank you heartily. Like you **We Shall Never Forget** this time of accomplishment and we hope sincerely a long way without war. Peace in our heart."

Mme Jacqueline Briand from France wrote "Dear Friends, Also We Never Forget 15 July 1944 and my dear friend Flamm Harper. Thank you for your good wishes for 2011. Mme. Jacqueline Briand" Elsa Caspers from The Netherlands wrote "Thanks for your Christmas card. I am now too old to come to the AFEES reunions, but I have very happy memories of the ones I attended in the past. Best wishes for 2011. Elsa Caspers"

Janine De Greef from Belgium wrote "Dear Friends, Thank you so much for your lovely card and kind words of affection. I also wish you an interesting year of peace and joy. I am sorry I am late answering your card due to health problems and an especially hard winter. Sincerely yours, Janine De Greef' Jean Delery from France wrote "Many thanks for your card. With my best wishes from one who will never forget."

Jacques V. Grandjean from Belgium wrote "To all Members of AFEES, Thank you for your wishes to me, wishing you a very Merry Christmas and a Happy New Year. Here in Belgium We Never Forget our Liberators of 1944, Sincerely, Jacques, Member of the Resistance Forces of World War II, Helper AFEES and RAFES. God Bless America."

John Kapteyn from the USA wrote "A Merry Christmas to all Members of the AFEES. Keep your group operating and strong, signed John Kapteyn, Helper."

Til Kenkhuis-van den Boogaard from The Netherlands wrote "To the AFEES Members, thinking of you at Christmas time for all your efforts, suffering and grief you went through to liberate us from the Nazis. We stay grateful. We wish you happiness all through the New year 2011. Til Kenkhus-va den Boogaard and family"

Denise Lenain from France wrote "Thank you very much for the good wishes from the Members of AFEES. I wish to all of you a very good year. I always moved to receive your card. I was so glad I could help American Airmen on the way to France to deliver us. Thank you and all my good wishes, Denise Lenain." Lia and Max Nico Leons from The Netherlands wrote "We shall never forget what you did for us." Roberti Lintermans from Belgium wrote "Dear Friends, Thank you very much for your card. I suppose that the number of your Members diminishes with the years. Here too, sometimes I have two burials of Members each week. But in my memory, the time I had with the Pilots, gives me Souvenirs of the ideals of my youth. That has not changed but the body makes me realize I am not 20 years old anymore. Fortunately the spirit remains the same, as my mother use to say many returns of the day to you all. Signed Bob." Marguerite Miller from the USA wrote "A beautiful Christmas and a wonderful New Year to all of you. Looking forward to seeing you all in San Antonio. We love you all and God bless you. Love your Christmas card of the Chapel at the Air Force Academy. Good choice."

Alex Prochiantz from France wrote "I will never forget despite my age (95 years). Thank you for your wishes. Alex Prochiantz"

Monsieur Jean Pena from France wrote "Thank you for your best wishes. We wish you also a Merry Christmas and a Happy New Year. Thank you to all the AFEES Members. You are very courageous people. Yet we never forget you. Best greetings, M. & Mme. Jean Pena"



Mayor Gerard Guyon (right) sits alongside Dominique Lecomte at a meeting in the city hall of Cardonnois, a French village where a B-17 went down Feb. 8, 1944.

#### French plan a memorial to KIA

(From Dominique Lecomte)

On May 28, a monument will be unveiled in memory of an American soldier killed in the crash of a B-17 bomber, the 8 février 1944.

In the small hall of Cardonnois, France, it is discussed. The size of the invitations, the location of safety barriers, the number of chairs to be expected, which wine should be selected. Countless details, but Mayor Gerard Guyon says that the ceremony proceeds without a hitch.

Because the date is important: On May 28, a monument will be unveiled in memory of Abraham Rosenthal, the only American soldier who died in the crash of B-17 bomber, which was shot down by the Germans and fell on the small town between Montdidier and Breteuil. He was 26 years old...

Dominique Lecomte is responsible for the Oise Association rescuers airmen (ASAA), which launched the idea of a tribute. Initially, he wanted a street name. And then the council has said that a monument would be more appropriate to remember a story which happened, when he was only 4 years old. "I saw the flying fortress in flames and then fall," he said simply.

Dominique Lecomte also has a strong connection with the crash. Of the ten crew members, nine were parachuted and five were taken prisoner by the Germans. The last four were rescued by the people, then by the Resistance. "I'm interested in this story, because my family helped the pilot, Robert Lorenzi," (E&E# 489) says Dominique Lecomte. He began research, talking to right to left, wrote to the United States to recover the aviators. "And I got swallowed by it. There are still many living witnesses."

Descendants of the soldiers will be present

For ten years he corresponds by letter with Robert Lorenzi of Spokane, Wash., who confided the details of the days that preceded the crash. The American died in 2007, two years before Dominique Lecomte made a trip to California to meet families of other soldiers.

Residents, associations, and elected officials will be invited, about 300 persons. Fifteen descendants of American soldiers across the Atlantic are to be present on May 28.

#### SPRING 2011

#### Collings Foundation Wings of Freedom Tour Upcoming Locations

<www.collingsfoundation.org> 978-562-9182

3/9-3/11 Shreveport, LA (B-17, B-24 & P-51)

Shreveport Downtown Airport

3/11-3/14
Tyler, TX
(B-17, B-24 & P-51)
Tyler Regional Airport
Location: Historic Aviation
Memorial Museum

3/14 - 3/16 TBD, TX (B-17, B-24 & P-51)

3/16-3/21 Dallas, TX (B-17, B-24, P-51) Dallas Love Field Frontiers of Flight Museum

3/21-3/23 Palestine, TX (B-17, B-24, P-51) Palestine Municipal Airport

3/23-3/25 TBD, TX (B-17, B-24 & P-51)

3/25-3/28 Tomball, TX (B-17, B-24 & P-51) David Wayne Hooks Memorial Airport

3/28-3/30 Houston, TX-South (B-17, B-24 & P-51) Ellington Field Location: Collings Foundation

Facility

#### SPRING 2011

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3/30-4/1 Houston, TX-West

(B-17, B-24 & P-51) Houston Executive Airport / Katy

4/1-4/4 Victoria, TX

(B-17, B-24 & P-51) Airport: Victoria Regional

Airport

4/4-4/6 TBD, TX

(B-17, B-24, P-51)

Airport: Possibly Kerrville

4/6-4/8 Fredericksburg, TX

(B-17, B-24 & P-51) Gillespie County Airport

4/8-4/11 Austin, TX

(B-17, B-24 & P-51) Austin Bergstrom Intl. Airport

4/11-4/13

Fort Stockton, TX (B-17, B-24 & P-51

Fort Stockton - Pecos County Airport

4/13-4/15 El Paso , TX

(B-17, B-24 & P-51) El Paso Intl. Airport

4/15-4/18 Tucson, AZ

(B-17, B-24 & P-51)

Marana Regional Airport

\*\*\*\*\*\*\*\*

Dates and locations subject to change. Check online for up-todate information.

#### LINGERING THOUGHTS

By Keith McLaren Abbott, 459th BG

My contemporaries and I have an ever-lasting revered feel

For events happening long ago that can still seem real.

With a fervid patriotism gloriously colored red, white and blue.

They were the nineteen forties that included World War II.

Nowadays, people think of that world-wide holocaust as old.

But not me -- my many lingering thoughts seldom grow cold.

War stories still flow out of me like coffee being poured,

Which eventually succeeds in getting too many people bored.

A glowering sign of a person aging is his thinning hair.

Mine is merely graying, but for others it has gone bare.

Upsetting as this is, you see a vet with one arm missing,

And you are reminded neither can be restored by wishing.

What goes around comes around as 1000's return from dangers.

They are courageous sailors, super airmen and army rangers,

Who, after a short rehabilitation stay at home, it sadly seems,

Are quickly called up for more nightmarish and hellish dreams.

And, they'll come back with many of the same thoughts galore,

Much as their dads and uncles once did, six decades before.

It will always be like this for our clueless, eager young guys,

Who are going often now, risking themselves for what death buys.

### AFEES REUNION 2011 EVENT SCHEDULE

Wednesday, April 13 - 1:00 p.m. - Registration Opens (Hotel Lobby)

Wednesday, April 13 – 1:00 p.m. – Hospitality Suite Opens (Fiesta Room – R Level)

Thursday, April 14 - 10:00 a.m. - 11:15 a.m. - Trolley City Bus Tour

Thursday, April 14 - 1:00 - 3:15 p.m. - Market Sq. Shopping

Thursday, April 14 – 6:00 – 8:00 p.m. – Welcome Dinner (Tango I Room – 7<sup>th</sup> Floor)

Friday, April 15 – 8:00 a.m. – 3:30 p.m. – Randolph and Lackland Air Force Base Tour

Friday, April 15 - 8:00 p.m. - 9:00 p.m. - River Cruise

Friday, April 15 – 4:00 p.m. – 5:00 p.m. – Board of Directors Meeting (Bolero Room –7<sup>th</sup> Floor)

Saturday, April 16 – 9:00 a.m. – 10:30 a.m. – Memorial Service (Bolero Room – 7<sup>th</sup> Floor)

Saturday, April 16 – 1:00 – 2:00 p.m. – General Membership Meeting (Bolero Room – 7<sup>th</sup> Floor)

Saturday, April 16 – 3:00 p.m. – 4:00 p.m. – River Cruise

Saturday, April 16 – 3:00 p.m. – 5:15 p.m. – Market Sq. Shopping

Saturday, April 16 – 6:00 – 8:00 p.m. – Annual Banquet (Tango 3 and 4 Room – 7<sup>th</sup> Floor)

Sunday, April 17 – 7:30 a.m. – Farewell Breakfast (Tango 4 Room – 7<sup>th</sup> Floor)

#### A REUNION SPECIAL:

#### **APRIL 15 IS MILITARY FRIDAY**

(Arranged by Ret. Col. Steve Mac Isaac, AFEES Superfriend)

Military Friday will be a long, but most interesting day!

0800local - AF Buses depart the AFEES REUNION HOTEL (...no you can NOT drive, if you are going, you must be on the bus!) en-route to Lackland AFB.

0900-1000Local - Attend Basic Military Training Graduation (BMTG). Welcome the newest members of the United States Air Force!! (Note: Evaders & Helpers will be away from/seated in a different area than the rest of AFEES family/supporters. Plenty of good seating for ALL -- details on the bus ride there!)

1010Local - Re-board buses en-route to RANDOLPH AFB, short 'windshield' of the base en-route to Officer's Club.

1130Local - Sit-down LUNCH at the Parr Officer's Club. Our lunch is in a room that opens into The Daedalian Room, base social 'home for The Order of DAEDALIANS. Room is full of aviation history, and will be open to AFEES before/during/after lunch.

1230Local - Re-board buses en-route the Hangar 12. At the Hangar, we will split into 3 equal groups. There are 3 'stops' in/around Hangar 12: 'Pilot for a Day', The 'River Rats' POW/MIA display/memorial, and a special display honoring the Tuskegee Airmen. Each 'stop' will be about 20-30 minutes, and we will rotate our three groups among them. This should take us to around 1400Local. At that, one bus will depart back to the Reunion Hotel for all those ready to return. The second bus will collect others, and proceed to Headquarters, Order of Daedalians; a quick 20-30 min. visit, then....back to the REUNION Hotel.

(Check out the website; (www.daedalians.org)

Everyone should be back at the AFEES Hotel NLT 1600Local.

I am very much looking forward to escorting the Greatest of the Greatest Generation on Military Friday......and do NOT be surprised if you are also 'escorted' by a very Special VIP!!

# There's plenty to do in S.A.

Suggestions if you have some extra time iin San Antonio in April. A reminder: Hotel reunion rates apply 3 days prior and 3 days after the AFEES reunion.

#### The Fiesta

Same attitude as Mardi Gras but a milder form-- parades, great foods, entertainment, sports, and music Visit: <www.fiesta-sa.org>

#### Activities

#### Visit Fredericksburg:

Wine country tours, German heritage, great music <www.fredericksburgtexas.com>

Theme Parks
Sea World
Six Flags over Texas

#### Bluebonnet Carriage Co. and friends.

Horse-drawn carriage rides 210-599-2474

SAS Shoes Tour factory 877-782-7463

San Antonio Walking Tour 888-368-6874 San Antonio Bike Tour 210-823-2200

San Antonio Food Tours 210-467-2534

# FREE or small cost

Garcia Art Glass Watch glass being blown SPRING 2011 <garciaartglass.com>

Japanese Tea Gardens In Brackenridge Park

San Pedro Park 2nd oldest in the nation

First Historic District Late 1800s, Greek revival, Victorian mansions <www.saconservation.org>



#### <visitsanantonio.com>

San Antonio is home to a vast array of attractions and events to enthrall the kiddies as well as mom and dad. From the San Antonio Children's Museum to the Plaza Wax Museum, from SeaWorld to Six Flags Fiesta Texas, this family-friendly city just oozes with energy and excitement.

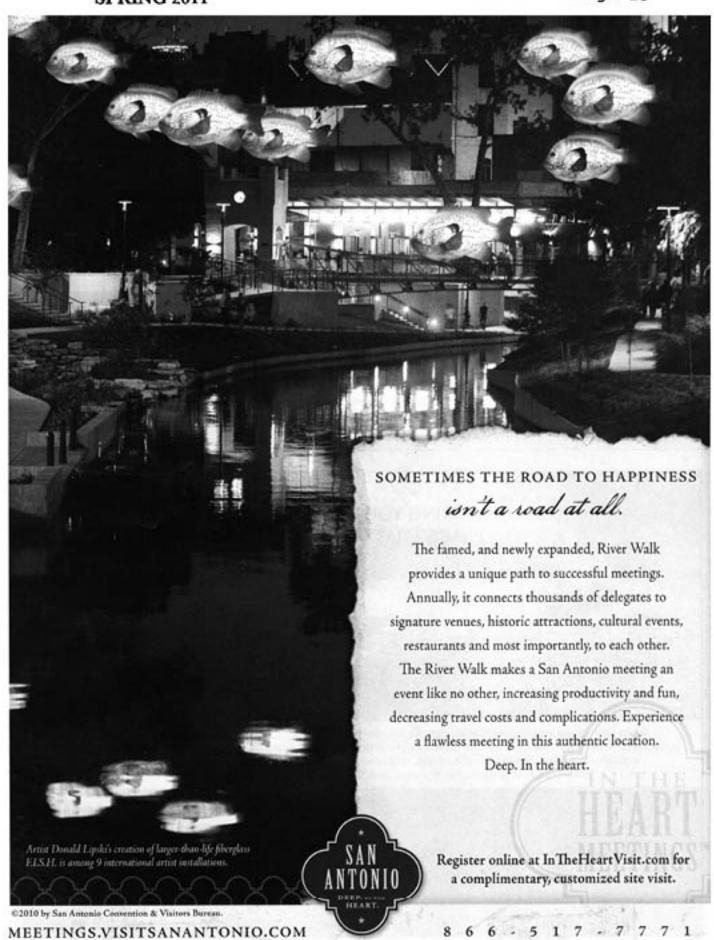
So bring the entire family and discover what makes this Southwestern hotspot the perfect family vacation destination.

For a slice of true Americana, step back in time at Kiddie Park, the nation's oldest children's amusement park.

Morgan's Wonderland, located in northeast San Antonio, is the World's First Ultra Accessible Family Fun Park! This 25-acre park is an oasis of fun dedicated to individuals with special needs, their families, caregivers and friends.

Ride the Carousel, play in the Butterfly Playground or the Treasure Island Playground, enjoy the Off-Road Adventure, interact in the Sensory Village, catch a fish or captain a remote control boat in the Fishing Wharf, relax in the Garden Sanctuary, travel on the train around the eight acre lake, and more!

Visit the website to learn how to register before visiting. Save up to 48% on San Antonio's top family attractions with the San Antonio & Beyond Pre-Paid Pass.



#### HOLIDAY INN RIVERWALK

Air Forces Escape & Evasion Society Reunion

#### April 10-19, 2011

#### HOTEL RESERVATION FORM

Please complete this form and send to

Holiday Inn Riverwalk - Attention: Reservations 217 N. St. Mary's Street, San Antonio, Texas 78205

Phone: 210-224-2500; Fax: 210-527-9589

Holiday Inn Riverwalk - San Antonio, Texas - \$122.59 per night, inclusive

(Che	eck room type)
0.5000-700	Two Queens
HELPERS ONLY: Send both Hotel Rese	BEFORE AND THREE DAYS AFTER REUNION ervation Form and Reunion Reservation Form to: r, P.O. Box 254, Cresson, PA 16630-0254
Last Name:	
Mailing Address:	
Phone:	
E-mail:	
Arrival Date:	Departure Date:
Number of Adults:	Smoking Preference:
PAYM	MENT METHOD
Check Enclosed (Y or N)	
AMX Number:	
140 11 1	
Other CC Number:	
Name on Credit Card:	
Expiration Date:	

#### REUNION RESERVATION FORM

## AIR FORCES ESCAPE AND EVASION SOCIETY Wednesday-Sunday, April 13-17, 2011

Holiday Inn Riverwalk, San Antonio, Texas

Please complete and return this form with check or money order (No Credit Cards.)

Your Check is your receipt.

MEMBERS: Make check payable to AFEES REUNION and mail to: AFEES, c/o Richard P. Shandor, P.O. Box 254, Cresson, PA 16630 HELPERS ONLY: Send both Hotel Reservation Form and Reunion Reservation Form to: AFEES, c/o Richard P. Shandor, P.O. Box 254, Cresson, PA 16630

#### Please Indicate Your Choice of Events

	Trease muleate Tour Choice of Events	
Number		
2000000	Registration Fee @ \$25 per person	\$
	4/14/11 1000-1115 hrs., Trolley City Bus Tour, \$18.00 per person	\$
5-3-89-078-89	4/14/11 1300-1515 hrs., Market Sq. Shopping, \$6.50 per person	\$
	4/14/11 Thursday Night Dinner, \$30.00 per person	\$
	4/15/11 0800-1500 hrs., Visit Randolph and Lackland AFB and Lunch \$30.00	\$
	4/15/11 2000-2100 hrs., River Cruise, \$7.50 per person	\$ \$ \$_
	4/16/11 1500-1600 hrs., River Cruise, \$7.50 per person	
	4/16/11 1500-1715 hrs., Market Sq. Shopping, \$6.50 per person	
	4/16/11 Saturday Night Banquet, \$37.00 per person	\$
	Choice of Entrée: Beef Chicken Fish Vegetarian	_
	4/17/11 Sunday Farewell Breakfast, \$17.00 per person	\$
	TOTAL ENCLOSED	\$
For	Reunion information, contact Richard P. Shandor, 1 (81 e-mail: rshandor@hotmail.com  NAME BADGES: List names as you wish them to	
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Any Special Needs?

#### SPRING 2011

## Many bases get new names

WASHINGTON - Some military installations have new names as joint basing continues.

The 2005 Base Realignment and Closure Commission's directive consolidating 26 stateside military installations into 12 joint bases has brought names such as Lewis-McChord, Langley-Eustis, and even the trilateral McGuire-Dix-Lakehurst into the lexicon of military installations.

While each joint base has its own unique challenges and experiences, the process created much-needed uniformity in directing 49 like functions for each base, said Air Force Col. Michael "Mickey" Addison, the Defense Department?s deputy director of joint basing.

"One of the benefits of joint basing is in learning how to talk to each other," he said. "We all had different languages. If you say "emergency response? to a Soldier, Sailor, Airman or Marine, you may get four different ideas of what that means."

Joint basing isn't new, Colonel Addison pointed out. The military has used it for years in Iraq, Afghanistan and Bosnia. Still, he said, the concept met with some resistance stateside.

"We know how to fight jointly," Addison said. "We've gotten really good at that in the past 10 or 20 years. What we aren't as good at yet is living together back in the [continental United States]."

Seven bases received new names in January:

- Fort Lewis and McChord Air Force Base became Joint Base Lewis-McChord, led by the Army;
- The Navy?s Anacostia Annex and Bolling Air Force Base here became Joint Base Anacostia-Bolling, led by the Navy;
- Naval Station Pearl Harbor and Hickam Air Force Base, Hawaii, became Joint Base Pearl Harbor-Hickam, led by the Navy;
- -- Charleston Air Force Base and Naval Weapons Station Charleston, S.C., became Joint Base Charleston, led by the Air Force;
- Elmendorf Air Force Base and Fort Richardson, Alaska, became Joint Base Elmendorf-Richardson, led by the Air Force;
- -- Lackland and Randolph Air Force bases and Fort Sam Houston, Texas, became Joint Base San Antonio, led by the Air Force; and
- Langley Air Force Base and Fort Eustis in Virginia became Joint Base Langley-Eustis, led by the Air Force.

Five others became joint bases in October when:

- Naval Amphibious Base Little Creek and Fort Story in Virginia became Joint Expeditionary Base Little Creek-Fort Story, led by the Navy;
- Fort Myer and the Marine Corps? Henderson Hall in Virginia became Joint Base Myer-Henderson Hall, led by the Army;
- Andrews Air Force Base and Naval Air Facility Washington, in Maryland, became Joint Base Andrews, led by the Air Force;
- McGuire Air Force Base, Fort Dix and Naval Air Engineering Station Lakehurst, all in New Jersey, became Joint Base McGuire-Dix-Lakehurst, led by the Air Force; and
- -- Navy Base Guam and Andersen Air Force Base in Guam became Joint Region Marianas, led by the Navy.

#### New approach to GI families

WASHINGTON (AFNS) -White House officials have released
a report that unveils a new,
governmentwide approach to military
family support and details a
sweeping, interagency effort under
way to strengthen families and
enhance their well-being and quality
of life.

President Barack Obama announced the results of a nearly yearlong review of military family support Jan. 24 in a White House ceremony attended by the Defense Department's top brass, including Defense Secretary Robert M. Gates; Navy Adm. Mike Mullen, chairman of the Joint Chiefs of Staff; service chiefs and their spouses.

From child care to health care to spouse employment, the report, titled "Strengthening our Military Families: Meeting America'sCommitment," identifies the key issues military families face and presents programs and resources government agencies plan to roll out in the coming months to address them.

"This document is the commitment to our military families not only of this government, but this nation in terms of their support, their care and their empowerment," Robert L. Gordon III, deputy assistant secretary of defense for the Pentagon's office of military community and family policy, said.

The report outlines four key areas that the governmentwide effort plans to address: enhancing military families' well-being and psychological health, developing military spouse career and education opportunities, increasing child care availability and quality, and ensuring excellence in military children's education and development.

"We're bringing together our agencies, our whole of government, with our whole of nation to focus on those four priority areas," Mr. Gordon said. "The DOD can't do this alone; it does take a whole-of-nation approach."

## Vet gets medals 66 years later

McCONNELL AIR FORCE BASE, Kan. (AFNS) -- A safety NCO here helped a veteran receive recognition for his service during World War II.

Tech. Sgt. Wayne Herold, a 22nd Air Refueling Wing ground safety technician, helped Gordon Ballagh, a 90-year-old veteran and prisoner of war during World War II receive four medals: the Prisoner of War Medal, the WWII Victory Medal, the American Campaign Medal and the Euro-African-Middle Eastern Medal.

Mr. Ballagh's military career began when he enlisted in Buffalo, N.Y., Jan. 28, 1943. As a navigator, he participated in at least three flying missionsr while based in Molesworth, England with the 303rd Bomb Group.

It was after one of these missions over Solingen, Germany, that then 1st Lt. Gordon Ballagh's B-17 Flying Fortress was hit, in December 1943.

#### Enhanced benefits provided

WASHINGTON (AFNS) -- Department of Veterans Affairs officials are launching the first of a series of new and enhanced services supporting family caregivers of seriously ill and injured veterans.

In May 2010, President Obama signed the Caregivers and Veterans Omnibus Health Services Act of 2010 legislation authorizing VA officials to establish a wide range of new services to support certain caregivers of eligible Post 9/11 veterans.

"Caregivers make tremendous sacrifices every day to help veterans of all eras who served this nation," said Secretary of Veterans Affairs Eric K. Shinseki. "They are critical partners with VA in the recovery and comfort of ill and injured veterans, and they deserve our continued training, support and gratitude."

"DAV is happy to hear that caregivers of veterans are getting additional support and services to care for our nation's heroes and unprecedented new services for our most recent severely ill and injured," said David W. Gorman, the executive director of the Washington headquarters of the Disabled American Veterans. "We understand there are challenges to implementing the new law; including ensuring that critically ill and injured veterans of all eras are similarly supported."

In addition to the new benefits and services for eligible veterans who were disabled in the line of duty since Sept. 11, 2001 (Post 9/11 veterans), VA officials also will begin providing enhanced benefits and services to caregivers of veterans of all eras who are already enrolled in VA care.

#### RECEIVED BY KEN ADRIAN DURING THE WAR:

Dear Ken.

I'm writing this slow cause I know you can't read fast. We don't live where we did when you left. Your Dad read in the paper where most accidents happen within twenty miles of home so we moved. I won't be able to send you the address, as the last Mississippi family that live here took the numbers with them for their next house so they wouldn't have to change their address.

This place has a washing machine. The first day I put four shirts in it, pulled the chain and haven't seen 'em since. It only rained twice this week—three days the first time and four days the second time.

The coat you wanted me to send you, your Aunt Sue said it would be a little too heavy to send in the mail with them heavy buttons, so we cut them off and put them in the pockets.

We got a bill from the funeral home, said if we didn't make the last payment on Grandma's funeral, up she comes. About your father: he has a lovely new job. He has over 500 men under him. He is cutting grass in the cemetery.

About your sister she had a baby this morning. I haven't found out whether it is a boy or girl, so I don't know if you are an aunt or an uncle.

You r Uncle John fell in the whiskey vat. Some men tried to pull him out, but he fought them off playfully so he drowned. We cremated him. He burned for three days.

Three of your friends went off the bridge in a pick-up; one was driving, the other two were in the back. The driver got out. He rolled the window down and swam to safety. The others drowned. They couldn't get the tailgate down.

Not much more news this time, nothing much has happened. Write more often.

Love, Mom

P.S. Was going to send you some money, but the envelope was already sealed.

\* \* \*

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## Fred Hargesheimer repaid rescuers

By THE ASSOCIATED PRESS Published Dec. 23, 2010

LINCOLN, Neb. — Fred Hargesheimer, a World War II Army pilot whose rescue by Pacific islanders led to a life of giving back as a builder of schools and a teacher, has died. He was 94.

Richard Hargesheimer said his father had been in poor health and died in Lincoln.

On June 5, 1943, Mr.

Hargesheimer, a P-38 pilot with the Eighth Photographic Reconnaissance Squadron, was shot down by a Japanese fighter while on a mission over the Japanese-held island of New Britain in the southwest Pacific. He parachuted into the jungle, where he barely survived for 31 days until local hunters found him.

They took him to their coastal village, and for seven months hid him from Japanese patrols, fed him and nursed him back to health from two illnesses. In February 1944, with the help of Australian commandos working behind Japanese lines, he was picked up by an American submarine off a New Britain beach.

After returning to the United States following the war, Mr. Hargesheimer married and began a sales career with a Minnesota forerunner of the computer maker Sperry Rand, his lifelong employer. But he said he could not forget the Nakanai people, whom he considered his saviors.

The more he thought about it, he later said, "the more I realized what a debt I had to try to repay."

After revisiting the village of Ea Ea in 1960, he came home, raised \$15,000 over three years — "most of it \$5 and \$10 gifts," he said — and returned in 1963 with his son Richard, then 17, to contract for the building of the villagers' first school.

In the decades to come, Mr. Hargesheimer's fund-raising and determination built a clinic, another school and libraries in Ea Ea, renamed Nantabu, and surrounding villages.

In 1970, with their three children grown, Mr. Hargesheimer and his wife, Dorothy, moved to New Britain, today an out-island of the nation of Papua New Guinea, and taught the village children themselves for four years. The Nantabu school's experimental plot of oil palm even helped create a local economy, a large plantation with jobs for impoverished villagers.

On his last visit, in 2006, Mr. Hargesheimer was flown by helicopter into the jungle and carried in a chair by Nakanai men to view the newly found wreckage of his World War II plane. "These people were responsible for saving my life," Mr. Hargesheimer told The Associated Press in a 2008 interview. "How could I ever repay it?" On another visit, he was proclaimed "Suara Auru," "Chief Warrior" of the Nakanai.

"The people were very happy. They'll always remember what Mr. Fred Hargesheimer has done for our people," said Ismael Saua, 69, a former teacher at the Nantabu school.

Besides his son Richard, Mr. Hargesheimer is survived by another son, Eric; a daughter, Carol; a sister, Mary Louise Gibson; and eight grandchildren.

#### Shelburne Line book in the works

Reanne Douglass and her husband of Anacortes, Wash., are writing a book about Operations Bonaparte (Shelburne Line) which took place off the village of Plouha on the east coast of Brittany during the months January to August 1944.

Reanne writes::

"Perhaps you are familiar with the names of two of the aviators who were rescued through the Shelburne Line and whose written accounts were published in the AFEES book when Ralph Patton was president. Our book will be the most complete book to cover this period of time in World War II.

"We have obtained a few photos from the Archives of Caen, but are in need of many more. In particular, we would like to obtain photos of Lucien Dumais and Raymond Labrosse, Canadian officers (now deceased), whose photos appeared in the above-mentioned AFEES book.

"In addition we would like to obtain a photo of a false identification card, a photo of an Enigma machine and photos of a Lancaster, Halifax, B-

17 (Flying Fortress) and B-24.

"I studied in France during my college years, am fluent in French, and have spent many summers with my French adopted family in Plouha. During 2009 and 2010, my husband and I had the opportunity to interview the last still-living Shelburne agents and families that participated in the rescue of Allied aviators during the period the Shelburne Line was in operation.

"We would greatly appreciate help in this search or in pointing us to a source where we might obtain such material."

Réanne Hemingway-Douglass 13589 Clayton Lane Anacortes, WA 98221 tel: 360.299.0420 fax: 360. 293.0126 rdouglass@insidepassagenews.com



## Walkers Wanted!

# June 8-12, 2011 Shelburn Commemorative Hike Brittany, France

Hike the Coast of Brittany along the Chemin des Douniers (Customs Path)

In good company with our AFEES counterparts, Escape Lines Memorial Society (ELMS) in Great Britain and Comete Kinship in Belgium.

Visit the House of Alphonse site, German block houses, and a chateau that housed evaders.

Spend time at Plage Bonapart,
point of embarkation for Reseau Shelburn
From this beach, many AFEES original members
were transported over the English Channel,
including Ralph Patton, Dick Smith, Lou Feingold,
Bill Spinning, Frank Hennessy, Bob Sweat and
others.

Walk includes Market Day in the town of Plouha, followed by 4 days of moderate walking, 8 to 15 miles per day (negotiable!).

Nights are spent in modest accommodations, and meals are included.

Contact Beverly Patton Wand for details: Phone: 973-377-3103 <WandBandJ@aol.com> 37 Crescent Road, Madison NJ 07940 Page 22 SPRING 2011

#### Ralph K. Patton, 1920-2011

## Father of evasion society passes on

#### By BEVERLY PATTON WAND AFEES Vice President

Ralph K Patton, 90, Founder and Honorary Chairman of AFEES, passed away at his home in Bethesda MD on Jan. 31, 2011.

Ralph was born Aug. 16, 1920 in Pittsburgh PA, the son of the late Arthur Earl Patton and Viola Mae (Anderson) Patton. He was the fourth eldest of six siblings and was predeceased by a brother, William, and three sisters, Jean, Helen and Mildred.

He is survived by his sister Eleanor; by his wife of 66 years, Elizabeth Hopkins Patton; by his son, Geoffrey Patton and his wife, Lucie Du of Washington, DC, and by his daughter, Beverly Patton Wand and her husband, John Wand, of Madison, NJ.

He is also survived by five grandchildren, James Patton and Catherine Patton of Washington DC, Christopher Patton Wand of Somerville, MA, Elizabeth Wand of San Francisco, CA, and Robert Wand of Boulder, CO.

Ralph graduated from Wilkinsburg High School in 1938.

When the war broke out, Ralph was working at Pittsburgh Coal Co., taking accounting classes in the evenings at the University of Pittsburgh and dating Bette Lou Hopkins, also a graduate of Wilkinsburg High School.

Ralph enlisted in the U.S. Army Air Corps in 1942 and served as a B-17 pilot with the 331st Squadron of the 94th Bomb Group, 8th Air Force stationed in Bury St. Edmonds in southern England.

On his 9th mission, on Jan. 5, 1944, he was shot down after bombing his target, a German fighter base at Merignac, near Bordeaux, France.

After losing the tail section of his B-17, Ralph parachuted into the center of the Brittany peninsula in western France.

He and surviving members of his crew were sheltered by the French underground. On the night of March 18, 1944, they were taken to the beach near Plouha to be met by Motor Gun Boat 503, operated as part of the British Military Intelligence Service's Reseau Shelburn.

By morning, he was safely back across the Channel in England.

Ralph returned to the United States on April 20, 1944. After stopping to see his family in Wilkinsburg, he traveled on to Memphis, where Bette Lou Hopkins was serving with the WAVES.

In Memphis, on May 1, 1944, they were married, beginning their 66 year marriage. In May of 1945, their son, Geoffrey, was born, and a daughter, Beverly, was



RALPH K. PATTON E&E# 476, 94th BG

born six years later.

After serving out the war as a B-17 instructor pilot, Ralph returned to civilian life in October, 1945 as a Manager, Order Department, Consolidation Coal Company, Pittsbugh, PA.

He served in various managerial positions, moving to Buffalo, NY in 1959, to Rochester, NY in 1964, Detroit, MI in 1972, and returning to Pittsburgh in 1976. He retired in April 1983 as Vice President, Eastern Sales of Consolidation Coal Company, then a subsidiary of the DuPont Company.

In 1954, Ralph returned to Brittany with his wife, Bette, to find and thank the people who had helped him to evade capture, thus beginning his true life's work.

On a second visit to France in 1961, he met Mathurin Branchoux, a French leader of Reseau Shelburn from the town of Guingamp. M. Branchoux gave Ralph a list of 94 Americans who had been evacuated from France in early 1944 by Reseau Shelburn.

Searching before the days of the Internet, he was able to locate 50 of these airmen. In June, 1964, Ralph, with the help of John Amery and Fred Schmitt, hosted a reunion of these fliers with the agents who had organized their evasion: Mathurin Branchoux, and the two Canadian MI9 agents who had parachuted into France to lead the operation, Lucien Dumais and Raymond LaBrosse.

Thirty-three of these fliers attended this first reunion in Buffalo, NY. Included among these 33 were Bill Spinning, Dick Smith and Bob Sweat, whose lifelong friendships and commitment to this cause enriched Ralph's life and his life's work immeasurably.

From this first meeting, the Air Forces Escape

and Evasion Society was formed.

Members were fliers from the American and Canadian Air Forces who had evaded capture behind enemy lines for 30 days or more.

Their intention: We will never forget that men and women of the resistance risked their lives to save ours. Their motto became, simply, "We will never forget." Their purpose as an organization was to recognize Helpers, to thank them, and to encourage a warm relationship between airmen and Helpers and, by extension, between allied nations.

At the same time, a Frenchman named Leslie Atkinson, a reserve captain in the French Air Force, was on a mission to bring together downed American aviators and their European Helpers. He had found many Helpers, but was still seeking their American counterparts.

In the January 1964 issue of the (American)
VFW magazine, a notice from Leslie seeking American
fliers appeared on the same page as one from Ralph
seeking contacts from "those who escaped from Plouha
on the northern coast of Brittany."

Contact was established between Ralph and Leslie, and the work began. This was the beginning of AFEES expansion to include evaders and Helpers from other escape lines, including the Belgian Comete Line, through whose efforts hundreds of airmen traveled through occupied France and walked over the Pyrenees to Spain.

The first event organized by the newly formed American group was a dinner in Niagara Falls, NY on Sept. 16, 1967, where 20 U.S. evaders and their wives greeted 41 guests, including 14 Helpers from France, Belgium, Holland, Luxembourg, Norway, Denmark, Italy and Greece, along with 24 Canadian evadees and wives.

Following the success in Niagara Falls, Ralph served as co-chairman in organizing a "grand pilgrimage" to Europe in 1969. More than 100 Americans and Canadians visited hundreds of men and women who had risked their lives to help them during WWII.

AFEES hosted receptions for Helpers in Holland, Belgium and France. In addition, Helpers and airmen were received by Crown Prince Bernhard of Holland, by the King and Queen of Belgium, by Maurice Schumann, the French Foreign Minister, and then by Queen Elizabeth II in Buckingham Palace.

This successful trip was followed by the hosting of over 50 Helpers from the Belgian Comete Line in the fall of 1974 in Detroit, Washington, and New York.

By then, Ralph and Bette had moved to Birmingham, Mich., where he and Bill Spinning could spend days and days together planning AFEES events while Bette and Kate Spinning commiserated together.

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With his children grown and his wife busy attending college herself, Ralph had the time, and, in Bill, he had an able compatriot, and he began devoting more energy to the organization he was leading.

The next year, in 1975, 60 AFEES members traveled to Belgium and France, hosting several hundred Helpers at dinners in Plouha and Chantilly, and erecting a bronze plaque at the entrance to Bonaparte Beach near Plouha in memory of the French men and women of Reseau Shelburn.

The following year, in 1976, AFEES hosted 69
French members of Reseau Shelburn from Brittany on a
tour that included Detroit, Pittsburgh (where, by then,
Ralph and Bette were living), Washington, DC, and New
York City. Tours of the Pentagon and the White House
were highlights of this trip.

Ralph served as President of AFEES for 27 years until 1991 when he became Chairman of the Board. Dick Smith took over as president several years later, serving admirably until his retirement in 2009. Dick and Ralph returned to France together many times, representing AFEES at the dedication of various steles or monuments put up to commemorate escape and evasion activities in Brittany.

Over the years, other people stepped forward to further the goals of AFEES.

In 1982, Comete Line evader Clayton David and his wife, Scotty, joined the effort. Scotty's diligent search for American evaders increased AFEES membership tenfold over the next eight years. 1986 marked the beginning of annual meetings in the United States.

Yvonne Daley Brusselmans, the daughter of Comete Line Helper Anne Brusselmans and a young Helper in her own right, became involved. When Yvonne put her considerable skills to work organizing these reunions, recognition and attendance increased. She brought with her a dedicated group from the Daedalian Society of McDill AFB in Tampa, FL, who, along with multi-talented Treasurer Francene Weyland, added organization and polish to the annual reunions.

When evader Larry Grauerholz joined AFEES and offered to publish the quarterly newsletter, communication expanded around the world. Frank Lashinsky managed the data base after Gil Millar, and Frank's fundraising efforts supported AFEES' goal to bring Helpers to the U.S.

Evader Paul Kenney served as treasurer at a crucial moment. Paul and his wife, Dorothy, developed a Memorial Service that remains the most moving part of the annual reunions.

Ralph was also active in the Eighth Air Force Historical Society, serving as a director for 8 years including one year as President. It was through this connection that he became involved in the Mighty Eighth Air Force Museum in Pooler, GA in its early years of planning.

Seeing an unexpected shortfall in funds, he

Ralph's collection of stories, photos, and documents about escape and evasion accumulated over the years, and, in 1994, he was pleased to begin donating that collection to the U.S. Air Force Academy Library. Books and original manuscripts such as Helper Anne Brusselmans' WWII diary are available for in-house use by cadets, faculty, and visiting scholars in the Capt Ralph K. Patton Escape and Evasion Collection in the Clark Special Collections Branch.

Perhaps inspired by his adventures in WWII, Ralph and Bette became avid world travelers. On a trip through Thailand and Burma in 1986, they took a harrowing taxi ride through the back streets of Bangkok to place an order for an AFEES flag. Two weeks later, they repeated the same taxi ride to pick up the beautifully crafted new flag, a flag which now resides in the archives of the Air Force Museum at Wright Patterson Air Base in Dayton, Ohio.

In the second half of 1988 alone, Ralph and

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Bette took back-to-back trips, rafting down the Colorado River, touring Greenland and Iceland, then trekking in Nepal--showing up in Boston just in time for Thanksgiving dinner, exhausted but still going strong.

They traveled the Silk Road, the Incan Trail, the Salmon River, and the Amazon. Over the course of 20 years, they traveled to all seven continents, covering over 50 territories from Antarctica, Bolivia and Borneo to South Africa, Turkey and New Zealand.

Though Parkinson's affected Ralph's mobility in later years, the connections he made through his work with AFEES, the Eighth Air Force Historical Society, and the Mighty Eighth Air Force Museum sustained him and kept him looking forward. And now, it is our turn to say, Ralph, "We will never forget."

Interment will be at Arlington National Cemetery, at a date to be determined. In lieu of flowers, donations may be made to the Mighty Eighth Air Force Museum, P. O. Box 1992, Savannah, GA 31402, or to the Air Forces Escape and Evasion Society, c/o Rich Shandor, PO Box 254, Cresson, PA 16630.

## Ralph once was an uninvited guest

#### By Ralph K. Patton, 94th BG Founder and Honorary Chairman of AFEES

(From Air Forces Escape & Evasion book, 1982, by Turner Publishing Co.

"When do you wear epaulets?" barked the interrogator. Do you wear anklets? What was your last stopping point when you left the USA? Where were you stationed In England?"

"Wait a minute!" shouted a voice from the rear, "You don't have to answer those questions you're an officer in the U.S. Air Force - give only your name, rank and serial number."

"Shut up," shot back the interrogator. "I'm Captain Harrison of British Military Intelligence. It's my job to get you back to England. Some of you may have a hole in your belly, but you'll get back."

This was serious business and Captain
Harrison (alias for Sgt. Major Lucien Dumais of the
Canadian Fuseliers Mont Royal) wasn't about to
stand on protocol. He had expected 22 men to
arrive at the rendezvous point and we were 24. Who
were the two who had shown up at this secret
rendezvous two kilometers from the French coast on

the English Channel? Lt.'s Jack McGough and Ralph Patton, both from the 94th BG. We were the uninvited guests.

We had been hiding in western France since 4 January 1944, when our B-17 had been shot down over Brittany while returning from bombing Bordeaux. After two and a half months, our travels had brought us to this small farmhouse near the village of Plouha. Here we were given a bowl of hot bread and cabbage soup. It wasn't exactly gourmet fare, but under the circumstances, it did hit the spot.

The 24 men who gathered at 'La Maison d'Alphonse" that night, 18 March 1944, were a motley looking group. They were French, English and Canadian, but mostly American. They were dressed in a wide array of civilian clothes and various items of military dress. There were a fortunate few with G.I. shoes, but most wore ill-fitting civilian shoes of every description. They had arrived at this particular farm in western France at this precise hour by virtue of one of the best organized and executed escape operations of World War II.

Not one of them had a clue as to who the



Leaders of Rescau Shelburne's Operation Bonaparte meet in Buffalo, NY 1946. (First meeting of AFEES.) (L to R): Col. Raymond Labrosse, radio op. and 2d in command; Anita Lemonnier Hartman, Paris interrogator for Shelburne and Burgundy; Lucien Dumais, officer in charge of Shelburne; Mathurin Branchoux, French Underground Leader in Guingamp.

interrogators were or what made them tick. This was especially true of myself and McGough. We were not sure if we were going back to England, going back to our previous hiding place, or if we were going to Heaven or Hell at the hands of Captain Harrison and the GI issue .45 that looked more like the famous French 75 as it pointed at our nervous bellies.

OPERATION BONAPARTE was the code name given to this "Escape by the Sea" mission of the Resistance network named Shelburne. Two French Canadians from Ottawa and Montreal were parachuted into France by British Military Intelligence to organize and operate an escape network to try to help the hundreds of Allied airmen who had been, and were continuing to be, shot down during the massive Allied air raids on Germany and the occupied countries.

Great numbers of airmen were holed up in Paris and Brittany, thus endangering the lives of hundreds of patriotic Frenchmen who were hiding them. Something had to be done to relieve this pressure.

With Sgt. Major Lucien Dumais in command and Sgt. Ray LaBrosse as radio operator and second in command, the organization of Reseau Shelburne began to take form. Both Dumais and LaBrosse had escaped from France earlier and had volunteered to go back to organize SHELBUENE.

Dumais had been captured at the ill-fated Canadian raid on Dieppe in August 1942. He escaped from a German P.O.W. train and made his way to Marseille from where he escaped by way of the famous "Pat O'Leary" escape line. LaBrosse had parachuted into France with Val Williams in February 1943 to organize a sea escape route. Their group was forced to escape to Spain when the leader, Val Williams, was arrested.

Taking advantage of the contacts that LaBrosse (code name "Claude") and Val Williams had made in Brittany in early 1943, Dumais and LaBrosse went to work to build the most successful escape network of World War II. Not one airman was ever lost once he was in the hands of SHELBURNE, nor was an agent or helper of this network ever captured by the Gestapo.

In Paris an organization was set up to interrogate, make false papers, shelter and to pass airmen on to Brittany. This was under the direction of Paul Francois Campinchi, a French lawyer who had worked with LaBrosse and Val Williams on the ill-fated mission earlier in 1943. Marcel Cola, a Ford Motor Company executive in Paris, recruited a nucleus of English-speaking agents to work with him in finding housing in and around Paris and to do preliminary interrogating. One of these agents was Anita Lemonnier, now Mrs. P.K. Hartman, living in New York City.

The transfer of airmen from Paris to Brittany was dangerous work, work that took courage, patience, and great acting ability. One of the greatest of these was Rene LeOiseau, who on numerous occasions guided a total of 35 airmen from Paris to St. Brieuc and Gunigamp. During one of these transfers, he was petrified to see an American airmen offer a light to a German officer with a Zippo lighter. Fortunately, the officer wasn't sharp enough to realize what was going on.

On arrival at St. Brieuc or Guingamp, the airmen were taken under the wing of the Brittany organization under the direction of François Lecornac. Guides like Andre Chareton and Fernand Trocel met the trains and escorted airmen to homes in the area, including their own. Airmen were usually kept in the area of Plouha for three days...timing was important.

Moving them out was part of Francois
Kerambrun's responsibility. Owner of a garage in
the town of Guingamp, Francois carried supplies for
the Germans by day and carried airmen by night.
His truck was the main mode of transportation to the
last rendezvous, the House of Alphonse.

La Maison d'Alphonse was a primitive

Breton dwelling belonging to a sailor named Jean

Giguel who lived there with his wife and newborn
baby. This tiny stone place was about 3/4 of a mile
from the cliff and the beach where the airmen would
meet the small boats from the British Corvette 503.

Unknown to the 24 airmen in the Maison d'Alphonse, that moonless night of 18 March 1944, the BBC had broadcast a code message at 7:30 and 9:30 that evening. "Bonjour tout le monde a la maison d'Alphonse". It meant that the high-speed diesel gunboat of the Royal Navy was ready to leave Dartmouth and all was set. Corvette 503 worked her way between German patrol boats and anchored two miles off Bonaparte Beach prepared to pick up her cargo of grounded airmen on signal.

The two uninvited guests to the escape party, McGough and myself, had managed to satisfy Capt. Harrison that they were not spies by stumbling and fumbling through a series of questions that a true spy would have answered promptly and intelligently - and probably would have been shot for it. We were assured that we were on our way back to England. This came about when it was learned that we had been scheduled to depart on the mission set up for two nights later. Some eager beaver decided to move us out of hiding in Guingamp for this earlier mission.

In the short space of three hours, 24 subdued airmen had been brought from a radius of 50 kilometers to this small farmhouse less than two kilometers from the coast. As it approached midnight a curt, business-like Capt. Harrison issued his last instruction. "This is the most dangerous part of your escape, do exactly as you are told. When you leave here, follow the man in front of you very

closely, don't deviate one step left or right. When you get to the cliff, sit down and dig your heels and hands in tightly. Don't slip or you might take the whole line down with you. Above all, keep your damned mouth shut."

We apprehensive fugitives headed out into the dark unknown. Patrols, mines, coastal defenses and weak hearts were a few of the hazards between La Maison d'Alphonse and Bonaparte Beach. Pierre had the mines located. LeCornec and his men had the patrols spotted and timed. Job Mainguy, a former sea captain, had the German coastal defenses well located. Since we airmen were the "cream of the crop", all hearts were strong enough to take the strain.

Numbering 35 now, the escape party reached the beach without incident. Capt. Harrison, from a spot halfway up the cliff, sent his morse code letter "B" to the corvette anchored offshore. The signal was flashed every two minutes with a masked flashlight. Below the signaler was a blue light hidden in a cove off of the beach, to direct the small boats to the exact spot on the shore.

The minutes seemed like hours as the party onshore waited for the boats. Impatience stimulated low-throated conversation "Where the Hell are they? Can they find this slight indentation in the coast?" The talk came to an abrupt halt when the sky lit up as in daylight. This was followed instantly by the loud roar of a giant coastal defense cannon.

The surprising salvo was followed by a second and a third, then silence again. Thoughts raced. "Have the Krauts sunk the boat? How will we ever get back up the cliff? What do we do now?" More signals to sea, more impatience, more nervous conversation, more waiting. Finally at 3:00 a.m., five plywood skiffs rowed in on the gentle swell. In five minutes all of the airmen were aboard and headed out to meet the corvette anchored off shore, out of reach of German searchlights.

Capt. Harrison and his courageous band of French patriots waved adieu to the men that they risked their lives to help. Then they turned to climb back up the cliff to begin planning for the next mission, two days later.

The men and women of OPERATION

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BONAPARTE made eight trips to the beach to deliver 128 airmen and seven agents to British gunboats for passage to England.

In addition, the SHELBURNE network, under the Canadians, Dimais and LaBrosse, sent 98 men to Spain and arranged for the safety of the 74 in the group that was rescued from the Forest of Freteval in August 1944.

Three hundred and sixty-five airmen owe their early freedom to SHELBUENE.



To our Friends at AFEES
With best wishes for the holidays
and throughout the coming year.

Rosalic R-Schootz Helper ViThomas Schootz Husband



Margaret D. Smith, wife of former AFEES President Dick Smith, passed away on Dec. 17, 2010, in her home in Fargo, N.D. She was 87.

"Marvelous" Margaret Delores (Jones) Smith was born in Fargo, on March 23, 1923 to Mae (Grimes) and J.B. Jones. She was the middle of five children. She was baptized, confirmed, and married at St. Anthony's of Padua Catholic Church in Fargo.

Margaret attended St. Anthony's grade school, Fargo Central and North Dakota State Agricultural College (now NDSU). She worked in Washington, D.C. during World War II, as well as for Pillsbury in Minneapolis, later in Fargo for International Harvester and the Veterans Administration.

On Feb. 19, 1955 Margaret was united in marriage to Richard M. Smith of Campbell, Minn., and adopted his three children: Kevin, Marcia, and Richie.

One noteworthy experience among many took place in 1969, when she had tea with the Queen of England in Buckingham Palace. She and Richard enjoyed living in Campbell until 1977, when they moved to Ottertail Lake, Minn., to spend their summers. Winters were spent in Manzanillo, Mexico until 1991, and thereafter in Palm Desert, Calif.

In May of 2010, Margaret and Richard moved into the Waterford in Fargo where they enjoyed making new friends and renewing old acquaintances.

#### VA officials urge veterans to sign up for direct deposits

WASHINGTON (AFNS) -Department of the Treasury officials
have announced a new rule that will
extend the safety and convenience of
electronic payments to millions of
Americans and phase out paper
checks for federal benefits by March
1, 2013. Officials at the Department
of Veterans Affairs urge veterans to
sign up for electronic payment of their
benefits.

#### Ruth (Asbell) Ivey

Mrs. Ruth Asbell Ivey, a long-time Acworth, Ga., resident, passed away on Jan. 25, 2011.

Mrs. Ivey was born in Athens, Georgia, on Aug. 1, 1924. She was graduated from University High School in Athens and then attended business school.

During World War II, she was employed at the Bell Bomber Plant in Marietta.

Mrs. Ivey is survived by her husband of 64 years, Lt. Col. (ret.) Ashley Ivey (E&E# 2883, 493rd BG).

She is also survived by several nieces and nephews, many great nieces and nephews and a sister-inlaw, Mrs. Elizabeth Ivey of Milledgeville.

Mrs. Ivey was a faithful and active member of the Acworth United Methodist Church. She was an active community volunteer, working for Meals on Wheels, Family and Children's Services, Literacy Action and Friends of the Library among others.

In later years, Mrs. Ivey and her husband told stories to many groups of children and adults in the area. They were known as the "Once Upon a Time"storytellers.

Mrs. Ivey was an avid reader and loved learning new things for all of her life. Her joy in life and love of people was an inspiration to all who knew her.

# Boeing winner of tanker battle

WASHINGTON (AFNS) -- Air Force and Defense Department officials have announced the award of an engineering and manufacturing development contract valued at more than \$3.5 billion for the KC-46A aerial refueler to The Boeing Company.

Secretary of the Air Force Michael Donley said in the briefing that many factors were evaluated during the tanker selection process.

"This selection process determined whether or not the proposals demonstrated the ability of an offerer to deliver all 372 mandatory requirements and whether non-mandatory capabilities would be addressed," said Secretary Donley, emphasizing that both offerers met the mandatory requirements. "It also took into account fleet mission effectiveness in wartime, and life cycle costs as embodied in fuel efficiency and military construction costs."

Deputy Secretary of Defense William Lynn noted the "competition favored no one except the taxpayer and the warfighter."

The Air Force-led selection effort included experts from the larger DOD community, including staff from the Office of the Secretary of Defense and independent review teams during each step of the process.

The program expects to deliver the first 18 aircraft by 2017.

#### HOW RICH WERE YOU THEN?

Bobbie Ann Mason is writing a novel inspired by her father-in-law, Bernard Rawlings. He evaded via Spain.

She has asked how much French money we carried in our escape kits. It has been too long ago for this ol' editor to give her an estimate.

If you can recall how many francs were in the typical kit, let her know at: PO Box 518, Lawrenceburg, KY 40342-0518



Dr. Walter E. Brown Jr.

## Ol' Doc Brown passes away after long illness

MAURY COUNTY, Tenn. -- Dr. Walter Edward Brown Jr., died peacefully at his home in Spring Hill, Tenn., after a lengthy illness, on Feb. 23, 2011.

Walter was born and raised in Savannah, Ga. He was a 1957 graduate of Savannah High School and a 1960 graduate of the University of Georgia. He received his medical degree from the Medical College of Georgia in 1964 where he was a member of Phi Rho Sigma.

He was instrumental in the \$4 million renovation and restoration of the Old Medical College Building in Augusta, Ga. He was a past President of the Medical College of Georgia Alumni Association.

Walter was editor of the Eighth Air Force News for 12 years.

He was Vice President of the Mighty Eighth Air Force Museum Board where he eventually served as President and CEO of the Museum located in Pooler, Ga.

He was a lifetime member of the Eighth Air Force Historical Society...

He served with the rank of major in the United States Air Force from 1969 to 1971.

## -FOLDED WINGS-

E&E#353/Capt. Morton B. Sherwood, 8th AAF, 389th Bomb Group, 564th Bomb Squadron, Hethel, England: died on 12 November 2010. On 30 December 1944, while flying as a navigator on his 2nd mission, his B-24 was attacked by German fighters. The number 1 & 2 engines were on fire, causing the bomber to drop 17000 feet before the pilot, Dick Schaefer and co-pilot, Vincent Tollis regained control and bail out was ordered. Mort bailed over Tracy La Velle and landed in front of Marquis Max De Broissia, who hid Capt. Sherwood in a Maginot Line cave.. Max and his wife, Isabel feed and sheltered for several days him before they took him to Paris. On the train ride to Paris, Morton sat opposite two German soldiers. Once in Paris Max tried to contact a priest friend, who was in the French Underground, but found out the priest was hiding from the Germans. After several tries, Isabel and Max made contact with the Underground. He was then hidden in an attic above a bookstore, and later a teacher and his mother sheltered him in their apartment. About one week later, he was taken to Plouha on the Brittany coast. Then on a dark night, two British sailors; Billy Webb and Norman Hines used a dinghy to transport Mort and four other airmen to a British corvette. He always remembered all the Helpers, who had risked their lives aiding him. Mort and his wife kept in close contact with the De Broissia family and attended two AFEES reunions with them.

E&E#1842/Capt. Louis H. Abbott, formerly known as Louis H. Abromonitz, 8th AAF, 100th Bomb Group, 418th Bomb Squadron, Thorpe Abbotts, England: passed away on 1 February 2011. Louis was a navigator and often flew as either the group leader or wing leader. On 20 July 1944, he was flying his 32nd mission in the B-17, "Belle of Berlin". As it was a "Pathfinder" plane, equipped with radar, it was the group leader on a mission to bomb a refinery at Merseburg, Germany. Just as the bombs were released, his B-17 was hit with an unexploded flak shell between number 2 engine and the fuselage, making a large hole allowing the fuel to pour out of the wing After the B-17 crashed near Breda, Holland, Nance destroyed the Norden bombsight and Bonitz destroyed the "Mickey" radar unit. The 12 man crew then split up and went in separate directions. The next morning as Abbott headed south towards Belgium, he met up with George Bonitz and they decided to stay together. They then made contact with a Belgian farmer who fed and sheltered them for two days. Next each was given civilian clothes and then made each made a two hour bicycle ride to another safe house. After several days they were transported to Brussels by a man named Ferdinand in a mail truck. There they were given false ID papers. Their next stop was an apartment occupied by Madame Claire Ruscart. Her husband was a Belgian Army major, who had been captured by the Germans and was a POW. Arrangements were being made for the two Airmen to be taken south to cross the Pyrenees. However, soon a decision was made to wait for the Allied troops. The two Americans and Madam Ruscart communicated, despite the fact that none of them spoke a common language. As time passed the Americans learned some French making it easier to communicate. Finally on 2 September 1944 the British troops liberated Brussels and Louis and George celebrated with all the inhabitants. At this time they found out that another family on the third floor had been sheltering two RAF airmen. After the war Louis and his family kept in touch with the Ruscart family. They learned that Charles Ruscart had been promoted to the rank of general. In 1969 the General died but Louis continued to exchange letters with Madame

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Ruscart. In 1974 and 1989 Louis and Claire were reunited when he and his wife, Bette visited Brussels. The status of the other crew members was seven became POW's and four others; Bonitz (#1843), Nance (#1844), Griffis (#2001) and Cargile (#2002) were able to evade. In 1990 the Abbotts received word that Claire Ruscat had died. Louis never forgot the Helpers who risked their lives helping him and George Bonitz..

RAF Sgt. Kenneth Skidmore (become an Ordained Minster in 1980) Royal Air Force Bomb Squadron #158, Lisset, England: left this world on 10 January 2011. Ken was a flight engineer on a Halifax bomber named "H for Harry" which was shot down by flak on the night of 11 November 1943. Sgt. Skidmore eventually met up with RAF Sgt Bob Griffiths, USAAF Lt. Jean Pitner (#375), and USAAF Lt. Arno Plischke (#376), They were sheltered by the French and moved to Lavelanet, France. There they met two other American airmen, T/Sgt Joseph Shandor (#373) and S/Sgt Cliff Hammock (#391). On 14 January 1944 the six airmen met the two smugglers who would guide them over the Pyrenees and started walking through the snow towards Andorra. On the 17th of January they arrived in Andorra. Shortly before midnight on January 19th, they were driven a short distance and then crossed the river into Spain by climbing underneath the bridge. After another five hours of walking they arrived at a safe house in Spain. On the 23rd the six airmen made a nine hour trip by lorry to the Barcelona British Embassy. At long last they were safe. Many French people had helped the six airmen. In 1996 Rev. Skidmore published his story in his book, "Follow the Man with the Pitcher". Some his Helpers were Jean (Johnny) Calmen, John Carter, and the Perreaudin family. Kenneth said the story was a spiritual pilgrimage but one should not forget his loyal and courageous Helpers.

Ruth Asbell Ivey: passed away on 25 January 2011. She was married to retired Lt. Col. Ashley Ivey (E&E#2883). They were married for 64 years. Ruth and her husband attended many AFEES reunions. During World War II she had been employed at the Bell bomber plant in Marietta, GA. Burial was at the Georgia National Cemetery in Canton, GA.

"Marvelous" Margaret Delores (Jones) Smith: died on 17 December 2010. Margaret and former AFEES President Richard Smith (#349) had been married for over 55 years. During World War II, she worked for Pillsbury in Minneapolis and for the federal government in Washington, D.C. Interment was at St. Mary's Catholic Cemetery, Breckenridge, MN

Belgian Helper Roger A. Jamblin (1924-2011) passed away peacefully on Thursday, Jan. 13, 2011, at his home in Liege. From early on, he was a dues-paying Helper-Member of AFEES. He helped such men as Jim Goebel, Charlie Westlund, Bob Tucker, Jack Holton, Joseph Pavelka, Philip Solomon, Donald Brinkhurst and many others. He also helped RAF airmen George Flather and John Evans, and Kevin Doyle, RCAF. His parents were also active in the Underground. The center of operations was around the cathedral. He operated in the Liege area with Frans Caubergh and Gil Millar's navigator, Peter Holmes.

(Submitted by Claudy Winant, a close friend in Belgium.)

## Changes/updates to AFEES roster

	_	· ·					
1st NAME	MID	LAST NAME	ADDRESS1	CITY	STATE	ZIP	PHONE
Janine	G.	Anderson	112 Meadow Rdg	Redding	CT	06896-3267	
Robert		Brill	3600 Fletcher Dr	Los Angeles	CA	90065-3719	
Millicent		Brill	5370 Punta Alta, Unit #2D 4900 Thunderbird Dr.,	Laguna Woods	CA	92637-2579	949-770-2076
Everett	L.	Childs	#621	Boulder	co	80303-3872	303-494-7081
Joseph		DeLuca	6213 NW 125th Ave	Pompano Beach	FL	33076-1923	
William	w.	Drisko	3800 W 71th St., Apt#114	Tuisa	OK	74132-2158	918-388-3144
Betty		Evans	4322 Sammers Vw.	Colorado Springs	co	80917-1733	719-591-6516
Thomas	J.	Fahcy	43 Harmony Crossing	E. Bridgewater	MA	02333-1198	
Ethel		Garland	8220 Catalpa Dr	Citus Heights	CA	95610-1504	
Joan		Goebel "W"	894 Heritage Creek Dr	Rhome	TX	76078-2150	
Ann		Graverholz	610 Marshalldell Ave	Dallas	TX	75211-5122	214-563-3118
Delbert	E	Harris	819 Walters Creek Rd.	Wilderville	OR	97543-9081	
Julia		Hayes "W"	350 Buffalo Springs Rd	New Braunfels	TX	78132-2830	
Helen		Law	375 Theatre Dr., Apt#6107	Johnstown	PA	15904-3655	
John	Parker	Layne	PO Box 575 103 E. Laredo Way North	S. Pittsburgh	TN	37380-0575	
Ellic	D.	Manion "H"	Dr	Carmel	IN	46032-5167	
Walter	J.	Mayer	15215 w. 3rd Addition Rd	Chency	WA	99004-9230	
Frank	X.	Medina	6501 E. 211th St.	Belton	MO	64012-9192	816-444-5425
Paul	F.	Moritz	PO Box 717	Sheffield	MA	01257-0717	
James	S.	Peters "H"	350 Ponca Place #130 750 S., La Posada Cir,	Boulder	00	80303-3837	
Robert	K.	Schoonmaker	Apt#56	Green Valley	AZ	85614-5135	
Patricia	M	Stegall	1567 Maple Av	Galesburg	IL.	61401-1628	309-342-8363
Patricia	Dolph	Williams "W "	6012 Bur Trl.	Raleigh	NC	27616-5455	

Please send roster changes to Richard Shandor!

AFEES membership dues are \$20 per year; \$50 for three years.

Changes of address a/o telephone # and checks (payable to AFEES) should be sent to

Richard Shandor, PO Box 254, Cresson PA 16630-0254; Phone: 814-886-2735; <rshandor@hotmail.com>

Name			Amount enclosed	
Street address or other_				
City and State	omer en		9 digit zip code	
Phone	one Email_		at	
Related to Evader? Yes	No _	Relationship	Evader's name	
Are you a Veteran? Yes	No _	If yes, what Branch	Years	
Prefer to receive Comm Other comments	unications	electronically Yes No	0	

## The editor has the last word

#### By LARRY GRAUERHOLZ <afees44@hotmail.com>

WICHITA FALLS, Tex. -- Our No. 1 man is gone. Ralph Patton devoted most of his adult life to organizing WWII airmen who evaded was planned, built and dedicated. capture or escaped to avoid spending the rest of the war in a German prison revolves around the 2003 reunion in

Ralph passed away recently at his home near Washington, D.C., finally yielding to complications of Parkinson's disease

As you will read elsewhere in this his own. issue, he was AFEES at the get-go. And remember, those of us who were AFEES reunion he attended outside interrogated in London signed an oath Savannah. to not reveal details of our experiences behind enemy lines. So many evaders were reluctant to devulge what had happened to them in occupied countries.

Ralph, may you RIP, and be assured that your friends world-wide WILL NEVER FORGET!

Probably the most popular project of AFEES involves sending cards at the holiday season to our friends around the world.

Many of the recipients take the time and trouble to respond. You will find a sample of their comments on Page 9.

At this point in the game of life, it is good to know that falling out of the sky over Europe in an effort to deliver freedom to occupied countries is still remembered.

So far, replies have been received from 14 persons in Belgium, from France, 47; Holland, 11; Canada and Italy, 1 each.

Long-time AFEES friends Jean and Godiva Pena of Rove, France, sent along a 20-euro bill with their greeting message. My bank converted it to \$24.75 for the AFEES accoount.

To the Penas: gracias, merci, danke, beaucoup thanks. (You have a monolingular editor.)

AFEES lost another great friend with the passing of Walter (Doc) Brown on Feb. 23. (Story on Page Doc was CEO of the 8th AF Museum when the AFEES exhibit

My favorite memory of Doc Wichita Falls.

When I peraonally invited Doc to attend, I told him that someone would meet him at the local airport. He said he was driving and could make it on

To my knowledge, it was the only

You'll find all you need to know about the San Antonio reunion in this issue, along with reservation forms for the hotel and the reunion agenda. (See Pages 16 and 17.)

subject to change, so always check the daily schedule posted in the hotel lobby.

Lord willin' and the crick don't rise, General Duncan McNabb, an honorary member, will be a speaker at the Saturday night banquet.

Adam Lynch, an associate member of AFEES and author, reports that he will not be able to join us in Santone, but that his daughter, Laura Kresek, and son-in-law live there and would

like to visit the hospitality room at the reunion.

Laura, you and your family will be most welcome to visit and listen to some WWII stories -- some of them which may even be true!

Here is the best of the Superbowl jokes that have made the rounds:

#### UNBELIEVABLE!!!

A woman had 50-yard line tickets for the Super Bowl. As she sat down, a man came along and asked her if anyone is sitting in the seat next to her. "No," she said, "the seat is empty."

This is incredible," said the man. Who in their right mind would have seat like this for the Super Bowl, he biggest sporting event in the world, and not use it?"

Somberly, the woman says, The time and agenda of events are "Well... the seat actually belongs to me. I was supposed to come here with my husband, but he passed away. This is the first Super Bowl we have not been to together since we got married in 1967."

> "Oh I'm sorry to hear that, that's terrible. But couldn't you find someone else - a friend or relative or even a neighbor to take the

The woman shakes her head, "No, they're all at the funeral."

From AFEES Publications PO Box 254 CRESSON PA 16630-0254 U.S.A.

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