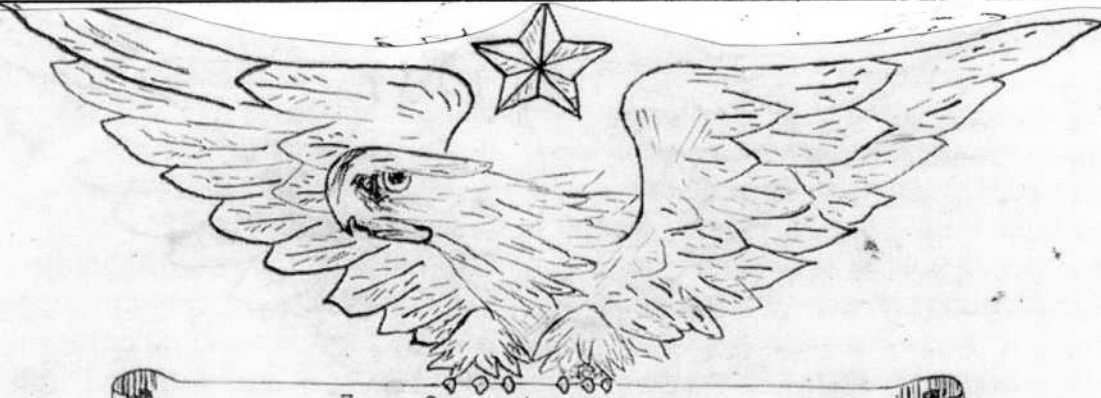


Spring 2012 Communicator

Vol. 25, No.1

Wichita Falls, Texas 76307-2501

March 8, 2012



FLIGHT OFFICER JOSEPH DE LUCA
US ARMY AIR FORCE
BOMBARDIER
"FORTRESS"

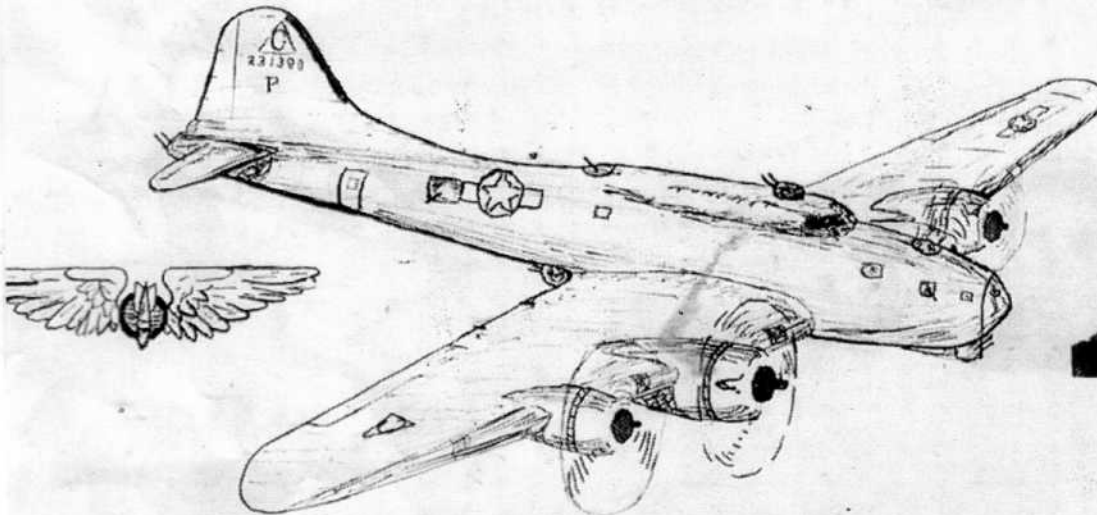
HOME ADDRESS
2403 54 STREET
JACKSON HRS. N.Y., USA

BIRTH. Nov 23, 1921
AGE 27 YRS
RELIGION CATHOLIC

SHOT BY FIGHTERS FEB 22.
CRASH LANDED SOUTH OF UTRECHT.
WALKED FOR TWO DAYS AND GOT
AS FAR AS MEGEN WERE WE GOT
IN TOUCH WITH THE ORGANIZATION.
LEFT MEGEN MARCH 11. CYCLED TO
OSS AND TOOK TRAIN TO BREDA. LEFT
BREDA MARCH 23 AND TOOK TRAIN
TO ERP.

15 MISSIONS
TARGET ASCHERLEBEN
IN ERP
MARCH 23 TO APRIL 8

Joseph DeLuca



For more about Joseph DeLuca, see Page 32

U.S. AIR FORCES ESCAPE & EVASION SOCIETY
COMMUNICATIONS

<www.airforceescape.com>

Vol. 24, No. 1

March 8, 2012

OFFICERS AND DIRECTORS:

PRESIDENT :

John Katsaros, 6530 N. Ocean Blvd, Apt. 305, Ocean Ridge FL 33435
Ph.: 561-737-8341 (Winter) Cell: 978-869-3035; <jkatsaros3@comcast.net>

VICE PRESIDENT:

Beverly Patton Wand, 37 Crescent Rd., Madison NJ 07940;
Phone: 973-377-3103 <wandBandJ@aol.com>

EXECUTIVE VICE PRESIDENT:

Lynn A. David, 923 S. Mason Rd., Town & Country, St. Louis MO 63141,
Ph.: 314-422-1567 <ldavid@airforceescape.com>

TREASURER:

Ann Grauerholz, 1701 Huff St., UPR, Wichita Falls TX 76301-5025
PO Box 2501, WFT 76307-2501 <anngrauerholz@live.com>

RECORDING SECRETARY:

Betty F. Hennessy, 13141 Hart Place, Cerritos CA 90703
Phone: 562-921-1494 <bcjhennessy@verizon.net>

MEMBERSHIP & CORRESPONDING SECRETARY:

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

HONORARY DIRECTOR:

Gen. Duncan McNabb, 2403 N. Sycamore St., Arlington VA 22207-1038

WEB MASTER:

Don Thorpe, 1087 South 1100 East, Salt Lake City, UT 84105
Phone: 801-582-6019; <dt@donthorpe.com>

COMMUNICATIONS EDITOR: Larry Grauerholz, PO Box 2501,

Wichita Falls TX 76307-2501 Ph.: 940-692-6700

LEGAL COUNSEL: Richard Rothfelder, 3739 Jardin, Houston TX 77005;

Phone: 713-661-2853

OTHER DIRECTORS:

Sandra A. Comstock, 61 South St., East Haven CT 06512
Jeri Donohue, 9295 Highland Dr., Brecksville OH 44141
Margaret Fricke, 1517 T rollhagen Dr., Fridley MN 55421-1351
Steve Mac Isaac, 6449 Coventry Hills Dr. NE, Rio Rancho NM 87144-0832
Paul Rees, 367 Gertrude St., Syracuse NY 13203
Carl C. Scott, 2271 Walhaven Ct., Columbus OH 43220
Mary Spinning Shier, 267 W. Barnes Lake Road, Columbiaville, MI 48421

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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.

SPRING 2012

AMONG THE MISSING

AFEES has lost contact with the following persons. Anyone with information on them, such as whether they have moved or possibly have died, is asked contact Richard Shandor, our membership chair

Micheline De Lahaye or Mille Guiliou
Rue De Port Marly, 11
78750 Mareil Marly, France

Mme. Janette Pennes
Blvd Jean Jaures, 53
78400 Chatou, France

Rene Felix
Residence Martinique, Apt#303
33300 Boudeaux, France

Mme. Reine Mocaer
Moulin De La Pie
22340 Paule, France

M&Mme. Michel Diot
Rue Francecil Poulenc
96440 Saanteny, France

M. Joseph Descuvffeeler
Rue Des Freses, 130
1480 Tubiz, Belgium

Lilia Anne De Bont
Rue Van Gaver, 7
1000 Brussels, Belgium

Mme. Henk or
Yvonne Sietsma
Engweg, 37
6741 CX Lunteren, Netherlands

Virtual tour of Dayton museum now available

DAYTON, Ohio (AFNS) -- The National Museum of the U.S. Air Force Virtual Tour is now fully embedded with audio and video hotspots, and touch-screen devices, offering online visitors the opportunity to experience the entire museum.

Located at www.nmusafvirtualtour.com, the final two areas to be embedded -- the Cold War Gallery, with over 300 hotspots, and the Missile and Space Gallery, with close to 60 hotspots -- are now interactive with initial materials, allowing users to click on an artifact or exhibit and access factsheets, audio tour podcasts with printable transcripts, videos and interactive touch-screen displays.

Online visitors can see an array of aircraft and exhibits in the Cold War Gallery, which features an SR-71A Blackbird, B-1B Lancer, F-117F Nighthawk, A-10A Thunderbolt II and the world's only permanent public display of a B-2 Spirit stealth bomber. Other exhibits include Office of Special Investigations, Explosive Ordnance Disposal and Warrior Airmen.

The Apollo 15 Command Module and Mercury and Gemini capsules are located at the entrance to the Missile and Space Gallery. In the gallery are eight different rockets and missiles, ranging from the Minuteman to the Peacekeeper, and exhibits including astronaut food, re-entry vehicles, the Stargazer and Excelsior gondolas, and the 5-star general's insignia belonging to Gen. Henry "Hap" Arnold, which flew aboard the Space Shuttle Endeavour in 2011.

The virtual tour features more than 360 aerospace vehicles and missiles on display at the museum amid more than 17 acres of indoor exhibit space. Thousands of personal artifacts, photographs and documents further highlight the people and events that

comprise the Air Force storyline, from the beginnings of military flight to today's war on terrorism.

Creating and embedding material in the virtual tour took more than a year. Consisting of nearly 75,000 files and more than 1,200 clickable hotspots, the tour will be an ongoing process to update and add new content.

"We still have a lot of work to do on this project," said Bryan Carnes, who developed the tour along with a contractor. "Although we have the initial content available for our online visitors to view, we will be adding more video, audio, interactive and educational materials associated with specific aircraft and artifacts in the museum."

"The museum is always expanding and changing," said retired

Lt. Gen. John L. Hudson, the museum director. "With the addition of several important artifacts like the three recently declassified National Reconnaissance Office satellites, acquisition of NASA's Crew Compartment Trainer, renovation of the Southeast Asia War Gallery and plans to construct a fourth building, the virtual tour will continue to evolve as well."

The museum offers online visitors various ways to experience the tour, whether it is downloading podcasts from iTunes or accessing the tour through handheld devices. An application is also in development for download on Android and iPhone devices and is anticipated to be available by the summer.

The National Museum of the U.S. Air Force is located in Dayton, Ohio, and is open seven days a week from 9 a.m. to 5 p.m. It is closed Thanksgiving, Christmas and New Year's Day. Admission and parking are free. For more information about the museum, visit www.nationalmuseum.af.mil.

Wings Of Eagles

A Tribute To the WWII Airmen

Anonymous

Lord, hold them in Thy mighty hand,
Above the oceans and the land.
Like wings of eagles mounting high,
Along the pathways of the sky.

Immortal is the name they bear,
And high the honour that they share.
Until a thousand years have rolled
Their deeds of valour shall be told.

In dark of night and light of day
God speed and bless them on their way,
And homeward safely guide each one
With glory gained and duty done.

France pays honor to President John

From the Eagle-Tribune
Haverhill, Mass.
Sept. 7, 2011

By Paul Tennant

Haverhill, Mass. — It happened more than 60 years ago, but you wouldn't know it by the way they celebrated.

Gratitude ruled the Citizens Center as Christophe Guilhou, consul general of France, expressed his country's gratitude to John Katsaros for his heroism during World War II.

Among other achievements, Katsaros escaped from the Nazis twice.

John Katsaros serves as president of AFEES

Katsaros, a prominent businessman and civic activist in Haverhill for many years, extended his thanks to the French Resistance for saving his life.



AFEES President John Katsaros of Haverhill, Mass., smiles as his story is told during a ceremony in his honor. Katsaros was awarded the French Legion of Honor Medal by the French Consul General, Christophe Guilhou.

Guilhou presented Katsaros with a medal designating him as a Chevalier of the Legion of Honor, among the highest honors conferred by the French government. The consul general, who is based in Boston and represents his country's interests in New England, said, "We would not be able to enjoy the fruits of democracy without the courage and sacrifice" of American soldiers, sailors, airmen and Marines.

Guilhou noted that Katsaros was wounded in aerial combat after a bombing mission, was captured by the Gestapo, received a lifesaving operation, helped the French Resistance, and eventually made his way to Spain.

Calling him a "true hero," Guilhou said, "Mr. Katsaros, thank you for your courage."

After recognizing relatives, friends, dignitaries and many veterans who attended the presentation, Katsaros, who recounted his experiences in the book "Code Burgundy: The Long Escape," paid homage to the French Resistance fighters who refused to be cowed by the Nazi war machine.

"I will never forget the brave and courageous men and women of the French Resistance during World War II as their alliance and friendship are forever in my mind and memory," he said.

Katsaros told how the Resistance surprised the Gestapo, whisked him away from a German convoy, and put him in a limousine.

"The enemy was dumbfounded as we sped away," he recalled. "Not a shot was fired."

Katsaros mentioned Gendarme Marcellin, a Paris police officer who fitted him with one of his uniforms, allowing him to hide "in plain view." A woman who forged papers gave him a German identification document.

Katsaros concluded his remarks with, "Merci beaucoup, vive la France, and God bless America." The audience of nearly 200 people gave him a standing ovation.

Mayor James Fiorentini paid tribute to a "hometown hero" and presented Katsaros with a citation from the city. Paul Corbett, from the office of Congresswoman Niki Tsongas, D-Lowell, gave

Katsaros a citation from the U.S. House of Representatives.

Nicholas Nikas, regional supreme governor for the American Hellenic Educational Progressive Association, noting Katsaros' Greek heritage, honored him on behalf of that organization.

The Very Rev. Makarios Niakaros, pastor of Holy Apostles Saints Peter and Paul, Katsaros' parish, offered both the invocation and benediction. Conveying "joy and thanks to John," he said, "Many of us were unaware of the great contributions of John."

Indeed, Katsaros was long forbidden by the government from discussing his World War II experiences. After the ceremony, directed by city Veterans' Agent Michael Ingham, Katsaros posed for numerous pictures and signed many copies of his book.

He was joined by his wife, Mary, and their daughter Laurie Sirois. John Katsaros' parents immigrated to the United States from Patras,



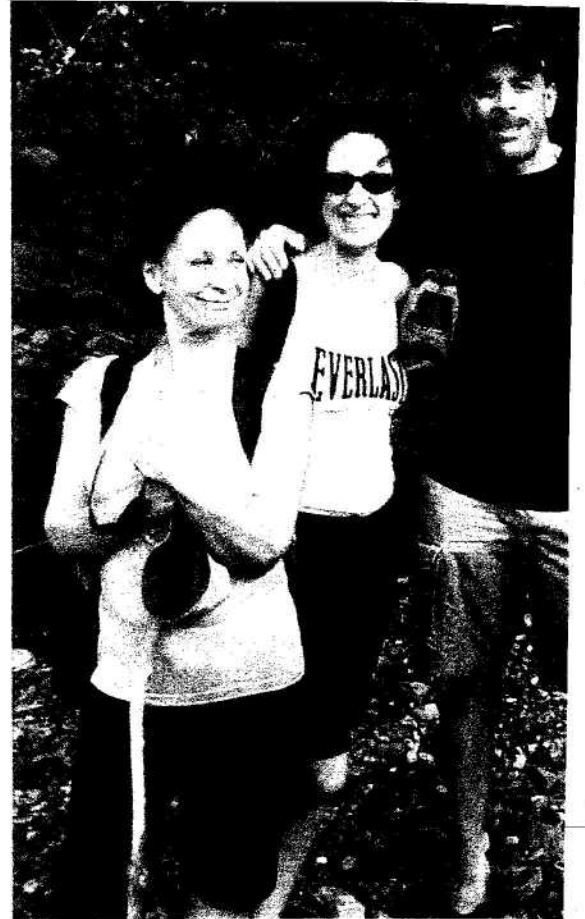
S/SGT Leonard Rogers, E&E# 1351, has no problem in identifying his unit, the 91st BG, with this sign. Leonard, who now lives in Youngtown, Ariz., was downed Aug. 13, 1944, near Louviers and was liberated by Allied forces.

Greece, many years ago.

They operated a grocery store in Haverhill.

His brother Charles Katsaros divides his time between Austria and Florida. His sister Madalene Alphas lives in Springfield.

His late brothers, Sotiris and George Katsaros, served as principal of Haverhill High School and mayor of Haverhill, respectively.



Three of the children of Sgt. William George Julian Greaves, a bombardier for the RAF, (left to right, Peggy, Daphne and Michael Greaves, all of New York City) celebrated their late father's life by walking the Comet Line commemorative passage from Saint-Jean-de-Luz, France, to San Sebastian, Spain, in September. Greaves was one of the evadees arrested at Villa Voisin in Saint-Jean-de-Luz when the line was blown in 1943.

'Possum Line' operated near Reims

From the Escape Lines Memorial Society Newsletter

Roger Stanton, Editor

On the night of the 15th July 1943, two MI9 agents were parachuted into southeast Belgium, near Suxy.

Dominique Edgard Potier was a Belgian Air Force Officer who had reached England in 1942, and Conrad Lafleur, his French Canadian radio operator.

At this time, many Allied aircrew on bombing raids over Germany were being shot down over the Belgian Ardenne. Potier's mission, known as Mission Martin in Belgium, and The Possum Line in France, was to organize the recovery of these airmen, and shelter, feed, and provide them with false identity documents, before moving them to safe houses in and around Reims in Northern France. Unlike the Ardennes, the area was suitable for evacuation by air, using Lysander aircraft. Of the six planned operations, three were successful.

The organization also had contact with other escape and Resistance groups. Possum operated safe houses in Paris, allowing airmen to be received from the Comete organization.

The Bar-Ie-Due organization, under Robert l'Heurre, fed in airmen from the southeast. Possum provided airmen and escorts to the Jade-Fitzroy network for two MGB pick up operations from the coast of Brittany in December 1943.

Potier returned to England to familiarize himself with the

landing requirements of larger aircraft. Safe houses and secure accommodation for airmen were now becoming a problem, and the fact that the Lysander could only, officially, carry three passengers. (Although on one occasion Potier squeezed in four, and promptly received a reprimand from the Air Ministry). Hudsons were also operated by 161 Squadron; they could carry 10 passengers.

During Potier's absence the organization was led by Georges d'Oultremont. Potier was parachuted back into France on the night of 20th December 1943. It had been his intention to move Possum to Amiens, as the organization was becoming too 'well known' in Reims.

However, on the 28th December, as Conrad Lafleur was on air transmitting messages to London, he was surprised by the Germans. He escaped, but it was the start of a sequence of events that eventually led to the arrest of Potier. He was initially taken to Fresnes prison in Paris, and then returned to Reims, where after being subjected to considerable torture, he took his own life on the 11 January 1944.

As more arrests followed, the operation around Reims effectively collapsed. Paris, Amiens, and the remote parts of the network continued operating for a few more months, but were eventually compromised, and broken up.

Georges d'Oultremont and Conrad Lafleur escaped down the Comete Line. Of the 70 helpers

arrested in the French sector of the Possum Line, some 60 were deported, of which less than half returned from the camps. There are no complete records, but it is estimated some 60-70 airmen passed through, or were being sheltered by Possum to the time of its demise.

On the 30th August 2008, the city of Reims unveiled a plaque to the memory of Dominique Edgard Potier.

NEW MEMBERS

Frederick U. Nelson
1465 Cordova Dr
Hemet, CA 92543-2681
951-766-5596
Cawg.fun@juno.com
12th AF 310th BG 381st BS

Lucy Nesbitt
402 Cole Dr
Meadville, PA 16335-1305
814-724-2094
Lnesbitt@windstream.net
Daughter of Lackey's crew
15th AF 463rd BG 772nd BS

Col. Robert Pasqualechio, USAF
78 Cedar Ln
Myrtle Beach, SC 29572-5609
843-272-6851
P51Pancho@yahoo.com
Korea 18th FG 57th FS

Cherrie Warren
1030 Espanada Cir
El Paso, TX 79932-2902
915-584-3937

RAY SHERK

Flight Officer Royal Canadian Air Force

Downed Spitfire pilot, parachuted out at Auchonvillers

RESCUED AND HELPED TO ESCAPE BY
RESISTANCE MEMBERS OF THE

POSSUM ESCAPE LINE



Ray Sherk landed by parachute at Hawthorn Ridge,
Beaumont Hamel
Sunday morning 11 am on 15th March 1944.

Ray's escape is an amazing story of the bravery of the French Resistance. Ray Sherk was one of many airmen helped to escape by Leo Roussel, a teacher and his wife Renée, members of the **Possum Escape Line**. Others who helped with his escape were **Louissette Bouchez, Louis and Jeanne Serre and Jeanne Cresson-Doktobre**.

Leo forged Ray's identity papers and he was also given 3000 francs (about £10). His friend **René Muchembled** walked with Raymond Sherk (RCAF) and another escaping airman, Lt Carpenter (USAAF) from Hebutérne to Mailly-Maillet. They caught a bus to Amiens, then trained it to Paris. Travelling by bus arriving in Bordeaux on 23 March 1944 they then went on by bus into the Pyrenees and across the border into Spain by foot.

Responses to our 2011 Holiday Greeting cards

AFEES received cards from Camille Bernier-Brasseur, Guy De Give, Janine De Greff, Jacques De Vos, Jacques Grandjean, Anne-Marie Guilbert, Edgar Keesmaecker, Simonne Kiekens, Jean and Nelly Lamand-Guillaume, Albert Lardot, Roberti Lintermans, M & Mme L. Vienne-Roiseux, M. & Mme. Dirk Vijverman, Andre Yernaut-Francine Brancart, Comet Network Team (Philippe Connart, Michel Dricot, Edouad Reniere, & Victor Schutters); all of Belgium.

From France we received cards from: Michele Agnie, Roger Anthoine, Claire Arhex, Andre & Yvonne Aubon, Christian Babled, Loulou Balfet, Serge & Josette Baudinot, Josiane & Jean Pierre Benier, J. Louis Blachard, M. & Mme. Robert Boher, Jacqueline Briand, Gordon & Janine Carter, Rene Charpentier, Marcel Closset, Gilbert & Huguette Crombez, ASAA (Michel Decelle), Jean Dedit, Jean Delery, Anna Diez, Michel & Colette Diot, Claude Fontaine, Monique Formici, Henri Francois, Rosemary Grady, Marielle Guillerm, Denise Heches, Paulette Jauneau, Denise Lacombe, Paulette Le Fevre Pavan, M. & Mme. Louis Ledanois, Denise Lenain, Ernest Leroy, Jacqueline Leroy, Odile Leroy, M. & Mme. Rene Loiseau, Jeanne Mansion, M. & Mme. Pierre Montaz-Rosset, M. & Mme. Pierre Moreau, M. & Mme. Jean Pena Van Laere, Bertrand & Anne-Marie Petit, Dr. Prochiantz, Anne Ropers, Arlette Salingue-Deslee and family, Jean Voileau.

Cards came from the following people in The Netherlands: Margaret Albers-Dings, Fred Boogaart, Elsa Caspers, Coby & Fredrik Gransberg Vosselman, Til Kenkhuis-Van Den Boogaard & family, Mia Lelivelt, Lia & Max Leons, H. C. Monster, Roel Ter Heide, Adriana & Corrie Van Dansik-Van Dam, Peter Van Den Hurk; all of The Netherlands.

Yvonne Daley-Brusselmans, Igor Nabelek, Gene Sauer; all living in the US. sent cards.

Below are listed some replies which were received in English.

"Merry Christmas and Happy New Year 2012", as well as his photo. by Camille Bernier
 "Dear Friends of AFEES, Thank you very much for your lovely card and kind words. Your publication is also appreciated by our members of Comete Kinship/Belgium when we meet once a month. Have a very Happy New Year." by Janine De Greef

"To all the members of the AFEES I thank you for your wishes and I hope the best for you all and wishing you a beautiful holiday season. Merry Christmas and Happy New Year 2012. I wish the Best for America and We Never Forget what this great nation gave for us during the Second World War. God Bless You All, with all my heart." by Jaques Grandjean

"Thanks a lot and best wishes. Also sent three photos taken with the AFEES flag on the occasion of Simone's 90th birthday on 30 October 2011 at Roosdall, Belgium. By Simonne Kiekens

"Thank you so much for your greetings. To you and the members of the association, go my best wishes for a happy and prosperous 2012. The years pass so quickly and I see so many of my friends going away. It is surely the same for the members of AFEES. I do feel like the "poor old Joe of the song!" Thank you again for the sacrifices that you endured for liberating my country and Europe. We Will Never Forget." By Roberti Lintermans

"Best wishes for a Happy, Health and Safe New Year 2012. Keep up the good work and have a happy 2012 reunion in Albuquerque, NM. " On Behalf of the Comete Network Team of Philippe Connart, Michel Dricot, Edouad Reniere, & Victor Schutters

Wishing Merry Christmas and Happy New Year to you and all the AFEES friends, hope that we can have good health for everybody. Thank you for sending me the AFEES newsletter again this year. God Bless You All. By Fred Boogaart

Happy Christmas, best wishes for 2012. I am too old now to travel to the USA but will not forget you. I am so sorry to hear that Ralph is no longer with us. By Elsa Caspers(Helper)

To all AFEES members. Crossing the miles at Christmas. We wish you and the next of kin of those who passed away: a wonderful Christmas Season and a healthy 2012. Warm thoughts and grateful forever for the tremendous efforts all of you have made, so we can live in freedom: no fear anymore. We'll keep burning the flame of friendship! I have read "There is something in the season and in our heart that brings us closer whether we live near or far apart" including our friends, Everett S. Allen and his wife Blanche of West Brookfield. by Til Kenkhuis-Van Den Boogaard

Dear Mr. Shandor, the whole staff and members of AFEES, I wish you all a Merry Christmas and a Happy-Health and Peaceful New year. Keep going. God Bless You All. Greetings from Holland. by Mia Lelivelt

I wish all members of AFEES a wonderful Christmas and Happy New Year. By Colleen Monster

To the members of AFEES. We wish you a blessed 2012, full of health and happiness! Much love and gladness! by Adriana & Corrie Van Dansik-Van Dam

As Christmas is coming near I feel it is time to remember my AFEES friends. All though it is not possible for me to attend the reunions anymore, I shall give all AFEES members lots of thanks for their help to liberate Holland from the Germans. Also we say "We Will Never Forget". We wish you all (the board and members of AFEES) a blessed Christmas and a Happy New Year. We do remember the AFEES members we helped to escape and as far as I know only one is alive and in contact with me. The rest all passed away. It is good to keep AFEES living. Love and greetings. By Peter Van Den Hurk

Dear Friends, Thanks for the nice card. Mean while I was away for a while which partly explains my being so late in answering. I am toying with the idea of joining the Albuquerque reunion. More about this later. by Roger Anthoine

Thank you so much for you good wishes. It's always with emotions to recall the past and remember the courage and sacrifices of all these people, all those brave men, who came to free us. "We Will Never Forget" either. May the spirit of Christmas be with you all this coming year and Bless all the members of AFEES and those who couldn't be together this time of the year. by Christian Babled

Many thanks for the nice card we receive some days ago. We too, "Will Never Forget" our allied friends and we are often thinking about this terrific and wonderful period. For all the members of AFEES, we wish a very good year 2012, peace and happiness. Our best to everyone. Merci. by Serge & Josette Baudinot

Receive my best wishes for this year 2012. If you come to France I'll be happy to see you. All my friendship. by Jean Deduit

My best wishes to all AFEES members. Here in France "We Don't Forget What You Did To Free Us." by Henri Francois

Dear Friends, Thank you very much for your good wishes. I wish for too a Happy New Year 2012, a lot of happiness or you all. I do not see the name of Richard Smith in your card. Is he still alive? I hope he is. I am yours sincerely. by Marielle Guillerm

Thank you for your wishes. I send mine for the members of AFEES and their families Health for the New Year 2012. I never forget America's help during the 2nd World War. With love. by Denise Heches

Thank you for your greeting card, we stay in touch. Accept my wishes for your good

health and the long life of your association. I take this letter to send you some documents relating to the Marquis of L'Oisans, who were involved in the rescue of a B-24 crew. I wrote a book titled "Eleven Americans Fell From The Sky" and Pierre Salinger wrote the foreword for it. People of my generation "Do Not Forget" that we came out of the clutches of the Nazis. Please accept my best regards. by Pierre Montaz-Rosset

Dear Editor Grauerholz, Jean and I wish you a Merry Christmas and a Happy New Year. Thank you for all the work you are doing for AFEES. Thanks also to the other members. Jean and G

To all members of AFEES, I wish you a PEACEFUL year with your family and friends. As a "HELPER" I have been very proud to be a member of AFEES and each new publication you send me reminds me again of the days long gone in 1944 and 45, when I was active in the rescue of American and English Air Force personnel forced down over Holland. Enclosed is a check to help defray the cost of your Publication. Sincerely, John Kapteyn

Bill recalls the 'trip of a lifetime'

By Molly M. Flemin

Bentonville (Ark.) Courier

Sardis resident Bill McGinley has seen a lot in his life, having served many years as a gunner in the Army Air Force and being proclaimed dead for a few months.

But on Saturday, Sept. 18, 2010, McGinley was able to see the monuments which were built to honor his fellow servicemen in Washington, D. C.

McGinley was part of the annual Honor Flight Network, which took him and other Arkansans to Washington, D. C. and back all in one day. He even had a "guardian" who escorted him in his wheelchair throughout the city.

The Honor Flight Network is a free trip for veterans and is paid for by a company or distinguished resident in each state. This year's trip for Arkansans was funded by Wal-Mart and Tyson Foods.

McGinley and the rest of the Arkansas veterans left for Washington from Bentonville at 8AM and landed in Washington at 11AM. Once their landed, they

were greeted by hundreds of people waiting to shake their hands and thank them for their service.

"It was just out of this world" McGinley said. "I almost didn't go but I'm glad I did. They then loaded buses and headed out into the city to see all the monuments and statues that were built in honor of the service that they gave. They ate all their meals on the bus and then eventually loaded back onto the plane to be back in Arkansas by 8PM.

Once they landed back in Bentonville, they were greeted by more people and even a band. "We went down this huge column of people and they were all telling us thanks and shaking our hands," he said.

On Friday, Sept. 17, the day before his Honor Flight, he was treated like royalty at Little Rock Air Force Base. The veterans were honored at a banquet and greeted by runners, who had been running for 24 hours at various distances in honor of the veterans.

While every veteran's story is

different, McGinley's has a strange twist in the plot for nearly six months, as he was declared dead. His parents received notification on March 31, 1944, of his death. McGinley wasn't dead.

McGinley entered the military at the ripe age of 19, fresh from graduating from Bryant High School in 1941. He tried his hand at being a pilot and was "washed out" so he trained as a B-24 tail gunner in Boise, Idaho.

Actor Jimmy Stewart was also serving in the same group and would eventually lead McGinley and his crew on nine bombing missions.

On the ninth mission, which took them over Waterloo, Belgium, McGinley plane was shot down. He hid in a field under an army blanket, while hearing German soldiers walking around him. Eventually members of the underground resistance arrived and took McGinley into a barn for safety.

He and a fellow crew mate were given civilian clothes and taken care of for several months

by an underground group lead by Anne Brusselmans.

Anne Brusselmans helped more than 130 airmen who were shot down over the Nazi controlled area.

In the mean time, because he could not be found, the military believed McGinley to be dead and sent a telegram informing his parents of his death. They even paid his father the insurance money for his death. McGinley still has the telegrams and letters of condolences and certification of his death.

McGinley continued to be moved to several different houses in Belgium as a way to keep him safe. He and his fellow crew

member eventually made it to Paris, France. There McGinley almost wasn't given clearance to go home. He had to write down as much information about himself as he could, which including his military identification number and the various places he had trained.

Brusselmans kept the piece of paper and gave it to him when they were reunited at a later date. On Sept. 16, 1944 McGinley was finally able to send word to his mother that he was still alive.

The telegram read: "DEAR MOM AM SAFE AND WLL HOPE TO SEE YOU SOON BILL" He made it home by the end of September and later married his wife Bonnie after

meeting her at a Little Rock USO Club.

Bill McGinley is often considered a prisoner of war. However he will quickly correct, "I am not a prisoner of war, they never caught me." He is now a member of a special group of men, named The Air Forces Escape and Evasion Society.

Former POW shares some tips

SAN DIEGO (AFNS) -- Having spent more than five years in prisoner-of-war camps during the Vietnam War, Lee Ellis knows how difficult it is to reconnect with family and friends after a long military separation.

Ellis shared his experiences and tips for reintegration with about 450 Air Force reservists and their family members during a Yellow Ribbon event Feb. 25-26 here.

"War damages you," the retired Air Force colonel told his audience. "It damages you mentally, emotionally, spiritually. Except for anger, I know I totally shut down emotionally while I was a POW. That works great during war, but it doesn't work when you get back home. You have to reconnect with your emotions when you get home."

Ellis said there were some challenges connecting with his family and friends until he was able to reconnect with his own emotions.

"I was not always easy to live with," he recalled. "I was controlling. I was hyper-vigilant. I was hyper-sensitive to criticism. And I was also dealing with feelings of guilt because a lot of my friends never made it home. It took a lot of time to get a handle on all of the things I was feeling and to reconnect with the people who were closest to me."

Ellis urged reservists on hand, all of whom are either facing a deployment in the near future or are just returning from a deployment, to be patient when they begin the reintegration process.



THE BRUSSELMANS: ORGANIZERS OF SAFEHOUSES FOR EVADERS IN BRUSSELS
Anne Brusselmans saved more than 100 Allied airmen



Military Day at Kirkland

**The schedule for
reunion events at
Albuquerque
includes a visit to
Kirkland AFB, home
of the 58th Special
Ops Wing of the
USAF on Friday.**

Tentative Schedule

0900--Pickup at Hotel
0930--Arrival at KAFB
0945 to 1045--Ring of Honor
1100--1200--Outdoor
Luncheon with Wing
members invited.
1215--Bus to training
center
1230 to 1330--Briefings and tours
of Rescue Center
1345--Bus back to Hotel

Public will have chance to meet and salute evaders and helpers

By **JERRI DONOHOE**
AFEES Friend Member
Brecksville, Ohio

During the 2005 reunion in St. Louis, a hotel guest with two preadolescent sons in tow approached AFEES member Frank Heekin and respectfully asked the veteran to share a little of his WWII experience. Frank hesitated for a moment, but then mesmerized his young audience with a bare-bones account of being shot down in Germany, his capture and eventual escape during a forced march.

I believe that 50 years from now, those boys will be telling their grandkids Frank Heekin's story, the tale they heard from the man lived it.

Education is a part of the AFEES mission, and so we have scheduled a *Meet and Greet* session for evaders and helpers during the 2012 reunion. On Friday, May 11, the public will have an opportunity to meet and and learn a little about your experiences as evaders or helpers.

The Meet and Greet affair will take place in a hotel meeting room from 4 to 6 p.m., after the Kirkland air base tour. A table will be set up for each helper and evader. For helpers, a tent card will indicate your name and the country in which you assisted downed airmen. For evaders, a similar card will indicate your name, wartime rank and the country where your evasion began.

The Albuquerque media and local history teachers will be notified well in advance. To pique their interest, I would like to mention specific evaders and helpers who will be willing to take part. If you would like to participate in Meet and Greet, contact me at [<jerridonohue@aol.com>](mailto:jerridonohue@aol.com) or 440-546-1207.

HAGAR THE HORRIBLE



REUNION 2012 – Albuquerque
By Lynn David

I traveled to Albuquerque on July 8 to make our final arrangements for the 2012 Reunion. Col. Steve Mac Isaac and I met with the Sales Department.

We had to change the Reunion dates by one week to get the rooms we need and for the hospitality suite, general membership meeting and banquet. The new dates are **MAY 9-13, 2012.**

We all had a great time in San Antonio, but here are some of the great things about the MCM Elegante in Albuquerque:

- Room rate including tax \$84.75 (May 6–15)
- Free parking
- Free full service breakfast each morning
- Free airport shuttle (8-10 minutes) (Taxi cost \$23)
- Free WIFI in room
- Excellent and free Business Center
- Good exercise equipment
- Indoor swimming pool and hot tub
- Private sun terrace
- Two free drink tickets per day for hotel bar
- Complimentary USA Today Newspaper.
- Free shuttle to places within 5 miles of the hotel
- Free Farewell Breakfast

There are many things to do in Albuquerque.

I walked around "Old Town" for about two hours, there are many shops and small restaurants. A lot of silver and turquoise jewelry. Free shuttle to Old Town.

There are many wineries in and near Albuquerque. I went to the St. Clair Winery which is only 3-4 blocks from Old Town and tested six nice wines for \$6. They also have a very nice restaurant.

There are many places that offer a hot air balloon ride.

The Albuquerque Biological Park, Rio Grande Botanic Garden, Rio Grande Zoo and Albuquerque Aquarium are all together and are a free shuttle ride from the hotel.

The Sandia Casino will come to the hotel and pick you up for free and give you \$40 per adult in free chips.

The Sandia Peak Arrail Tramway is the World's Longest Tramway (2.7 miles) and goes up to 10,378 feet. Cost: \$20 per adult plus about \$40 taxi one way to get there. There is a restaurant at the top.

We hope the reasonable rates and many free items will encourage wonderful attendance at the reunion. Please call me with any questions at (314) 422-1567.

ALBUQUERQUE 2012 REUNION GENERAL INFORMATION FROM MARY SPINNING SHIER

I had the pleasure of visiting Albuquerque in November and came away with much information. Since then I have been sifting through all the wonderful things we might be able to do while we are visiting. I also discussed with the shuttle service at the hotel how they would like to handle all of our travels without burdening them.

We decided that it would be helpful to know in advance everyone's flight schedule. This will enable MCM Elegante to have the shuttle service appropriately staffed for your arrival and departure. Please send me via e-mail, snail mail or phone the following information: Name of airline, dates of arrival and departure and times of arrival and departure.

MCM Elegante also requests that you call them upon your arrival. If you don't have a cell phone there is a courtesy phone for MCM Elegante by baggage claim.

Send this information to:

Mary Shier
111 Clay St.
Burlington, IA 52601
Cell: 810-441-7932
E-mail: spwheel357@gmail.com

Friday night is our free night for dinner. I have reserved the Route 66 Diner for our dinner. As the name implies it's located on the old Route 66. I had the pleasure of dining there in April with my French friends and enjoyed it. Dinners range from \$6-\$15. We would use the shuttle service so please register in the activity section for a fun dinner. Here is their website: www.66diner.com

Albuquerque has a train system called the railrunner. There are 14 different stops. Take a look at their website and see if you want to do individual side trips. Get a one-day pass for only \$9 or less and if you're older than 65 you

SPRING 2012

get \$2 off the price. The web address is www.nmrailrunner.com. The shuttle service can take you to the station.

Shopping Centers: There are two great shopping centers that are located close to each other. I went to both and found it quite easy to cross the boulevard to the other. One is an outlet mall and the other has the standard base stores-Kohl's, J.C. Penney's etc. Both have a lot of restaurants. I have added this to our activities list so sign up there or go by yourself via the hotel shuttle.

Sandia Peak Tramway Tour has two options. The first option takes you on the tram up to Sandia Peak where the elevation is over 10,000 feet for the beautiful sunset. There is a great restaurant up there called the High Finance Restaurant where we'll have dinner.

The elevation IS NOT recommended for those with high blood pressure or heart conditions. Option 2 will be a tour of the area and you would eat at Sandiango's Mexican Grill. For information on Sandia's Peak and restaurants check out these websites: www.sandiapeakrestaurants.com and www.sandiapeak.com

Acoma Pueblo "Sky City" tour will be well worth your time. It is the only matriarchal pueblo society in existence today. This society has lived in the region for over a 1,000 years. Today only 10 families live in the mesa.

There will be an Acoma Tour guide. You will be able to purchase homemade pottery, crafts and bake goods. This mesa is located on a rock formation. The ground is uneven and very difficult to maneuver in a wheelchair however one can use a walker. Here's the website: <http://sccc.acomaskycity.org>

Indian Pueblo Cultural Center is run by the 19 Indian Pueblos of New Mexico. You will be greeted by a tribal member who will give you a guided tour and answer questions regarding their history. The highlight of the tour will be a live dance performance. The website for the IPCC is www.indianpueblo.org

It's a Land of Enchantment!

MCM ELEGANTE

AIR FORCES ESCAPE AND EVASION SOCIETY REUNION

May 6-15, 2012

HOTEL RESERVATION FORM

Please complete this form and send to
MCM Elegante – Attention Reservations
 2020 Menaul Blvd., NE, Albuquerque, New Mexico 87107
Phone: 866-650-8900; Fax: 505-881-4806

MCM Elegante – Albuquerque, New Mexico – \$84.75 per night, inclusive
 (Check room type)
 One King _____ Two Double _____

ROOM RATES APPLY THREE DAYS BEFORE AND THREE DAYS AFTER REUNION
Reunion Hotel Rates guaranteed only until April 18, 2012

HELPERS ONLY: Send both Hotel Reservation Form and Reunion Reservation Form to:
AFEES. c/o Richard P. Shandor, P.O. Box 254, Cresson, PA 16630-0254

Last Name: _____
 First Name: _____
 Mailing Address: _____
 City/State/Zip Code: _____
 Phone: _____
 E-mail: _____

Arrival Date:	Departure Date:
Number of Adults:	Smoking Preference:
PAYMENT METHOD	
Check Enclosed (Y or N)	
Visa Number:	
AMX Number:	
MC Number:	
Other CC Number:	

Name on Credit Card: _____
 Expiration Date: _____
 Signature: _____

REUNION RESERVATION FORM

AIR FORCES ESCAPE AND EVASION SOCIETY

Wednesday-Sunday, May 9-13, 2012

MCM Elegante, Albuquerque, New Mexico

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

For Reunion information, contact Richard P. Shandor, 1 (814) 886-2735

e-mail: rshandor@hotmail.com

Number of people

_____	Registration Fee @ \$25 per person	\$ _____
_____	5/9/12 Wed 6PM-10PM Sandia Peak Tour with Tram Ride @ \$61 per person	\$ _____
	Dinner Choice To Be Paid Individually at each location High Finance Restaurant _____ Sandiago's Mexican Grill _____	
	Sandia Resort _____ Hotel after Tram Ride	
	5/9/12 Wednesday Sandia Peak Tour no Tram Ride @ \$41 per person	
	Dinner Choice To Be Paid Individually at each location Sandia Mexican Grill _____ Sandia Resort _____	
	5/10/12 Thursday 9AM-4PM Experience Santa Fe @ \$57 per person	\$ _____
_____	5/10/12 Thursday 10AM-1PM Shopping: Mall or Outlet Mall Lunch On Your Own	No Charge
_____	5/10/12 Thursday 2PM-4:30PM Old Town	No Charge
_____	5/10/12 Thursday Night Dinner, \$28 per person Entrée Choice: Vegetarian _____ Grilled Tilapia with Shrimp Chicken _____ Scaloppini _____	\$ _____

_____	5/11/12 Friday 9AM-1:45PM Kirkland AFB Trip @ \$10 per person for lunch	\$ _____
_____	5/11/12 Friday 6PM-8PM Dinner at Rt#66 To Be Paid Individually \$6-\$15	
_____	5/11/12 Friday After Dinner 8PM-? To Sandia Casino Free Transportation to and from Boxed lunch choice: Ham&Cheese _____ Turkey & Avocado _____ Vegetarian _____	
_____	5/12/12 Saturday 12PM-3:30PM Indian Pueblo Cultural Center @ \$40 per person	\$ _____
_____	5/12/12 Saturday 12PM-3:30PM Albuquerque Biological Park/Buy Your Own Tickets	
_____	5/12/12 Saturday 1PM-4PM Shopping: Mall or Outlet Mall	No Charge
_____	5/12/12 Saturday Night Banquet, \$35 per person Chioce of Entrée: New York Steak Rare _____ Medium _____ Well _____ Poached Salmon _____ Chicken Marsala _____ Vegetarian _____	\$ _____
_____	5/13/12 Sunday Farewell Breakfast, Free	No Charge
	<u>TOTAL ENCLOSED</u>	\$ _____

NAME BADGES: List names as you wish them to appear:

NAME (please print): _____ Service Unit _____
 Spouse's Name: _____ Guest's Name _____
 Mailing Address: _____
 City, State, Zip Code: _____
 Telephone Number: _____ (Required)

IMPORTANT: Emergency Contact (Name and Phone Number):

Any Special Needs? _____

There's plenty for you to do at the Albuquerque Reunion

By MARY SPINNING SHIER, 111 Clay St., Burlington IA 52601

Wednesday, May 9, 6PM –10PM, Sandia Peak Tramway (tram ride with dining options)

Tour with Tram ride: \$61 Includes: motor coach, tour guide, tram ticket, driver and guide gratuity & tax.

Tour but not riding the tram: \$41 Includes: motor coach, tour guide, NO tram ticket, driver and guide gratuity & tax. *Price does not include cost of meal. Sunset tonight is at 7:59*

This tour takes a scenic drive through the city to Sandia Mountain. The Tram ride takes 15-minutes to ascend 4,000' up the mountain, a thrilling smooth ride with views of deep canyons and far horizons. **High Finance Restaurant** is located at the top of the mountain at a height of 10,378', if that height is too high for you, you can choose to not ride the Tram and enjoy the view and dinner at **Sandiego's** which is located in the lower Tram terminal at 6,500'. The view of the sunset and the city lights from either place is beautiful so please choose which you'd like. You can look at their menus on line at www.sandiapeakrestaurants.com You can also choose to have dinner at Sandia Casino and Resort 10-minutes from the Tram www.sandiacasino.com or ride the Tram and go back to your hotel for dinner. If you need help to decide please call our tour operator Tour New Mexico, Inc. 1-800-333-7159 and they will help you make the choice that is right for you.

Please indicate your dining choice on the signup form.

NOTES: Due to the elevation, 10,378', individuals with heart conditions or respiratory problems should consult their doctor before riding the Tram. Bring a sweater or jacket on this tour, the temperature at the top of the mountain is typically in the 50s in the summer, and mountain weather changes quickly, be prepared, dressing in layers works best.

Thursday, May 10, 9AM – 4PM; Experience Santa Fe!

\$57; Includes: motor coach, tour guide, admission, gratuities & tax. Does not include cost of meal

A visit to New Mexico is not complete without experiencing the capital city of Santa Fe, with its unusual charm and historical significance. This unique community offers wonderful eclectic shops and history is everywhere. The fully narrated tour includes valuable information on the way to Santa Fe. Topics discussed include: shopping and dining information as well as a glimpse into the history and culture that truly make Santa Fe "The City Different".

Walking tour includes: **Loretto Chapel Museum** with its "miraculous staircase". Santa Fe is at 7,000 'ft.

Saturday, May 12, 11:30AM – 4:30PM; Acoma Indian Pueblo “Sky City”, \$82; Includes: coach, tour guide, admissions, lunch, gratuities & tax.

Visiting **Acoma Pueblo** is like participating in a National Geographic Explorer television show. The Acoma people have lived in this area for over 1,000 years. They maintain the 70-acre mesa as their ancestral home; without modern plumbing and electricity. About 10 families occupy the mesa year-round by choice because of its quiet and minimalist lifestyle. The newly completed Sky City Cultural Center has a gift shop, museum, mini-theater, café and modern restrooms. Once on the mesa, we'll follow an Acoma guide through the earthen streets past ancient and modern homes. The 1-mile walking tour presents many opportunities to purchase home made pottery, crafts and baked goods. There are also great views from the mesa-top and you'll want to have fresh batteries and disc space in your camera. The mandatory photography permit is included in the tour price.

The mesa top is uneven rock and sand and is not wheelchair accessible however it is often done by military reunion groups. Your tour guide will take good care of you. The elevation of this tour is 7,000 ft. This is an outdoor tour, dressing in light layers works best. Please indicate your lunch choice on the sign up form.

Saturday, May 12; Noon- 3:30PM; Indian Pueblo Cultural Center; \$40; Includes: motor coach, tour guide, admission, gratuities & tax.

The **Indian Pueblo Cultural Center (IPCC)** is a wonderful facility that is owned and operated by the nineteen Indian pueblos of New Mexico. It is located a very short distance from your hotel. Here you'll be immersed into one of the longest surviving cultures in North America. The Pueblo Harvest Café is available at the IPCC if you'd like to purchase lunch on your own. Admission to the art galleries and exhibits and the museum are included. **The highlight is a live dance performance at 2PM.** There is also a comprehensive gift shop and wonderful outdoor sculptures and murals. After an orientation to the property you will have lots of time to do and see what interests you the most. The tour guide and tribal IPCC staff members' will also be on hand to enrich your experience.

=====

2012 Reunion Events

Wednesday, May 9: Sandia Peak Tramway, 6PM - 10PM, \$61

Tour with NOTram Ride and our dinner of choice, \$41

??High Finance Restaurant ??Sandiago's Mexican Grill ??Sandia Resort
 ??Back to hotel after Tram ride

Thursday, May 10: Experience Santa Fe, 9AM - 4PM; \$57

Saturday, May 12: Acoma Pueblo, 11:30AM - 4:30PM, \$82

Please mark quantity for boxed lunch:

Ham & Cheese _____, Turkey & Avocado, _____ Vegetarian _____

Saturday, May 12: IPCC, Noon-\$40

For information, contact Mary Spinning Shier at <spwheel357@gmail.com>

Clayton took 'the long way home'

From *The Rally Point*
Missouri Chapter
St. Louis Wing
Spring 2006

By CLAYTON C. DAVID

When the 11 January 1944 mission was over, there were 109 of us pilots and crew members from the 303rd Bomb Group MIA. I am shown as the only one returned to the base before the war in Europe ended.

Of the 177 B-17s from the 1st Air Division that took off that day to bomb Oscherleben, Germany, 34 did not return. 174 enemy aircraft were reported destroyed, 32 probably destroyed, and 63 damaged.

I returned to London from Gibraltar on 25 May 1944. That period turned out to be the most memorable in my life. While I made some true friends in Europe, who we see on a regular basis there and in the U.S., there were many times I was close to being captured and/or killed.

After an air battle that lasted 2 1/2 hours, we were over Holland on our way home with our plane on fire. When Jack Watson ordered, "Bail

out!" nine of us jumped at 15,000 feet.

He won a gamble with certain death and got the plane back to England, but his order was the proper one at the time. Thanks to a briefing from a British paratrooper a few days before, my first and only jump in combat was a perfect.

The delayed opening of the parachute, and my play with the shroud lines, gave me a landing on a 40-yard strip of land between the Zuider Zee and the Kingsmere Lake near Amsterdam. That was the first step in my successful evasion which took me into Amsterdam, across Holland, Belgium, France, over the Pyreneese Mountains in waist deep snow, to Spain, where I was taken to Madrid, then to Gibraltar and flown back to London.

By way of Venlo and Maastracht, Holland, then Brussels, Belgium, the Resistance members of the underground got me as far as Paris on what was the Dutch/Paris line.

There, our benefactors were arrested for black market food being used to feed eight of us at a time.

We escaped in pairs in an effort to save ourselves and the instant killing of our helpers. Four were captured the following day. From Paris, Ken Shaver of the **388th Bomb Group** and I traveled alone to southern France. There, our helpers got us into the **Maquis** group that found us guides that took us to the foot of the mountains to meet our **Basque** guide.

It took three days and nights to reach the top of that mountain. From there, we made our way down to Spain. If airmen had known the odds against evading, and how many people paid with their lives for helping us, few would have ever tried it.

My surviving helpers are among our dearest friends. In an effort to recognize them and others, my wife "Scotty" and I volunteer thousands of hours as the membership committee of the **Air Forces Escape and Evasion Society**.

We are also producing a documentary that will give proper recognition to what happened to us behind the lines in enemy occupied territory and the horrible price paid for resisting the enemy. To my helpers, I owe my freedom and perhaps my life. Their response is, "Except for you Americans, we would not be free."

It was not a one group or one country war. We won it together.

While over one half of the 47,000 **8th Air Force** fliers reported MIA were later reported KIA, about 2,000 of us evaded capture and did not become POWs.

However, the risks that went with trying to evade was great. We now know the percent of casualties among those trying to evade capture was much higher than it was among POWs.

In spite of the fact that over half of the WW II survivors have now passed away, we are in contact with about 900 evaders from all theaters and more than 600 of the people who risked their lives to help us.



AFEES gear was put to good use on the second day of the 2007 Shelburne Foundation Trail Challenge when Helpers Jean and Godelieve Pena walked with the hikers as they left Isle Grande.

Association Comète Kinship Belgium

- Adresse : c/o Chairman/Coordinateur : Brigitte d'Oultremont, 82, rue de Mellery, B-1450 Gentinnes, Belgium. - Téléphone : 0032.477.361876 – 0032.71.877978
- Email : comete.kinship@skynet.be
- Website : www.cometeline.org

Cotisation : Belgique et Etranger : 15 €
(d'octobre 2010 à octobre 2011)

Paiement : Pas de chèque !!!!!!!!!!!!!

- sous enveloppe, deux billets emballés
- par banque à Comète Kinship Belgium : Codes IBAN : BE27 068891483173 – Code BIC GKCCBEBB

Communiquez votre <u>adresse</u> pour l'envoi de votre carte de membre.

Communiquez votre <u>Email</u> pour recevoir nos messages.

Communiquez votre <u>téléphone</u> .

Livres à Lire

- « **Cent ans de technique aéronautique en Belgique** » Tomes 1 et 2, par Michel Mandl et Alphonse Dumoulin. Céfal Diffusion. Email : cefal@skynet.be. 48€ pour les deux tomes, port Belgique compris, payable au compte IBAN : BE84.0682.2450.0059.
- « **R. de Bruin et R. Fagnoul ou la passion du vol et de l'aventure** » par le Lt-Gén. Avi. e.r. Michel Mandl. 33€, port Belgique compris.
Email : michel.mandl@telenet.be. IBAN : BE23.2100.6199.6691.
- « **Calvaire de Femmes** » écrit en 1945 à Natoye le lendemain de sa libération des camps, par Constance Liegeois, vétéran Comète. 12€ A commander au secrétariat Comète Kinship : comete.kinship@skynet.be.
- « **L'Enchaînement 1940-1945** » écrit en 1949 par Constance Liegeois, vétéran Comète. Elle raconte aussi son expérience dans Comète, qui entraîna son arrestation et puis les camps. 18€. A commander au secrétariat Comète Kinship : comete.kinship@skynet.be.
- « **Les Etoiles de l'Aube** » fiction bien renseignée par Bernard Gheur. Vient de sortir. Il raconte entr'autres le retour en Grande-Bretagne d'un aviateur américain abattu dans la vallée de l'Amblève (Belgique).
- « **Shot down and on the Run** » - The RAF and Commonwealth aircrews who got home from behind enemy lines 1940-45 – by Air Commodore Graham Pithfork. Il raconte entr'autres l'évasion de l'aviateur passé par Comète Larry Carr. (renseignement à la RAFA-Dick Wittingham : dickwittingham@skynet.be. En anglais.
- « **The Girl with the Blue Beret** » une fiction sur la résistance en France où Bobbie Ann Mason raconte l'histoire de l'évasion du père de son mari, Barney Rawlings, membre d'équipage d'un bombardier B-17 abattu en France pendant la guerre et aidé par la résistance française. 2008. En anglais.

Décès

Henri Ingelrest : mort le 21 mars 2011 - né le 18 mai 1926 . Sa fille Georgette reste en contact avec nous. Ami fidèle de Comète dont il participa à l'aide aux aviateurs, il continua à suivre l'Amicale et ensuite Comète Kinship, nous envoyant des documents, des photos, des renseignements. Ami aussi de notre membre du Comité Peter Verstraeten qu'il aida dans ses recherches sur les médailles, dont le « Medal of Freedom » décoration américaine

Olympian becomes weatherman in war

by Jerry White

99th Air Base Wing Historian

FORT GEORGE G. MEADE, Md. (AFNS) -- Archie Williams, 1936 Olympic Gold Medal winner was later Archie Williams, Air Force weather officer and pilot. With a need for thousands of weather officers in the expanding Army Air Forces in World War II, a Meteorology Aviation Cadet program trained more than 5,600 weather officers by the last graduating class in mid-1944.

This program took only the best and brightest young men and, in nine months, provided nearly the equivalent of a graduate degree in meteorology. While the pressure to perform was intense, one 1943 cadet had already succeeded in the demands of appearing on the world stage.

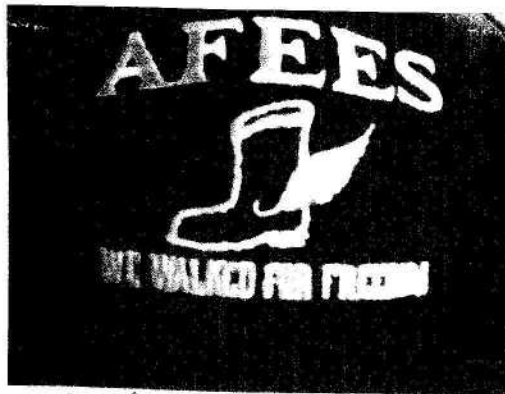
Archie F. Williams was one of the legendary African-American track stars whose decisive victories at the 1936 Berlin Olympics publicly demolished Hitler's propaganda of Aryan supremacy.

Growing up in Oakland, Calif., he initially started college at San Mateo Community College, south of San Francisco. After one year, in the fall of 1935, he transferred to the University of California at Berkeley for the mechanical engineering program.

Coming under the tutelage of Cal's legendary track coach, Brutus Hamilton, he gained notice in the spring of 1936 at the Long Beach Relays and Pacific Coast Conference track championship.

He retired at March AFB, Calif., on May 31, 1964 as a lieutenant colonel and command pilot. Before retiring, he completed his teaching certification. After teaching for one year in Riverside, he moved to Marin County, California, where he taught math and physical science at Sir Francis Drake High School for 20 years.

Lt. Col. Archie F. Williams died June 23, 1993, leaving his widow, Vesta Williams and two sons, Carlos and Archie, Jr.



New AFEES caps are ready, will be available at the reunion

By MARY SPINNING SHIER

111 Clay St., Burlington IA 52601

<spwheel357@gmail.com

Mary Spinning Shier has received a new shipment of AFEES caps. There are two designs. One design shows the winged boot with the word AFEES imprinted above the label, and the words *WE WALKED FOR FREEDOM*.

The second design has a parachute on each side of the word AFEES and the slogan *WE WALKED FOR FREEDOM* below.

If you plan to be in Albuquerque you may reserve the cap of your choice and pay when you sign in. You can e-mail Mary with the information,

If you do not plan to attend the reunion, you may contact Mary for information concerning number of caps you would like, plus shipping.

Your Name: _____

Address: _____

Number of Caps: _____

_____ Parachute cap _____ Winged Boot cap

Reserve for pick-up in Albuquerque _____

ROGER HUGEN

Dutch historian and author dies

Roger Huguen, historian of the Second World War in Cotes d'Armor Brittany and died Thursday, Feb. 23, in Saint-Brieuc. He was 81.

Roger Huguen was an honorary member of the Association of Life Bistros Briochin organizer of the country's history Bistros in Pays de Saint-Brieuc. "Rigorous, passionate, scrupulous teacher, great orator", Peter remembers Fenard, organizer Bistros and great admirer of the historian.

Roger Huguen was very popular in Saint-Brieuc.

He was consulting Bistros of history at Saint-Brieuc in 2001 and 2002 and more recently at the Festival of Hatches (12 Bistros in history) held in Saint-Brieuc on 17 and 18 October 2010). He could

captivate an audience of students or participants in many conferences.

History teacher at Racine College Saint-Brieuc, from 1956-1957 he joined the committee of the Second World War which became the Institute of Contemporary History, for which he produced more than 5,000 sheets on the facts of War in Côtes-du-Nord.

Researcher, he will specialize for a thesis on aviation airmen Networks of 1940 to 1944 and will enhance the network Shelburne (Plouha), center of resistance in Cotes d'Armor.

All his life, Roger Huguen has collected photographs of World War II and in Saint-Brieuc in Cotes-du-Nord. This unique background is available in the departmental archives of the Cotes d'Armor.

School selections are announced

JOINT BASE SAN ANTONIO -- RANDOLPH, Texas (AFNS) --

Sixty-plus airmen are primary or alternate Air Force and Navy test pilot school selectees, while one has been selected to attend the Epner Test Pilot School in France, and another will attend the Empire Test Pilot School in England, Air Force Personnel Center officials announced.

Selectees, identified during the August 2011 school selection board, will fill July 2012 and January 2013 classes. The board named pilots to fill requirements for fighter, multi-engine, helicopter and remotely piloted aircraft; combat and weapon systems officer requirements, and flight test engineer requirements, said Howard Peterson, AFPC pipeline and trainer assignments branch.

The BACK FORTY

by Lex Graham



"Well, Mrs. Crumpler, we stopped that ringing in his ear. I showed him how to answer his cell phone."

The voyage of the Suzanne-Renne

By James E. Armstrong
AFEES # 339
Lawrenceville, Ga.

In August 1943, a man appeared at the Plomodiern, Finistere home of Madame Marguerite Vourc'h. He called himself Raoul. At first she was suspicious of this stranger until he handed her a letter, which she recognized to be in the handwriting of her older son Guy. He had sailed to England earlier on an escape boat. Only then did Raoul reveal his true name to be Jean-Claude Camors, and a friend of Paul and Guy Vourc'h in the B.C.R.A. (the Free French intelligence) school in London.

No wonder Mme. Vourc'h was cautious when earlier in the war the Gestapo (German police) broke up a resistance group "Johnny" and her husband, Dr. Antoine Vourc'h had to flee to Algiers, leaving her to care for their younger children.

Only then did Camors proceed to reveal to Mme. Vourc'h his plan of purchasing fishing boats for the purpose of returning downed Allied airmen to England. His part of the plan was to find funds for the purchasing of boats, and to locate airmen to be escorted by rail to the escape sites. Camors then asked Mme. Vourc'h if she would help him to find boats by contacting boat owners willing to sell their boats for such an endeavor. She said "Yes!" to that part of the plan.

So Jean-Claude Camors, the young chief of the Bordeaux-Loupiac network set out to Paris and surrounding area to find airmen passengers and funds to purchase boats. His contacts proved successful. Mme. Vourc'h had immediate success when she found one boat owner, Pierre Merriana, who was willing to sell his boat, Suzanne-Renne. The price was agreed upon and settled by a down payment raised by the patriots of the area (Brest, Quimper, Douarnenez, etc.).

The departure of the escape boat was set for October 18th, when the fishing fleet of a number of boats would leave Camaret harbor. Under strict German surveillance, permission had been granted for fishing.

Throughout September and October Camors was sending more and more airmen. Hiding and feeding them became a problem, especially in the "Zone Cotiere Interdite," which the Germans marked off to restrict people from land along the seashore. Only narrow-gauge rail cars were able to travel in this area.

Jos Le Bris, one of the young Frenchmen who escorted airmen and delivered food to them, had an answer to the problem. His farm was near the country church of "Sainte-Marie-du-Menez-Hom." He was familiar with the 10-foot by 20-foot storage room of the church, which could be entered from the outside through a door next to his farm.

The room was ventilated by two windows, which opened to a little used road beneath, which led to the village of Camoret. Padded with 12 inches of hay, the room was an ideal hiding place for at least 18 or more airmen. Jos Le Bris had secured permission to use the room from the priest of the larger church in Douarnenez, Vicar Cariou, for the smaller church was not in use at this time.

All preparations were going well until the 11th of October. Raoul Camors, on his way back to Finistere, stopped by a restaurant in Rennes, the capital of Brittany. There he was having a meal with several friends when a French traitor spotted him. The traitor pulled a pistol. Camors resisted, and he was shot and killed.

Back in Plomodiern Mme. Vourc'h expected the chief to be back by October 11th. She had no way of knowing of the murder of Camors in Rennes. So the burden of caring for the airmen who were still arriving for the October 18th escape on the boat at Camaret fell upon Mme. Vourc'h.

Among the new arrivals being escorted by Pierre Philippon and Yves Vourc'h, Marguerite's younger son, were six airmen coming from Vannes to Finistere and the chapel. Three other airmen had arrived in Brest to the home of retired French Col. Scheidauer.

Mme. Vourc'h stepped forward and declared, "The plan will go on for the 18th of October, but only for the Allied airmen and the Suzanne-Renne's French crew." The other brave young Frenchmen who wanted to join the Free French forces in England would have to wait! At last the appointed day came. The airmen from the chapel and the refuge homes were escorted to the rendezvous point of the bakery at Camaret harbor. The escape boat was conveniently moored in the bay across a narrow road, directly in front of the bakery.

After dark on the 18th of October, the crew skipper Jean-Marie Balcon and mates Joseph Morvan and Alain Marchand began to count and receive the flow of excited "cargo" into the hold of the Suzanne-Renne. At the count of 19, the skipper signaled that capacity of the boat had been reached. But what about the "leftovers"?

There were six in number: Hershall Richardson, Walter Hargrove, Wil Rice, James Wilson, Duane Lawhead, and Floyd Carl E&E 296. These were escorted by Yves Vourc'h and Pierre Philippon east out onto the Crozan Peninsula, where they spent the night in the woods. Safe houses in the Brest area were their destination as light broke on the morning of October 19th.

Later, these "leftovers" made their escape by way of a large British navy vessel, which sent in smaller rowboats to pick up airmen off tidal islands along the northwest coast of Brittany. Floyd Carl described the small leaky wooden rowboat that came for him and another airman.

They had to bail water out of

the boat all the way out to the larger ship.

But back to the story of the 19 in the hold of the Suzanne-Renné.

- According to Anne Ploux-Vourc'h's accounting, they were
1. Demetrious Karnesis, 388th BG
 2. Arthur Swap, 388th BG
 3. Alfred Kramer, 388th BG
 4. William Vickless
 5. Warren Graff
 6. Richard Cunningham, 388th BG
 7. Marius Broshard, 388th BG
 8. John Beiger, 94th BG
 9. Frank Kimotek, 303rd BG
 10. Edwin Myers, 381st BG
 11. Jack Ryan, 379th BG
 12. Wayne Rader, 379th BG
 13. Thomas J. Headley, RAF
 14. Arthur H. Risley, RAF
 15. Donald F. McGourlick, RCAF
 16. Sören Kjell Liby, RCAF
 17. John Milne Cheketts, RNZAF
 18. Stephen F. Kearins, RNZAF
 19. ___ Brumley, RAF

So now the 19 airmen were safely on board the night of the 18th of October, expecting to leave with the fishing fleet on the 19th. All that each of them had to do was to find a comfortable spot among the fishing nets and wait for the dawn and Suzanne-Renné's departure for England.

But at dawn, departure did not happen. Nor did it take pace the next day—and tension began mounting in the darkness of Suzanne-Renné's cramped hold. Hours began to turn into days as no word came to them concerning the delay. Even the boat's crew did not know. Yet, crew member's came regularly to empty the pot and bring food and water for the passengers.

During these critical days, silence and organization of the 19 were much needed, for every day German soldiers would pass by, the ominous sound of their heavy boots tramping on the road next to the boat.

Thus, spitfire pilot John Cheketts, RNZAF, who had earned DFC (downing 12 enemy planes), was selected to keep order.

On the early morning of Saturday, the 23rd of October, the

rustle of the crew on deck preparing for departure was heard. The crew threw eel nets over the weary airmen, the engine was started, and the Suzanne-Renné moved toward the point of inspection at the mouth of Camaret Bay.

The inspector, under the eyes of the Germans, looked briefly into the hold of the boat. He only saw nets. So, having passed inspection, the Suzanne-Renné moved on after five hours of waiting to join the fishing fleet.

Some 29 hours later, a British navy patrol boat intercepted the Suzanne-Renné, threw it a tow rope, and pulled it into Newlyn harbor, just south of the Land's End town of Penzance—by the grace of God, safe at last!

Addition

The voyage of the Suzanne-Renné ended well, thanks to the

answered prayers of those faithful people of Finistere. The chief of the operation, Jean-Claude Camours, did not see the conclusion of the voyage, but those young Frenchmen who escorted, fed and hid 24 Allied airmen did.

Would their turn for joining the Free French forces in the liberation of their beloved France now be possible?

On December 21, 1944 an angel in disguise by the name of Gabriel Cloarec offered his boat the Briez-Izel for such a voyage. It was another miracle for his boat as captain to leave Douarnenez under the guns of the enemy, go through a storm and arrive safely at Falmouth, England.

Half of the passengers were French and half were airmen, along with one intelligence officer. The Frenchmen received training in the Free French forces and distinguished themselves in the battle of liberation.

WHAT IT'S LIKE:

to be a prisoner of war

To be a prisoner of war is to know hunger. We don't speak about hunger you feel when you miss a meal or cannot stand your diet. We talk about hunger from lack of solid food for weeks and months. Hunger, that gnaws at your vital organs and strips the flesh from your bones, hunger that forces you to eat anything and everything available. Black stale bread made from sawdust, watery soup infested with worms and made from garbage, rotten potatoes and turnips dug from muddy fields, and if you are lucky, hot water to wash it all down.

To be a prisoner of war is to experience cold. Not a cold blustery Indiana Winter when you wish you had worn your gloves. We talk about standing for hours in soup lines in freezing weather pelted by sleet, feet numb and fingers nearly frozen. Your body is racked by uncontrollable shivering, you are sick, your mind is a mask of pain. Adding to the misery, dysentery knots your stomach. It never comes it merely teases you, you began to wonder, could death be far away?

To be a prisoner of war is to experience fear. The promise of food if you help remove enemy civilians bodies from homes that were bombed at Christmas time. The homes were setting along side of targeted railroad tracks. The promise of food if you help repair the bomb demolished railroad system.

Nameless terror as you are packed into railroad box cars, doors locked and barred, while attacking Allied aircraft bomb and strafe and not knowing that you are there and if you will be blown to bits the next second. The terrible fear of catching a horrible disease that runs rampant throughout the Stalags, no strength or medicine to fight back. The fear that you might never again be free.

Review: The Girl in the Blue Beret

By **Bobbie Ann Mason**

By Ann Grauerholz
Wichita Falls, Tex.

"We will never forget, monsieur," vows the villager in the Belgium field where the B-17 crash landed 36 years before. Bobbie Ann Mason's historical novel about one man's journey, from the time of his escape to the present when he returns to Belgium and then France to find those who aided his escape, touched a special place in my heart.

I could not help but superimpose the events in this book with the stories from my dad and other AFEES members of their own struggles to escape and evade the Nazis after being shot down over occupied territory during World War II.

The author's father-in-law was a pilot during World War II and was shot down in a B-17 over Belgium. The French Resistance helped him make his way through occupied France and back to England.

Marshall Stone's life is in upheaval. He has recently lost his wife, and while he is passionate about flying, he is forced to retire from his job as an airline pilot. His character is strong but flawed: self-absorbed, awkward and emotional.

His years of marriage were not fulfilling, partially because he was of a generation uncertain of the codes of behavior for letting themselves feel. He was traveling with the airline most of the time,



BOBBIE ANN MASON is the author of *In Country*, *Shiloh and Other Stories*, *An Atomic Romance*, *Nancy Culpepper*, and a memoir, *Clear Springs*. She is the winner of the PEN/Hemingway Award, two Southern Book Awards, and numerous other prizes. She is writer-in-residence at the University of Kentucky.

and when he was home he often retreated to his den and ignored his wife and children. He recounts numerous infidelities.

He remembers with gratitude those underground helpers who sacrificed in order to resist the occupation and embarks on an odyssey which ultimately changes the course of his life.

And uppermost in his thoughts is the girl in the blue beret, a high school girl involved with the Resistance who guided him through war torn Paris. His efforts culminate in finding her, and a love interest ignites. She tells him the horrible story of her capture and life in the work camps and prisons.

SPRING 2012

Through their conversations, the reader gets a glimpse of the best and the worst in people.

This book is intimate, entertaining and informative, authentically intertwining history with fiction. There are thought-provoking insights into the brave workings of the French Resistance Movement and a captivating story line. I enjoyed learning about the Resistance, crashed pilots, and how the Germans treated the French during the war.

The story often bounces back and forth from Marshall's present day situation to his past experiences escaping the Germans, which for me was confusing at times.

However, it is a touching and beautiful story of love, courage, war, salvation, and taking chances and starting over.

HUD and VA to support to homeless vets

WASHINGTON (AFNS) -- U.S. Housing and Urban Development Secretary Shaun Donovan and U.S. Department of Veterans Affairs Secretary Eric K. Shinseki announced July 14 that HUD will provide \$46.2 million to public housing agencies in all 50 states, and the District of Columbia to supply permanent housing and case management for 6,790 homeless veterans in America.

This funding, from HUD's Veterans Affairs Supportive Housing Program, is a coordinated effort by officials from HUD, VA, and local housing agencies to provide permanent housing for homeless veterans. This is the complete local breakdown of the rental vouchers.

Changes/Corrections for Roster

TITLE	FIRST NAME	MIDDLE	LAST NAME	ADDRESS1	CITY	STATE	ZIP
Mr	Bruce	C	Bollinger	229 Success Mine Loop	Grass Valley	CA	95945-97 67
Mr.	Robert		Brill	119 Heights Dr.	Oxford	MS	38655-61 01
Mrs.	John		Chernosky "LW"	PO Box #158	Ashford	CT	06278-01 58
Mrs.	Martha		Demel	1517 Chestnut Ln.	Richmon d	TX	77469-48 54
Mr.	Douglas	R.	Drysdale	1547 Hunters Way, Apt#338	Bozeman	MT	59718-61 76
Lt Col	E.	S.	Fraser Jr USAF (Ret)	244 St. Augustin e Av, Apt#507 W	Venice	FL	34285-18 43
Mrs.	Betty	J.	Fuchs "W"	26400 Barber Rd.	Quaker City	OH	43773-96 00
Mr.	Peter	B.	Hogan	216 Franklin Rd.	Longmea dow	MA	01106-26 64
Mr.	Clarence	L.	Larrew	2263 6450 Rd	Montrose	CO	81401-88 23
Mr.	Janet	A.	McCoy	3400 Wagner Hts. Rd., Apt#21.	Stockton	CA	92409-49 02
Mr.	Charles	E.	Paulson	6202 E. McKellips Rd., Unit 75	Mesa	AZ	85215-28 84
Maj.	Seymour		Ringle	3050 S. Oakland Forest Dr., Apt#200 1	Oakland Park	FL	33309-56 80
Mrs.	Caroline	B.	Rosß	6 Curtis St.	Brunswic k	ME	04011-30 10
Mr.	Paul		Ruska	140 Redondo Dr.	Gun Barrel City	TX	75156-36 22
Mrs.	Kathleen	R.	Schack "W "	345 Leaf Rd., Apt#127	Avon Lake	OH	44012-20 99
Mrs.	Bruce		Sundlin	1 Citizins Plz., Fl 8	Providen ce	RI	02903-13 45
Mrs.	Ruth	R.	Westrope	3719 SW 20th Pl.	Cape Coral	FL	33914-55 61

Ralph McKee widely decorated

From The Enid News and
Eagle, Enid, Okla.,
Feb. 7, 2012

Retired Air Force Lt. Col. Ralph D. McKee, 90, died Saturday, Feb. 4, 2012, at Wuesthoff Hospital in Rockledge, Fla. He was born near Southard, Okla.

Col. McKee retired from the Air Force in 1965, after 24 years of service. He was a veteran of heavy bomber air operations during World War II and the Korean War. His decorations included two Distinguished Flying Crosses, two Purple Hearts, five Air Medals, Air Force Commendation Medal, six Campaign and Service Medals and the French Legion of Honor.

After retiring from the Air Force, he was engaged in various engineering assignments on the Apollo and shuttle programs for 31 years.

He was a graduate of Oklahoma

State University, Florida Institute of Technology and the Air Command and Staff College.

He was a member of Faith "Viera" Lutheran Church. Other memberships included Caterpillar Club, Military Order of the Purple Heart, Phi Kappa Phi Honorary Society, American Mensa Ltd, AF&AM No. 418 — Oklahoma, F&AM No. 318 — Florida, Scottish Rite of Freemasonry, Azan Temple Shrine, National Society of Professional Engineers, Florida Engineering Society, Institute of Certified Professional Managers, Aircraft Owners & Pilot's Association and the Soaring Society of America.

He was a graduate of Oklahoma State University, Florida Institute of Technology and the Air Command and Staff College.



HENRY VERLINDEN

A Belgian Helper living in the States passed away recently. Henry Verlinden, living in the Detroit area, died Feb. 27, 2012.

He was 86.

Survivors include his wife Godelieve and several other relatives.



Hikers on the September Comet Line anniversary crossing were herded together for a photo op. From the left: Martine Holvoet, Beverly Wand, Nadine Dumont, Judy Goodall, Sue Grauerholz, Scott Goodall and Bernard Holvoet.

EDITORIAL APOLOGY: *These cutlines were mistakenly applied to the wrong photo on Page 7 of the Winter issue of Communications. Since the editor's policy is to keep trying until he gets it right, perhaps this is the correct photo.*

-FOLDED WINGS-

E&E#2058 S/Sgt. John L. Toney, 8th AAF 457th Bomb Group, 748th Bomb Squadron, Glatton, England: left this world on 4 December 2011. Sgt. Toney, left waist gunner, is flying his 21st mission on 27 May 1944 in B-17 #42-38055. On the way to bomb the marshalling yards at Ludwigshaven and Mannheim, his group is savagely attacked by 50-60 Me-109s. The bomber has two engines damaged and is forced to turn back. A third engine is hit by flak and the bailout order is given. John lands near St. Nickolas, Belgium and hides in a barley field. A man (probably Frans D'Hooge) brings him food and civilian clothes and takes him to Moerbeke. On the way the man is confronted by a German patrol and despite a gun poked in his ribs, he maintains that he knows nothing of an airman. The patrol went off and the man returned to John. Fearing being noticed again, they crawl in a field for about a kilometer before they begin to walk again. It is likely that the family De Windt and Willy Van Damme aided him there. After four days he is taken to St. Nickolas, where he meets his co-pilot Alexander Kucheranko and they both stay with a couple named Van Kerchove. On 1 July 1944 the two of them start walking about 60kms south to Termonde. There Louis Derom sheltered them until August 1st. Then they are taken by car to Brussels, where they stay for two weeks. Charles Leeman purchases train tickets and they travel to Namur. From there they are guided to a camp about 50 kms south where they meet up with 16 other airmen. Next they're taken to a camp on the French border, where on September 9th, an 8th infantry patrol find the airmen. Several days later he meets his brother, Col. Robert Toney, who was serving with the 5th Armored Div who liberates the camp. Some of his other Helpers are M. & Mrs. Bidess, M. Van Nook, Gaston Matthys, and George and Marie Smets. Following is the status of his other crew members: Roger Birkman (#2088), Alexander Kurcherenko (#1947), James Cochran (#1448), Raymond Koch (#1913), Michael Stanko (POW), Andrew Kafka (POW), James Jones (POW), John Buechel (POW), Errol Bailey (POW). Shortly after the war, John hosted George and Marie Smets in Ohio. On 27 May 2004, John returned to Belgium for the dedication of a crew plaque in memory of the liberation of Moerbeke.

E&E#2281 1st Lt. Douglas R. Drysdale, 8th AAF, 364th Fighter Group, 385rd Fighter Squadron, Honington, England: died on 9 August 2011. On May 25, 1942, he enlisted in the Army Air Force. His first combat duty was as a B-17 co-pilot with as a member of the "Bloody Hundredth". He completed his tour of 33 bombing missions on 29 July 1944. Instead of coming home, he volunteered to for another tour, this time as a fighter pilot flying the P-51 Mustang, thus becoming a member of a small group of airmen known as "Double Duty Men." On his second mission, his P-51, #44-14025 "Lovin Aline" took a direct hit in the engine from a 20 mm cannon. He bailed out of his burning plane and as he came down, the Germans shot at him. After landing in a field near St. Hubert, Holland, Antoon and James Willems took Doug to a wind mill about ¾ of a mile away and hid him in the brush. About a half hour later they came back and took him to the house of Jac and Pieta Van Tienen, where he was given civilian clothes. Several hours later James and Antoon took him to a field, where he hid in a cellar until the next day. Doug was then taken back to Tienen's house and then transported by motorcycle to Grave, Holland, where he met an Allied Airborne unit. Every year after the war's end, there was an exchange of Christmas letters and family pictures between the Van

Tinenen and Drysdale families. In 1980 the first Montana/Holland visit occurs in Montana. In 1983 and 2003 Don travels back to Holland and meets Pieta Van Tienen again. During the 2003, a surprise 81st birthday party was arranged. Then came the question, "Douglas, please tell us what happened in September 1944?" More than 60 people listened as Douglas told his fascinating story.

Lt. Walter F. Freeman, 15th AAF, 464th Bomb Group, 777th Bomb Squadron, Pantanella Airfield, Italy: passed away on 22 September 2011. He was a bombardier on a B-24 Liberator. Walter was on a bombing mission to Czechoslovakia on December 6, 1944 when his plane went down over Yugoslavia. He and seven other crew members bailed out safely. They were sheltered and aided by local partisans, one who was a retired Philadelphia streetcar conductor, and were returned to the Allies by Tito's men on December 16, 1944. Walter resumed combat duty and completed more than 50 combat missions before returning home in the spring of 1945. A memorial service was held for Walter in Lynchburg and another service was held at a later date in Arlington National Cemetery. He was proud to have served his country during World War II and after.

1st Lt. Glen Edward Beneda, 14th AAF, 23rd Fighter Group, based at Kweilin, China: died on 23 October 2010. He joined the service on his 18th birthday which was one month after Pearl Harbor. Glenn became a cadet in May 1942, and graduated and received his wings in February 1943. He was sent to China one month later. On May 6, 1944, he was shot down by a Japanese Zero on his 81st mission led by Col. David "Tex" Hill. He was very fortunate to parachute into a rice paddy (learning 60 years later that his plane landed in a nearby lake). The farmers working in the field, helped him get away from the Japanese, risking their own lives in doing so. They took him to the new 4th Army (Chinese Communist). They tended to his wounds and hid him. He was protected for two months while they traveled approximately 500 miles, carrying him sometimes and sometimes riding a horse to get him back to his squadron. The Chinese people have been very kind to Glen and his family, inviting them to China four times in the past 10 years. His rescuer, General Li Xiannian, became the President of China from 1983-88. His daughter, Madame Li Xiaolin invited Glen and his family to China on Oct. 10, 2010, for the opening of a presidential library and museum in honor of her father. Much of Glen's memorabilia was on display there and he was very humbled by it. Glen and his family were privileged to meet some of the farmers from Hubei province, who had aided him. The Chinese are excavating his P-51 fighter plane (the farmers tied rocks to the fighter to sink it and hide it from the Japanese). They plan to build a museum to house it.

Grace Schaeffer: passed away on 1 July 2011. She was married to the Frank Schaeffer (#1369) for 11 years. In 1995 while retracing Frank's evasion trail she became separated from him over night. Thanks to a helpful French woman, she was reunited with Frank the next day. She loved to get together with family as well as travel and play golf and tennis. She was proud of her Irish ancestry. Grace will always be remembered for her kind and nurturing spirit and the way she treated others.

POW 2nd Lt. Cedric Nussbaum, 8th AAF, 95th Bomb Group, 335th Bomb Squadron, Horham, England: died 10 September 2011. Cedric was a navigator flying on the B-17 "Our Bay-Bee" participating in the infamous "Double Strike Mission" of 17 August 1943. His

plane was one of 60 B-17s lost that day and was headed to Regensburg to bomb German fighter productions sites. Flak damaged the bomber making it an easy target for German fighters. With the front of the aircraft burning, the bailout order was given. All ten men made it to the ground of German occupied Belgium. Unfortunately Lt. Nussbaum and 6 crewmembers were captured by the German. He spent the rest of the war in Stalag Luft 4A. Three men were able to evade, J. White (#95), M. Minnich (#229) and H. Sarnow (#230). Cedric was the last surviving crew member of "Our Bay-Bee."

1st Lt. Delbert E. Harris, 15th AAF, 353rd Fighter Group, 352nd Fighter Squadron, Raydon, England: died on September 17, 2010. Lt. Harris was originally assigned to the USAAF Base Air Depot 1 at Burtonwood testing repaired battle damaged airplanes. He put in weekly requests to be assigned to combat, after about six months he was given a choice of a P-38 or P-47fighter outfit. The CO told him that two P-38s were lost for every enemy plane destroyed, while two enemy planes were being destroyed for each P-47 lost in combat.

Needless to say, he chose the P-47 group. On his 21st mission on 1 August 1944, he was hit by flack on a low level strafing run. He might have made it back to friendly lines but a radar controller got his plane and another plane mixed up and gave him an incorrect heading that left him within sight of the allied lines, but on the wrong side when he finally had to bail out of his flaming plane. Harris was sent to Stalag Luft 3. In the last months of the war all the POWs at Sagan were moved West from one camp to another in terrible conditions of snow, bitter cold, no or little food and water. Three times he stepped out of the line of march during the snow storms and headed off in another direction. Twice he was recaptured and returned to his fellow prisoners, but the third time he managed to walk west for several days (the worn and rag-tag outfits worn by the POW's were not unlike the clothing worn by the huge numbers of displaced persons already on the roads.)

Please send roster changes to Richard Shandor!

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

Life membership of \$100 is only available to "Eyaders". Address changes, phone number changes, Email changes and checks (payable to AFEES) should be sent to Richard Shandor at PO Box 254, Cresson, Pa. 16630-2129; His phone number is 814-886-2735, his Email is shandor@homeall.com

Name _____ Amount enclosed _____

Address _____

City and State _____ 9-digit zip code _____

Phone _____ E/mail _____ at _____

Emergency Contact Person and phone number _____

Are you a veteran ? Yes or No; If yes, what branch _____ Date of service _____

Do you wish to receive the e/mail newsletter instead of the Mail copy Yes or No

Comments: _____

The editor has the last word

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

WICHITA FALLS, Tex. -- Our president John Katsaros has been on the sick list recently and is recovering from surgery.

He has gone through the drill of rehab and learning how to use the cane and walker.

He is one tuff guy, as we know, and plans to be at the 2012 reunion in

Joe recorded his story in new way

(See Page 1)

Flight Officer Joseph DeLuca, E&E# 1943, was more than a bombardier with the 303rd BG.

While many airmen kept a diary to record their experiences behind enemy lines, Joe applied his talent in another direction. He sketched it.

Joe went down Feb. 22, 1944, about 10 miles south of Utrecht. He was helped by several persons until he reached Liege on May 11. He was liberated by U.S. troops on Sept. 7, 1944.

After the war, he lived in Bellmore, N.Y., until he and his wife Cecilia, moved to Florida in 2010.

He passed away on March 22, 2011, at age 89 and was buried in Calverton National Veterans Cemetery in New York.

His family says he enjoyed collecting stamps and coins, pizza making, building model planes, fixing anything, and spending time with those around him, especially his grandchildren.

New Mexico this May.

If you wish to send him a him message, his winter address is listed on Page 2.

Richard Shandor tells me that reservations for the reunion are coming in slowly.. But anyway, 'tis time to start making plans for the annual event!

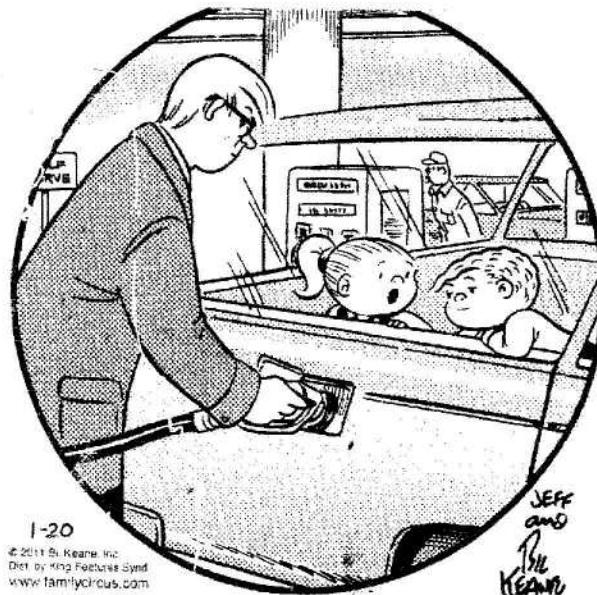
AFEES is still encouraging subscribers to volunteer for e-mail delivery of this newsletter.. That reduces costs and ensures prompt delivery.

Contact Membership Chair Richard Shandor for more information.

Hundreds of Japanese-American veterans of WWII were honored recently in Honolulu, nearly 70 years after they fought for their country.

The event celebrated the Congressional Gold Medal the veterans received early this year.

So another group has been honored by Congress, but so far, all efforts to honor escapers and evaders in similar manner have failed.



1-20
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"Grandma told me they used to have waiters who served your gas."

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