

THE U.S. AIR FORCES ESCAPE & EVASION SOCIETY

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Souvenir photo from Ft. Sumter

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Frank Schaeffer raising one of the flags at Ft. Sumter.



Gabriel Sauer raising one of the flags at Ft. Sumter



Martine Le Roy, Gabriel Sauer, Francoise Le Roy, Beverly Patton Wand, Brigitte d'Oultremont, Yvonne Daley-Brusselman



Diana Morgan, Jerri and Bill Donohue



Visiting the Citadel



John and Mary Katsaros

2014 REUNION ATTENDEES:

David Allison, Elise Andre, William Binnebose, Jane Binnebose, Bruce Bolinger, Regina Sarnow Brand, Robert Brand, Yvonne Daley-Brusselman (H), Brigitte d'Oultremont, James David, Lenora "Scotty" David, Lynn David, Jerri Donohue, William Donohue, Richard Feingold, Margaret Carlson Fricke, Lois Hamilton, June Hauer, Betty Hennessy, John Katsaros (E), Mary Katsaros, Francoise Le Roy, Martine Le Roy, Thelma Loring, Elizabeth McDade, Geoffinet McLaren, Carol Goldfeder Moskowitz, Philip Moskowitz, Diana Morgan, Joseph Owens (E), Gabriel Sauer (H), Frank Schaeffer (H), Col. Charles "CB" Screws (E), Richard Shandor, Mike Talbert, Marge Talbert, Cody Watson, Beverly Patton Wand, John White, Michelle White and Col. B. J. "Zig" Ziegler.



Aboard the USS Yorktown



Thelma Loring and Elise Andre



Lynn David

*Standing: Brigitte d'Oultremont, David Allison, Rich Shandor, June Hauer
Seated: Frank Schaeffer, Charles "C.B." Screws, Gabriel Sauer, Joe Owens*



EVADERS:

Frank Schaeffer
John Katsaros
Joe Owens
Charles "C.B." Screws



*Standing: Beverly Patton Wand, Lois Hamilton, Elise Andre, Cameron Miller.
Seated: John Katsaros, Craig Miller, Mary Katsaros*



Col. B. J. "Zig" Ziegler, Yvonne Daley-Brusselman, Lenora "Scotty" David

2015 AFEES REUNION INFO

by Lynn David

The 2015 reunion will be held May 6-10th in Salt Lake City, Utah at the Plaza Hotel in downtown Salt Lake City. The hotel is approximately 12 minutes from the airport and has recently been completely remodeled. Parking is \$5.00 per day at the hotel but a free shuttle service is also available.

The AFEES room rate is \$95.71 (inclusive of taxes). In addition, we should be able to hold our meal expenses at the same rate as the last two years. Reservations may be made by calling the hotel directly at 1-800-366-3684.

Breakfast will *not* be included in the room rate, but the hotel has both a buffet breakfast and the ability to order from the menu.

We plan to visit the Hill Air Force Base Museum as well as some great side trips and perhaps a trip to the Park City Ski area to see where some of the 2002 Olympics were held. Stay tuned for more details. Looking forward to seeing you all in Salt Lake!

GOOD NEWS / IRS UPDATE

We are very pleased to inform the AFEES membership that due to the diligent hard work of Board Member Betty Hennessy and her friend and colleague Merlin M. Miles, Jr. the tax exempt status of AFEES has been reinstated, and the reinstatement is retroactive to the date of revocation! Betty sends her thanks to all who assisted with developing the extensive application that was submitted to the IRS in May of 2013.

We want to note our sincere thanks to Merlin M. Metzler Jr., the CPA who donated extensive time to step in and help AFEES compile and submit various IRS reports, including the 138-page application for retroactive reinstatement. Mr. Metzler passed away in July after a sudden illness. According to Betty, "He was beloved by his family and friends, and he was an amazing man with a heart of gold. His son-in-law served in the Air Force in Viet Nam, and his young grandson currently serves in the Air Force in Korea."

We offer our condolences to Betty and Mr. Metzler's family.



John and Mary Katsaros at the site of a German command bunker, Pointe Du Hoc in Normandy, France. Photo by Christian Miller.

In October, John and Mary Katsaros and members of their family visited with close to 50 Helpers, their families and friends in France. They also visited with the former French Consulate General of Boston, Christophe Guilhou and family. Mr. Guilhou made John a Chevalier of the Legion of Honor several years ago in an impressive reception in Haverhill, MA.



Charles "CB" Screws and Thelma Loring

CONGRESSIONAL MEDAL STATUS UPDATE

The Office of Congresswoman Niki Tsongas, and in particular Major Timothy Helfrich, has been instrumental in increasing the number of sponsors on *Bill H.R. 4693 U.S. Air Forces Escape and Evasion Society Recognition Act of 2014* from nine to thirty-four (as of 11/21/14) www.congress.gov/bill/113th-congress/house-bill/4693/cosponsors. Earl Blumenauer (D-OR), Madeleine Bordallo (D-GU), Andre Carson (D-IN), Kathy Castor (D-FL), Katherine Clark (D-MA), Curt Clawson (R-FL), Kevin Cramer (R-ND), Blake Farenthold (R-TX), Pete Gallego (D-TX), John Garamendi (D-CA), Christopher Gibson (R-NY), Colleen Hanabusa (D-HI), Joseph Heck (R-NV), Mike Honda (D-CA), Hank Johnson (D-GA), Sam Johnson (R-TX), David Jolly (R-FL), William Keating (D-MA),

Joseph P. Kennedy III (D-MA), Leonard Lance (R-NJ), Michael McCaul (R-TX), Jim McDermott (D-WA), Jim McGovern (D-MA), Richard Nugent (R-FL), Linda Sanchez (D-CA), Austin Scott (R-GA), Glenn Thompson (R-PA), Mike Thompson (D-CA), Patrick Tiberi (R-OH), Paul Tonko (D-NY), Niki Tsongas (D-MA), Tim Walz (D-MN), Daniel Webster (R-FL), and Peter Welch (D-VT) are co-sponsors of the bill.

We are very appreciative of all the hard work of Rep Tsongas and Major Helfrich on behalf of AFEES. If it passes both the House and Senate, this bill will award a gold medal on behalf of the Congress to the U.S. Air Forces Escape and Evasion Society "in recognition of the ceaseless efforts of American aircrew members to escape captivity and evade capture by the enemy forces in occupied countries during our foreign wars, and the brave resistance organizations and patriotic nationals of those foreign countries who assisted them."

Please, reach out to your Representative and ask him/her to become a co-sponsor of **Bill H.R. 4693 U.S. Air Forces Escape and Evasion Society Recognition Act of 2014!**

HEROISM IN 1944 RAMBOUILLET

By Didier Cornevin (edited)

I live near Rambouillet, France (about 30 miles south of Paris) and am doing research about Airmen, planes, and the French Resistance in my area. Here is a story about how people around Rambouillet organized to help aviators.

Monsieur François Prompsaud was the head of the resistance in Rambouillette. His memoir illustrates the difficulties in helping injured aviators: "It is too bad that we had not been put in contact with the Intelligence Service (I.S.) from the beginning. Our liaison, Monsieur Perrot neglected to make us a part of this organization because they had a good system for the rapid evacuation of aviators.

We simply took them into Paris or a nearby train station. I started contacting people I knew very well and trusted—people I knew before the war. Monsieur Baillon, a butcher from Gazeran was already in contact with the resistance and one day took me to meet the person in charge of identifying allied aviators for I.S. That's how I met Monsieur Maurice in Cernay la Ville. I received the order to transport two American aviators the next day. A woman named Antoinette and Monsieur Barbe used to take aviators by cars. Mme. Christiane Lefebvre oversaw the lodging of the aviators. Monsieur Baillon the butcher and Monsieur Barbe provided meat. A friend of mine, Monsieur Deprater and I financed the costs of clothing, shoes, laundry, food, tobacco, and other needs during the aviator's stay. I informed the mayor of Rambouillet, Monsieur Degois about my activities because I considered him to be a great patriot. I relied upon him to help with any problems that might arise and called upon him to avoid any search of Mme. Lefebvre's home. I also asked him to permit me use of the fire station car in case of emergency."

After the bombing of Paris and its environs, more and more aviators needed to be evacuated. The organization was becoming more efficient every day. All of the airmen were clothed and evacuated to the south of the region.

On August 2, 1944, a B-17 Flying-Fortress called "Moon Glow" took off from [Great Ashfield](#). This was the last mission for the co-pilot Russell J. Cotts before he would fly as a pilot with his own crew. This crew of ten men of the 385th Bomber Group would never complete their mission. Co-pilot Russell Cotts reported, "The mission was to bomb a target in St. Germain near Paris. The aircraft was attacked by Flak and caught fire before reaching the target. The fire started in the left wing and flames were lapping up into the bomb bay. The plane had lost its left two engines. Pilot Luther Newcomer tried to see what he could do to stop the fire. He passed



out due to lack of oxygen. I ordered the Navigator James Lindquist to bring a bottle of oxygen to Newcomer. He connected it to the pilot's mask and Newcomer soon revived. I tried to hold the airplane level while Navigator Lindquist was doing his best to avoid flak areas. The situation became uncontrollable. To escape from this nightmare we decided to bail out."

The B17 crashed in a small village called Les Bréviaires, which was close to the forest of Rambouille. The crash was observed by German troops but also by members of the resistance. The pilot, 1st Lt. Luther P. Newcomer, left gunner Sgt Joseph W. Panasuk, right gunner Sgt Edward C. Abbott Jr. and the rear gunner T/Sgt Kenneth Waterfield were taken prisoner. Five men managed to escape: Bombardier Edward O'Day, Co-pilot Russell Cotts, radio operator T/Sgt Marion T. Church, Navigator 2nd Lt James Lindquist, and left gunner S/Sgt Jack Davis.

James Lindquist landed in a tree and a woodcutter helped him to get rid of his harness. The woodcutter told Lindquist to hide in the woods and to wait for his return. He returned with civilian clothes and took

Lindquist to Montfort l'Amaury, 3 miles from Rambouillet. Lindquist was seriously burned on his arms and his face. Dr. Fouloy looked after him and gave him a treatment for his burns. After he felt much better, Monsieur Maurice from Gazeran took Lindquist by bike to the home of Mme.

Christiane Lefebvre. Mme. Lefebvre lived with her son Claude in Rambouillet at 44 rue du Petit Parc. Her husband Georges was a prisoner in Germany.

Marcel Prompsaud, at 9 Rue Dubuc in Rambouillet, took some airmen to the farm Corbet just after the crash. Edward O'Day stayed a few days in Monsieur Tamino's house in St. Hubert and was taken with Jack Davis by Monsieur Roger Cuillerier to Mme. Lefebvre's house. The four crewmen of the "Moon Glow" were quite happy to be together again.

Russell Cotts reported, "The Lefebvres had a stone wall around the back yard and we stayed in a house or in the yard for the three days. It was at this house that I met my bombardier and navigator who were brought to this place. An American fighter pilot was also there too."

Mme Lefebvre, along with her son Claude, hid about a total of 10 airmen in their home. The crew of the "Moon Glow" stayed until the "liberation" of Rambouillet on August 18th and left with the U.S troops.

Standing: Claude Lefebvre, John Larkin (Thunderbolt pilot). Seated: James Lindquist, Jack Davis, Mme. Christiane Lefebvre, Russell Cotts, and Edward O'Day



Frank Schaeffer and Rich Shandor at The Citadel

Martine and Francoise LeRoy



Jerri Donohue, Gabriel Sauer, Margy Carlson Fricke, Lois Hamilton, and Diana Morgan



Joe Owens and June Hauer



Michelle White, Brigitte d'Oultremont and Elise Andre

TIME TO RENEW YOUR MEMBERSHIP?

AFEES membership dues: \$25 per calendar year

(+ an additional \$15 for a total of \$40--to cover postage—if you would like to continue to receive a hard copy of the newsletter mailed to you)

\$100 Lifetime Membership for Evaders only

Address, phone number, or email changes and checks (**made payable to "AFEES"**) should be sent to:
Rich Shandor, PO Box 254, Cresson, PA 16630-2129. Phone (814) 886-2735 or email Mr.

Name _____ Amount enclosed _____

Address _____

City and State _____ 9 digit zip code _____ - _____

Phone _____

Email _____

Emergency Contact Person and phone number

Are you an Evader? YES NO

Related to an Evader? YES NO

Relationship _____

Evader's name _____

Evader's Military unit _____

Are you a Veteran? YES NO If yes, what Military Branch _____

Calendar Date of Military Service _____

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

Other comments or reasons for joining:

2014 GENERAL MTG MINUTES

Charleston, SC (5/10/14, 9:41am)

By Jane Binnebose, Recording Secretary

Executive Vice President Lynn David called the meeting to order with 31 members present. A motion was made, seconded and passed unanimously to accept the minutes from 2013 as presented.

Richard Shandor, Membership chair advised that an updated membership count will be presented after Executive Board Members complete a telephone survey to all members. Discussion was held on the declining membership roll, and various ways to recruit 2nd Generation members to be active. Richard reminded everyone to fill out the survey that was included in the last newsletter and return it to him.

Richard provided information regarding the upcoming 8th Air Force Reunion to be held in Nashville.

Betty Hennessy presented the Treasurer's report; it was accepted unanimously. Information was provided to the group on the tax-exempt status, the checks and balances in place for all financial issues. Members were encouraged to send donations to the group even though they may not be tax exempt. Various members were recognized and thanked for financial donations so that transportation could be provided for group excursions to Boeing, and The Citadel.

John Katsaros reported on the Congressional Gold Medal project. He provided the group with a sample letter that can be reproduced and sent to legislators. Members were reminded of the importance of this upcoming legislation, and encouraged to contact their representatives and senators. John asked that members advise him of who they send letters to and any responses they receive from the legislators. Information was provided on how AFEES members can obtain contact information regarding their legislators.

Lynn David announced that Bruce Bolinger has volunteered to assist Don Thorpe with the website. An announcement was

made regarding the availability of wine glasses and tote bags for purchase.

Discussion was held regarding the 2015 reunion. The members unanimously agreed to have the reunion in Salt Lake City. Lynn will research dates, hotels and opportunities in the area and present the information in the next newsletter.

After a motion and second the group adjourned at 10:25.

TALKING TO THE MEMBERS

At the General Meeting, your Editor pointed out that only 40 individuals out of the entire AFEES membership of 500+ members actually pay annual dues—and unfortunately their dues are not enough to cover the expense of printing and mailing the newsletter.

There are lots of reasons why we only have 40 paying members, EVADERS and HELPERS are, of course, exempt and/or have a lifetime membership.

In many cases, the surviving spouses of deceased EVADERS have continued to receive the newsletter. And, oddly enough, there are several cases of the children of deceased EVADERS expecting to continue to receive the newsletter for free based upon their Dad's wartime experience!

We thought it was important to talk to the members directly to explain the very serious financial situation that AFEES faces. AFEES's resources are diminishing rapidly and our main expenses are related to the printing and mailing of the newsletter.

We resolved to ask lifetime members to either opt for an electronic version of the newsletter or else pay \$15 per year for the print one.

So, this summer, a few board members (THANK YOU: Jane Binnebose, Margy Fricke, Jerri Donohue, Betty Hennessey, and Beverly Patton Wand!) undertook the task of trying to reach each and every AFEES member by telephone to check on current

address, preferred method of contact, whether or not you would prefer to receive the newsletter electronically, etc.

Boy, what a wonderful experience and did we have a great time speaking with all of you! Here are just a few of the comments that got shared with the lucky ducks who made the calls: *"I learned that today is Joe Walters' 101st birthday. Congratulations, Joe!!"*

"Each and every person with whom I spoke was LOVELY! They so appreciate the newsletter and really appreciated the effort made to connect with them. You may also not be surprised to learn that one of our evaders asked when I would next be stopping through Kansas because he's having trouble finding a dance partner!"

And now, a little housekeeping: many of you immediately sent in checks to help defray the costs of printing and mailing the newsletter (THANK YOU VERY MUCH)! However, it can take a few months to actually cash the check. AFEES set up a series of checks and balances to make sure all financial matters are transparent and there is no room for mistakes. The downside is that that process can take some time! So, thank you very much for your donation, and please be patient with us!



Talking with friends, old and new, in the Hospitality Suite

NEW AFEES WEBSITE

AFEES has a new website! You will find it at the following address: www.airforceescape.org. Please note that the address is identical to the old one except that it ends in .org instead of .com. Internet traffic to the old address automatically will be redirected to the new address for a limited time but AFEES members and others should update their lists of website links to reflect the change.

AFEES is gratefully indebted to member Don Thorpe for his years of work on the old website, written in html code, the markup language of the Internet.

The new website, based on the widely popular WordPress, will make it easier to add new material to the website or change existing content.

For example, the website page on the 2015 reunion in Salt Lake City can be updated immediately as more details become available.

Contributions to the website are welcome! Examples include newsworthy events, escape and evasion stories, photos taken at past and forthcoming AFEES reunions, reunion agendas, names of escape and evasion books to add to the list on the website etc.

If you have something to add to the website, please contact Bruce Bolinger, bcbolinger@comcast.net or mail it to Bruce at 229 Success Mine Loop, Grass Valley, CA 95945, phone: (530) 273-6442.

An American pilot, who had downed a German Messerschmitt, visited the German pilot in the field hospital. Finding the fellow in pretty bad shape, the American asked if he could do anything for him. The Nazi admitted that he did have a favor to ask. "The leg they amputated, on your next bombing run, could you drop it over Germany?" "Sure, pal." It was a weird request, but the pilot was willing to oblige and came back to tell him the mission had been carried out. The grateful German gasped his thanks and made another request. "The other leg got very bad, they had to cut it off. Could this, too, be dropped over my homeland? It would mean a great deal to me." The American shrugged, but returned two days later with the news that the job was done. "Many thanks," whispered the downed Nazi, now ashen faced and unable to lift his head from the pillow. "I have just one final request. Last night they had to amputate my right arm..." "Now hang on just a darn minute," interrupted the American angrily. "Are you trying to escape?!"

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

All photos © 2014 Elizabeth McDade unless otherwise noted.

QUIET RESISTANCE HEROINE

by Alex Brument (translation by Shirley McKeon)

On May 11, 1940, Paulette Stalin, aged 20, married Emile Olivier aged 24, a happy, fun loving pleasant young man, from the small village of Eure: Les Baux de Breteuil. Emile a soldier is requisitioned by the German Army at Evreux. He was given three days leave to marry at Envermeu. Once married, Paulette Olivier lived with Emile's parents.

On June 16, 1940, two days before General de Gaulle's appeal, Emile, very much in love with his wife, escaped from the barracks at d'Evreux on his horse to spend a few hours with Paulette. The Germans, noticing his absence, located him, and before the horrified eyes of Paulette, shot him in cold blood forbidding Paulette to touch her husband's bloodstained body lying in the sun at the edge of a small wood.

When night fell, full of sadness, Paulette with the help of the priest of Baux de Breteuil, dug a hole to provisionally bury Emile in the woods. Some days later, with the permission of the German occupiers, Emile Olivier was buried in the small cemetery of his local village.

Paulette then lived for some time at Rouen. Time passed, three years of fear and anger, under German occupation. In October 1943 Paulette left for the north of France. On April 1, 1944 she was living at Ecoust St. Mein in the Pas de Calais at an isolated farm, and everyone thought she was a farm worker.

A very intelligent girl, she learned to read and write fluently in English and acquired a good command of German so she could understand the enemy, and all this in only six months. The cruel loss of her husband left her looking for revenge. Sometimes during the night she took supplies to the Allied soldiers hiding in the tombs in the local cemeteries. She took part in a number of sabotage attacks on the enemy, railways, freight cars and enemy materials.

Then on the night of June 13, 1944,

Lancasters of the 408 and 419 Squadrons, also Halifaxes of the 420, 425, 426, and 432 squadrons leaving from the north of England were on a mission to bomb the railway station of Cambrai in le Nord. Eighty-nine Halifaxes from 424, 427, 429, 431, 433, 434 Squadrons were on their mission to bomb the railway at Arras in the Pas de Calais.

Having faced a large German resistance, particularly from below along the coast, the number of planes shot down by Flak (German air defense) is significant. Six Lancasters, and nine Halifaxes were shot down, about 60 airmen were killed, 14 were taken prisoner, and 20 Allied airmen were saved by the Resistance. That night Paulette, directly or indirectly rescued six Allied airmen—Australians, English, Canadian, and American.

Paulette hid two airmen, Maurice Bemrose RAF and Daniel Murray RCAF, in the cemetery tombs at l'Ecoust St. Mein. They stayed hidden for seven days and nights. During this time Paulette and her Patron, the chief of the Resistance himself, fed them and issued them with civilian clothes.

The four others were hidden in the hay in the farm basement and they remained there for a day or two. During this time, Paulette and the Resistance saved the lives of 16 Allied airmen and hid several evaders at the S.T.O.

One day, she rode her bicycle in a mad dash of several kilometers to tell the American soldiers who had arrived near Bapaume in the Pas de Calais, that a strong German force was waiting for them. The American soldiers heeded her warning and escaped the slaughter.

The Germans suspected her and knew her location, so Paulette had to live hidden in an underground passage close to the farm for one week to escape.

In September 1944, she returned to Rouen where there were a number of bombing raids and many wounded. She lived at her cousin's home and volunteered as a wound dresser at the general hospital.

In 1945, Paulette left the hospital,

distressed both physically and psychologically, and then worked at the Rouen barracks as a copyist. She had beautiful handwriting and so was chosen and immediately retained to fill in files.

At Rouen, Paulette suffered hunger. There were ration cards for food so they were forced to buy on the black market to eat decently, but when one had little money it was not always easy.

In October 1945, Paulette remarried, to Joseph Lemée a former prisoner of war, and they settled in Envermeu. They had two children—Claude and Nelly.

Paulette could not easily visit l'Eure because of the bitter memory of her husband's execution there in 1940. She regularly took flowers to the cemetery at Envermeu to the grave of the airman Stanley Findlay. Findlay's Lancaster aircraft was shot down on July 8, 1944 and crashed near Envermeu. Paulette met the young man's family when they came to France to visit his grave, and she corresponded regularly with them.

Paulette continued to place flowers on the grave from 1946 until 1994 when she became gravely ill, and her daughter Nellie took over. Paulette Lemée died on September 19, 2002. Nellie Brument, my Mother, died on July 18, 2007 and she gave me the duty to look after Stanley Findlay's grave.

In collaboration with an Australian friend, and various aviators mentioned above, a book has been written regarding the story of Mr. and Mrs Heller, the leaders of my Grandmother's network. Published by Barry McKeon, it can be downloaded at <http://brumenta.free.fr/alex.pdf>.

A LITTLE HUMOR UNDER THE WORST OF CONDITIONS

By Richard Rendall

My father 1st Lt. William A Rendall, was a navigator of the B24 "BULL "O" THE WOODS" and was shot down over occupied France (near Soisson) on December 30, 1943. After a near fatal bail out he had the good fortune to connect with the French Resistance but after many months of evasion he was arrested by the Gestapo. After a lengthy interrogation at Fresnes Prison in Paris he was moved to Stalag Luft III in Germany.

Stalag Luft III was the location of *The Great Escape* and each American and British Airman had a duty to hinder the Germans in all ways possible (with approval of the ranking commander).

As time passed, slowly the main complaint from the "Krigies" (abbreviation for the German word for POW) was the lack of food. Had it not been for the Red Cross many of the men would have starved. It was decided that the constant talk of food and hunger was becoming obsessive, so the order was given there should be no further talk of food.

While Dad and a fellow Krigie were making their daily walk around the wire perimeter they happen to pass the CO and they were trying be careful of their conversation. Dad's friend made the comment "When I get home I want to see my girl friend in a brand new red Ford convertible." Without pausing a beat, Dad added "Yeah, all covered with mash potatoes and gravy." Apparently he got by without reprimand.



"Zig" Ziegler giving an impromptu lecture on the deck of the USS Yorktown.

A mouse showed her friend a picture of her new boyfriend. The friend took one look at the picture and back at her friend in complete amazement. "What is this 'thing' you are dating?" the friend asked. "He's a bat! Like a mouse with wings!" said the mouse. "But he's so ugly!" countered her friend. The mouse looked back up from the photo and said, "Well, yes, but he's a PILOT!"



Betty Hennessy and June Hauer

"UNBROKEN" OPENS ON CHRISTMAS DAY

"Unbroken," based upon the true story of Louis Zamperini opens in theatres on Christmas Day. The movie, adapted from the book by Laura Hillenbrand, was directed by Angelina Jolie and is based on the real-life hardships endured by the late Louis Zamperini, who passed away in July at age 97.

British actor Jack O'Connell portrays Louis "Louie" Zamperini, an Olympic runner in the 1930s, who went on to become a bombardier in the U.S. Army Air Forces during World War II. During the war, Zamperini's plane, a B-24 Liberator "The Green Hornet," was shot down over the Pacific, where he and his pilot Russel Allen "Phil" Phillips survived on a life raft for 47 days. After the raft was eventually found, the Japanese imprisoned Zamperini for two years, where he endured brutality and torture.

For her sophomore directorial venture, Jolie worked closely with Zamperini himself (the two were neighbors in Los Angeles) on the film. The two sat down with Tom Brokaw for a *Today* show segment in February 2014, where Jolie confessed that working on the film was "the hardest thing I've ever done." Jolie added, "[I feel] such a huge responsibility to get it right," she said, "because I love [Louis] so much, and because he's helped me so much in my life," she said.

"Unbroken" also stars Domhnall Gleeson, Finn Wittrock, Garrett Hedlund, John Magaro, Alex Russell and Japanese actor Miyavi in his English debut.

***A note from your Editors:
Wishing everyone a joyful holiday
season and the very happiest and
healthiest of new years!***

BOOK ON EVADERS GARNERS AWARDS

Shot Down: The True Story of Pilot Howard Snyder and His Crew of the B-17 Susan Ruth by Steve Snyder has already received three awards since its publication in August: 2014 Southern California Book Festival-Honorable Mention General Non-Fiction; 2014 USA Best Book Awards-Finalist History: General; 2014 USA Best Book Awards-Finalist History: Military.

AFEES member Howard Snyder died in 2007. In the book, his son Steve pays tribute to the entire crew by relating the harrowing experiences of each man after their plane was shot down near the Belgian-French border in 1944. In addition, he recognizes the heroism of civilians who risked all to aid the Americans. The book is illustrated with numerous photographs of the people involved.

This summer, Steve and his wife retraced Howard Snyder's steps in England and in Belgium and visited the memorial to the crew of the *Susan Ruth* in Macquenoise.

Shot Down can be purchased at amazon.com. For more information, visit <http://SteveSnyderAuthor.com>

HISTORY OF THE WINGED BOOT

*By Claude C. Murray and Ralph K. Patton
Reprinted from the 8th Air Force's Newsletter*

Some call it the "Flying Boot" or the "Winged Boot", but the Royal Air Force who issued this badge in the Western Desert, June 1941, named it the "Winged Boot." The following is an extract from the book, *Customs and Traditions of the Royal Air Force*, by Squadron Leader P.G. Hering, published in 1961 by Gale & Polden: "The exploits of aircrew who walked back to their bases after bailing out of their aircraft, being shot down or having force-landed while operating over enemy held territory during the

Desert campaigns in the Middle East, were responsible for the initiation of another highly respected war-time badge. Because their return to their: squadrons was of necessity much later than that of their more fortunate comrades, they were heralded as a new "corps d'elite" and became known as "later arrivals." As their numbers increased their experiences became legend and eventually a mythical Late Arrivals "Club" came into being and with it a badge.

A winged boot was designed by Wing Commander (later Group Captain) George W. Houghton, who was at the time the Senior RAF Public Relations Officer in the Middle East. He obtained the permission of Lord Tedder (then Air Officer Commanding-in-Chief, Middle East) to issue each late arrival with the badge to wear on his flying suit or uniform. The innovation captured the imagination of the war correspondents, who enthusiastically reported the origin of the badge and the experiences of its wearers. In addition to his badge, each late arrival was given a "club" membership certificate on which was recorded the circumstances making him eligible for membership and the words: It is never too late to come back."

According to the Royal Air Forces Escaping Society Press Officer, Bryan Morgan, "The membership of this Society was exclusive to the Middle East. It was never available in this country (England) and it doesn't exist anymore.

In 1943 when American airmen of the U. S. 8th Air Force started to return to England after having been shot down over enemy occupied territory some unknown American evader started to use the Royal Air Force "Winged Boot" as a symbol of his having evaded capture and having "walked home." This symbol of evasion was never authorized to be worn on U. S. uniforms in the ETO; therefore evaders wore it under the left hand lapel on their tunic or battle jacket. One of the first stops an evader made after being released by Air Force Intelligence in London was usually a visit to Hobson and Sons in

London to have them make a "wire badge" "Winged Boot."

When the Air Forces Escape and Evasion Society was formed in June 1964, it was decided to use the "Winged Boot" as the centerpiece of the AFEES logo. As an extension of this, we approached Hobson and Sons in London to make several items with the original "Winged Boot" in metallic thread from the original 1 dies. There is no official Winged Boot organization or club therefore eligibility for wearing it is ill defined. AFEES is the only known organization that uses the "Winged Boot" as a logo or symbol.



FOLDED WINGS

By Jerri Donohue

LARRY GRAUERHOLZ

Former AFEEES president and longtime *Communications* editor Larry Grauerholz (E&E #439) died on May 16.

Lt. Larry Grauerholz, navigator of *Lucky Lady* became an evader on the morning of January 4, 1944. During its crew's first mission, *Lucky Lady* dropped her load on an airfield in Bordeaux, France but suffered serious flak damage, lost altitude and became prey to German fighter planes.

Pilot Richard Stakes crash-landed the B-17 in a marsh 45 miles from Bordeaux, whereupon its crew set their plane afire. The men spent that night in an empty schoolhouse. At daybreak, they dispersed in groups of two or three. French civilians took a seriously wounded gunner to a hospital where he subsequently died.

Larry traveled with Stakes and the co-pilot, Lt. William Foley. Stakes soon decided the others moved too slowly and struck out on his own. (Like most of the crew, Stakes successfully returned to England.)

Meanwhile, a French housewife gave Larry and Foley food and civilian clothing and then sought advice from the mayor. He recommended that she surrender the Americans to the Germans and collect the bounty. Instead, the brave mother of an 8-year old daughter used money from their escape kits to purchase train tickets for the evaders, and sent them to Bordeaux.

In Bordeaux, German soldiers milled about, and so a hotel refused to give Larry and Foley a room. They stayed in a junkyard that night, too cold to sleep. The next day they ventured into the countryside and encountered a man who spoke English. He contacted the underground who placed them with a maquis group headed by a French Communist. Larry declined to join the guerillas in harassing the Germans with what he called "nuisance stuff."

Once the underground confirmed the identities of Larry and Foley, they moved the Americans to Toulouse on foot and by bicycle, charcoal-fueled car, train, and bus.

In Toulouse, the two airmen joined an escaped POW, an American infantryman, in the home of Marie Louise-Marthe Dissart a.k.a "Madame Françoise." Larry and other evaders have described this helper as a chain smoking "little old lady." Françoise, who died in 1957, was 63 years old when Larry met her. She led the local branch of the O'Leary escape line and she delighted in flustering individual Germans. Posing as an eccentric, she would admire their ribbons and fiddle with their medals while Allied airmen walked behind the distracted enemy soldiers.

Through Françoise's efforts, the evaders traveled to Perpignan and then to Vinça. Despite more numerous German patrols, the underground reasoned that it was a better place to cross the mountains in winter weather. While they waited in a park, the Americans learned that the Gestapo had arrested one of their helpers. After a few hours, Basque guides collected them. The group eventually included other Americans, a South African pilot and French agents.

The Pyrenees are cold in early March, but Larry's helpers could not provide him with footwear. For three nights he trekked through the mountains, wearing a sandal on one foot and several socks and a bedroom slipper on the other. The guides sometimes got lost, and they threatened to abandon anybody who could not keep up.

By pre-arrangement, a car from the British consulate met the evaders in Spain, and then spirited them to Barcelona. Later the Americans moved to Madrid, and finally flew to England from Gibraltar. Larry's folks received word that he was back in Allied hands. He had often worried about them during his 60 days on the run, realizing they knew nothing of his fate. When he returned to the States, however, Larry did not immediately visit his family in Kansas. Instead, he made a beeline for Mississippi to

see his future wife, Ruth, whom he had met while stationed there.

In 2000, Larry returned to Toulouse and searched for the house where Françoise had sheltered him, but it had been razed years before. At the time of his death, Larry was still communicating by e-mail with the grandson of a helper.

ROBERT THOURSON

Robert Thourson (15th Air Force, 464 Bomb Group) died on July 1, 2014.

A radio operator and gunner, Bob arrived in Bari, Italy in November 1944. His crew did their missions on a variety of B-24s. On a raid to Germany, their assigned airplane developed engine trouble after leaving the target, and rapidly lost altitude. Desperate to clear the Alps, Bob and other crewmembers tossed into the sky everything they could lift, including their machine guns. They reached a makeshift runway in Yugoslavia, but couldn't land there because other crippled planes already occupied it. Bob's pilot then put the bomber down in a swamp. Partisans took the Americans to a town where they spent the night in a bombed out building. The following day, the partisans returned the men to their plane and attempted to pull it out of the mud, but the aircraft fell apart. In the end, their helpers arranged for a C-47 to evacuate the Americans to Italy.

On a different mission, yet another plane was badly damaged, forcing the pilot to make an emergency landing on an airstrip in Yugoslavia where 20 other American aircraft had already done the same.

The Army Air Force trained Bob in transmission of radar signals while he was overseas. He picked up signals from German radar guns and passed on the information. Because of this valuable skill, Bob participated in many difficult missions, including two piloted by future senator George McGovern.

Bob rarely flew with his original crew, but he was with them the day they flew into a

flak barrage that annihilated the plane in front of theirs and another at their wing. Within seconds, a German shell exploded in their B-24's bomb bay. It ruptured the gas tank, spewing fuel everywhere. The aircraft did not catch fire but its damages ranged from an inoperable hydraulics system to flat tires.

Bob realized his gasoline-soaked parachute would never deploy. He didn't want to jump. Neither did the rest of the crew. They were so close to the front line, they would be easy targets for German infantrymen. By good luck, somebody spotted B-25s on the ground. Recognizing Allied territory, the pilot landed his plane in a shower of sparks near them. All the men scrambled from the aircraft, dashed into adjacent fields and waited 20 minutes for their bomber to blow up. It never did, but neither was it ever again airborne. The crew located another battered but airworthy airplane and flew it back to Italy. That harrowing mission proved to be their last; the war in Europe ended shortly afterwards.

Bob returned to the States with his original crew on still another bomber. The trip took several stages. En route to South America, Bob became gravely ill, and was hospitalized with amoebic dysentery upon landing. His crewmates refused to continue home without him. One of them joined Bob in the hospital, suffering from the same malady. (Both men had eaten chocolate pudding in North Africa.) Expecting the worst, the Army Air Force arranged to fly Bob's mother there to see him, but cancelled the plan when Bob responded to new medicines.

Much earlier, the crew had placed bets on the exact date they would return to the States. Because Bob's illness delayed their return by 10 days, they landed in South Carolina on the very day he had predicted. Bob won the bet.

JARMAN KENNARD

Jarman "Jerry" Kennard (9th Air Force, 98th Bomb Group, 415th Squadron) died on June 25, 2014.

A navigator, Jerry lived in a tent in the Libyan Desert and flew with various crews to targets in Italy, Sicily and Greece. On May 11, 1943, he was aboard a B-24 when it dropped its payload on Catania, Sicily. A shell hit the aircraft immediately after, instantly killing the pilot, co-pilot and bombardier. Unaware of the severity of his own injuries, Jerry jumped through the nose wheel door before the bomber went into a spin. The only man to exit the plane, he opened his chute before losing consciousness.

Fishermen pulled Jerry out of the sea and he was taken by ambulance to a military hospital for surgery. Shrapnel had riddled his body and severed his right thumb. During the two months he spent in the hospital, Jerry became a favorite of its staff, who nursed him through paratyphoid and dysentery. He often conversed with wounded Italian soldiers, who sometimes shared with him their treats from home. After Italy surrendered, the Germans arrived and shipped all wounded Allied prisoners to Lucca. The POWs knew they were destined for Germany, and so during the next leg of their journey, Jerry and a spitfire pilot named Tony slipped out of a window on the moving train. They landed in different locations. Tony approached a family that betrayed him, but civilians gave Jerry food, clothing and a map of Italy. For days he wandered the countryside. Once, when a German patrol passed, he quickly slipped into a vineyard and joined workers harvesting grapes.

Jerry eventually settled near Parma with the Cervis, a family of Communists. One of the seven Cervi boys led a partisan band that included escaped Frenchmen, Russians and South Africans. The group did little to harass the Germans. Jerry spent his days helping with farm work and learning Italian. When the American became ill with jaundice, a teacher named Joe Tagliavini was

summoned to interpret for Jerry's doctor. Jerry and Joe became friends.

Most of the other "partisans" eventually moved on, but the South Africans remained. Jerry grew uneasy when he suspected them of burglarizing area homes. He accepted the invitation of Joe Tagliavini to live with him and his brother Franco, an accountant, and sister-in-law Iole. Jerry hid by day, reading books Joe supplied. In the evening, the American joined the family for meals, conversation, and radio programs.

The criminal activities of the other escapees continued, however. When an angry victim reported them, Italian Fascists swept onto the Cervi property. They torched the farmhouse and executed the seven Cervi brothers.

The terrified Tagliavinis immediately moved Jerry to Genoa. En route, they passed the smoldering ruins of the Cervi home.

In Genoa, Jerry lived with uncle Gino Tagliavini, and Gino's wife, adult son and two teenage daughters. Jerry planned to make his way to France in the spring. But on New Year's Eve, Italian police raided the Tagliavini apartment. They were searching for black market goods but found Jerry instead - without identification papers. They arrested him.

Despite the death penalty for sheltering escaped prisoners, the Tagliavinis brought food and clean clothes for Jerry to the jail every day, with notes promising to secure his release. Jerry sent back his dirty laundry, with written pleas to distance themselves. When the Tagliavinis ignored this, Jerry decided to distance himself instead. He revealed his true identity to the Italian police, who promptly took him to the Germans. Within weeks, Jerry became a resident of Stalag Luft 1 in Barth, Germany.

Prisoners with injuries could apply for repatriation. Jerry wore a sling to exaggerate the condition of his bad arm. He kept it lifeless when German doctors probed it, and again during a second examination by Swiss physicians. As a result, they sent Jerry home

to the States via Sweden on a transport of repatriated Allied servicemen. Nerves in Jerry's arm really were damaged and Army surgeons tried to repair them without much success.

Jerry never forgot the kindness of his Italian helpers. Thirteen years after the war, he returned to Italy. He met with elderly Mr. Cervi, who showed him medals from the Italian and Soviet governments, acknowledging the loss of his seven sons. Jerry also visited both of the Tagliavini families. But his friend Joe Tagliavini was dead. In the final days of the war, Italian Fascists had beaten the gentle teacher to death.



photo by Jerri Donohue

FRANK HEEKIN

Longtime AFEES member Francis X. "Frank" Heekin (8th AF, 457 Bomb Group) died on May 25, 2014.

In 1944, the city of Cincinnati erected a sign in Hyde Park Public Square, honoring the "Fighting Heekins." Frank and four of his brothers were listed among 14 first cousins then serving in the U.S. armed forces. After he was drafted, Frank had volunteered for flight duty in the Army Air Force. Mr. and Mrs. Heekin argued that he was not a worthy candidate for such service. Incredibly, Frank's mother later claimed that the waist-gunner proved them right when he was shot down on his first mission.

On June 21, 1944, Frank's plane was damaged by flak during a raid on Berlin. Two engines caught fire and the crew began to jump. Frank paused to help radio operator Frank J. Garzia don his harness and chute, and then he followed Garzia out of the plane.

On the ground, a pitchfork-wielding German farmer whacked Frank on the head. Shortly afterward, German soldiers took Frank and three downed fliers from another crew to a nearby cemetery, handed them shovels and forced each to dig a grave. Frank expected to be executed then. Instead, a truck delivered the bodies of four Americans whom the Germans demanded their prisoners identify. Frank's companions knew three of the dead, but the fourth was beaten beyond recognition. Frank fumbled in the victim's bloody clothing, located his dog tags, and read Sgt. Garzia's name.

After the burial detail, his captors transferred Frank to an interrogation center for several days. At one point they told him he would be shot that afternoon, but they eventually transferred him to Stalag Luft IV in present day Poland. There he joined other Allied airmen for months of cold, hunger and related miseries.

With the advance of the Red Army in January 1945, the Germans evacuated the camp, sending its occupants on a forced march of hundreds of miles. Europe was in the throes of the bitterest winter in decades. Frank wore a stocking cap and a Canadian-issued RAF overcoat, but no boots. Each man received two blankets.

German civilians sometimes pelted the prisoners with rocks as they trudged through towns. At night, the men slept in barns and fields. They were always hungry and often thirsty. Many, like Frank, suffered from diarrhea.

Frank became a reluctant escapee when his barracks friend, George R., announced he could not stand captivity any longer. With or without Frank, he was going to take off. The Germans had repeatedly promised to shoot any escapees they recaptured. Frank realized his friend was on

the verge of a nervous breakdown and feared he would get himself killed in the waning days of the war. One moonless night, Frank, George, John Paris and John Quinn slipped out of a poorly guarded barn and fled into the woods.

For almost three weeks, the men slept by day and trekked at night through swampy or forested areas. One day, a German patrol encountered Frank sleeping under a blanket of pine branches, but inexplicably did not question him, and moved on.

The escapees occasionally stole cabbages or potatoes from farmyards. When they discovered a wild goose nest, they ate the eggs raw. Another time, they found a cache of food in wagons abandoned by refugees. Most of the time they starved. Although the men boiled their drinking water every night, Quinn became seriously sick with dysentery. Meanwhile, George's mental state worsened; he frequently imagined he saw enemy soldiers.

By then, the escapees were approaching artillery fire. With the battle so close, Frank decided to seek Allied troops. He reached a road and eventually flagged down a British jeep. Unshaven, grubby and emaciated, Frank identified himself as an escaped American POW. He later delighted in mimicking his rescuer's low-key reaction, "I say, you've had a bit of a go of it."

The Englishman took Frank to headquarters where, after a brief interrogation, an officer sent vehicles and men with the Yank to fetch his comrades. Frank was mortified when he spotted one of his friends standing by the road, stripped down to his long johns and looking like a lunatic.

All four escapees ended up in hospitals. The Brits flew Frank—who then weighed 100 pounds—to England where he was treated for malnutrition.

After his liberation, Frank learned that one of his brothers had died in Italy. He also found out that Australian prisoners of war had witnessed the murder of his pilot, Lt. Hershel Wilson, by German civilians.

Frank remained in touch with his fellow escapees and he and George visited one another in post-war years.

At AFEES reunions, other members sometimes teased Frank with the nickname "Half Mission Heekin." If only they'd known the hell Frank endured because of that half mission.

We try our very best to remember AFEES members with timely inclusion in FOLDED WINGS whenever family members notify us of their passing. If we have inadvertently missed someone, please contact Jerri Donohue or Richard Shandor. Thank you very much.



Standing: Lynn David, Robert Brand, Regina Sarnow Brand. Seated: Lenora "Scotty" David, Mike Talbert, Marge Talbert, and Yvonne Daley-Brusselman



Standing: "Zig" Zigler, John White, Michelle White. Seated: Margy Carlson Fricke, Diana Morgan, Jerri Donohue, Bill Donohue



Standing: Bill and Jane Binnebose, Philip Moskowitz, Richard Feingold, Bruce Bolinger. Seated: Carol Goldfeder Moskowitz and Thelma Loring

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THE PREZ SEZ

by John Katsaros (EE #755)

We all owe Betty Hennessy a debt of gratitude, for the many hours and days these past few years she spent, in an attempt to reinstate AFEES as a tax-exempt organizations. On 8 August 2014, the IRS wrote her that AFEES was reinstated Tax Exempt Status, retroactive to the date of revocation.

Betty reported that Merlin Niles Metzler CPA, who donated his extensive time and effort by helping her, that included a **138-page application**, sadly, passed away in July 2014, at the age of 69. "May His Memory Live Forever"

During October 2014, my family and I revisited my WWII French Resistance Helpers, their Children and Grandchildren at a reunion in Paris and along a Seine River Boat Cruise to Normandy and the WWII D-day Landing Beaches. We felt honored in Paris and again when additional Helpers and their Families met us at each town that we stopped along the Seine.

Recently I had the book I authored, "Code Burgundy-The Long Escape" translated from English to French and it was renamed, "Code Burgundy-La Longue E'vasion." It was written in honor of the many French Resistance Cells that saved my life and orchestrated my escapes.

There were many highlights during our reunion in France. One was the Paris visit by the former French Consulate General of Boston, Christophe Guilhou, who decorated me at a reception in Haverhill, MA, with The "Chevalier" of the French Legion of Honor. Mr. Christophe Guilhou presently serves the French Government as their World Ambassador. All fifty families and Ambassador Guilhou each received a French copy of my book.

We wholeheartedly recommend for those that have not visited the Omaha Landing Beaches, Pointe de Hoc and the American Cemetery, to consider your next trip for an

emotional and a great historical experience.

I have been working with Congresswoman Niki Tsongas' office for many months regarding her sponsorship of the Congressional Gold Medal for AFEES Bill 4693. The Congresswoman and I have spoken on the phone many times. During our most recent conversation, I thanked her for the effort she and her office liaison Major Timothy Helfrich, along with Sean Duggan, put into obtaining 20 new co-sponsors on the AFEES Bill 4693. As of my latest conversation with the Congresswoman's office, we now have secured a total of 34 co-sponsors! It is likely that some of the recently co-sponsors signed on because both Congresswoman Tsongas' office and AFEES members represented in their districts reached out to them. Thank you very much to AFEES members Jim David, Elinor McKee, Mara Renier, and Steve Snyder for their efforts to secure possible new cosponsors: Sanford Bishop, Grey Harper, Colin Peterson, and Dana Rohrabacher.

NOTE: If there are any additional names that you know they may have signed, please advise me and I will recheck with Major Helfrich.

Have a wonderful Healthy, Happy, Merry Christmas and New Year to all!

Please remember to renew your AFEES membership. Membership fees pay for the printing and mailing of the newsletter. If you are not an Evader or a Helper, you must be a current dues paying member to receive the newsletter. Thank you!



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