

THE AIR FORCES ESCAPE & EVASION SOCIETY
WINTER 2004-05 Communications

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Dec. 9, 2004

167 U.S. planes landed in Switzerland

Swiss Internees group gets together in Florida

PATRICK AIR FORCE BASE, Fla. (AFPN) -- Confinement did not stop some servicemembers from doing their duty during World War II, and now a little distance did not keep them from rekindling old memories.

Thirty-one former Army Air Force servicemembers, here for the Swiss Internees Association reunion Oct. 14, all have a different story. But their stories share a common thread. They crash-landed in neutral Switzerland during World War II.

Swiss officials allowed war-damaged American aircraft that could not make it to England or North Africa to land in their country. Upon landing, however, the officials confined the American airmen and labeled them "internees."

There were 167 U.S. Army Air Forces aircraft that landed in Switzerland during the war.

Internees were treated much like prisoners of war, except that an internee, by definition, is detained in a neutral state. The airmen were restricted to a specific area and kept under armed surveillance.

Retired Air Force Col. Robert Stuemple was a co-pilot on a B-24 bomber. During a bombing mission, his plane was badly damaged and lost three engines. He was forced to crash-land in Bubendorf,

"(Internees) were well treated, provided (they) didn't get caught trying to escape," Colonel Stuemple said.

Airmen caught attempting to escape were reprimanded severely, and sent to punishment camps where the conditions were described as comparable to concentration camps. The camps are described as having trenches for latrines, straw beds, hot water once a month, barb wire, dogs, and bread and water for food.

He escaped into France after six months in Switzerland. The French helped him return to the Allied forces a week later.

Staff Sgt. Jimmy Parker was a gunner on *Pistol Packin' Mama*, a B-24 that was forced to land in Bubendorf. He also escaped from Switzerland with his radioman, Staff Sgt. Edward Winkle, after seven months of internment.

"We crossed Lake Geneva on a flat-bottom boat, and then into France," Sergeant Parker said.

The reunion showed how the country's battles were won then and how they're being won now, said Lt. Col. Jim Rosa, 45th Space Wing Detachment 1 commander.

"We ... are fighting for freedom now in the global war on terror, just as they fought for freedom in World War II," he said.

The Swiss Internees Association Inc. has about 300 members; many members of AFEES are included. For information on the group, contact the president: Bob Long, 69D Dorchester Drive, Lakewood, NJ 08701; phone, 732-901-0899; <Bobsiai@aol.com>

U.S. AIR FORCES ESCAPE & EVASION SOCIETY COMMUNICATIONS

<http://www.rafinfo.org.uk/rafescape/afees_usa.htm>

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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.

The Prez Sez

By Richard M. Smith

<afeesone@hotmail.com>

PALM DESERT, CALIF.

Greetings:

There are three matters of some importance to our members that I would like to discuss.

FIRST: Paul E. Kenney, our long-time treasurer, a great booster of AFEES and of the Eighth Air Force Museum in Savannah, Ga., passed away in September.

The obituary and an account of his evasion experience are printed in this issue. The Board of Directors made a decision to make a donation to the Savannah museum in Paul's name.

The museum chief operating officer sent me, as your president, a nice thank-you note, thanking AFEES members for the gift.

SECONDLY: There have been articles in the press that, due to the war in Iraq and its casualties, that VA claims submitted by WWII, Korean and Vietnam veterans would be backlogged.

However, in recent article in our Desert Sun newspaper, the director of the Veterans' Administration was quoted as saying that the report was NOT TRUE and that ALL claims would be handled in a "timely manner."

THIRDLY: In this newsletter is an article about a government medal for AFEES members.

My application is included with that information. I have made a deal with our editor that, if at the last minute I hear something about that application, he will STOP THE PRESSES and include any late information. Good Luck!

Margaret and I are settled for the season in our condo in the desert.

Best wishes for a Happy Holiday season to you all,

--- DICK SMITH

EVADÉ! The experiences of downed U.S. aircrews

From Newsletter, The Friends of the Air Force Academy Library, U.S. Air Force Academy, Colo.

EVADÉ! is a newly-released 54-minute film on both DVD and VHS featuring the evasion experiences of World War II airmen.

This film is the culmination of a two-year project undertaken by the Friends of with the generous support and cooperation of Ralph K. Patton, founder and first president of the Air Forces Escape & Evasion Society. Much of the content is based on materials donated by Mr. Patton to the Clark Special Collections Branch of the McDermott Library.

From 1942 through 1945, the Army Air Forces suffered more than 90,000 casualties in Europe. Over 34,000 airmen were killed and 35,000 became prisoners of war. But over 3,000 airmen successfully evaded the enemy to return home.

Evade! tells the stories of six of those evaders and shows that although escape networks have changed, important human elements in the experience of a downed flyer have remained much the same over time.

Told in their own words, the stories of these American heroes come to life through footage of actual shoot-downs and through the artifacts of the Ralph Patton Collection.

In addition to the film, the program includes several special features:

Members of the Belgian and French underground organizations relive their most frightening moments and tell why they risked everything to help Allied airmen.

Ralph Patton, a B-17 pilot who impersonated a mute traveling salesman during his evasion through France, narrates his own shoot-down, escape, and evasion experience.

Both evaders and their

underground helpers tell how they found each other after the war and formed a bond that has lasted ever since.

The DVD version of the program also offers a self-paced, annotated slide show of over 100 images from the Patton Collection.

The goal of this Friends' project has been to electronically archive key items of the Academy's escape-and-evasion collection, extend their availability beyond the immediate confines of the Cadet Library to scholars and the general public, and to present them in a manner that deepens the user's appreciation of the essential human challenges of escape and evasion.

By permitting cadets and others to test themselves vicariously against these challenges, the program will promote serious, informed discussion of the traits of character needed to deal with such challenges. Thus, the program will benefit classroom teaching, field

training, and scholarship at the Academy and beyond.

The Friends plan to make copies available to the Academy to strengthen instruction in military history, leadership, and professional ethics, as well as field training in Survival, Evasion, Resistance and Escape.

The project began in summer 2003 with a review of Air Force and Army training materials and reports.

The next phase of the project, collection of materials, was completed in March 2004. Principal activities of the phase included scanning still images, reviewing videos, and interviewing World War II evaders.

Five hundred fifty-five evasion-related still images were scanned, 374 of them from the Patton Collection and 181 from related holdings in the Clark Special Collections Branch.

Twenty-three videos from the Patton Collection were reviewed.

Free, for members & Friends ... an evasion DVD or video

(Free offer expires Dec. 31, 2004)

(See details on Pages 10-11 of Fall issue of *Communications*.)

Extra copies of the DVD and the Video tape are now available.

The price for DVDs is \$11; it is \$13 for video tapes. Both prices include postage & handling.

There is a wholesale discount for volume orders.

Send all orders and inquiries to Clayton David, 19 Oak Ridge Pond, Hannibal, MO 63401-6539;

Phone: 573-221-0441.

<davidafe@adams.net>



Frank returns to scene of 2nd crash

*From Dunafal Digest, Pecs,
Hungary, June 8, 2004*

By K. BEBESSI

The aircraft slammed into the field adjacent to Gordisa with a tremendous explosion.

Francis J. Lashinsky was a sergeant serving as a gunner on an American Liberator when their aircraft was shot down, and became a prisoner of war practically on the last day of the Second World War.

The great grandfather-aged gentleman just returned to Baranya to reflect. The aircraft crashed by the gardens of Gordisa; two crewmen died, the rest became prisoners.

Jumping out of the aircraft, reaching the ground, in itself was a miracle. The boot of the preceding jumper stuck in the hatch. It had to be pried loose. There was utter chaos. Having cleared the aircraft, he opened his parachute, the bullets already whistling by all around. He was exactly over the front line.

It was with great fortune that he reached the ground alive. Luckily it wasn't among SS troops, for it would have immediately resulted in a shot through the back of the head. The Wehrmacht let him live.

In fact, in the first moments of his capture the German soldiers let him know that they were counting on him in the case of their imminently becoming POWs of the Americans.

This was not the first time that an aircraft on which Francis J. Lashinsky served on was shot down.

Nandor Mohos, a developmental engineer for Nokia, toured the veteran around Hungary at the American request. He was able to piece together for him the exploded shreds of that memorable day, March 12, 1945.

The American 15th Air Force, stationed in Italy, was attacking the Florisdorf oil refinery outside of

Vienna on that day. The Liberators of the 455th Bomb Group took off from San Giovanni airfield on the bombing raid. Not long after dropping its bombs, while still over the target area, one of the B-24s was hit by antiaircraft fire. The aircraft pilot contacted the remaining aircraft of the formation, that due to the inflicted damage he would change course for the airfield at Pecs since it was already in Soviet hands.

They were continuously losing altitude; they made way in a southeasterly direction over a blanket of clouds. Their navigation equipment also became nonfunctional; they could only estimate their position. When they thought they were close to Pecs they sunk below the cloud layer to get oriented.

To their great misfortune, they popped out of the cloud cover at the exact time when the frontline was pushing north from the Drava River. Hell broke loose.

They received heavy antiaircraft fire from both sides of the front. The pilot ordered the crew to bail out. The members of the 12-man crew were able to bail out and parachute from the bomber up until the last moment.

Six of the crew landed in German territory and were captured. Three landed in Russian territory. Two of their companions landed in between the sides, in No-Man's Land. These two were gravely injured in the fusillade of bullets. Lt. Coats was dragged by a Russian patrol into a foxhole. Both eventually died from their wounds.

The crew members who were in Russian hands wound up waiting with members of other aircrews for circuitous ground transportation back to their bases. At the Pecs airfield, after ceaseless vigilance, the Americans were able to refuel a Liberator which had made an emergency landing due to lack of fuel and fly it back to Italy.

Francis J. Lashinsky, former tail gunner, and his wife Dorothy visited our home to search for the scene of the events that occurred nearly 60 years ago.

This was not his first crash. They were shot down over Bosnia and forced to parachute out. They were fortunate then. They landed in territory held by Tito Partisans. They made it back to Italy and continued their bombing raids.

The face of his wristwatch is decorated with a parachute, the symbol of the Caterpillar Club. Other pilots with this nickname belong to a group of airmen who have been made to jump from aircraft with parachutes. Of course they carry this nickname with pride.

Mrs. Zsuzanna Kislaki-Lukacs, the mayor of Gordisa, received the group along with the Lashinskies at the Lantos farm and enjoyed a good meal while discussing history past.

There are several unknown soldiers interred in the corner of the Gordisa cemetery. For the time being nothing is known for sure about the missing lieutenant. Janos Szabo, a Gordisa resident presented a piece of aircraft wreckage to Mr. Lashinsky. Pieces of the wreckage were scattered below Szabo garden in the past. He kept several pieces.

Josze Kovacs, a Harkany resident, saw the aircraft crash. He was 15 years old and remembers, there were tremendous battles here in Dravaszaboics, Dravapalkonya, the Godisa area.

He recalls, "They evacuated us from Gordisa. We wound up in Kistoffalu. From there they took us for community work; we had to dig foxholes in the south side of Tenkes. We saw more smoldering wrecks, among them, the one on which Mr. Lashinsky served.

"We looked over by the Gordisa gardens, where the aircraft crashed with a tremendous explosion. Last year there was an American general here. We showed him all the places as well. They are still searching for

the missing lieutenant. Maybe they will even find him."

Miklos Majdan, a student from Pecs, also helped in the archives, trying to determine what happened to the former Dazsonypuszta, of which the past Gordisa was a part of. Perhaps those living on the now nonexistent farm may have seen the missing American soldier.

"We had to gather the dead on more than one occasion," continued Jozsef Kovacs. "They wound up in different places, in the Kovacsid, Gordisa, Harkany and Pecs cemeteries."

Granddaughter seeks information about a *porteur*

By CATHERINE THORPE
1087 South 1100 East
Salt Lake City, UT 84105

I am a native of France, married to an American. My grandfather, Gilbert Ramognino, was a Frenchman who helped eight American and British airmen escape over the Pyrenees.

He now is deceased and I am seeking information about him and his activities as a *porteur* to Spain.

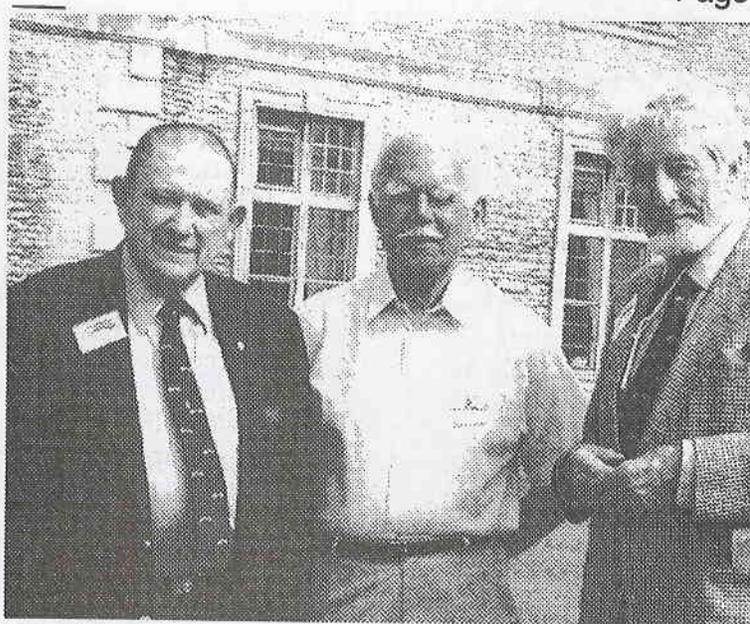
He received many medals and citations during the war as a member of the French Resistance, British RASC and BCRA and as a paratrooper.

I would especially like to learn the names of the airmen he helped.

According to a citation from Gen. de Gaulle on 17 August 1945:

"In 1939 Gilbert Ramognino volunteered to join a liaison mission to France and was assigned to the British Unit HRS during which he received two letters of commendation from his British colonel. He was involved in the French Resistance during the occupation.

"While involved in the Resistance, he helped eight pilots from the American Air Force and English Royal Air Force, who had been shot down in France, to escape to Spain through the Pyrenees."



From left: Jack Singlaub with British Jeds John Sharp and Tom Carew on back lawn of Milton Hall.

(From the O.S.S. Society Newsletter, Fall 2004)

Jedburgh reunion stirs memories

By Maj. Gen. JOHN K. SINGLAUB

The Jedburgh decade reunion took place in Peterborough, U.K., from June 11 to 13, 2004.

The Jedburgh program was a combined British SOE and American OSS effort to "set Europe ablaze" in preparation for the major Allied landings in France which opened a second front against Nazi Germany in 1944. The concept was to introduce small Allied teams into areas where human intelligence agents reported a resistance potential. These teams would recruit, organize, supply, train and lead French Forces of the Interior in attacks against the German Occupation.

A Jedburgh team consisted of three men: an English-speaking officer, either British or American, and a second officer, normally French. The third member of the team was a very highly trained radio operator, either American, British, or French.

The training and psychological assessment of 300 Jeds took place in many locations and culminated in their final organization into teams at Milton Hall on the enormous estate of the Earl of Fitzwilliam near the city of Peterborough, north of London.

The British Reunion Committee originally planned to follow the tradition of having decade reunions in France, as in 1984 and 1994, to join the D-Day and Liberation celebrations scheduled for the first week of June. Instead, the British hosted a low-key get-together at the magnificent Bull Hotel in Peterborough, where a memorial service was held in the Peterborough Cathedral, a short walk from the hotel. The cathedral contains the Sprite Chapel, where a memorial stone lists the 37 names and nationalities of the Jedburghs killed in action.

After dinner, remarks were made by representatives of the three countries. I spoke on behalf of the Americans and also reported on the recent dedication of the World War II Memorial on the National Mall in Washington, D.C., and the OSS reunion held in Washington in conjunction with dedication of the memorial.

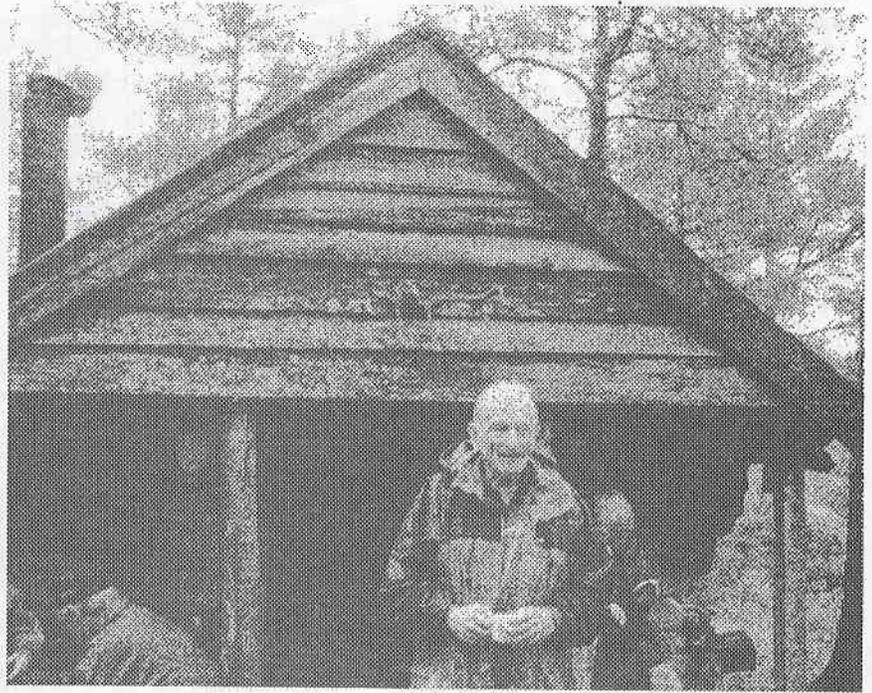
Of the 54 in attendance, there were 22 Jedburghs.

Crash site in Norway is marked

VICTORIA, B.C. -- A crew member of a Royal Canadian Air Force Wellington Mk IV aircraft that crash landed in a field near the city of Os, south of Bergen, Norway 60 years ago unveiled a memorial at the crash site on Saturday, Sept. 25, 2004.

Harvey Firestone was a member of 407 "Demon" Squadron flying for Coastal Command when he and five others survived the crash on Sept. 26, 1944. With the help of many brave Norwegians, they evaded capture and were returned to England.

In Norwegian, English and French, the text on a bronze plaque on the memorial reads: "On 26.9.1944 an R.C.A.F. 407 Sqn Vickers Wellington with a flight crew of 6 crash-landed here. They contacted MILORG who kept them safe then sent them back to England



Harvey Firestone at "Little Canada."

--Photos by Gary Firestone

on 12.10.1944. Canada, the crew members and their families, thank the courageous Norwegians for their selfless sacrifices that saved 6 Canadian airmen in time of grave peril."

Mr. Firestone participated in a series of events in Os to remember

the dramatic event. The memorial will ensure that current and future generations know the remarkable story of bravery and courage of the Norwegians, and of the gratitude of the crew, of their families and of Canada.

The program included a visit to the crash site, a renaming and dedication ceremony for the rebuilt vessel *Snogg*, one of the small boats the Norwegians used to transport the crew, a visit to a cabin used to hide escaping air crew known as *Little Canada* and the unveiling of the Canadian "Thank You" memorial alongside the community memorial established five years ago.

Sixty years ago, the crash site was in plain view of a German garrison, and highly visible to the changing guard. By the time pilot Gord Biddle, co-pilot George Deeth, navigator Maurice Neil and wireless gunners Ken Graham, George Grandy and Harvey Firestone were out of the aircraft, a group of about 30 Norwegians had gathered. The crew quickly hurried away and later in the day were able to contact the Norwegian Resistance known as MilOrg.

The Germans soon began a



Ingemar Askvik shows aircraft propeller spinner to Harvey Firestone and Os Acting Mayor Lisbeth Axelsen while Harvey's grandson Matt looks on.

manhunt to capture the men. Several Norwegians were taken into custody and interrogated and tortured to assist in the search.

For 17 days MilOrg looked after the six Canadians, moving them about the fjords on boats and keeping them hidden before they were able to send them back to England on a Motor Torpedo Boat known as "the Shetland Bus."

The MTB was captained by one of Norway's most famous heroes, Leif "Shetland" Larsen. Many of the Norwegians, despite being neighbours then, and after the war, did not know of each other's involvement in saving the six men until they were brought together by crew members Neil and Firestone

The airport shuttle

Transportation from the New Orleans International Airport to the Park Plaza Hotel, 1500 Canal Street, is provided by Globe Tours. Globe Tours provides the following instructions:

FOR ARRIVALS

May 10-11-12, 2005

Airport to Park Plaza Hotel

**All must make reservations in advance by calling
1-800-374-8352.**

Leave message if after hours and include name, telephone number, and flight arrival number and time.

All passengers must pay driver \$10, cash only.

FOR DEPARTURES

May 15-16, 2005

Park Plaza Hotel to Airport

All must call in Flight Number in Advance.

Passengers must pay driver, \$10, cash only

for a dinner in their honour in May 1966.

Now a resident of Victoria, Harvey Firestone has lived in Montreal and Bolton, Ont. He is a life member of the Canadian Branch of the RAF Escaping Society.

He was accompanied by his two sons: Gary, a lawyer in Portland, Ore., and Rick, a Canadian AF pilot serving at Maritime Forces Pacific Headquarters in Victoria, grandsons Elliot and Matthew, along with Rick's wife Susan.



From left: Guenelle Pasco Lucas, daughter of Marcel and Josephine Pasco, helpers of six American airmen in the town of Plouray; Margarete Pime of Reseau Shelburn; Lizzy Wand, granddaughter of Ralph and Bette Patton; Mimi Gicquel, owner of the House of Alphonse; Beverly P. Wand, daughter of Ralph and Bette Patton; Mme. Ann Ropers, helper of several American airmen being moved along the Shelburn line to Plouha; Annette Pierre-Kerambrun, daughter of Francois Kerambrun, who drove many airmen from Guingamp to Plouha.

60 years later:

Three generations of Shelburn meet

Sixty years after the destruction of "L 'Maison d' Alphonse," Mimi Gicquel, the owner, greets three daughters and one great-granddaughter of active participants in Reseau Shelburn

After being escorted by the mayor of Plouha to the Stele above Bonaparte Beach, the group enjoyed a luncheon at the Lucotel in Lanvollon. Beverly Patton Wand presented AFEES mementoes to her 13 French guests.

'They laid their lives on the line'

Earl is grateful to brave French

From *The Daily Journal*,
New Smyrna Beach, Fla.,
July 10, 2004

EDGEWATER, Fla. -- When Earl Anderson shipped out to Washington, D.C., with the 8th Air Force 351st Bomb Group Association recently, his mission was far less dangerous than the one that took him through occupied France during World War II.

One of about 250 veterans from his group at the dedication of the World War II Memorial in May, he was the only 351st airman to have evaded the enemy after being shot down. As a 19-year-old flight engineer from New Smyrna Beach, Anderson traveled more than 300 miles through German-held territory before crossing the Pyrenees into neutral Spain.

"The memorial is wonderful but it was a long time coming. It's so sad to think that so many veterans will never see the memorial," said Anderson, who lives in Edgewater.

His own World War II saga began as a 1941 high school graduate from New Smyrna Beach who enlisted in the U.S. Army Air Forces and trained in Montana as a flight engineer. Promoted to the rank of staff sergeant, he was stationed in Polebrook, England, in December 1943, as a member of the 510th Squadron. Anderson was making plans for New Year's Eve when his crew was called for a mission to bomb Bordeaux-Cognac.

Although his plane was able to drop its bombs on Cognac, it was hit by German anti-aircraft shells and the crew was forced to parachute out over occupied France.

Anderson landed alone in a marsh. Moving inland toward Spain, he spent his first night outside without food or water. The next day, he moved on to Pons where he was

able to find food and civilian clothing at a farmhouse. It was one of many French homes that would shelter him along a journey that would take 19 days across about 300 miles of occupied territory.

"The French people in this area were poor. They didn't have much and it was very dangerous for them to help an American," Anderson said.

Nevertheless, there were only three nights when he was unable to find shelter during his journey. And the quick thinking of some Frenchmen got him through potentially deadly situations.

"There was one time when I was walking along the road and a Luftwaffe corporal on a bicycle stopped and came over to me and started speaking in either French or German. I didn't know either one and had no idea what he was saying, but I pointed toward the direction he had been traveling," Anderson said.

An hour later, the same German soldier showed up as Anderson walked through the village of Gemozac and approached him, angry that he had been sent in the wrong direction. Anderson, afraid to utter a sound, merely shrugged. A Frenchman standing close by distracted the soldier by speaking in German. Anderson was able to slip away during their conversation.

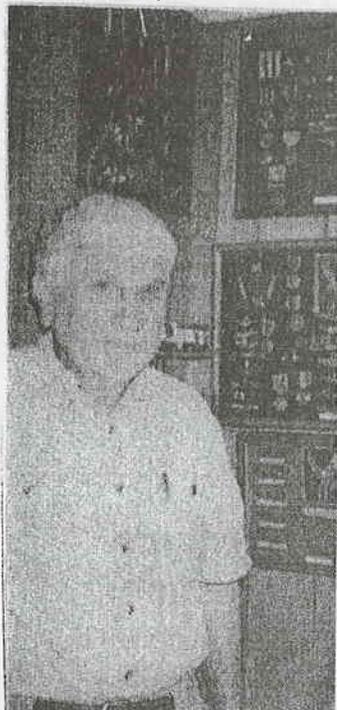
Eventually, he found members of the organized French Underground, which got him safely into Spain. Along with several other soldiers, he was escorted to the city of Pamplona by Spanish guards.

"One of the things they told us was that if we had to go into Spain, we should say that we were officers because officers were treated much better than enlisted men by the Spanish government," Anderson said.

When the officers in Anderson's group learned of his true status, they "awarded" him the honorary rank of major. Anderson got to



Earl Anderson and his daughter, Becky Keeler, tour the World War II Memorial in Washington, D.C., before the dedication ceremony in May.



Anderson displays some of his collection of military insignia and medals at his Florida home.

enjoy a month in Spain as an officer and a gentleman before being reunited with his unit.

Because Air Force policy at this time prevented airmen who had evaded capture in enemy territory from flying any more bombing missions, Anderson received orders to return to the United States on his 20th birthday.

"I wanted to stay in the Air Force and become a pilot, so I started training," Anderson said.

The war ended before he could get back into action but he remained a member of the Air Force Reserve for 22 years.

After the war, Anderson returned to New Smyrna Beach and married his high school sweetheart, Dorothy Ramsey. They settled in the area and raised two daughters. Anderson was a locomotive engineer until he retired in 1986. Dorothy died three years ago.

Anderson spends his time now developing his extensive collection of World War II uniforms, medals, insignia and other memorabilia.

"I've displayed them at New Smyrna Beach Middle School and at the New Smyrna Museum of History," he said, but he has no plans yet for a permanent placement of his collections.

He has returned to England three times. Members of two of the families who gave him food and shelter found him after the war and



In this old photo, Earl Anderson (left in beret) walks through Spain after escaping from occupied France.

came to Florida to visit. He was unable to contact his other French benefactors, since keeping a list of names and addresses was too risky.

"If I had been captured and the Germans discovered who had been helping me, they would have been killed," he said. "But I will always be grateful for the brave French people who helped Allied fliers to escape. They laid their lives on the line."

Name change heralds new era at AF museum

DAYTON, Ohio (AFPN) -- A dramatic era of change and growth continues to unfold at the Air Force's national museum with the institution launching a formal name change.

Officials announced the name change from the U.S. Air Force Museum to the National Museum of the U.S. Air Force during a ceremony Oct. 14.

"The Air Force museum is a national treasure," said Air Force Chief of Staff Gen. John P. Jumper, who gave the keynote address. "The museum tells the story of our proud legacy and preserves our unique heritage so that all can learn about the history, mission and capabilities of America's Air Force."

The museum's new name underscores its status as the official trustee of the Air Force story, confirms the museum's national character and world-class collection, and signals its rapidly growing facilities and global visibility, officials said.

"We have always been the Air Force's national museum, but the Air Force saw this name change as a necessary step to raise the institution to its rightful place," said retired Maj. Gen. Charles D. Metcalf, museum director. "This new name places the museum at a level of its peers, such as the Smithsonian National Air and Space Museum, the National Museum of Naval Aviation and the planned National Museum of the U.S. Army."

The name change comes at a historically and strategically pivotal time of growth for the world's largest and oldest military aviation museum, officials said. It encompasses more than 300 aircraft and 17 acres of indoor exhibit space.

Recent additions to the museum include a 200,000-square-foot Eugene W. Kettering Building.



Revised membership directory needs your cooperation!

We are preparing a new Directory to include current names, addresses and other information of members of AFEES, Widows of Members, Friend members, and Helpers living in the U.S.

The last directory was published in early 2001.

To make the new roster as accurate as possible, members are asked to please confirm, or report any recent changes in address, telephone and e-mail addresses.

Send such information to Clayton C. David, Membership Chair,
19 Oak Ridge Pond, Hannibal, MO 63401-6539;
Phone 573-221-0441; <davidafe@adams.net>

Louis sees photos of his monument

Chance meeting leads to Poland

From the Arizona Daily Star,
Tucson, Ariz., Nov. 11, 2004

Louis Hernandez and Vincent Radkiewicz met by chance two years ago, at an East Side pancake house.

Hernandez had a postcard from Poland but couldn't read it. Radkiewicz, another customer, could -- and did.

The two struck up a conversation. Hernandez told Radkiewicz, a Polish native, that he was shot down over Poland during World War II.

Radkiewicz, 66, who remembers the horrors of the war, realized he could do something to thank Hernandez, 83, for his sacrifice.

So he did.

Hernandez was a World War II pilot with the 452nd Bomber Group based in England. On June 21, 1944, he had bombed a German target and was headed toward Russia, where his aircraft would refuel and rearm. But over Poland, near the Russian border at about noon, a German Messerschmitt 109 fighter appeared in front of his plane.

"All of a sudden, there he was," Hernandez said.

The German pilot sprayed the Flying Fortress. The stricken B-17 lurched downward in a tight spin.

"I tried to hold the plane as best I could," said Hernandez, his hands gripping imaginary controls.

He signaled his crew of nine to bail out. He was the last to jump.

They parachuted safely. But they were in immediate danger.

The Germans captured three crew members, who remained prisoners until the end of the war. Hernandez and the other six escaped.

The men, led by their 23-year-

old first lieutenant, eventually returned home. They never reunited to talk about their harrowing experience.

But the people of Poland did not forget.

They erected a monument honoring the American dead and specifically the 10 airmen who fell from the sky.

Hernandez had a permanent place of honor in Poland.

Hernandez grew up in El Paso and finished high school before the United States entered the war in December 1941. He joined the Army Air Forces, a rare accomplishment for a Mexican-American.

He trained at makeshift airfields outside Tucson and Yuma. He then shipped off to war.

Literally, he went to England on a troopship. It was a nauseating trip: "It was two meals down and two meals up every day," he said.

He could have used the food while avoiding capture.

After he hit the Polish countryside, Hernandez and Herschel Wise, a gunner, hid in a wheat field. They could hear Germans soldiers nearby.

They waited for several hours, then made their way to a farmhouse, where the family hid them inside a haystack in the barn.

The Germans arrived and poked inside the haystack but did not find the flyboys.

By midnight, the seven free fliers reunited with the help of Polish freedom fighters. The Americans were spirited across the countryside for six weeks. Several times they were nearly detected.

"I never slept. Oh, I did sleep once -- on a bed full of lice."

Most of the time they had little to eat. But grateful Poles fed them what little they had.

"We did drink a lot of vodka," he said. "The people were nice as they could be."

They were protective, too. When invading Russian soldiers

pushed out the Germans, they agreed to return the Americans to their base. Before they left, the Poles made the Russians sign a paper stating the Americans would be handed over in good health.

The men eventually were flown to England. Hernandez never flew another mission. He returned to El Paso to train B-29 pilots.

After the war, he earned a college teaching degree and spent more than 40 years as an educator, 31 as an El Paso junior high school principal. He called it the "best job in the world."

He came to Tucson three years ago to be with his two sons and four grandchildren. He spends one day a week as a volunteer docent at the 390th Memorial Museum on the grounds of the Puma Air and Space Museum.

He is reticent about his war experience. He said he doesn't want to relive the war.

But the day he met Radkiewicz, Hernandez told him a little of his story.

Radkiewicz recalled a Polish war memorial honoring the Americans. Not long after their meeting, Radkiewicz was in Poland and went to a village near where the Americans parachuted to see the memorial, a B-17 tail embedded in concrete.

Hernandez' name was inscribed, along with his crewmates' names. Radkiewicz connected the dots and had a friend take photographs.

Hernandez knew the memorial existed. But he had not seen it.

He saw pictures of it Tuesday -- for the first time.

"I'll be darned," he said, holding the photographs before him. He remained quiet, alone in his thoughts.

Other members of the Hernandez crew now living are Alfred Lea of Houston, Tex., E&E 923, the navigator; and Joseph Baker, E&E 1260, bombardier.

New generation being trained for rescue task

From AIRMAN Magazine,
August 2004

After 53 years of an enlisted-only career field, combat rescue is fielding the first generation of officers trained to be experts in repatriating isolated airmen. Combat rescue officers will provide an important voice in survival, evasion, resistance and escape training and real-world decision-making processes.

Like their enlisted counterparts, the officer candidates must survive more than a year of some of the hardest, most demanding training the Air Force offers. The candidates will learn to parachute, swim, dive, fight, perform basic emergency medical technician skills and rescue downed airmen while the enemy is bearing down on them.

Following training, CROs will have an influential role at the war-planning table during contingency operations. They'll be the experts commanders tap for advice on rescuing people and handling survival training for airmen in the field.

The Air Force wants to have roughly 166 CROs in various commands by 2007. The first cadre of officers began training in 2002 and is already combat-experienced in hotspots around the world.

Special Operations Command is the lead for all combat rescue officer initiatives. The month-long SERE training at Fairchild Air Force Base, Wash., falls under the Air Education and Training Command.

A visit to the SERE program at Fairchild AFB was part of the 2001 AFEES reunion in Spokane.

NEW 'FRIEND' MEMBER

Catherine Thorpe, 1087 S. 1100 E., Salt Lake City, Utah 84105

Phone 801-583-6019 <vivefranceschool@yahoo.com>

Her grandfather was a *passeur* in the Pyrenees. See Page 5.



A B-17 named *Fifinella* lives on

Sometimes, like nose paintings on planes during WWII, the paint jobs on recreational vehicles reveal something about the people aboard.

Member Joe Vukovich of Medford, Ore., was attending an RV rally at Salem, Ore., in September when someone noted that his rig carried paintings of two B-17s on the back. They are paintings of the planes Joe co-piloted with the 91st Bomb Group.

Joe bailed out twice, the first time when his plane caught fire near Raleigh, N.C., as they were headed for the ETO.

The second bailout, from a B-17 named *FIFINELLA*, happened a few weeks later on Aug. 14, 1944, over France.

MIA search not over

RANDOLPH AF BASE, Texas (AFPN) -- "However long it takes, wherever it takes us, whatever the cost."

Those words reflect the pledge of the more than 600 people who work every day to locate and identify 88,000 American servicemembers still missing from World War II through today.

Of the 600 people worldwide whose mission it is to account for missing servicemembers, 10 work here in the Air Force missing persons branch at the Air Force Personnel Center.

The 10 are responsible for overseeing the Air Force POW/MIA program that seeks an accounting for the more than 1,600 airmen missing from the Korean War, Cold War and Vietnam War, said James Russell, branch chief.

"Among all the other agencies working accounting issues, our role is to serve as the liaison to the families of Air Force members," he said.

"When we have new information relative to a case, our job is to pass that information on to the family, to discuss it with them and to help them understand what the agency is doing on their behalf."

The branch corresponds on a regular basis with about 3,000 family members of unaccounted-for airmen, he said.



The Air Forces Escape & Evasion Society was well represented at the Eighth Air Force Reunion in Kansas City in October. While they were involved with their group activities, they still had some time to visit with each other and pose for a few photos.

Shown, from the left, are Denver M. Canaday of Everett, Wash., membership co-chair Scotty David of Hannibal, Mo., Wilmont "Bill" Grodi of Lawrence, Kans., O. Vernon Roskey of Chriesman, Tex., and Clayton David, the other half of the AFEES membership team.



FAMILIAR? This photo has previously been published twice in *Communications*, in Fall 2003 and in Summer 2004, in an effort to properly identify three airmen.

Lowell West, pilot, is at the left, next to Ernie Nordwell, his nose gunner of a B-24 crew which went down over Yugoslavia on 19 March 1944.



**THE NATIONAL
D-DAY MUSEUM
NEW ORLEANS**

America's National World War II Museum

- * Administration offices: 4th floor. Inquire at Information Desk.
- * All WWII veterans are asked to sign the museum's Roll of Honor located at the Information Desk.
- * All restrooms are on the Ground Floor. Wheelchair accessible.
- * In the Malcom Forbes Theater: documentary films shown daily at 0930, 1030, 1130, 1230, 1330, 1430 and 1530.
- * No flash or video photography and no tripods allowed in Main Galleries.
- * No food, drink, smoking, or pets allowed in the museum. *(except for service animals.)*
- * Museum welcome guides are available in French, Spanish, German and Braille. *(Inquire at the information desk.)*
- * The museum is fully accessible to people in wheelchairs. A limited number of wheelchairs are available for use in the museum at no charge. *(Inquire at the information desk.)*

The 'Big Easy' awaits us!

Annual AFEES Reunion & AGM
New Orleans, La., May 12-15, 2005
Park Plaza Hotel, 1500 Canal St.

(formerly The Radisson)

Reunion Rate: \$90 inclusive

(Reunion Registration Form on Page 17)

All times and events are subject to change!

Daily schedules will be posted at Hospitality Room and Registration Table

Reunion Schedule

(Subject to Change)

Wednesday, 11 May 2005

Registration begins near Praline Restaurant
 Hospitality Suite Opens for Reunion

Thursday, 12 May

Hospitality Suite Open
 Personal Concierge on Duty
 in Hospitality Suite during reunion
 Board of Directors Meeting, 1700

WELCOMING BUFFET DINNER

(Reception 1815; Dinner 1900)

Cash Bar

Friday, 13 May

D-Day Museum Tour
 (Arrangements to be determined)
EVENING FREE

Saturday, 14 May

Memorial Service, 0945
 General Assembly, 1115
 BOD Meeting follows
FREE AFTERNOON

ANNUAL BANQUET

(Reception 1815; Dinner 1900)

Cash Bar

Sunday, 15 May

Farewell Breakfast Buffet, 0730-0930

A MESSAGE FOR HELPERS

Extra nights at the Park Plaza Hotel are not included in the account which AFEES provides for your hospitality. You will be responsible for more than three nights at the hotel.

Should a Helper require an aide because of physical handicap, AFEES will cover the aide's room and reunion package.

As usual, AFEES will cover both the Helper and spouse. Additional members of the Helpers' party will be expected to handle their own expenses.

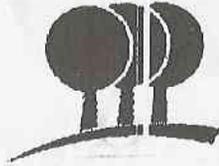
For Reunion Information, Contact:

Yvonne Daley, 1962 Brae-Moor Drive,
 Dunedin, FL 34698, Ph. 727-734-9573

OR

Francene Weyland, 11644 SW Egret Circle,
 Unit 101, Lake Suzy, FL 34269-8732
 Ph.: 941-624-2646

For information on New Orleans attractions and favorite restaurants, contact the Convention Hospitality Service at 1-800-233-2628, ext. 711;
 <<http://www.conventionhospitalityservices.com>>



Park Plaza

NEW ORLEANS

(Formerly The Radisson)

Your reunion host for 2005

- ◆ Currently undergoing a \$15 million renovation to all guestrooms, meeting space and public areas
- ◆ 759 well appointed guestrooms and suited featuring luxurious, new décor
- ◆ 65,000 sq. ft. of flexible meeting space with 14,500 sq. ft. ground-level exhibition hall
- ◆ Full service catering and in-house audio visual services for any occasion
- ◆ Praline's Restaurant (casual dining), open daily 6:30 am – 2:00 pm & 6:00 – 10:00 pm
- ◆ LaSalle's Food & Spirits (deli/pub); open daily 6:00 am – 12 midnight
- ◆ Pizza Hut available for dine-in and room service, open daily 11:00 am – 12 midnight
- ◆ Room Service served 6:30 am – 2:00 pm and 6:00 pm – 10:00 pm, 7 days a week
- ◆ Convenient, downtown location in Central Business District
- ◆ Free shuttle departing every hour from 10:00 am to 12 midnight to world-famous *French Quarter*
- ◆ Airport Shuttle 7 days a week to New Orleans International Airport, \$10.00 per person one way
- ◆ Taxi to New Orleans International Airport, flat fare \$21.00 per taxi one way
- ◆ Car rental and air travel arrangements available through in-house travel agent 7 days a week
- ◆ Full-service Guest Business Center with fax machine, photocopier, and overnight mail service
- ◆ Valet parking (\$17.92 per day including tax)
- ◆ Check-in time is 4:00 pm and check-out time is 11:00 am
- ◆ Scenic rooftop pool, hot tub deck and Lifecycle® equipped fitness center
- ◆ Concierge, tour desks and gift shop at the lobby level
- ◆ Voice mail message service and computer dataport in all guestrooms
- ◆ Express check-out, in room movies and cable TV with ESPN, spectra Vision and Lodgenet
- ◆ Shoe shine, same-day valet service, dry cleaning and coin-operated laundry (6th floor)
- ◆ Child-care and local physician available upon request
- ◆ Multilingual staff and Manager on Duty 24 hours
- ◆ Uniformed security guard patrolling outside of the hotel from 5:00 pm – 1:00 am
- ◆ Handicapped accessible and non-smoking rooms available upon request
- ◆ Sprinkler system throughout hotel
- ◆ Complimentary safe deposit box

14 miles from *New Orleans International Airport*
 ½ mile from *Ernest N. Morial Convention Center*
 4 blocks from the *Louisiana Superdome*
 3 blocks from the *French Quarter*



AIR FORCES ESCAPE AND EVASION SOCIETY ANNUAL REUNION
May 10, 2005 -- May 18, 2005

RESERVATION REQUEST FORM

GROUP RATE: SINGLE: \$90.00 _____ **DOUBLE: \$90.00** _____

TRIPLE: \$90.00 _____ **QUAD: \$90.00** _____

Arrival Date _____ Departure Date _____

ROOM TYPE REQUESTED

Smoking _____	Deluxe King _____
Non-Smoking _____	Standard Double _____
Wheelchair Access. _____	1 Bedroom Suite _____
Deluxe Double _____	2 Bedroom Suite _____

Number of Guests in Room: _____ Total Rooms Requested _____

NAME _____
 Address _____
 City, State and ZIP Code _____
 Telephone _____ Contact _____

CREDIT INFORMATION

_____ Hold for Late Check-in at _____
 _____ Guarantee to Credit Card # _____ Exp. _____
 _____ Comments _____

PLEASE ENCLOSE A PHOTOCOPY OF YOUR CREDIT CARD -- FRONT AND BACK

CANCELLATION POLICY: Reservation must be canceled 72 hours prior to arrival or you will be charged for one night's room and tax.

Cancellations carry penalties and non-refundable restrictions.

Credit Card Payment CANNOT be accepted over the phone.

Please FAX or MAIL the completed form to:

Park Plaza, New Orleans
 1500 Canal Street
 New Orleans, LA 70112
 Phone: 504-648-1366
 Fax: 504-522-3622

Reservations must be received by April 10, 2005. Reservations received after that date will be based on availability and are subject to an increase in room rate.

Reservation Made by _____ Date _____



Lightnings in the Sky

Written in 1943 by a B-17 gunner in North Africa

Oh, Hedy Lamarr is a beautiful gal
 And Madeleine Carroll is too,
 But you'll find if you query, a different theory,
 Amongst any bomber crew,
 For the loveliest thing of which one could sing
 (This side of the heavenly gates)
 Is no blonde or brunette of the Hollywood set--
 But an escort of P-38s.

Yes, in days that have passed, when the tables were massed
 With glasses of Scotch and Champagne,
 It's quite true that the sight was a thing to delight
 Us, intent upon feeling no pain,
 But no longer, the same, nowadays, in this game,
 When we head north from Messina Straits,
 Take the sparkling wine--every time just make mine,
 An escort of P-38s.

Byron, Shelley and Keats ran a dozen dead heats
 Describing the view from the hills,
 Of the valleys in May when the winds gently sway
 An Army of bright daffodils,
 Take the daffodils, Byron--the wild flowers, Shelley--
 Yours is the myrtle, friend Keats,
 Just reserve me those cuties--American Beauties--
 An escort of P-38s.

Sure, we're braver than hell; on the ground all is swell,
 In the air it's a different story;
 We sweat out our track through the fighters and flak,
 We're willing to split up the glory.
 Well, they wouldn't reject us, so Heaven protect us
 And, until all this shooting abates,
 Give us courage to fight 'em -- one other small item,
 An escort of P-38s.

AIR FORCES ESCAPE AND EVASION SOCIETY
ANNUAL REUNION AND GENERAL MEETING

Thursday-Sunday, May 12-15, 2005

Park Plaza Hotel, 1500 Canal St., New Orleans, La.

Please complete this form and return form with check or money order (No Credit Cards) to arrive not later than April 20. Your check is your receipt.

Make check payable to AFEES REUNION and mail to:

Francene Weyland, AFEES Treasurer, 11644 SW Egret Circle,
Unit 101, Lake Suzy, FL 34269-8732; Phone 1-941-624-2646

_____ Reservations for total reunion package, \$140 per person, which includes
Registration Fee and events listed below \$ _____

If you not choose the total reunion package, please indicate events of your choice:

- _____ Registration Fee @ \$30 per person \$ _____
- _____ Thursday Welcoming Buffet/Helpers Dinner @ \$32 \$ _____
- _____ Friday D-Day Museum Visit @\$15 \$ _____
- _____ Saturday Banquet @ \$45 \$ _____
- _____ Sunday Buffet Breakfast @\$18 \$ _____

TOTAL ENCLOSED \$ _____

*Special Notice for Saturday Evening Banquet: Please indicate your choice of entree --
Beef _____ Chicken _____*

**IMPORTANT: Helpers should send BOTH Hotel and AFEES registrations
to Francene Weyland at above address, who will make Hotel reservation.
(Please, no third parties involved.)**

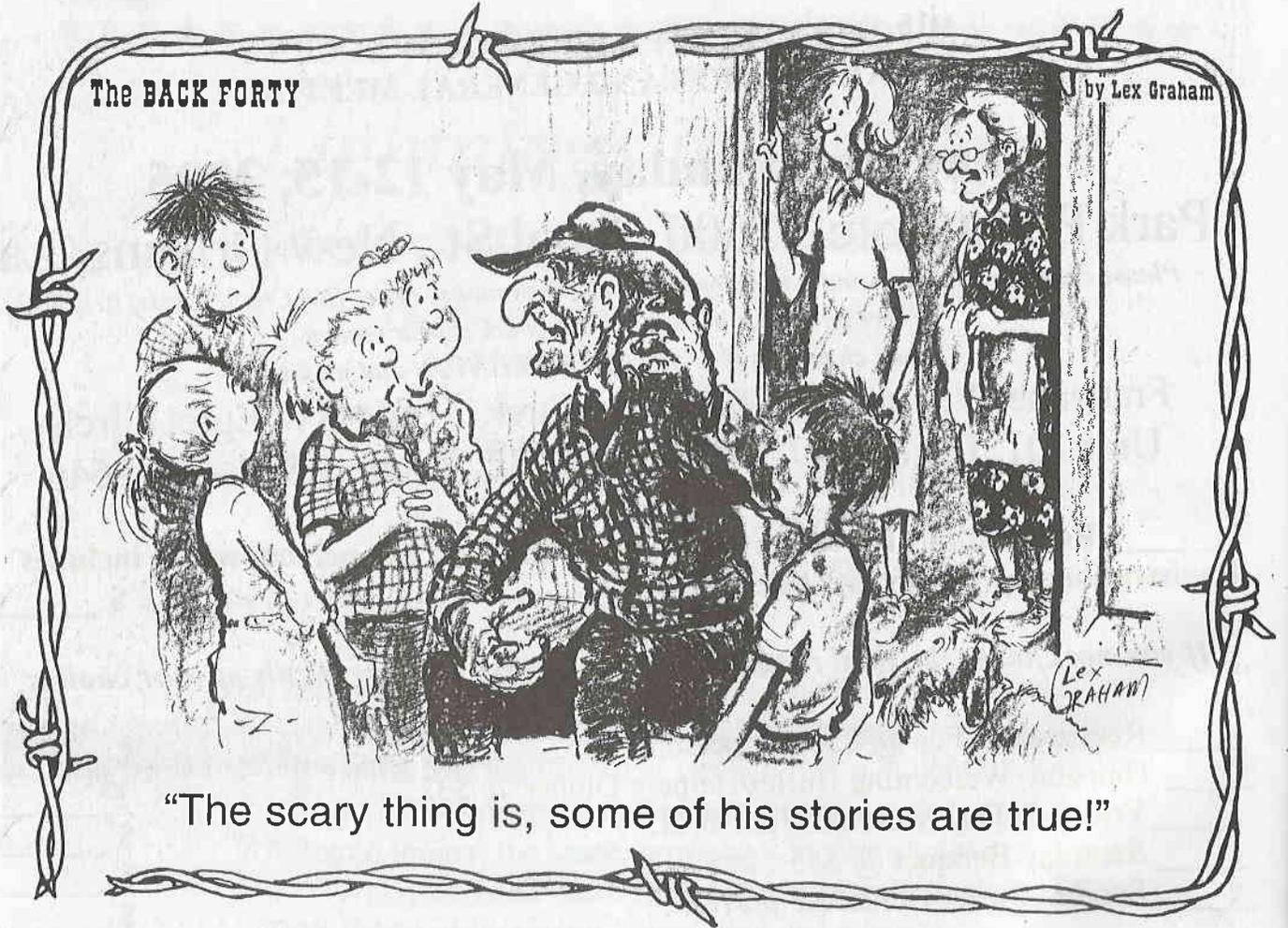
For Reunion information, contact Yvonne Daley-Brusselmans, 1-727-734-9573;
Cell Phone, 727-415-3803; <gadabout127@msn.com>

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

NAME (please print) _____ Service Unit _____
 Spouse's Name _____ Guest's Name _____
 Mailing address _____

The BACK FORTY

by Lex Graham



"The scary thing is, some of his stories are true!"

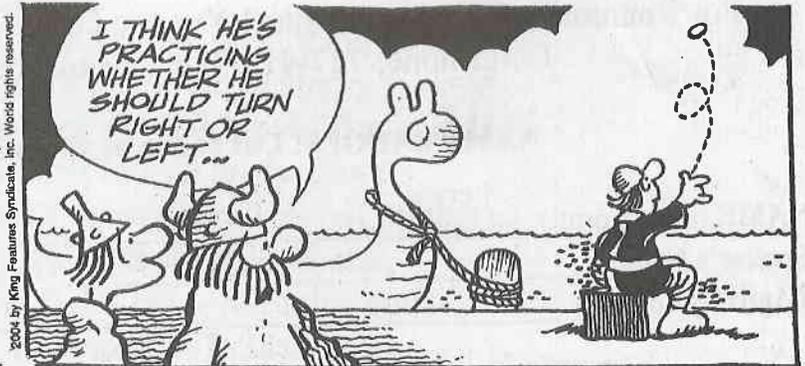
Shoe



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Hagar



Dr. Roche submits resignation

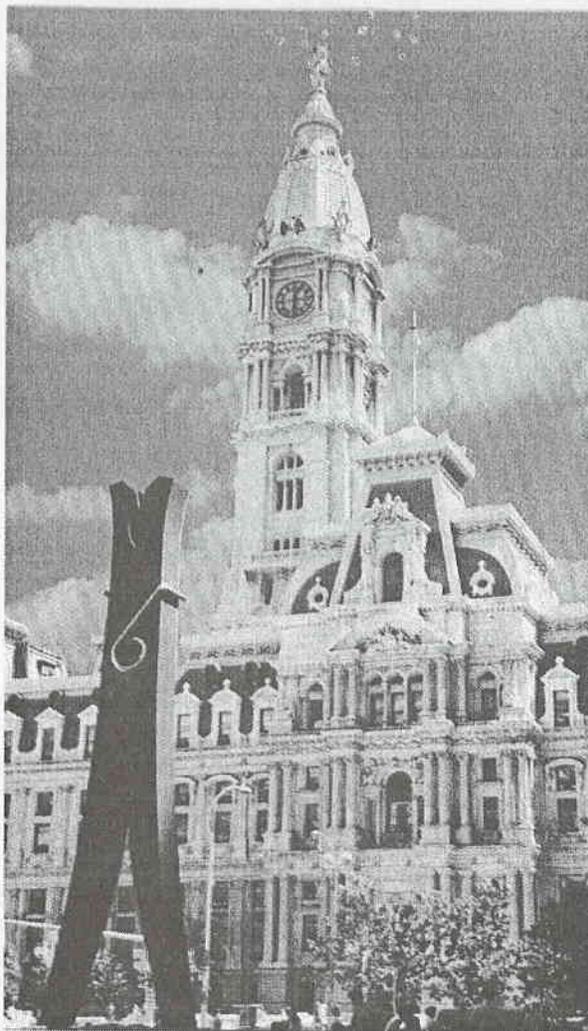
WASHINGTON -- Secretary of the Air Force Dr. James G. Roche announced his resignation Nov. 16.

"I'm honored to have served the president, the secretary of defense and the terrific airmen I've come to know and love in the past few years as the secretary of the Air Force," he said.

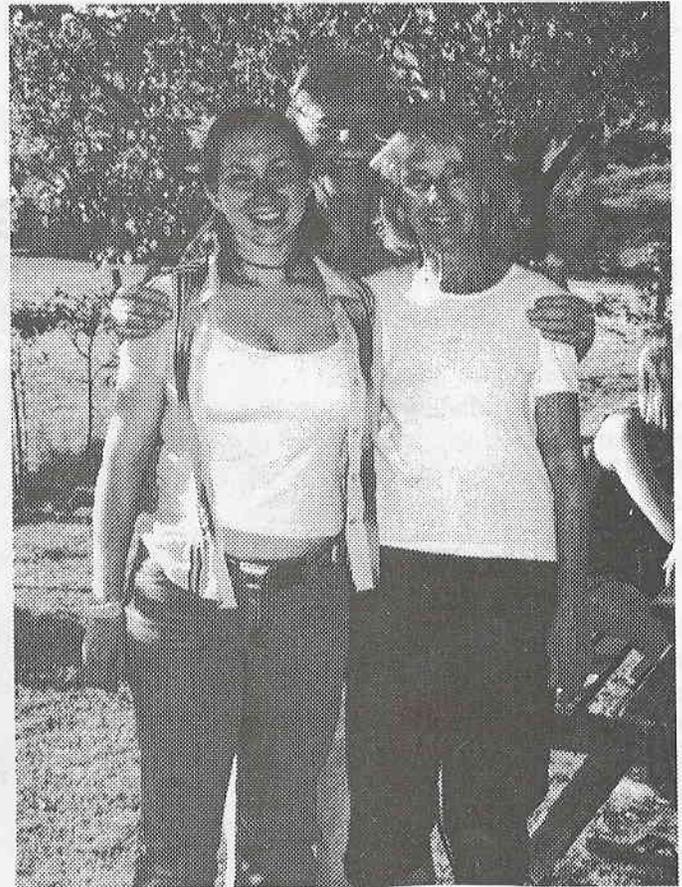
Before his appointment, Secretary Roche held several executive positions with Northrop Grumman Corp., including corporate vice president and president, electronic sensors and systems sector.

Secretary Roche's previous military service spanned 23 years in the U.S. Navy,

Secretary Roche stood in the rain to help welcome AFEES Reunioneers to the National World War II Memorial after our reunion last May.



CLOTHESPIN by Oldenberg is a controversial 45 ft. high, 10-ton metal, unique contemporary sculpture in front of City Hall in Philadelphia, Pa. It rated a brief stop on the AFEES tour of the city during the 2004 reunion.



Liz Wand with Scott and Judy Goodall, near Saint Girons, France, on July 15, 2004.

Liz Wand lives *a la Francaise*

The last three weeks of July were a special time for "Lucky Liz" Wand, daughter of John and Beverly Wand and granddaughter of AFEES Chair Ralph and Bette Patton. Liz had been invited to spend some time with the Lorne family in a small village near Saint Girons in southwestern France.

Sixteen-year-old Liz and her new friend Delphine, also 16, spent time hiking and camping in the Pyrenees Mountains. They both enjoyed bicycling, music and working on art projects.

While in France, Liz had the opportunity to again thank Scott and Judy Goodall for their kindness to her personally and to all the AFEES contingent during the 1999 Pyrenees Commemorative walk.

After 60 years, vets return to Serbia

By **MIODRAG PESIC**
Ralja, Serbia
*President, Association of the
 Rescuers of the American airmen
 from World War II*

Accepting the invitation of Mr. Vuk Draskovic, Serbia and Montenegro Minister of Foreign Affairs, and due to the initiative of myself and Mr. Vladimir Sams, who is honorary president of the *Nasa Krila* (Our Wings) national aeroclub, a group of American war veterans visited us in Belgrade from September 10th to September 15th.

The oldest of them, major of OSS service, Mr. George Vujnovich, organized the team for the evacuation of American airmen who were rescued in 1944 by the Chetniks of General Mihailovic. Others among guests were: Mr. Arthur Jibilijan, accompanied with wife Beverly from Ohio, who was the radio telegrapher of the Halyard Mission and later, of the Ranger Mission.

Mr. Robert Wilson of Peoria, Ill., accompanied by wife Sharon, who jumped off the plane in flames near Bunare village, not far from Jagodina.

And the fourth guest was Mr. Clare Musgrove of St. Joseph, Mich., accompanied by his grandson Herman. Clare jumped off his plane near Brdjani village, not far from Cacak. They were on their way back from the mission of bombarding the oil springs and refineries near Ploesti in Romania.

A very voluminous program was prepared for our guests. The first day of their stay, they were welcomed by the Minister of Foreign Affairs, Mr. Vuk Draskovic, as well as by Defense Minister Mr. Provsalac Davinic. After that they were all invited by Air Force attache Major Samuel M. Shult of the U.S. Embassy for lunch on Belgrade Fortress Kalemegdan.

The following day the guests attended the ceremony on the



Clare Musgrove (left) of St. Joseph, Mich., and Vuk Draskovic, minister of the Foreign Office, in front of the monument to General Mihailovic at Ravna Gora Mountain.

Galovic's Field airport near Pranjani village during which a commemorative plaque was unveiled. The plaque marks 60 years since the evacuation of 500 rescued airmen in Serbia during World War II.

On August 10, 1944, 14 C-47 planes landed and flew back to Italy with 350 evacuated airmen aboard.

Evacuations from this airport were performed during August 1944 and later from places called Koceljevo in Macva and Boljanici in Eastern Bosnia.

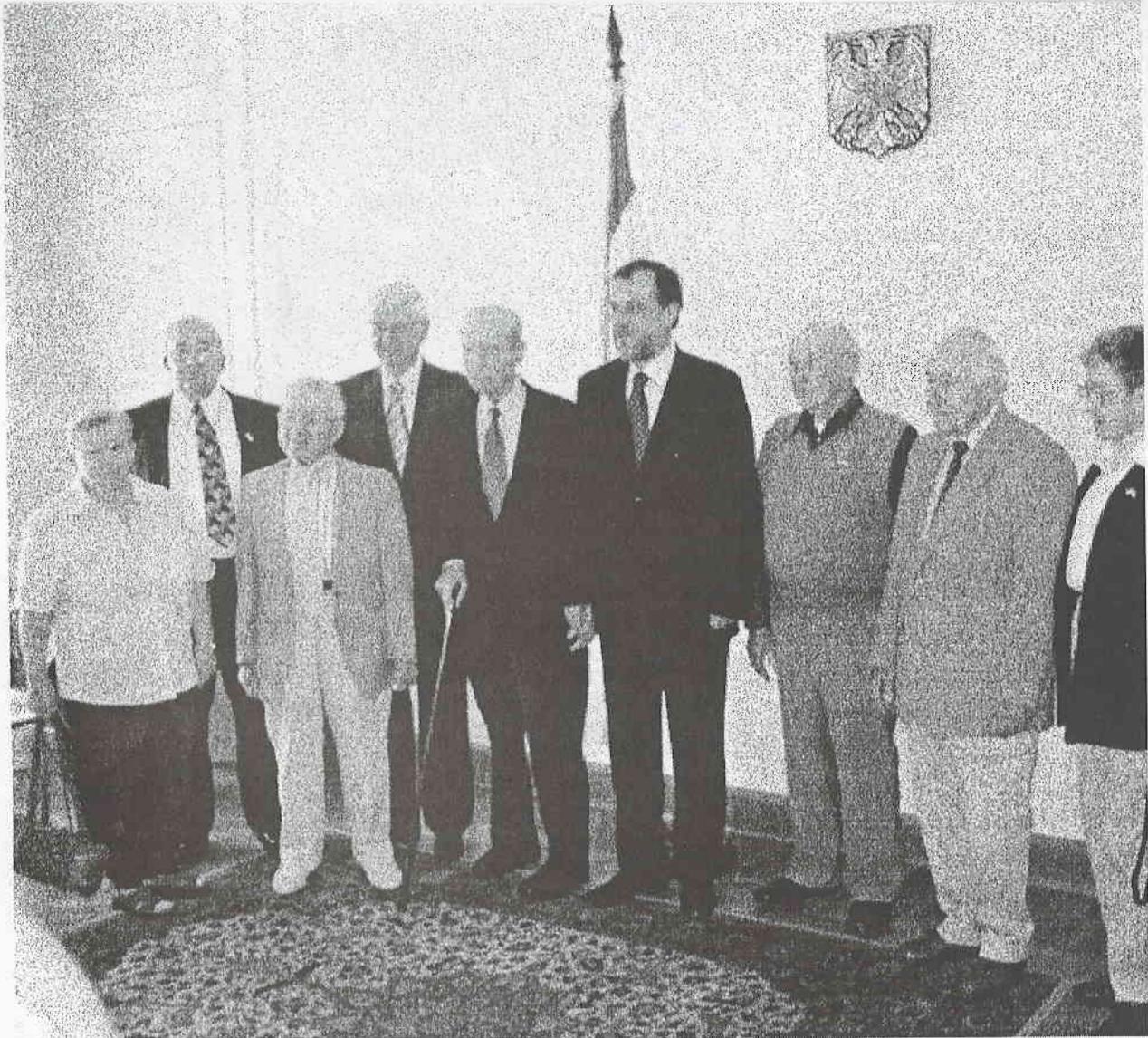
After the ceremony, a lunch was arranged for the guests in Leusici village at the farm of the Jevtovic family. This very farm was for a long period of time during August 1944, the hiding place for a large

group of airmen until their evacuation to Italy.

The picnic remains as a memorable one for the guests. They were served with specialties from the national cuisine which reminded them of their stay in Serbia 60 years ago.

The following day guests visited the Air Force Museum which is situated at Surcin airport. They saw some airplane old-timers there, some of them they use to navigate during the World War II. After that at the airport restaurant a lunch was prepared for them.

The same day, at the invitation of the Minister of Republic of Srpska in Federation of Bosnia and Herzegovina, the guests were



From left: Beverly Jibilian, George Knezevic, Arthur Jibilian, Minister of Defense Proslav Davinic, George Fulnovic, Minister of the Foreign Office Vuk Draskovic, Clare Musgrove, Robert Wilson and his wife Sharon.

received in Bijeljina. Father of the Minister Mr. Borislav Paravac as one of the General Mihailovic's Chetniks took part in the efforts for the rescuing of American airmen in Bosnia during World War II. After exceptional reception and formal dinner, guests returned to Belgrade.

The following day they were received by the Crown Prince Aleksandar Karadordevic at the White Palace. The Crown Prince invited them for a cocktail after which the guests were taken to a tour around Palace, which they found very interesting. The Royal Palace is situated at the outstanding

Dedinje hill, near Belgrade. The Crown Prince thanked them for their visit and wished them safe and pleasant trip back home.

The last day the guests from America were received by American Ambassador Mr. Michael Polt. At the American Embassy they were served the farewell lunch. They spent a pleasant time in cordial conversation with Minister of Foreign Affairs Mr. Vuk Draskovic, American Ambassador and other guests. Minister Draskovic wished them good health, long life and safe return home.

American war veterans refreshed

their memories of the first staying in Serbia 60 years ago. These are the words of Mr. Robert Wilson:

"After I jumped off the plane in flames and landing on the ground, I was approached by the peasants who asked me if I was an American or English. After I told them I was an American one of the peasants approached me and kissed me on the cheek.

"One girl also ran to me offering a jug. I was glad because of that since I was thirsty, but the jug did not contain water but rakija -- a kind of domestic brandy. From that point to the place where we are

standing now I walked more than 100 miles with the escort of General Mihailovic's Chetniks. There I found around 250 American airmen waiting to be evacuated.

"Few days later I was evacuated to Italy along with them. Serbs were very poor at the time, having little possessions, but they shared with us all they had and that is something I'll never forget", concluded his story, Mr. Robert Wilson.

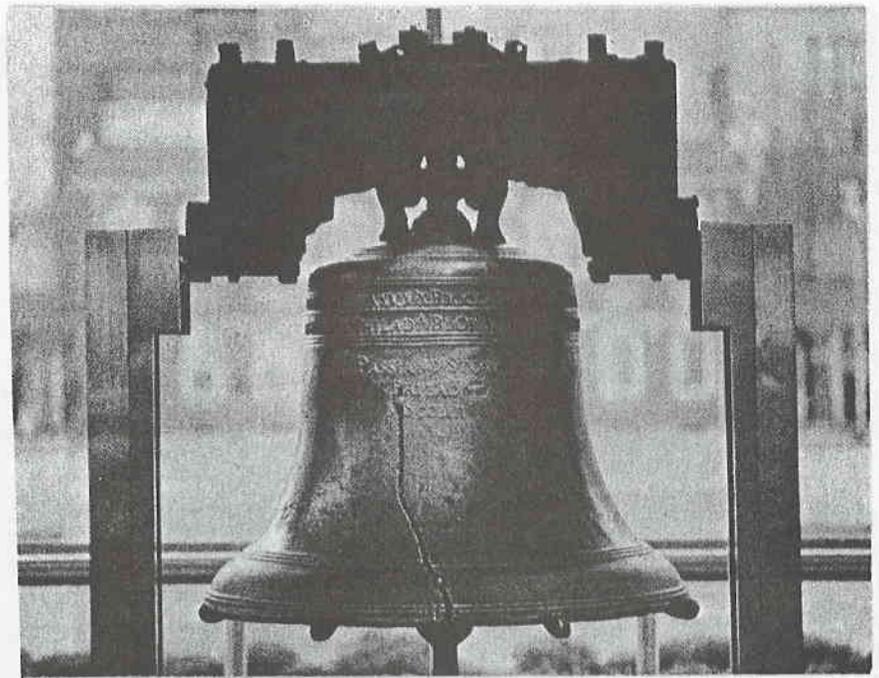
Clare Musgrove's story is similar. He gave a detailed interview for BK domestic TV station within the "Arsenal" program. For the same TV station I told my story too. I told them how General Mihailovic's Chetniks used to rescue American airmen and keep them safe from the enemy, giving them all they needed until their evacuation.

Our guests returned back to America full of impressions, grateful for the opportunity to express their gratitude to Serbian people and their rescuers, General Mihailovic's Chetniks, for all they have done for them.

Dear George, Jibby, Bob and Clare, goodbye until next year in New Orleans! Maybe.....



AFEES Member Robert Wilson with authentic Chetnik cap of the first World War.



THE LIBERTY BELL -- AFEES members and guests who made the city tour during the recent reunion saw it up close. The bell announced the adoption of the Declaration of Independence on July 4, 1776.

A Tribute to Paul E. Kenney

By RALPH K. PATTON, AFEES Chairman

Paul joined AFEES in 1974 when we welcomed members of Reseau Shelburne to Detroit. He offered to help when he joined, and he never quit helping.

AFEES is indebted to Paul Kenney for his dedicated service as a member of the Board of Directors, and for his 13 years as treasurer. He was always calm and insightful when things were controversial, and his voice was always the voice of reason.

AFEES will miss Paul. I will especially miss his wise council, his willingness to tackle anything asked of him, and especially his friendship.

I full appreciate the magnitude of the problems he inherited when he accepted the position of AFEES treasurer in September 1989. He served diligently as the guardian, and record keeper, of AFEES funds until last year.

Paul lived a full life; he had a devoted wife and family and numerous friends, all of whom will miss him. Perhaps we all can take some comfort in our individual memories of this good and gentle man.

THE AFEES MEDAL PROJECT

AFEES President Richard Smith has been advised that American evaders may be entitled to an official government medal on an individual basis, depending on the circumstances of each evader's experience.

Details are to be found in his open letter below and on the next two pages of this issue.



AIR FORCES Escape & Evasion Society

Richard M. Smith
President

E-mail: afeesone@hotmail.com

GREETINGS:

Through a friend of mine in Fargo, N.D., and a friend of that friend, who is an excellent Veterans Service officer, I have learned that it is possible for AFEES members to receive a service medal through the Veterans' Administration. At this late date, it seems nearly impossible for AFEES to be awarded a blanket medal by Congress.

According to information I have received, an evader can apply for his medal with the nearest Veterans Service Officer by requesting Standard Form 180. Additional information and a sample of a completed form are shown on the next two pages.

After the application is received, the person receiving the request will check the individual's E&E report, the report you made to Intelligence after you returned to Allied control. The officer who examines your report will determine what sort of medal you have earned. Medals that may be awarded range from Campaign Service Medals to the Distinguished Service Cross.

You may wish to consider joining the Disabled Veterans of America; it is not necessary but it could be of value to you. And if you are over 80 years of age: NO DUES.

If you have problems with the Veterans Administration, contact me at 76543 Begonia Lane, Palm Desert, CA 92211; Phone 760-345-2282, Fax 760-345-9908; <afeesone@hotmail.com>

You will note that a Form 180 is completed by and for me. This is a test request and hopefully, I will have more information soon. Let's hope evaders get some official recognition!

Have a great Winter. Hope to see you all in New Orleans,

Dick Smith

Sample Form 180

Your full Social Security number is essential

Standard Form 180 (Rev. 02-02) (Page 1)
Prescribed by NARA (36 CFR 1228.168 (b))

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Previous edition unusable

GME No. 3095-0029 Expires 9/30/2005

REQUEST PERTAINING TO MILITARY RECORDS

To ensure the best possible service, please thoroughly review the accompanying instructions before filling out this form. Please print clearly or type. If you need more space, use plain paper.

SECTION I - INFORMATION NEEDED TO LOCATE RECORDS (Furnish as much as possible)

1. NAME USED DURING SERVICE (last, first, and middle) SMITH, RICHARD MANSFIELD	2. SOCIAL SECURITY NO.	3. DATE OF BIRTH 09/08/21	4. PLACE OF BIRTH Leeds, ND
---	------------------------	------------------------------	--------------------------------

5. SERVICE, PAST AND PRESENT (For an effective records search, it is important that all service be shown below)

BRANCH OF SERVICE	DATES OF SERVICE		CHECK ONE		SERVICE NUMBER DURING THIS PERIOD (if unknown, write "unknown")
	DATE ENTERED	DATE RELEASED	OFFICER	ENLISTED	
a. ACTIVE SERVICE USA	03/24/42	06/02/45		X	0672007
b. RESERVE SERVICE					
c. NATIONAL GUARD					

6. IS THIS PERSON DECEASED? If "YES" enter the date of death. NO YES _____

7. IS (WAS) THIS PERSON RETIRED FROM MILITARY SERVICE? YES NO

SECTION II - INFORMATION AND/OR DOCUMENTS REQUESTED

1. REPORT OF SEPARATION (DD Form 214 or equivalent) This contains information normally needed to verify military service. A copy may be sent to the veteran, the deceased veteran's next of kin, or other persons or organizations if authorized in Section III below. NOTE: If more than one period of service was performed, even in the same branch, there may be more than one Report of Separation. Be sure to show EACH year that a Report of Separation was issued, for which you need a copy.

An UNDELETED Report of Separation is requested for the year(s) 1942 - 1945

This normally will be a copy of the full separation document including such sensitive items as the character of separation, authority for separation, reason for separation, reenlistment eligibility code, separation (SPD/SPN) code, and dates of time lost. An undeleted version is ordinarily required to determine eligibility for benefits.

A DELETED Report of Separation is requested for the year(s) _____

The following information will be deleted from the copy sent: authority for separation, reason for separation, reenlistment eligibility code, separation (SPD/SPN) code, and for separation after June 30, 1979, character of separation and dates of time lost.

2. OTHER INFORMATION AND/OR DOCUMENTS REQUESTED Request issue of all authorized military awards and/or decorations.

3. PURPOSE (OPTIONAL - An explanation of the purpose of the request is strictly voluntary. Such information may help the agency answering this request to provide the best possible response and will in no way be used to make a decision to deny the request.) _____

SECTION III - RETURN ADDRESS AND SIGNATURE

1. REQUESTER IS

Military service member or veteran identified in Section I above Legal guardian (must submit copy of court appointment)

Next of kin of deceased veteran _____ Other (specify) _____
(relation)

2. SEND INFORMATION/DOCUMENTS TO
(Please print or type. See item 3 on accompanying instructions.)

Cass County Veterans Service
Name
P. O. Box 2806
Street Apt.
Fargo, ND 58108-2806
City State Zip Code

3. AUTHORIZATION SIGNATURE REQUIRED (See item 2 on accompanying instructions.)
I declare (or certify, verify, or state) under penalty of perjury under the laws of the United States of America that the information in this Section III is true and correct.

Brent M Smith
Signature of requester (Please do not print.)
09/24/2004 (701) 241-5746
Date of this request Daytime phone
brent@co.cass.nd.us
E-mail address



Veterans Service

October 5, 2004

James G. Brent
Service Officer

Mr. Richard M. Smith
President
Air Forces Escape & Evasion Society
36214 Augustana Drive
Battle Lake, MN 56515

Chanelle Lende
Service Representative

Michael J. Vandrovec
Service Representative

RE: Request for Authorized Military awards and/or Decorations

Dear Mr. Smith:

I am writing this as an open letter to the members of the Air Forces Escape & Evasion Society. This should be useful information for those members who wish to receive their authorized military awards.

The first step is to complete and submit a **Standard Form 180, Request Pertaining to Military Records**. This document can be obtained from your local County Veterans Service Officer, or from a Veterans Service Officer assigned to your nearest Department of Veterans Affairs, (VA) Regional Office. Each of the major veteran's organizations has an individual assigned to the VA Regional Offices nationwide who will assist you with the completion of this form and they will also submit the document for you as well. Or you can contact the VA Center nearest to you by calling, **1-800-827-1000**. This is a toll free number and you will be connected with a VA veteran's service representative who will advise and assist you.

The form is mailed to the National Personnel Records Center, (NPRC), St. Louis, Missouri. The NPRC will locate your military personnel file and identify by orders within the file those individual awards and/or decorations you are authorized. They will send this information to the service department; i.e. Army, Navy, Air Force or Coast Guard, for processing and issuance of your individual awards. The Department of the Navy is responsible for the issuance of Marine Corps awards.

I encourage each and every one of you to apply for your awards. It is the practice of each of the military services to provide authorized replacement awards and/or decorations on a one time basis.

I am honored to be of assistance to you, our Nations hero's.

Sincerely,

A handwritten signature in black ink, appearing to read 'James G. Brent', with a long, sweeping flourish extending to the right.

James G. Brent

Czechs honor those lost in air battle

By STAFF SGT. JEFF HAMM
48th Fighter Wing Public Affairs

KOVARSKA, Czech Republic (AFP) -- While people worldwide paused to remember the events of Sept. 11, 2001, a few hundred residents and visitors here gathered to remember a different air disaster -- one that occurred the early afternoon of Sept. 11, 1944. That was when a particularly fierce and bloody World War II air battle took place in the sky directly over the town.

Four airmen from the 48th Fighter Wing at Royal Air Force Lakenheath, England, joined representatives from the defence attache office at the U.S. Embassy in Prague, Czech Republic, to assist in a wreath-laying memorial ceremony here while F-15E Strike Eagles from RAF Lakenheath's 492nd and 494th Fighter Squadrons flew a four-ship formation overhead.

The annual ceremony, which commemorates this significant event in the town's history, honors the memory of the airmen, both American and German, who made the ultimate sacrifice in defense of their respective countries.

The school is named after an American airman: a plaque near the front door bears the name of Staff Sgt. John C. Kluttz, a B-17 tailgunner. How he ended up the namesake of a rural Czech school is now a local legend there.

The battle began when aircraft from the 100th Bomb Group were attacked by German fighters after they finished a bomb run over a German oil refinery. In heavy aerial combat, the *Bloody Hundredth* lost 14 of the 36 B-17s conducting the mission. Six of those crashed around Kovarska, including Sergeant Kluttz' plane, which fell directly onto the school in the center of town. Although many of the children were outside the school watching the battle, none of them was hurt.

One of the students who witnessed the battle and ensuing crash was then-13-year-old Helmut Kreissel, who said that up until that time, the war had kept a certain distance from the village.

"Here, war got a face. We really got to see what war was like," said Mr. Kreissel, now 73. "Here, in the village, you could really see and smell the effects of the war."

It is possible that nobody was closer to those horrors that day than the pilots who flew. Both the United States and Germany suffered heavy losses of airmen and planes.

"Something like one-third of the planes the Luftwaffe put up that day were shot down," said George Geise, a former B-17 navigator from Harrisburg, Pa. He was part of the group that took off from the airfield

at Thorpe Abbot, England, that fateful September day.

Of the 12 bombers his squadron sent out that day, all were shot down in the battle.

Mr. Geise's plane made it to France before crash landing in a field. French Resistance people helped him and his surviving crew escape back to England.

Several remaining survivors of the battle have made the trip to Kovarska for the memorial ceremony before.

Lew Wallace, a former B-17 co-pilot from Kalispell, Mont., was shot down and captured by German forces. He said memorial ceremonies such as this one are important for both the townspeople and the pilots who endured the war.



Second Generation Friends -- Beverly Patton Wand (left) and Guenelle Paseo Lucas met in July 2004 and have established a warm relationship which they hope will be carried on by their children.

Beverly is the daughter of Ralph and Bette Patton, and Guenelle is the daughter of Josephine Veley and Marcel Pasco, the helpers of six American airmen.

+++++

Alain Sibiril of Carantec



WE WILL NEVER FORGET
 NOUS N'OUBLIERONS JAMAIS
 VI VIL ALDRIG GLEMME!
 WY ZULLEN NOOIT VERGETEN
 NOI NON DIMENTICHEREMO MAI

+++++

-- Artwork by Dorothy Kenney
 --Licking and Sticking by Margaret and Richard Smith

Greeting cards mailed to more than 300 helpers

The traditional AFEES greeting cards of the Holiday Season went in the mailstream the first of December. They were sent to the last known addresses of our helpers scattered around the world.

The cards are intended to convey a message that our members will be forever grateful to those who made our evasion possible at great risk to themselves and to their families. The bond between evaders and helpers is one that will endure forever.

The bottom line is that **WE WILL NEVER FORGET!**

The mailing include slightly more than 300 cards, a number which steadily decreases as normal attrition and infirmities take their toll. Of those, 1 went to Albania, 2 went to Australia, 2 to Slovakia, 3 to Italy, 1 to Spain, 5 to England.

Also, 37 went to helpers now living in the U.S., 7 went to Canada, 1 to Denmark, 70 to the Netherlands, 1 went to Germany, 151 went to France, and 43 went to Belgium.

From Owest-France, Oct. 19, 2004

(Translated by Claude Helias)

A leading member of the Resistance in Finistere died in Carantec last weekend. A long illness carried off Alain Sibiril, aged 74. He took an active part in the Sibiril line organized by his father Ernest with his friend, Jacques Gueguen.

Taking advantage of his boatyard, Ernest was able to smuggle 15 boats to England, allowing 169 people to evade. Alain was very weak when liberation came after the hardships he and his mother suffered in 1943-44. He was only 14 years old then and a P2 agent with the French Fighting Forces.

A very succinct medical examination showed he suffered from a bad case of anaemia. In 1945, a further medical examination showed he had an advanced stage of tuberculosis. His life expectancy was estimated between three and six months.

Luckily, one of the American evaders, informed of his condition, sent to the Sibiril family an experimental drug used in the United States. After 13 months of medical care, Alain made a good recovery.

In the last months of 1945, the boatyard was back in business. Alain Sibiril took over the boatyard, a family business since 1870, as manager in 1962. He retired about 10 years ago.

He donated to the Carantec Maritime Museum, *Le Requin (The Shark)*, a 24-foot boat built in 11 days. She set out on the night of 31 October 1943 with his father on board.

Recent Roster Updates

(Changes are in **BOLDFACE** Type)

Alexander J. Dewa "L", **80 Woodview Lane,
 Clifton Springs, NY 14432-9500**

Mrs. I. Wayne Eveland "L" "W", **915 Saddle Drive,
 #112, Helena, Mont., 59601-5644**

Mrs. Jacqueline Kervizic "H", **108 Old Bridge LK,
 Houston, TX 77069-3401**

Cut Lowens, "HL", **147 N. Sycamore Ave.,
 Los Angeles, CA 90036-2970**

John W. Martin, **305 S. Parkway, Apt. B-107,
 Broomall, PA 19008**

Dr. Robert F. Thourson, 205 Robinhood Road,
 Thomasville, GA; **New AC: 229-226-9121**

Robert I. Wilson, **PO Box 9275, Peoria, IL
 61612-9275**

Paul E. Kenney

1919 -- 2004

Paul E. Kenney, longtime Life Member, director and former treasurer of AFEES, died Sept. 17, 2004, at Veterans' Hospital in Atlanta, Ga., of cardiopulmonary arrest.

He was born Feb. 5, 1919, in Lansing, Mich., and graduated from high school in 1937.

He volunteered for the Army Air Corps in October 1941 and trained as a bombardier. He flew 12 missions with the 384th Bomb Group until he was shot down in the Calais area on Feb. 11, 1944.

With the help of the French underground, he evaded for 81 days before being arrested. He spent a year in Stalag Luft III.

After the war, he returned to Lansing and married Dorothy Leathers. In 1949 he graduated from Michigan State University with a degree in business administration. The family moved to Royal Oak, Mich., in 1959 and Paul worked at a bank in Detroit.

Later he earned a teaching certificate and taught in the West Bloomfield Schools until he retired in 1979.

Paul and Dorothy moved to Georgia in 1982. Paul was a volunteer at the Atlanta Veterans' Hospital for 20 years. He was a founding member of the Eighth Air Force Historical Society of Georgia, and served as president for a year and later as treasurer. He was a member of Silver Wings and the Greater Atlanta Chapter of Ex-Prisoners of War.

Survivors include his mother, Bertha Kenney, 102, who still resides in Lansing; his wife, Dorothy; a daughter, Suzanna Baker of Dunwoody, Ga., and her family; two sons, Gary Kenney of San Jose, Calif., and Paul Kenney Jr., of Houston, Tex., and his family; two brothers living in Michigan, Robert and Gerald.

A memorial service was conducted Sunday, Oct. 3, at the Unitarian Universalist Congregation of Atlanta. Paul's wishes were for contributions to be made to the 8th Air Force Heritage Museum, PO Box 1787, Savannah, GA 31402, or to the Endowment Fund of UUCA, 1911 Cliff Valley Way, Atlanta, GA 30329.

Burial was to be in Arlington National Cemetery.



IM MEMORIAM

My Hero

By PAUL E. KENNEY JR.

It's as old as Humanity for a son to say his father is his hero, but sometimes there is a difference. I am sure my young son sees me as his hero, but unlike my father, I can't think of anything I have done in my life as heroic or as self-sacrificing as his service in the Army Air Corps during World War II.

Surely there were many things he would have rather done during those years. He probably would have liked to finish college without interruption. As all young men do, he was probably thinking about his future, not the future of the world.

When the U.S. was attacked, he put aside his plans for the future and put his life on the line for the future of the U.S. and the future of the world. There were different tasks to be done in the service and he volunteered to do the one of most dangerous jobs in the army, flying on a B-17 Flying Fortress.

He never talked much about it when I was young, but over the years, little by little, I have found out

more and more of what it was like and my admiration for my Hero has grown and grown.

One time I asked him if a lot of his fellow flyers lost their lives; just how dangerous was it? He told me that government statistics showed a 45% casualty rate for the flyers. He also told me that this rate included injured and killed; most in that number were deaths, for a number of reasons.

The crashes were not easy to survive and if a man was injured during flight, it could be several hours before he could get medical attention.

I was in my 30s before I asked him a simple question: "Dad, did you try to become a pilot?" The obvious answer: "Yes."

The competition was tough so he settled to be the bombardier. The thing I did not know was that he had been in flight school and had flown trainer planes. I could have really impressed my friends when I was little if I had known this.

In 1974, my knowledge of what happened in those years grew and my realization of what he and a lot of others did was truly heroism. That year he decided go back to Europe to visit some of the people he had met on his unexpected visit to Occupied France. He rode the plane down in a crash landing.

When he and my mother went to Europe, they decided to take my brother and me with them. Instead of just pages of a history book, here were the actual people whose lives and futures were being threatened by probably the most evil political system ever to have existed on the face of the Earth.

Some people today describe the French people as not liking Americans very much, but this is not true when it comes to our role in WWII. The French people we met treated my father with great respect and appreciation. I began to see how much he had done for them, helping them against an aggressor and helping free them from enslavement.

These are the things that make a Hero and a great American. Willingness to sacrifice for the greater good of your country and the world.

Thanks, Dad, and thanks to all the men who fought this war to liberate so many.

The Memorial Service for Paul Kenney on Oct. 3 was an emotional tribute to the man well known to members of AFEES. About 120 people gathered to celebrate his life. His four children took part in the service, which included a rendition of *Ave Maria*, played on a violin by his daughter Ann.

Henry Hughey spoke on behalf of the 8th Air Force Savannah Chapter. Yvonne Daley read a letter from AFEES Chairman Ralph Patton.

President Richard Smith's daughter Marcia represented her father and presented Dorothy with a donation to the 8th Air Force Museum in Savannah.

AFTER HIDING OUT

Paul betrayed by driver of car headed for Paris

Lt. Paul E. Kenney flew his 13th mission on 11 February 1944 as a bombardier in the 384th Bomb Group. Flak severely damaged the aircraft, forcing the pilot to lose altitude. German fighters bore in for the kill, raking Kenney's aircraft, the *Salvage Queen*, with cannon fire. The pilot, Lt. Clifford Moore, crash-landed *Salvage Queen* in an open field en route to the English Channel.

As he escaped from the plane, Kenney had a feeling of elation since he and crew had survived the numerous enemy attacks along with the crash landing. Paul and two other crew members ran to a nearby barn and stayed there until it became dark, then sought refuge at a school house. The school's teacher cleaned their wounds, gave them bread and wine, and told them where they could hide out.

The French Underground transported Paul to Catenieres where he stayed huddled in front of the heater, cold and depressed for two weeks in a windowless attic. Fortunately, Paul was moved to Auby where Elise Dennetiere and her husband hid Paul for five weeks.

Steadily, the French Resistance pushed Paul and Cliff Moore along to Paris where an escape line would take over. Paul stayed on a huge farm outside Paris waiting for a guide to take him into the city.

Finally on May 3, 1944, a car pulled up outside the house. Paul and Cliff said goodbye to the family and made their way to the car bound for Paris. The driver set out down the road.

After several miles, the driver stopped at a German road block and turned the two airmen over to the Luftwaffe.

"When I realized that it was all over for us, at the moment, I felt shock, anger, hatred for the Nazis, fear of the unknown which lay ahead and remorse for the brave people who were being betrayed," Kenney recalled. The driver was a Gestapo agent who had infiltrated the Resistance.

After four weeks of interrogation, the Germans sent Paul to a prisoner-of-war camp. The Germans evacuated the camp, forcing the prisoners to march south to Munich. During the march, Paul and another man slipped away. Paul remained in hiding until May and returned home on June 15, 1945.

This account is taken from the commentary that accompanies an Escape and Evasion exhibit at The Mighty 8th Air Force Heritage Museum near Savannah, Ga. The display provides information about the experiences of some of the airmen who evaded capture during World War II.

-FOLDED WINGS-

MEMBERS

Evade/POW Louis H. Breitenbach "L", Cincinnati, Ohio, 303 BG,
Oct. 9, 2004

E&E #1794 John Chernosky "L", W. Babylon, N.Y., 306 BG,
Sept. 16, 2004

Evade/POW Paul E. Kenney "L", Decatur., Ga., 384 BG,
Sept. 17, 2004

15 AF Jay Mueller, Orlando, Fla., 483 BG, April 2, 2004

RAFES Thomas Lynch, Brooklin, Ont., Canada, June 8, 2004

Helper Pierre Francois aided Robert Kelley

E. Robert Kelley, 91st Bomb Group, has received word of the passing of his last helper, M. Pierre Francois of Boismont, France.

After his B-17 crashed on Sept. 5, 1944, Bob's bombardier, 2nd Lt. G. Lancaster, was placed on a threshing machine, covered with a horse blanket and driven past the German soldiers who were seeking for the crew.

Bob recalls: "He was hidden in the woods until midnight when the head of the local underground and I

could bring him on a stretcher to our hiding place.

"In 1983 on my first trip back, we established a friendship with Pierre Francois that continued until his death. I have been a guest in his home five other times.

"He and his son Henri were helpers/guests at the Mesa reunion. Pierre told me that the trip to the U.S.A. and the AFEES reunion was a 'dream come true.' He was about 89 years old, but always had a great *Joie de Vivre.*"

Jay Mueller rescued by Halyard Mission

Life Member Jay Mueller of Orlando, Fla., passed away on April 2, 2004. He was a bombardier with the 483rd Group, 15th Air Force, based in Foggia, Italy. He flew 50 combat missions.

On the 42nd, coming off Ploesti, he and the rest of his crew were forced to bail out over Yugoslavia. Most of them were picked up by the Serbian underground and he reported later that they walked for most of the 33 days they were behind enemy lines.

Up one mountain and down again, day after day, until they reached a crude airfield that had been made by scraping off the top of a mountain. One night C-47s landed, disgorged supplies, and picked up downed airmen. Jay always admired the pilots of those planes, their skills and their courage.

On his return to the States, he became an instructor for B-29 bombardiers. He presented most of his wartime memorabilia to a museum that features the 483rd near Ft. Stewart, Ga.

WINTER 2004-05

LLOYD BOTT

503 Boat Officer

Australian Lloyd Bott, navigation officer on the 503 boat of the 15th Motor Gunboat flotilla of the Royal Navy, died in September.

Lloyd Bott operated in high circles of the Australian government. He represented them in negotiations with French aircraft maker Desault in the purchase of Mirage jets, and was Australian representative to NASA during the early space missions.

He was in charge of the communications station near Perth in Western Australia.

Along with MGB 502, boat 503 was used frequently on *Operation Bonaparte* missions to bring Allied flyers out of France by way of Plouha in Brittany.

AFEES chairman Ralph Patton was a long-time friend, corresponded with Lloyd for more than 30 years, and visited him in Melbourne in 1987.

Lloyd was the author of several books and articles about his WWII experiences. Many of them can be found in the AF Academy Library.

Survivors are Gwen, his wife of 64 years, and a daughter, Susan.

Marquis Max, Isabel hosted AFEES group

Morton Sherwood of Las Vegas, Nev., reports the passing of his helper, the Marquis Max DeBroissia, in late September, in Paris.

Max and his wife, the Marquise Isabel DeBroissia, picked up Morton when he was shot down Dec. 30, 1943, near their chateau northwest of Paris.

They hid him out until they made contact with the underground. He was evacuated from France by the Shelbourne escape route in Brittany.

In May 1994, a group of AFEES who escaped via Shelburne returned for a 50th anniversary reunion.

Max and Isabel joined the group and hosted the group of about 80 for a day at the chateau.

Spinnings had important role in launching of AFEES

By RALPH K. PATTON
Chairman, AFEES

As we celebrated the 40th anniversary of AFEES last May, I could not help but think back to the first two years of our existence and to the loyal members who supported and encouraged us to keep going as an organization, and those who contributed their professional or artistic talent.

There were many AFEES pioneers, but I would like to give special credit to Bill and Kate Spinning for their contribution to our early success. Bill was active with AFEES until his death on Jan. 5, 1985. Kate is still with us and attended our meeting in Valley Forge last May.

Owners of a small advertising company in Birmingham, Mich., Bill and Kate produced a booklet titled *Operation Bonaparte*, the story of Reseau Shelburne's Operation Bonaparte and the photographic account of our first meeting in Buffalo, N.Y.

This booklet, laboriously put together by Bill and Kate, gave AFEES legitimacy; it gave us a *Raison d'etre*. It recorded a morsel of history for the appetites of future generations and some knowledge for those of us who lived it, but knew nothing of the organization behind Operation Bonaparte.

Bill Spinning learned about Bonaparte the hard way; he lived it. He was bombardier on a B-17 named *Kentucky Babe* of the 351st Group, 509th Sqdrn., when on Feb. 11, 1944, it was shot down about 15 miles south-southeast of Abbeville, France.

Bill's chute opened at about 500 feet, and, like many of us, from then on he was in the hands of friendly French men and women of the Resistance. Fortune smiled on Bill and he ended up in the hands of Reseau Shelburne's Operation Bonaparte.

The night of March 18, 1944, he was picked up, along with 25 other airmen, including your chairman, by MGB 502 of the Royal Navy and headed for Dartmouth at 31 knots.



William H. Spinning
1921 - 1989

Bill and Kate pasted up the pictures and wrote stories of the visit of the *Comet Line* helpers to the U.S. in 1974. Two years later they did it again to publish a booklet on the helpers of Shelburne's visit in 1976. Bill was the prime mover, or had a hand in the design of every plaque or give-away button that AFEES ever produced.

In addition to researching the story of Reseau Shelburne, Bill was a party to the design of our distinctive logo, and was instrumental in the design of our blue enamel Helper pin.

He was a shy man in public, and preferred that I act as the front man while he did the work. He was a loyal and valued friend, more important to the stature of AFEES than most of us realize.

New address? New phone? Let AFEES know!

Dues are \$20 per year. Life Membership is \$100. Make checks payable to AFEES.

**Send dues payments and changes to Clayton C. David, Membership Chair,
19 Oak Ridge Pond, Hannibal, MO 63401-6539, U.S.A.**

NAME _____ Amount Enclosed _____

Mailing Address _____ CITY & STATE _____

ZIP Code _____ - _____ PHONE _____ E-MAIL (Optional) _____

COMMENTS _____

The editor has the last wor

By LARRY GRAUERHOLZ
<afees44@hotmail.com>
OR

<archerco@wf.quik.com>

WICHITA FALLS, Tex. -- The years are passing and the memories of Pearl Harbor Day are fading. To the "Greatest Generation," it was OUR WAR.

On Dec. 7, 1941, I was in the 2nd Armored Division with General Patton at Ft. Benning, Ga. I had volunteered for one year "to get my military obligation out of the way."

So where were you on that date? I was coming off a 3-day pass to Atlanta.

Reunion coordinator Yvonne Daley says her Tampa Team of Daedalian ladies will again create centerpieces for tables at the 2005 reunion banquet. Their artistic talents added a special touch to the tables in Valley Forge.

Yvonne is asking for members to suggest a theme for the banquet next year. Just in case some of you lads (or better, your wives) have an idea that might click, check it out with Yvonne.

In the Summer issue (Pages 4 and 5) I asked for help in identifying a *Pilote Americain de Mineapolis* shown strolling through Paris on June 11, 1944, during the German

occupation.

From Laurent Viton, a researcher in Normandy, comes word that the airman shown was S/Sgt. Robert W. Peterson, E&E 1511, 487th Bomb Group. He went down southwest of Paris on 11 May 44.

He evaded via Andorra
in the Hidden Freedom

Adam Lynch, a Friend member, is the author of an article in the November issue of *WWII History*. The 7-page piece tells how Allied airmen were aided by networks of underground operatives.

It includes several great photos, some of them from the National Archives, some from other sources. One of the pictures is the famous shot of member Joe Walters, taken minutes after he was rescued from an apple tree after going down on the first Schweinfurt raid.

Great job, Adam.

AFEES treasurer Francene Weyland is a snowbird who will leave Florida on April 20. She needs reunion reservations by that date! After that, she will be in Illinois.

Don Ward, a member of the Minnesota 8th Air Force Society, has written a book that contains 32 stories of men from the 8th and 15th air forces. Don describes himself as a pilot and a member of

the generation that followed Greatest Generation."

He has written two books Vietnam war. You can reach <www.mpress.addr.com/s_wings

Joe Albers, a Dutch police Eindhoven, sends a message and his family would like to to the U.S.

He is the son of Derk H. who worked in the Resistance Eindhoven area and helped se airmen cross into Belgium.

If anyone has any idea on help him with stateside employment, please contact: Joseph Grimselpas 27, 5624 NH Eindhoven, Netherlands.

My so-called sense of humor displayed in the Fall issue, bro response from Brian O'Conne only AFEES member in Canberra, Australia. He says he appreciated the warning about the kangaroos ranging for food and has advised the locals to beware of the bounders who leave their habitat to forage.

Brian says he and Betty plan to be with us in N'Orluns.

MORE WORDS TO LIVE BY:
Some mistakes are too much fun to make only once.

And, the early worm gets eaten by the bird, so sleep late.

From AFEES PUBLISHING
19 Oak Ridge Pond
HANNIBAL, MO 63401-6539
U.S.A.

NONPROFIT ORGANIZATION
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WICHITA FALLS TX
Permit No. 16

Change Service Requested



Mr Bruce C Bollinger "F"
12704 Butterfly DR
Nevada City CA 95959