

# THE AIR FORCES ESCAPE & EVASION SOCIETY

## Spring 1999 Communications

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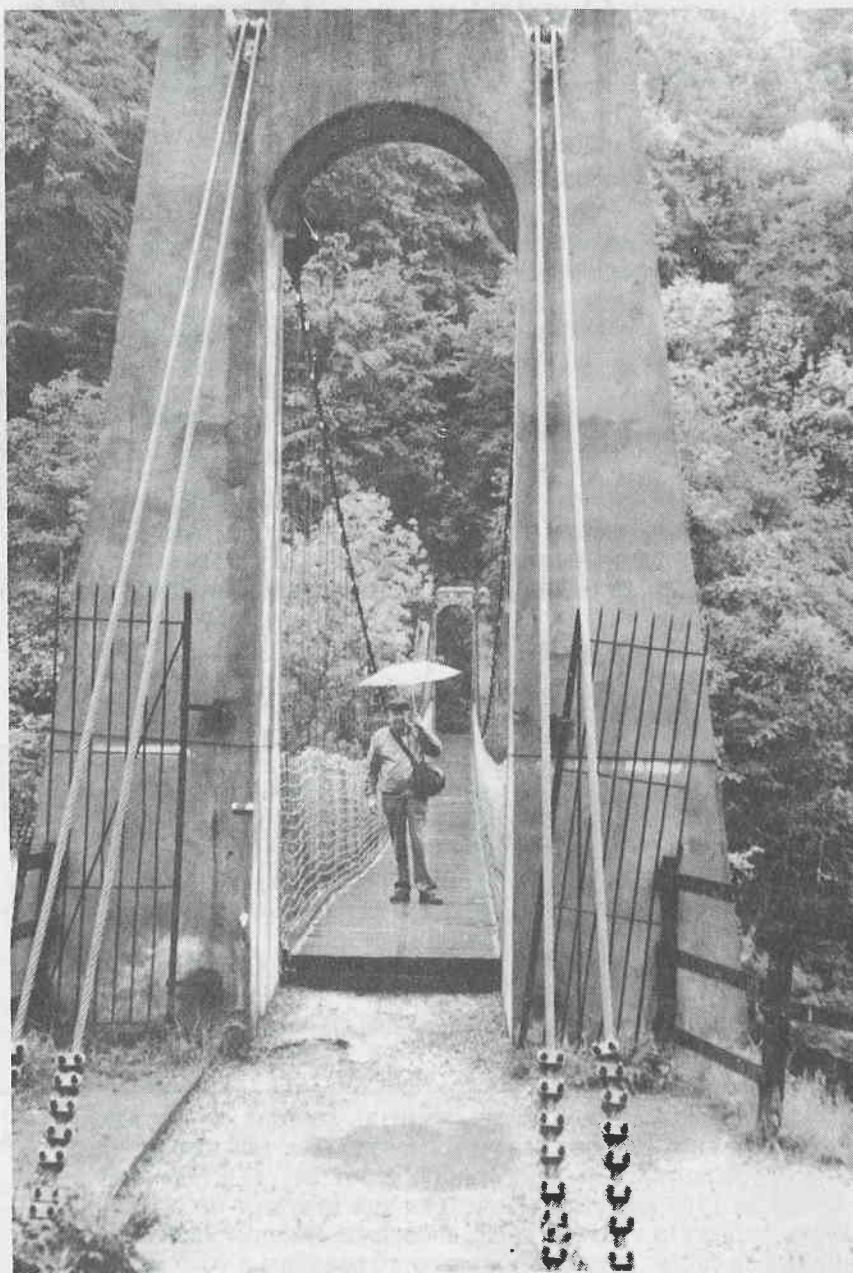
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## *Easier this time . . .*

Clayton David of Hannibal, Mo., stands on a newer version of the bridge he used to cross the Pyrenees Mountains into Spain in April 1944. The crossing was much less difficult than when Clayton and three other evaders, plus their Basque guide, did it in pitch-black darkness on their way to freedom.

The former swinging bridge was far less sturdy than the modern structure.

Each was 300 feet long, 600 feet above the bottom of the gorge. The area now is a monument.



----Photo by Scotty David, May 13, 1995

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# U.S. AIR FORCES ESCAPE/EVASION SOCIETY

## Communications

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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 MAD REBEL -- A youth at war, by John Oliphint

Reviewed by Ralph Patton

After 10 years of labor, John Oliphint, long-time AFEES member, has written and published the most incredible escape story I have ever read. One might be forgiven if he or she were to question the verity of some of this first-person recital of Nazi bestiality, but unbelievable stories seem to be the norm when it comes to escape and evasion.

John Oliphint, a 19-year-old P-51 pilot, was shot down on the 8th of June, 1944, about two miles southeast of LaFleche, a small town southwest of LeMans, France. John graphically describes the circumstances that brought him to crash land instead of bailing out. His vivid description of crash landing his P-51 in an all-too short field and hitting an 8-inch tree stump will scare the daylight out of you.

John's dream of becoming a fighter Ace died in the crash of the P-51, "The Mad Rebel." Near death, he was picked up by the Germans and put into one of their hospitals in LaFleche, where he was interrogated by several SS officers.

John escaped from the hospital, hooked up with the local underground and fought with them until ordered back to London by British Lysander. This too is a fascinating story.

All who evaded capture should read this book to understand how lucky they were, all who were captured should read this book to compare notes and all who were not in WWII should read this book to understand how brutal war could be.

I have been asked to read a number of Escape & Evasion stories, and have enjoyed all of them, but John Oliphint's vivid descriptions of his experiences and the thought processes that went into his decision making are more dramatic and frighteningly real than any I have ever read. It is a Must Read; do it now before it becomes a best seller and a movie.

"MAD REBEL, a Youth at War, a true account of combat, capture and survival" will be available for purchase and autographing at the AFEES reunion in Mesa, Ariz., April 22-26, 1999; or send your order direct to: John H. Oliphint, 240 Sierra Vista Dr., Colorado Springs, CO 80906-7229; phone 719-576-9203; price, \$21.95, shipping and handling included.

# 54 years late, the DFC

From the Clay Times-Journal  
Lineville, Ala.,  
Thursday, Nov. 26, 1998

By **DAVID PROCTOR**

It came 54 years late, but **Ray Jones** of Wadley (Ala.), a former Lineville football coach, has no regrets.

Jones received the Distinguished Flying Cross for his performances as a member of the Army Air Corps during

World War II.

Jones flew 28 combat missions between January and June of 1944. His B-17 Flying Fortress was downed by enemy anti-aircraft fire while on a bombing mission over LeBourget, France. Jones served as a tail gunner on the four-engine bomber which played a huge role in the war against Germany.

He already had been approved for the high honor when his plane went down on

June 14, 1944. He already held the Air Medal with four Oak Leaf clusters. When he was discharged from the Air Force in September 1945, Jones stated the only thing he was interested in was getting home. The DFC was the most distant thing from his mind.

After he survived being shot down, SSgt. Jones was given shelter by the French underground. He lived with three different families until Paris was liberated by U.S. troops.

Jones was a native of Ranburne, but came to Wadley to coach football and teach history in 1949. He worked there for two years before coming to Lineville when he led the Aggies to four great seasons.

He took an administrative post in Ranburne, but then went to Linden. He came home to Wadley in 1970 to become president of South Union State Junior College. He remained there for 15 1/2 years and then retired.

At Jones' request, three generals who played football under his leadership took part in the presentation. They were Alabama National Guard Generals Mark Bowen and Gerald Dial of Lineville, and Army Reserve General Robert Bugg of Wadley.

A nephew, Capt. Mike Lynch from Ft. Hood, Tex., and others also took part in the special ceremony.

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Wife: Dorothy  
(Related by marriage  
to Yugoslav Helper)



**Ray Jones displays  
Distinguished Flying Cross  
and plaque**





## E&E exhibit included at Rantoul museum

A permanent AFEES exhibit is included at the Octave Chanute Aerospace Museum (formerly Chanute AFB), near Rantoul, Ill. The museum, established in the past five years, includes two hangars with 30 military aircraft, plus 19 exhibit rooms, one of them an exclusive Escape & Evasion display.

One side wall in the 20x40-ft. room is dedicated to AFEES. Included are names and biographies, mostly of former 8th AF members. The opposite wall has a similar display for RAF fliers.

The rear portion of the room has a listing of American airmen rescued by Partisans in Slovenia, and includes individual panels of photos and accounts of some of the listed airmen.

John Andresen, an AFEES member, has been instrumental in providing information and assistance for the E&E exhibit.



## 54 Years Later! *B-24 flight crew meets for reunion*

From The News-Herald,  
Wyandotte, Mich.  
October 1998

By DON DAVENPORT  
Editor Emeritus

The German antiaircraft fire was so heavy and black "it looked like you could get out and walk on it." That's the way Bob Scanlon described the situation when his heavy bomber received a fatal blow that forced the 11 men on board to bail out.

The airmen met again in Wyandotte recently—six of the crew of a four-engine B-24 Liberator who parachuted together over Europe 54 years ago following a World War II bombing raid.

Wyandotte's Scanlon, now 73, and his wife, Barbara, hosted the mini-reunion.

Flying in for the gathering were Dewey and Irene Large of Sevierville, Tenn.; Joe Bryant of Houston, who dined with Mary Robertson of the Detroit area; Bates Boles, also of Houston; Dorance and Susie Shaffer, Daytona, Fla.; and Arthur and Eileen Hughes, Wickenburg, Ariz. Leonard Wager of Seattle and Bill Hart of Duxbury, Mass., couldn't make the gathering, and Bud Meifert, also of Seattle; Wayne Boyce, Grand Junction, Colo.; and Arthur Bettinger, Rochester, N.Y., are deceased.

Scanlon entered the then-Army Air Corps nearly 56 years ago, and, following basic training at Miami Beach, Fla., he was sent to San Diego where the B-24s were being built.

Then it was on to Lincoln, Neb., where he was "crewed up" as part of the complement of a B-24, meeting for the first time the men with whom he eventually was shot down.

Hughes, 20 at the time, was a second lieutenant and pilot of the plane; 2nd Lt. Wager, 21, was co-pilot; 2nd Lt. Boles, 22, bombardier; and Flight Officer Hart,



22, was the navigator.

Cpl. Scanlon, 19, was the flight engineer; Cpl. Bettinger, 20, radio operator; Cpl. Boyce, 22, nose gunner; Cpl. Large, 22, upper turret gunner; Cpl. Meifert, 20, ball turret gunner; and Cpl. Bryant, 19, tail gunner.

Later, they went to Topeka, Kan., where they were given a brand new B-24, and on Oct. 24, 1944, they headed across the Atlantic for the European Theater of Operations.

The Liberator, after flying a circuitous route that included a stop in North Africa, finally landed at an American air base in the Foggia-Bari area of southern Italy.

There, the crew was assigned to the 765th Bomber Squadron (Heavy) of the 461st Bomber Group, part of the U.S. 15th Air Force.

"When we got there, one of the first things they (the Air Corps) did was take our new plane away from us and give us an older one. The one they gave us in Italy, though, was built at Willow Run."

They flew their first mission on Nov. 18, an assignment to bomb a German airfield in northern Italy. Scanlon called it a relatively easy raid, with little resistance.

Two days later they flew their second mission, this one to bomb a synthetic oil refinery in eastern Germany near the Polish and Czechoslovakian borders. But this was a totally different story, when 50 of the 500 American aircraft taking part in the raid were shot down.

After Scanlon's plane hit its target, the B-24 took evasive action, but it was hit in the fuel tanks and began to lose gasoline rapidly. Attempting to reach an Allied airfield, they crossed over Czechoslovakia, Austria, Hungary and Yugoslavia, all occupied by the Germans. Yugoslavia was as far as they got.

That's where the engines began to die from lack of fuel, and Hughes, the pilot, told the crew they would have to bail out.

Scanlon went to the open bomb bay to jump, and when he got there, he saw one of the crew lying on the catwalk that ran through the bay.

"I thought he was afraid to jump, so I kicked him off the catwalk, then bailed out," Scanlon said.

Later, when the crew linked up on the ground, Scanlon found out what really had happened.

Dewey Large had jumped out of the bomb bay seconds before the flight engineer arrived. But when he hit the Liberator's slipstream, the rush of air—possibly accompanied by a fluke gust of wind—threw Large back up onto the catwalk, and his parachute got caught on something.

When Scanlon arrived in the bomb bay, Large actually was struggling to get loose and jump again. When the flight engineer booted him off the catwalk, he saved Large's life.

Eleven men parachuted from the plane that day, one more than the normal complement of a B-24. The extra man was Staff Sgt. Dorance Shaffer, 22, of Daytona, Fla., a German-speaking American radio intelligence expert who had joined them for this one mission to monitor German military radio traffic from the vantage point of thousands of feet in the air.

Miraculously, all 11 airmen, none of whom had ever parachuted before, made it safely to the ground, with only three suffering minor injuries, including Scanlon, who broke some bones in his foot.

"When I hit the ground, I was quickly surrounded by a bunch of 14- and 15-year-old boys who were armed to the teeth, with machine guns, rifles, pistols and hand grenades," Scanlon said.

"It turned out that they were Communist-oriented Yugoslav partisans under Tito, who became the leader of that country after the war."

After he convinced them that he was an American, the young partisans

searched for the rest of the B-24's crew, and within 18 hours had gathered them all up. They were taken to a makeshift hospital in the hills, where the injured men were given rudimentary treatment.

On Dec. 22, more than a month after the bomber was shot down, Scanlon's mother, May, received a telegram from the U.S. Secretary of War in Washington, expressing regret that her son was "reported missing in action."

For the next two months after they bailed out, the airmen dodged German troops with the help of the partisans, who hid them in farmhouses during the day and moved them through the forests and over hills and mountains at night.

Next, the fliers and their escort crossed into Romania and passed through enemy lines, with the Germans in disarray in their flight westward from the advancing Soviet Army, and the airmen ended up in the hands of the Russians.

On Jan. 11, 1945, they arrived in Bucharest, the Romanian capital, which had been cleared of Germans by Soviet troops. The Russians radioed American forces, who sent a plane, and on Jan. 18, the crew was flown out of Bucharest in a C-47 and back to its base in Italy.

About three weeks later, Scanlon's mother received a second telegram from Washington informing her that her son had "returned to duty 18th January."

Ironically, the U.S. government would never classify the crew as former prisoners of war, since they had never fallen into the hands of the Germans, despite spending two months as virtual prisoners behind enemy lines.

## UPDATES TO 1996 AFES ROSTER (Changes are in **BOLD** type)

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# Greeks are special!

Ernest Skorheim of Sacramento, Calif., served in the Air Forces for 23 years, retiring at Beale AFB as a lieutenant colonel. As a bombardier stationed in Tunisia, North Africa, he flew 33 missions in World War II before being shot down.

On Nov. 18, 1943, the flak was heavy and accurate on a mission to the Athens airport in Greece. With two engines and the radio out, they headed for Italy in a slow glide. After a couple hours, they were over the Ionian Sea.

They were too low to bail out, so the pilot chose the small island of Corfu for a crash landing. Friendly Greeks found them, provided civilian clothes, and hid them in the hills from the occupying Germans.

The crew was kept hidden in various place for about six weeks, then transported to the north-central part of the island, which included a walk right by the German airport. They were then loaded in fishing boats for a 13-hour trip to Albania, where they were turned over to the underground.

Ernie and the rest of the crew spent the next 2 1/2 months in the hills of Greece with the underground.

Eventually, after a nine-day walk to the west coast, they were rescued by a small mine-sweeper, taken to a hospital in Italy, then shipped home.

It is easy to understand why Ernie has a special place in his heart for the Greeks of Corfu ever since. Two years ago, he returned with crewmate Joe Cotton for a reunion on the island.

## *With the Underground in Greece*

**From the Country Almanac  
Atherton, Calif.  
June 4, 1997**

Joe Cotton's experiences in World War II are the stuff of adventure novels, a tale of near-capture by Nazi soldiers, of the will to survive and of the remarkable courage of the people on the small Greek island of Corfu. Recently Cotton, 75, returned to Corfu, the first time he had seen the island since crash-landing on it in 1943.

On his first mission in November 1943, he was part of a 10-man crew aboard a B-17 sent on a bombing run over two Nazi-held airfields in Athens, Greece.

"We got the bombs away all right, but we got shot up real good over Athens with anti-aircraft," Cotton recalls.

The four-engine plane limped toward Italy. It soon became clear the plane would never make the trip across the Ionian Sea, and the crew circled back toward Greece, looking for a place to land. Although Greece had been occupied by the Nazis since 1941, the crew reasoned that on a small island like Corfu, there probably wasn't much of a

German presence.

"We thought we could just get on a boat and go to Italy," Cotton says.

"What we didn't know was that there were about 3,000 Germans on the island, and they didn't just sit around and play cards."

Fortunately for the crew, they were soon discovered not by Nazi soldiers, but

by people from the town of Lefkimmi, who were none too fond of their German invaders. They led the Americans away from the crash site and sheltered them in a church for the night.

As it turned out, Lefkimmi was home to a well-organized faction of the Greek resistance, which quickly mobilized to hide the Americans from Nazi forces until they could safely escape.

That November night began a four-month odyssey for Cotton and his crewmates, as they evaded Germans and looked for opportunities to escape Greece. The 10 men stayed hidden in Lefkimmi until Dec. 31, moving from houses to old shacks and caves in the surrounding hills when German soldiers were closing in. Those were lean times, Cotton remembers, with little food to go around and the constant fear of being caught.

"The most important thing is the will to survive," he says. "The second most important thing is a good pair of shoes."

He says he never stopped regretting giving up his American shoes after marching for miles along hilly terrain in a pair of Greek shoes two sizes too small with soles made out of cardboard.

The Americans, led by their Greek allies, left Lefkimmi and traveled north to the capital city of Corfu, going by small boats to Albania, then doubling back to Corfu when their chances of traveling safely through Albania looked slim. They met up with members of the Highland Light Infantry and joined the Greek resistance in bombing bridges



**Alexis Monastiriotis, at age 96, achieved his dream of seeing the American soldiers again. During WWII, he was imprisoned by the Nazis for aiding members of the Richard Flournoy crew after their crash. At left is Joe Cotton; at right is Ernie Skorheim.**



before catching a ride on a Italian sub-chaser to Bari, Italy, in March, where they were treated for malaria and jaundice, and finally sent home.

## A trip to the past

Cotton and his wife Rena and their three grown children traveled to Corfu this spring to visit the island he crashed on more than 50 years ago and the people who risked their lives to help him.

The trip was a reunion for Cotton and Ernie Skorheim, the bombardier, on the ill-fated mission and one of the two other members of the crew who are still alive. The third, Fred Glor, a waist gunner on the mission, was in poor health and couldn't make the trip.

The trip was also a reunion for people of Lefkimmi who had aided the soldiers, and their children and grandchildren who grew up hearing the story of the American soldiers.

The trip was organized by the people of Lefkimmi, who erected a monument on the B-17 crash site and unveiled commemorative plaques on the church where the soldiers were hidden that first night and on two other houses where the Americans were sheltered.

The reunion was widely publicized in the Greek media, and proved an emotional experience for everyone involved. People told Cotton that they considered the three remaining Americans a living part of history of Corfu. Cotton says he was amazed and touched by the fact that the principal organizers of the reunion were not even alive during World War II.

The trip was a series of revelations, as

Cotton saw for the first time a place he knew only from its back roads and cramped hiding places, a place he seldom saw during daylight hours.

He also learned of the consequences the people of Lefkimmi faced for defying the German army. Alexis Monastiriotes, who hid the crew's captain, Richard Flournoy, was arrested along with 10 other men, and spent six months imprisoned by the Nazis. The Monastiriotes home was gutted by a fire, which the Germans set in retribution for the family's aid of the Americans.

Mr. Monastiriotes later wrote in a letter that in spite of the hardships, "We considered that our duty was to help all the people that were (fighting) against the Germans."

It seems that almost everyone in the town played a part -- relatives of everyone from the man who saw the plane go down and the man whose field it crash-landed in, to people who opened their homes to the Americans, girls who brought them food, a fisherman who donated clothes, the leaders of the resistance who plotted to keep the soldiers one step ahead of the Nazis and to find a way to get them home.

"Those people were courageous," Cotton says with admiration, looking over the stacks of photos from his trip. "They really stuck their necks out."

After returning to the States, Cotton spent the next 23 years as a test pilot for the Air Force, until 1968. He spent another 13 testing commercial planes for United Airlines, retiring in 1982.



**Mrs. Monastiriotes was delighted to see Joe Cotton and Ernie Skorheim again, after having helped them from the Germans during the war.**

## Eden Camp reunion slated for mid-May

The Eden Camp WW2 Theme Museum in North Yorkshire, England, invites former escapers, evaders and helpers of WW2 escape lines and their families for a program on May 15.

The Eden Camp museum deals with all aspects of WW2. About 4 to 6 hours are needed to tour the museum, more if the visitor wishes to stop and read along the route.

Eden Camp is located about 2 miles north of the rural town of Malton, which is 18 miles northeast of York on a direct train route from York to Scarborough. York is about 200 miles from Edinburgh and about the same distance from London.

Highlights of the program scheduled for Saturday, May 15:

- 0930 -- Depart Monkbar Hotel for camp.
- 1150 -- Assemble at War Memorial.
- 1200 -- Service of Thanksgiving.
- 1220 -- Laying of wreaths and flowers.
- 1300 -- Buffet lunch in restaurant.
- 1400 -- Association meetings.
- 1430 -- Visit Museum exhibits.
- 1700 -- Tea and coffee at Monkbar.
- 1800 -- Bar opens at Monkbar.
- 1900 -- Reunion dinner.

A memorial service is planned for Sunday morning at a nearby chapel.

For information, contact AFEES President Richard Smith or Roger Stanton, 5 Tansy Road, Harrogate, North Yorkshire, HG3 2UJ, England; phone 01423 508667

## Air Force turns to tv

(By the Associated Press, Feb. 9, 1999)

SAN ANTONIO -- Worried about falling short of its recruiting goal for the first time in 20 years, the Air Force said Monday it will spend \$54 million on television ads to try to boost enlistment.

The campaign pushes the Air Force's overall advertising budget to \$76 million and marks the first time it will use paid ads in recruiting efforts.

The tv spots will begin airing in March during the NCAA basketball tournament, and will consist of public service announcements.



# Reponses just keep coming in!

Soon after more than 600 AFEES Seasonal Greeting Cards went into the mail in early December, the responses from thoughtful Helpers and Friends began to come in from all over the world. By the time this issue of the newsletter went to press, many messages relevant to the season had been received, all expressing appreciation and best wishes for the future.

In some cases, the messages were handwritten and the signatures used only first names or nicknames, so we must apologize for any errors in this listing. So far, responses have been received from:

**AUSTRALIA:** Ivanka Benko, Lloyd and Gwen Bott, John Grolez

**CANADA:** Odette Dumais, Agnes Frisque

**SPAIN:** Ann Feith

**SLOVENIA:** Danilo Suligoj

**YUGOSLAVIA:** Dura Janosevic, Zlatko Matkovic

**UNITED KINGDOM:** Hortense Daman Clews, Norman and Cynthia Hine, Grace Mulrooney

**LUXEMBOURG:** Dr. Roger DePover

**UNITED STATES:** Charlotte Ambach, George and Cristina Baker, Faye Blye, Yvonne Daley, Roger and Yvonne Files, Maita Floyd, Louis and Blanchita Fortin, Anita Hartman, Glenn Hovenkamp, Vlado Hreljanovic, Desire and Lucienne Lacren, Rene and Aimee Lacren, Betty Laux, Maria Liu, Curt Lowens, Lew and Betty Lyle, Elly Manion, Sherri Ottis, Kristine Pike, George van Remmerden, Gabriel Sauer, Naomi Weidner

**BELGIUM:** Fernand Bartier, Camille and Lucy Bernier, Mme. Monique Berote, Arnold Botten family, Emile Boucher, Frans Caubergh, Mme. Lucie Chaidron, Rik Craeghs, Rober Cuignez, Contesse d'Oultremont, Raymond Degeve, Mme. Janine De Greef, Mme. Amanda Desir-Stassard, Jacques De Vos, Jacques Empain, Mme. Giselle Evard, Armond Fauconnier, Mme. Ginette Gadenne, Jacques P. Grandjean, Charles Guilbert, Mme. Anne-Marie Guilbert, Joseph J. Heenen,

Also, Mme. Simonne Decorte-Hellbois, Roger Jamblin, Mme. Lucienne Keesemacker, Lucien Kleynnaert (President, Fraternelle Insoumise), Albert Lardot, Robert Lintermans, Mme. Henri Malfait, Mme. Gaston Marchal, Raoul Steyaert, Mme.

Germaine Sainvitu, Karst G. Smit, Lucien Terrier, Andres Vanderameele, Mme. Marie-Claire Vienne-Roiseux, Andre Yernaut

**Returned:** Raymond Rock, Dries Klooster, Mme. Monique Etone Hanotte, Lucie Lwyten Staquet, Mme. Spira Van Sevenan

**Deceased:** Mme. Lea Van Bambost

**New Address:** Mme. Marthe Fache, Aoir Charssie de Forest 12, Bruxelles B-1060, Belgium

**HOLLAND:** Mrs. Margaret Albers, Fred Boogaart, Dr. Elsa Caspers, Gerris van Ee, Piet Felix, Mrs. Joke Folmer, Mrs. Pierre Franssen-Moonen, Pieta Geurts, Henri P.J.M. Hoogewegen, Mrs. Anna Van Horne-Heythugser, Peter and Mimi v.d. Hurk, Dr. Cornelis Jasperse, Adrain De Keizer, Mrs. Til Kenkhuis v.d. Boogaard, Mrs. K. L. Kerling-Dogterom, Jannes Klooster, Mrs. Jeanne de Korte-Huijens, Charles Krosen, Mrs. P. Kuijsten-de Bruijn, Mrs. Mia Lelivelt, Mrs. Allije Ligtenberg de Bruin, Bert and Colleen Monster,

Also, Mrs. Henk Mutter, G. J. Niezink, Mrs. Mies Odekerken van Bergen, Mrs. Virrie Oudkerk-Cohen, Mrs. Kirk Jan Pauw, Bert L.D. Poels, Albert Postma, Gerrit C. Slotbloom, Charles v.d. Sluis, Theo G.J. Teuwen, Mrs. Anne Uilenberg, Piet and Pieta Van Veen, J. De Valk-Cornet, R. Van Velzel, Jacques and Letti Vrij, G. W. Willemsen, Wim Wolterink, Job Woltman

**Deceased:** Mr. Ale Brouwer, Drachten, Holland

**New Address:** Harrie and Pieta Geurts-Dreesen, Kruishout 41, 5431 CN, Cugk, Netherlands

**FRANCE:** Emile Adam, Francis Andre, Mme. Josephine Aquirre, Jean and Claire Arhex, Andrew Aubon, Pedebosq Auguste, Pierre Auriac, Mme. Bertranne Auvert, Serge Avons, Jules Bachelet, Mme. Loulon Balfet, Gaston and Helen Bastien, Serge and Josette Baudinot, Mme. Anne Marie Beffera, Mme. Rosa Bertrand, Piette Berty, Mme.

## HIDE IN A DUTCH CASTLE?

Ashley Ivey (5072 Womack Ave. N.W., Acworth, GA 30101-4081; phone 770-974-9421) passes along a letter he received recently from Henri Hoogeweegen of Rotterdam, one of Ashley's helpers, who writes as follows:

"Theodor Baron de Smith was born in 1919 and died in France in 1989. During the war (and before) he lived in Deurne Castle, near a small town called Deurne, situated in the middle-east part of the Netherlands called De Peel, northeast of Eindhoven.

"During the war he hid in a house on his grounds, American and British airmen who were shot down nearby. He never told about this, even to his own family. during the war. His brother Jan and two daughters would like to know more about this.

"We don't know the names of these airmen but perhaps some of them are still living or maybe AFEES has news about this."

*If you have any information that might be helpful, please contact Ashley Ivey, who will relay the word to Holland*



Andree Besse, Mme. Louisette Bouchez, Mme. Odette Bouvier, Mme. George Brest, Max Brezillon, Mme. Jacqueline Briand, Pierre Caille, Alain Camard, Mme. Odette Chaput, Rene Charpentier, Rene Chesnais, Maurice and Paula Costa, Louis Coum, Andrew Courture, Paul and Jean Cresson, Pierre Cresson, Gilbert Crombez,

Also, Philippe De Albert Lake, Max and Isabel De Broissa, Firmin Declercq, Jean Deduit, Mme. Bernard Doquet, Raymond Durvin, Jacques Flahou, Mme. Maria Foirest, Claude Fontaine, Andrew Formici, Pierre Francois, George Gervais, Mme. Marie Gicquel, Albert Gloaguen, Mme. Georgette Gobert, Alice Goulian, Mme. Rosemary Grady, Robert and Andree Gros, Georges Guillemin, George Guillon, Mme. Marie Rose Guyot, Jean and Marie Therese Hallade, Mme. Denise Hesches, Mme. Paulette Jauneau, Yvonne Kerverec, Mme. Marie Louise Kupp,

Also, Albert Lair, Robert and Yvonne Lapeyre, Henri Claude Lauth, Paul Le Bot, Maurice Le Clerco, Louis Ledanois, Mme. Jacqueline Le Grand, Andre Le Provost, Ernest Le Roy, Mme. Jacqueline Leroy, Mme. Odile Leroy, Robert Levasseur, Rene and Genevieve Loiseau, Mr. and Mrs. Devin Mahoudeaux, Mme. Joseph Mainguy, Mme. Yvonne Michelet, Rene Martin, Mme. Mary Jo Martinez, Reine and Brigitte Mocaer, Mme. Herne Mocaer, Jean M. Moet, Piette Montaz, Emile Monvision, Pierre Moreau,

Also, Yves Paillard, Mme. Alice Paquelot-Villard, Mme. Paulette Pavan, Marcel Pasco, Jean and Godeliena Pena, Mme. Janette Pennes, Bertrand Petit, Dr. Alec Prochiantz, Rene Renard, Mme. Anne Ropers, Mme. Christiane Rossi-Boulanger, Mme. Lucienne Saboulard, Mme. Arlette Salinque-Deslee, Raymond Servoz, Pierre and Yvette Sibiril, Mme. Felix Siwiolek, Mme. Anne-Marie Soudet, Fernand Supper (President, Fed. Andre Maginot), Michel Tabarant, Paul Thion, Elie Toulza, Jean and Jeanette Trehou, Andre Turon, Pierre and Michou Ugeux, Mme. Charles Villette-Lescher, Jean Voileau, Jean and Francine Violo, Jacques and Odette Weber

**Returned:** Mme. Marguerite Avons, Mlle. Yvette Ducocq, Mme. Madeline Dreano-Digras, Bellon, France; Mme. Lucienne Gosse, Suzoy, Noyon, France; Mme. Marguerite DiGiacomo, Toul, France

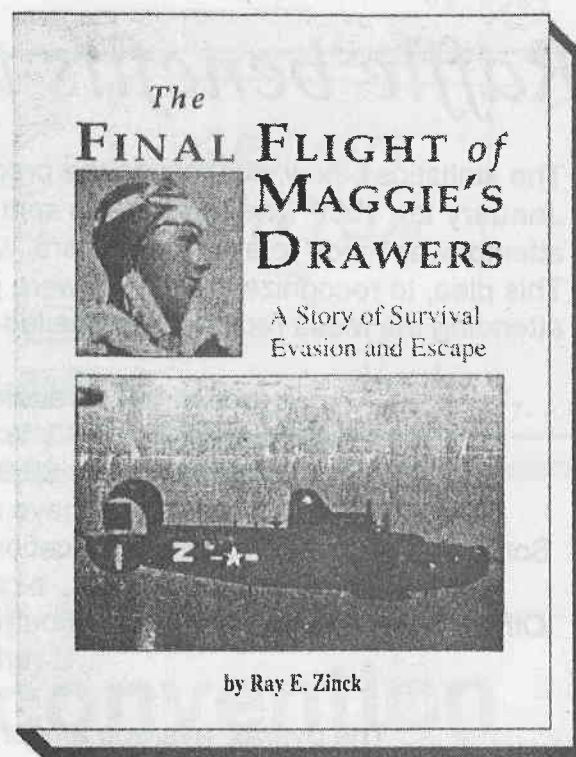
**Deceased:** Mme. Rene (Marie) Chesnais, Sept. 21, 1998, at 98 1/2 years, Rennes, France; Albert LeGoff, March 7, 1998, Paule, France; Mme. Madeline Porez, Leforest, France.

**New Addresses:**

Mme. Rose Guyot, Chez Mme. Dreue-Guyot, 70 Grande Rue, 80700, Dancourt, Popincourt, France.

Pierre Montaz, 28 Rue Du Champ Rochas, 38240, Meylan, France.

Mme. Georgette Gobet, Carno Louarn, 29950, Benodet, France.



## History comes to life

### THE FINAL FLIGHT OF MAGGIE'S DRAWERS, by Ray E. Zinck

*Reviewed by Clayton C. David*

This is the story of Joe Maloney, a B-24 tail gunner in the 415th Squadron of the 98th Bomb Group based in southern Italy with the 15th Air Force. Joe is a long-time member of AFEES who lives in Yarmouth, Nova Scotia.

Joe's experiences of training and going to combat will strike a familiar cord with many, but there is a difference. The author ties events to the historical data of the time and helps the reader relive Joe's experiences as a part of history.

It's a beautiful way to remember why some things happened as they did.

The book is the result of a good historical writer getting a true story from one who lived the experience, and then bringing it all together in print.

Like so many AFEES members, Joe and his crew bailed out of their B-24, named *Maggie's Drawers*, over Yugoslavia and received help from members of the Resistance. In Joe's case, it was the Partisans who helped make evasion and escape possible. The author does a good job of shedding light on happenings that explain why some of our members were rescued by the Partisans, others by the Chetniks.

The author made a trip to Yugoslavia with Joe and his wife to meet and understand the people, the landscape, and to relive the homecoming Joe experienced.

To learn who dropped *Maggie's Drawers* and the events surrounding it, read the book. Send your order to *Maggie's Drawers*/Turner Publishing Co., PO Box 3101, Paducah, KY 42002; phone 1-800-788-3350. Hardback, the price is \$21.95, plus \$6 shipping and handling.



# *Raffle benefits the Helpers Fund*

The statistics below, summarize the progress of the -1999- Helper fund raffle as of **January 29, 1999**. The appeal was sent to selected addressees of our newsletter. An attempt was made to exclude Helpers, widows, friends, and other associate recipients. This plea, to recognize the aid we were given, and defray the costs of Helpers attending the Mesa reunion, was mailed to 825 Evaders.

A total of 362 Evaders, or 43.9% have responded.

Of these 362, 10.2 % have returned just their tickets.

Out of the 362 returns, 325 or 89.8 % have contributed to the Helpers Fund,

The number of Evaders who have contributed is 39.9% of the 825 contacted.

Some approached (37), with justification report, they are economically unable to make a contribution.

Others, financially able, have sent outright donations, or donations in addition to their raffle returns.

The overall average amount enclosed per envelope is \$15.40.

Sadly, too, we have learned, from Evaders widows, that death is depleting our roster.

Many of these widows have enclosed a donation.

**Thank you, one and all, who have sent in your returns.**

Our total expenses are \$550, which amounts to \$0.67 per mailing, and \$975 will be awarded as prizes. This aggregates to a total of \$1525 or \$1.85 per each appeal.

**To date we have received \$ 5006**

and after expenses and prizes

**will clear \$3481.**

**Some total statistics from prior years (may be approximate)**

	1998	1997	1996
EXPENSE	\$1546	\$1700	\$1575
RECEIVED	\$6806	\$7670	\$6230
PROCEEDS	\$5260	\$5770	\$4655

Note: the prizes were increased in 1997 & 1998, and are the same for 1999.

**If you have not made a return, mail to**

**A.F.E.E.S., P.O. Box 195, SOUTH LYME, CT., 06371- 0195**

**Please do it now, mailed entries for the raffle should be postmarked by**

**April 4<sup>th</sup> 1999, to be received in time.**

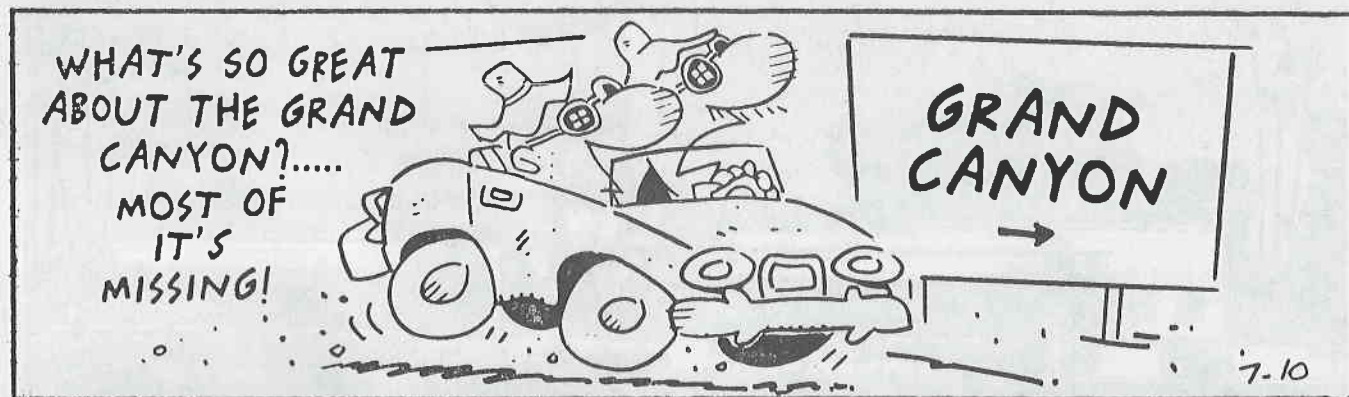
Tickets will be sold at the reunion.

**EVERY CONTRIBUTION. IS NEEDED, DO YOUR SHARE,  
BASE IT ON YOUR INDIVIDUAL RESOURCES**

*FOR THE RAFFLE COMMITTEE, FRANK LASHINSKY.*



## Frank and Ernest



## Grand Canyon excursion follows Mesa convention

*Grand Canyon National Park, an immense gorge carved by the Colorado River in the plateau of northern Arizona, is one of America's greatest natural treasures. It attracts more than 1 million visitors every year.*

*The chasm contains between its outer walls a multitude of imposing peaks and buttes, of canyons within canyons and complex gulches and ravines. It ranges in width from 4 to 18 miles; its greatest depths are more than a mile below the rim.*

*In general color the canyon is a dull red, but each strata or group of strata has a distinctive hue -- pale buff and gray, delicate green and pink, and in the depths, chocolate-brown, slate-gray, violet and other hues.*

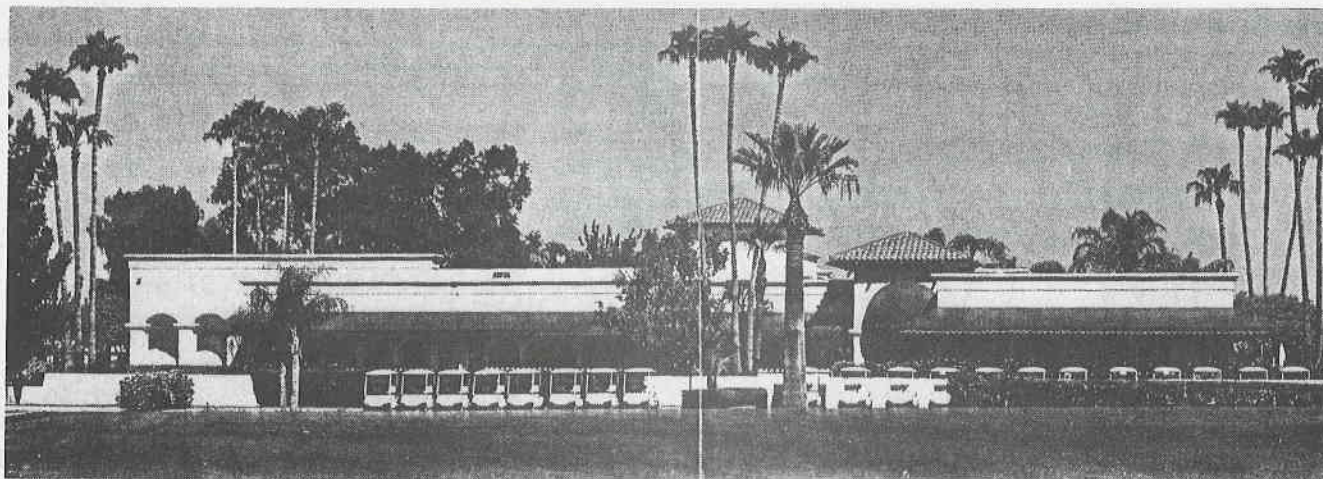
**An optional overnight post-reunion trip to the Grand Canyon is offered to all who attend the AFEES convention in Mesa, Ariz., April 22-26. The tentative schedule calls for the group to leave about noon after the Memorial Service on Monday morning, April 26, drive to Flagstaff or Williams for overnight stay, tour the Canyon on Tuesday morning and return to Mesa for the night. One leg of the trip will include a visit to Sedona and Oak Creek Canyon.**

**The Arizona Golf Resort is offering the convention rate to AFEES guests who wish to spend Tuesday night in Mesa.**

**Rates for the excursion are \$113 each for couples, \$154 for singles, transportation and lodging included. (Food and beverages are extra).**

**Reservations for the overnight at the Canyon should be made as soon as possible. AFEES members, helpers and friends interested in the Grand Canyon trip should contact President Dick Smith in Palm Desert, Calif.; phone 760-345-2282; Fax 760-345-9908.**





**The Arizona Golf Resort & Conference Center**  
425 South Power Road, Mesa, Ariz. 85206-5295

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## **AIR FORCES**

### **ESCAPE & EVASION SOCIETY**

**Winter**

**Richard M. Smith**

**President**

76543 Begonia Lane  
Palm Desert, CA 92211  
Phone 760-345-2282  
Fax 760-345-9908

February 15, 1999

Our reunion plans for 1999 have been put to bed with the tremendous help of Jim Cater, Jerry DeChambre and Claude Murray. You will find reunion information in the center part of this newsletter, along with forms for making hotel reservations at the Golf Center and for the reunion registration. Please carefully consider the options that are offered, especially the post-reunion trip to the Grand Canyon.

Let me repeat that ALL of our COMPLIMENTARY Helper Guests who have been invited by AFEES members, should make hotel reservations through me. That avoids the confusion that has arisen in the past when more than one person made reservations for a Helper. Also, if a Helper coming to Mesa wishes to pay their own reunion expenses, they should make their own reservation directly with the Golf Resort Hotel, just as members and friends are expected to do. If there are questions regarding this policy, call or Fax me at the numbers listed above.

Recently I wrote to evaders who were evacuated from Brittany by the MGB Flotilla that there would be a MGB reunion at Dartmouth, England, in May. The event now has been combined with the Eden Camp reunion scheduled for May 15-16, in Yorkshire.

Eden Camp invites all escapees and evaders, along with Helper groups to the May reunion. The Comete line, the Shelburne line, the Dutch-Paris line, the St. Giron's mountain guides, the Marie-Clare line, the Danish escape line (Seaby), the Danish Freedom Fighter Association, the Norwegian escape lines and individual helpers are invited.

More information on the Eden Camp reunion is to be found on Page 7 of this newsletter. If you are interested, call me for more information, especially concerning hotels, trains and other arrangements.

**RICHARD M. SMITH, President**

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### EASY ACCESS

Thirty minutes from Phoenix Airport, one mile north of Superstition Freeway (Highway 60). Airport transfer service available. Nearby municipal airports Falcon Field and Williams Gateway, private aircraft and corporate jets.

### ACCOMMODATIONS

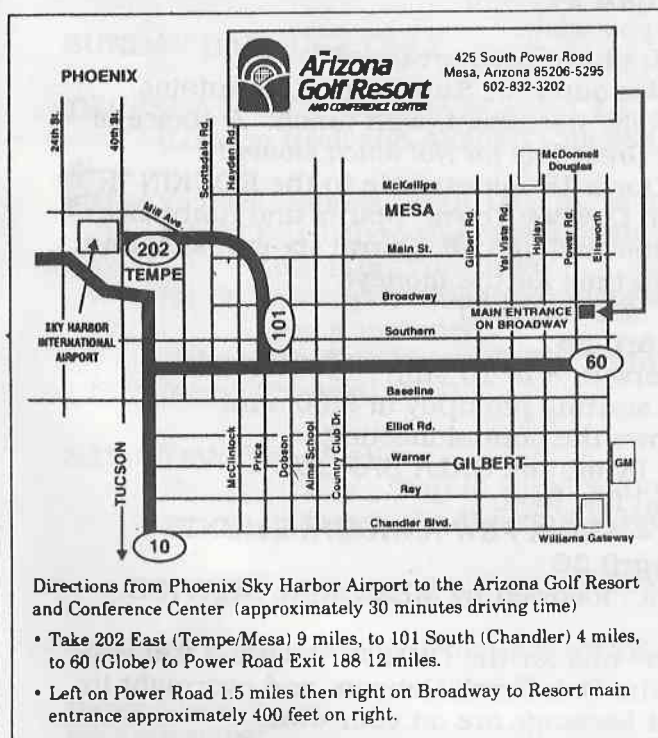
186 spacious deluxe rooms and suites with wet bar, refrigerator, microwave, in-room coffee service, personal safe, hairdryer, iron and board and other contemporary amenities.

### SERVICES

- Notary Public on Premises • Secretarial Services
- FAX • Car Rentals • Same Day Laundry Service
- Babysitting Agency - Locally Licensed and Bonded

### RESORT RECREATION

- Resort Owned Championship Golf Course
- Prearranged Tee Times at 26 courses
- Putting Greens • Chipping Green • Driving Range
- Professional Instruction • Fully Stocked Golf Shop
- Ladies' and Men's Golf Attire, Casual Wear and Gifts
- 4 Tennis Courts • 2 lighted
- Fitness Center • Spas • Year Round Swimming
- Bicycles • Jogging • Volleyball • Basketball



### THINGS TO DO

- Horseback Riding • Desert Cookouts
- Moonlight Haywagon Rides • Superstition Mountains
- Rockin' R Ranch Dinner Theater
- "Dolly" Steamboat Canyon Lake
- Golfland-Miniature Golf & Waterslide Park
- Sightseeing: Apache Trail & Tortilla Flat
- Water Sports at Nearby Lakes
- Mesa Southwest Museum
- Professional Sports: baseball, football, basketball, hockey and soccer
- Hot Air Balloons
- Camplin Museum Antique Aircraft

### SHOPPING & ENTERTAINMENT

- Superstition Springs Center - One mile south  
5 Major Department Stores, 150 Specialty shops, Theaters and Restaurants
- Arizona Mills Center - 20 minutes, 175 retail outlets including specialty shops, theaters and restaurants.



*Informal dining in a most elegant setting*

#### OPEN DAILY

**Breakfast • Lunch**

**Dinner • Sunday Brunch**

*Featuring:*

Fresh Fish • Prime Rib  
Steaks • Vegetarian Selections



*Deli Selections • Salads • Light Entrees*

#### LIVE ENTERTAINMENT

*Listen and dance to the melodic sounds of popular local entertainers*



*Open for breakfast and lunch  
overlooking the golf course*

**POOLSIDE PATIO - Dining & Cocktails**

## SUPER SHUTTLE SERVICE FROM AIRPORT

The rate is \$21 for one, plus \$6 for each additional person. Reservations are not required. Just claim your luggage on arrival at Sky Harbor Airport and meet the shuttle at the pick-up point on the outer island marked "VAN SERVICE". A representative will be present to greet you and arrange transportation to the Arizona Golf Resort.

**RV PARKS:** There are many RV parks in the vicinity. A complete list can be obtained through the Mesa Convention and Visitors Bureau, 120 N. Center Street, Mesa, AZ 85201; 602-827-4700



# **Annual Reunion**

## **THE AIR FORCES ESCAPE & EVASION SOCIETY**

**The Arizona Golf Resort & Convention Center**

**Mesa, Arizona**

**Thursday -- Monday, April 22-26, 1999**

### **Thursday, April 22**

Registration desk open from 1 to 5 p.m.

Brief Board of Directors Meeting, 2:30 p.m.

Welcoming Dinner, 7 p.m. Complimentary wine and beer, 6 to 7 p.m.

No Host Bar for liquors. After 7 p.m., wine, beer and liquors available by glass or bottle, on a cash basis, or charge to your Resort room.

### **Friday, April 23**

Registration continues in the Resort lobby, 8 a.m. to Noon. After noon, registration continues in the Hospitality Room.

An option for everyone, especially the ladies, bus ride to the ARIZONA MILLS MALL.

There are numerous facilities for lunch; the bus ride is short; the price is nominal.

All interested parties are welcome for a tour to the CHAMPLIN FIGHTER MUSEUM, which features fighter aircraft from World War I to the Jet Age. Included is lunch at Anzio Landing Restaurant (Aircraft Theme). A reasonable charge for trip and lunch.

HELPERS DINNER, 7:30 p.m.

### **Saturday, April 24**

A Free Day if you wish.

Two wonderful optional tours have been arranged.

**Tour No. 1:** An one-hour bus ride up and around the Superstition Mountains. *Georgious!* Then a 90-minute ride on the Dolly Steamboat, with lunch. A choice of one entree from two selections. *A Great Trip for Not Much Money!*

**Tour No. 2:** At 5:30 p.m. we board the bus for a 15-minute ride to the ROCKIN "R" RANCH, authentic replica of an old Western Cowboy Town. Spirits and Ambiance abound! Cowboy Supper. Western Stage Show and an O.K. Corral six-gun shootout.

Home by Bed Time. A Fun time for the money!

*A Must -See for all Mesa visitors!*

### **Sunday, April 25**

Full buffet breakfast served, 8 to 10 a.m.

Annual AFEES Business Meeting, starting promptly at 9:30 a.m.

Brief Directors meeting follows the annual meeting.

At 6:30 p.m., cash bar, followed by annual GALA BANQUET.

Good music and fine food.

NO SPEECHES -- RAFFLE DRAWING -- AND A FEW ANNOUNCEMENTS

### **Monday, April 26**

Full buffet breakfast served 8 to 9:30 a.m., followed by MEMORIAL SERVICE.

Following the Memorial Service, we board the bus for the OPTIONAL Grand Canyon Tour. This tour will go to Sedona, through the Oak Creek Canyon, and overnight in Flagstaff or Williams. Food and beverage are on your own.

(AFEES has arranged storage space at the Golf Resort for your extra luggage).

The overnight trip requires only a tooth brush and pajamas. Bring a jacket or sweater, as we head north and up. And bring your camera!

We return late Tuesday afternoon. Tuesday night lodging is available at the Golf Resort if so desired, at the convention rate.

~~~~~  
*For those who wish to spend more time in the Phoenix area, AFEES has arranged for a hotel rate of \$149 per night at the beautiful Embassy Suites.*

*Full breakfast and two-hour cocktail party included.*

***A great deal for those who want to see more of Arizona and/or Phoenix area***

**ESCAPE & EVASION SOCIETY REUNION, Mesa, Ariz., April 22-26, 1999**  
*(Details of Reunion Events Are Listed on Opposite Page)*

Please enter the number of people who will participate in each event and total the amount. Send that amount **payable to AIR FORCES ESCAPE & EVASION SOCIETY (AFEES)** in the form of check or money order (no credit cards or phone reservations accepted). Registration form and payment must be received **not later than Mar. 17**. After that date, registrations will be accepted on space-available basis.

**MAIL PAYMENT AND REGISTRATION FORM TO:**

**Paul E. Kenney, Treasurer**  
**1041 North Jamestown Road, Apt. 'B'**  
**DECATUR, GA 30033**

**REUNION PACKAGE INCLUDES:** Registration Fee, Thursday Welcoming Dinner; Friday Helpers Dinner, Sunday buffet breakfast, Sunday Gala banquet, Monday buffet breakfast, Hospitality Suite, PX and Memorabilia Room.

|                                                      | PRICE<br>PER | NO. OF<br>PERSONS | = AMOUNT |
|------------------------------------------------------|--------------|-------------------|----------|
| REGISTRATION FEE (Included in Reunion Package)       |              |                   |          |
| All others \$25 per person . . . . .                 | \$25         | X _____           | = _____  |
| REUNION PACKAGE . . . . .                            | \$150        | X _____           | = _____  |
| SUNDAY BANQUET ONLY . . . . .                        | \$37.50      | X _____           | = _____  |
| THURSDAY: WELCOMING BUFFET DINNER ONLY . . .         | \$30         | X _____           | = _____  |
| (London Broil and Almond Chicken)                    |              |                   |          |
| FRIDAY: Tour Options (Both 10 a.m. to 3 p.m.)        |              |                   |          |
| No. 1: Bus trip to Super Shopping Mall;              |              |                   |          |
| Lunch on Your Own . . . . .                          | \$7          | X _____           | = _____  |
| No. 2: Bus trip to Champlin Fighter Museum,          |              |                   |          |
| Lunch included . . . . .                             | \$19         | X _____           | = _____  |
| Helpers Buffet Dinner, 7:30, Ballroom                |              |                   |          |
| (Fish, Chicken, Beef)                                |              |                   |          |
| SATURDAY: Tour Options                               |              |                   |          |
| No. 1: 10 a.m., Trip to Superstition Mtns., etc. . . | \$35         | X _____           | = _____  |
| No. 2: 5:30 p.m., To Rocking R Ranch . . . . .       | \$21         | X _____           | = _____  |

TOTAL PAYABLE TO AFEES \_\_\_\_\_

**SUNDAY: Gala Banquet (Petit Filet with Salmon)**

NAME (Please Print) \_\_\_\_\_ Helper? \_\_\_\_ Yes \_\_\_\_ No \_\_\_\_  
 SPOUSE NAME \_\_\_\_\_  
 GUEST NAMES \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ City & State \_\_\_\_\_  
 ARRIVAL DATE \_\_\_\_\_ DEPARTURE DATE \_\_\_\_\_  
 STAYING AT GOLF RESORT? Yes \_\_\_\_ No \_\_\_\_  
 ARE YOU FLYING? \_\_\_\_\_ DRIVING? \_\_\_\_\_ RV? \_\_\_\_\_

Full refunds will be made for activities if cancellation is received by April 2, 1999. After that date, refund amount will depend on vendor policies. Please call 760-345-2282 (9 a.m. - 5 p.m. PST) Your cancelled check will serve as confirmation.

(Separate along this line to remove Reservation Form)



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*(Reunion Reservation Form on Reverse Side)*

**HOTEL RESERVATION FORM**  
**ARIZONA GOLF RESORT & CONVENTION CENTER**

**AIR FORCES ESCAPE AND EVASION SOCIETY**  
**April 22-26, 1999**

***FAX or mail this form direct to Resort on or before March 17, 1999***  
Reservations after March 17, 1999, will be accepted on space and rate available basis only.

MAIL to: Arizona Golf Resort & Convention Center,  
425 South Power Road, Mesa, AZ 85206  
OR: FAX direct to Hotel: 602-981-0151; Telephone 800-528-8282  
Attention: Reservations Code Word: ESCAP

☐ Single Occupancy \$77 + Tax (\$84.91)      ☐ Double Occupancy \$77 + Tax (\$84.91)  
☐ One-Bedroom Suite (Subject to Availability) \$89 + Tax (\$98.14)

Arrival Date \_\_\_\_\_ Time \_\_\_\_\_

Departure Date \_\_\_\_\_ Time \_\_\_\_\_

Name \_\_\_\_\_

Phone Number \_\_\_\_\_

Mailing Address \_\_\_\_\_

City and State \_\_\_\_\_ ZIP \_\_\_\_\_

**REQUESTS:**

☐ King Bed      ☐ Two Double Beds

☐ Smoking      ☐ Non-Smoking

All reservations must be guaranteed for late arrival to a credit card or guaranteed with a check or money order covering first night stay.

☐ Check or Money Order Enclosed, Amount \_\_\_\_\_ (Be sure to add tax)

Guaranteed by Credit Card: Amex \_\_\_\_\_ Diners \_\_\_\_\_ Discover \_\_\_\_\_  
MasterCard \_\_\_\_\_ Visa \_\_\_\_\_ Carte Blanche \_\_\_\_\_

Credit Card Number \_\_\_\_\_ Expiration Date \_\_\_\_\_

*Once my reservation is guaranteed to this card, I understand that I am responsible for one night's room and tax which will be billed through my credit card in the event that I do not arrive and do not cancel my reservation by 6 p.m. MST on arrival date.*



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*(Hotel Reservation Form on Reverse Side)*



# 'Too much money'

A 1957 book by Dr. Lindsay Rogers, "Guerrilla Surgeon," includes references to several American airmen shot down in Yugoslavia. Dr. Rogers was a New Zealand doctor who parachuted into Yugoslavia. He is now deceased.

From the book:

"... and as he (a Bosnian woodsman) turned to go he told me to expect that night about 20 American airmen whose planes had been shot down. They were coming to await evacuation from the country.

"This was a handful, I thought as I looked over the shelf containing few comforts and stores. I rang up Drvar and asked for some stores and clothes to be sent over. They said they would do what they could. I then asked if they would wireless Italy and ask for some stores to be dropped to us as soon as possible. Yes, they would.

"Hardly had I finished when a courier arrived and behind him some 30 American airmen. Most of them were completely exhausted from days of walking. Nearly all had diarrhea, many had extremely bad feet, none had any soap or other toilet things, and most of them only had their big ungainly flying boots, which were completely useless in the snow. We got them a meal. They were struck a bit dumb when they had beans served to them yet again, but it was all we had, so that was that. We did have some good hot coffee, but before many of them had time to drink it, they fell asleep on the floor where they lay. The ones who were really ill were put into homes, but the rest slept on straw in an old hall.

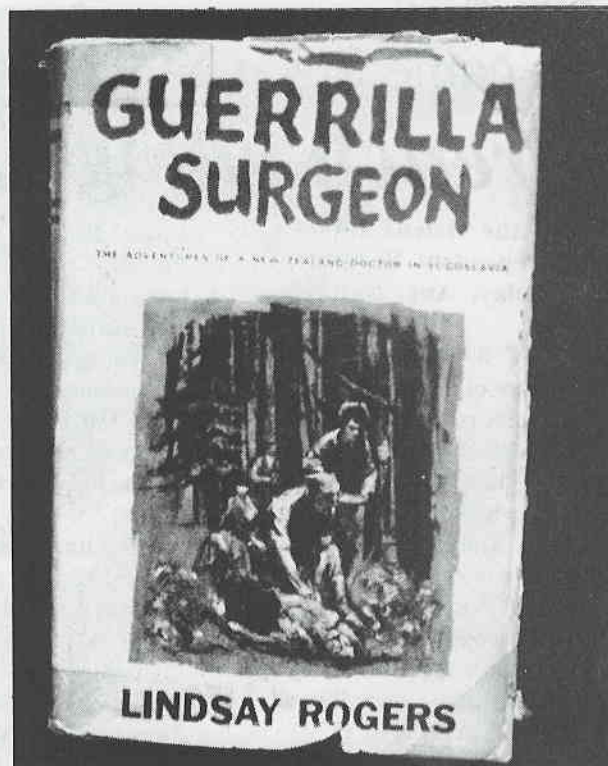
"Next morning I received word that more were coming and among them some escaped prisoners of war -- two very ill. I sent a courier to wireless the 15th Air Force and ask for food and medical comforts to be dropped from one of their planes, and at the same time to send over all they could possibly spare in the way of blankets and clothes.

"I took 60 parachutes from the underground hiding place and made the beds a bit warmer.

"Almost straight away trouble started, for the American pilots were all well supplied with dollars as escape money, and they began swamping the food market. Then the peasants wouldn't sell to the townspeople or to me, and I had the Council of Liberation hot on my trail trying to get it stopped. I spoke to the American officers about it, and they replied, "Well, are we to go hungry?" When I explained the situation fully to them, they gave me the dollars and we bought the extra food through the council itself.

"Every day brought its problems. They all asked why a plane had not come for them and when it would come. How many would it take. I said probably 12. There were now 70 waiting.

"The only way to deal with them was to take down the dates when they were shot down, and from that list I made a roster showing who had priority in leaving. Typhus began in the village, and the next trouble was in getting them to have their clothes disinfested. This meant showering and waiting in a very cold building until the clothes came out of the disinfestor. The sensible ones made no complaint, but three said they weren't going to shower in this weather. So that



needed fixing. On the whole they were good boys, but they were always hungry, they had no beds and no fresh clothes, and they had too much money.

"One of these boys had had a miraculous escape. He was just a kid of 19. He had dysentery badly when he came, so I got to know him quite well, and he told me his story. He was a tail gunner in a Liberator. They were bombing Maribor and had just turned to come back when the plane was hit. He felt the tremendous shock and the explosion, then turned to get his parachute, which was kept hanging in the fuselage near the turret. He walked along the fuselage and found that the rest of the plane had disappeared, and that he was sailing down in the tail. His parachute was gone, so he had nothing else to do but to sit in the tail and wait. Down to earth he sailed and hit the ground right way up. He walked out the tail completely unharmed--I expect the only man who has ever done that.

"The Americans were still briefing their pilots in 1944, in the event of their being hit and bailing out, to make for the nearest Chetnik unit. Indeed, some were even briefed to make for towns held by the Germans. We sent messages to the 15th Air Force telling them about this, but even so it continued for quite six months. Presumably someone read our intelligence reports--but who?

"Eventually, planes did come, but not before the airmen had made four trips down to the airfield in the snow in the middle of the night. They one night swooped down four planes. They all tumbled in and in less than 25 minutes were on their way back to Italy and home."

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*"Guerrilla Surgeon" has been used by the U.S. Army to teach E&E. A copy of the book was loaned to AFEES member Gil Shawn by Col. (Ret.) Larry V. D. Harris Jr., Kennedy Center for Special Warfare, Ft. Bragg, N.C.*



'You came to save us from our neighbors'

## French village salutes Americans

From the Helena (Mont.)  
Independent Record,  
Sunday, Aug. 2, 1998

By GRANT SASEK, Staff Writer

In the peace of a small French village near the Atlantic coast, allies who aided each other in war 54 years ago reunited for three days last month to share gratitude for what was done long ago.

Two U.S. Army Air Force aviators who were shot from the sky on Dec. 31, 1943, returned to Levignacq, France, to once again be welcomed by the same French men and women who, long ago, picked similar sides in a war they all found themselves caught up in.

Joining in three days of reunions and celebrations with waist gunner Jim Ross of Tacoma, Wash., and pilot Homer McDanal of Englewood, Colo., were former members of Paris' "Escaping Society" who engineered their eventual escape, farmers from the south of France who hid them in houses and barns, drivers who drove them to safe hiding and other French men and women who risked their lives to save another's.

It was three days crowded with heartfelt reunions and toasts; three days when old memories came alive.

**July 16: A warmup in Biarritz**  
'You were the best in the world,'

Janine Lamy says from the opulence of Biarritz' Hotel du Palace. "We had a deep love for Americans. You came far to save us from our neighbors."

While speaking, she holds in her lap commendations for bravery awarded to her father and mother by the British and American governments. Both risked their lives to hide Allied soldiers trapped in France.

"But time is time, and now the children of France say it is a new Europe, to forget what has happened. I say, I would like to forget, but I cannot."

Lamy waits at the hotel for the arrival of the two World War II airmen and other former members of the French Resistance. Word has reached her that they are together and flying in from Paris. She waits, tells old war stories -- and explains why she waited so long to tell her stories.

"It was difficult to know, difficult to trust," she says. World War II was a fence that divided French neighbors. Even after the war, it was not spoken about. For years, no one talked about the war, about sides, about what was done."

Lamy is proud of what was done by her parents during the war. Hours before the first gathering, the first lunch, she raises her glass and makes her toast. "Soon we talk."

A buffet lunch is served by the pool. At the table sit McDanal, Ross, host Jean and Christine Boucau and 10 other people, including a French truck driver who had moved the Americans from southwest France in 1944. He would drive them back in 1998.

At the head of the table sits Jean Boucau. The reunion is a moment he has long waited for. As a young boy, Boucau watched German flak and fighters shoot down one of the B-17s from the sky above his home town of Levignacq. He never forgot it.

Last year, Boucau, his wife Christine, and others began searching for the survivors. Plans for the reunion started earlier this year.

Boucau gives three reasons for bearing the expense and effort of the reunion.

First, Boucau is determined to keep the dwindling village of Levignacq, now home to just more than 300 people, from forgetting its past. He also is equally resolved to ensure its future. To do both, he has established a foundation dedicated to studying and revisiting the village's history.

His second reason is that the Americans who bailed out into German-controlled France during World War II still deserve the honor. "If not for them, who knows," Boucau says.

Third, because the French who risked their lives to save those Americans also deserve to be honored. "Southern France was crowded with brave men and women," he said. "Even before the Americans arrived."

**July 17: The reunions begin**

Early, McDanal, Ross and a half dozen cars find themselves bumping down a recently plowed road through a thick pine forest in southwest France. They stop in a recently-cleared area where, according to those who worked the land, Ross' airplane crashed in 1943.

Ross isn't so sure.

"Maybe, but it doesn't look right. Everything's changed. The vegetation, it's been more than 50 years, is different. Maybe."

For sure, says Catholic priest Michael

## Guides led airmen to safety

After they were taken from the farmhouse of Jean Castillon by members of the French Resistance, Jim Ross and Homer McDanal were joined by two other American aviators. The four were hidden in the back of a truck and taken from Dax in southwest France to where they hid in a barn close to the Pyrenees Mountains and the border with Spain.

From there, they were led by Basque guides through the mountains and to the relative safety of Spain. They arrived in Spain on Jan. 14, 1944.

Wayne Eveland took a different route. He walked for several nights before stumbling across a Frenchman who connected him with Pierre Lamy in Perigeaux. Lamy hid Eveland and got him false identity cards.

A series of guides smuggled Eveland on street cars, wine trucks and trains on a circular route through southern France before he arrived at the Pyrenees and the border with Spain, some miles away from where McDanal and Ross had crossed. Eveland traveled over the mountains as part of a group of 20 escaping Americans who had been gathered together by Resistance members.

OLSEN CARUSONE





*Traditional music, costume and dance topped off three days of visiting, feasting and remembering for American aviators shot down in World War II and the French villagers and farmers who helped them.*

Devert. In his hands are pieces of an American B-17 found in the cleared forest where they stood. Other small pieces were piled together in the clearing. One of the pieces carried the serial number of Ross' airplane.

"Never in my wildest dreams did I figure I'd see this again," Ross said. "It almost brings tears to my eyes."

The lunch, talk and wine go on for three hours. McDanal and Ross sit at a table with 12 others on a farm where they once only dared come out at night. One course is replaced by another. And the wine keeps coming.

This time, instead of eating lightly in the barn and waiting until dark to venture outside, the Americans sit at the bountiful dining room table of a nearby farmhouse and walk under the hot sun of a beautiful July day.

"It was a beautiful day in France then too," McDanal remembers. "The sun was shining really bright that day I headed

south for Spain."

McDanal passed through many farm houses and barns along the way. By the time he made his way to Jean Castillon's barn in January 1944, he found Ross waiting there for him. It was the first time the two had met. Both were Americans shot out of the sky while flying on different B-17s on Dec. 31.

"Mac, I remember you coming in through that door," Ross said from the dark interior of a small barn. "I was really glad to see you, to see an American. It had seemed like an eternity."

Ross spent 12 days at the farm recovering from burns suffered when his B-17 exploded at 8,000 feet.

#### **July 18: Another 3-hour lunch**

Early on the second of three days of reunions, McDanal was reunited with Odette Laborde, a woman who has now welcomed him into her home on two occasions.

"We all cried," McDanal said of the visit. In Laborde's home still are the flight shoes and money McDanal left there long ago.

"I remember that they gave me a fried egg and pork chop sandwich," he says. "They put me into a bed. How wonderful that felt."

Noon found McDanal, Ross and the rest of the party standing alongside a corn field -- the site where McDanal's plane came down. Heads are low.

Devert, the priest, reads the names of the soldiers who never made it from the two airplanes McDanal and Ross escaped from. Of the 20 airmen on the two airplanes, 11 were killed that day, five soon were captured and four, including McDanal and Ross, escaped back to England. The priest returns to this July to end the prayer: "And long life to the living."

After the prayer comes a poem, then  
(Continued on Next Page)



## 'AND LONG LIFE TO THE LIVING'

*A priest  
leads a  
memorial ser-  
vice in a corn  
field where  
McDanal and  
Eveland's  
plane went  
down on  
Dec. 31,  
1943.*



## More About -- French Village Salutes

transcripts are read of Ross' and McDanal's debriefings after they returned to England -- information recently retrieved from U.S. military archives.

### July 19: Day for Wayne Eveland

Dressed in traditional Basque costume, with accordions and the steady clap of hands setting the beat, men dance on stilts while women carry flowers and promenade around the foundation grounds of Jean and Christine Boucau.

"Today is the day for Wayne Eveland," proclaimed Christine Boucau as she passed a large photograph of Levignacq around the table of 32 guests. "Everyone sign, please."

Retired Col. Wayne Eveland and his wife Lois live in Helena and were unable to attend the celebration because of health problems. Eveland was the commanding officer on the airplane he and McDanal bailed from.

He was absent from the reunion but not forgotten.

McDanal explains that after the airplane was shot down, the two never reunited on French soil. "We must have landed far apart," McDanal said. "He tried to make sure the crew made it out. He was the last one out."

Hands are raised of people who had

helped Eveland with his escape. McDanal told stories of his commanding officer on that flight.

"It's great to be back in your wonderful country," Ross says to the crowd. He sounds sincere. "It's an honor. And for all you did then and now, thank you."

Then McDanal positions himself so most will hear his last toast in France.

"I had no idea it was going to be this much. This many people, this much dancing, this many tears," McDanal says. "To Jean and Christine Boucau, and to all of the rest of you, thank you for what you have done."

Then, for the last toast of three days crowded with toasts, Jean Boucau walks to the center of the yard that has been in his family for more than 500 years. With his wife by his side, Boucau takes a long look at all he is surrounded by and holds his glass of red wine out to McDanal and Ross.

"No," he says with a smile. "Thank you!"

### July 26: A drink with Eveland

Days after the ceremony, Wayne Eveland raises a glass of cognac carried from southwest France in a toast from Helena. The cognac had been brought back from the ceremony for Eveland. Other glasses join his above the table.

"To France," Eveland says.

## Airman had right answers

Bill Smolcic (PO Box 146, Yukon, PA 15698) has wondered for more than half a century about the fate of a certain airman who bailed out in France in the fall of 1944.

Bill writes:

"I was a rifleman with the 45th Infantry Division, Easy Company, 179th Regiment, fighting in the Vosges Mountains. One day we heard a loud explosion several miles to our front. We dismissed it as a German ammo dump exploding. This was not the case.

"That evening, two recruits and I were assigned to take over an outpost hole. The men we relieved warned us that the enemy was trying to infiltrate our lines. Just at dusk we detected a figure approaching our position!

The two men with me were convinced that he was an enemy infantryman and were determined to kill him. I wasn't that sure, as in the approaching darkness the uniform didn't look right. I grabbed my rifle and ran down toward the man. I proceeded to ask for the password and some questions like, 'Who won the World Series?' He answered all questions in English, and satisfactorily.

"As it turned out, he was a crewman on a bomber that was hit by flak on a bombing run. This was the explosion we had heard earlier. He told me that 12 men had bailed out and he believed that all reached the ground safely.

"I delivered this airman to our command post. He related his story to the captain who immediately notified all units in the 45th by phone. During the night all 12 escaped through our lines.

"In the past 54 years I've thought about that young man many times, wondering whether he survived the war. I can't remember his name, but his hometown was Hamtramack, Michigan, a suburb of Detroit. I'm hoping that he may be a member of your society. I hope you can come up with a name and address."

---

*Nothing in AFEES records includes mention of a member with a Hamtramack connection. It is possible that the crew made their way to Allied control without becoming involved with the Resistance.*



**AIR FORCES  
ESCAPE/EVASION SOCIETY  
Mesa, Ariz., Sunday, April 26**

# AGENDA

## ANNUAL MEETING

0930: Call to Order  
Count attendance to declare a quorum present to conduct AFEES business.

Call for motion to accept minutes of 1998 meeting.

Introduce Directors

### COMMITTEE REPORTS

Nominating, Finance, Raffle, Membership, Newsletter, PX,

Greeting Cards

### OLD BUSINESS

Project "Home Run"

E&E reunion, Eden Camp,

England, May 1999

Plaques in WWII museums in Europe

### NEW BUSINESS

2000 Reunion Site:

Columbia, Mo.

2001 Site ???

Motion to Adjourn

Directors meeting after adjournment to elect officers for 2000 and other business.



Clayton and Scotty David of Hannibal, Mo., visited the 8th Air Force Heritage Museum at Savannah, Ga., four times during 1997 and three times in 1998 to help identify names of helpers shown on The Wall of Honor at the Escape & Evasion exhibit. By doing extensive research, they were able to complete the task. They delivered the information to the museum last Dec. 18.

*The above picture of Clayton and Scotty was taken in front of "Underground," painted by Eddy Albers of New York. It depicts the helping hand of Hollanders reaching up to Allied parachutes over their country. Eddy's father, Dick Albers, was awarded the Cross of Liberation for bravery in WWII. Eddy's mother, Margaretha Albers, lives in Budel, Holland.*

## Americans headed for the Pyrenees

Scott Goodall, the French organizer of "Operation Home Run," has assured Ralph Patton, AFEES Home Run Coordinator, that the French are looking forward to AFEES participation in this year's Pyrenees walk. Although there is no quota for AFEES, it is possible that the walk will be over-subscribed and that participation might be limited.

As of Feb. 1, AFEES had 15 persons who have expressed a genuine interest in making the walk. Eight others are interested in traveling to France to cheer on the walkers.

It is likely that total participation will be limited to 145 hikers.

Patton says it is not too late for AFEES members and relatives to join the 1999 Home Run project, July 8-12. The U.S. group should plan to leave for Europe on Monday, July 5, and return on Tuesday, July 13, unless they choose to spend more time in Europe.

It will be a diverse group of AFEES adventurers who will climb the Pyrenees, ranging in age from the teens to septuagenarians. They will be communicating in several languages, including

English, French, Spanish, Dutch, and probably Basque. The group will include evaders who made the crossing in 1943-44, sons and daughters of evaders, and grandchildren of evaders.

There will be many receptions and ceremonies along the way in which French and Spanish civil and military authorities will pay homage to the men and women who pioneered the escape routes during WWII. Men and women of the Comete line will be on hand to meet with the hikers and well wishers.

All one needs to join this once-in-a-lifetime experience is a good pair of shoes and a sleeping bag. Although this is not a mountain climbing expedition, it is a reasonably strenuous hike in the hills. One should be in good physical condition and should look forward to a few days with a congenial group of French, English, Belgian and American men and women who are anxious to relive history.

Anyone else interested in joining the AFEES contingent should contact Ralph Patton at once by phoning him at 412-343-8570, or Faxing him at 412-343-2296.



# Crew promises to always remember

By **JIM INKS**  
103 E. Main Street  
Llano, TX 78643

At 0500 hours July 28, 1944, there wasn't a lot of gaiety among the 10 young men making inspections of their particular area of the B-24 that would take them to their target for the day. They had just come from briefing and learned their target for the day. Ploesti!!! One of the most heavily defended targets in all Europe and one that had been extremely costly for the 15th Air Force and particularly for the 464th Bomb Group, this crew's outfit.

The crew consisted of Lewis Perkins, pilot; Lloyd Aclin, co-pilot; Jim Inks, navigator; Francis Morley, bombardier; Neal Spain, engineer; Willard Griffin, ball gunner; Floyd Umfleet (Arky), tail gunner; John (Jake) Schuffert, radio operator; Pen Pision, waist gunner; and Robert McCormick, nose gunner.

Inks and Schuffert had volunteered to replace the regular navigator and radio operator; both of them were ill. This was Jake's 50th and final mission; it was Inks' 43rd!

Ploesti was living up to its reputation; the sky was a cauldron of black smoke, falling planes, parachutes and flak so thick you could walk on it. At 10:59, just as bombs were away, a terrific explosion seemed to tear the plane apart with fire in every crack and crevice. Morley and Pision bailed out at once. Though the plane was damaged, the pilots managed to get it under control and the

remaining crew members nursed it part of the way home.

The last engine conked over Yugoslavia just as they neared the Adriatic.

The eight remaining crew members jumped into the most bazaar political and military situation on the Continent. The Germans occupied the major cities and industrial areas; the Partisan Communists under Marshall Tito controlled some of the mountainous area, the Chetnick Loyalists under Gen. Draja Mihailovic controlled the rest and were in a civil war with the Partisans. The Eustachi were Quislings and traitors who sought the spoils.

Soon the crewmen were together in the hands of Chetnics. For the next two months the Americans were shuttled house to house, always in the mountains and often just ahead of German patrols.

Weeks later, the Germans began to prepare for retreat. Columns with equipment were strung out for more than a hundred miles. Allied fighters and bombers strafed and bombed the columns by day and the Partisans attacked at night.

The Chetnics left the retreat after a couple months and joined forces with General Mihailovic. Some of the crewmen were probably the last Americans to see the general alive before he was captured by the Partisans. The crewmen then made their way to an American mission in Belgrade.

Five crew members were airlifted to hospitals in Italy. Perkins, Schuffert and Pision had been sent back to Italy by boat

and were soon home in the States.

Inks had kept a diary and wanted to appear with his diary as a favorable witness for General Mihailovic when his trial began in Belgrade. Lyndon Johnson, then a U.S. representative, agreed to help, but General Tito denied the request.

On July 17, 1946, 48 hours after the verdict, Gen. Mihailovic was executed by firing squad. Inks and the other 500 airmen saved by Mihailovic could not understand why our State Department did not intervene.

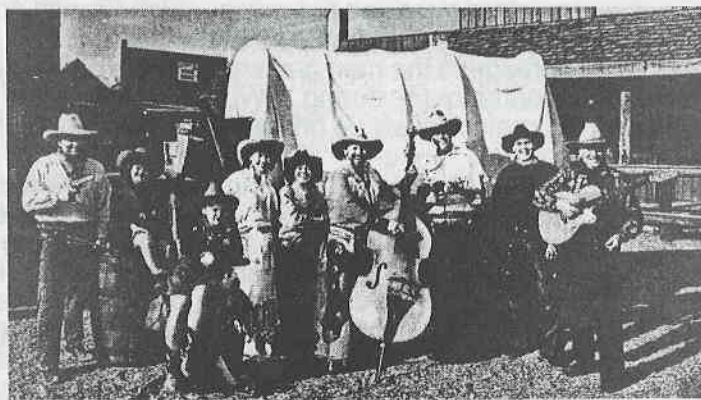
Inks' diary was published in 1954 by Norton Co. under the title, "Eight Bailed Out." It was chosen by the Book-of-the-Month Club as an alternate selection and Inks was invited to New York City for guest appearances on national television. The book was later published in England and in paperback by Viking Press. It has long been out of print.

In 1994, Inks brought the survivors of his crew to Texas for a reunion. (See "Inks' Liberator crew gets Texanized," page 20, Fall 1995 Communications).

McCormick, Perkins, Aclin, Griffin and Inks, the last of the crew, vow that as long as at least two are kicking, they will get together to remember General Mihailovic. They still blame Allied leaders during and after the war for their betrayal of a brave and staunch ally.

The night before they parted, the general summoned the Americans to his headquarters to explain the situation in Yugoslavia and express his dismay that the Communists had persuaded the U.S. and Britain to divert their aid to Tito.

His final words to the Americans are quoted in Inks' diary: "Soon your statesmen and your people will know how terrible their mistake has been; it will not be long. The Germans are now breathing their last gasp and sooner than you think they will give up and then Stalin and his servant, Tito, will no longer need you."



*The ROCKIN' R RANCH is a real working ranch with a pioneer history. Experience a horse-drawn wagon ride as you relive those days with gunfights and gold panning. A trip to the Rocking R is on the entertainment schedule for the AFEES reunion at Mesa, Ariz.*

*Lt. Col. (Ret.) Jim Inks wrote this article in third person for reasons of his own, but he would like to hear from fellow AFEES members. His website is [www.inksranch.com](http://www.inksranch.com); his e-mail address: [inksranch@ctesc.net](mailto:inksranch@ctesc.net).*





## Cartoonist Jake poked fun at GIs

From the Washington Post, Nov. 26, 1998

John H. "Jake" Schuffert, 79, a retired Department of Defense graphics supervisor who was creator of "Here's Jake," a popular cartoon feature in Airman magazine, died of cancer Nov. 2 at his home in Alexandria.

Mr. Schuffert's single-panel cartoons, which appeared in Airman for the last 50 years, poked fun at GIs and officers and often depicted everyday situations faced by service members. With comical characters and sardonic wit, Mr. Schuffert turned the bureaucracy of the Pentagon and the relationships between maintenance crews and pilots into the stuff of humor.

He spent 23 years in the Air Force, retiring in 1963 as a master sergeant. But not all of his time in the military could be used for fodder of the cartoon feature. Soon after enlisting in the Army Air Corps, he became an airborne radio operator-gunner and was assigned to the 464th Bomb Group with the 15th Air Force in Africa and Italy. Aside from using his

artistic talents to decorate the sides of aircraft with paintings, he had few outlets for his creativity.

He flew 50 missions during World War II, including the famed bombing raids on the oil fields of Ploesti, Romania. When his B-24 became disabled, Mr. Schuffert and his crewmates bailed out of the plane, and they spent several months in Yugoslavia before making their way back to Italy.

Mr. Schuffert, a native of New Castle, Pa., once took correspondence courses in art and cartooning, and he began drawing cartoons for the Task Force Times, a newspaper for troops participating in the Berlin Airlift. He also contributed cartoons to the Pacific Stars and Stripes and the Air Force Times.

By 1963, he left active military duty and began his civil service career, first as an illustrator with the Army Signal Corps at the Pentagon and then with the Air Force graphics office. He retired in 1986.





## Frank McDonald, AFEES PX Manager

*From The Coloradoan  
Fort Collins, Colo.*

Frank G. McDonald Jr., 81, of Fort Collins, Colo., died Friday, Jan. 15, 1999, at Poudre Valley Hospital.

A memorial service was conducted Monday, Jan. 18, at Harmony Presbyterian Church in Fort Collins. Concluding Masonic services were by Fidelity Lodge No. 192 with military honors by the U.S. Air Force. Cremation had been conducted.

Frank McDonald Jr. was born July 15, 1917, in Beaumont, Texas.

He graduated from Masonic Home in Fort Worth, Texas.

He married Sybil Brown on Dec. 14, 1946, in Fort Worth.

Mr. McDonald served in the U.S. Air Force for 28 years, including service in World War II. He received numerous decorations, including the Purple Heart and Distinguished Flying Cross. He retired with rank of lieutenant colonel.

He settled in Fort Collins, earned a bachelor's degree in industrial sciences, a teacher certification and a master's degree from Colorado State University. He taught industrial arts in Poudre School District and at CSU for 10 years.

Mr. McDonald was a Mason and a Shriner, and a member of the Experimental Aircraft Association, the Carpetbagger Society, the CSU Alumni Association and several military-related organizations.

Survivors include his wife, Sybil McDonald of Fort Collins; two sons, Lt. Col. Frank G. McDonald III of Atlanta, Ga., and Michael McDonald of Fort Collins; two daughters, Vickey Matteson of Highlands Ranch and Patty Goode of Fort Collins; and seven grandchildren.

Memorial contributions may be made to the Masonic Home or the Lupus Foundation in care of Allnut Funeral Chapel of Fort Collins.

## Frank served his country

Frank G. McDonald, member of the AFEES Board of Directors and manager of the Society's PX, died in Fort Collins, Colo., on Jan. 15, 1999. Death was attributed to a brain tumor.

Frank and his wife Sybil were regulars at AFEES conventions, bringing along a substantial PX inventory and setting up camp in their mobil home.

Frank began his military service with the Texas National Guard in 1940. He joined the Army Air Corps at Lowry Air Field in March 1941. After flight training, he was assigned to B-17s at Gowen Field, Idaho. He volunteered to switch to B-24s and took training in Casper, Wyo., for secret Carpetbagger missions, delivering munitions and supplies to Resistance groups in occupied Europe, flying low-altitude individual missions at night.

On his fifth mission, a "milk run" just across the channel to St. Quentin/Laon in the Pas De Calais area, the crew failed to locate their ground guide, a Frenchman in an open field with a flashlight. They decided to return at 200 feet to avoid anti-aircraft weaponry.

Near the coast, intense flak caused them to lose three engines. McDonald spotted a relatively smooth field and turned to it, clipping tops of some trees, but managed to put the plane down in one piece.

All survived the landing except one, engineer Norman Gellerman.

Frank was recalled to active duty in 1951 and flew the B-36 and the B-52. He retired after 27 years in 1965 as a lieutenant colonel.

He was an active life member of the Daedalian Fraternity of Military Pilots.

## A tribute from Frank's co-pilot

I would like to pay tribute to the memory of Frank G. McDonald, a fellow Carpetbagger and Evadee who recently flew his final flight.

As the co-pilot on McDonald's crew, I was in the position to know first-hand all about his skills as a superb pilot.

On our fifth mission over France, we were hit by three successive waves of anti-aircraft fire -- not identified during our preflight briefing. Our aircraft was on fire and reduced to one and one-half engines. With Mac's flying skill and a lot of luck, we pancaked into a sloping hill. Seven out of eight crew members walked away from the crash.

The last time I saw Mac was at the Carpetbagger reunion in Memphis. I told him his flying skills really saved my butt that many years ago. His reply, "Thanks, Kelly, but remember -- my butt was up there too!"

He was a great guy.

Frederick C. Kelly  
PO Box 353  
Belfast, Maine 04915

## John R. Seddon was downed in Belgium

John Robert Seddon, E&E 1484, died Dec. 17, 1998, in his home in Wichita Falls, Tex. He was 75.

Seddon was born in Coffeen, Ill. He and Genevieve Mae Olson were married Aug. 9, 1942, in Farmington, Ill.

He served in the Air Force for 20 years. On April 22, 1944, as a pilot with the 303BG, he was shot down near Inglemaster, Belgium. He was moved to France by the Underground and stayed two weeks at the home of M. and Mme. Vancoeille in Tourcoing. He was freed by the advancing British Army at Lille.

He was a deacon and a Sunday school teacher, member of Kiwanis and the Retired Teachers Association.



## Stephen Galebush, former OSS agent

Stephen Galebush, former OSS agent and a long-time friend of AFEES, passed away at his home in Endicott, N.Y., on Jan. 3, 1999, following a lengthy illness. He had retired from IBM in Endicott several years ago after 35 years of service.

Galebush was parachuted into Yugoslavia in 1944 as a member of an OSS team charged with rescuing, sheltering and evacuating U.S. airmen who had been shot down. The team was quite successful in accomplishing their mission.

Before his death, Stephen was working with an agent in California to produce a movie of his experiences. His wife Rae, who also worked with the OSS, has dedicated herself toward completion of the movie and fully recording the story of her husband.

## Jacques Neuville, a WWII forger

*From the New York Times*

Jacques Neuville, a forger for the French Resistance in World War II who became a San Francisco department-store executive, died on Dec. 29 at his home in Sausalito, Calif. He was 82.

Neuville was born and reared in Berlin as Guenther Neustadt, the child of a well-to-do Jewish family in the clothing trade. As the Nazis took control of Germany, he was sent by his family to Paris, where he studied painting.

He adopted a French version of his surname, changed Guenther to Jacques and joined the French army. When his artillery unit was overwhelmed by German forces, Neuville made his way to a Resistance unit in Lyons and went to work forging the ration cards, passports and marriage and birth certificates that were used for false identities.

Late in 1940 he went to Paris, where he served in an underground unit by working as a street and cafe portrait artist. When his customers were German officers, he passed on what he learned in conversation with them to the Resistance.

Neuville received the Croix de Guerre in 1946 and later received a U.S. citation for providing information on pilots captured by the Germans.

# FOLDED WINGS

## MEMBERS

POW James G. Fowler, Marion, SC, 303 BG, April 28, 1998  
 # 413 James A. Gribble, Fresno, CA, 466 BG, Sept. 8, 1998  
 Lib. Victor W. Krueger, Milwaukee, WI, 458 BG, June 4, 1998  
 # 609 George M. Hooper, Tacoma, WA, 452 BG, Dec. 22, 1998  
 POW Donald McNaughton, San Diego, CA, 388 BG, June 14, 1998  
 POW Frank G. McDonald, Ft. Collins, CO, 801 BG, Jan. 15, 1999  
 # 799 Wendel S. McMurray, New Hope, PA, 365 BG, May 30, 1998  
 14AF Hayward A. Paxton, New Smyrna Bch., FL, Nov. 16, 1998  
 15AF John H. Schuffert, Alexandria, VA, 464 BG, Nov. 2, 1998  
 # 1484 John R. Seddon, Wichita Falls, TX, 303 BG, Dec. 17, 1998  
 # 1085 J. Kelly Shaw, Cedar Creek, TX, 379 BG, Oct. 2, 1998  
 # 359 Lloyd A. Stanford, Columbus, GA, 385 BG, Sept. 25, 1993  
 #1754 J. R. Stuebgen, Kennebunk, ME, 445 BG, March 13, 1998  
 # 127 Arthur M. Swap, Great Falls, MT, 388 BG, Oct. 25, 1998

JWAMP

## HELPERS

Mme. Josephine HELLER, France/Australia, Sept. 20, 1998  
 Mme. Lea Van BAMBOST, Gouy Lez Pieton, Belgium, 1998  
 Maurice JOVENEAU, Froyennes, Belgium, 1998  
 Mme. Rene (Marie) CHESNAIS, Rennes, France, Sept. 21, 1998  
 Albert LE GOFF, Paule, France, March 7, 1998  
 Mme. Madeline POREZ, Leforest, France, 1998  
 Ale BROUWER, Drachten, Holland, Dec. 23, 1998

## FIELD SERVICE MANUAL • B-17G THERE WAS NO BELL IN THE TAIL!

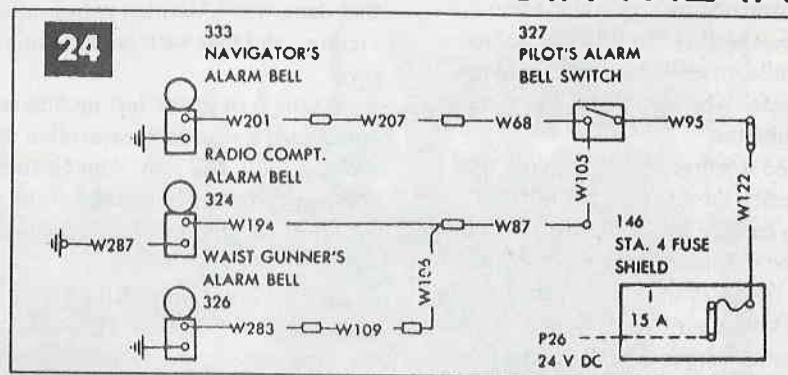


FIGURE 16 - ALARM BELL CIRCUIT

Bob Kelley, 91BG pilot, was shot down Sept. 5, 1944, near Metz. All the crew managed to get out except for the tail gunner. His body was discovered near the crash site.

Bob has worried for years as to why the gunner didn't jump with the rest of the crew. "However," he says, "as I looked back at the B-17 after my chute opened, I could see a big hole just above the tail gunner's area and I had no rudder or elevator after we took a big hit that also knocked out all radio communication aft the radio room."

The crew had been warned to listen for the bail-out bells.

Bob says, "Now I find there was no bell in the tail of a B-17."

Bob would like to know if other tail gunners can verify the report that there was no warning bell in their crew position. He thinks he may have found the solution to a problem that has bothered him for 55 years. Bob can be contacted at 4786 Vallecito St., Shasta Lake City, CA 96109-9348; phone 916-275-2825.



# To the Rock and liberty, via Madrid

*B-17G, ASN 42-97979, went down in Normandy on April 25, 1944. The plane crashed near the tiny village of La Goulafrerie in an area where the departments of Orne, Calvados and Eure join. Earl Woodard, the navigator, evaded to Spain. This account of crossing the Pyrenees is extracted from the autobiography he has written.*



**By EARL E. WOODARD**  
Kirkwood, Mo.

Toulouse was the Gateway to the Pyrenees. And a warehouse to which we were taken when we arrived there was the nerve center. The secret of its location was carefully guarded and ordinarily we would not have been allowed access. This was the point from which final preparations would be made for our journey to Spain.

We watched quietly while Mme. Françoise (Marie Louise Dissard), leader of the underground, bargained with the mercenaries who were to lead us through the mountains.

Allied intelligence was paying the mercenaries for safe delivery of fliers evading capture by the Germans. They knew the mountains; the passes, streams, and the routes of the border patrols. They were risking their lives but for a fee significantly larger than the profit from their usual occupation, smuggling!

Later that day we left Toulouse. Our destination: a small village south of the city where we were introduced to the Maquis who carried on guerrilla warfare in the foothills. We were in their care until the guides arrived after dark. While we in the city a British flyer had joined our party of five. The group of six headed into the mountains with two guides.

It was cloudy and very cold as we walked, single file, in the pitch darkness, each of us holding on to the man in front of him.

It soon began to snow and our scant clothing was not sufficient protection.

**Sgt. Mahan, Maj. Francis and Lt. Woodard -- Spain 1944**

We wore slacks, shirts, sweaters or suit jackets, and berets. Moving at a steady pace, we gave little thought to the cold; we were determined to get through the mountains to freedom.

As one of the guides indicated we were nearing the border we noticed the first light of dawn. Soon we were told that Spain was over the next mountain; that there was a German patrol in the vicinity; and that we were now on our own!

At the foot of the last mountain, we confronted a wide stream swollen with melting snow and rain. Our British companion had an injured knee and had difficulty in keeping up. He insisted that we move on without him.

Majors Rod Francis and Art Cavanaugh and Lt. Jack Hotelling began crossing the stream. Sgt. Layman Mahan and I didn't consider leaving the Englishman and together we waded the chest-deep, icy torrent and staggered up the wooded hillside.

It was daylight when we cleared the border in the valley of the Aran River and stumbled into Spain. The local gendarmes were waiting our arrival and led us, without ceremony, to jail!

Spain was officially neutral. However, the Fascist government maintained ties with Germany. Early in the war, several English and American fliers had been interned. Later, President Roosevelt, over the protests of Congress, had insisted on supplying oil to Spain

and the internment policy had been relaxed. We knew no Spanish and our guards, no English, so we were not completely at ease.

The border village of Pontau was not prosperous. So we were not surprised when breakfast the next morning consisted of bread and water. After the meager meal, we were mustered out of the jailhouse and marched down the path that led to a road.

At the next village we were turned over to civil authorities who showed some concern for our welfare. They registered us in a small hotel that resembled a boarding house. The standard meal was a pilaf, rice with additions of uncertain origin held together by rancid olive oil. Still no one spoke English, but we were given to understand that the U.S. consul in Lerida had been contacted.

On the third day, a local official arrived in a stake truck, our next transport. The charcoal-burning, flat-bed vehicle was ancient and the stakes pegged in the perimeter swayed even when the truck stood still! The six of us lay flat, hanging on to the side stakes as the driver negotiated the twisting mountain turns with careless abandon.

Once out of the mountains, the land became more fertile and we passed several small farms. The dwellings were near the road and the men sat comfortably by the door with a pipe while the women labored in the sun.

Lerida was a larger town. We were



### More about: To the Rock --

housed in a small hotel where the rooftop afforded a nice view of the old town and the ancient Moorish castle on the hill. And it was comforting to hear English spoken when someone from the consul's office visited and arranged a partial distribution of our back pay!

Two days later we boarded a bus for Madrid.

We had crossed the border into Spain on June 4, two days before D-Day. The clothing we had been wearing since we were outfitted by our French friends was pretty grubby.

The crowded streets and cafes of Madrid gave us some anonymity but we were most comfortable when accompanied by our liaison with the U.S. Embassy. He was an Army sergeant who was delighted with his assignment to Madrid.

After a few days in Madrid, bus transportation was arranged to Gibraltar. There we found a small British military base on a big rock surrounded by a high barbed wire fence. The Spanish employees did not live on the base.

We were at Gibraltar less than 24 hours when we boarded a British military transport for London.

## Crew watched replacements jump

By JAMES J. GOEBEL Jr.

Conroe, Texas

On April 24, 1944, as we were returning to Britain after a mission, we were making battle damage reports on some of the larger German cities we were flying over. As we approached a position south of Luxembourg we were attacked from the rear by Bf 109s.

The sky soon was filled with cannon fire. We took a number of exploding shells in the fuselage at the center wing section. No. 2 engine soon ran away and closing the throttle would not bring the tachometer off the peg.

The fire forced crew members in the waist and tail to bail out immediately. We had the sky to ourselves -- the formation was rapidly pulling away from us. Oxygen and electrics were useless. I yelled to Ken Kendzora to give it up and bail out. He told me to jump and he would follow.

I left the plane with Ken right behind me. I met Charlie Westerlund, the engineer, that night and never saw the rest of the crew except Bob Tucker, the bombardier, on that side of the channel.

Later, we were escorted to another town where Charlie and I were led into a dairy barn with only one candle burning. Then the routine questions started: name, rank, serial number and so on. When the interrogation got to "group," I answered "702nd." Then out of the darkness came, "What Quonset and what bed?" Unusual question, but I answered, "Top of the hill; first bed on the right."

With that there was an exclamation from the interrogator, "I'll be damned! He got my bed!"

With that I knew we had it made regarding identification.

The fellow throwing the questions was Joe Pavelka, whose crew was shot down on April 12 and we had replaced them. In all of Europe, they had watched us get shot down and bail out.



Yves Carnot pauses to reflect in front of a monument dedicated Oct. 31, 1998, near Bannalec in Brittany to honor the crew of "The Black Swan," a B-17 shot down on Dec. 31, 1943. Yves was present at the 1998 AFEES reunion in Falls Church, where he presented the escape hatch of the plane to James Quinn, one of the survivors. The hatch has been offered to the Heritage Museum at Savannah, Ga.

--Photo by Jean Francois Gouiffes, de Rosporden



# 'There really is a war being fought'

From the Pittsburgh (Pa.)  
Tribune Review,  
December 6, 1998

By PAUL F. KENNEDY

During World War II, aerial gunner Chuck Fisher crash landed in German-occupied France after a bombing raid in Germany. In the harrowing time after the crash, he and his buddy Jim Wagner hid in the French countryside until they were discovered by the French underground. Six weeks after the bombing raid, they walked through the Pyrenees Mountains into Spain and embraced freedom again. Fisher tells his story in "Mission Number Three: Missing in Action".

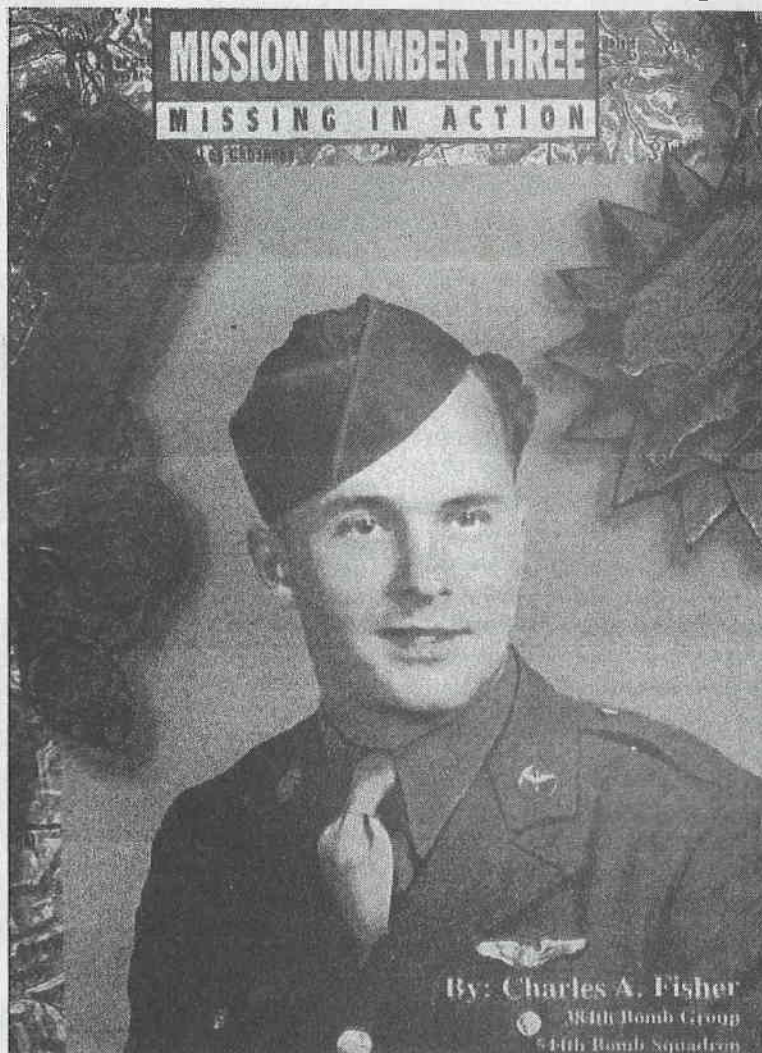
Fisher was born in East Conemaugh near Johnstown and graduated in 1940 from Conemaugh High School. In 1942, he enlisted in the service as a "Gung-ho 20-year-old" and trained as an engineer/gunner on bombing missions.

He described his first mission in a letter to his parents in September 1943:

"I experienced my first raid Aug. 27th ... I came through without even a scratch but woke up to the fact that there really is a war being fought and that they are using real bullets ... These targets shoot back and they mean to hit what they are shooting at."

The Allies planned a major raid on Sept. 6, 1943, on the German aircraft facilities at Stuttgart. More than 400 bombers from the U.S. 8th Air Force took off from British bases that day. They encountered enemy fighter planes and heavy anti-aircraft fire. Fisher's plane soared through thick black bursts of flak, rocking and rolling from the explosive impact of near misses. He describes his fear:

"My legs are becoming weak and start to tremble. It is nothing new. The same happened on my two previous raids. Fear never left me on a bombing mission. But I found that the nearer I got to the target, the nearer I got to God, and the nearer to God, the easier it was. ... Soon, my knees become still and strength comes back into my legs. They are still wobbly, like a newborn colt's but now I feel I'm not alone, that there is someone standing beside me."



## 'They are using real bullets . . . These targets shoot back and they mean to hit what they shoot at'

The Stuttgart raid was a disaster. Forty-five American bombers were shot down by enemy planes or destroyed by flak. The overcast weather prevented most of the American planes from seeing their targets. A few of them, including Fisher's, found an opening in the clouds and went in for another bombing run. Fisher says: "It was an all-out effort. We sacrificed gas load for heavier bomb load, so we didn't have enough fuel to get back."

Fisher's B-17 ran out of fuel and crashed in France, 50 miles north of Paris. All of the crew survived, but the

German forces detected the crash. Several Americans were captured, but the others evaded immediate capture.

Fisher and Wagner contemplated giving up as they fled through the French countryside, hiding in haystacks and barns. But with the confidence of youth, they shook hands and vowed to be home by Christmas.

Fisher writes of his encounter with the French underground, which provided food, wine, civilian clothing -- and fake identification papers. Fisher and Wagner hid in the Paris apartment of the remarkable Alice Brouard, a key



underground figure who was awarded the Medal of Freedom, America's highest civilian honor, after the war.

Fisher describes several close calls with German authorities on the road to freedom. On Oct. 19, he, Wagner and several other "evadees" were guided through the Pyrenees Mountains by the French underground. The group eventually arrived -- footsore, weary but unhurt -- at the British embassy in Madrid.

Fisher and Wagner kept their vow: they made it home for Christmas.

A man of deep religious faith, Fisher says, "I credit my escape to the Holy Spirit being with me all the way."

After the war, Fisher recorded his experiences in a notebook and put it away.

In the 1950s, he visited Alice Brouard and her daughter, Margaret, in France. He has maintained contact with both women; Margaret married an American and lives near Boston. Alice, in her late 80s, is in a nursing home on the British channel island of Guernsey.

Fisher is retired from Bell Telephone and lives in Jeannette. His wife Norcen passed away last year. He is active in the First Baptist Church of Jeannette and in the Air Force Escape and Evasion Society, a national organization with more than 500 members. He keeps in touch with Jim Wagner, who lives on a farm in Oklahoma, and several other crew members.

Two years ago, Fisher took out his notebook and showed it to his son. "I just wanted my two sons and granddaughter to know the story," he said. His son suggested that he try to publish it.

Fisher's notes became a book accepted for publication as part of a series of books on World War II that chronicles the experience of area residents.

"Mission Number Three: Missing in Action," by Charles A. Fisher. Publication of St. Vincent College Center for Northern Appalachian Studies, Latrobe, Pa.; 71 pages, hardback. To order, send \$25 (which includes shipping and handling) to St. Vincent College, attn: Richard Wissolik, English Dept., 300 Fraser Purchase Road, Latrobe PA 15650.

## We get dues and more

By Clayton and Scotty David

Thanks to those of you who have sent us your dues for 1999 and updated your addresses and phone numbers. It's always good to know you're around and appreciate the work we volunteers do.

Our age is reflected in the number of names added to the Folded Wings list. That's why, for most of us the main thing we'd like to have from the Good Old Days is our age.

Those notes of good wishes and reports about yourself or other members help to keep us going. We really try to have your current address so that you receive the newsletter and other mailings.

The many notes that come in with the checks for dues give us a good read on how much the newsletter is enjoyed and the professional work that Editor Larry Grauerholz, his spouse and family add to it. Appreciation for the newsletter is expressed in many ways. "Excellent newsletter! Best I receive. Professionally edited, formatted, and written." "Keep up the good work!" "The newsletters contain some great stories."

I'm sure we have members with sons and daughters who teach that could use the newsletters for teaching history or journalism.

If you are not a Helper, Widow or a Life Member, you can make paying annual dues to AFEES history by becoming a Life Member for only \$100. Otherwise, clip out the form at the bottom of this page and send \$20 for 1999 dues. If the dues present a financial hardship, let us know that you still are interested and want to remain on the roster. We will keep the newsletter coming your way.

\*\*\*\*\*

### The 1999 dues are due!

Please complete and clip or copy this form to send dues or to report changes  
(Dues are \$20 per year. Life Membership is \$100. Make check payable to AFEES)

Send checks and changes to Clayton David, 19 Oak Ridge Pond, Hannibal, MO 63401-6539.

Phone: 573-221-0441

*All dues or contributions are acknowledged! We are concerned about you, your phone number, and your well being.*

Name \_\_\_\_\_ Amount Paid \_\_\_\_\_

Address \_\_\_\_\_

City and State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone : (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ Comments \_\_\_\_\_



# The editor has the last word

By **LARRY GRAUERHOLZ**

**WICHITA FALLS, Tex.** -- Ever had a hankering to just spit a mile? Then here's your chance: join up with the AFEES bunch on a trip to the Grand Canyon after the reunion winds up in Mesa.

One word of warning: I was never in the Navy, but I have learned not to p--- into the wind. Same aerodynamics apply when launching a healthy payload into the abyss of the canyon.

President Dick Smith is making arrangements for the post-reunion trip and needs to get a handle on the number of persons who want to make it as soon as possible, at least by March 17.

As Monique Brill said last May when the subject was discussed in Falls Church, "To many people, especially our European friends, America IS the Grand Canyon!"

So, come on along, y'all!

Frank McDonald, our PX manager who passed away in January, was a special kind of guy. It was my pleasure to visit with him and Sybil at their home in Fort Collins last fall when Clarke Brandt and I discussed getting Frank's unusual war story documented.

Unfortunately, time ran out.

Frank never received an E&E number

since he was captured after reaching Toulouse and spent the rest of the war as a POW.

Frank's obituary in this newsletter mentions that he graduated from Masonic Home in Fort Worth. That probably doesn't ring a bell with anyone not familiar with Texas high school football in the 1930s and 40s. At that time, the Mighty Mites of Masonic Home reigned supreme, even though all Texas high schools were lumped into one classification.

Tom Brown of Greenville, S.C., has volunteered to become manager of the AFEES PX. Arrangements are being made for the inventory to be in Mesa for the April reunion and Tom probably will be taking over the responsibility at that time.

At the present, there are no vacancies on the AFEES Board of Directors, but that doesn't mean the market is closed for members who would like to volunteer to serve.

If you would like to take on a more active role in AFEES and get involved, contact President Dick Smith.

You baseball fans who might have been thinking about crowding in the Arizona Diamondback game while in the Phoenix area probably are SOL. The

schedule (provided by one of my Phoenix spics) calls for the team to host Phillies on Wednesday night, April 1, and then hit the road for a couple weeks.

Roman Pucinski of Chicago decorated combat pilot of WWI, is being praised for his successful mission to require that tape recorders be in the cockpit of every commercial aircraft, that, in the event of a crash, the minutes of conversation can be preserved.

Scotty David, who has done so much for AFEES, has earned another award by compiling the list of names who responded to the Seasons' Greetings messages mailed out in December.

Scotty has spent many hours organizing the responses from his friends that you will find listed on pages 8 and 9 of this issue.

Scotty, we owe you Big Time!

## Only in America

- \* Can a pizza get to your house before an ambulance.
- \* Do we leave cars worth thousands of dollars in the driveway and leave worthless boxes of junk in the garage.
- \* Do people order double cheeseburgers, large fries and a diet Coke.

From AFEES PUBLISHING  
19 Oak Ridge Pond  
HANNIBAL, MO 63401-6539

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### WEBSITE ANNOUNCEMENT

Visit the newest website that has something for all veterans of the air battles over Europe! All veterans who are also authors are invited to list their books on this site: **[www.ploesti.net](http://www.ploesti.net)**



MR. MICHAEL MOORES LE BLANCH  
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