



THE AIR FORCES ESCAPE & EVASION SOCIETY

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The 'Winged Foot' emblem traced back to the desert

Researched and written by
Claude Murray, Sun City, Ariz.

Some call it the "Flying Boot" or the "Winged Foot," but the Royal Air Force which issued this badge in the western desert, June 1941, named it the 'Winged Foot.' The following is an extract from the book, "Customs and Traditions of the Royal Air Force" by Squadron Leader P. G. Hering, published in 1961 by Gale & Polden, Ltd., Aldershot, Hants, England.

"The exploits of aircrew who walked back to their bases after baling (English spelling) out of their aircraft, **being** shot down or having force-landed whilst operating over enemy-held territory during the desert campaigns in the Middle East, were responsible for the initiation of another highly respected war-time badge. Because their return to their squadrons was of necessity much later than that of their more fortunate comrades, they were heralded as a new "corps d'elite" and became known as "late arrivals." As their numbers increased their experiences became legend and eventually a mythical "Late Arrivals Club" came into being, and with it a badge.

A winged boot was designed by Wing Commander (later Group Captain) George W. Houghton, who was at the time the Senior R.A.F. Public Relations Officer in the Middle East. He obtained the permission of



Lord Tedder (then Air Officer Commander-in-Chief, Middle East) to issue each late arrival with the badge to wear on his flying suit or uniform. The innovation captured the imagination of the war correspondents, who enthusiastically reported the origin of the badge and the experiences of its wearers. In addition to his badge, each late arrival was given a "club" membership certificate on which was recorded the circumstances making him eligible for membership, and the words: "It is never too late to come back."

Bryan Morgan, Royal Air Force Escaping Society Press Officer, wrote, "The Membership of this Society was exclusive to the Middle East. It was never available in this country (England). It doesn't exist anymore although Hobson's Clothiers in London still do a "wire badge" to order for \$42.00 (U.S.)."

No American is known to possess a certificate of membership in the "Late Arrivals Club," although Robert L. Ripley's "Believe It or Not" made the claim some years ago that a 92nd

Bomb Group Navigator was "the only man in the world to hold the Caterpillar, the Boot and the Fish awards," this seems to be in error. The navigator did "walk out" from Sweden in 1943 but this was far away from the Middle East. A subsequent claim was made by a 384th Bomb Group Sergeant who "walked out" of Germany and France in 1943. Again this was far from the Middle East and no membership certificate was produced.

This writer is a documented member of the GOLDFISH CLUB with membership Certificate dated 2 July 1945; the SEA SQUATTERS CLUB with membership Certificate dated January 1946; the CATERPILLAR CLUB (Switlik Parachute Co.) with membership Certificate dated 5 October 1945, and the CATERPILLAR CLUB (Irvin Great Britain Parachute Company) with membership Certificate dated 9 January 1985.

"I bailed out, I sat in a dinghy for 13 hours, I evaded for seven months and I 'walked out' of Holland May 9, 1945, accompanied by Gene Maddocks (93rd Bomb Group), Melburn Simmons (446 Bomb Group) and John Henry Quinn (446th Bomb Group) but nobody awarded us with the Winged Boot. I purchased the badge from Hobson's Clothiers in London in 1990."

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DIRECTORY

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Phone: 817/692-6700

***Class of 1996**

****Class of 1997**

*****Class of 1998**

AFEES COMMUNICATIONS IS THE OFFICIAL JOURNAL OF THE AIR FORCES ESCAPE & EVASION SOCIETY. AFEES IS A TAX-EXEMPT VETERANS ORGANIZATION UNDER IRS CODE 501 (C)(19). IT WAS FOUNDED IN 1964 AND IS CHARTERED IN THE STATE OF GEORGIA.

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 FULL MEMBERSHIP, OTHER CATEGORIES OF MEMBERSHIP ARE: HELPER MEMBERS, AND FRIEND MEMBERS.

Nominations made FOR THE GENERAL MEMBERSHIP MEETING OF AFEES, SAVANNAH, GA 1996

CURRENT DIRECTORS:

Class 1996: Gerald DeChambre, Larry Grauerholz, Paul Kenney, Francis Lashinsky

Class 1997: Clayton David, Ralph Patton, Clyde Martin, Edward Spevak

Class 1998: James Goebel, David Shoss, Richard Smith, Russell Weyland

Vice President Gerald DeChambre does not wish to be re-elected to the board.

In 1995, Larry Grauerholz, editor of the newsletter, and Francis Lashinsky, who uses his computer to further the database established by Gil Millar, were elected to one-year terms to fill vacancies in the class of 1996.

Therefore, the nominating committee recommends that Larry Grauerholz, Paul Kenney, AFEES treasurer and 1996 reunion chairman, and Francis Lashinsky be re-elected for a normal term of three years. In addition, the following have agreed to serve if elected:

JOHN KATSAROS, who resides at Haverhill, Me., in summer and at Ocean Ridge, Fla., in winter. Flew on a B-17 with the 401BG. Went down in the Reims, France, area on March 20, 1944. Returned to London June 15 via Spain.

WARREN (Bud) LORING, Monument Beach, Mass., a P-38 pilot, down in France, worked with the Resistance and lived in the Fretval Forest until liberated. A career Air Force officer.

JOHN C. RUCIGAY, Ballston Lake, N.Y., co-pilot on a B-24, 15th AF. Shot down in the Balkans, took five weeks to get back to Allied control. Has been instrumental in locating helpers from the Balkans and has made trips back to the area in search of helpers. Instrumental in getting the Yugoslav exhibit brought to the Octave Museum at Chanute, Ill.

VOTE FOR FOUR ONLY
(Nominations from the floor will be accepted)

(Must be present at General Membership Meeting to be eligible to vote)

THE NOMINATING COMMITTEE
Dick Smith, Clayton David, David Shoss

Today's Chow Line

Whatever happened to S.O.S.?

From the Wichita Falls (Texas) Times Record News, March 31, 1996

ALTUS AFB, Okla. -- This is not your father's chow hall.

In fact, call the dining facility at Altus Air Force Base a "chow hall" and expect a verbal lashing from a worker.

"Chow hall." The tired words paint a picture of 300 or 400 drably clad soldiers, covered in dirt, staggering through a food line wondering what that pile of green stuff is on their tray.

At Altus Air Force Base, members of the services squadron are proud that they paint a different picture than the one conjured by those words. The dining facility, the Solar Inn, is sometimes compared to a downtown restaurant-- an on-base steak house of sorts.

Just last year the Solar Inn was named runner-up in the command-wise Hennesey competition. The Solar Inn is also a member of the Oklahoma Restaurant Association and, according to food service manager Kevin Burnett, it tries to incorporate dining ideas from the public sector.

From polished tray runners and big-screen TVs, to the clothed tables, skid-proof flooring and restaurant-style atmosphere, the dining facility has a lot to offer Solar Inn connoisseurs.

But, Burnett said, it takes more than good looks to impress today's Air Force professional. He said it takes a variety of good food as well.

From herb-baked chicken and barbecued spareribs, to beef dishes like steamship round, the dinner facility covers just about all the bases.

But the Solar Inn doesn't stop with variety and taste. Burnett said nutritional value is another important consideration. He said the Solar Inn uses the "Check It Out" nutrition program to provide nutritional information to dining customers.

Burnett, a retired Air Force master sergeant, said the dining facility provides information on the calories and grams of fat in many of its food items.

He said other efforts to keep food nutritionally sound include not using oils

and margarine in vegetables, and not using fatty salad dressings.

Burnett created an Airmen's Council to determine just what airmen want. The council meets once each month to discuss ideas, concerns and solutions.

Burnett said the council started slow, but that after a meeting with the First Sergeants' Group nearly 16 squadron representatives attended the January meeting.

A recurring concern is "ground feeding" for Altus maintainers who are unable to eat at the Solar Inn because of their work schedules.

Burnett said "ground feeding" was begun to better serve maintainer customers. The program has blossomed from five to 10 meals per day at first, to 75 to 100 meals per day now.

"Although we prefer for everyone to eat at the dining facility, we'll do whatever we have to give the best possible service to all our customers," he said. "If that means we have to change our hours of operation, we'll do just that."

Burnett said the Solar Inn has five meal times available week-days-- breakfast, lunch, dinner, carry-out and midnight meal--and three meals on Saturdays and Sundays-- brunch, dinner and the midnight meal.

VA plans expansion of 5 cemeteries

WASHINGTON -- The Department of Veterans Affairs is planning to expand five national cemeteries in New York, Mississippi, South Carolina and Texas.

The VA medical center is donating land to Biloxi National Cemetery, Miss., and South Carolina has donated land to the Florence National Cemetery in that state.

Also, recently-signed legislation approved the transfer of Department of Defense lands to the VA's National Cemetery System for continued service at national cemeteries in Calverton, N.Y., Fort Bliss, Texas, and Fort Sam Houston in San Antonio, Texas.

--Air Force News Service

The "painted picture" of a chow hall may never change from someone slopping a glob of goop onto a metal tray, but at the Solar Inn, they're painting a picture of their own: a picture of content--Altus airmen eating nutritional food in a home-style atmosphere.

Andy Rougeyron risked his life, tells his story

AGENTS FOR ESCAPE (Inside the French Resistance) by Andre Rougeyron, translated by Marie Antoinette McConnell, wife of AFEES member Paul McConnell. Published by Louisiana State University Press, Baton Rouge, LA 70893

Privately published in France in 1947, this memoir of a French Resistance hero directly relates to three AFEES members who owe their evasion to the author, Andrew Rougeyron.

Rougeyron, an auto engineer living in Normandy, risked his life throughout the German occupation rescuing downed Allied airmen. He supplied them with clothes and identity papers and launched a number of them down the escape pipeline.

Arrested in 1944 by the Gestapo and charged with aiding the enemy, he was sent to Buchenwald concentration camp. He vividly tells the story of his struggle to survive and his spectacular escape during the camp's evacuation.

Rougeyron's story graphically describes life in Normandy just before and just after the D-Day landings, a perspective that few of us have ever read about. The difficulties of finding safe houses, food, clothing, false identity papers and of dodging the many Germans in Normandy are well written and very well translated.

This book is a must-read for all evaders, but especially those of you who sweated out the arrival of the ground forces.

--RALPH PATTON

Gil took us into the computer age

By RALPH PATTON, AFEES CEO

Gil Millar, AFEES Director, died on March 26, 1996, after a courageous battle with emphysema.

AFEES was represented at the services held on Friday, March 29, in Houston by President Jim Goebel, Al Lea, Fred Woods and Richard Wright.

Memorials may be made to Hospice at the Texas Medical Center, 1905 Holcombe Blvd., Houston, TX 77030.

For more than 10 years, Gil dedicated most of his waking hours to establishing a database for AFEES information and to introducing Harry Dolph and myself to the complicated world of computers. Gil wrote the program for our AFEES database and personally entered several million bytes of AFEES information into his computer. He then gave copies of his work to Harry and me.

Thanks to the untiring efforts of Gil Millar, our AFEES data base is the envy of most Air Force veterans organizations. It has been the catalyst for our entry into the 8th Air Force Heritage Museum in Savannah, Ga.

Those of us who now try to keep the database current have some appreciation of the time and effort required to establish it. Gil Millar was our computer expert; he answered our elementary questions and solved our difficult problems with patient impatience.

He worked with us when it was painful, never complaining about his health problems, and he worked with us when he felt good.

Gil was our director, our mentor, our critic, our computer expert, but most of all, he was our comrade-in-arms and our Friend! We'll miss him.

Our deepest sympathy to Gil's wife Frances and to their son, Andrew.



MILLAR

GILBERT MILLAR age 72, passed away Tuesday, March 26, 1996 in Houston. He was the Historian for the Air Force Escape and Evasion Society. A member of the Royal Air Force Escape and Evasion Society, he was in the Royal Canadian Air Force and was awarded the Silver Beaver Award with the Boy Scouts of America. He is preceded in death by his son Gilbert Alan Millar. He is survived by his wife of 45 years Frances Millar, son Andrew A. Millar, wife Melinda of Houston, sisters, Marion Canatella husband Melvin of Arkansas, Janet Masson of Louisiana, grandchildren Ashley and Robert Alan Millar and many other relatives and friends. Services will be held 1:30 P.M. Friday, March 29, 1996 at Memorial Oaks Funeral Home Chapel. Interment at Memorial Oaks Cemetery. Visitation will be from 12:00 to 9:00 P.M. Memorials may be made to the Hospice at the Texas Medical Center, 1905 Holcombe Blvd., Houston, Texas 77030

Memorial Oaks Funeral Home
13001 Katy Freeway @ Eldridge
497-2210

Mrs. Hamer, Dutch Helper, passes away

TO THE EDITOR:

My mother, Mrs. Mimi de Witt Hamer of Rusthof 8, 2211 EC, Noordwijkerhout, The Netherlands, passed away suddenly on April 8.

I found some copies of the Air Forces Escape and Evasion Society journal between her papers, so I thought it would be best to let you know of her death.

DUKE de WITT HAMER
Marketentster 34, 2401 JG
Alphen aan den Rijn
The Netherlands

(Mrs. Hamer was one of Ashley Ivey's Helpers in 1944-45)

486th Bomb Group, Sudbury, U.K.,
Sept. 4-7, 1996, at Williamsburg, Va.
Information from John W. Pedersen, 507
Nannette Dr., St. Louis, MO 63125-3302
or call 314-892-1482.

485th Bomb Group, 15AF, Venosa,
Italy, Sept. 11-14, 1996, Marriott
Riverfront, Savannah, Ga. Information
from Earl L. Bundy, 5773 Middlefield
Dr., Columbus, Ohio 43235.

7th Photo Group, Mount Farm,
England, with 8AFHS, Oct. 1-6, 1996,
Clarion Plaza Hotel, Orlando, Fla. In-
formation from Claude Murray, 16810

Boswell Blvd., Sun City, AZ 85351-
1270, phone 602-972-3991, FAX 602-
252-7381.

450th Bomb Group, Manduria, Italy,
at Virginia Beach, Va., Oct. 3-6, 1996.
Information from Doid Raab, 5695
Ireland Road, Lancaster, Ohio 43130-
9478, phone 614-536-7635.

2nd Bomb Association (2BG &
2BW), at Las Vegas, Nev., April 22-26,
1997. Information from Kemp F.
Martin, 806 Oak Valley Dr., Houston,
TX 77024, phone 713-464-0401.

UNIT REUNIONS

GILBERT MILLAR, 1923-1996

EULOGY

By SONJA EARTHMAN, Hospice Chaplain

Frances and Andrew, Melinda and Ashley, Relatives and Friends:

My heart cries out with yours at the loss of Gil. There is a tremendous sadness about never seeing him again for awhile, never talking with him or ever being able to hug him again. There is also a thankfulness for him and a joy for him that his spirit has found a new life of love, peace and light. We lift these deep emotions to the Lord who must keep them in a special place in His heart. He will keep them in that sacred space because we helped take care of Gil for Him. We were His hands, His feet, His ears. Let us work through the grief and wait patiently for His healing. It will come! He promised.

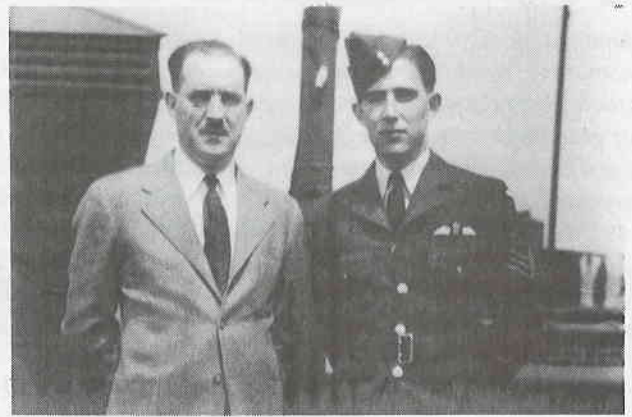
These past few years were trying for Gil. He got where he couldn't get out of bed anymore. His breathing was difficult. His back hurt. His toe hurt. He was tired of it all and was ready "to go" and died peaceful with Frances and Andrew at his bedside. Life had been hard but God was good and death was easy.

Gil was a man of bravery, honor and integrity. In April 1942, he enlisted in the Royal Canadian Air Force even though he had a heart murmur. He joined the service at age 17-18 because he wanted to protect his family and their rights. He was a sergeant in the forces who was tough on his men because he wanted them to be the best and because he wanted them to have the skills to protect themselves. He rose to the rank of pilot. In April 1944 (two years later,) while on a bombing operation to Muntzen, Germany, his plane was hit by a shell and set on fire. Gil ordered his crew to bail out first and then he followed them. He landed at 2 a.m. near Pintails, Belgium, where he was picked up and guided to several places of safety and eventually ended up in a camp of other escape and evade members. He was taken to England and returned to Canada. He was preparing for overseas transport again when VE Day was proclaimed in 1945 and they demobilized.

He later served as director and historian with the AFEES and was responsible for the compilation and publication of two volumes of membership records with individual stories of evasion or escape. He also had the joy before he died of being able to visit with the woman from Belgium who aided him during the escape.

In August 1950, he married Frances Lucas and they had two sons--Andrew and Alan who died in a car crash in 1975. He retired from Brown and Root in 1985.

Gil was a very intelligent man who had a photographic memory. He had the ability to read a book and one year later could quote the second sentence on p. 36. That was a skill he had to later reprogram and unlearn because of the possibility of



Gil Millar (in uniform) and his father

being picked up by the enemy and interrogated and tortured for information. His concern for the well-being of his fellow man coupled with his intelligence kept him abreast of world events. Many times, I would visit and he would have the newspaper spread out in front of him and could talk about the details of the O. J. trial or what was happening in the Middle East.

He had a wonderful sense of humor. We could laugh about needing glasses when he needed his toenails clipped and the laughter could soften his long and tiresome ordeal.

Gil could also be a tough sergeant at home who was demanding, impatient and stubborn. We cannot always judge those parts of ourselves we dislike because we may have needed them at a certain time in life to either help us or protect us. Those ways may have served him at one time in the past--and were no longer needed in the present--but how much pain does a person have to take in one lifetime before a heart closes down? Gil was a man who knew his shortcomings. "Learning to love the difficult is learning to love the difficult part of me." Now he is in the pure and understanding light of God where he will learn a lot about himself. With God, his spirit can continue to grow.

Those close to him saw something happen towards the end of his life. They began to see his heart open and they felt a softness. In the beginning of his illness, he believed that the easy way to die was to call Dr. Kevorkian. Instead, he waited for the Lord to come...in His own time...and in His own way. He worked on his fences that needed mending. On my last visit with him, he wanted to ask Jesus to touch him. He did...and Gil died as he had lived...bravely.

Lent for him is over. The time of suffering has gone and Easter Sunday has come early. He took risks for freedom for others. Now there is freedom for him. He was tired and ready to go...and so we say "Go on Gil. Go fly among the clouds as you did in life and touch the face of God. Go be with Alan...and with Grace Smith...and all the others you loved in life. You will always be in our hearts. In the words of Nat King Cole...you are 'Unforgettable'."

IN SPAIN . . .

Fred learned not to cheer for the bull

Amanda Montgomery, a high school sophomore in Woolwich, Maine, wrote an article about the war-time experiences of her grandfather, Frederick C. Kelly, as part of a project celebrating the 50th anniversary of WW2. As a member of the 492BG, Kelly, now living in Belfast, Me., flew B-24s with the Carpetbaggers. Here is a condensed version of Amanda's account:

When Uncle Sam began calling for the able-bodied young men of the United States in the Second World War, Frederick C. Kelly, along with some of his buddies, enlisted in May 1942.

After completing pilot training in Texas, Kelly was assigned as co-pilot with a nine-man crew on a B-24 bomber plane called a Liberator. The crew was sent to Casper AFB in Wyoming where they completed their training.

Then Kelly and his crew were shipped to England and joined the 8th Air Force. In the U.S., they'd been given jungle escape kits because it had been thought they'd be going to the Pacific. Instead, the crew found themselves chopping up their meals in England with machetes from their survival kits.

Kelly's crew flew special low-level night missions, dropping spies and supplies to the French Underground. The crew was never told exactly what they were dropping. Their superiors were afraid that if it were money the crew might try to steal it. If they were dropping hazardous material for making bombs, they probably didn't want the crew to know that if they were shot they could blow up immediately; this might cause them to be nervous, affecting the success of the mission.

It was the night of March 3, 1944, when Frederick Kelly and his crew were flying their fifth of these missions. They'd been briefed before the flight on German anti-aircraft installment locations, and they were flying a route that was supposed to take them around these installments.

However, the Germans had set up extra installations. Kelly's crew flew through the middle of one of these and were

suddenly shot.

The pilot tried to pull the B-24 up high enough to bail out while the engineer tried to open the bomb bay doors manually for bailing out since the hydraulics system had been damaged. With one engine out and the rest on fire, the pilot wasn't able to pull the Liberator up any higher, and the plane crashed in a field. As the momentum of the plane carried it and its crew down the field, it spun around on its belly, breaking in two pieces, and finally rested halfway up a small hill.

Kelly, the co-pilot, had been thrown halfway through the windshield of the plane. Due to the leaking gas the plane exploded in flames. Kelly heard the rest of his crew (those who'd been in the nose of the plane with him and had already climbed out) shouting to him to get out of the plane. His parachute around his waist was what had kept him from being thrown completely through the windshield, so he unfastened his parachute and quickly made his way through the flames to meet up with the others. Kelly and half the crew climbed up the hill assuming the other half of the crew had been killed.

Almost immediately the group was picked up by the French Underground and taken to a farm house. Here they were fed and rested for a few days. After they were healthy enough, the group began their trip to safety. They were dressed in civilian clothes and their brown military shoes were painted black.

Led by a woman and her 12-year-old son, the group was taken by train to Bordeaux, France. They had to follow the woman from a distance so it wouldn't seem as though they were all conspicuously traveling together. Once in Bordeaux, the woman was supposed to hand the group over to another French Underground member. However, when they got there they learned that this other person had been captured earlier. The woman then bought the group enough train tickets to get them to the Spanish border, warning them to get off just before the border, which could be crawling with Germans.



LT. FREDERICK C. KELLY

The group continued their journey, switching trains and stations here and there. When walking through the stations or even the towns they passed through, the group had to break up so as to seem less conspicuous. The group had been told not to talk, and to act as though they were deaf if spoken to. This was because their accents would have given them away. They were taught the French word for match, "allumette" in case someone asked them to light a cigarette. Other than that, though, they were told not to acknowledge anyone.

Once, while getting onto a new train, the automatic sliding doors began to close on Kelly. Surprising him off guard, he said, "Whoa, there," in English. Several Frenchmen on the train immediately picked up on who Kelly was. They knew he was an aviator helping to liberate their country and said to him, "Bonne chance," meaning "Good luck."

Around six to seven weeks passed while the group traveled through France. Finally, coming near the border, they got off the train and began their journey south to the Pyrenees. By then a few of the crew had been captured and taken to prison camps. Walking at night, the men rested during the day in partisans' houses to avoid being spotted by Germans. As they traveled through Southern France,

(Continued on next page)

Continued . . .

Fred learned about the bull

the peasant/working class that hid them and hated the Germans the most were always willing to feed the crew, but were less and less willing to let them stay at their houses. Germans were becoming more common in Southern France and the partisans were afraid of being caught.

The group also found that women were more willing to help them. This was because if women were caught by Germans, their only punishment was jail. Men who were caught helping these escaped aviators, however, would be shot on sight.

As the group traveled through towns, their destination was south to the Pyrenees, again they had to split up to avoid being spotted by the Germans. However, one by one, Kelly watched as his crewmates being found out and arrested by the Germans. If he saw one of his crewmates being arrested he had to just continue to walk by without helping, acting as if he didn't know them; otherwise he'd meet the same fate and would be taken to a prison camp.

The constant pressure and paranoia of sneaking through France and struggling to dodge the Germans became very draining of energy, and, soon finding himself the only survivor of the crash to not have been captured, Kelly grew very tired of the constant danger.

Once through the Pyrenees, Kelly was picked up by the Spanish police and taken to jail. He was arrested because he was considered an illegal alien in neutral Spain. In jail he was fed a bowl of lima beans for meals, and, being quite the trouble-maker, constantly gave the jail keeper a hard time, demanding to be fed wine with his meals because he was an American officer and demanded to be treated like one.

Before releasing any captured Americans the Spanish had to check in with England. They would let the base in England know they had a Frederick C. Kelly and would ask if the Americans were missing him. This was because the Germans were taking the dog tags off dead flyers and trying to send German spies back to England through Spain, pretending to be the dead flyer.

Eventually, the American Consulate sent for Kelly to be released and taken to a hotel where other escaped Allied soldiers had congregated.

Once at the hotel, Kelly met up with other escaped flyers from Britain, Canada, and America. The American Consulate had organized their transportation for leaving Spain. They would be taken to Gibraltar and then shipped to England. Meanwhile, during the six weeks it took to pass through Spain, the soldiers were allowed to walk freely about the towns as they passed through. They were given a curfew of 10:00 p.m. and a weekly allowance of about \$10, which the young men spent mostly on pastries from the local bakeries.

As this new group of men, in which Kelly was included passed through Spain they visited places like the hot spring bath resort areas, saw the famous bull chasings as bulls were let loose in the streets of the cities to chase down the dodging young men, and even to Pomplona where they watched bull fights. Kelly, with his new found buddies, had a good time in Spain. While attending one particular bull fight, he and some other men had seen six bulls killed in the one fight. They began shouting, "Viva el torro!" which means "Long live the bull!" They were almost arrested because, as the stern policemen informed them, "In Spain you do not cheer for the bull."

As he traveled through Spain, Kelly wrote many letters to his wife, Priscilla, which she didn't get until after he returned to the U.S. In them he wasn't allowed to say where he was, although, he gave her hints such as, "I really miss my old Spanish teacher," to lead her to believe he was in Spain. Priscilla never got the letters until much later and never knew whether Kelly was alive or not. Finally, a friend of Kelly's, who returned to the U.S. before Kelly did, gave Priscilla a coded phone call telling her Kelly was still alive.

Eventually, the group arrived in Gibraltar. With the French invasion, Kelly was shipped back to England and then returned to the U.S.

NEW MEMBERS

The membership list just keeps growing and growing

ANDY W. ANDERSON "L"
9735 Paso Robles Ave.
Northridge, CA 91325-1907
Ph. 818-349-4166
#2076 8AF 91 BG

WALTER F. FREEMAN
1044 Mosely Drive
Lynchburg, VA 24502-1706
Ph. 804-239-5804
15AF 464 BG

Lt. Gen. EARL C. HEDLUND
3613 Sprucedale Drive
Annandale, VA 22003-1948
Ph. 703-941-1924
9AF 474FG

GROVER C. NORDMAN
2270 27th St.
Marion, IA 52302
Ph. 319-377-1929
#2602 8AF 91 BG

Maj. ROBERT W. ROSE
8917 Sirocka Drive
Ft. Worth TX 76116-1308
Ph. 817-244-3306
15AF 464 BG

RAY W. STEWART
511 N. 57th St.
Yakima, WA 98908-2717
Ph. 509-966-2445
#1744 8AF 381 BG

Maj. HOMER J. St. ONGE "L"
5801 Cornell St.
Lubbock, TX 79416-3309
Ph. 806-792-0307
12AF 350 FG

ROBERT F. WERNERSBACH
216 Eauston Rd.
Garden City, NY 11530-1204
Ph. 516-747-7908
#665 8AF 381 BG

FRIEND

MERLIN B. SMITH
559 Queens Creek Rd.
West Monroe, LA 71292
Ph. 318-396-0536
Son of A. B. Smith

Book Review

The pursuit of precision bombing

America's Pursuit of Precision Bombing, 1910-1945. STEPHEN L. MCFARLAND. Smithsonian Institution Press. 312 pp., illus. \$29.95. Smithsonian History of Aviation Series.

(Reprinted from *SCIENCE*, Sept. 15, 1995)

This book's core, the history of bombsights, has its dry detail, especially since it is a story of incremental progress rather than dramatic breakthroughs--less because any one technical problem was baffling than because so many were woven together. Inventors and officials had to find ways to measure speed, drift, and other factors, to stabilize the bombsight and the bomber itself, and to connect bombsights to the airplane's controls and the crew's operation--and do all that amid fast-evolving aviation technology and strategy. Progress on one front often created new problems in another. Therefore designers and officials learned to think in terms not of clever individual devices but of entire systems--one reason they could by 1918 produce "the world's first cruise missile." Complementing the systems approach was a drive to automate the bombsight in

order to minimize human error and strain: Norden's World War II bombsight incorporated an analog computer, "flew the aircraft directly to the correct release point, and released the aircraft's bombs."

Still, progress was slow and precision bombing largely a fantasy, undermined by Navy obstructionism (acidly described by McFarland), production problems, bad weather, enemy defenses, and other factors. While evenhandedly assessing American airmen's World War II record, McFarland notes that "the doctrine that sent them to bomb Germany depended on hitting the nail on the head, not the broadside of the barn," which was the usual practice.

McFarland captures the grand scale as well as the technical details of bombsight development, rescuing it from the obscurity that secrecy and more dazzling inventions left it in. He also links it well to politics and strategy--to "a deep-rooted opposition to making civilians targets in war," although the doctrine of precision bombing obscured how much those civilians became the targets. And he captures its human dimensions, deftly portraying Norden, the Java-born Dutch citizen whose long stays in Switzerland prompted officials to spy on him and who believed he only designed God's "inventions." Norden seems as fascinating and willful, though not as theoretically gifted, as the atomic scientists.

Obviously, this is a story not of science's natural and inexorable progress, but of the forced march of state-driven technology. It undercuts an older but tenacious model of relations among the state, science, and industry. That model portrays the United States as gripped by interwar isolationism and pacifism, then awakening during World War II and the Cold War to develop a military-scientific-industrial complex. Although clinging to misleading concepts like "isolationism," McFarland, like other recent scholars, pushes back the start of that complex, making the interwar era the takeoff phase. To be sure, by post-World War II standards the funding was paltry, the products quaint, the choices still



"World War II powered bombing trainer. The bombardier sighted his Norden bombsight on a powered 'crab' target. The movement of the trainer across the ground simulated the movement of the aircraft and the movement of the 'crab' target simulated the effect of wind causing the aircraft to 'crab' or drift relative to the target." [From *America's Pursuit of Precision Bombing, 1910-1945*; USAF Historical Research Agency]

dependent on willful individuals rather than lumbering bureaucracies. By other measures--secret, sometimes illegal arrangements; fading distinctions between public and private institutions; state-driven technologies; dreams of a Pax Aeronautica enforced by a surgically efficient American air force--much was already in place.

Readers will likely embrace McFarland's complex view. McFarland sees the atomic attacks on Japan as marking the "bankruptcy" of precision bombing doctrine, although "the memory of World War II was sufficient to delude millions of Americans into believing that the American way of war was the most humane on earth..." Modest success with precision-guided munitions in the Gulf War "means fewer people will die, but people will still die."

--Extracted from a review

by Michael S. Sherry, Department of History, Northwestern University, Evanston, IL 60208-2220, USA.

How a student became a fighter

AGENT FOR THE RESISTANCE -- A Belgian Saboteur in World War II, by Herman Bodson, is his personal account of Belgian resistance in WWII.

It's a fascinating documentary of how a pacifist student became, in his own words, "a fighter and a killer." The book was published by Texas A&M University Press.

He also helped evaders in Belgium and wants to write in detail about that part of the Resistance in his next book.

Now living in Taos, N. Mex., Dr. Bodson will be attending the Savannah reunion as a Belgian helper and author.

If you evaded in Belgium, be sure to visit with him. He may have answers for you, and you may have a story for him.

Pastor John Eastwood still serving

OUR PRAYER

By Pastor John H. Eastwood

*"Lord, guard and guide the men who fly,
Through the great spaces of the sky;*

*Be with them as they take to air,
In morning light and sunshine fair.*

*Eternal Father, strong to save,
Give them courage and make them brave;*

*Protect them whereso'er they go,
From shell and flak and fire and foe.*

*Most loved Member of their crew,
Ride with them up in the blue.*

*Direct their bombs upon the foe,
But shelter those whom Thou does know.*

*Keep them together upon their way,
Grant their work success today.*

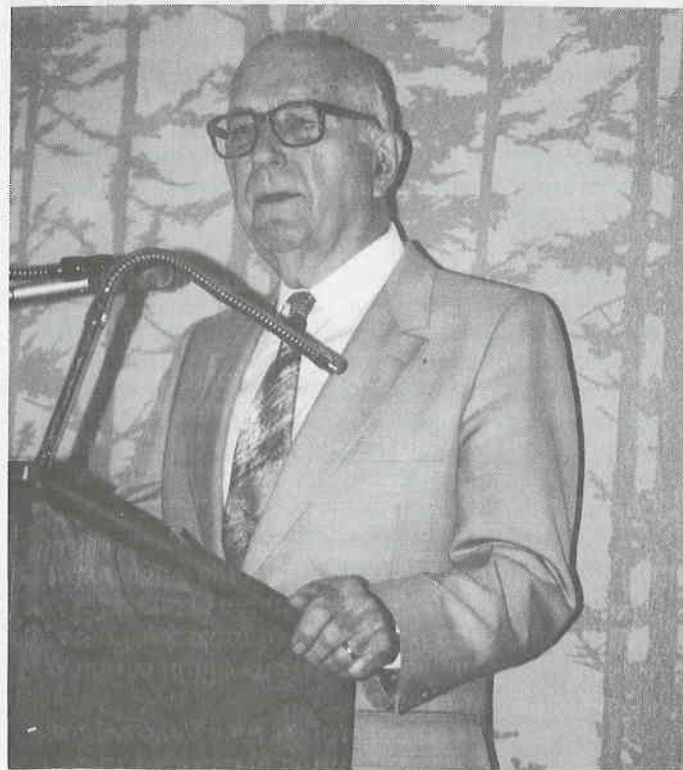
*Deliver them from hate and sin,
And bring them safely down again.*

*O God, bless the men who fly,
Through the lonely ways across the sky."*

Jim Inks of Llano, Tex., Frank and Wilma Ramsey of Gaffney, So. Carolina, and others have reported that the Airmen's Prayer (Page 11, Spring Communications) was written by Rev. John Eastwood, chaplain of the 464th Bomb Group in Panatella, Italy. Chaplain Eastwood often used this prayer at mission briefings.

The editor apologizes to Chaplain Eastwood for failure to give him credit in the Spring issue for a beautiful prayer that must have given men of the 464BG some comfort when they needed it most.

Now in his 80s, Rev. Eastwood lives in Indiana and continues to provide instruction and inspiration. His latest book is entitled "The Wonder of Grace and Other Sermons." It is dedicated to "the faithful, God-fearing, self-sacrificing members of the three congregations we have served during the past 54 years; people who have loved us, demonstrated great patience with us, and encouraged us; and to the men of the 464th Bomb Group with whom I labored in Italy during World War II, many of whom willingly laid down their lives in the service of their country."



Pastor John H. Eastwood
... Chaplain of the 464BG

He also is the author of "Bees, Sparrows, Old Prince, and the Prince of Peace."

Rev. Eastwood's address is Con. Presbyterian Church, 6832 Arizona Ave., Hammond, IN 46323-1622; phone 219-844-2616. He says he has a few copies of his books left.



"Believe me... I know how they feel.
I was a B-17 pilot during WWII."

From our thoughtful Helpers . . .

Cards & letters just keep on coming

More messages responding to the AFEES greeting cards mailed out last December have arrived since the Spring edition of the newsletter was published. Here is the supplemental list of Helpers whose responses have been received by President Jim Goebel, Ralph Patton, Clayton David and others:

AUSTRALIA--Lloyd & Gwen Bott, Jean Grolez.

BELGIUM--Orban Alloin, Mme. Andree (Nadine) Antoine-Dumont, Camille Eva Bernier-Brasseur, Mme. A. Bollen-Penders, Emile Boucher, M. & Mme. Frank Caubergh, Roger Cuigneux, Comtesse Andree de Jongh, Mme. Simmone De Cort-Hellebois, Jacques De Vos, R. Degeye, Mme. Andre Degive, M. Willey Dekeyser, M. and Mme. Desir-Stassart, Jacques Empain, M. Fache-Van Geluwe, Mme. Lise Gooverts-Hament, Jacques P. Grandjean, Mme. Anne-Marie Guilbert, Raymond Itterbeek, Maurice Joveneau, Mme. L. Keesmaecker-Gatelier, Lucien L. Kleynnaert, Rene Londoiz, Countess Be Oultremont, Mme. Emma Protin, Raymonde Rock, Mme. Germaine Sainvitu, Mme. Jacqueline Tabary-Debailleux, Mme. Marcel Van de Wattijne-Blondel, M. Donimique Van Den Broucke, Mme. Vincent Wuyts-Denis.

FRANCE--M. & Mme. Emile Adam, Michel Agneil-Moet, Mme. Josephine Aguirre-Castet, Pierre Aliot, Dr. Pierre Auriac, Mme. Jean Auvert, Dr. Bernard J. Avignon, M. & Mme. Jules Bachelet, Henri Beaudet, Pierre Berty, M. & Mme. Bernard Binder, M. & Mme. Robert Boher, Mme. Odette Bouvier, Mme. Georges Brest, Liliane Brochet, Andre Cadic, Mme. Anne Chareton, Jean Paul Charie, M. & Mme. Rene Charpentier, Louis Chenu, Mme. Marie Chesnais, Andree Chevreuil, Louis Coum, Virginia & Philippe D'Albert Lake, Jacques De Bruyn, Mlle. Suzanne Delcroix, Mme. Marie Dreau, Federation Nationale Andre Maginot, Mme. Mana Foirest, Claude Fontaine, Marie Gicquel, Mme. Denise Gosset, Alice Gouliau, Mimade & Daniel Gouliau, Rosemary Grady, Jean Grolez, Mme. Andree Gross, Jean & Marie Therese Hallade, Mme. D. Hechel, Marcelle Huet, Marceau Jolivet, Mme. Francis Joncour, Marie-Louise Kupp, M. & Mme. Robert Lapeyre, Rene & Aimee Lecren, Desire & Lucienne Lecren, M. & Mme. Marcel Ledanois, Albert & Marie Legoff;

ALSO--J. Baptiste LeNaour, Odele Leroy, Regine Lheridaud, Rene & Genevieve Loiseau, Mme. Devin Mahoudeaux, Job & Jeanne Mainguy, Yves Malecot, Julian Mansion, Rene Martin, Yvonne Michelet, Mme. Renee Mocaer, M. & Mme. Jean Marie Moet, Pierre Montaz, Emile & Marie-Louise Monvoisin, M. & Mme. Pierre Moreau, Genevieve Norfflard, Yves Paillard, Marcel & Josephine Pasco, M. & Mme. Jean Pena, Mme. Bel Florimond Petit, M. & Mme. Jean Jacques Piot, M. & Mme. Roger Poix, Mme.

Typical of the responses received

Dear Members of the AFEES:

I would like to thank you a lot for the cards you always send my grandfather (Adolph Clement of Ostiches, Belgium) at Christmas time.

That's why I'm wishing you, and on behalf of my grandfather, a very happy Easter season. We will also never forget what you've done for us and our nation.

Yours, sincerely,

CATHERINE CLEMENT

49 Cheruskerstrabe
Dusseldorf, Germany

Madeleine Porez, Florance & Alex Prochiantz, Maurice Quillien, Michel Quillien, Mme. Anne Ropers, Mme. Bertrand Rosa, Mme. Christiane Boulanger Rossi, Mme. Salingue-Deslee, Yvette & Pierre Sibiril, M. & Mme. Felix Siwiorek, M. & Mme. Michel Tabarant, M. & Mme. Paul Thion, Elie Toulza, Jean & Jeanette Trehieu, A. Turon, Michou & Pierre Ugeux, Union National Des Evades De Guerre, Rogert Vallee, Jean & Francine Violo, Jacques & Odette Weber, plus two unidentifiable.

HOLLAND--Mrs. Margaret Albers-Dings, Lambertus Berman, Dr. Elsa Caspers, Jeanne De Korete-Huijgens, Mimi Dewitt-Hames, A. H. (Tony) Gielens, Harry & Henny Hoogeweegen, Jannes Klooster, A. G. Kloots, P. Kuysten, Aaleje Ligtenberg-de Bruin, Cor. Lof, L. Maas-Housemans, Annemarie & Frits Meijer, Virrie Oudkerk-Cohen, Bert Pols, M. & Mrs. Albert Postma, Henk Ryneveld, Mr. & Mrs. Harry Sanders, Dr. G. C. Slotboom, Mrs. Dirk Van Pauw, Mrs. Van Bentum-Veldhuisen, Anne Vilenberg-Rijnsaterwoude, Wim Wolterink, Job & Louise Woltman, plus two unidentified.

UNITED KINGDOM--Mr. & Mrs. Donald Brinkhurst, Frank & Isabel Dell, Elizabeth Harrison.

U.S.A.--Georgé Baker and Kristine Koenig (Intrepidus), Roger & Yvonne Files, L. Hamon, Anita Hartman, George Van Remmerden.

The above list is in addition to the following list which was first published in the Spring issue of the Communicator. Here is the earlier list, reprinted from Page 8 of the Spring edition:

BELGIUM--Ferand Bartier, Mme. Lucie Chaidron, Rik Craeghs, Mme. Giselle Evard, Albert Fauconnier, Roger A. Jamblin, Albert Lardot, Karst G. Smit, Raoul Steyaert, Lucien Terrier, Andrew Vandenameele, Mme. L. Vienne-Roiseaux, M. & Mme. Andre Yernaut-Brancart.

-- Continued

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FRANC

Serge Avon
Mme. Gise
Rene Beffe
DeBroissia
Marcel Clo
Mme. Mad
Deduit, An
Marcelle G
Also, G
Jandeau, M
La Palus, P
Jacqueline I
Mme. Marie
Mme. Paule
Fest. Jean-J
Charles Vill

HOLLA

Franssen, Pe
Jasperse, Ch
Leivelt, Mr
Nezink, Alb
Lem Vrij, W

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Brusselmans
George H. V
Gysbertha T
Verlinden.

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WITH THE FRENCH RESISTANCE

British author Vallely was there

John D. Vallely of Stanwix, Carlisle, U.K., the author of *A Border Man in Normandy*, (now out of print), has written to comment on a recent book by Douglas Porch which claimed that the role of the French Resistance in WW2 was exaggerated (See page 25, Spring issue of *Communications*).

John's letter:

"I feel I must endorse Yvonne Daley's response to the slur on the French Resistance in general. Resistance was not only about slitting German throats.

In that small area of Normandy the Departement of L'Eure, 525 airmen of all ranks were returned to duty by hundreds of 'helpers' and 'convoyeurs' who willingly risked their lives, most of them being volunteers*. The guides (smugglers) who led airmen

Cards & letters . . .

(Continued)

FRANCE--Jean & Paule Arhex, Leslie Atkinson, Serge Avons, Francis Andre, Mme. Loulon Balfet, Mme. Gisele Baron, Serge & Josette Baudinot, Mme. Rene Beffera, Mme. Audrei Besse, Max & Isabel DeBroissia, Max Brezillon, General Rene Chesnais, Marcel Closset, Mme. Nicole Cortese, Pierre Cresson, Mme. Madeline David, Mme. Paulette Declerco, Jean Deduit, Andre Formici, Albert Gloaguen, Mme. Marcelle Guillermin;

Also, George Guillon, Jean Hallade, Mme. Pierre Jandeau, Mme. Georges Jauneau, Albert Lair, Louis La Palus, Paul Le Bot, Pierrick Le Loup, Mme.

Jacqueline Le Grand, Ernest Le Roy, Rene Loiseau, Mme. Marie J. Martinez, Claud Masson, Jean Olibo, Mme. Paulette Pavan, Mme. Janette Pennes, Bertrand Petit, Jean-Jacques Plessiet, Rene Pontier, and Mme. Charles Villette.

HOLLAND--Mrs. Joke Folmer, Mrs. Pierre Franssen, Peter & Mimi v.d. Hurk, Dr. Cornelis Jasperse, Charles Kroesen, P. Kuijsten, Mrs. Mia J. Lelivelt, Mrs. Nel Lind, Bert Monster, Gferard J. Niezink, Albert Postma, Dirk Streefkerk, Jacques & Lemi Vrij, William Willemsen, and Jan H.C. Voges.

UNITED KINGDOM--Andrew & Marianne Smith.

UNITED STATES--Helen Conka, Yvonne Daley-Brusselmans, Case Hanou, Olga M. Puglia-Hakim, George H. Van Remmerden, Siem Rosendaal, Ms. Gysbertha Tinkelenberg-Rosendaal, and Henry Lee Verlinden.

PLEASE NOTE: We apologize to all those wonderful and thoughtful Helpers whose names may have been accidentally omitted. Also, in some cases, handwritten signatures create a problem; this is the best we could do.

into Spain were of course professionals and demanded a price.

Within a mile or two of the village (Verneusses) in which I lived, twelve families took in airmen and kept them until they were liberated without asking for a penny in return. Pierre Huby's house, where I dwelt for over four years, became a hotel for downed airmen who would drop in out of sheer boredom. Roland Holwegner and Charles Holt stayed there for weeks on end. When I worked in Paris with I.S.9 in 1945 I offered compensation to M. Huby which he categorically refused to accept.

The Maquis in the Vercors were such a thorn in the flesh that the Germans had to send in a parachute regiment to wipe them out. The armoured division Hitler summoned from the south of France ran into so much trouble that it took weeks to arrive in Normandy instead of days. Retribution fell in Tulle where 99 male hostages were hanged and there would have been more had the supply of rope not given out. In Oradour sur Glane, the 642 villagers, men, women and children were massacred on 10th June 1944. What reason would Mr. Porch suggest was the reason for this?

Rene Duchez the painter with his disarming smile infiltrated the Todt headquarters in Caen and tendered for a painting job making sure he would get it by submitting a ridiculously low price. He stole a complete plan of the Atlantic Wall which was a godsend to those in London who had to plan Overlord.

The American VII Corps commanded by General 'Lightning Joe' Collins had taken Cherbourg but the strong-point called Ostek a few miles away had defied all efforts to subdue it. Early one morning several American Jeeps were seen approaching under a white flag. They were bringing the Commander of the 4th Division himself, Major General Barton and some of his staff. They entered the bunker where they spread out a map in front of the CO, Major Kuppers, and showed him the strength they were bringing up for a final assault. Kuppers remained unmoved but suddenly something caught his eye and he and his officers were amazed at the details shown. Each gun was correctly placed with its field of fire and stock of ammunition. Each blockhouse was marked with its strength in weapons and men, and even the name of the officer in command. Kuppers held a brief council with his officers and white-faced, informed General Barton that the Ostek surrendered**.

Resistance mostly a myth? Thousands of eyes and thousands of ears had obtained that information, Mr. Porch, and I shall not be reading your book either."

---JOHN D. VALLELY

*Le sauvetage des aviateurs allies dans l'Eure, 1940-1944, by Julien Papp.

**Taken from *The Secrets of D-Day*, by Gilles Perrault.

8AF Heritage Museum opening soon

SAVANNAH, Ga. -- The Mighty Eighth Air Force Heritage Museum will hold its grand opening on May 13-14, in Savannah.

The museum, located at the intersection of U.S. 80 and I-95 in the town of Pooler, will honor the more than one million men and women who have served in the Eighth since it was created in Savannah in January 1942. Some 350,000 men and women served in the Eighth during World War II when it grew to be such a powerful force that it came to be known as The Mighty Eighth.

The 90,000-square foot Heritage Museum will house displays and exhibits that portray the daily activities, accomplishments and sacrifices of all who have served in the Mighty Eighth Air Force and will do it without glorifying the horrors of war. Instead, the museum will concentrate on educational needs of America's young people and will offer programs that stimulate them to become active contributing citizens.

In addition to the main exhibit areas, the Heritage Museum will include a one hundred thousand volume capacity library, Eighth Air Force archives, two theaters, an art gallery and educational meeting rooms.

The Heritage Museum will be open seven days a week from 10 a.m. to 6 p.m. There will be a small admission charge. Parking facilities for 200 cars and eight RV and coach busses will be free of charge. The museum will include a large canteen that seats more than 200 people and a 5,000-square foot gift shop. Special hours and group rates will be available for the museum. Interested groups should call Jack Burton, Director of Retail Sales, at 1-800-421-9428 for information.

The first day of the two-day grand opening--May 13--will be devoted exclusively to Eighth Air Force veterans and their families.

The public grand opening will take place on May 14 starting with a ceremony and ribbon cutting at 10 a.m. Numerous well-known Eighth Air Force veterans have indicated they plan to attend the grand opening including Robert Morgan, pilot of the Memphis Belle B-17 aircraft, and his co-pilot, Jim Vineress;

Medal of Honor recipient William Lawley; fighter aces Francis "Gabby" Gabreski, Robert S. Johnson, Jerry Johnson, and John Truluck--all from the famed 56th Fighter Group known as Zemke's Wolfpack; Paul Tibbets and Frank Beadle who flew together on the first Eighth Air Force daylight bombing raids. Steve Miller, son of famed band

leader Glenn Miller, plans to attend.

Numerous Eighth Air Force alumni groups and individuals have reported they plan to attend the Monday evening reception.

News media members are welcome to attend the grand opening events to cover the ceremonies and talk with veterans and dignitaries.

Updates to 1996 Roster

(Changes are in **Bold Face Type**)

Everett L. CHILDS, **4840 Thunderbird Dr. # 189**, Boulder, CO 80303-**3872** Phone: 303-494-7081

Robert D. COUTURE "L", **421 North 7th**, St. Charles, MO **63301** Phone: 314-724-1714

Arthur L. DUNN, add Winter address: **1850 SW Palm City Rd., LE 202, Stuart, FL 34994**

Joseph A. LANTINGNE, **945 West St. Rd.**, Carthage, NY 13619

Francis J. LASHINSKY, New Area Code Phone: **860-434-2434**

James D. MAHAFFEY, **1862 Independence Ave., Melbourne, FL 32940-6848**

Dr. Robert Howard MAHANES, Phone: **804-821-2477**

Phillip W. NEWHOUSE, New Area Code Phone: **909-737-3119**

Leonard A. POGUE, **Cancel summer address in Michigan. Now spends full time in Florida.**

Francis C. "Frank" RAMSEY, New Area Code Phone: **864-489-6457**

Dean W. TATE, **14685 SE 130th Dr., Clackamas, OR 97015-8297** Phone: **503-698-7249**

Robert C. TUCKER "L", **1500 County Rd. 1, Lot 171, Dunedin, FL 34698-3935** Phone: 813-733-6049

Joseph VUKOVICH "L", New Area Code Phone: **541-734-0944**

George R. WEINBRENNER "L", **New phone: 210-650-3873**

Harry D. WHITE "L", Phone: **910-452-9076**

Widows, Friends and Helpers living in the USA

Mary K. AKINS, New Area Code Phone: **909-658-1537**

Mrs. Violet ASHMAN "W", **15702 Ensenada Dr., Phone: 713-564-9967 #1699 8-384 BG (Harold) Houston, TX 77083**

Bep ROZENDAAL-TINKELBERG, **Phone 602-956-2527**



THE AIR FORCES ESCAPE & EVASION SOCIETY

Schedule for 1996 Reunion

Thursday-Tuesday, May 23-28

Riverfront Marriott, Savannah, Georgia

Thursday, May 23

Early arrival date.

Meals and sightseeing on your own. Walking tour of the Riverfront Plaza, or tour of City of Savannah.

Friday, May 24

9:00 A.M. to 5:00 P.M. -- Convention registration open on Mezzanine floor.
Breakfast and lunch -- on your own.

1:00 P.M. to 5:00 P.M. -- Hospitality Room open.

6:00 P.M. -- Reception and Dinner at the hotel -- Introduction of guests.

Saturday, May 25

Breakfast on your own.

9:00 A.M. to 11:00 A.M. -- Business meeting.

12:00 Noon -- Luncheon.

Dinner on your own.

6:00 P.M. to 10:00 P.M. -- Hospitality Room open.

Sunday, May 26

7:30 A.M. to 8:30 A.M. -- Breakfast at the hotel.

9:00 A.M. -- Buses to 8th AF Heritage Center with lunch.

3:00 P.M. to 5:00 P.M. -- Hospitality Room open.

6:00 P.M. -- Reception.

7:00 P.M. -- Banquet, Entertainment, etc.

Monday, May 27

8:00 A.M. to 10:00 A.M. -- Breakfast at hotel.

10:00 A.M. -- Memorial Services.

Departure.

Tuesday, May 28

Late departure.

AFEES first incorporated in 1973

By **RALPH PATTON**

Chairman, AFEES

On several occasions during the 32 years of AFEES, members and/or directors have raised questions about the need for specific by-laws to govern our day-to-day operations. In three instances, the Board of Directors has turned down, with one dissenting vote, approval of detailed by-laws, reasoning that Articles of Incorporation were adequate guidelines.

AFEES was organized in 1964 with approximately 35 members, of whom five agreed to become board members. We now have grown to more than 900 members; 12 have agreed to serve as board members.

AFEES was first incorporated in the State of Michigan in April 1973 and was re-incorporated in the State of Georgia in 1987, under the following "Articles of Incorporation."

1) Encourage and extend relationships among those persons both in and out of the United States who have interests and experiences in common with AFEES membership.

2) Improve and enhance exchange of ideas and programs designed to achieve international goodwill.

3) Extend moral and financial support to foreign nationals having parallel experiences, concepts or objectives.

4) Solicit national and international support for the programs and objectives of the corporation as an entity and for individuals pursuing the objectives of the group.

5) Assist in locating those persons and/or groups which might benefit from the operation of this non-profit group.

6) Acquire by dues, fees and contributions such monies as may be needed to achieve the concrete, or material

purposes of this organization.

In addition to the written articles, it has always been understood by the founding members that eligibility for membership includes:

1) Former members of U.S. Air Forces who evaded capture after having been shot down behind enemy lines or in enemy-occupied countries and returned to Allied control regardless of the time, or the means, required to accomplish this.

2) Former members of U.S. Air Forces who evaded capture for 30 days or more, with the help of an underground group or patriotic nationals, after having been shot down behind enemy lines or in enemy-occupied countries even though he may subsequently have been captured.

All meetings have been conducted in accordance with Roberts Rules of Order.

Election of directors and officers is on the agenda for Savannah

By **JIM GOEBEL JR., AFEES President**

Once again, we soon will be gathering for our annual reunion and it is the wish and hope of your officers and directors that we all enjoy this bringing-together of friends and Helpers.

I have completed three years as your president and because of the help of all officers, it has been a time of few demands. I have requested the nominating committee to work on filling positions that are expiring.

If any member in good standing desires to be considered by the nominating committee, please contact a committee member. Your nominating committee is chaired by Dick Smith.

On the agenda of the general meeting, I'd like consideration of a constitution and by-laws. It's your organization and it should be one with a firm foundation and guidelines of behavior and purpose.

Please study this proposed constitution; bring your copy to Savannah; submit suggested changes beforehand, if possible, to keep the meeting period brief. Thank You!

Proposed Constitution and By-Laws

AIR FORCE ESCAPE AND EVASION SOCIETY BY-LAWS

ARTICLE I -- NAME

The name of this organization shall be "Air Forces Escape & Evasion Society." It may also be referred to in these by-laws as AFEES or AFEES, Incorporated.

ARTICLE II -- OBJECTIVE

Section I. The Air Forces Escape and Evasion Society Inc. is a non-profit organization. Its objective is to maintain and continue the close relationships of its members and their related Helpers around the world who aided AFEES members to escape continual capture while within hostile territory. AFEES shall remain financially and administratively independent.

AFEES CREED

The AFEES member, though much time has passed, still thinks of himself related to his military experience and dedicated to the good and welfare of these United States of America.

He never forgets that his opinions, regardless of to whom expressed, continue to carry enormous weight.

He conducts his personal life in a manner which reflects the most favorable impression for the AFEES organization in the eyes of the public, whom he served so well.

He is loyal to his fellow AFEES members, his country and his God.

He is ever thankful that he was afforded the opportunity to perform among peers of the highest quality.

He gazes upon his wartime experiences with sadness mixed with great pride.

ARTICLE III -- MEMBERSHIP

Section I. Membership in AFEES shall consist of regular members, affiliate members and honorary lifetime members.

A. Regular members are dues-paying, ex-military flyers, that meet the definition of escapee or evader which is defined as follows: One who parachuted or landed in enemy territory and escaped or evaded capture for a period of at least seven days or more before returning to Allied forces.

B. Affiliated members are widows of regular members or persons who cannot be described as regular members but who by association or interests are deemed suitable for membership. Nominations for affiliate membership may be submitted by regular members to the Board of Directors, through the President, not later than six months prior to the annual reunion. Affiliated membership shall not exceed ten percent (10%) of regular membership.

Section II. Dues

A. Regular membership dues shall be twenty U.S. dollars (\$20) annually, payable on the member's birth date. Lifetime dues are one hundred U.S. dollars (\$100).

B. Affiliate members dues is twenty dollars (\$20) annually, paid on January 1 of each year.

C. Honorary lifetime members and widows are not required to pay dues.

D. Initiation fee of twenty-five U.S. dollars (\$25) for regular and affiliate members. Widows and honorary lifetime members are not required to pay an initiation fee.

E. Delinquency in the payment of dues for one year or more shall be considered cause for termination of membership. An application for reinstatement shall be in writing to a member of the Board of Directors.

ARTICLE IV -- OFFICERS AND DIRECTORS

Section I. The officers of AFEES shall be: President, Vice President, Chairman of the Board, Director (limited to a number of eleven), Treasurer, Secretary.

All the above are members of the Board of Directors.

A. The responsibilities of directors shall be as set forth in incorporation law and the Roberts Rules of Order.

B. The president shall preside at AFEES, executive board and annual convention meetings; shall appoint standing and special committees as are deemed necessary to carry out the work of the AFEES and shall be ex-officio member of all committees with the exception of the nominating committee.

C. The vice president shall perform the duties of the president in his absence or inability to serve and shall execute such other duties as assigned by the president. The vice president (elect) will normally succeed to the office of president.

D. The secretary shall record the minutes of the Board of Director meetings; the annual convention business meeting and other meetings at which he is in attendance and work with the treasurer keeping a current roster of AFEES members, together with their addresses and make this information available to the membership upon request. The secretary shall edit and circulate to the membership and Helpers an appropriate publication at least three times annually, preferably four times annually; and perform such duties as may be assigned by the president.

E. The treasurer shall conduct the financial affairs of AFEES, submit a full financial report to the annual convention, submit interim reports to the Board of Directors as requested and perform such other duties as requested by the president.

F. The convention chairman shall, in consultation with the Board of Directors, have responsibility for planning and implementation of the annual convention, assume chairmanship of the convention committee and perform such other duties as may be assigned by the president.

G. A director shall perform the duties of the vice president in his absence or inability to serve and shall execute such other duties as may be assigned by the president.

ARTICLE V -- NOMINATIONS AND ELECTIONS

Section I. The nominating committee shall consist

(Continued on next page)

PROPOSED CONSTITUTION & BY-LAWS--Continued

of at least three board of director members.

Section II. The nominating committee shall nominate a candidate for each office eligible to be filled at the annual convention. Additional nominations may be made from the floor but no nomination may be considered without prior consent of the nominee. As the vice president/president elect will normally succeed to the presidency, officers eligible for nomination and election are as follows: vice president/president-elect, vice president, secretary, treasurer, convention chairman and the directors who have completed their elected term. All officers and directors shall be regular members of AFEES as defined in Article III, Section I-A.

Section III. The election of officers and directors shall be held during the latter part of the business meeting of the convention with a majority vote of the regular members controlling. The declaration of the next year's convention place and desired time will close the convention's business meeting.

Section IV. Officers and directors will assume their elected offices immediately following the annual convention.

Section V. Officer and director vacancies that may occur shall be filled by Board of Director appointment for the remainder of the unexpired term.

ARTICLE VI -- CONVENTION

Section I. AFEES shall hold an annual convention, the time and place and convention chairman to be announced by the board of directors at the close of the preceding general business meeting.

Section II. Proposed agenda items for the board of directors meeting should, if at all possible, be made known to the president at least a month before the meeting. Proposed agenda items for the general business meeting should be made known to the president at least two weeks prior to the general business meeting.

Section III. The voting body of the convention shall be limited to regular members in good standing.

Section IV. Ten percent (10%) of the regular members in good standing shall constitute a quorum.

ARTICLE VII -- EXECUTIVE BOARD

Section I. The elected officers and directors shall constitute the executive board.

Section II. The executive board, in harmony with these by-laws and the articles of incorporation, shall have general supervision of the affairs of AFEES between conventions; shall approve all committee plans of action and shall incur no indebtedness beyond existing funds on hand.

Section III. Meetings of the executive board shall be called by the president, or upon the written request to the secretary, by four members of the board.

Section IV. A simple majority of the executive board shall constitute a quorum.

Section V. A liaison committee shall be appointed by the president and that committee shall be responsible for monitoring and maintaining contact with any and all

organizations whose operations may impact AFEES.

ARTICLE VIII -- INDEMNIFICATION

Section I. AFEES, Inc., shall indemnify and hold harmless all AFEES officers, directors and appointees from and against all obligations, liabilities and expenses arising from and in the course of the performance of their assigned duties.

Section II. The treasurer, for his own protection, shall be bonded by a reputable bonding company.

ARTICLE IX -- DISSOLUTION

Section I. A motion to dissolve the AFEES shall only be placed on the agenda of the convention general business meeting by a majority vote of the executive board or by the submission of a petition to the convention agenda containing the signatures of one hundred (100) regular members in good standing. Dissolution shall then require a two-thirds majority vote of those regular members in good standing, present and voting, constituting a quorum.

Section II. In the event of dissolution, any AFEES, Inc. assets remaining after all obligations are resolved shall be contributed to a worthy national organization associated with the U.S. military in an active manner.

ARTICLE X -- PARLIAMENTARY PROCEDURE

Roberts Rules of Order shall be the official reference for the disposition of any procedural questions that may arise at an AFEES function.

ARTICLE XI -- AMENDMENT OF BY-LAWS

These by-laws may be amended by a two-thirds majority vote of the regular members of AFEES in good standing, present and voting at the annual convention general business meeting, or by resolution and majority vote of the executive board.

ARTICLE XII -- RECORDS

AFEES shall maintain books and records of all meetings and finances for a period of at least five years.

Volunteers needed

We need members to sign up for 2 or 3 hour shifts for these and other reunion jobs:

- 1) Registration desk
- 2) Help load and unloaded buses
- 3) Memorabilia room
- 4) Hospitality room
- 5) Piano player

Please help out if you possibly can!

To the AFEES membership:

Some 30 years ago, when AFEES was a very small unit, the membership did, at times, make arrangements to entertain and honor our Helpers. We did not have much in the line of financial security, but we had faith that the membership would rise to the occasion, and that we would be able to pay our bills from those reunions. Thanks to the contributions, large and small, we have always remembered our Helpers.

In its conception stage, a prominent founding member of AFEES pledged \$100,000 to the Heritage Museum in Savannah where AFEES members and our Helpers would be honored.

The pledge was not made by the Board of Directors or by the AFEES membership as a whole. But it was made on the premise that members would meet the challenge and fund the pledge with individual donations.

We need to do it for the children, grandchildren and great-grandchildren of evaders and Helpers. This exhibit is where they will be able to learn about Evaders and their Helpers from all the Air Forces.

So far, members have contributed \$50,000 but another \$50,000 is needed to fulfill our pledge.

Among our members there must be 50 who can give \$1,000 over a three-year period. If not, there must be 100 members who can give \$500 over a three-year period, or there just has to be, out of 900 members, 200 who can give \$250 over a three-year period.

(All who contribute \$200 or more will be listed in the "HONOR ROLL BOOK" located in the AFEES exhibit area.)

PLEDGE WHAT YOU CAN, SIGN THE PLEDGE AND SEND IT TO:

The Mighty 8th Air Force Heritage Museum, PO Box 1992, Savannah, GA 31402-1992
Attn: Debra Smith Phone 1-800-421-9428

MY PLEDGE TO THE AFEES COMMITMENT

[] \$1000. IN ONE YR. [], IN 2 YRS. [], IN 3 YRS. []
[] \$ 500. IN ONE YR. [], IN 2 YRS. [], IN 3 YRS. []
[] \$ 250. IN ONE YR. [], IN 2 YRS. [], IN 3 YRS. []
[] \$ _____ IN ONE YR. [], IN 2 YRS. [], IN 3 YRS. []
\$ _____ Check enclosed. (IRS Approved 501(C)(3) Corp.)

Name: _____ Address _____
City _____ State _____ Zip _____ Ph: _____

(Personal information about your service duty is welcome.)

Life Memberships in the Heritage Museum are:

COMMANDER'S CLUB --\$200 - \$999
SUSTAINING MEMBER \$1000 - \$4999

ANNIVERSARY PATRON \$5000 - \$9999
MIGHTY 8th PATRON \$10,000 & UP

---Richard M. Smith, Founding member of AFEES and Director

A return to Norway for a dedication B-2

By **FORREST S. CLARK**
Kissimmee, Fla.

(A survivor of the mission)

The people of a tiny village in Norway and the American people formed a bond recently by the efforts of a group of a dozen 8th Air Force veterans and their wives.

The people of Lillestrom, a village about 15 miles east of the Norwegian capitol of Oslo, made friends with the Americans at a World War II memorial in their community. The memorial dedicated last Nov. 18 is to honor 82 Americans and three Norwegians killed in an American bombing raid over Norway 50 years ago. The target was the German airbase at Kjeller, a mile outside the village.

The church in Lillestrom was filled to capacity by hundreds of townspeople to mark the memorial. Many of the village people said it was the first time since WWII ended in 1945 there had been such an event in their town.

Two of the organizers of the memorial event are from Central Florida, one from Winter Springs and another from Kissimmee. Oscar Kaalstad and Forrest Clark were assisted by ten other Americans in devising the memorial. Among them was the son of one of the bomber pilots killed in the raid, Edward Dobson Jr., of Bozeman, Mont.

Joseph Whittaker of the 392nd Bomb Group, the lead bombardier, gave the dedicatory address and eulogy. There was a fly-over by Norwegian Air Force planes

and a display of flying by Warbirds.

Bernt Aspang, pastor of the Lillestrom church, said it was an emotional experience for all, both Americans and Norwegians and especially those who are survivors of the casualties. Some broke down and cried at the service. Many said the fact the Americans bombed the German base was a boost to the Norwegian morale after years of Nazi occupation.

Major Gen. Erik Hernes, commander of the base, gave an emotional talk to the group at a memorial dinner given by the Royal Norwegian Air Force. He told of his youth during wartime and the work of his father in the Resistance movement against the German occupiers. Many had helped escapees across the border into Sweden right under the German troops. Others had escaped like the family of Oscar Kaalstad, whom I met, who with his parents and sister took a boat across the water to Sweden with the Germans in pursuit.

Many of the people came forward to greet the Americans and to tell personal stories of the raid and of the hardships they endured during the war. Some told of seeing the destruction of the bombs and others of how their homes were damaged and some family members killed. One of the survivors invited the Americans to her home and displayed a picture that was marked by shrapnel from the bombs. One told how 20 or more bombs fell around her home on the mountain above the airbase and how the

FOR THE NORWAY MEMORIAL DEDICATION

On behalf of the Second Air Division, U.S. 8th Air Force, we pay tribute here to those American flyers killed in action on this mission to Norway and the Norwegians who were casualties in November 1943. This memorial is to honor their eternal sacrifices in the struggle against tyranny 50 years ago. We also honor the Norwegians who were part of the Resistance to Nazi occupation in World War II.

We extend goodwill to all Norwegians and honor them for their valiant fight against the occupation forces. To the surviving members of families of the civilian victims we express our sincere sympathy.

Germans came to dig up the unexploded bombs on her property.

The American bombers dropped 838 bombs on the airbase, destroying an estimated 80 percent of it. It was one of the longest missions of the war and one of the few on Norwegian territory.

All agreed the memorial was a healing process for Norwegians and Americans and a renewal to strive for peace in the world.

The 8th Air Force groups represented were the 392nd, 389th and 44th, Second Air Division. Several bombers were shot down by German fighters.

Mlle. Perrenx: a most remarkable Helper

Robert O. Anderson of Mendham, N.J., reports the death of a Helper, Mlle. Alice Perrenx of Samedet, Landes, France, which occurred on June 11, 1995.

He writes: "This unbelievable lady had celebrated her 100th birthday in February 1995. I shall miss our annual exchange of Christmas cards.

"My wife Marjorie and I had visited her at her home twice during the 1960s and 70s. Despite her age, I feel a great loss at her passing."

CARD OF THANKS

*We wish to thank A.F.E.E.S. for the lovely
flowers and expressions of love and
concern during our time of sorrow.*

Frances Millar and Family

B-24s disappeared over North Sea

BY FORREST S. CLARK

Kissimmee, Fla. (941-427-0371)

When the 8th Air Force Heritage Museum opens on May 14 near Savannah a part of it will honor 60 American airmen whose planes went down on a WWII mission over the North Sea and were never found.

Pilots and aircrew men from California to Florida who were flying comrades of these men contributed to this memorial. One is Col. William Cameron of Carmel, Calif., a leader of the 44th Bomb Group officers and Col. Richard Butler of Riverside, Calif. Others are from eight states. Col. Joseph B. Whittaker of Clearwater and Col. Lawrence Gilbert of Winter Park, Fla., are among the group.

The planes and their 10-men crews were shot down by a force of 15 Luftwaffe fighters over the North Sea in November 1943. It took 53 years to get this memorial. A permanent bronze plaque was erected in Norway as a tribute to the missing airmen and their planes, B-24 Liberators.

No debris from them, no bodies were found or body parts or no reports were ever made of what happened to the men. All were in the Second Air Division of the 8th Air Force.

It is one of the great mysteries of WWII and remains so 50 years later.

The men who disappeared in this mystery will be memorialized at a special exhibit at the 8th Air Force Heritage Museum. The exhibit will open when the museum opens May 13-14.

No one saw any of the planes go down or hit the North Sea, yet they did not report back and there was no official rescue of any of the men. They were listed as missing in action for years and then listed as killed in action.

The memorial exhibit will contain a plaque made especially for the missing airmen by those who were part of the formation of bombers on that mission Nov.

18, 1943. They disappeared over the part of the North Sea known as the Skagge Rak between Norway and Denmark following enemy fighter attacks. Four of the planes were from the 44th Bomb Group.

Other bombers on the mission were from the 392nd, 93rd, and 389th Bomb Groups of the 8th Air Force. They dropped 838 bombs on the German target.

This mission was over 700 miles of water, one of the longest, if not the longest, over-water bombing mission of WWII in Europe. Much of that 700 miles was within range of enemy fighter squadrons based in Norway and Denmark. At that time in the war there was no friendly fighter escort for the bombers. Many of the air crews were new to combat and some had few missions at that time.

The memorial exhibit will include photos of the missing pilots and crews, target damage, artifacts, mission reports, and fragments of flight equipment.

Survivors of that mission paid for the memorial. Sons, daughters, and family descendants of the missing men have been searching for 50 years to find answers to the question of what happened to the planes and men. They were never picked up by air-sea rescue teams.

They have searched the world and many official files of the Air Force and the government but never have found answers they have sought. Attempts have been made to find Norwegians or Danish people who may have some knowledge of the mysterious disappearance or who have found part of the planes or the bodies but not one has come forward.

There have been reports of Norwegian fishermen finding parts of WWII planes but none has been confirmed as belonging to the missing squadron.

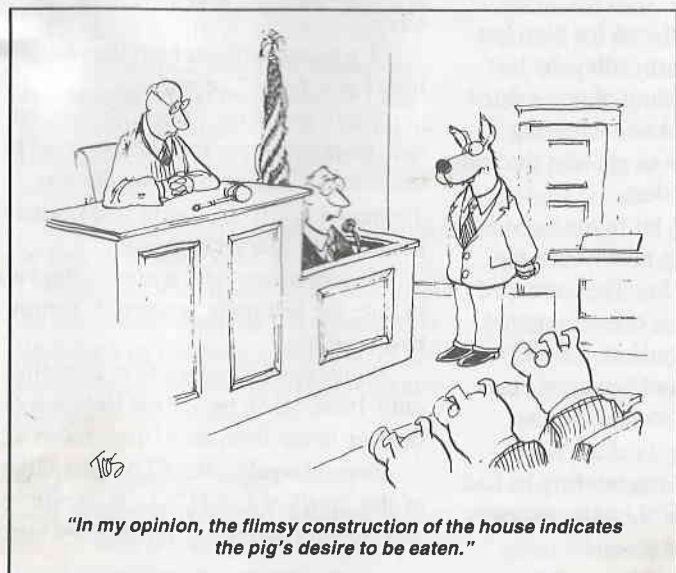
The Sons of Norway and the Viking Club of Central Florida have given their support of the memorial and devoted programs to it. The Royal Norwegian Air Force lent its support for arrangements in Norway under auspices of King Harald.

The new 8th Air Force memorial at Savannah will contain photos of the planes, a few of the missing men and data of the mission for that November day 53 years ago.

Appeals have been made for anyone with information about the men to come forward with information so the families may know about the final hours of this missing squadron of WWII planes. It is the hope of the survivors and families of the men that the memorial exhibit in Savannah will help to find the answers they have sought. This is their hope as WWII passes into history.

Anyone with information about the missing flyers may add what they know to the memorial exhibit so that it will be as complete as possible.

The author was on the mission 50 years ago and remembers seeing some of his fellow airmen who he had lived with go down into the North Sea, never to be found again.



"In my opinion, the flimsy construction of the house indicates the pig's desire to be eaten."

A.B. got part of his parachute back

From the Ouachita Citizen, West Monroe, La., March 21, 1996

By GAYLA McKENZIE ARNOLD

Fifty years to the very hour from the day that A. B. Smith fell from the sky into a newly spaded garden plot in the Belgium countryside, he stood on the same spot once again.

This time members of his family were with him, as were many residents and the mayor of the town of Reves. There was celebration rather than fear.

There were banners and speeches, toasts and presents. Stories were shared that day about the events of a half century before.

Smith, the nose gunner on the World War II B-24 Liberator Bomber, the "Spirit of L.S.U." was given pieces of his parachute which was caught in a tree as he landed and a short time later retrieved by nearby families to use for clothing. One woman produced a picture of herself in a blouse made from the chute.

Waiting for him

One of Smith's favorite stories was told about a boy who had seen the plane as it fell into a forest.



This young woman wears a blouse made from Smith's parachute. Smith was given a part of this blouse two years ago.

"He had been with some friends looking for a fuel tank that had been dropped earlier in the day when suddenly, cartwheeling over him, there was this massive plane with a 100-foot wing span falling, without noise, because the engines were gone," Smith said. "He ran so fast, he ran out of his wooden shoes and kept on going. Even when he met a group of people going toward the crash site, he didn't stop or turn around."

Smith's wife Gran related the story of another boy, who Smith followed behind on a bicycle to the safety of a home for priests.

As they prepared to cross a bridge, the Belgian youth was 100 yards ahead. Before Smith could cross, a wagon loaded with hay blocked his path. He stopped within feet of a German soldier guarding the bridge. The young man said, in halting English, "I thought I would never see A. B. again."

That was just one instance of help provided by the Belgian patriots during the time between Smith's jump from the falling B-24 and his liberator six months later.

He received immediate notice.

"By the time I got to my feet, there were 10 or 15 people standing around me," Smith said.

He made use of the training he had received about acting in such a crisis to make known to an elderly gentleman among the crowd that he needed civilian clothing and fast.

It was quickly produced for him, but as he changed in a nearby alley, he lost the survival kit, consisting of some dried food rations, a pocket knife, chewing gum and photographs to get him through the country and to freedom.

Smith dropped the kit in his haste and some children standing nearby saw the gum among its contents. They scooped it up and ran away with everything that had fallen before he could stop the or make anyone understand how important the photographs were to him, he said.

"I knew better than to chase after them," he said. From the briefing he had received, he also knew "I had to get away from there" as soon as possible.

He had also been told to seek out



A.B. Smith

people of modest backgrounds who he was told were less likely to be collaborators, so he headed into open land.

"About sundown, I saw a barn roof the horizon and I thought to camp there," Smith said. "It had been a warm day. I was so thirsty that when I saw a pump between the orchard and a farm house I walked straight towards it. There were two elderly couples sitting within sight and I motioned to them that I wanted water. One of the men went inside the house and came back with a glass. Then I showed them that I wanted to sleep in their barn."

He made a bed on burlap feed sacks and slept.

"I was not without help the rest of the time I was there," he said.

Smith met with Robert Cotyle, the man responsible for the Underground in the south of Belgium during the war. Through his efforts, Smith was placed in homes to be hidden in safety.

He was in one only a couple days in one, the last place he stayed, almost two months.

Smith would not see Cotyle again until 1968, when he visited Belgium on his way home from an African safari.

Several weeks after "The Last Flight of the Spirit of L.S.U." A. B. Smith was staying with an elderly brother and sister.

(Continued on next page)

FOLDED WINGS

MEMBERS

- 14 AF Mr. Jack Clifford, Park Ridge, Ill., 308 BG, Oct. 22, 1995
 # 352 Mr. Jerry Eshuis, Lynden, Wash., 95 BG
 Mr. Charles L. Gurney II, Buffalo, N.Y., 379 BG
 Mr. Gilbert Millar, Houston, Texas, 6 RCAF, March 26, 1996
 # 495 Mr. Isadore C. Viola, Dundalk, Md., 94 BG, June 10, 1995
 # 487 Mr. Earl J. Wolf, Indialantic, Fla., 306 BG, Feb. 27, 1996
 # 522 Mr. Phlemon T. Wright, Floresville, Texas, 381 BG, Feb. 4, 1996
 #2619 Mr. William D. Zahrt, Millston, Wis., 322 BG

HELPERS

- Mme. Odette Carabelli, Normandy, France, March 31, 1996
 M. Andre Cocuelle, Crevecœur Legrand, France
 M. Robert Cotyle, Arguennes, Belgium, November 1994
 Mlle Germaine Couffon, Plouha, France, Oct. 24, 1995
 Mme. Andre Croonenberghs, James Namur, Belgium
 Mr. Antonie Gerardus Kloots, Vlaardingen, Holland, March 3, 1996
 Mlle Alice Perrenx, Samadet Landes, France, June 11, 1995
 Mr. Pierre Servagnat, Semiers, France, December 1995
 Mr. Duro Sessas, Korcula, Croatia, Jan. 21, 1996
 Mr. Gys "Gus" Regtuyt, Cape Coral, Fla., (Dutch Helper) Jan. 29, 1994
 Mr. W. Bentum Veldhuizen, Scherpenzeel, Holland, Sept. 23, 1995

A.B. found his parachute . . .

---CONTINUED

of very modest circumstances in rural southern Belgium, when a letter made it to him from James Sizemore, who had been the plane's turret gunner.

Sizemore had suffered injury to both legs on landing from his jump from the plane. He was staying with a family on a farm where "there was plenty" and was anxious for Smith to join him there.

"I knew Dick Sizemore better than anyone else on the crew because I had been through gunnery school with him. He was just a prince of a guy," Smith said.

Arrangements were made for Smith to be moved to the locale.

Later, he and Sizemore moved to still another place, spending the remainder of their time in Belgium in the attic of a home where even the maid did not know of their existence there.

Kept contact with host

The then 19-year-old daughter of the family with whom Smith and Sizemore lived those final two months before their liberation, Elizabeth, has remained close

to Smith in the ensuing years and has visited the Smith family several times with her own family.

During the Smith's trip to Belgium in 1994 and the 50th anniversary celebration in Reves, they stayed with Elizabeth at her chateau.

Elizabeth's family has given to Smith the medal their mother received for her efforts for the American soldiers during the war. The medal was given to him by the family, they told him, because he was like a son to them.

He was very moved by the gesture. "I am not sure I would have wanted to let something like that pass out of my own family," he said.

The Smiths were moved by the villagers who hosted the grand reception for them to mark the 50th anniversary of his landing in their midst.

There are, in Smith's office at home, maps, photographs and other commemoratives of that occasion and other reunions with the families who aided him during the war.

There are also mementoes from a 1990 reunion with the other crew

members of the "Spirit of the L.S.U."

All ten survived the war, though the last five who parachuted from the plane were captured and held prisoner until the end of the war. Eight of the ten were able to attend the reunion. The navigator died in 1958. Another crewman was unable to attend.

Didn't know enough

In retrospect, Smith doesn't recall being nearly as afraid as he could have been.

"When you are 21 or 22 years old, you think you are invincible," he said. "I think I was more afraid earlier, when we almost collided with another B-24 over England" than during the time when he and the others were in hiding, listed as missing, presumed dead.

Intelligence reports, some of which Smith has read, said that five of the plane's crew were captured and five were either burned in the crash or parachuted over Germany.

Because of conflicting reports, for months Gran Smith did not know what had happened to her husband. At home with their son Merlin, who was a baby, she waited.

The editor has the last word

WICHITA FALLS, Texas -- Paul Kenney, our Savannah reunion chairman, says everything will be ready for us the last weekend of this month. We will be visiting the new Heritage Museum a couple weeks after the grand opening, so the crowds should be down and we will have more freedom. Paul reports that we will have a special treat at the Sunday night banquet in the form of a musical group from Ft. Stewart.

If you failed to make plans for Savannah, there is still time to get in your registration and Paul will try to find you hotel space in or near the reunion headquarters.

The Spouse and I plan to stop by Columbus, Ga., on our way back from Savannah. It was near there at Ft. Benning where in 1941 I was introduced to Military Discipline as interpreted and practiced by First Sgt. Murphy, an experience that will never be forgotten. Sgt. Murphy made Aviation Cadet hazing seem like a lovefest!

The fire some years ago at Jefferson Barracks, Mo., destroyed many military records, as most of you know. So tracing relatives or friends who served with us in the Big 'Un can be difficult.

Frank Perkins of the Fort Worth Star-Telegram is willing to help WW2 vets who need to substantiate service records or claims. He can be reached at 817-390-7985 if you would like to have him get your request into the newspaper.

There is great news from the Raffle Front: Russ Weyland reports that he mailed out a total of 885 raffle booklets and so far, has had 445 returned. That is what I call a good response.

BORN LOSER

Oh yes, if you still have the raffle book laying around the house, Russ would like to have it back because he plans to peddle the leftovers at Savannah. You'll find his mailing address on Page 2.

Member George Brooks of Topeka, Kans., has put together his memoirs under the title of "Sunflower Wild." Lt. Brooks of the 9AF went down Aug. 13, 1944, while on dawn patrol over France, bailing out 3 km east of Argentan. You can get his book by sending \$20 to him at 6336 N.W. 46th St., Topeka, KS 66618.

In *Folded Wings* of the Spring issue of Communications, we erroneously included the name of Mme. Elizabeth Beauthier-Dellis of Gosselies, Belgium, under the Helpers section. Happily, the information we received from the postal people was incorrect. Madame Dellis is alive and well and in the words of her daughter, "just too busy."

Fort Worth stunt pilot/auto dealer Charlie R. Hillard died April 16 doing what he loved best, performing in an air show. He had just touched down in his modified British Hawker Sea Fury at Lakeland, Fla., and was taxiing when there was a puff of smoke from the plane. The craft pitched forward and overturned and the pilot was killed instantly.

The International B-24 Memorial Museum at Pueblo, Colo., presents the history of the Liberator from its original design to the end of WW2: artifacts, model aircraft, uniforms, log books. Open daily; call 719-948-9219 for info.

GOT A HORSE TO SPARE? The Caisson Platoon of the Army's 3rd

Infantry Regt. serves as mounted escort for fallen comrades in Arlington National Cemetery. The Caisson Platoon is looking for horses to maintain its herd of 45 mounts. If you are interesting in donating a qualifying horse to the platoon for this important mission, contact 1st Lt. MacMullen at 703-696-3018.

Some of you have responded to my appeal for printable jokes. Here is one of the better ones:

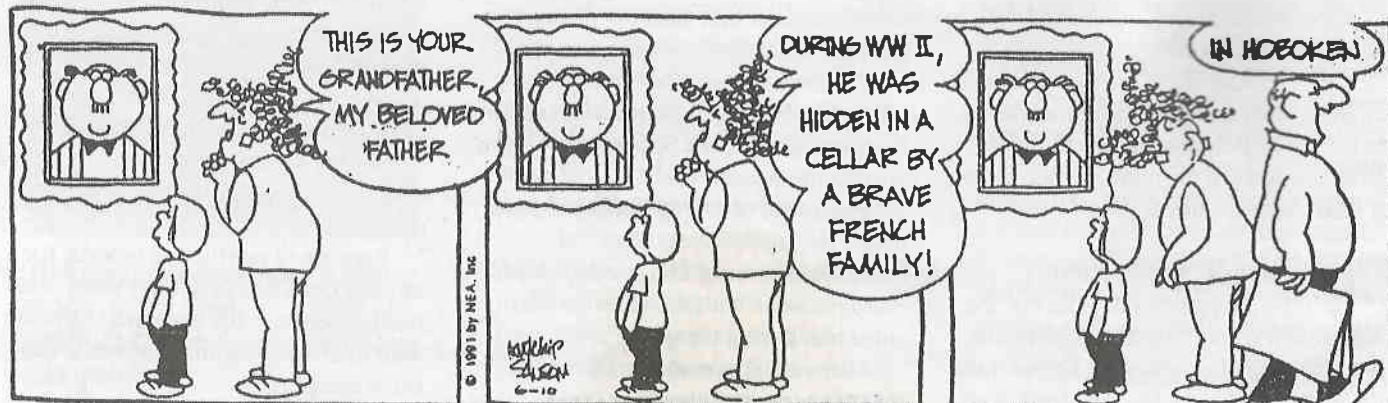
Seems a young man was graduating from college and wanted a car in the worst way. His father told him that if his grades were good and his knowledge of theology improved, Dad would see what he could do. The grades improved; again Son asked for the car. Then Dad said, "If your theological studies were thorough enough, you'd know that Jesus walked wherever He went."

I am grateful for those of you who have contributed material for the newsletter. Keep on sending me clippings, book reports, personal experience stories, anything that relates to the common experiences that bind AFEES together. However, I normally cannot use crew pictures. As I have mentioned before, we all know that we were all a lot better looking back then and we don't have to prove it!

Your editor and typesetting spouse will be out of pocket the first two weeks of August this summer. We will be visiting Jolly Olde again.

In the meantime, just remember that if you put off until tomorrow what you should have done today, you might forget all about it and not have to do it at all.

--LARRY GRAUERHOLZ



Holocaust story involves airmen

FORGOTTEN VICTIMS - The Abandonment of Americans in Hitler's Camps, by Mitchell G. Bard.

This book is a retelling of the story of the Holocaust from the standpoint of American nationals caught in Hitler's web. It includes the experience of American soldiers and airmen, 81 of whom were incarcerated in Buchenwald for nearly three months.

(At least three of the airmen, J. D. Coffman, Glenn L. Horwege and William Powell are members of AFEES.)

The 171-page hardbound book was published by Westview Press, 5500 Central Ave., Boulder, CO 80301 in 1994 and sold for \$19.95. Their supply is exhausted, but a few copies of the hardback edition may still be available from the author, Mitchell G. Bard, PhD., 2810 Blaine Dr., Chevy Chase, MD 20815 Ph. 301-558-7305.

Westview Press will bring the book out in paperback May 15, 1996.

The book is well written and full of interesting facts not generally known, but reflective of excellent research by Dr. Bard.

--SCOTTY DAVID

VA Handbook in new edition

WASHINGTON, D.C. -- Federal Benefits for Veterans and Dependents, published by the Department of Veterans Affairs, has been revised to include changes in law for 1996.

The 98-page handbook describes all VA benefits available to veterans and their dependents and explains requirements for eligibility and outlines claims procedures. The handbook sells for \$3.25.

Listed by state are addresses and phone numbers of all VA benefits offices, medical centers, national cemeteries, counseling centers and other facilities.

For copies, request GPO stock number 051-000-00209-1 from the Supt. of Documents, PO Box 371954, Pittsburgh, PA 15250-7954.

To order with VISA or MasterCard, phone 202-512-1800.

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4 1/2 in. Exterior	6 for \$2.00
3 1/2 in. Interior	6 for 2.00

Winged Boots

Lapel Pin, 3/4 in. Pewter	\$6.00
Tie Tack, 3/4 in. Pewter, with Chain	6.00
Lapel Pin, 1 in. blue shield with boot	6.00
Tie Tack, 1 in. blue shield with boot & chain	6.00
Cloth with metallic thread (dry clean only)	5.00
Cotton Sport Shirt Patch (can be laundered)	2 for 5.00
(Silver on dark blue)	

Blazer Patches

Royal Blue Only	\$10.00
Blue with metallic thread	15.00

A.F.E.E.S. Merchandise

Car License Plate	\$10.00
T-Shirts, sizes S, M, L, XL, XXL	18.00
Lapel Pin, blue and silver	6.00
Quartz Wrist Watch, with AFEES logo	49.95
Clock, Helping Hand logo (with battery)	15.00

Official AFEES Caps (One size fits all)

Mesh Back, Navy Blue	\$12.00
Mesh Back, White	12.00
Closed Back, Navy Blue only	12.00

(Add \$1.50 per order for shipping and handling)

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Fort Collins, CO 80521
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Your order supports AFEES!



AFES Membership & Life-Membership Application Form



Regular A.F.E.E.S. membership is \$20.00 per year, including first year. Includes all rights and privileges.
Life-Membership is \$100.00 with no annual dues or assessments. Includes all rights and privileges forever.

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE () _____

Duty Info: GROUP _____ SQDN _____ AIR FORCE _____ CREW POSITION _____

WIFE'S NAME _____ TYPE AIRCRAFT _____ WHERE WENT DOWN _____

WHEN, DATE _____ HELPERS _____

NOTE: Use extra sheet of paper if necessary. Give all the details you can.

Tell briefly the names of crew members and Helpers:

Enclose check or Money Order, a **TAX DEDUCTIBLE** contribution for paid up dues.

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