

THE AIR FORCES ESCAPE & EVASION SOCIETY

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JUNE 15, 1998

Jim gets part of his plane back

(From THE RECORD, Bergen, N.J., Thursday, May 14, 1998)

By RAPHAEL LEWIS
Staff Writer

Passengers on a Paris-to-New York flight last week probably thought Yves Carnot was an eccentric millionaire when he gingerly placed a dented 3-ft. square of aluminum on a first-class seat, then settled himself in coach.

The 39-year-old Frenchman was just doing his best to respect history.

His battered cargo was a hatch from an American B-17 bomber. It's nearly all that remains of "The Black Swan," shot down over the farm of Carnot's grandfather on New Year's Eve, 1943.

On Friday, 55 years after the crash, Carnot hand-delivered the shiny hatch to James Quinn, an American he had never seen before.

Quinn, of Haworth, flew 11 missions on The Black Swan. He parachuted to safety on the plane's final flight, and with the help of Carnot's great uncle, linked up with resistance fighters who got him safely through Nazi-occupied France to England.

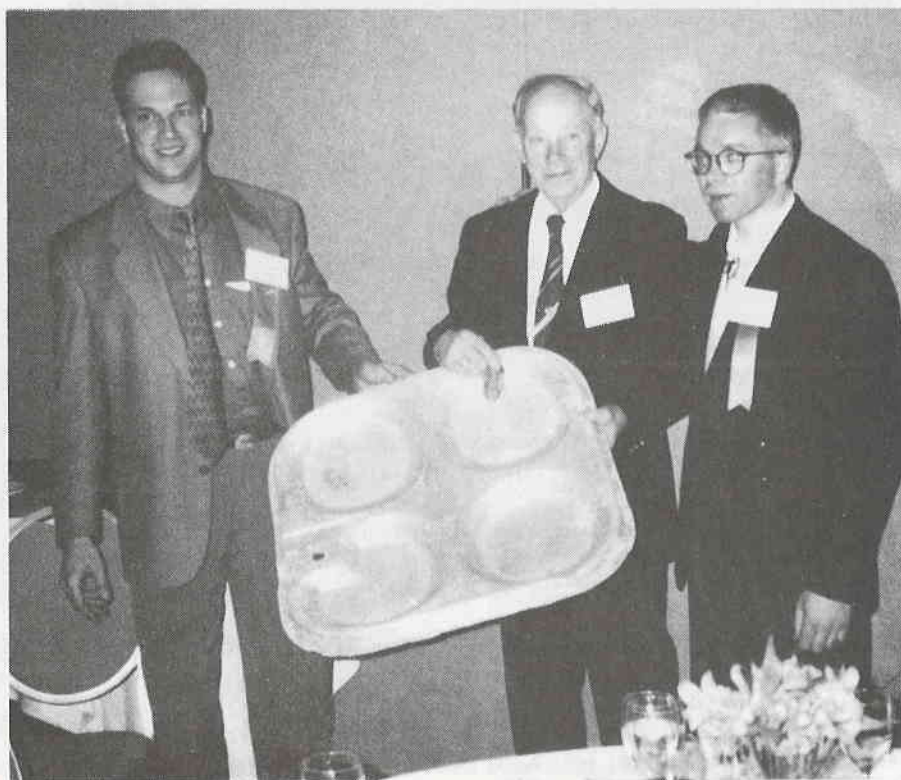
The Frenchman and the American met Friday in Washington at the annual meeting of a veterans group called the Air Forces Escape and Evasion Society.

Along with the hatch, Carnot gave Quinn a serial number plate from the bomber that his family had cherished for decades.

The meeting closed a chapter in the lives of both men.

"Since my youth, my dream has been to get that plate back to the men in that aircraft," Carnot said Wednesday, speaking through an interpreter in Quinn's home. "In my mind, I have always thought that these pieces belong in America. I am doing now what my grandfather and my great uncle would have done."

Quinn, 76, said he was deeply moved



James Quinn holds the escape hatch and serial plate from the Black Swan, the B-17 he went down in on Dec. 31, 1943. He was presented the items from his old plane at the AFEES reunion in Washington by Yves Carnot of Rospordin, France. From left: Interpreter Christopher Vaillant of New York City, Quinn and Carnot.

--Photo by Sue Grauerholz Ellison

by Carnot's efforts. "I never thought I'd see this day," he said. "But I also knew that he was coming. Someday."

The former technical sergeant recalls his terrifying ordeal as though it occurred last week.

On July 4, 1942, two days after finishing his studies at Fordham University, Quinn volunteered and later joined the Army Air Corps' 324th Squadron, 91st Bomb Group.

His first 10 missions went smoothly. The 11th began well, too.

"This is supposed to be a milk run," Quinn said. "But when we get to Bordeaux, the place is smoked in. So we

go over to Cognac to bomb the port, and German flak knocks out one of our engines."

His plane now limping at 12,000 feet, Quinn, a radio operator and occasional gunner, could only watch as a swift Nazi fighter fired an experimental rocket into The Black Swan's cockpit, instantly killing the pilot and a gunner. The plane began a nose dive.

"I see the plane going down and I think, 'I have to get out of here,'" Quinn said.

Quinn landed in a field outside the

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THE SOCIETY'S PURPOSE IS TO ENCOURAGE MEMBERS HELPED BY THE RESISTANCE ORGANIZATIONS OR PATRIOTIC NATIONALS TO CONTINUE EXISTING FRIENDSHIPS OR RENEW RELATIONSHIPS WITH THOSE WHO HELPED THEM DURING THEIR ESCAPE OR EVASION.

ELIGIBILITY REQUIRES THAT ONE MUST HAVE BEEN A U.S. AIRMAN, HE MUST HAVE BEEN FORCED DOWN BEHIND ENEMY LINES AND AVOIDED CAPTIVITY, OR ESCAPED FROM CAPTIVITY TO RETURN TO ALLIED CONTROL.

IN ADDITION TO REGULAR MEMBERSHIP, OTHER CATEGORIES OF MEMBERSHIP ARE HELPER MEMBERS, AND FRIEND MEMBERS.

Jim Quinn gets part of his plane

(Continued from Front Page)

small farm town of Bannalac and was soon greeted by a gaggle of French children eager to help. He handed one little girl his silk parachute. "I told her to make a wedding dress out of it, and when I met her in 1981, she told me she did," said Quinn, who ran into the woman during a visit to the Bannalac area.

Quinn, who had suffered head wounds in the downing of his plane, accepted a glass of cognac from the children, putting half in his stomach and half on the wounds. Then he fled. One other crewman escaped capture, while six others went to prison camps.

Soon, Quinn met up with Alain Creo, Carnot's great uncle, who shepherded him to a nearby storehouse and stood guard all night with a rifle as Quinn slept. In the following days, Creo delivered Quinn to members of the resistance, who gave him identification that described him as a mute so he would not be forced to speak French. He made his way to England in February 1944.

Two decades later, with World War II ancient history for many, Carnot began pestering his grandfather to regale him with tales of the plane that crashed in the family's field, and of the serial-number plate that hung beneath a horseshoe on the barn.

"Yves was the only one of all the grandchildren who kept pursuing," said Chris Vaillant of New York, Carnot's interpreter and himself the nephew of a resistance fighter.

Five years ago, Carnot, a security investigator, became consumed with the tale, taking a metal detector into the farm field, looking up crewmen, even finding the artist who painted the black swan logo on the bomber's fuselage. Along the way, he built a wooden memorial on the spot where the plane crashed, a memorial he soon hopes to replace with marble.

"I feel that history has been reincarnated by giving Mr. Quinn these items," Carnot said. "I only fear that, now that I have succeeded in bringing the past to the present, the past will not be forgotten."



This crowd at the Tomb of the Unknown at Arlington National Cemetery on a Saturday trip during the reunion was largely made up of AFEES members and guests. It was a trip that will long be remembered by all who were present.

Where to in 1999? Try Scottsdale

By **LARRY GRAUERHOLZ**
Editor

After Washington, what's next?

The answer: Phoenix, Ariz.; actually, Scottsdale, right in the middle of the action in that area.

Although final arrangements have not been made, the 1999 AFEES reunion will most likely be in Scottsdale in early May. Summer rates go into effect at that time, so we should get a hotel rate comparable to what we paid in Falls Church. For a resort area like Scottsdale, that is a bargain. And we will be there before the hot weather begins for the summer.

AFEES members attending the annual membership meeting in Washington voted decisively for the Phoenix area after considerable discussion. Other locales suggested included Atlanta, Orlando and Las Vegas.

It was pointed out that since we have been in the eastern part of the country for the past several reunions, it is time to head west and make it more convenient for members in Arizona and California, where a large percentage of AFEES reside.

The tentative hotel for next year's reunion is in the heart of

Scottsdale, directly across the street from Fashion Square Mall, and a short walk from Old Town Scottsdale and the famous Fifth Avenue Shops and Galleries. The area is 10 miles from Phoenix Sky Harbor Airport.

At the Washington annual meeting, terms of all current officers were extended, since there were no other nominations. Directors with terms expiring and who were re-elected are Dick Smith, Russel Weyland, Jim Goebel and David Shoss.

Other subjects discussed included sponsoring an entry in the Comet "Home Run," a marathon roughly following the Comet escape line into Spain. AFEES is looking for a relative (or member) willing and able to participate in such a marathon in order that we can be represented. Already, the son of one member has expressed an interest in the event.

Also discussed was the idea of erecting AFEES plaques in about 15 Resistance museums in Western Europe. Chairman Ralph Patton reported on our improved relationship with the Air Force Museum at Dayton, Ohio.

Routine old business included committee reports.

Complete minutes of the meeting will be published in a later newsletter.

Walkers sought for 'Home Run'

AFEES is looking for a few rugged relatives of members who crossed the Pyrenees into Spain during WW II to represent AFEES and the U.S.A. in "Operation Home Run" in July 1999.

Operation Home Run was organized in 1994 as a nostalgic crossing of the Pyrenees by members of the RAFES and the Comete Line. It has since become an annual event, sponsored by the French.

Scott Goodall, the organizer in France, writes: "The Home Run commemorative hike is held every year during the second week in July. Many veterans attend the ceremonies--French, Dutch, Belgians and ex-Royal Air Force. The organizers would be delighted to see a strong American presence, both veterans and younger hiking descendants."

Roger Stanton, the British organizer, writes: "The route is arduous, but not impossible. The first time it was walked since the war was when I took a team of men and together with Scott Goodall walked the complete route in '94. Although I am reasonably fit for my age, 51, I think fit youngsters should be in a position to do it. You don't have to be a marathon runner. What you have to do is carry what you want for four days.

"You must be capable of covering around 60 miles over a four-day period, climbing to a height of approximately 8500 feet, and carrying all your kit, stores and shelter on your back. The route is up and down, so adding it all up, you probably climb Mt. Everest. Usually about 50 pounds is carried on your back. An individual who likes the outdoors, or a keen hill or mountain walker should easily cope. No snow and ice climbing, no rock climbing. Safety ropes are put out on occasion to assist."

The major cost of this once-in-a-lifetime adventure is air fare to Toulouse, France. It has been proposed that AFEES consider underwriting part or all of the costs for one or two representatives. Sons, daughters, granddaughters or grandsons of AFEES members would be great representatives of AFEES and the U.S.A.

Interested parties are encouraged to drop a line to Ralph Patton at the address shown on page 2.



NEW ENGLANDERS BUNCH UP AT AFEES REUNION IN FALLS CHURCH -- From left: Dorothy and Frank Lashinsky, Margaret and Andy Anderson, and Mary and Peter Hogan.

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Lapel Pin, 1 in. blue shield with boot	6.00
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Greetings to all you nice folks out there:

We're home to the bright and glistening shores of Ottertail Lake in Minnesota. Nice to be home, as always!

We had a great reunion in Washington, D.C., with some 85 helpers from Belgium, Denmark, Holland, France and Yugoslavia! There may have been a couple of glitches, but the people at the Marriott and Armed Forces Reunions seemed to react promptly and kept things rolling right along.

We had the French ambassador, the French Minister of Veterans Affairs, a French representative from the Maginot Federation National, and various aides join us for the banquet. There was a representative from the Danish Embassy, as well as from the office of North Dakota Senator Byron Dorgan. Mrs. Eide, the senator's aide, is helping in the quest for a Commendation Medal for all AFEES members, a project which we continue to pursue.

The Thursday night welcoming dinner went well. The Marriott was feeding late-comers until 9 p.m. The Friday night supper was also well done, and many of our guests had an opportunity to express their thoughts, ideas and thanks.

It does seem to me that we should continue to get as much individual business accomplished on early nights of the reunion, so that Sunday night would have more of a party atmosphere. I would welcome any thoughts or ideas along this line.

Do any members have a desire to visit England next spring for a reunion of the British MGB 502 and 503 personnel? They are the guys who picked evaders off the beach at Plouha and evacuated them by boat. Dates have not been decided and the Brits are prepared to work around the May dates for our 1999 reunion in Phoenix-Scottsdale. If interested, please contact me or Ralph Patton.

Thanks for your continued support.

RICHARD M. SMITH
President



This group made the 200-mile march in October 1944 through enemy territory to Banska Bystrica. The group, commanded by 1st Lt. L. Rosina (Slovak army), included 20 Slovak soldiers, two Slovak civilians and one Russian P-39 pilot. Top row, standing, from left: Sgt. Benny Raczka, Sgt. John Kacaja, Sgt. Howard Coleman, Sgt. Robert Hade, all USAAF; Keith Hensen, British Intelligence; Lt. George Fernandes and Sgt. Guy La Fatta, USAAF. Seated, from left: Sgt. Frank Bulfin, USAAF; 1st Lt. Ladislau Rosina, Slovak Partisan Army; Jack Wilson, British Intelligence; Dr. Jan Lesak, Slovak Partisan Army, and Sgt. Richard Rippon, USAAF.
--Photo taken in Banska Bystricia on Oct. 21, 1944 , courtesy of George Fernandes

Airmen were on the run in Slovakia

From OBRANY, a Slovak magazine, 1995

By JURAU RAJNINEC (now deceased)

Worn out after three weeks on the run, Lt. George Fernandes, a B-24 bombardier, and three other Americans walked into the Partisan camp in Slovakia on Sept. 8, 1944.

They had been hiding in the haystacks and cellars of friendly Slovaks, just steps ahead of German patrols. A few days later, they resumed their trek toward rebel headquarters in Banska Bystrica ("BB," as the Americans later called it), where an American OSS mission was operating. Nearly 60 other airmen were on the run in Slovakia at that time, struggling to evade the German Einsatzkommandos.

Between late June and the middle of September, nearly four dozen B-17s and B-24s had been shot down over Slovakia as the 15th Air Force stepped up its campaign to knock out the German synthetic oil refineries in Upper Silesia (Poland today).

Although elements of the Slovak population were loyal to the Fascist forces of Monsignor Josef

Tito, Slovaks didn't hesitate to risk their lives providing food and hiding places for the airmen. The Germans, as in France, routinely executed civilians who assisted the Allies.

The Slovak Partisans had established headquarters in the Hron Valley in the Lower Tatras Mountain area. The region was swept by euphoria as the citizens believed the *Third Reich* was on its last legs, and liberation was at hand. The Red Army was less than 200 miles away.

The Office of Strategic Services (OSS) became involved when a team of men was flown into BB on September 17, bringing medical supplies and weapons for the Partisans. Additionally, the OSS prepared to collect intelligence for bombing raids and order of battle formation for the Red Army. Their mission also included rounding up downed airmen and arranging for their flights back to Italy. That same day, 17 men were flown back to Italy.

On October 7, another OSS flight arrived when six B-17s landed on the grass field airport south of BB with more supplies, additional agents. In turn, additional airmen who continued to straggle into the

city were flown back to Italy. George Fernandes and his group were still walking at this point.

In the interim, Lt. Jack Shafer and his 99th Bomb Group B-17 had gone down on October 13, and seven of his crew were in BB, awaiting a third rescue flight. Shafer recalls today how he and three of his crew were smuggled into BB in mail sacks on a mail truck by Partisans. Fernandes and seven others arrived a few days later.

Berlin, meanwhile, opted to make a stand in Slovakia against the Russian advance, directing the *Wehrmacht* to crush the Partisan movement. Within a few days, four German SS divisions encircled BB, forcing the OSS teams and 19 down-hearted airmen into the mountains with the remnants of the Partisan forces. The Red Army had been stopped in the Carpathians. The Americans were trapped. The airmen weren't prepared to meet the OSS team.

Fernandes recalls his shock when he first saw Lt. Holt Green in his U.S. Navy uniform. Green's second in command, Jim Gaul, was also a Navy lieutenant and a Harvard PhD. "I couldn't believe my eyes when I saw these naval officers, here miles behind the German lines."

Another surprise for Fernandes occurred when he met Joe Morton, an Associated Press correspondent. Morton had talked his way onto the October 7 flight and opted to remain in BB and catch the "next flight" home. He interviewed Fernandes and a half-dozen other men in BB one night, promising to devote a chapter to them in the book he planned to write. Airman Bob Hede recalls that Morton "soaked up every word we said and wrote it all down."

On October 27, the Partisans fled the city, and the Americans left with them. The Germans advanced, and the refugees headed for the timberline in the Prasiva Hills. The frequent rains were turning cold, and soon snow began to fall.

Maria Gulovich, a young Slovak teacher, now joined the OSS mission. She had been working as first a courier and then an interpreter for the Partisans. Maria subsequently gave heroic assistance to the Americans, risking her life at every turn. By luck, she and four men escaped the Germans.

The remainder of the team plus Joseph Morton, was captured and subsequently executed at Mauthausen concentration camp. The Germans segregated the airmen and shipped them off to POW camps. Fernandes, Hede and Shafer still survive. Bill McGregor, an army lieutenant and weapons specialist, survived by passing as an airman.

A number of participants, friends, and relatives of the OSS team that perished in Slovakia in World War II will visit Banska Bystrica in late August and early September this year.

A number of airmen who flew missions over Czechoslovakia and Slovakia will also attend the independence day celebration on September 1.

Veterans interested in attending should contact Jim Downs, 1303 Crestridge Drive, Oceanside, CA 92054, tel/fax 760-439-3573. WWII vets are warmly received by the Slovakian people.



These three graduates of bombardier school at Concho Field, San Angelo, Tex., on April 1, 1943, have attended many AFEES reunions, but finally got together for a picture in Falls Church recently. From left: Howard Harris, Paul Kenney and Joe Murphy.



CZECH HELPERS AT REUNION
Maria Liu and Bill McGregor



Dorothy Kenney, wife of AFEES Treasurer Paul, opens the traditional Memorial Service which concluded the annual reunion in May. Seated behind her are directors who participated in the service.

--Photo by Jim Goebel

Un viaje a traves de la memoria

'A JOURNEY THROUGH THE MEMORY'

From "Diario de Navarra,"
Pamplona, May 28, 1996

Bridgewater is a small locality of Nova Scotia, one of the 10 provinces of Canada. It is a peaceful city located on the Atlantic and near Newfoundland. It is found 4,860 kilometers from Pamplona.

Douglas Cox lives in Bridgewater. He is a 77-year-old retired professor that has dedicated the past half century teaching and has never ceased to be amazed at the memories accumulated during the Second World War, in which he voluntarily fought. The lives and nostalgia of that epoch of Canada he frequently wrote down, in contrast with the peaceful environment which existed at that moment.

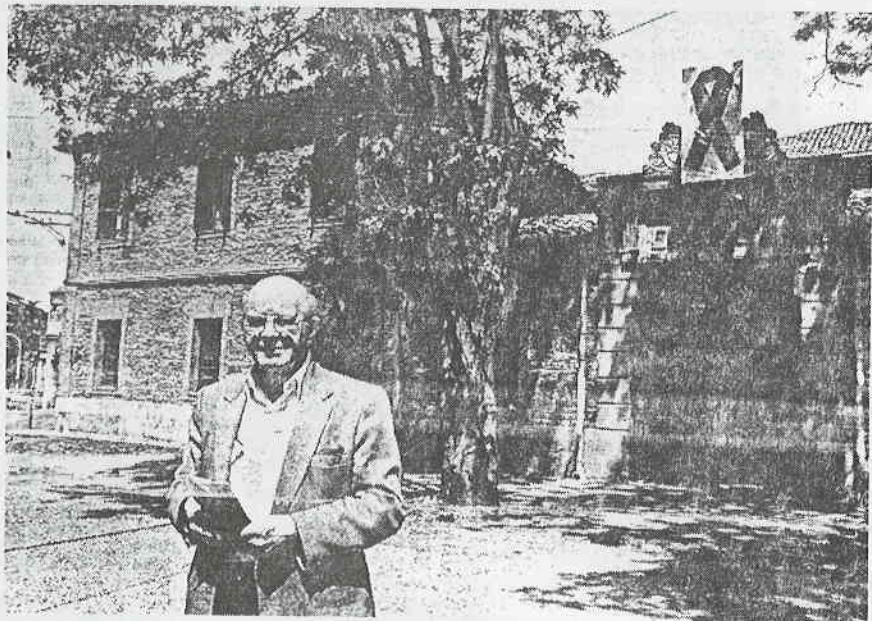
Those years of the war were hard years for Douglas Cox. Years of uniforms, bombardments, escapes, cities and unknown countrysides. Years full of uncertainty, of ruins and dead bodies. His memory retains with clarity many details and circumstances of that most intense time that, with difficulty, he lived on the other side of the Atlantic.

From an inside pocket of his jacket, Douglas Cox produced, despite more than 50 years, the names of all the scenarios that have forged that stage of his biography. The paper is full of repeated and small writing describing the localities and the dates and the settings that marked particular wartime itineraries. With

Evaders get awards in Slovakia

Owen M. Sullivan, a new member of AFEES, was in Slovakia in March with other evaders, Larry Baumgarten, Eugene Hodge and Leonard Chekirda.

They were awarded the Medal of Freedom from Pavel Kauis, the Minister of Defense of The Republic of Slovakia.



Douglas Cox, next to prison in Pamplona where he was jailed after crossing the Pyrenees into Spain in 1943.

places of different importance and nationality--Glasgow, London, Charleville, Elan, Paris--but invariably far off. Some of those were encountered 4,800 kilometers from Bridgewater.

Douglas Cox was 22 years old when he decided to enlist in the air force. He had graduated the year before from the university and had begun to take classes in Halifax, the capital of Nova Scotia. Today, he is married with two children and two grandchildren--one of those is 22 years old. He remembers perfectly the period of estrangement that started that started in the Air Force. The Allies needed reinforcements, and in 1942 he flew to Europe to join the fighting. Hitler still dominated France and the British Isles. The wounds caused by the battle of Britain had not yet healed.

After a new period of training in Great Britain, Douglas Cox joined the 7th Squadron of the Royal Air Force. He was assigned to the Short Stirlings, a bomber, four-motor capable of transporting by air more than eight tons of bombs. The RAF had planned a continuous attack against Germany and Douglas Cox did not delay to take full part in this line of strategy.

He remembers well the date of the 9th

of March, 1943. He was to try to bomb the city of Munich. It was his seventh flight into enemy territory. The crew of the Stirling was formed of six men and the pilot. They took off that night and crossed without problems, the English Channel. However, scarcely had they reached the continent than there appeared various fighter planes of the Luftwaffe, the German aviation.

The Stirlings were fired upon and the aircraft, with hardly any control, went into a vertical descent. There was only one possibility to save their lives: the six members of the crew jumping with parachutes while the pilot tried to soften the impact of the plane against the ground. Douglas Cox was the last to escape the hatch. The pilot did not have time to make it out.

In spite of a half century of elapsed time, Douglas Cox keeps alive in his memory the image of the forest where he parachuted. He was alone and frightened. He could not locate any of his companions. He knew later that they were discovered in the outskirts of Charleville-Mezieres in the northern part of France.

He was walking across the country for

(Please see next page)

(Continued)

three days--always toward the west. Finally he encountered a priest who sheltered and helped him to hide his uniform under some discarded clothing that had belonged to a farmer. The priest took him to a place where undercover people worked. These people brought him to a freight train and told him to try to connect with the Resistance. Now in Paris, Douglas Cox spent three days with this attempt. He accomplished this in a suburban bar where he knew other persons that found themselves in his same situation.

The objective of all of them was to return to England. They first tried passage to Switzerland but the Gestapo had taken control of the border in those days and had captured several members of the Resistance who were later sent to concentration camps. They then tried to cross the Channel, but the coast was also scattered with Germans. There remained a third possibility--to reach Spain across the Pyrenees.

With this proposition, Douglas Cox and the rest of the fugitives, some 12, shifted to Pau. There again, helped by the Resistance, found a guide capable of escorting them through the mountains. They were marching three days through the Pyrenees. They walked at night and hid during the day. Their only food was the cheese furnished by some shepherds. The group avoided the mountain as much as they could and at the end of their strength reached the locality of Isaba. There, the reception could not be more desolate: the civil guard captured all it found as they were discovered in the city.

The following day they were transferred to Pamplona. Douglas Cox recalled a miniscule cell without furnishings that straw covered the ground and in that he and three other prisoners shared space with a legion of cockroaches. It was found exactly 4,860 kilometers from his Bridgewater birthplace. He remained in the prison one week until the 11th of June, 1943.

That day, and surely due to the exerted pressure of the British Embassy, now was the most singular event. Douglas Cox and his companions were transferred to the bathing resort of Belascoain where he continued to stay another 12 days. Finally they were set free and they traveled by way of Madrid to Gibraltar and

the were able to achieve a return to England. Douglas Cox finished the war on board a bomber. Later returning to Canada where he resumed his teaching job and where the memories of the war were indelibly fixed in his memory. Not in vain, he had retained them intact during more than half a century.

Through time

All in all, the voluntary veteran of the 7th Squadron of the RAF considered for some months, that the intensity of the memory was not sufficient. He thought that story, so many times recounted and

so zealously filed in his memory, was worth a new trip to Europe and to the original scene of his memories.

A few weeks ago in the company of his 22-year-old nephew Brent, Douglas Cox contemplated once more the majestic peaks of the Pyrenees. He passed through the rocky streets of Isaba and he came close to the old jail of Pamplona and he visited the aged bathing resort of Belascoain. He traveled to Navarra, guided by the hand drawn paper on which were written the sites and dates of his other journey and he returned to Bridgewater with new images about the previously accumulated memories.

Anaut kept the wallet handy all these years

From Sebastian Anaut, c/Sanguesa, No. 24, Pamplona, Navarra, Espana, to Douglas Cox:

PAMPLONA, January 21, 1997

Diario de Navarra, a newspaper of this town, published an article on May 28, 1996, called "Un viaje a traves de la Memoria," (A Journey through the Memory," with a photography showing a Canadian man, called Douglas Cox, ahead of Pamplona's prison. The article referred to that man staying in this prison in the year 1943. Watching the picture I cannot avoid to think in an event I lived by this time, which I'm going to relate next.

I was born in Isaba (Navarra) Spain. By that time you mention I was 12 or 13 years old, and I used to work with my father in a wood exploitation site in the mountain. One day, we were walking by the mountain, in order to meet a herdsman for buying meat. When we met him, 4 men appeared suddenly through a thicket, running away from the Germans (It was war times).

My father gave them foods and the herdsman indicated the way for escaping so they hadn't to come back to the frontier.

While they were eating, they told us that their plane was shot down over the mountain and they were persued. One of the men told to be English, and other told to be a Canadian marine. This last man was so thanked us that he gave us all the things he had in that moment: This wallet (I send a photo). I keep this wallet in my bedside table . . . because he told me that once the war was finished he would come back to visit us.

Inside the wallet, there were a coin and small red handkefchief with a ship spun on. Those all the data I have, but I think you are that Canadian man. I'm the only one who is alive now, because both my father and the herdsman died long time ago.

I'm 66 years age, and if I had known that you were in Isaba last year, I would had driven you to right place where all things thappened.

I have no doubt that you were the one who gave me the wallet, or one of his mates.

Affectionately, ANAUT

People who wanted to help

Frank says: 'These are the real heroes'

By FRANK H. DELL

Marlow, Bucks, U.K.

Former Chairman, RAF Escaping Society

(Presented at AFEES reunion, Falls Church, Va.,
May 8, 1998)

It might have come as something of a surprise if during WWII you boys of the 8th Air Force had found yourselves on an RAF airfield during a briefing session on Escape and Evasion. You would have found the same text being preached that you yourselves had received. You would have been shown the same escape packs and the wallets containing silk maps and foreign currency. And much besides.

This was no coincidence.

How it came about is a fascinating and complex story and is woven around some unusual personalities. In the time and space available, I can only paint a thumb-nail sketch of the totality.

Perhaps I could start with the dramatic events in May 1940 when the Germans invaded Holland, Belgium and France and in so doing carried through a quite brilliant military campaign to the great discomfort of those at the receiving end of it.

The British Army and the French Army were driven back to the coast around Dunkerque and Calais, where savage fighting ensued before the British pulled out. In the course of the fighting, two British officers were badly wounded and ended up in adjoining beds in the hospital at Lille--by this time in German hands.

One, named J.M. Langley, had his left arm amputated and was in a poor state, while the other--Airey Neave--was temporarily patched up and shipped off to a prison camp in Germany. After some days and while in a weak state, Jimmy Langley enlisted the help of a private soldier to get him out of the hospital and to wheel him in a wheelbarrow to an address he had been given, where he was hidden until he could be passed on to Paris. From there he was escorted across Demarcation Line into unoccupied France, where for a short time he was looked after in Marseilles.

While in Marseilles, he met others who were to be of great importance later, notably another British Army evader named Ian Garrow and a Scottish Minister, Caskie, who ran the Mission to Seamen. In the weeks that followed, Jimmy Langley was repatriated to England.

Meanwhile, during those summer months, there took place what is now referred to as the "Battle of Britain," during which 600 pilots and fighter aircraft of Fighter Command opposed some 2,400 fighters and bombers of the Luftwaffe.



Ye ed, Larry Grauerholz (the tieless one), and Frank Dell check some notes during the AFEES annual reunion. Frank discussed the history of MI(9).

As the battle progressed, it became touch-and-go whether the RAF would win through because, while the production and repair of fighters almost kept abreast of losses, the replacement of pilots became a headache.

In 10 weeks of air fighting, 600 pilots were lost and had to be replaced. In mathematical terms, the whole force. Providentially, Luftwaffe losses were even greater and, by the end of September, the almost daily daylight bombing raids against England came to an end and night bombing commenced. They could no longer sustain the losses inflicted upon them in daylight.

As the only way of attacking Germany was from the air at that stage of the war, in the light of this recent experience the conservation of aircrew became of the highest priority because of the long lead time in training them.

The RAF therefore turned to the Army who already had a small organisation designated MI(9) for the purpose of interrogating prisoners on one hand and facilitating escapes from the enemy's prison camps on the other. From this, a new Section MI(9) was established under two strong personalities, Colonels Crockett and Dansey.

And with stern instructions to get results, a man was appointed to organise a network of escape lines across Europe to bring back aircrew to the UK. That man was Jimmy Langley with the one arm. With his recent experience and tough personality, they could not have chosen better.

Almost at once things started to knit together. Ian Garrow, the man in Marseilles, was ordered to remain there. He in turn had established contact with a remarkable Belgian Army doctor, Pat Guerisse, who was prepared to set up an escape line from Brussels to Caskie's Mission to Seamen and then on to Spain.

Meanwhile and quite independently, a strong-willed and remarkably beautiful 25-year-old Belgian girl turned up at the British Embassy in Madrid, bringing with her three escapees, two Belgian and one British, and offering to bring more if she could be given a little help. Her name was Dede de Jongh.

So from about the end of 1941, i.e. about Pearl Harbor

time, two principal escape lines were already established across Belgium, France and Spain: the first the Pat O'Leary Line, run by Guerisse and the second the Comete Line run by Dede de Jongh and her successors.

Other routes slowly developed: the White Brigade in Holland, Belgium; the Paris-Amsterdam, the Marie-Claire network and much besides, until there was a veritable network across Europe.

In 1942, Jimmy Langley was joined at MI(9) by Airey Neave, who, having been a troublemaker at the various camps he had been in Germany, had been incarcerated with other British, French, Polish and Dutch trouble makers in Colditz Castle in Bavaria. He had made a spectacular escape and found his way back to England via Switzerland, bringing with him first-hand knowledge from Colditz, the "University of Escaping" and of life in prison camps. He appeared in Langley's office in London, not having seen him since they lay in adjoining beds in the hospital in Lille.

Going back to 1941, it may be recalled that in an attempt to divert the Germans' attention from their campaign in Russia, the British staged a mini invasion of France at Dieppe, putting ashore the greater part of a Canadian Division. As a major raid it was a costly failure, but from it lessons were learnt of value later when planning the D-Day landings. Also, of greater importance, the raiders took away the internal mechanism of a German Wurzburg radar station and left behind as evaders, three survivors: Dumais, Labrosse and Vanier who, having successfully worked their way back to the UK, performed sterling work in setting up the Shelburn escape network in Brittany which resulted in some 307 airmen being ferried across the Channel by motor torpedo boat.

That then was the general picture in the middle of World War II. In the fullness of time organisations similar to MI(9) were established in the Middle East and Far East, each as joint collaborations. What you may not know is that during the "Battle of Britain" Air Corps General "Toohey" Spaatz and Wild Bill Donovan, the future chief of the Secret Service, visited London. Donovan again visited London in the spring of 1941 to establish links with his counterparts in the UK. All this, eight months before Pearl Harbor.

Then when in 1942 Spaatz returned as Commander of Air Forces in Europe, he chose W. Stull Holt, an academic from Johns Hopkins University to work alongside Crockett in MI(9). Taking the line "Why change what is working well enough," Holt then built an organisation in parallel with MI(9) at Wilton Park, answering to Colonel Gatesby.

That is how it came about that the 8th Air Force received the same briefing as the Brits and used the same escape kits and silk maps.

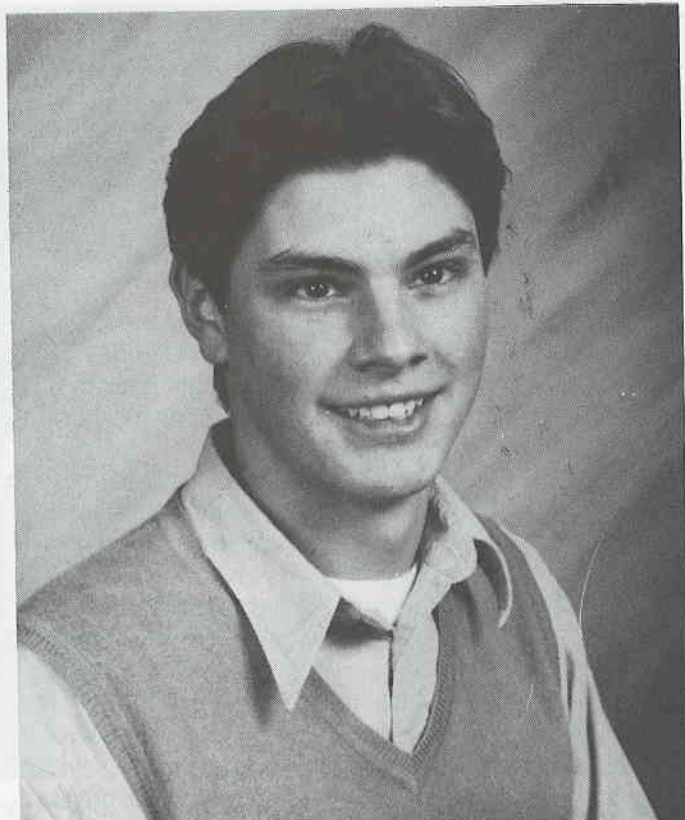
It was co-operation of the highest order and the results speak for themselves.

In the RAF, over 2,800 made it back to the UK.

In the US Air Force, over 3,500.

But let there be no doubt as to where the real credit lies: The Comete line and the Pat O'Leary line each brought through over 600 men; Shelburn, over 300.

And something over 4,000 by smaller organisations and perfectly ordinary, humble people who simply wanted to help our men in the occupied countries. These are the real heroes.



KELLY SMITH

... a pair of stirring renditions for the banquet

A jolly good show, it was

One of the special treats of the Washington reunion was the rousing rendition of the national anthems of the U.S.A. and of France, sung by Kelly Smith, 18-year-old music student from Wahpeton, N.D.

His performance opened the program for the Sunday night banquet, attended by more than 350 persons.

Young Kelly delivered *The Star Spangled Banner* and *Le Marseillaise* with emotion and received a huge round of applause for his efforts, especially when our French guests enthusiastically joined in.

Recent graduate of a private school in Minneapolis, Kelly has received a full music scholarship from Lamont School of Music, associated with the University of Denver.

He is the son of R.E.T. Smith and the grandson of AFEES president Richard Smith.

The Forbidden Diary A B-24 Navigator Remembers *by John Stewart*

As a World War II combat navigator, Stewart was the "tour guide" for a B-24 Liberator, launching from England to strike German targets. While he managed to survive 31 missions, Stewart broke two rules: he kept an accurate diary of those missions as well as some of the maps and charts issues only to navigators. His tale has not been embroidered by time's passage: it's one man's thoroughly documented chronicle of his exploits as he took responsibility for getting his crew mates through dense enemy flak—and safely home.
100 illustrations

Long live the U.S.; viva la France!

By **FERNAND SUPPER**
President, Maginot Federation of Veterans,
Paris

(Expressed at the AFEES reunion, May 10)

Mister President Smith and dear American friends:

The visits which we have made since Friday have been extremely interesting and they brought back to us all the history of your country, in which France has played an important role.

First, I'd like to recall that in the 17th Century, France exercised dominion over Louisiana, which was then ten times larger than the present state. Around New Orleans, many names of towns and rivers are witness to the importance of French influence.

In the 18th Century, King Louis XVI allowed substantial aid to flow to your young republic by sending troops under the leadership of Rochambeau and DeGrasse. LaFayette raised many French volunteers and financed their equipment and passage by committing his fortune to what was an essentially private venture.

On the other hand, in the 20th Century, it is your volunteers and your military which came to our aid during the first and second world wars, and that aid was decisive.

Arlington Cemetery impressed us greatly, notably by demonstrating the interest that Americans take in maintaining the memory of their glorious dead and



Robert J. Starzynski (right) of Chicago, Ill., shows his Medal of Normandy to Leslie Atkinson, official AFEES representative in Western Europe, during a break in the Washington reunion.



Several high-ranking officials of the French government were special guests at the Sunday night reunion banquet in Washington. In this photo, Jean-Pierre Masseret (left), French minister of veterans affairs, is shown visiting with Ralph Patton, AFEES board chairman. Francois Bujon de l'Etang, French ambassador to the U.S., also attended the dinner.

in strengthening the values for which they made the sacrifice of their lives. What impressed us particularly was the number of school buses in the cemetery, and also at Mount Vernon.

Finally, the U.S.A., two years ago, through the intervention of your president Bill Clinton, put an end to the conflict in Bosnia, while the Europeans sat confused and powerless.

Being Alsatian, I am proud that it was an Alsatian, Bartholdi, who built the Statue of Liberty at the entrance of New York harbor, symbol of the country of freedom for immigrants from over the world.

The Maginot Federation of Veterans is proud to develop Franco-American friendship. A lady yesterday on the bus told us that she regretted that the speeches had not been translated Friday evening into French, for these speeches aimed to thank all the helpers, including us, the French, for what our countrymen did for you Americans during the Second World War. I replied to her that what our private citizens did was a spontaneous return for what you did for us, and we shall never forget it.

Let me conclude by reaffirming that all Frenchmen, and above all, all the members of the National Federation Maginot, are grateful and proud to see Franco-American friendship not only last through the years, but also grow in strength, a friendship that will be a guarantee of peace and liberty.

Long live the United States of America,
and Viva la France!

Intrepidus busy with interviews at Washington

SANTA MONICA, Calif. --

Intrepidus completed a successful documentary shoot by filming many hours of emotional stories during the AFEES 1998 reunion in Washington, D.C. "We spoke with a record number of helpers and evaders at the reunion. It gave us the opportunity to capture some extraordinary moments," said Kristine Pike, research coordinator. "Our collection of interviews on film, digital tape and audio cassettes now exceeds 100 hours."

The company has begun working with archivists at the National Archives in suburban Washington to provide complete access to the archive's extensive collection. Several departments of the archives will be cooperating with the company by providing documents, including seized Gestapo records, photographs, newsreels and general film footage in the effort to produce *The Evaders*-- a definitive work on Allied evasion during World War II. "We were all very impressed with the new facility in College Park, Md.," said George Woods Baker, chairman and CEO of *Intrepidus*. "They have an unbelievable collection that would take a novice months to comb through and understand. We are fortunate to be working with experts."

Sample layouts and exhibits for the companion book to the documentary portion of *The Evaders* have been completed. The pages were created in the company's Santa Monica offices, based on a format developed, in part, by Philip Kaplan. The company now will proceed to lay out the 260+ pages from the text written by Baker along with all the graphic elements. Kaplan will be responsible for much of this, working from his studio in Cheltenham, England.

A Web Site has been set up to collect and distribute information regarding all aspects of the project. It can be reached at <http://www.evaders.com>.

Intrepidus is a privately held media and entertainment company with offices in Santa Monica, Calif., and West Vancouver, British Columbia, Canada.



A tradition at AFEES reunions is the Memorial Service arranged by Paul and Dorothy Kenney on Monday morning, the get-away day. In this picture taken at this year's service, President Dick Smith hands the microphone to Bob Grimes, who places a lighted candle in honor of a special person while Yvonne Daley awaits her turn.



The Washington AFEES reunion was an occasion for many airmen and friends to get together with helpers from Europe who were present to enjoy the many attractions of the area, including Mount Vernon and Arlington National Cemetery. Here (from left): Mary, widow of Joe Shandor, Cresson, Pa., Yves Karvarec and his mother Yvonne of Brest, France, pose with Jim Armstrong, Thomasville, Ga.



Several officers of AFEES were awarded medals and certificates by Fernand Supper, president of la Federation Nationale Andre Maginot, French veterans organization headquartered in Paris, during the Sunday night program at the Washington reunion. From the left: Leslie Atkinson, official AFEES representative in France, displaying the citation; M. Supper, Chairman Ralph Patton, President Dick Smith and Membership Chair Clayton David, all holding the medals.

--Photo by John Pena

FOLDED WINGS

MEMBERS

- 15AF Bernard W. Atkinson, Arlington, TX; 464BG; Feb. 14, 1998
 #2174 Melvin L. Crouch, Fairfield Bay, AR; 92BG; May 12, 1998
 15AF Robert J. Eidenmiller, Ohio, IL; 456BG; Feb. 19, 1996
 #157 John K. Hughes, Pompano Beach, FL; 385BG; March 1998
 #2253 Lloyd E. McMichael, Minnetonka, MN; 486BG; April 12, 1998
 #673 Edward R. Shaffer, Canton, OH; 379BG

HELPERS

M. Willy DeKeyser, Brussels, Belgium
 Mme. Alexandre Nanzano, Bordeaux, France

Ben W. Atkinson

Rev. Benard W. Atkinson, 74, of Arlington, Tex., died Saturday, Feb. 14, 1998 in Arlington.

He was a graduate of Tioga (Tex.) High School, Louisiana College, Southwestern Baptist Theological Seminary and did graduate work and teaching at the University of Oklahoma. He served as pastor of several churches, and currently was associate senior adult minister at Fielder Road Baptist Church.

As gunner on a B-24, he was reported MIA over Austria on June 19, 1944. He later was reported safe and completed 50 missions as nose turret gunner with the 15th Air Force.

Survivors include his widow, Loraine; one son and two daughters. A granddaughter, Cara Atkinson, is with the national honor guard in Washington, D.C. She performed the flag ceremony for her grandfather's service.

Canadians to meet in Ontario next fall; AFEES are invited

The AGM of the Royal Air Forces Escaping Society, Canadian Branch, will be at the Ramada Inn in London, Ontario, on Sept. 17-19. AFEES members are invited.

For information, contact Bob Lindsay, 604 -- 750 York Mills Rd., Don Mills, ON M3B 1W9 Canada; phone 416-444-4981.

... and the raffle winners were:

Winners of the 1998 AFEES fund-raiser raffle, as drawn Sunday, May 10, at the reunion in Washington, D.C.:

First (\$500): Robert B. Blackburn, Downey, Calif.

Second (\$250): Harold J. "Buzz" Killian, San Diego, Calif.

Third (\$100): R. F. Garland, Fair Oaks, Calif.

Fourth (\$75): James D. Conrad, Wrenham, Mass.

Fifth (\$50): Fredrick Kelly, Belfast, Me.

None of the winners was present for the drawing.

WWII mementos needed for FSU history project

Florida State University has established the Institute of World War II and the Human Experience to collect and preserve this physical heritage for research, teaching and exhibition.

If you have letters, photos, diaries or other mementos of the period you might contribute to the project, contact Professor William Oldson at the Dept. of History, FSU, Tallahassee, FL 32306-2200, or by phone at 850-644-9541.

Professor Oldson wants to hear from veterans and their families to help him.



Joke Folmer and her foster brother Glenn Hovenkamp at their first reunion together.



THE REUNION HOSTS WHO MADE IT HAPPEN

From left, standing: Elmer "Dutch" Springer, Bob Grimes, James Becker. Seated, Charles Davis and Ned Daughtery. (The wives were doing the work while the guys were posing)

As usual, Scotty David was busy with her camera at the Falls Church reunion last month.

On these pages are some of her photos.



THE SWEATT FAMILY

Standing, from left: Sam, Larry, Marcy and Tommy; Bottom row, Robert, Mary, Roberta



ALFRED (FRED) PLATT

Fred Platt, AFEES member from the Vietnam era, has been admitted to the Air Commando Association "Hall of Fame."

Platt was among five nominees inducted during a ceremony at the Air Commando reunion in October 1997.

The Hall of Fame program provides special recognition of individuals who have served in Special Operations and have made significant achievements and contributions to the betterment of Air Force Special Operations.

Seventy-four persons, including the five for 1997, are now on the Air Commando Association Hall of Fame roster.

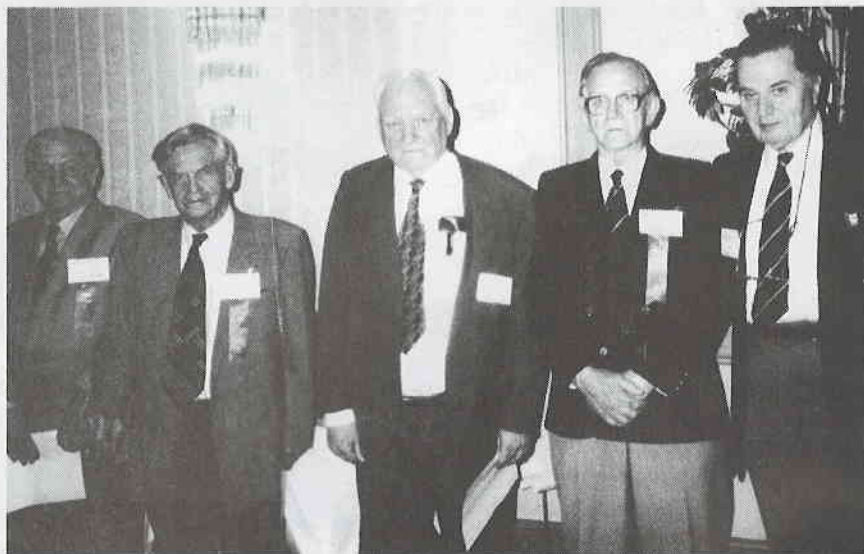
Needed: Ideas for Helper gifts

At the Falls Church reunion, Helper gifts were a folded umbrella with belt and cover for the ladies, and for the men, a 10-tool knife. The gift items were presented Sunday night during the banquet.

The souvenir gift items all bear the AFEES logo.

For more than a decade, David Shoss of Dallas, Tex., has provided the gifts, using his contacts in the jewelry and gem business to select appropriate items and donating them to AFEES.

Now David says he is running out of ideas for future reunions and needs some suggestions, from members or from helpers. If you can think of an item that would be practical for helpers, let him know!



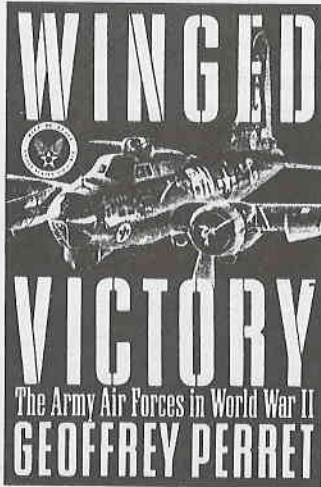
DANISH HELPERS AND MEN THEY HELPED

From left: Gunner Tranberg, Sigurd Nielson, Russell Bodwell, Hans Karl Tranberg and Bud Walter



CZECH HELPERS AND AFEES WHO CAME OUT OF CZECHOSLOVAKIA

From left: George Fernandes, Tommy Thomas, Roy Madsen, Maria Liu, Bill McGregor, Neil Cobb and Ernest Coleman.



Geoffrey Perret brings to life the people and the drama behind the great aerial campaigns of World War II. We meet leaders like Arnold and Eaker and Quesada and Spaatz and LeMay.

We soar aloft in the American fighters and bombers that eventually ruled the air. And we relive the most important air battles of the war; the early fighting in the South Pacific; the buildup of the Eighth Air Force in England and the monumental bombing missions over Germany; the Doolittle raid on Tokyo; and the vital air support operations during and after D-Day.

Drawing on hundreds of newly available oral histories and papers, *Winged Victory* bursts with the valor, the drama, and the heroism of combat in the skies.



THE INTREPIDUS CREW

From left: Kristine Pike, Philip Kaplan, Christina and George Woods Baker



AFEES HISTORY IS ALL IN THE SCRAPBOOKS

Anne, Douglas and Howard DeMallie enjoy reading through one of Scotty David's scrapbooks, always a popular part of AFEES reunions.

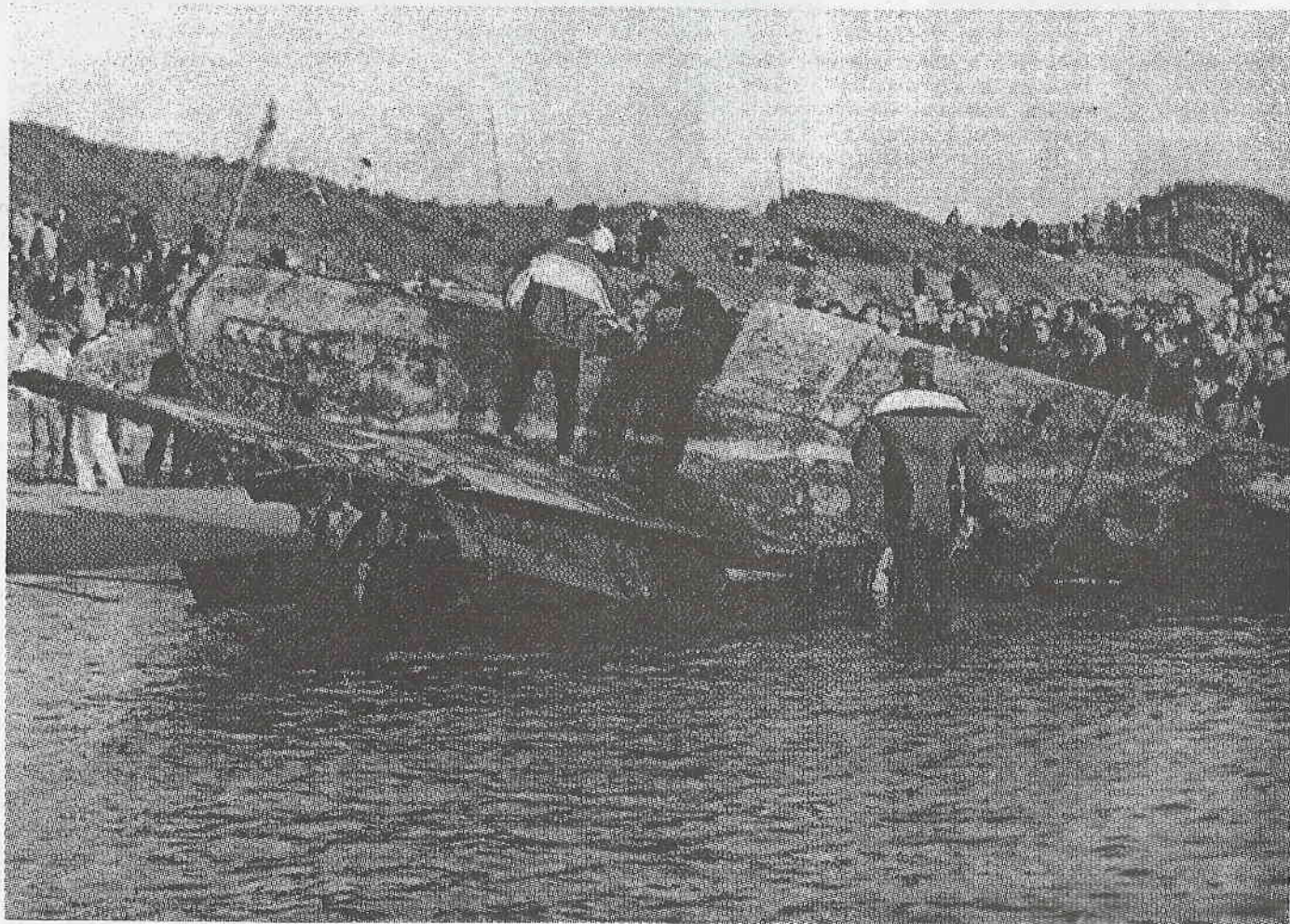


BELGIAN HELPERS

Standing, left to right: Frank Caubergh, Henry Verlinden, Yvonne Daley-Brusselmans. Seated: Charlotte Ambach.



Jean Maurer and Henry Hodulik attended the same high school in Green Brook, N.J., nearly 60 years ago. Each lost a spouse in the later years. Finally they met again. They were married last July and attended their first AFEES reunion together last month. Editor Larry Grauerholz (left) posed with the newlyweds in Washington. --Photo by Sherry Ottis



A P-40 fighter plane, ditched off the coast of Italy in 1944, is brought ashore at Anzio **Pilot and his P-40 will be reunited**

(From the Pittsburgh Post-Gazette, April 15, 1998)

By TORSTEN OVE
Post-Gazette Staff Writer
Jan. 31, 1944.

Ten days after the Allied landing at Anzio on the Italian coast, a squadron of 12 Curtiss P-40 Warhawk fighters cruised 800 feet above the beach near the front line, searching for German planes.

It was not a good time for a mechanical breakdown.

But, that's what happened to 2nd Lt. Michael Mauritz's plane. For some reason--possibly damage from gunfire on the ground--his engine was overheating. The coolant temperature gauge read 150 degrees Centigrade. He would have to ditch the P-40 in the sea and take his chances.

He left formation a mile south of the fronts, dropped his fuel tank and landed on

the glass-smooth Mediterranean about 300 feet from the beach. While the plane sank, he climbed out and floated ashore. Three German soldiers promptly captured him as he tried to hide in some bushes.

Mauritz's adventure behind enemy lines was just beginning, but his plane was gone, another relic lost to the war.

Now, 54 years later, man and machine will be reunited. In January, according to Italian accounts, the sands off of Anzio apparently shifted enough for the P-40 to partially emerge in the shallows. Scuba divers investigated the wreck, then hauled it to the shore. The plane weighed three times its original weight because the fuselage was filled with sand, but it was in remarkable condition.

"I don't know how much it's been restored," said Mauritz, 76, of Turtle Creek. "I don't think you could fly it."

The plane is a time capsule for World War II buffs, and its recovery has attracted

plenty of attention in Italy. An amateur Italian historian, Ferdinando D'amico, plans to write a book about Mauritz's experiences after he was captured, and Mauritz has become a minor celebrity for three officers in the Italian Air Force who want to honor him at a 75th anniversary celebration for their air force this year.

"I never thought this would happen when I ditched that thing," said Mauritz. "It's like a dream."

Two miniature submarine companies donated their services to help raise the P-40, and a prominent landscape architect decided to display it at the Latina museum, which he partly owns.

Meanwhile, Italian Air Force Col. Euro Rossi and two of his lieutenants wanted to identify the pilot. One of the officers logged onto the Internet to search for American veterans' organizations and came across Boyd Fallwell of Oklahoma City, whose "Veterans of America Honor

Guard" Web site is dedicated to the American military.

Fallwell and the Italian officers teamed up to find out everything they could about the pilot and his mission. D'amico, who has written several books about the air war over Italy, did his own research.

At first, everyone thought the pilot was Lt. E. E. Parsons, because his name was painted on the fuselage near the cockpit. But when Fallwell wrote to the U.S. Air Force Historical Research Agency, he found that Mauritz, not Parsons, was flying the P-40 that day. Old War Department records also revealed another pilot's description of the crash landing and a report on the failed search for Mauritz.

Independently of each other, Fallwell and D'amico searched for a Michael Mauritz using Internet phone listings and found five men with that name in the United States. The first one was the real McCoy. Fallwell was thrilled.

"What I want is for him to climb back into that cockpit," he said. "That would be something."

The story of the plane ends there.

But Mauritz's tale is more complex. After his capture, the Germans paraded him and other prisoners of war six abreast through the streets of Rome. They moved him to different POW camps in Italy until he reached Arezzo, north of Rome. There, he was held captive along with 760 Army Rangers captured at the Battle of Anzio.

But Mauritz didn't stay a prisoner for long. On Feb. 9, nine days after his capture, he and a Ranger captain escaped. The two men trekked across the Apennine Mountains, dodging the Germans with

the help of the Italian resistance, and eventually rejoined American forces at Foggia on June 25.

They had spent five months behind enemy lines. Mauritz said his journey included several narrow escapes, but he won't offer more details because he has a book deal in the works with D'amico.

After reaching Foggia, the war was over for him. The Allies couldn't risk sending him back into combat because he knew too much about the resistance; if he were recaptured and tortured, he would expose the Italian underground to German retaliation.

Not that he wanted to go back. He'd enlisted in the Army even though he had received a deferment because of his work in control panel wiring at the Westinghouse Electric Corp. plant in East Pittsburgh. But now it was time for him to go home.

"I'd had enough," he said. "You don't want to run a good thing into the ground. If they shoot at you once, you don't let them shoot at you again."

Mauritz returned to the U.S. and spent the rest of the war flying training missions at military bases in South

Carolina and Georgia. When he went back to Turtle Creek briefly, he discovered the Westinghouse plant had listed him as a casualty of war after his plane went down.

In 1946, Mauritz married his fiancée, Louise, and opened a meat market in Rochester, Beaver County, which he ran for a few years. After that, he returned to Turtle Creek and went to work for U.S. Steel in Braddock, where he stayed until his retirement in 1985.

Like many veterans of World War II, Mauritz has a matter-of-fact attitude about his war years.

"When you go out on a mission, you don't think it's going to be you," he said. "Of course you're scared, but you don't panic. Some people panic and lose control. But I don't think I ever did."

Mauritz shares another common bond with his fellow World War II vets; a sense of accomplishment at having fought the good fight against two ruthless dictatorships.

The license plate on his silver Mercury Grand Marquis is a symbol of that pride. A gift from his son, it reads: P-40-FLYR.

Remember the Chateau de Bourblanc?

Gordon Carter, a long-time friend of AFEES now living in France, is doing research for a book about an American heroine, Betty DeMaudit, who at one time had 39 evading airmen hidden in her home, the Chateau de Bourblanc, near Paimpol in Western France.

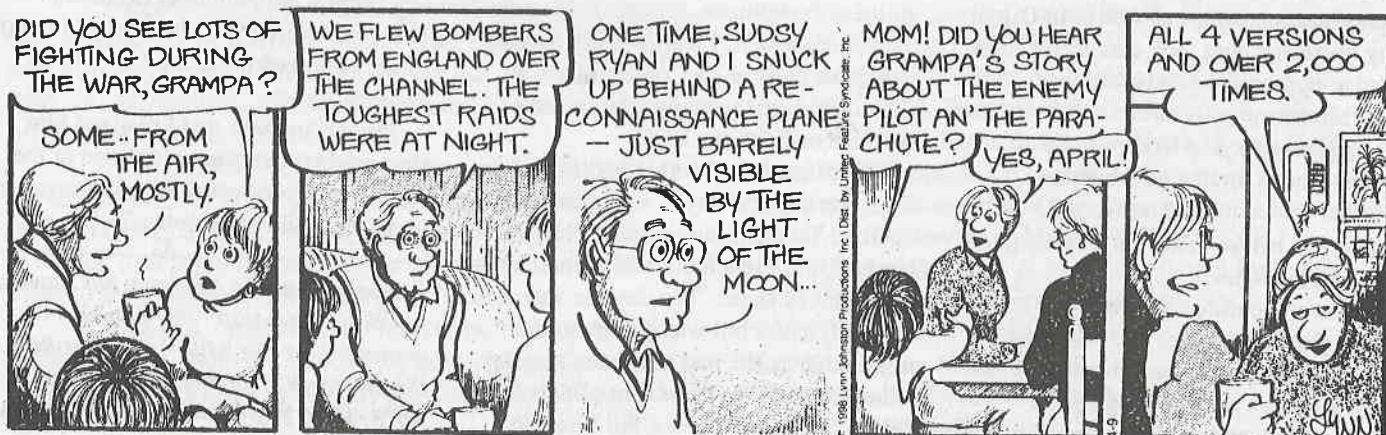
If you were one of the 39 airmen, please contact:

Mr. Gordon Carter
Ar Gouez
22620 Ploubazlanec
France

It's important that the story of this American woman who suffered at the hands of the Gestapo for helping American airmen be recorded as completely as possible. Please take a few moments and write to Gordon.

---Ralph Patton, AFEES COB

FOR BETTER OR FOR WORSE



By Lynn Johnston

Neen is seeking any of her 'uncles'

Janine Onimus Anderson, who attended the Washington reunion last month, is anxious to locate any of the airmen saved by her parents in Belgium.

She writes:

"During WWII, my mother, Fernande Onimus and father, Robert Onimus, 84 rue des Rondeaux, 75020 Paris, belonged to La Comete, a Belgian underground network devoted to help save Allied airmen shot down over the occupied territories. I was a child then, and probably was known as "Neen" (Nine in French) to the airmen who came to our home (only Mother called me by this nickname).

"Mother, having been denounced by someone under torture, was arrested by the Gestapo on Jan. 18, 1944, in my father's presence. He had not been denounced yet.

"Dad told me Mother had to go to Dijon to take care of my grandmother and would be back "soon." I did not believe him and that night, a nightmare made me foresee Mother's awful fate. I remember being sick for a week thereafter.

"Three weeks later the Gestapo came for Dad whose life was saved by his friend Malo. Malo was officially playing chess with Dad on Wednesday nights (while exchanging secret information). That Wednesday, having spotted the Gestapo car in front of our door from a distance, Malo rushed to the subway station to warn Dad. The latter had to disappear. Much later, we learned he had joined the FFI in the Compiègne Forest, north of Paris.

"Malo picked me up at school, saving my life. I was rushed to Dijon immediately (the Gestapo took kids to concentration camps as well). In Dijon, my uncle and aunt took care of me until Dad re-appeared the end of the war.

"Mother never returned. She was sent to Ravensbruck and like millions of others, ended up in a gas chamber. Mother was murdered on April 23 or 24, 1945, just before the camp was liberated by the Russians.

"I was a child at the time, but I remember that Mother had asked me to swear not to tell anyone about these new "uncles" who were visiting us and sharing the scarce food on our table. I did



FERNANDE ONIMUS
"The Little Lady in Black,"
La Comete

love the chewing gum they were bringing me -- which I could only enjoy at home.

"Of course, I never told anyone, but I felt something important was going on when my "uncles" were there. There was also "Uncle Jacques" who spoke French. He was in charge, and brought whatever documents were needed. I kept the letter he sent me after the war, apologizing for Mother's awful fate for which he felt responsible.

"I also remember that weekends, Dad was going to the country by train (with his bike) to work on a farm. He was paid in food which was badly needed for us and our visitors. I was so scared the first time he returned empty-handed from one of these expeditions.

"After the war, I learnt of my parents' respective roles at La Comete. Late at night they were receiving their coded instructions from the BBC.

"For instance: Mother had to pick up someone the next day at a particular Paris church. To make sure he was THE ONE, her half of a French bill had to match his other half of same. The day she was arrested, half a bill was sitting on the night table as she had a mission that day. What happened to the holder of the other half? Only God knows; but I hate to

think of the possibilities.

"Father's mission was to get, one way or the other, clothing, bicycles, food and whatever else my "uncles" needed before they could leave for the next stage of their journey to Spain, then to England.

"Mother's "war" name was 'la petite dame en noir' (The Little Lady in Black), and she was always carrying one of these typically French shiny black shopping bags (fashionable in those days). I can still "see" her copying English words and sentences page after page; this was her way of learning English.

"I recently realized that I am in this country as the indirect result of Mother's last wish. As she complimented me warmly when I brought home my first A+ in English, she added: 'My little girl, if you want to succeed in life, you have to learn English.' Three weeks later I lost her. Subsequently, I worked so hard to be as good as I could in English. To be even better, I had to spend time in England and America.

"After the war, I did meet Denis Hornsey, one of the British pilots my parents helped save.

"Mother's memory, Dad and other 'Resistants' were honored in London in 1946, I think, and thanked by the RAF. Later, I also met Denis' family who helped me find the au pair job I was dreaming of to improve my English. I know Denis wrote a book about La Comete, and I shall try to get a copy. I have kept in touch with his widow, Joan, all these years.

"It is after being very ill and close to death in 1989 that I was finally able to talk about what had happened to Mother. I had kept it bottled up for decades. Then, in April 1994, I believe that major surgery allowed the completion of my healing.

"It was in 1995 that I realized how strong was my desire to find one of the American heroes whose life was saved by La Comete and my parents."

Janine Onimus Anderson has applied for U.S. citizenship. She can be contacted at The Mill, 107 River Run, Greenwich, CT 06831; Ph. 203-531-1878; FAX 203-531-8638.

Washington was a big hit

Our nation's capital proved to be a popular venue for the 1998 AFEES reunion the second weekend of May.

A total of 360 persons registered for the Sunday night banquet. The group included 257 members, family members and guests, 89 helpers, mostly from overseas, and 14 special guests.

According to the list compiled by Archivist Scotty David, 101 were attending their first AFEES reunion.

The list of those who attended at least a part of the reunion activities follows: (The * before names indicates those present for their first AFEES reunion).

- *ANDERSON, Janine O.; Greenwich, Conn.
- ANDERSEN, Lester & Margaret; Springfield, Mass.
- ARMSTRONG, James; Thomasville, Ga.
- BAKER, George Woods & Christina; Santa Monica, Calif.
- BEALL, Sylvia; Tampa, Fla.
- *BECKER, James & Nancy; Falls Church, Va.
- *BIDWELL, Ted; Gales Ferry, Conn.
- BODWELL, Russell & Barbara; Glen Head, N.Y.
- BRADBURY, J. W.; San Antonio, Tex.
- BRANDT, Clarke; Aurora, Colo.
- BREITENBACH, Louis & Anne Mae; Cincinnati, Ohio
- *BREITENBACH, Col. Daniel & Cathy; College Park, Md.
- BRILL, Herbert & Millicent; Corona Del Mar, Calif.
- CAGLE, Joseph; Southern Pines, N.Car.
- CANADY, Denver; Everett, Wash.
- CASEY, Shirley & Faye; Midland, Tex.
- *CASSITY, Bobbie; Columbus, Ohio
- CHECCA, Karen (Shandor) & Andrew; South Bend, Ind.
- CLARK, Paul & Bettye; Hixson, Tenn.
- *COBB, Neal & Pat; Carmel, Ind.
- *COLEMAN, Ernest & Janice; Colonial Heights, Va.
- *DAUGHERTY, Ned & Alice; Falls Church, Va.
- DAVEY, Alice; Dover, Del.
- DAVID, Clayton & Scotty; Hannibal, Mo.
- DAVID, Lynn; Sunset Hills, Mo.
- DAVIS, Bill & Doris; Ormond Beach, Fla.
- *DAVIS, Charles; Falls Church, Va.
- DeFOURNEAUX, Rene & Virginia; Indianapolis, Ind.
- *De L'ESTANG, Francois Bujon; Washington, D.C.
- *DEL GUIDICE, Louis & Alberta; North Haven, Conn.
- DeLUCA, Joseph & Cecilia; N. Bellmore, N.Y.
- *DeMALLIE, Douglas & Anne; Framingham, Mass.
- DeMALLIE, Howard & Nancy; Rochester, N.Y.
- *DUERR, Bud & Fanny & Elmer Jr.; Bethel Park, Md.
- DUERR, Elmer & Philomena; Munhall, Pa.
- *DYER, William; Falls Church, Va.
- *EIDE, Marlene; Minot, N.Dak.
- *ELLISON, Sue Grauerholz; Boulder, Colo.

(Continued on next page)



Dr. Gabriel Nahas (left), French helper now living in New York City, and Major General John K. Singlaub of Arlington, Va., shared a Sunday night dinner table at the AFEES reunion. Dr. Nahas, now a research professor of anesthesiology at New York University Medical Center, aided Allied airmen in the Toulouse region. General Singlaub is the author of "Hazardous Duty," an account of his exploits in more than four decades of unconventional warfare, espionage, covert missions and frontline action.

40 years in the service, most of it under cover

**HAZARDOUS DUTY, by John K. Singlaub,
PO Box 2603, Arlington, VA 22202**

Published in 1991 and now out of print. Autographed copies available for \$25 from General Singlaub.

By RALPH K. PATTON

Chairman, AF Escape & Evasion Society

Hazardous Duty is a fascinating story of 40 years of unconventional warfare, espionage, covert missions, and frontline action. Singlaub started out as an OSS Lt. who was parachuted into Nazi-occupied France to help organize the Maquis in the South.

He was one of the founding members of the CIA. He fought behind enemy lines in Europe and Asia, headed CIA operations in postwar Manchuria, led troops in Korea, managed the secret war along the Ho Chi Minh Trail, and worked with the Contras in Nicaragua.

This is a must-read for history buffs and students of the military. Author Tom Clancy said, "Major General John Singlaub's book is the odyssey of an American Patriot."

THOSE PRESENT (Continued)

FEGETTE, Lee; Red Oak, Tex.
 FEINGOLD, Louis & Leah; Emerson, N.J.
 FERNANDES, George; Bellevue, Wash.
 FINK, Philip; Lancaster, N.Y.
 FISHER, Charles & Novine; Jeannette, Pa.
 FISHER, Liz Grauerholz; West Lafayette, Ind.
 GLEASON, Fred & Evelyn; Pine, Ariz.
 GOEBEL, James Jr. & Joan; Conroe, Tex.
 GOLDFEDER, Ada & Carol; Bethlehem, Pa.
 GOLDSTEIN, Coleman; Amherst, Mass.
 GRAUERHOLZ, Larry & Ruth; Wichita Falls, Tex.
 GRAUERHOLZ, Mary; East Falmouth, Mass.
 *GREEN, Mike; McLean, Va.
 GRIMES, Bob & Mary; Fairfax, Va.
 *GRODI, Bill & Barbara; San Diego, Calif.
 *GUIGNARD, Pierre Henri; Washington, D.C.
 HALTOM, Louis & Chi; Arlington, Va.
 HANNAN, Robert & Olga; Healdsburg, Calif.
 HARRIS, Howard & Jeanette; Wolcott, N.Y.
 HEDDLESON, James & Dolly; Louisville, Ky.
 HEEKEN, Frank & Eleanor; Cincinnati, Ohio
 *HODULIK, Henry & Jean; Green Brook, N.J.
 HOGAN, Peter & Mary; Springfield, Mass.
 HOLT, Charles & Kathryn; Madison, Ind.
 *HUDACK, Eileen (Fink); Syracuse, N.Y.
 HURST, John & Mary; Austin, Tex.
 IVEY, Ashley & Ruth; Acworth, Ga.
 *KAPLAN, Philip; Cheltenham, U.K.
 KAUFMAN, Hector; Rouses Point, N.Y.
 *KAUFOLD, Chas., Susan (Duerr) & Keith, Bethel Park, Pa.
 KENNEY, Paul & Dorothy; Stone Mountain, Ga.
 KOSINSKI, Tony & Jean; Chicago, Ill.
 *KRESTO, Edouard; Washington, D.C.
 KROL, Virginia; Crown Point, Ind.
 KUPSICK, John & Shirley; Cottage Grove, Ore.
 LASHINSKY, Francis & Dorothy; Old Lyme, Conn.
 *LEONE, Clement & Sylvia; Gettysburg, Pa.
 LINCOLN, William; Erie, Pa.
 LINDELL, Ernest & Connie; Moses Lake, Wash.
 LORING, Warren & Thelma; Monument Beach, Mass.
 *LOUVION, Brig. Gen. Jean Francois; Washington, D.C.
 LUCKETT, Elizabeth; Jackson, Miss.
 *MADSEN, Roy; Salt Lake City, Utah
 MARCO, Virgil & Bobbie; Dallas, Tex.
 *MARTIN, Roy & Janelle; Rison, Ark.
 *MASSERET, Jean Pierre; Paris, France
 MAYNE, Georgene; Dunedin, Fla.
 MILLAR, Frances; Houston, Tex.
 *MONG, George & Betty; Warren, Pa.
 MURPHY, Joe & Dot; Wildwood Crest, N.J.
 MUSGROVE, Clarence & Florence; St. Joseph, Mich.
 *McCABE, Hugh & Charlotte; Virginia Beach, Va.
 *McGREGOR, James; Red Lodge, Mont.
 *McGREGOR, Kaye; San Francisco, Calif.
 *McGREGOR, William III & wife; Wrightsville Beach, N.C.
 McKEE, Ralph & Elinor; Rockledge, Fla.
 NETTEN, John; Garden Valley, Idaho
 ONESI, Anthony & Marge; Niagara Falls, N.Y.



ALL READY FOR THE BANQUET -- From left:
*Maj. Gen. Dick Scott and Flora, Scotty David,
 Dr. Gabriel Nahas and Marilyn*

*OTTIS, Steve & Sherry; Clinton, Miss.
 PATTON, Geoff, *Lucie Du, *James, *Catherine; Washington
 PATTON, Ralph & Bette; Pittsburgh, Pa.
 *PECK, Eugene, Lis & Lisa; New Haven, Conn.
 *PECK, Lynn; Gainesville, Fla.
 PENA, Jose & Judy; York, Pa.
 PERRY, Joseph & Lupe; Redmond, Ore.
 *PETERSON, Towee (Weyland) & Zachary, McHenry, Ill.
 *PFISTER, Edward & Annette (Fink); Summit, N.J.
 PIKE, Kristine; Santa Monica, Calif.
 *PITTS, Jesse & Monique; Charlottesville, Va.
 POGUE, Leonard & Millie; Port Charlotte, Fla.
 *QUINN, James & Liboria; Haworth, N.J.
 RENDALL, Bill; Kinderhook, N.Y.
 RENDALL, Richard; Cincinnati, Ohio
 *RHODES, Joe & Olevia; Locust Grove, Va.
 ROGOFF, Manuel; Pittsburgh, Pa.
 ROSKEY, Otto; Chriesman, Tex.
 RUCIGAY, John & Dorothy; Ballston Lake, N.Y.
 *SARGENT, Chloe; Plant City, Fl.
 SCOTT, Dr. Carl; Columbus, Ohio
 SCOTT, Maj. Gen. Richard & Flora; Lancaster, Pa.
 SEAMAN, Robert & *Lois; Charleston, S.Car.
 SENFIELD, Pamela (Lincoln); Olean, N.Y.
 SHANDOR, Mary; Cresson, Pa.
 *SHANDOR, Michael & Anita; Bowie, Md.
 SHANDOR, Richard; Cresson, Pa.
 SHAWN, Gilbert; Longwood, Fla.
 SHERWOOD, Morton & Renee; Las Vegas, Nev.
 SHOSS, David & Doris; Dallas, Tex.
 *SMITH, Larry & Roberta (Sweat); Colorado Springs, Colo.
 *SMITH, Marshall & Elinor
 SMITH, Richard & Margaret; Battle Lake, Minn.
 *SMITH, Richard E. T. & Anne; Wahpeton, N. Dak.
 Conor, Kathleen, Kelly & Kierann
 *SOBIE, Edward & Helen; Crystal Lake, Minn.
 SOLOMON, Philip & Claire; Las Vegas, Nev.
 *SPRINGER, Elmer & Bertha; Burke, Va.
 STARZYNSKI, Robert & Louise; Chicago, Ill.
 STEWART, Gilman; Greensburg, Ind.
 *SUPPER, Fernand & Denise; Paris, France
 SWEAT, Robert & Mary; Burton, Tex.

Helpers attending reunion at Falls Church, Va.

- *SWEAT, Sam; Big Sandy, Tex.
- TARLETON, Woodrow & *Carrie; San Jose, Calif.
- THOMAS, Thomas III; Morris Plains, N. J.
- *THOMPSON, Abraham & Rita; Northport, N. Y.
- THOMPSON, Harold & Pat; Longbranch, Wash.
- *THOMPSON, Tommy & Marcy (Sweat); Houston, Tex.
- *TINERO, Leela; Los Angeles, Calif.
- TITUS, Robert; Columbus, Ohio
- *TODESCHINI, Jean Marie; Paris, France
- *TRONOSKI, Donald Blaine; Charleston, S. Car.
- TROUP, David & Marjorie; Mishawaka, Ind.
- TUCKER, Robert; Dunedin, Fla.
- *TUTHILL, Robert & Grace; Paramus, N. J.
- WALTER, Bruce "Bud"; Plant City, Fla.
- *WAND, Beverly (Patton) & Elizabeth; Madison, N. J.
- WARTH, Joseph; Cincinnati, Ohio
- WEYLAND, Russel & Francene; McHenry, Ill.
- WHITE, Cindee (Weyland); Ashlee & *Jacob, McHenry, Ill.
- WILLIG, Sidney & *Eleanor; Staten Island, N.Y.
- *WILMOTH, Robert; Commerce, Okla.
- YANDURA, John & Ethel; E. Vandergrift, Pa.
- *YIELDING, William; Vienna, Va.

CANADIAN FRIENDS & HELPERS

- BAUSET, Pierre & Monique; Lorraine, Quebec
- *BERTELSEN, Peter & Rosemary; Banff, Alberta
- LINDSAY, Robert & Lynne; Don Mills, Ontario
- MORAN, Alex & Florence; Windsor, Ontario
- NEAL, John & *Stewart, June; Calgary, Alberta
- STACEY, Gordon & Craig; Guelph, Ontario

UNITED KINGDOM

- DELL, Frank & Isabel; Marlow, England
- *OFFER, Steve & Else; London, England



The guy packing the video camera at AFEES reunions is Life Member John M. Yandura of East Vandergrift, Pa. He says he has been recording our annual meetings on film for about 10 years. Here he poses for another camera with his wife, Ethel.

BELGIUM:

Frank CAUBERGH & Lea SPARMONT; Vise

DENMARK

Janine-Onimus ANDERSON; Brainmigh

Sigurd NIELSEN; Ansager

Hans Karl TRANBERG & Gunner TRANBERG; Grant

FRANCE

Paule ARHEX; Paris

Leslie A. G. & Renae ATKINSON; Perpignan

Serge & Josett BAUDINOT; Bourg La Reine

Philip De BAYNAST & Anne; Maignelay Montigny

Christine BEAUJOLIN; Paris

Maurice BIDAUD; Athis-Mons

Louis BLANCHARD; Morlaix

Liliane BROCHET; Sox-Fours-Les-Plages

Alain CAMARD; Dur Merk

Yves CARNOT; Rospordin

Rene CHARPENTIER & Genevieve ORITZ; Senlis

Genevieve CHASLES; Paris

Marcel CLOSSET; Montbrehain

Pierre CRESSON & Mimi FIORI; Bernaville

Max DeBROISSIA & Isabel; Paris

Robert GAULTIER, Meziodon Canon

Gervais GORGE; St. Just

Jean & Marie-Therese HALLADE; Bichan Court

Denise HECHES, Tarbes

Mme. Albertine JOUSELLY; St. Saud

Yvonne & Yves KERVAREC; Brest

Jacques Le PICARD & Wife, Bergerac

Jacqueline LEROY, Senlis

Jean & Godlieve PENA; Lacourt Roye

Jean Van LAERE & Wife; Lacourt

Simone POITEVIN; Paris

Mme. Adrienne SELAS; Mathieu

HOLLAND

Joke FULMER; Schiermonnikoog

Frederick & Coby GRANSBERG; The Hague

Mia J. LELIVELT; Lichtenvoorde

Piet VAN VEEN; Pieta & Pia & Remko Mooij; Leimuiden

Jacques & Letti VRIJ; Rijswijk

SPAIN

Sra. Ann G. FEITH, (Holland); Barcelona

UNITED STATES

E. Charlotte AMBACH; (Belgium) Green Valley, Ariz.

Yvonne DALEY-BRUSSELMANS; (Belgium) Dunedin, Fla.

Louis & Blanca FORTIN; (France) Washington, D.C.

Marguerite BROUARD-FRASER; (France) Burlington, Mass.

Glenn L. HOVENKAMP; (Holland) Colorado Springs, Colo.

Maria LIU; (Czech) Oxnard, Calif.

Elly MANION; (Holland) Minnetonka, Minn.

Bill MCGREGOR; (Czech) Spearman, Tex

Dr. Gabriel G. NAHAS & Marilyn; (France) New York, N.Y.

George H. van REMMERDEN; (Holland) Seal Beach, Calif.

Henry L. VERLINDEN & Lee (Belgium) Eastpointe, Minn.

A bit of trouble on Black Thursday

(From *Briefing*, Journal of North Texas Chapter, 8AF Historical Society, Fort Worth, Tex., March-April 1998)

The February chapter meeting resulted in a great meal, some fine fellowship and an excellent program by 384BG Ex, Bruce Kilmer. He flew many tough missions in those dark days of 1943 and was downed on the infamous 14 October 43 "Black Thursday" mission to Schweinfurt, Germany.

"It was not a good day," Bruce began his story. "We were sure the mission would be canceled because of the dense fog." This ill-fated venture was not canceled and the 8th Air Force went on to sustain such heavy losses that it could not mount another major attack on the Germans for several months.

"We climbed through 5500 feet of solid overcast and when we broke out the sky was filled with bombers trying to find their units. It was so bad that the 2nd Air Division B-24s could not form up to make the raid. We went on to the target and bombed and turned off the target. At that point we were attacked by a German fighter.

"We were hit in the bomb bay and the wing was on fire. The bailout bell was rung and I tried to open the forward hatch but it was jammed. I broke the handle pulling so hard. I kicked it open and almost fell. I didn't have a parachute on. I got in the nose and put it on and don't remember anything after that except that I was falling through the air. Pulled the rip cord but the chute did not open. I finally tore the pack open and the chute opened with a terrible jolt. I landed, hit my chute and hid in the bushes."

A French Underground member saw Bruce come down, retrieved him from his hiding place and took him to the basement living quarters of a bombed-out chateau. Bruce then discovered he had severe head cuts and was covered with blood. Cleaned up, he had a good night's sleep and "I tried to wake up in England."

He stayed with the man, his wife and daughter, working in the fields and other farm tasks. Within a few days he was introduced to his other pilot, Don, and the navigator. The navigator was moved but



SCHWEINFURT VETERAN -- Bruce Kilmer described his experiences as an evader and prisoner to members of the North Texas Chapter, 8AFHS, at the February meeting.

--Photo by Dick Atkins

he and Don stayed together until their capture. They were moved to another area by train, which resulted in the frightening experience of riding in the same compartment with some German soldiers. At their destination, they met a Canadian agent who was to arrange for an airplane pickup. En route by truck to the pickup area, they were captured by the Germans, victims of a French turncoat.

They were first taken to Friends Prison in Paris and then to Weisbaden, Germany, for interrogation by the SS. Bruce's interrogator threatened to shoot him so many times that Bruce told him, "Go ahead, if you are going to shoot me, let's get it over with. After that he just threatened to send me to a labor camp."

Bruce was then taken to Frankfurt for interrogation by Luftwaffe personnel and then to Stalagluft 3 in Sagan, Germany. Near Christmas 1944, the Russians were nearing the camp so the Germans moved the prisoners, by foot, to Moskau, Germany. They were then loaded into boxcars and shipping to Nuremburg where they were nearly eliminated by American bombers.

It was time for another walk, 100 miles to Mooseburg this time. "This march was not so bad," Bruce stated,

"because it was spring and the weather was pretty good."

They subsisted by trading cigarettes to Germany farmers for potatoes and other vegetables. Bruce noted that "the fellows at the front of the line could trade a cigarette for a potato, but by the time the end of the line prisoners passed, the potatoes would cost a whole pack!"

"We beat the game by sneaking off from the column and going into the little towns to trade for food and then sneak back.

"We finally settled into Mooseburg and shortly after, saw tanks coming up the road. They were Americans, and we were liberated. A short time later, I was drinking coffee with my P-51 pilot buddy and was notified that someone wanted to see me. I invited him in and to my surprise, it was my younger brother! With this very nice surprise, the war was over for Bruce Kilmer."

Bruce Kilmer of Dallas, Tex., a B-17 co-pilot, parachuted near Bar-le-Duc, France. Six months later he was captured south of Paris. "Don" was Don Ogilvie of Winter Park, Fla., the pilot. The navigator was Everett Childs, Boulder, Colo., who successfully evaded.

The dream escape: flying it back home

Peter Collinson, 1226 Andre St., Mt. Pleasant, MI 48858, writes with a couple of questions which AFEES members might be able to help answer:

His letter:

Recently on our local PBS station I saw a program which I believe was titled simply *World War II Aviation*. There were several programs in this series, but the one I have the question about was a program on Allied fighters which featured the Spitfire and the P-51. In the section of the show on the P-51 a short interview was shown with a man whose name, I believe, was Bruce Kerr (there was no super of his name, but that's what it sounded like on the audio.)

Mr. Kerr said he had been a P-51 pilot and had been shot down while flying over Czechoslovakia in '44 or early '45. He mentioned that he evaded for two or three days then stole a German plane and took off. That was the end of the story.

My question is, did this really happen? I know that capturing an enemy plane and flying it home was every pilot evader's dream escape, but I never heard of it actually happening. I believe that the German Von Werra actually made it into the cockpit of a Hurricane or Spitfire but couldn't get the engine started.

Another question: I have a young grandson (two months old) for whom I am trying to obtain WWII pilot autographs which I know he will appreciate when he grows up. I have written to Paul Tibbets, Francis Gabrewski, and Bob Morgan (Memphis Belle) to see if they might sign photos for him.

My question is, do you know how I might contact one of the brave airmen who took part in what has been termed "The Great Escape?" I have read a lot about it--not to mention seeing the movie--and I know grandson John will learn about it when he grows up.

Air Forces Escape and Evasion Society FINANCIAL STATEMENT For Year Ending Dec. 31, 1997

GENERAL FUND

RECEIPTS:

ANNUAL DUES	6,207.00
LIFE MEMBERSHIPS	8,410.00
GIFTS	2,207.00
POST EXCHANGE	386.50
MISCELLANEOUS	30.00
TOTAL RECEIPTS	17,240.50

DISBURSEMENTS:

NEWS LETTER	5,042.53
MEMBERSHIP	987.09
POST EXCHANGE	1,044.13
FRENCH HELPER EXPENSES	719.99
REUNION EXPENSES	871.04
GIFT TO HELPER	520.00
CHRISTMAS CARDS & POSTAGE	1,012.01
MISCELLANEOUS	467.75
TRANSFER TO INVESTMENT FUND	5,000.00
TOTAL DISBURSEMENTS	15,664.54

EXCESS OF RECEIPTS	1,575.96
CASH BALANCE - BEGINNING	4,495.76
CASH BALANCE - ENDING	6,071.72

REUNION FUND

RECEIPTS:

REGISTRATION & MEALS SURPLUS	5,541.12
RAFFLE - NET	5,970.00
TOTAL RECEIPTS	11,511.12

DISBURSEMENTS:

REFUNDS	196.00
HOTEL - HELPER ROOMS	3,567.78
MISCELLANEOUS	26.00
TRANSFER TO INVESTMENT FUND	5,000.00
TOTAL DISBURSEMENTS	8,789.78

EXCESS OF RECEIPTS	2,721.34
CASH BALANCE - BEGINNING	8,752.21
CASH BALANCE - ENDING	11,473.55

INVESTMENT FUND

BALANCE - BEGINNING	22,781.07
ADDITION FROM GENERAL FUND	5,000.00
ADDITION FROM REUNION FUND	5,000.00
INTEREST CREDITED	1,274.33
BALANCE - ENDING	34,055.40

'Long Return' from Holland took 7 months

THE LONG RETURN, the autobiography of Bob Porter, is dedicated to the Dutch Underground.

Born in South Burnaby, B.C., Canada in 1923, Bob enlisted in the RCAF in 1941. After training as a mechanic, he remustered to aircrew which resulted in an overseas posting in September 1943.

On his ninth operation, a trip to Sterkrade, in the Ruhr, he was one of two crew members to survive when their Lancaster was hit by flak and exploded over Zeist in Holland on June 16, 1944.

He and the flight engineer were blown out of the aircraft.

His seven months with the Dutch Resistance are described in detail. He lived with a policeman and his wife and two children under the name "Henk De Graaf." His papers said he was a deaf and dumb farmer and did not have to work in Germany.

Shortly before Christmas 1944 he and some other evaders were captured while attempting to reach the advancing Allied armies. Caught in civilian clothes and with no identification papers, he was sent to concentration camps for three months. Finally, he was recognized as a war prisoner and transferred to a regular camp.

He has maintained contact with many of the Dutch people who aided him and has visited them on several occasions. His book is well illustrated with photos and documents.

This book brings readers a first hand account of war experiences as seen through the eyes of someone who has been there and survived. The last chapter is a summary of where these people are, 50 years later.

Order from the author at No. 2603 -- 4288 Grange St., Burnaby, B.C., Canada V5H 1P2; phone 604-433-3237; FAX 604-433-2722. Price is \$24.35 Canadian, \$18.95 U.S., shipping and handling included.

Stories of faith and courage

AIRCRAFT DOWN! by Philip D. Caine, Brassey's, \$24.95

By **RICHARD M. SMITH**
President, Air Force Escape & Evasion Society

This is a most fascinating book of the trials and tribulations of aircrew members who were shot down or crash landed during WWII behind enemy lines. Trials because they could not tell friend from foe once they had left their aircraft, either in the air or on the ground.

The book includes six, very different, stories of evasion and escape. There is the first short chapter on the "Situation" in which the author describes the problems that aircrew members faced upon leaving their aircraft, and the problems and expectation of those on the ground who saw the air crew, and the predicament they were in. Old stuff for those who evaded, but interesting for those first-time readers interested in E&E.

First is an interesting account of Oscar Coen, American pilot of a RAF Spitfire. A story of one man's faith, courage and fortitude to continue walking when he had no place to walk to, and the faith in human beings in occupied enemy territory, that help would come, and all he had to do was follow instinct, and take the "help" as it was offered.

Second comes the story of Pilot Officer Eric Doorly, American boy who craved excitement enough to join the RAF in Canada. Another Spitfire pilot, he lived by his wits while trying to find help on the ground. It was one thing to be on the lam in a country where you could not speak the language, and quite another thing to be sick, on the verge of death, and getting primitive medical help.

It would seem that because all the young men were in top physical condition, that the bodies of evaders could tolerate more abuse than those not in such good shape.

Next is the story of Don Willis, pilot of a P-38 fighter/bomber shot up by flak on a second bomb run. Leaking fuel, he had to crash on the only piece of flat land available, near a soccer field. This chapter tells of the walk across the Pyrenees, crossing the Spanish border, and then being picked up by the Garde

Civil and put into a Spanish prison. Only faith and physical conditioning allowed these men to surmount the rigors and horrors of a Spanish war-time prison.

Fourth is the account of Squadron Commander Bob Priser, P-51 pilot shot down over Belgium Jan. 24, 1944, and forced to depend on the honesty and integrity of the local populace. The boredom, the perils of movement, the problems of finding safe houses, and the frequent moves. It recounts how many men were hidden until liberation forces could reach them. Being safely hidden was not easy while many of the "locals," seeking favor from the Germans, were tempted to turn in their own neighbors.

Next chapter recounts the story of a B-17 crew downed just north of Athens, Greece. After the plane was badly damaged by flak, the pilot ordered crew members to bail out as closely together as possible and try to link up on the ground.

The link-up was successful and then began the arduous walk to safety. The crew was helped by the Greeks and eventually joined other Allied military personnel. Finally, they were rowed out to an Italian sub chaser manned by friendlies.

One of my high school friends, Ernie Skorheim, was the bombardier on this crew. An AFEES member, he now lives in California.

Finally, the fascinating story of Sonny Fassoulis, another AFEES member whose B-17 was downed in northern Italy after part of the country had been liberated.

The problems were to find transportation to the south, food and water and crossing enemy lines to reach Allied friends.

All these stories epitomize the great strengths that human beings can muster in time of crisis. Escape and Evasion, or not! I recommend it!

Philip D. Caine is a retired USAF brigadier general and pilot and a former history professor. When he was deputy commandant of cadets at the Air Force Academy, one of his responsibilities was Survival, Evasion, Resistance, Escape training. He lives in Monument, Colo.

March 22, 1998

His Royal Highness Albert II
King of Belgium
Royal Palace
Brussels
BELGIUM

Your Majesty,

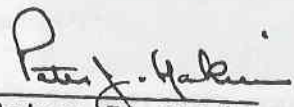
The Air Forces Escape & Evasion Society, AFEES, consists of airmen of the American Forces who were forced down over enemy territory, Germany and German occupied countries, during World War II. Belgium saw many airplanes forced to land and American fliers are still very grateful for the help received from Belgian civilians who risked their lives to hide them and to prevent them from falling into enemy hands.

The March 1998 issue of the AFEES magazine describes on page 29 the heroic saga of the entire crew of a B-17 bomber who crashlanded in Rochefort, Belgium after a bombing raid over Germany. The 10 member crew is one of the few who survived without losing a man and who managed to return to the United Kingdom unscathed.

They did hide for a while in a hunting lodge on the property of the Chateau de Ciernion, property of the then King of Belgium, Leopold III. This small chalet was not very far from the main road leading from Rochefort to Ciernion and well hidden in the woods. One of the crew members was somewhat of an artist and decorated one of the walls of the main room with a drawing showing their B-17 bomber being attacked by German fighters.

The purpose of this letter is to say "thank you" on behalf of the American crewmen for the free lodging received on the King's property and also the cooperation received from the Belgian underground. We, the Hakim family mentioned in the article, being American citizens in hiding, considered it our duty to help and sustain our countrymen in distress. The members of the Belgian underground, however, were risking their lives to help these soldiers from a faraway country without any concern for their own safety.

Respectfully yours,


Peter J. Hakim
107 Falcon Road
Livingston, NJ 07039

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Helper Yvonne Files reports on some visitors

Yvonne S. Files, well-known Belgian helper and author of *The Quest for Freedom*, reports some interesting visitors recently in the home of her and her husband in Riverside, Calif.

She writes:

"Last November, Charles Shierlaw, one of the RCAF men I did hide in my apartment in Antwerp, Belgium, during WWII, visited us here at Air Force Village West. The last time I saw him was in 1955, when I was the subject of Ralph Edwards' *This is Your Life* show. Ralph Edwards brought him on stage as one of the three surprises.

"The two others were Leslie Anderson (RCAF) and Lou Rabinowitz (USAF), also 'boys' I did hide. Leslie Anderson and his wife have visited us several times in the years past, and we visited them in Canada as well. Lou Rabinowitz, who unfortunately has died since, did visit us as well, and we were his house guests in New Jersey, when Lou organized the first AFEES gathering in New York City in the 1970s, which we attended.

"A few years ago, Max McGregor (RAF), another one of my 'boys' and his wife, visited us and spent a week with us when we lived on top of the Santa Monica Mountains near Los Angeles.

"One amusing detail regarding McGregor's visit: I hadn't seen him since 1944 of course. I had described him to my husband: 'Very slender, tight curly hair standing quite high, etc.' Well, years had changed his appearance: no more high standing curly hair; no 'slender' appearance!

"After a few words were exchanged, Max exclaimed: 'You Yank! You didn't speak English like this in 1944!' He was right. At that time I spoke English with the clipped British accent.

"A year or so ago, I appeared on TV on the 'Life Time' channel, Intimate Portraits series, on a program called 'Women Spies.' After the show was aired, the producer called me from Chicago, reporting having received a call from a listener in New York state, who asked for my telephone number. He wanted to call me because 'I was responsible for having saved his father's life.' They, of course, did not give out my telephone number, but asked for the caller's number, so that I could call him if I wanted to. The caller was Lou Rabinowitz's son. No need to tell you that I did call him immediately, and we had a lovely telephone conversation.

"I thought you might be interested in these happenings.

"Charlotte Ambach told me on the phone, that the upcoming AFEES Reunion in Washington, will probably be the biggest one you have had. Unfortunately, once again, I won't be able to attend."

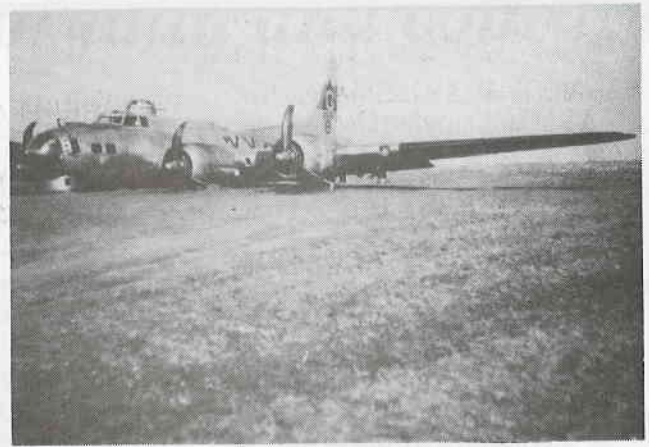
ALSO ATTENDING THE 1998 REUNION

Mr. & Mrs. John Fales, guests of Francis Lashinsky

Jeffery & Beverly Wright, guests of Bud Loring

James Potts, Washington, D.C., grandson of Elly Manion

Cynthia Adams, guest of Manuel Rogoff



305BG CREW ALL SURVIVED

Helper still has a belt

A Letter

From Andrew Parnaix

487, Rue de l'Eglise

60190 Avrigny, France

My friend Jean Chevalier, 5 Rue H. Pauquet, Creil, is a former member of the Resistance. During the war, he helped Allied airmen. He receives your bulletin to former escapees, and he gave me volume 11, No. 3.

I was 14 years old in 1944, at the Liberation on September 1, 1944. It is the most exalting remembrance of my adolescence, and the gratitude which I feel for our liberators will forever live in my heart.

I take the liberty to write to you and to enclose the photograph of a B-17 which belly-landed on its return from a bombing mission over Germany. Fortunately, the entire crew was safe. This event took place less than a mile from my parents' home, and I was one of the first to arrive at the site after it happened.

A friend of mine, historian of that period, has written: "On February 9, 1945, a Flying Fortress B-17G from the 305th Bomb Group stationed at Chelveston, England, made a belly-landing in Fontenay..."

Personally, I place the event on March 3rd. Maybe one of your friends will establish the historical truth. Let's leave that to chance.

Anyway, the date is not too important. What counts for me and my friends is the opportunity to show, and tell our American friends that the French people of our generation will never forget what you've done. The Liberation is very often the topic of our debates, and impassioned discussions, in spite of all the years that have gone by.

I want to add that I own parts of the B-17, among them the pilot's belt with its buckle. I hope my "old stories" will not be too bothersome..

Can any of our 305BG members help identify the members of this crew? The editor has asked Andrew for more information -- and told him to hang onto the belt and buckle in case we find the previous owner.

Meet our New Members

ERNEST H. COLEMAN
116 Buckingham Dr.
Colonial Heights, VA 23834
Ph.: 804-526-4285
15th AF, 454th BG
Wife "Janice"

LOUIS E. DEL GUIDICE (L)
41 Thorpe Street
North Haven, CT 06473
Ph.: 203-239-1170
E&E #405, 8th AF, 93rd BG
Wife "Alberta"

MICHAEL MAURITZ
509 James Street
Turtle Creek, PA 15145
Ph.: 412-823-1567
12th AF, 79 FG
Wife "Louise"

GEORGE C. MONG
12351 Roseland Road
"W" Sebastian, FL 32958-3510
Ph.: 561-589-6697
24 Riverside Drive
(S) Warren, PA 16365-4546
Ph.: 814-726-3956
E&E #1501, 8th AF, 447th BG
Wife "Betty"

JOSEPH A. RHODES (L)
HC 73, Box 813-A
Locust Grove, VA 22508
Ph.: 540-972-7952
E&E #1701, 8th AF, 305th BG
Wife "Olivia"

MARTIN SHIKORA
220-55 46th Ave., Apt. 4J
(S) Bayside, NY 11364
Ph.: 718-428-9114
7874 D Hyde Street
(W) Lake Worth, FL 33467-8507
15th AF, 97th BG
Wife "Ruth"

OWEN M. SULLIVAN
148 Gordon Road
Walnut Creek, CA 94598-4802
Ph.: 925-943-7998
15th AF, 459th BG
Wife "Gloria"

ROBERT L. WILMOTH
112 North Cedar
Commerce, OK 74339-1821
Ph.: 918-675-4722
E&E # 2135, 8th AF, 379th BG

NEW 'FRIENDS'

JANINE O. ANDERSON
The Mill, 107 River Run
Greenwich, CT 06831
(Daughter of a Helper)

C. ALAN FISHER (L)
8903 Footstep Court-Truro
Annandale, VA 22003
Ph.: 703-319-2766
(Son of Charles Fisher)
Wife "Joan"

JESSIE R. PITTS
1875 Wayside Place
Charlottesville, VA 22903-1630
Ph.: 804-971-1707
8th AF, 379th BG
Wife "Monique"

PAMELA L. SENFIELD
116 Virginia Street
Olean, NY 14760
(Daughter of Bill Lincoln)

MICHAEL SHANDOR (L)
1801 Waesche Place
Bowie, MD 20721
Ph.: 301-249-9124
(Son of Joseph Shandor)
Wife "Anita"



TOGETHER IN WASHINGTON

Members of this group have known each other for more than 50 years. From left:
Jean Hallade, French helper; John Neal, Canadian; Josette Baudinot, French helper;
John Kupsick, USAAF; and Bob Lindsay, Canadian.



Dr. Carl Scott with Dutch Helpers Mia Lelivelt and Joke Folmer

UNIT REUNIONS

390th Bomb Group, San Diego, Calif., Sept. 2-6, 1998. Contact Ken Rowland, PO Box 28363, Spokane, WA 99228-8363; 509-467-2565.

450th Bomb Group, Fallside Resort, Niagara Falls, N.Y., Oct. 8-11, 1998. Contact Doid K. Raab, 5695 Ireland Rd., N.E., Lancaster, OH 43130; 740-536-7635.

Bombardier Alumni Association, Sheraton Hotel, Syracuse, N.Y., Sept. 30-Oct. 4, 1998. Contact Lee Campion, 815-622-1073.

303rd Bomb Group Association, Marriott Riverfront, Savannah, Ga., Aug. 21-25, 1998. Contact Walter J. Ferrari, 207 Lake Circle Dr., Hampstead, NC 28443; 910-270-0824.

Historians need your wartime story

LTC (Ret.) Clarke Brandt of Aurora, Colo., a regular at AFEES meetings, has been collecting World War II E&E stories for the past two years with the help of our members and their wives. These stories are intended for distribution to military historical agencies as well as nearly 30 academic libraries. "I thank all those who have helped me. It was a pleasure to see many of you with whom I've worked," Clarke said after the recent reunion in Falls Church.

Many WW II Army Air Force veterans are just now thinking about writing accounts of their experiences in the 1940s, Clarke said. He encourages all who have not done so to start composing soon. Many family members, particularly wives, have been trying for years to get 'Dad' to tell them what really went on so many years ago. Now is the time, Clarke says, to help the family and the military historical agencies learn about those exciting adventures.

If there are doubts about the value and satisfaction of reducing these experiences to writing, just ask AFEES President Dick Smith about it, Clarke added. After his first story, Dick was instrumental in putting together his entire crew's story. Now he has a hard time keeping enough copies for all who want to read it.

Clarke advises those who decide to record their WW II E&E memoirs to send a copy to these agencies for their military archives:

Historical Services Division
U.S. Army Military History Institute
Carlisle Barracks, PA 17013-5008
Attn: Angela Lehr

U.S. Air Force Historical Research Agency ISR
600 Chennault Circle
Maxwell Air Force Base, AL 36112-6424

Cadet libraries at West Point and the Air Force Academy also are interested in WWII personal accounts.

For anyone who has never completed a WWII questionnaire on their military service, please contact Angela Lehr of the Army Historical Institute at the above address for a questionnaire and mailing label. Information from the completed forms goes into the data bank to assist military historians gain an insight into personal histories of the war.

If you have questions about these projects or would like some comment regarding what your AFEES comrades have written, contact LTC Clarke M. Brandt, 11428 E. Amherst Circle S, Aurora, CO 80014 or call evenings 303-750-0807.

UPDATES TO 1996 AFEES ROSTER

(Changes are in **Bold** type)

Merrill A. Caldwell, **2605 Quarter Ln., Hampton Cove, AL 35763-8692; Ph.: 205-536-3784**

William L. Cramer, **512 Ashbury Circle, Hopkinsville, KY 42240**

Ned A. Daugherty, **300 West Columbia St., Falls Church, VA 22046-2646**

Raoul A. Demars, **4510 Hoffman Ave., Spring Hill, FL 34606-2056**

Arthur L. Dunn, (W) **1850 SW Palm City Rd., #Le202, Stuart, FL 34994**

L/C E. S. Fraser Jr., (S) **6 Garrison Land, Madbury, NH 03820-9367**

Robert K. Fruth, (S) **1127 Michigan Ave., Napoleon, OH 43545**

John F. Goan, **200 Beth Page Rd., Estill Springs, TN 37330**

Jacob J. Muller, **PO Box 1922, Lake Placid, FL 33862-1922**

Woodie M. Rose, **202 Shady Lane, Whitehouse, TX 75791**

L/C Paul L. Wolff, **1032 Cactus Wren Lane, Sierra Vista, AZ 85635-5404; Ph.: 520-459-5516**

The editor has the last word

Page 31

By **LARRY GRAUERHOLZ**

WICHITA FALLS, Tex. -- It was a privilege for our family to share a table at Falls Church with James and Liboria Quinn, Yves Carnot of Rosporden, France, and Chris Vaillant of New York City. Yves is responsible for the erection of a plaque near his hometown in memory of the KIA members of the Quinn crew, the Black Swan.

Frank McDonald, our PX manager, was unable to attend the reunion because of some health problems. And so Bob Grimes, our man on the scene, had to rustle up a few volunteers to man the PX table.

Plaudits to Dutch Springer, James Becker, Charley Davis and Ned Daughtery for helping out. Incidentally, business was brisk at the PX table and the new bolo tie with cord is a popular addition to the inventory.

Frank says he's sorry to have missed the reunion, but that he is back in the PX business from his home in Colorado.

Another of our members, Jim Powell of Newhall, Calif., has rattled the bureaucratic cage until he was presented with the Air Medal to which he is entitled. With the help of Sen. John McCain, Jim finally provided the proper documentation to establish his eligibility.

He received the medal on April 17 at a retreat ceremony at Fort McArthur, San Pedro, Calif., some 53 years after the experience that qualified him.

One of my neighbors attended the official opening of the National Prisoner of War Museum at Andersonville, Ga., in April. He says that more than 3,000 people, mostly former American POWs, filled a huge tent for the ceremony.

More than 26,000 airmen were captured and imprisoned in WW2, mostly in German Stalags. The museum, open daily, is located near Americus, south of Macon.

It costs a lot to repair a bomber these days, from what I read in the paper. Seems that small holes have been found in one of the Air Force's eight B-2 stealth bombers, damage that could cost up to \$2 million to repair. The Pentagon says that the damage may have been caused by a lightning strike. The plane is covered with specialized materials that enable it to absorb or deflect radar signals.

Bob Lindsay, editor of the RAFES Canadian Branch newsletter, says he is retiring. In the elevator at Washington, I asked Bob how you manage to get rid of a job like that. He and his wife have been regulars at AFEES reunions for many years.

Maj. Gen. David Gildart, the last uniformed former aviation cadet, is retiring nearly 40 years after receiving his wings. In our time, most Air Corps pilots entered the service as aviation cadets. With the opening of the AF Academy in the late 1950s, the days of aviation cadet training were numbered.

Dan Halpin, owner of Cloak & Dagger Books, 9 Eastman Ave., Bedford, NH 03110-6701, ph. 603-668-1629, offers a catalog which includes several volumes dealing with escape and evasion. If you have been looking for a certain book involving espionage, spies, codes, ciphers etc., it would be worth your time to contact Dan.

Chairman Ralph Patton had a phone call one day last March from a longtime AFEES member who said, "I am sitting here working on my income tax and I am a little ticked off at myself. When I realized how many organizations I gave money to last year that don't mean diddly squat to me, I felt guilty about not supporting AFEES better. AFEES and its purpose mean a lot to me and I would like to contribute a thousand dollars to the Heritage Museum." What can I say except that many of us are in the same position?

Patton, Dick Smith and Clayton David were presented with the armband of the Danish Resistance during the Friday night dinner for Helpers in Falls Church. It was a pleasure to have Danish helpers here for the first time.

Sherri Ottis (717 Winding Hills, Clinton, MS 39056) was at the Washington reunion interviewing members and helpers for a research paper. Early this year she presented a paper on the Shelburn line for the state convention of Phi Alpha Theta, national honor society for history students. The paper won the award for outstanding paper in European history.

The Dyersburg AAB Memorial Association is sponsoring an air show and reunion, Aug. 29-30. The former B-17 training base is near Halls, Tenn.

Hear about the guy who won \$1000 for the best slogan boosting his home town and used the money to move to Florida?



WELCOME TO THE AFEES REUNION! That was the message from these three smiling ladies representing Armed Forces Reunions Inc. at Falls Church. From left: Ginny Beale, Dianne Moore and Libby Cunha were there to ensure that things went smoothly.



AFEES Membership & Life-Membership Application Form



Regular AFEES membership is \$20 per year, including first year.
Includes all rights and privileges. Life Membership is \$100 with
no annual dues or assessments. Includes all rights and privileges.

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

Send to Clayton C. David, Membership Director, 19 Oak Ridge Pond, Hannibal, MO 63401-6539, U.S.A.

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

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