

THE AIR FORCES ESCAPE & EVASION SOCIETY

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JUNE 7, 2002

Mia gets her bottle back from the Atlantic Ocean

From a Dutch newspaper, April 16, 2002

(Translated by Natalie Kraak)

By BETSY NOBBE

Mia Lelivelt (77) from Lichtenvoorde loves traveling and adventure. The boat trip, the one she dreamed of her whole life, was not on a chic cruise, but on a container ship.

Romantic as she is, she threw a bottle with a letter in it overboard, somewhere between Dakar and Victoria on her way to Argentina.

Her surprise was big when she came home and found a large envelope with all kinds of tourist information about the place where the bottle was found, her letter, and an invitation to meet the people who found her bottle.

Enthusiastically, Mia tells what happened after Nov. 30, 2000, the day she threw the letter overboard, which happened to land in the south of Spain.

In a place called Barbate in the province of Cadiz, a group of about 25 people got together to eat dinner. As usual, the men got the groceries and cooked dinner.

On their way home, the men found the bottle on the 20th of January, 2001. The finding brought great enthusiasm to those people, and they wanted to meet Mia.

Two days before the bottle was found Mia returned to Holland from her two-month journey. That month she received the envelope.

At first she thought it was from a travel agency, but then she found her letter. On March 25th, Mia and a friend traveled to Spain to meet the finders.

Because of all the festivities and landscape, she decided to go during "Good Week." Even



Mia Lelivelt (right) poses with Maria Luz Cazalla, the Spanish woman who holds the bottle Mia pitched into the ocean in November 2000.

the national television paid attention to her story. People recognized her.

On Friday, April 5th, she returned to Holland. A friend in Germany asked her what she had done, because he had read her story in a German magazine.

Another friend read it in the Rotterdamse *Dagblad*. Even Belgian radio stations broadcast her story.

Mia has invited her Spanish friends to visit her in Lichtenvoorde. When is not known, but they're coming!

Mia Lelivelt, a well-known Dutch helper, has attended many AFEES reunions, including the 2002 gathering in Tampa. Before returning to Holland this time, she visited several friends in the U.S., including the Paul Kennneys, the Raymond Penceks and the Bud Loringes.

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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.

Summer 2002

The Prez Sez

By Richard M. Smith

<afeesone@hotmail.com>

TO ALL YOU WONDERFUL AFEES TYPES AND FRIENDS:

From the sunny and warm shores of
Ottertail Lake in Minnesota,

The 2002 reunion may be behind
us, but it will be long remembered.
It was one of the best, if not the
very best, AFEES has had. The
hotel accommodations were super,
the food and food service were
exemplary.

The group of volunteers that
Yvonne had working for us were just
wonderful. The hospitality room
did a land-office business, from early
to late. The Daedalians delivered
great humor and wonderful
cocktails, and the price was RIGHT!

The short cruise that some
members and some Helpers took,
was very nice indeed. The
staterooms were large and well-
equipped, and as usual the food was
wonderful. We did miss the cruise
line's sponsored cocktail party, and
I was all primed with the Air Corps
song, *Off We Go...* Perhaps I will
get another chance in Wichita Falls
next year.

The reunion was great, and
Yvonne Daley did a fantastic job of
putting it all together. The Coast
Guard Station visit was par-
excellence and the trip to MacDill
was well worth the effort. Due to
present world conditions, we did not
see too much of MacDill, but we had
informative briefings by excellent
speakers.

On a different note, in the
Palm Springs (Calif.) area, there is a
group of Old Bold Pilots. Yes, we're
old, but not so bold anymore. We
meet monthly, have breakfast at
0800, have a speaker or video, and
are finished by 0900.

Some of you in a high-density,
military retirement area, should
start one. Have fun, talk smart and
relive your youth!



Steve Mac Isaac, retired Air Force and now living in New Mexico, and Yvonne Daley-Brusselmans of Dunedin, Fla., were key people in the success of the 2002 reunion in Tampa.



Frances Millar of Houston and Marguerite Brouard Fraser of Florida were among the candlelighters at the annual Memorial Service Sunday morning in Tampa. Frances is the widow of Gil Millar, who prepared the first AFEES database.



Among the special guests for the AFEES reunion in Tampa last month was this international trio. Dr. Milan Buros, now living in Germany, is at the left; next to him are Agnes Mangerich of California and Billy Webb of the U.K.

Life with the Taverniers

It was like being part of the family

*The author and his companion
went down April 24, 1944, and
had made their way to the French
town of Chauny.*

(CONTINUED FROM SPRING ISSUE
Pages 20-21)

By VIRGIL MARCO
Dallas, Tex.

The Taverniers treated us like members of the family. They told us to stay upstairs and out of sight of their friends and floral customers during the day. Many of their customers were German soldiers and nurses. We were allowed downstairs after dark when we joined the family at the kitchen table for supper.

Supper was always late after dark and we sat and talked to near midnight. During the day we cautiously looked out Bill's window as it gave us a good view out the front of the house. We saw people walking and riding their bicycles on rue Paul Doumer. Often German officers, enlisted men and nurses came to buy flowers or order a funeral wreath.

Denise was an expert at making funeral wreaths.

With a small radio in Bill's room we heard the news in English from the BBC. Bill made a map of Europe, shading in the areas where the Allies and the Russians advanced day by day.

We also listened to the German propaganda station which was directed to the invasion forces. We listened mainly because of the good American swing music.

Life with the Taverniers was an impressive experience, one I will never forget. They were like any middle-class American family, except they spoke French. They were patriotic, religious, moral people.

Their immediate goal was to remove the German domination of France as soon as possible and at whatever cost. General DeGaulle was their hero, fighting for liberation. The Taverniers also were fighting for the liberation by risking their lives to help us evade capture by the enemy. We were very fortunate to have such a nice family share their home with us and treat us like family.

The Taverniers had many friends in Chauny. One of their friends, the local banker, came by every Sunday evening to listen to the news broadcast from London. They never told him they were hiding three American flyers upstairs. The banker was about Mr. Tavernier's age and always wore a black suit and a black derby hat.

The Taverniers also were friends of the black

market. Their prosperous business enabled them to buy meat, butter, sugar, olive oil and other scarce food items. Their garden and orchards supplied a variety of vegetables and fruits.

The chickens at their grandparents' house supplied them with eggs and they raised rabbits for food, which they kept hidden in the garage.

We offered the Taverniers all our escape kit money, but they refused our offer.

Denise and her mother were excellent cooks. The menu for the evening meal was usually a large pot of stew consisting of meat and a variety of vegetables, such as potatoes, carrots, cabbage and onions. The evening meal always began with soup. Cider was the main drink.

Other main courses included pork chops (the largest I had ever seen), beef liver (the best I have ever tasted), and baked rabbit which tasted like chicken. Sometimes we had fried eggs. You can understand that the big event each day was the evening meal.

The main topic of discussion while we were eating was the progress of the Allied invasion. Genevieve was our interpreter. Bill (Bergman), Gene (Snodgrass) and I were sure the Americans would reach Chauny first. Mr. Tavernier thought the British would be first.

Not long after D-Day, the American forces broke through and headed in our direction while the British were having difficulty liberating Caen in Normandy. We teased Mr. Tavernier by asking him if the British would ever liberate Caen. He soon agreed with us that the Americans would reach Chauny first.

Denise said she would bake a pie for supper whenever the Americans made a big victory. Soon we were having pie, apple or cherry, most every evening.

While running to the air raid shelter one day we noticed corn growing in their garden. That night we asked Genevieve when we were going to have corn for supper. She replied, "Corn is for the chickens and farm animals. We do not eat corn." We countered that we ate corn and thought it was good food.

We had some corn for supper the next day. Corn on the cob with real butter and salt made a real feast for Bill, Gene and myself. The Taverniers watched us eat the corn as if we were from another planet.

One day a Resistance agent brought two P-51 pilots to see us. The senior pilot was 1st Lt. Arthur Owen and the other was F/O Donald Dix. Denise served our guests some of her delicious cherry pie and a glass of cider.

We told each other stories of how we were brought to Chauny and we talked about the invasion.

The pilots were impressed with our living standards and they pointed out that their diet had consisted

mainly of potato soup and very little meat, and of course, no dessert. They reminded us of how fortunate we were to live with the Taverniers.

Genevieve told us a story about our British friend Ron Scott working with the Resistance. Resistance wanted him to operate a radio and he finally consented to help them send messages to England. One day they had been in the woods sending messages and on their way back to Chauny they were stopped by some German soldiers and taken to a nearby camp.

Ron and two Frenchmen were taken to an officer's office where they assumed they would be questioned about operating their radio, which was still hidden in the woods.

Instead of being questioned, they were turned over to a corporal who led them to a camp area and gave them brooms, brushes, soap and water to clean barracks. After completing their tasks, they were released.

It was a close call for Ron and his friends. They thought they had been caught sending messages to England, but it turned out that the German's only needed their barracks cleaned and had no idea they were dealing with the enemy.

The Allies were targeting the German transport system. The Chauny rail station and marshaling yards were popular targets for the American medium and fighter-bombers. In the city of Tergnier, four miles from Chauny, the railway system was attacked by British and American heavy bombers.

I kept records of these raids and other events from May 30, 1944, to September 2.

On the night of May 30, before we moved in with the Taverniers, we were awakened by air raid sirens to find the night had been changed into day by flares dropped by the RAF. The bombers were flying over one at a time through the flak, dropping their bombs. The ground rumbled and the house shook as the bombs exploded.

Enemy flak downed one Lancaster bomber. We met the survivors at the farm on D-Day. All the crew except one whose parachute failed to open were rescued by the French Underground.

On June 2, 1944, we watched from one of the bedroom windows as P-47s went diving down toward their target, the train station, dropping bombs and heading straight up. I can still hear the groan of the P-47 engines as they made bomb runs and the explosions that followed.

Next day, June 3, American P-38s took turns in strafing the marshaling yards with their 50-caliber guns and 20mm cannon with no opposition. The P-47s were back again on June 22, July 1 and July 20, strafing and bombing the marshaling yards.

On the morning of Aug. 8, Genevieve told us that a German ammunition train was in the Chauny rail station. It was only a short time before we heard the air raid siren. We took our usual place at Bill's bedroom window to watch the fighter-bombers make

their attack.

It was the P-47s again, strafing and bombing while other P-47s provided top cover by flying around overhead.

We were looking out the window at the show when Gene said, "It looks like they hit the ammunition train." Just then, we saw a large fireball and felt the heat. Then came the explosion. We turned and ran for the stairs as other explosions shook the city. Gene and I ran outside to the air raid shelter, while Bill ran for the basement where he found the "White Lightning" which left him in a very good mood when the explosions tapered off that afternoon.

On the morning of Aug. 9, the sirens sounded again. We looked out the window and at low altitude we saw B-26s flying toward Chauny. We again vacated the upstairs and ran for the shelter. The same afternoon, we had a repeat performance by B-26s.

On Aug. 12, American P-51s made their debut, strafing and bombing the marshaling yard.

Night of Aug. 18, an RAF Mosquito dropped flares to locate a German convoy moving through Chauny. We heard a bomb explode and the popping sound of the Mosquito bombers guns being turned on the enemy.

Unopposed attacks by our planes on the Chauny marshaling yards ended Aug. 22 when the Luftwaffe appeared to challenge the P-38s. We saw a spectacular display of flying skills, American and German. We counted seven ME-109s and one P-38 destroyed in the battle. We later met the P-38 pilot who parachuted to safety with the Underground.

The P-38s returned the next day and met no opposition. However, on Aug. 25 the 109s were ready for another battle when the P-38s arrived.

The battle began with another spectacular display of flying skills with the P-38s executing all sorts of acrobatic maneuvers. When the battle was over, we counted 17 109s and 9 P-38s destroyed. That afternoon P-51s arrived to do battle with the 109s. Six 109s were destroyed with no losses to the 51s.

The next day, Aug. 24, we counted 152 B-26s over Chauny, dropping bombs on an oil storage depot close by. We could see the black smoke from the fire.

On Aug. 27, we could hear tanks, trucks, automobiles and horse-drawn wagons passing through Chauny. Two days later, we received news on the radio that Americans had liberated Soissons, a town near Chauny. Then on Aug. 30, we were flanked on two sides by advancing American infantry. We could hear the artillery shells getting louder.

During the night of Sept. 1, we heard explosions and saw lights flickering on the horizon as if a storm was brewing when in reality it was American mortars and artillery firing. They seemed to be closer than ever now.

TO BE CONTINUED IN NEXT ISSUE
The 28th Infantry Division arrives!

Here's **Jake**

"Yeah, I lit a match in there, but the fire wasn't my fault. Blame it on the dummy who used that shed to store flammables."



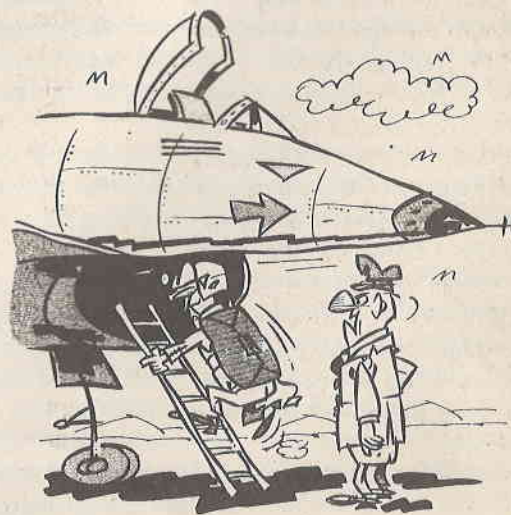
"I'll bet my dad can lick your dad."

The best of

"JAKE" SCHAFER



"I know you couldn't have found a mistake in my return because I haven't filed one in five years."



"Are you sure you've flown one of these planes before, Elrod?"

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DANCING IN THE DARK,

and the Nature of Escape and Evasion in Croatia during the Second World War, by AFEES member Louis Head, is the author's personal examination, workup and estimate for what happened in the air, on the ground, and with the British Intelligence Mission in Croatia during March 1945.

Louis Head flew with Paul Harden's B-24 crew. From the airdrome at Castelluccio, Italy on 16 March, the 451st Bomb Group listed all the crewmen as MIA over German-occupied territory.

From Dancing in the Dark, page 163:

For those of us who were on our own as downed flyers, what seemed to us in our own experience a simple adventure of intrinsic value, in truth had no command structure, rank, followed no orders, had no rights, and in general created a disarray for authorities. For the 15th Air Force, evaders, being by themselves, were beyond the leadership of an organization fighting an all-out war.

Page 163:

Aerial combat's two playing fields, organized combat missions flown in large formations that were guided though the quagmires of the boundless sky and escape and evasion acted out alone wandering with supervision from zone to zone on the ground, creates an idiom for what this language is: the means we have to capture fragments of what happened at Castelluccio and Topuska; tell us one meaning for aerial combat and escape and evasion, explain the controversy of the evaders who, like reality itself, remains in a mixed-up predicament without official status.

Page 81:

Games of chance are part of our informal training at Gowen Air Field outside Boise, Idaho. Programs at the Officers' Club include Thursday night's gambling with poker, roulette, dice and slot machines. In town are bars with upstairs high

stakes games of cards. We know cards are dealt, wheels are spun, dice are rolled, and on the slot machines three in a row pays off. But now, our fate in combat is a gameless spin of events determining the roles we are to play. Luck lost its luster as, on my own, chance becomes a poor substitute for reasoned explanations.

Page 103:

My attention for the first few days is absorbed by the uniqueness of the situation. Gradually, since no one is around, objects around me take on human characteristics. I talk to trees, consider the hills groups of people, and assign them personalities; friendly when the going aides my travels; others considered enemies upon presenting obstacles. Even though I realize what is happening, there is nothing I can do about these distorted bearings.

Page 124:

The British Intelligence Mission in Topusko lives on its own time frames and operates on its individual policies and procedures. At the crack of dawn, a Partisan from the weather station slips his hand-written report of meteorological data under the front door. Hours later after daylight John distributes cups of tea to those of us stretched out sleeping on the living room floor. Pat converts the living room to a radio transmitting station, codes, and sends messages to Italy that deal with information about the weather, orders for supplies, locations for parachute drops, and the roster of those present.

Page 132:

Captain Byrd and I enjoy living in the aura of a requested gift and the agreeable manner with which it was offered. Our common understanding that the revolver, for some reason, is prized by the captain so that he would in some way be in debt to me for my acquiescence. The exchange adds to the good-natured feeling surrounding our stay in Topusko.



Page 141:

At the stroke of 10 a.m. a modern 1940 personnel carrier backs into position up against the mission's narrow porch (the commissar is taking no chance that we miss our transportation). Exuberance fills the air as we see not only are there two drivers aboard, but also, a group of 13 uniformed Signal Brigade girls to escort us on the first leg of our trip.

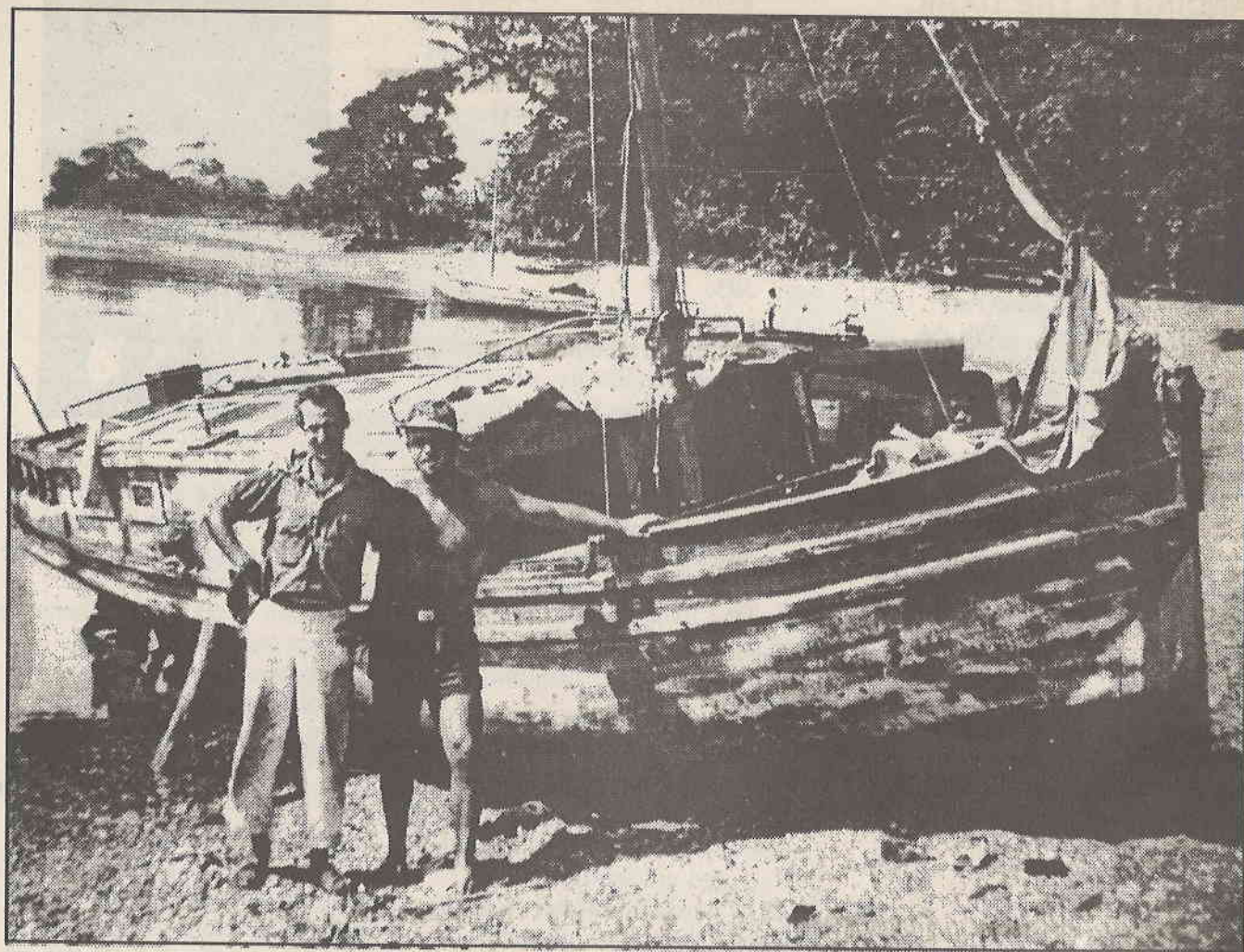
Page 159:

Opportunities for any of us to again go into combat sink below the multiple horizons of our expectations (even for Paul Harden who last flew combat at age 60 in Vietnam). Many orienting beacons turn out their lights. Everyday Life lives on, following us everywhere, carrying as its baggage the experiences of combat, the combat mentality, the frightening problems of solitude, and the figurative language of escape and evasion.

Page 163:

Today, with the history and lessons of the past that spoken and written symbols allow, depending on our education and training, our experience, each of us has our individual idiom of combat; referring, as it does to a way of thinking which is not real combat.

To order DANCING IN THE DARK (171 pages, paperback, 6x9, price \$12.95) contact <iUniverse.com> or call 1-877-823-9235.



Lt. Damon Gause and Capt. William Osborne posed for this picture in Australia on Oct. 11, 1942, in front of the boat in which they sailed 3,200 miles through Japanese-infested waters.

A 3,200-mile voyage to freedom

**From the Sunday Magazine of
the Atlanta (Ga.) Journal-
Constitution,
Dec. 11, 1960**

By Karl Fleming

Of all the stories of bravery, drama and adventure to come out of World War II, perhaps none was so singularly spectacular as the experiences of 1st Lt. Damon J. Gause, a stocky, mustachioed pilot from Jefferson, Ga., in the bitter days that followed the collapse of Bataan and Corregidor.

Lt. Gause, who learned to fly while attending the University of Georgia, was attached to a dive bomber squadron at Manila when

the Japs attacked it Dec. 8, 1941, the day after Pearl Harbor.

Subsequently captured when Bataan fell, Lt. Gause watched American and Filipino prisoners being clubbed and stabbed unmercifully, and decided that this was no place for him. He surprised a Japanese guard, stabbed him with his own knife and dashed through a stretch of jungle to Manila Bay. He swam three miles across the bay to Corregidor.

There, he commanded a machine-gun squad while the Japs pounded the island from across the bay. When Gen. Wainwright announced that Corregidor would be surrendered, Lt. Gause and a Filipino

got permission to try to escape. They found a small boat and headed toward Luzon.

On that island, while dodging Japanese patrols and hiding out with Filipino guerrillas, Lt. Gause made contact with another American officer, Capt. William Osborne, and they began to formulate plans to flee the Philippines and rejoin the war.

With the help of natives, they laid hands on a 22-foot, native-built boat powered by a dilapidated diesel engine. With this boat, they planned to sail to the coast of Australia, 3,200 miles away.

They scrounged supplies from friendly natives and obtained fuel by overpowering a Jap guard at a

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lighthouse. Then, borne along by a pair of tattered sails and an uncertain engine, they sneaked out of the islands.

For 159 wild days, they dodged Jap planes and ships, survived a strafing by a Jap plane that set their boat afire at sea, were battered by tropical storms, and lived on bananas, rice, fish and an ever-dwindling supply of water. In October 1942, the two men, almost dead of thirst, fatigue and exposure to the sun, sighted the coast of Australia.

Word of their fantastic escape and voyage soon reached the States and they returned home triumphantly, two of the first big heroes of World War II. Gause was awarded the Distinguished Service Cross and other medals.

Gause returned home to Georgia for a happy reunion with his wife, Ruth Evans of Jefferson, whom he had married shortly before sailing to Manila in the fall of 1941.

In the strictly storybook sense, this should have been the happy climactic finish of the war exploits of Damon Gause. But fate does not play the game the way it goes in stories, and Gause's life was to be snuffed out in one of those ironic, sardonic accidents that seem to strike cruelly at the most indestructible of men.

By 1944, Gause had attained the rank of major and was back in the fight, flying in England. He was killed while piloting a P-47 on a routine training flight near London. Exactly what caused his death was never determined, but it was surmised that he blacked out in a steep dive.

He is buried in a military cemetery in England. But more than a memory of him remains.

At the time of his death, Maj. Damon J. Gause was the father of a three-month-old son, Damon L. The boy, of course, did not know his father. But he knows much of him from examining voluminous scrapbooks kept by his mother, and from a battered diary that Lt. Gause scribbled out, day by day, on the



In Australia after his escape from the Philippines, Lt. Gause got his first shave and haircut in several months.

voyage from the Philippines to Australia.

Capt. Osborne and Gause named their boat "Ruth-Lee" after their wives, christened it with beer bottles filled with water, and set sail.

The first night out they were overtaken by a Jap ship, which flashed a code to them. All Gause knew was "Long Live Nippon," which he quickly flashed in return. This seemed to satisfy the Jap ship.

Ducking in and out of small islands to make repairs to their failing engine, which they named "The Little Swede," Gause and Osborne put in at the island of Bugsanga and found themselves in the middle of a leper colony at Culion. Here they met an American who had been on the island for 19 years. He turned out to be a marine engineer, and helped them make repairs to their boat engine.

Soon afterwards they ran smack into their first tropical storm, which

pounded them for days and left the Ruth-Lee's hull leaking in a dozen places. They crammed the holes with rags and ploughed onward. The erratic motor would run for eight hours and quit for 18. When the motor failed, they used the sails.

Off the coast of Palawan, they ran up a Jap flag and managed to get by Puerto Princessa, where the Japs had gun batteries along the shore.

A shark followed them for two days and they named him Butch. The third day they caught him on a hook fashioned out of a piece of steel wire, stabbed him to death on the deck and ate him. Further down the Palawan coast, Jap boats fired on them, but they hid in a cove and eluded searchers.

Out of Palawan, headed toward North Borneo, they ran into a typhoon and battled 70-mph winds and 15-ft. waves. The two-day storm snapped the boat's mast and rudder but they made it to a small island, where they fashioned a new



The Gause family, Damon J., his wife, Ruth, and their 2-day-old son, Damon L., photographed in Athens, Ga.

mast from a tree trunk and made a new rudder, using native knives.

Back at sea, their water rations ran low and they chewed raw fish to get moisture. On a small island, they stuffed their mouths with moist sand after failing to find water.

Reaching the southern coast of Timor they struck out for northern Australia due south across the Indian Ocean. Feeling they were in Allied waters at last, they hauled down the Jap flag and ran up the Stars and Stripes, whereupon a Jap fighter

plane zoomed down and strafed them. Osborne was hit in the shoulder and the boat caught fire and began sinking. The Jap plane departed, thinking the boat was a goner.

But Gause and Osborne plugged bullet holes with pegs of wood and got the fire out. Their drinking water was ruined. Only three coconuts remained when they estimated they were 100 miles off the Australian coast.

Three days later they were still at sea, with no water. Soon they sighted the coast and after six days of sailing east along it, they were hailed by an Aussie motor launch.

The next morning a plane carried them to a northern Australian base where Gen. MacArthur had set up shop after fleeing the Philippines.

Gause recalled later that he walked barefoot into headquarters, approached MacArthur's desk, and said: "Sir, 1st Lt. Damon Gause reporting from Corregidor."

"Well, I'll be damned," said Gen. MacArthur.

"The War Journal of Major Damon 'Rocky' Gause," published by Hyperion, is the first-person account of one of the greatest escapes of World War II. The book is available from Damon L. Gause, 1182 Old Pendergrass Road, Jefferson, GA 30549; phone 706-367-8784.



Anne Brusselmans and her daughter Yvonne were guests at the 1988 451st Bomb Group Association reunion in Norfolk, Va. The host at left is Bob Karstensen, publisher of the group newsletter, the 451st AD-LIB.

Barksdale HQ burns

BARKSDALE AIR FORCE BASE, La. (AFPN) -- Base and local area firefighters and emergency services teams responded to a fire here early March 12 at the 8th Air Force Headquarters building.

The first members of the Barksdale response team arrived on the scene shortly after 2:30 a.m. and were joined later by the Bossier City Fire Department. Almost 70 people battled the fire until about 1:30 p.m., when base officials determined it was contained.

The fire appears to have started in the north side of the building in the attic, firefighters said. Workers in the building first noticed the smoke. No one was hurt, but the damage to the upper part of the building was serious.

Fire damage was limited to the third floor and the attic, said Lt. Col. Bob Fant, commander of the 2nd Civil Engineering Squadron here.

About 48 Barksdale and 20 Bossier City firefighters worked together because of a mutual-aid agreement between base and city officials. Bossier City also provided three ladder trucks and an ambulance.

LATER -- A pre-dawn lightning strike is blamed for the fire that caused millions of dollars of damages to the headquarters building at Barksdale AFB.

Building reconstruction will cost from \$13 to \$25 million, base officials have said.

It was in the building's conference room that President Bush made his first remarks to the nation after the Sept. 11 terrorist attacks.

Dutch issue Flying X to U.S. pilot

THE HAGUE, Netherlands (AFP) -- The Dutch have not bestowed their coveted Flying Cross on one of their countrymen, much less an American, since World War II.

But this prestigious honor was given to a U.S. pilot Jan. 23 when Dutch Minister of Defense Frank de Grave pinned the (Dutch) Flying Cross on Maj. William Thomas during a ceremony here.

"(This honor) is special because it is being awarded to an American (who was) assigned to a Dutch unit; who excelled in bravery in circumstances that can be compared to wartime," de Grave said to those in attendance, which included several World War II veterans, all past recipients of Dutch decorations for bravery and valor.

The Flying Cross is the second highest medal attainable in the

Royal Netherlands air force. Prior to Thomas, just 88 foreigners, 11 of whom were Americans, have earned the medal.

The nation's queen approved the award for Thomas and his flight leader, RAAF Maj. Marcel Duivelssteijn, for their actions during Operation Allied Force.

Thomas is a veteran pilot with more than 2,700 flying hours in the F-16. He is currently the weapons and tactics chief with the 52nd Operations Support Squadron at Spangdahlem Air Base, Germany.



This photo represents about one-fourth of the people who turned out at the starting point for the 2001 San Martino Freedom Trail, based in Sulmona, Italy. Roger Stanton of North Yorkshire, organizer of the project, says he will present a San Martino Freedom Trail sweat shirt to the first person who can identify the two AFEES members who evaded in Italy and are shown in the picture. This year's event was to take place May 8-13 with a route through 12 villages in four days. The Sangro River is crossed at the finish.. Contact Roger at 5 Tansy Road, Harrogate, North Yorkshire, England. Phone: 01423 508667.

They beat up George for 4 days

From the Tampa (Fla.) Tribune, Saturday, May 4, 2002

By GEORGE CORYYELL

TAMPA -- Tied and beaten for four days, George Van Remmerden was to be executed for helping American fliers escape from Europe during World War II.

When the Gestapo captured Van Remmerden, they knew everything he had done, the help he gave the Allies, the sabotage against Germany. Someone else in the underground had talked.

"They beat the hell out of me, but I didn't want to talk," said Van Remmerden, 84, who now lives in California. "I was liberated by the Canadian army right before I was supposed to be executed."

Van Remmerden was in the Dutch army when the Germans invaded in 1940. He promptly joined the underground and became part of the network of so-called "helpers" who worked behind the lines against the Nazis until Germany was defeated.

His interrogator, a man who'd lost a leg fighting on the Russian front, was arrested after the war and sentenced to hang, Van Remmerden said, but instead escaped and died only three years ago in Paraguay.

"I would have gone there and killed him myself for what he did to me," Van Remmerden said.

Van Remmerden, who helped get more than 60 Allied airmen out of Europe, is among those attending an annual reunion here this weekend of the Air Forces Escape and Evasion Society.

Its members include 900 Allied pilots who were shot down and who escaped from Europe during the war and about 600 resistance fighters



A Dutch guerrilla, George Van Remmerden, left, helped downed Allied airmen escape capture in Holland. Dick Smith lost his B-17 near Paris in '43 and escaped because of the French Underground.

who smuggled them to freedom.

Government figures show thousands of Allied airmen were shot down during the war. Resistance groups, which by definition were secret, kept no numbers on their members.

Those attending the reunion will retell their war stories, catch up on the news of one another's lives, and remember friends who've died since the last time they met. Then they will say goodbye, realizing that fewer members will come together next year as a simple fact of age.

"These guys always thank us for helping them," Van Remmerden said, motioning to the former airmen around him. "I tell them if it wasn't for you guys, I would be dead or speaking German."

Dick Smith, 80, of Minnesota was part of the crew of a B-17 shot down Dec. 30, 1943, north of Paris.

"After about 90 seconds, we were in the silk," Smith said. "They really beat up the airplane very quickly."

As Smith and his crewmates parachuted to the ground, they drifted apart and were separated over a 10-mile path. Smith was hiding in a forest when three men approached and gave him civilian clothes.

"And then I was in the underground," he said.

In time he was moved to where a British patrol boat picked up about 25 airmen and others needing to flee France.

Smith was on his 13th mission when he was shot down. He couldn't resume flying because if shot down again, he could endanger the escape network. He was sent home.

"I was one of the lucky ones," Smith said.

He comes to these events because it's like a family reunion, he said.

"There's a special bond between these people that you don't find in many veterans groups," Smith said.

Ralph Patton, 81, of Pennsylvania was shot down in a B-17 in 1944. His group of five was spotted by a French schoolboy, who told a teacher. The teacher helped the men contact the underground.

"An 11-year-old boy saw us. We owe him our lives," Patton said. "I never found him again, but his name was Lucien Quillo."

The men were provided with false identification and civilian clothing. Part of their journey included a train ride with German troops. They pretended to be asle

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or drunk so they wouldn't reveal they spoke neither French nor German.

Patton returned to France to visit a decade later, and again in 1961. After that second visit, and with the names provided by the French of 94 airmen shot down, he decided to see if there was interest in a reunion. The Air Forces Escape and Evasion Society was born.

"We weren't allowed to talk about it for years. We didn't start talking about it until the helpers started coming over and talking, so we figured, what the hell, why should we keep quiet," Patton said. "The warning not to talk was finally removed in 1975. But it should be known. The risks for them were fatal. The risks for us were a POW camp."

Did you serve in the U. S. Military underage?



If you were a "kid" in the military, WE WANT YOU! We are looking for those few who served our country before reaching the legal enlistment age. JOIN US TODAY!

**VETERANS OF
UNDERAGE MILITARY
SERVICE**
1-888-653-8867

There have been several reunions in Europe, and Patton said that as many as 100 people from the United States have returned as a group to visit Holland, Belgium and France.

"They were so happy to see someone they risked their life for," Patton said. "The French people today remember very well what we did for them and we're always well received."

Military archives seeking personal war histories

Clarke Brandt of Aurora, Colo., spoke at the Tampa reunion about the importance of WWII veterans taking action now to preserve their personal histories. He is available to help AFEES members who wish to record their history, either in print or on tape.

Here is a partial list of military archives and university libraries who are interested in receiving a copy of YOUR history:

1. U.S. Army Military History Institute
ATTN.: Veteran's Survey Acquisitions
Carlisle Barracks, PA 17013-5008
2. Air Force History Research Agency
ISR
600 Chennault Circle
Maxwell AFB, AL 36112-6424
3. Department of the Air Force
USAF Museum Library
1100 Spaatz Street Bldg. 484
Wright Patterson AFB, OH 45433-7120
4. The Mighty Eighth Air Force Heritage
Museum (for 8th AF personnel)
ATTN: Librarian
PO Box 1992
Savannah, GA 31402-1992
5. Air Force Academy Cadet Library
ATTN.: Special Collections
Air Force Academy, CO 80840-6214
6. Cadet Library
U.S. Military Academy
West Point, NY 10996-1799
7. Regis Univ. Military Archives, Denver, Colo.
POC
Lt. Col. (Ret.) Clarke M. Brandt
11428 East Amherst Circle South
Aurora, CO 80014-3047

OFFICIAL MINUTES

Air Forces Escape & Evasion Society
Annual Membership Meeting
Tampa, Florida, May 5, 2002

President Richard M. Smith called meeting to order at 10:45 a.m. and declared a quorum present with 88 in attendance.

President Smith introduced members of the Board of Directors: Ralph Patton, Yvonne Brusselmans-Daley, Clayton David, Larry Grauerholz, Paul Kenney, Francis Lashinsky, Herbert Brill, Tom Brown and John Rucigay. He announced five vacancies on the board. Four members' terms were expiring; all four had indicated a willingness to serve another term.

He reported that the nominating committee had recommended the re-election of the four and also had recommended Francene Weyland for the one-year unexpired term.

Stan Stepnitz moved and John Kupsick seconded a motion that nominations cease. Motion carried unanimously.

Minutes of the previous annual meeting were distributed; Grauerholz moved that the 2001 minutes be accepted as printed. Motion was seconded and carried.

COMMITTEE REPORTS

FINANCE: Paul Kenney reported on finances for the period ending Dec. 31, 2001. He said all indicators were positive. However, life membership certificates of deposit are due for renewal, and he expects the new interest rate to be no higher than 2 percent. He said that the full financial report would be in the next newsletter.

President Smith said there had been suggestions that in the future, more details be provided concerning costs associated with the raffle and with helpers.

RAFFLE: John Rucigay reported that approximately \$7,000 in ticket sales was taken in and expenses totaled about \$600. Some of the remaining funds would be used for prizes. He said there had been many donations, some as high as \$100.

NEWSLETTER: Larry Grauerholz reported that he has changed printers and upgraded his computer, so the body type in future issues will be a bit larger and bolder. He urged members to document their wartime experiences while there is still time.

MEMBERSHIP: Clayton David reported that 32 new Friends or members had been added in the past

year. He said that names of new members and friends, as well as "Folded Wings," are published in the newsletter.

When mail to a member or friend is returned, he said, he tries to follow up and learn if the person has moved or died; if a newsletter is returned, Clayton immediately writes and asks for verification. He said it is important to keep family members informed about escape and evasion activities.

Scotty David said her scrapbooks contain more than 1,000 pages at this point, with 738 concerning escapers or evaders, and 470 concerning helpers. Yearend greeting cards are sent to 675 addresses.

Nearly 3,000 airmen were debriefed after the war. Of those, 2,150 were with the 8th Air Force and 395 were with the 9th Air Force. About 68 were prisoners of war. She said those numbers do not add up, and she is constantly trying to improve her records.

Larry Grauerholz said that Scotty David is responsible for locating most of the E&Es that AFEES knows about and that the organization would not be what it is without her. He said he is always looking for new material for the newsletter.

PX: Manager Tom Brown reported on sales of the AFEES PX, which is a service to members as well as contributing financially.

GREETING CARDS: Clayton David reported that each year fewer cards to helpers are mailed. He appreciates any help keeping the names and addresses current. It was noted that Dorothy Kenney does a beautiful job on the artwork for the cards; it is much appreciated. There was a discussion on the method of mailing the cards. No action was taken.

OLD BUSINESS

--George Woods Baker reported that the anticipated release date for the book and documentary is May 2003. He said he is still accepting material and appreciates any research materials that might be useful.

--Clarke Brandt encouraged members and helpers to document their stories. In particular, he said, the stories of women are interesting and newsworthy.

--Dr. Buros spoke about a trip to the Balkans.

--Shirley Callighen discussed the September excursion to Slovakia.

--Jack Kupsick told about medals now available.

NEW BUSINESS

Wichita Falls, Texas, has invited AFEES for the 2003 reunion. Other sites mentioned included Rapid City, S. Dak., and Las Vegas, Nev. Philadelphia, Pa., was discussed as site for the 2004 reunion.

(In a poll of membership at the annual banquet Sunday night, Wichita Falls was selected for 2003.)

There being no further business, motion was made and seconded to adjourn. Motion carried.

--Sue G. Ellison, Acting Sec'y

Presentation to AFEES Reunion

TAMPA, FLA.,
May 5, 2002

By **RAYMOND ITTERBEEK**
Chaumont-Gistoux, Belgium

(President of the National Association of Women and Men
Sentenced to Death during the War)

As members of the Belgian Escaping Line (Comete) I want to say how happy we are to be with you at this reunion. We want to say how much we appreciate all the work which has been done to make this reunion a success!

Your warm friendship contributes enormously to the happiness of this occasion. Yesterday (at Helpers' Dinner) we received one important souvenir. Thanks, AFEES!

It is sad to realize that the world today is not the world of which we dreamed during the years of war and in our youth. Happily, your reunion recreates the wonderful spirit of comradeship and solidarity which we knew then and which is so precious, but which is now so rare.

Your motto **WE WILL NEVER FORGET** has guided you all your life and throughout the years you have woven durable bonds with your helpers from all the nations of the world, thus creating a world-wide chain of fraternity and true friendship.

But we too will 'Never Forget.'

We will NEVER FORGET the wonderful sound of your planes flying over our countries by day or night, going further distances to fight the enemy -- that sound always gave us renewed courage and optimism.

We will NEVER FORGET that only protected by the thin framework of your plane, your Fortress or Liberator, you faced enemy fire for hours and hours, showing incredible courage, daring and bravery.

We will NEVER FORGET your determined fight against the implacable Japanese and mad Kamikases . . . nor your response to the cowardly attacks of the 11th September.

We will NEVER FORGET that it was the intervention of the United States which aided final victory and brought an end to the First and Second World Wars.

We will NEVER FORGET that from behind the bars of our prisons and the horrors of the concentration camps we heard the sound of your guns which heralded our freedom after so many years of struggle.

NO, WE WILL NEVER FORGET . . . the sacrifices made by our Comet agents and the helpers which certainly aided the balance and contributed towards the final outcome and victory . . . which was for us our principal aim.

GOD BLESS AMERICA!



Lt. Gen. Duncan McNabb seems to be getting an earful from Sofia Jones during a break at Tampa. Sofia, a Friend member now living in California, was in Yugoslavia during the war.

Pentagon officer speaks at reunion

Lt. Gen. Duncan J. McNabb, deputy chief of staff for plans and programs, headquarters U.S. Air Force, was Sunday night banquet speaker at the Tampa reunion. He presented a slide show on SAR (Search and Rescue) as it has been developed since WWII.

At the Pentagon, he is responsible to the secretary of the Air Force and chief of staff for planning and programming, and for manpower activities within the Air Force.

The general graduated from the Air Force Academy in 1974. He has held command and staff positions at squadron, wing, major command and Department of Defense levels.

During operations Desert Shield and Desert Storm, the general commanded the 41st Military Airlift Squadron. More recently, he has commanded the Tanker Airlift Control Center where he planned, scheduled and directed a fleet of more than 1,400 aircraft in support of combat delivery and strategic airlift, air refueling and aeromedical operations around the world.

General McNabb has more than 5,400 flying hours in the T-37, T-38, C-141, C-21, C-20 and UH-1N. He was promoted to the rank of lieutenant general on April 19, 2002.

Volunteer team earned a hand!

Yvonne Daley, reunion coordinator, enlisted a group of volunteers who helped make the Tampa reunion such a success. Our collective thanks go to these good folks:

Registration Desk: Paul and Dorothy Kenney, Sylvia Beall, Francene Weyland, Claire Rosing, Betsy Astolfi, Ellen Spearel.

Hospitality Suite: Zig Ziegler, Steve Mac Isaac, Jerry Harmon, Bob Tucker, Don Spearel, Ellen Spearel, Julie Troup, Cappy Bie, Cindy Bie, Ann Alida.

Cappy Bie, who taped eight hours of interviews in the hospitality suite.

Pipers: Steve Mac Isaac.

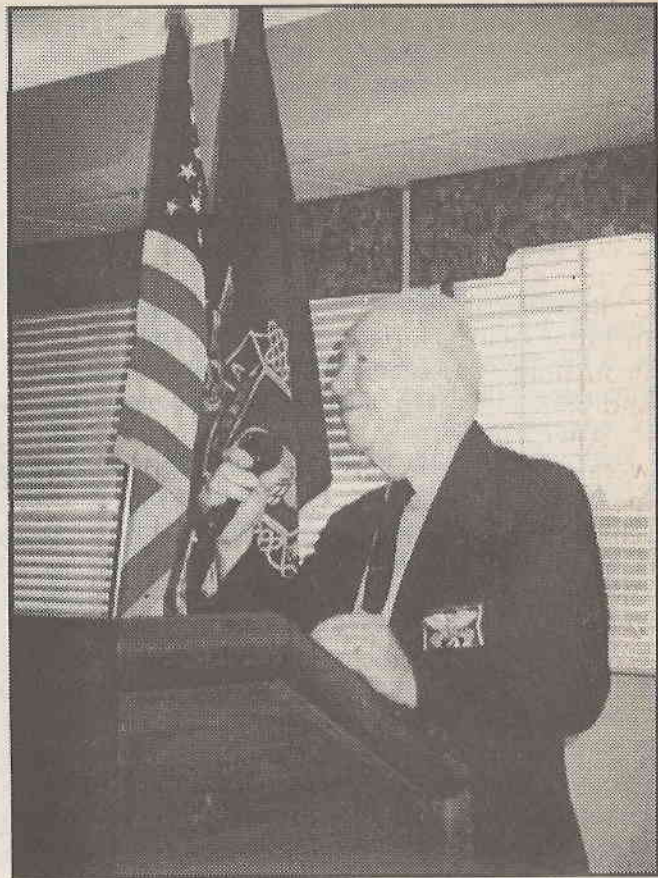
Bus Captains for Tours: Kay Harmon, Julie Troup, Ellen Spearel, Francene Weyland.

Bus Captains for Coast Guard Station and MacDill AFB tours: Zig Ziegler, Jerry Harmon, Steve Mac Isaac, Julie Troup.

MOSI/Holocaust: Bob Tucker.



Ann G. Feith, Dutch helper now living in Barcelona, Spain, and Joe Cagle of North Carolina exchange a few words at the reunion.



Chairman Ralph Patton takes the mike alongside the Stars and Stripes and the AFEES ensign.



Appalachian Story-Tellers Ruth and Ashley Ivey of Acworth, Ga., presented a humorous skit, "And the Dog Died," at the Saturday night Helpers' Dinner at the Tampa reunion.

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Raffle fattens AFEES kitty

Raffle Chairman John Rucigay reports that the 2002 raffle was highly successful. For several years, the raffle has replaced the auction as the major fundraiser.

Receipts this year were \$6947, including donations. After deductions for printing, postage and prizes, the net was \$5668.

A total of 713 raffle booklets were distributed to AFEES members. Of these, 465 were returned with contributions.

A breakdown of the 145 members who included donations shows that members sent from \$5 to \$100 extra. The 2002 winners:

\$500 -- Frances Heekin,
Cincinnati, Ohio

\$250--Richard Rendall,
Cincinnati, Ohio

\$100--Earl Anderson,
Edgewater, Fla.

\$75--Ralph McKee,
Rockledge, Fla.

\$50-- Phil Fink,
Lancaster, N.Y.



Three major figures in the Belgian Resistance got together in Tampa. From the left: Yvonne Daley-Brusselmans, Raymond Itterbeek and Nadine Dumont.



The Saint Andrew Pipe Band gave a rousing performance for the AFEES crowd at the reception preceding the Sunday night banquet.

Tampa? Terrific!

By **LARRY GRAUERHOLZ**
Editor

By any standards, the 2002 reunion at Tampa was just great! For many of us, it was the first opportunity to visit the Florida west coast, the Coast Guard Station and MacDill AFB.

Everywhere, we were treated with respect and courtesy. Debbie Guch, sales manager of the host Wyndham Hotel, had things running smoothly and on the alert to correct any problems.

In consideration of the age bracket involved, there was ample time for relaxation and just plain visting with members and our overseas guests. Having special guests like Billy Webb of Her Majesty's Royal Navy, and Scott and Judy Goodall of St. Girons, France added more international flavor.

It was super special for the editor's family to see Lt.Gen. Duncan McNabb again. There was a lot of catching-up to do; it has been more than 30 years since he was one of the teenagers hanging out at our home in Wichita Falls.

According to Scotty David's headcount, 95 persons registered for the first time at a reunion.

And how can we adequately thank Yvonne Daley, the reunion coordinator? She called in some of the chits she had out with the local Daedelians and at MacDill to provide us with a great show.

Yvonne, take it from me: Ya dun good!

Persons registering for at least some part of the reunion (* Indicates reunion first-timer):

Nadine ANTOINE Dumon, Belgium
Jim and Nita ARMSTRONG, Thomasville, Ga.
Douglas* and Betsy* ASTOLFI, Lutz, Fla.
George BAKER, Santa Monica, Calif.
Sylvia BEALL, Tampa, Fla.
Cappy* and Cindy* BIE, Indian Rock Beach, Fla.
Bill, Ellen and Shera BIE, Florida
William and Ruelita BOOHER, Cornelia, Ga.
Clarke, Kyle* and Leisel* BRANDT, Aurora, Colo.
Herbert and Millicent BRILL, Corona Del Mar, Calif.
Al* and Virginia* BROWN
Thomas and Helen BROWN, Greenville, S.C.
Marguerite BROUARD Fraser, Ft. Lauderdale, Fla.
Betsy* BRYAN, St. Louis, Mo.
Grete BUCKO, Germany
Ed and Miriam BURLEY, Clearwater, Fla.
Milan and Elizabeth* BUROS, Germany
Joseph CAGLE, Southern Pines, N.C.
Shirley CALLIGHEN, Phoenix, Ariz.
Jeanne* CALVERT, Tampa, Fla.
Floyd CARL, San Antonio, Tex.
John and Elizabeth* CARUSO, Ft. Lauderdale, Fla.
Jean* Jacques and Mauricette* CHAUX, France
Sandra* COMSTOCK, Madison, Ct.

Ford and Betty COWHERD, West Palm Beach, Fla.
Yvonne DALEY-Brusselmans, Dunedin, Fla.
Clayton and Scotty DAVID, Hannibal, Mo.
Jim, Debbie, Sarah and Nora* DAVID, Macon, Ga.
Lynn DAVID, Sunset Hills, Mo.
Roy* and Betty* DAVIDSON, Birmingham, Ala.
Bill and Dickie DAVIS, Ormondo Beach, Fla.
Chip* DIEHL, CENTCOM, Tampa, Fla.
Lou and Alberta DEL GUIDICE, N. Haven, Conn.
Howard and Nancy DE MALLIE, Rochester, N.Y.
Fanny, David* and Robert* DUERR, Munhall, Pa.
Ellen* DUNWOOD, Tampa, Fla.
Peter* EISNER, Bethesda, Md.
Greg*, Sue and Eric* ELLISON, Boulder, Colo.
Lou and Leah FEINGOLD, Emerson, N.J.
Ann FEITH, Spain
Rueben FIER, Boca Raton, Fla.
Mike and Katie FISHER, Greensburg, Pa.
Joke FOLMER, Holland
Kathleen* GENTER, Southern Pines, N.C.
Patrick GERTNER, North Haven, Conn.
Mark* GIRALDI, Chicago, Ill.
Scott* and Judy* GOODALL, France
Frederick GRANSBERG, Holland
Larry and Ruth GRAUERHOLZ, Wichita Falls, Tex.
Mary GRAUERHOLZ, East Falmouth, Mass.
Bob and Mary GRIMES, Fairfax, Va.
Jerry* and Kay* HARMON, Tampa, Fla.
Joann* and Dale* HAWK, Florida
Frank HEEKIN, Cincinnati, Ohio
Gwen* HOLT, England
LeAnn* HOLT, Washington, D.C.
Patrick HAJOVSKY, Chicago, Ill.
Raymond ITTERBEEK, Belgium
Ashley and Ruth IVEY, Acworth, Ga.
Glen and Phe JOHNSON, Greers Ferry, Ark.



James and Nita Armstrong of Thomasville, Ga., were among the handsome couples at Tampa.

Sofia JONES, Palm Springs, Calif.
 John* and Riet,* KAPTEYN, Palm Desert, Calif.
 Paul and Dorothy KENNEY, Decatur, Ga.
 Anthony and Eugenia KOSINSKI, Chicago, Ill.
 Bill and Beatrice KOSSEFF, Harborg, Pa.
 Jack and Shirley KUPSICK, Cottage Grove, Ore.
 Ron* KOSTER, Tampa, Fla.
 Franik and Dorothy LASHINSKY, Cornwall, Pa.
 Barb* Lechman, Chicago, Ill.
 Dale LEE, Sun Lakes, Ariz.
 Mia LELIVELT, Holland
 Ernie and Connie LINDELL, Moses Lake, Wash.
 Dan LLOYD, USCG, Clearwater, Fla.
 Steve* Mac ISAAC, Rio Rancho, N.M.
 William* MAGEE, Cincinnati, Ohio
 Dan and Charla MAGEE
 Francoise* MAGNE, France
 Agnes MANGERICH, La Jolla, Calif.
 Jon* and Jens MANGERICH, La Jolla, Calif.
 Joseph MANOS, Sacramento, Calif.
 Georgene MAYNE, Dunedin, Fla.
 Helen MILTON, Florida
 Ralph and Elinor McKEE, Rockledge, Fla.
 Elsie* MELROY, Houston, Tex.
 Mike* and Maryse* McKEON, Tampa, Fla.
 Duncan McNABB, The Pentagon, Washington, D.C.
 Frances MILLAR, Houston, Tex.
 Ed MILLER, Sedona, Ariz.
 Jean* and Huguette* MINCOY, France
 Remco and Pie MOOY, Holland
 Cmdr. Chris* Moore, Royal Navy
 Paul* and Cathy* MORITZ, Sheffield, Mass.
 Jim MURRAY, Port Richey, Fla.
 John* NELSON, Tampa, Fla.
 Bill* and Amy* NICHOLS, Washington, D.C.
 Zlata* NOVAK, Slovakia
 Brian and Bette O'CONNELL, Plymouth, Minn.
 Ralph and Bette PATTON, Pittsburgh, Pa.
 Ron and Kathryn PEARCE, Alparetta, Ga.
 Bill* and Ann PIRTLE, Minden, Tex.
 Frank and Wilma RAMSEY, Gaffney, S.C.
 Claire* ROSING, McHenry, Ill.
 O. Vernon ROSKEY*, Chrisman, Tex.
 John and Dorothy RUCIGAY, Ballston Lake, N.Y.
 Charles and Mary SALIVAR, Webster Groves, Mo.
 Frank and Grace SCHAEFFER, Montello, Wis.
 Carl SCOTT, Columbus, Ohio
 Nicki* SEVERS, Royal Air Force
 Mary SHANDOR, Cresson, Pa.
 Richard SHANDOR, Cresson, Pa.
 Gil SHAWN, Longwood, Fla.
 Morton and Renee SHERWOOD, Las Vegas, Nev.
 Hugh, Betty, Christopher, Zach and Barbara
 SHIELDS, North Readington Beach, Fla.
 Don* and Marge* SHIVELY, Georgia
 Dick and Margaret SMITH, Battle Lake, Minn.
 Edward and Helen SOBIE, Chicago, Ill.
 Philip and Clare SOLOMON, Las Vegas, Nev.
 Catherine*, Ashley* and Patrick* SQUIRES,
 Rochester, N.Y.
 John* and Pat* SPEAKER, Tampa, Fla.
 Don* and Ellen* SPEAREL, Clearwater, Fla.
 Carol* and Michael* SHIELDS, Rochester, N.Y.

John* SHIELDS, Bala Gynwood, Pa.
 Joe* SHIELDS, Syracuse, N.Y.
 Robert and Louise STARZINSKI, Chicago, Ill.
 Paul* and Phillis* STARZINSKI, Jacksonville, N.C.
 H.R. STAUDT*, Longwood, Fla.
 Stan STEPnitz, Upper Marlboro, Md.
 Ray* STRATTON, Tampa, Fla.
 Bob and Mary SWEAT, Burton, Tex.
 Tommy THOMAS, Mendham, N.J.
 Dave and Marge TROUP, Mishawaka, Ind.
 Julie TROUP, Tampa
 James* and Betty* TROUP, Tampa, Fla.
 Bob TUCKER, Dunedin, Fla.
 Columba* UYTEWAAL, Edgewater, Fla.
 Corrie* and Adriana* VAN DANSIK, Holland
 George VAN REMMERDEN, Seal Beach, Calif.
 Pietje, Pia, Remco (Mooy) VAN VEEN, Holland
 William* and Mary* VANDEGRIFF, Satharki, Va.
 Jacques and Letti VRIJ, Holland
 Joe and Georgia VUKOVICH, Medford, Ore.
 Joe and Johanna WALTERS, Brooksville, Fla.
 Billy WEBB, England
 Ace WERNER
 Edwin WEST, St. Petersburg, Fla.
 Francene WEYLAND, McHenry, Ill.
 Ray and Dee WHITBY, Alpine, Utah
 Zig* ZIEGLER, Tampa, Fla.

Updates . . . for 2001 roster

(Changes are in **BOLDFACE** type)

1. Robert C. Augustus, **15761 Sonoma Dr.
Apt. 105, Ft. Myers, FL 33908-7315**
Phone: **941-482-0521**
2. Mrs. Kenneth O. Blye "W"
20 Springdale Drive, Avon, NY 14414
Phone: **716-226-3929**
3. William H. Booher, **102 Crowley Island Road**
Corea, ME; 04624-9704 *S*
364 Parkwood Drive, **Cornelia, GA *W***
4. Robert J. Grace, "L", *S*, 19753 Porter's Lane,
Strongsville, OH **44149-8750**
5. Bruce Hooper "F", 412 Inverary,
Villanova, PA 19085
6. Colin N. Jones "L", **321 Oak Knoll Circle,**
Boerne, TX 78006-1849
7. George F. Messick, Casselberry, FL
<GMessick@Gdi.net>
8. Joseph A. Rhodes "L"
101 Constitution Blvd.
Locust Grove, VA 22508
9. John W. Roberts "L", **PO Box 80,**
Erwinna, PA 18920-0080
10. Mrs. Patricia Dolph Williams "W"
5047 Sharon Hills Drive
Columbus, OH 43235
<patwilliams@wideopenwest.com>
11. Mrs. J. S. Wilschke "W"
671 SW 6th Street, Apt. 511
Pompano Beach, FL 33060-7735

Parachute silk just keeps on serving

From the *Calgary (Alb.) Herald*
Thursday, March 7, 2002

By DAVID BLY
CALGARY HERALD

When Wilhelm Van Niekerk grabbed a parachute offered by a downed American airman, he thought he was just getting a souvenir.

A few months later, the parachute became his bride's wedding gown when they were married on July 29, 1945.

The Van Niekerks donated the dress to the Aero Space Museum of Calgary on Wednesday (March 6, 2002) as a token of gratitude for Canada's role in liberating the Netherlands at the end of the Second World War.

The end of the war was two months away when an American Liberator bomber made a belly landing at Zoeterwoude, a village near The Hague in the Netherlands.

Like many others from his village, Wilhelm rushed to the scene to see what was going on. An airman emerged from the plane and handed his parachute pack to Wilhelm.

"I don't remember his face," he said. "I only saw him for two seconds, then he ran for a haystack."

The crew from the plane hid in nearby haystacks until dark, then made their way to villages where the Dutch Underground helped them avoid capture by the occupying Germans.

The next day, three Spitfires flew over and attacked the downed

The Van Niekerks would like to find the American who donated the wedding dress and perhaps have a reunion. If you can help identify the American who was a crew member of the B-24 that crashed near The Hague in early 1945, please contact the editor.



Wilhelm and Wilhelmina Van Niekerk take a moment to reflect as they donate Wilhelmina's wedding gown, made from a parachute used in the Second World War, to the Aero Space Museum at Calgary, Alb. Wilhelmina made the dress herself.

Liberator, destroying it so the Germans could not use its technology.

The packed parachute was just a curiosity for Wilhelm. He gave it to his girlfriend, Wilhelmina Vanden Berg, who stowed it under her bed.

After the war ended, the couple decided to get married, but the shops were empty -- there was no hope of finding a wedding dress or fabric.

Then Wilhelmina thought of the parachute and realized it contained more than enough silk to make a wedding gown.

"The material was slippery and there were many seams in the parachute," she said.

But Wilhelmina was an expert seamstress, and created a gown that

is still elegant today.

"The dress was beautiful and she was a beautiful bride," Wilhelm said.

Wilhelmina used more of the material to sew a christening dress, and her children -- Nancy, Joan, Pauline and Peter -- were all baptized in it. Four of their grandchildren have also been baptized in it.

As the Van Niekerks presented the dress to the museum, eight veterans looked on with particular interest. They are members of the Caterpillar Club, former airmen whose lives were saved by parachutes when they were shot down over Europe.

Seven of the downed airmen became prisoners of war; one (AFES member John Neal) managed to evade the Nazis until

the war ended.

The Van Niekerks donated the dress at the suggestion of Ray Franklin, a Calgary veteran who flew in a Lancaster over the Netherlands, not to drop bombs, but to drop food to the starving people there.

Wilhelm, who saw people dying in the streets from starvation, remembers the food drops with great gratitude. "That was the greatest time for the Netherlands," he said.

"I remember the planes flying low, and the men standing in the doors waving at us, and we were waving back."

Dutch consul Irene Bakker said the wedding gown is another token of the deep bond between her country and Canada that was formed when Canadians liberated the Netherlands.

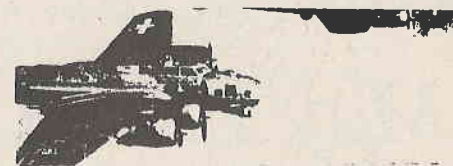
7,000 warbirds rested in Arizona desert

From B-17 Flying Fortress Association Newsletter, May 2002

After WWII, more than 7,000 retired army bombers, fighters, and training planes were left standing row on row at the old Kingman army air field five miles east of Kingman, Ariz., now Storage Depot 41 of the War Assets Corporation.

It was the world's greatest concentration of aircraft in one area at one time, covering five square miles. Kingman Army Airfield was once a flexible gunnery base which once had an army population of 17,000 officers and men.

Then 5,437 of the planes, offered for competitive bidding with



the provision that they would not be used for flight purposes since they were not adaptable for civilian use, were purchased for \$2,780,000 by Martin Wunderlich, a Jefferson City, Mo., contractor.

(It is rumored that the fuel drained from these planes was sold for more than the purchase price of the planes).

But so outstanding was the Kingman depot's safety record that in the delivery of 7,000 planes involving an estimated 21,000 flying men, there wasn't a fatal accident.

Only planes with low flying time were "picked." Yet Kingman soon had 1,100 such B-24s standing wing tip to wing tip.

At one time, Kingman storage records showed 2,567 B-24 Liberators, 1,832 Flying Fortresses, 478 P-38 Lightnings, another 200 of P-38 photo planes, 37 B-29 Superforts, not to mention 141 B-25 Billy Mitchell medium bombers and hundreds of P-47 Thunderbolts, P-40s of Flying Tiger fame and the A-26, then America's newest and fastest medium bomber.

The depot sold B-17s at \$13,750 and B-25s at \$8,250. Prices asked on other types of aircraft include the A-26 at \$2,000 each; P-51s, \$6,000; P-47s, \$3,500 each; and P-40s, \$1,250 each.

Only American citizens could purchase planes at Kingman and before being offered for sale, the ships were stripped of all confidential equipment such as bomb sights, radar and some radio installations.



Scott Goodall (left) and wife Judy of Southern France made their first visit to the U.S.A. with attendance at the AFEES Tampa reunion. Scott is one of the key movers in the annual Freedom Trail hike across the Pyrenees Mountains. Here they pose with the grandson of the editor, Patrick Hajovsky of Chicago.

This article was first published in Arizona Highways, May 1947.

His helpers still recall May 11, '44

From Cote-d'Or
(Translated from the French)

In the spring of 1944 an American fighter plane crashed at Bonnencontre. Fifty-seven years later, the pilot, Anthony Kosinski retraced his rescuers, who still remember . . .

Flying a Thunderbolt, young second lieutenant Anthony Kosinski was escorting a squadron of B-17 bombers over southern Germany on May 11th 1944 when, on the return flight the commander decided on an unplanned strike on the airfield near Dijon (Longvic) held by the Germans.

After a first successful operation, he was hit by anti-aircraft fire at 15h 15; with his engine on fire, he was obliged to bail out. However, at that moment he had already lost height and his parachute opened at only a few feet before landing, along the road to Citeaux just outside Bonnencontre. The pilot sustained several leg injuries.

Across the road, 10-year-old Andre Morot witnessed the scene in amazement as he was planting potatoes in the family plot with his father.

In spite of the German presence in the village, and a patrol of soldiers dispatched to the scene, young Camille Moutrille, a butcher's apprentice at his father's shop in Esbarres, jumped onto his 350cm³ motorbike.

RESCUED BY THE RESISTANCE

Neither the pilot nor young Camille could speak the other's

language, but somehow they managed. Camille took the pilot to Simone Colquibus at Pagny-la-Ville, who straightway sent them to the Potot family, builders' merchants at Charrey-en-Plaine.

A little later, after administering first aid, Jean Laubriat, Jacques Catillon and M. Dorier at the wheel of his car, with a gun concealed under the floorboards, drove Anthony to Catillon's daughter's house in Verdun-sur-le-Doubs. He donated his shoes to Dorier, but they were much too large: American size! He spent the night in Verdun, and early the next morning, he was moved to M. Bresson's house in Pierre-de-Bresse.

Here he was able to relax a little, and was cared for by Langlois, the resistance leader of the Dubois network of Dole which had a base in St. Claude. From there, Moise Breton took him on an dreadful bus journey to Sainte-Croix, on the Swiss border, in the canton of Vaud, where he arrived on May 25th.

Finally he was taken to Montreux on Lake Geneva, where he stayed 4 months, and was taken care of by the British SOE, which organised his repatriation after the Liberation.

RETRACING THE STORY

Young Andre Morot, now a retired army captain, made contact



Jean and Tony Kosinski made contact with his helpers, 57 years later

at the end of the year 2000 with Gilles Hennequin, a former schoolmaster of Heuilley sur Saone, who is an expert on the resistance in Cote-d'Or, and has published 5 books on the subject. While reading the work, he came across a reference to that afternoon of May 11, 1944. He was amazed to see Anthony's name there, albeit, misspelt, and his address, with a few errors.

So Andre sent a letter to the USA and in January of this year, received a touching reply and an official biography, quoted from the P-47D pilot's directory.

More exchanges followed: from one side of the Atlantic, some typical products from Burgundy; books commemorating the war period, insignia and major's star, a model of the aircraft from the other, and, in addition, photographs at age 80, of those comrades who, for a short time, rode together, rode together on a motorcycle.

The field where Anthony crashed is now planted with thousands of blackcurrant bushes. Camille Moutrille, who later took over his father's butcher shop, has now handed on the business and is still living in Esbarres. Andre is enjoying retirement in the country, in Bonnencontre Garden Village.

New 'Friend' Members

SANDRA A. COMSTOCK "F"
362C Durham Road
Madison, CT 06443
Phone: 203-245-5893
(Daughter of Louis DelGuidice)

JOHN FRANKLIN "F"
24 Charmouth Court
St. Albans, Hertfordshire AL1 4SJ
England
(RO on Halifax RAF, evaded over
Pyrenees May '44 with John
Betelotti)

PIA VAN VEEN "FL"
PO 31, 1760AA Anna Paulowna
The Netherlands
Phone: 31-223.533322 (Fax same)
(Daughter of helper Piet Van Veen)

LEO H. WERY "F"
1 Breckenridge Lane
Savannah, GA 31411-1701
Phone: 912-598-1437
Wife: "Catherine"

Lab seeks gear

BROOKS AIR FORCE BASE,
Tex. -- The Life Sciences
Equipment Laboratory here is
looking for Army, Air Force and
Navy World War II and Korean
War flight equipment -- such as
boots, helmets, flight suits, and
survival vests.

Analysts at the laboratory are
seeking these items to support
missing-in-action recovery missions
for the Central Identification Lab-
oratory in Hawaii.

"Our laboratory does not deal
with remains," said Elton Hudgins,
chief of the life sciences
laboratories. "Instead, we are
involved in the scientific analysis of
equipment which is used to indicate
the possible presence of U.S.
servicemen. To properly do this,
we need examples of materials for
1940 to 1945, and 1950 to 1953
for comparison purposes."

People wanting more
information about the laboratory's
requirements should e-mail Hudgins
at <elton.hudgins@brooksaf.mil>.

A message to Ralph Patton

From FRANK H. DELL
Former Chairman, RAF Escaping Society

I am writing to say how sorry I am that I shall be unable to join you and your fellow AFEES members at your reunion in Florida next week. I am sure you understand how greatly Isabel and I enjoy those occasions of yours and the warm sense of comradeship which they radiate.

We had had every intention of coming, but our family situation has dictated otherwise, the back-ground being that we have bought a substantial house in Sydney, Australia, which is now likely to become our home in retirement.

In the meantime with Isabel still out there, I am back in the U.K. to straighten up this cottage either to rent it or sell it.

But please give my warmest good wishes to Dick Smith and to all those good folk attending our reunion.

AIR FORCES ESCAPE & EVASION SOCIETY FINANCIAL STATEMENT (Cash Receipts and Disbursements)

For Year Ending December 31, 2001

| | | | |
|---------------------------------------|----------|-----------|------------|
| | | | |
| RECEIPTS: | | | |
| ANNUAL DUES | | 2,527.00 | |
| LIFE MEMBERSHIPS | | 1,075.00 | |
| GIFTS | | 3,040.00 | |
| INTEREST | | 620.35 | |
| RAFFLE - RECEIPTS | 7,397.16 | | |
| - DISBURSEMENTS | 1,656.54 | 5,740.62 | |
| MISCELLANEOUS | | 1,796.93 | |
| TOTAL RECEIPTS | | | 14,799.90 |
| DISBURSEMENTS: | | | |
| NEWS LETTER | | 4,077.88 | |
| MEMBERSHIP | | 386.00 | |
| POSTAGE | | 3,201.17 | |
| POST EXCHANGE - RECEIPTS | 844.50 | | |
| - DISBURSEMENTS | 1,968.12 | 1,123.62 | |
| CHRISTMAS CARDS | | 562.39 | |
| REUNION - DISBURSEMENTS | 8,315.28 | | |
| - RECEIPTS | 1,220.00 | 7,095.28 | |
| GIFT TO 8TH AIR FORCE MUSEUM | | 3,000.00 | |
| MISCELLANEOUS | | 106.00 | |
| TOTAL DISBURSEMENTS | | | 19,552.34 |
| EXCESS OF DISBURSEMENTS | | | (4,752.44) |
| CASH BALANCE - BEGINNING | | | 38,816.23 |
| CASH BALANCE - ENDING | | | 34,063.79 |
| SUMMARY OF ENDING CASH BALANCE | | | |
| CHECKING ACCOUNT | | 20,332.82 | |
| CERTIFICATES OF DEPOSIT | | 13,730.97 | |
| TOTAL | | | 34,063.79 |

WW2 pilot gets the Bronze Star

By A/1st Class Susan McQueary
56th Fighter Wing
Public Affairs

LUKE AIR FORCE BASE, Ariz. (AFPN) --After 58 years, a pilot in the Army Air Corps during World War II finally received the Bronze Star Medal.

Rusty Bales, a second lieutenant during World War II, was presented the medal recently by Col. Dennis Rea, 56th Fighter Wing vice commander here.

At 19, in February 1943, Bales attended advanced flying school at Williams AFB, Ariz. He was declared the youngest in the Army Air Corps at the time.

After his training at Williams, Bales was sent to Sookerating, India. At 4:30 a.m. Oct. 13, 1943, Bales was awakend for a C-46 flight scheduled to take off at 6:45 a.m. The weather was bad that day and as they were flying the mission, Bales heard a rattling noise.

"I believed I had a lot of prop ice and hit the deicer button," Bales said. "The crew chief told me the right wing was on fire. Then a small white fighter plane with a great big red emblem came up into view and I realized (that what I thought was) propeller ice was really machine gun slugs hitting the airplane."

The entire crew parachuted out of the plane as the Japanese fighter dove toward them. "We were between the plane and the hillside so the pilot couldn't get to us," he said. "He pulled up to avoid a collision. I saw my plane hit the mountain and blow up."

Bales landed in a treetop and swung like a pendulum.

"There I was, without a scratch or bruise," he said. "I unbuckled the parachute and took off the jungle pack. Opening the pack, I found out it had been sabotaged. The food packs were gone and there were no matches."

Three of the crew members landed safely, but the location of

the co-pilot was unknown. The crew began walking.

On the third day, they met a group of natives from Burma and communicated through the use of sign language. The natives took the airmen to a village and fed them rice and chicken and offered them a place to sleep.

On the fourth day, the natives arrived with the co-pilot. He was paralyzed from the waist down and partially in his arms and shoulders.

The fifth day, the natives led the crew to another village where they were also fed and given a place to sleep.

"I can only guess at the distance we traveled, but it couldn't have been more than 6 to 10 miles," Bales said.

By the sixth day, the co-pilot was gaining some feeling in his legs. The natives took the crew to yet another village where they were again fed and given a place to sleep for the night. From the 7th through 14th days, the crew had the same experiences as the natives took them to different villages. On the 15th day, the crew arrived at a military camp near Konglu, Burma, where two English majors and 20 Gurkha soldiers were stationed.

"The officers advised they had gotten the message by native runner that the four of us were arriving,"

Bales said. "They had been ordered to abandon the area. They told me the Japanese were getting into the area. They had requested an air drop of further supplies so they could supply us."

On Oct. 19, 1943, the 16th day after Bales and his crew were reported MIA, the crew said goodbye to the natives.

"I remember my feelings of gratitude because of their kindness to our crew," Bales recalled. "We were told we had been very fortunate to have the plane go down as far north as we had. The natives in the lower area near Mythiana would most likely have had no choice but to turn us over to the Japanese."

"I always felt I would survive even during that long walk," Bales recalled. I had many other things happen to me that could have done me in, but I survived. Luck and good training all had a hand in my being able to tell this story years later."

Many family members and friends joined Bales during this occasion, including his grandson, Marine Corps Lance Cpl. Andrew Weisel, who pinned the medal on Bales' jacket. Weisel is currently serving as a ceremonial honor guardsman in Washington and flew to Arizona for the ceremony.

Flying Tiger gets his 1942 medal

By the Associated Press

SAN ANTONIO -- A Distinguished Flying Cross earned by famed Flying Tiger David Lee "Tex" Hill in 1942 has finally been given to him.

The 86-year-old saluted after retired Gen. Henry "Butch" Viscellio Jr., a former chief of the Air Education and Training Command at Randolph Air Force Base, pinned the medal on Hill's jacket Saturday night, May 25.

Already standing, 286 well-wishers erupted into applause.

A retired Air National Guard brigadier general, Hill emerged from the war a national hero. John Wayne portrayed him in the 1942 film, "The Flying Tigers," and Hill earned numerous medals, among them the Silver Star, Legion of Merit, four Distinguished Flying Crosses, the British Flying Cross and six Chinese combat decorations.

LE CHANT DES PARTISANS.

Ami, entends-tu le vol noir des corbeaux sur nos plaines,
Ami, entends-tu les cris sourds du pays qu'on enchaîne,
Ohé, partisan, ouvrier et paysan : c'est l'alarme...
Ce soir l'ennemi connaîtra le prix du sang et des larmes.

Montez de la mine, descendez des collines, camarades,
Sortez de la paille les fusils, les mitrailles, les grenades,
Ohé les tueurs à la balle et au couteau...tuez vite,
Ohé saboteur attention à ton fardeau : dynamite.

C'est nous qui brisons les barreaux des prisons pour nos
frères
La haine à nos trousses et la faim qui nous pousse : la
misère,
Il ya a des pays où les gens au creux des lits font des rêves;
Ici nous vois-tu, nous on marche et nous on tue::: nous on
crève.

Ici chacun sait ce qu'il veut, ce qu'il fait quand il passe,
Ami si tu tombes, un ami sort de l'ombre à ta place,
Demain du sang noir séchera au grand soleil sur les routes,
Chantez, compagnons, dans la nuit la liberté nous écoute...



Anne Marie Rouselle poses with Charles "Chuck" Haskett on the wing of the B-17 which landed on her grandfather's farm in Belgium after the plane was shot down by the Germans. Haskett was one of the surviving crew members who parachuted from the plane. Rouselle, whose grandfather used the wing section as a roof for his beehives shelter, donated the wing to the Mighty Eighth Air Force Heritage Museum in Savannah, Ga.

A war relic wings its way home

**From the Savannah (Ga.)
Morning News, Jan. 3, 2002**

By MARCUS HOLLAND

Last August, World War II veteran Chuck Haskett had a reunion of sorts in Belgium.

For the first time since an ill-fated Christmas Eve mission in 1944, Haskett saw and touched a piece of his 8th Air Force past. It was the 18-foot wing section from "Lindy Lou," the B-17 from which he fought during one of the biggest aerial assaults ever launched.

Unfortunately for Haskett, who now lives in Bradenton, Fla., and his crew, Lindy Lou was shot down on the first day of the Battle of the Bulge.

A tailgunner, Haskett bailed out, was picked up by American soldiers, and later had a career as a highway

engineer.

Lindy Lou's wing was retrieved by a Belgian family and spent the next half century as a shelter for beehives.

Today, the wing sits in the Mighty 8th Air Force Heritage Museum, a gift from Anne-Marie Lemort, 54, of Louveigne, Belgium.

Lemort presented the wing to Haskett, now 76, during his visit to her family farm last year. Haskett's 487th Bomb Group paid to have the wing section brought back to the museum.

Haskett and Lemort were reunited Wednesday night at a reception in Pooler.

They will participate in the Mighty 8th Air Force's 60th reunion that begins today with a reception at the museum and ends

Monday with a ceremony at the 8th Air Force's birthplace on Bull Street.

Yvonne Daley Brusselmans, whose Belgian family helped rescue more than 120 American soldiers during the war, was Lemort's interpreter. Brusselmans, who lives in Dunedin, Fla., is here for the reunion. She has written a book on her family wartime's experiences -- *Belgium Rendez-Vous 127* -- and will speak at the reception today.

Lemort, born after the war, is now a mother and grandmother. She arrived in America for the first time Wednesday evening -- after her first plane trip.

Haskett's continuing interest in military matters was the catalyst for events that brought the wing back to the museum.

Thumbing through a military newsletter, he noticed a reference to Lindy Lou's pilot by a Belgian man. He contacted Pal Walhain, a Belgian historian, who sent him maps and pictures, and learned of the plane's wing. Last August, Haskett's daughter, the governess for a Saudi Arabian princess, flew her parents to England. From there they went to Belgium to meet Lemort.

"She seemed to want me to take the wing back with me," Haskett said. "My bomb group, the 487th, paid the bill to get the wing home and it's in the museum now. I never dreamed of bringing the wing home."

Looking back on the Lindy Lou's fateful mission, Haskett said they were the lead bomb group headed for Baubuenhausen airfield near Frankfurt, Germany.

"It was a beautiful day . . . a bright blue sky, crispy cold," Haskett recalled. "Then German Messerschmitt fighter planes hit us. I shot one Messerschmitt down and had parts flying off another when I couldn't look any more. Flames were all around me and I had to bail out."

Lindy Lou crashed near Liege, about 40 miles from Louveigne, the small village where Lemort's parents lived.

Lemort said her husband, Willy Rouselle, now 75, saw the Lindy Lou go down and five airmen parachute from the plane. By the time he got to where they came down, they were gone, she said.

"Five of us bailed out . . . four went down with the plane that hit the ground within two miles of Louveigne," Haskett said. "The wing of the plane landed on her grandfather's farm."

Haskett, who injured his leg when he hit the ground, said he didn't stick around once on the ground.

"For three days I was trying to find my way home, hiding out in the daylight and moving at night," he said. "It was during the Battle of the Bulge and people were every-

where. So I avoided everybody. I wasn't in Germany, but you could see Germany from where I was."

Four days later, he was picked up by four American soldiers on patrol.

Meanwhile, Lemort's grandfather, a stone cutter and beekeeper by profession, built three stone walls to hold up the wing so it could be a cover for his beehives. Lemort later was told the story of the wing and the massive Christmas Eve air battle.

"That wing -- it stayed in the same spot for 56 years -- has been a part of my life," said Lemort, who was born two years later. "When my grandfather died, my father kept his bees there and when he died I kept bees there for a few years."

When Haskett arrived at Lemort's home last year, the wing was still sitting on the stones, but the bees were gone.

Like most Belgians, the Lemorts supported the Americans during the war.

They aided them when possible and many families still have pictures and memorabilia from American soldiers displayed in their homes.

Lemort said her father's brother was a French Resistance fighter who died at Bergen-Belsen, a concentration camp in Germany.

He was being moved to the camp as Allied troops approached Belgium and was so weak when he arrived that he collapsed while getting off the train.

The Germans shot him, she said.

Lemort and Rouselle have adopted 12 servicemen's graves at Henri Chapelle, an American cemetery and plan to adopt more.

Among the graves Rouselle tends are those of Lindy Lou's pilot and co-pilot and several graves of 487th Bomb Group members.

"To me, Chuck's a hero," Lemort said. "All the Americans were heroes. They gave us our freedom. They came over to liberate our people."



Chairman Ralph Patton (standing) and Miriam and Edward Burley, now of Clearwater, Fla., were among members at Tampa and also among the cadre who attended the first AFEES reunion in June 1964 in Buffalo, N.Y. Of the 35 evaders at that reunion, Ed was one of four who had crossed the Pyrenees.

Members at the first meeting included Dick Smith and Bob Sweatt, as well as Maturin Branchoux, a Resistance leader from Guingamp, France and Annita Lemonnier Hartman, an interrogator for Shelburne now living in New York.

Cadets escort goblets to S. Carolina

COLUMBIA, S.C. -- Eighty silver goblets were transported from their display case at the U.S. Air Force Academy in Colorado Springs, Colo., to the 60th Doolittle Raiders reunion that began here April 17.

Each silver goblet bears the name of one of the 80 Doolittle Raiders famous for the April 19, 1942, mission to bomb Tokyo as symbolic revenge on Japan for the attack on Pearl Harbor, Hawaii. The mission was led by then-Lt. Col. James Doolittle.

The goblets are kept at the academy and escorted to each reunion by the top two academically ranked junior cadets.

The Raiders tradition is that when they gather for a reunion, they toast and then turn over the goblet of those who have passed away since their last meeting. Two goblets were turned over at this year's reunion and now 23 goblets remain upright.

At the academy, a bottle of 1896 cognac -- symbolizing the year Doolittle was born -- is displayed in the case with the goblets. Doolittle's wish is the remaining two Raiders will use that bottle to drink a final toast to their comrades.

Cadet 2nd Class John Rose and Don Deablom earned academic honors and escorted the goblets to the reunion. This year the entourage included two additional cadets.

Cadet 3rd Class Chris York is the grandson of the late Capt. Edward "Ski" York, the pilot of the eighth B-25 Mitchell to take off from the deck of the USS Hornet for the mission. Also escorting the goblets was Cadet Candidate Nathan Chal from the academy's preparatory school. Chal is the grandson of retired Lt. Col. Richard Cole, who was Doolittle's co-pilot on the first B-25.

York said his grandfather's story has inspired him to follow in his footsteps and he hopes to one day

be an Air Force pilot.

Chal said he feels privileged to have been able to spend a great deal of time with his grandfather prior to entering the prep school.

"My grandfather's life has motivated me to pursue my dreams and to be courageous no matter what the circumstances," Chal said.

+++++

The AFEES PX is open Now!
TEE Shirt Closeout (only a few left!) \$10.00

10-piece Tool Kit with AFEES logo \$8

WINGED BOOT EMBLEMS

| | |
|---|----------------|
| Lapel Pin, Pewter, 3/4 in. | \$6.00 |
| Lapel Pin, blue shield with boot, 1 in. | \$7.50 |
| Cloth, metallic thread, dry clean | \$5.00 |
| Cotton, shirt patch, laundry | \$2.50 |
| Sterling Silver Winged Boot Lapel Pin, imported from France. | \$25.00 |

BLAZER PATCH

| | |
|----------------------|---------|
| Royal Blue | \$10.00 |
|----------------------|---------|

AFEES MERCHANDISE

| | |
|---|---------|
| Automobile License Plate Frame | \$12.00 |
| Decals, exterior or interior 6 for | \$2.00 |
| Bolo Tie, Southwestern style | \$5.00 |
| Note Pad & Pen, AFEES logo | \$3.00 |
| Lapel Pin with U.S. flag & Afees logo | \$2.00 |

OFFICIAL AFEES CAPS

(One size fits all)

| | |
|---|---------|
| Mesh Back, Navy blue | \$12.00 |
| Mesh Back, White (only a few left!) | \$12.00 |
| Closed Back, Navy blue | \$12.00 |
| Closed Back, Navy blue (no eggs) | \$10.00 |

Revised Shipping and Handling Fees

Please add \$3.00 per order for Pins, Winged Boots, Emblems;
\$3.50 for Caps

FOR LARGER ORDERS: \$50-\$100, \$4.50; \$100-\$300, \$9.00

Make checks payable to AFEES; mail to

Thomas H. Brown Jr., P X Manager

104 Lake Fairfield Drive

Greenville, SC 29615-1506

Phone: 864-244-8420

e-mail: tbrown104@cs.com

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ELMER 'Bud' DUERR***Down, saved by Dutch underground***

From the Pittsburgh (Pa.) Post-Gazette
Monday, March 25, 2002

By Tom Barnes
Post-Gazette Staff Writer

It was Feb. 22, 1945. Elmer "Bud" Duerr of Greenfield, a tailgunner on an American B-24 bomber, was making his 35th and final bombing raid over Nazi Germany.

All he had to do was finish the flight and -- because 35 was the limit of missions an airman was allowed to fly -- he could go home.

But his plane was hit by enemy fire on its way back from Germany, and it crash-landed in a field in Holland. Members of the Dutch underground hid Mr. Duerr and other American flyers under the floorboards of a barn and later smuggled them to the capital, The Hague. There, they were hidden in an apartment for several weeks.

Mr. Duerr later was moved to a farmhouse to avoid the Nazis. Then on May 4, 1945, allied forces liberated Holland and the Germans surrendered. That August he finally returned home.

Mr. Duerr, who went on to become a fifth-grade teacher in the Sto-Rox and Baldwin districts and then principal of Park Elementary School in the Steel Valley School District died yesterday (March 24) at UPMC Shadyside of heart disease. He was 80.

Mr. Duerr and his wife, Fanny, went back to Holland in 1990 for the 45th anniversary of the liberation, and again in 1995 for the 50th anniversary.

Dutch officials "treated us like royalty," Fanny Duerr recalled yesterday. The 50-year celebration "was held in a church, and ambassadors from over the world were there. It was the most awesome thing."

One of Mr. Duerr's sons, David of Bethel Park, said, "The Dutch were so appreciative of all the American servicemen because of their efforts to liberate Holland. They were forever indebted to them, and my dad was indebted to them because they hid him from the Germans."

Mr. Duerr had his bags packed for his return to America when his bomber, the Jolly Duck, took off from a base in England that day in February 1945.

Mr. Duerr, who received the Purple Heart in recognition of the injuries he suffered in combat, did not talk much about his wartime experiences, his wife said.

"That was typical of men in the Second World War," she said. "No one can imagine how horrible it was."

Then one night in 1988 or 1989, she said,

they got a call from a researcher in Canada who was looking for information about Mr. Duerr and the rest of the B-24 crew. That call led to the trip to Holland in 1990 for the 45th liberation ceremony.

It was at that ceremony, she said, that her husband talked about some of his experiences, and "I heard things I'd never heard before."

In a 1995 documentary marking the 50th anniversary of the liberation, a Dutch television crew interviewed Mr. Duerr. "The Dutch called him their liberator," Duerr said.

'Geezers' are easy to spot

At sporting events, during the playing of the National Anthem, Old Geezers hold their caps over their hearts and sing without embarrassment. They know the words and believe in them.

Old Geezers remember World War I, the Depression, World War II, Pearl Harbor, Guadalcanal, Normandy, Hitler, the Cold War, the Jet Age and the Moon Landing, not to mention Vietnam.

If you bump into an Old Geezer on the sidewalk, he will apologize. If you pass an Old Geezer on the street, he will nod or tip his cap to a lady.

Old Geezers trust strangers and are courtly to women. Old Geezers hold the door for the next person and always, when walking, make certain the lady is on the inside for protection.

Old Geezers get embarrassed if someone curses in front of women and children and they don't like any filth on tv or in movies.

Old Geezers have moral courage. They seldom brag unless it's about their grandchildren.

It's the Old Geezers who know our great country is protected, not by politicians or police, but by the young men and women in the military serving their country.

This country needs Old Geezers with their decent values. We need them now more than ever.

Thank God for Old Geezers!

---Contributed by Karen Rotach

-FOLDED WINGS-

MEMBERS

- #1942 David G. Alford, San Antonio, Tex., 91 BG, May 20, 2002
 #404 J. M. Bickley, Chesapeake, Va., 93 BG, Feb. 23, 2002
 Evid. Elmer E. Duerr "L", Munhall, Pa., 392 BG, Mar. 23, 2002
 #436 Max Gibbs, Belding, Mich., 92 BG, June 2001
 #1978 Wilbur T. Haugen "L", Albuquerque, N.M., 96 BG, May 4, 2002
 15 AF Robert E. Hede "L", Willowbrook, Ill., 454 BG, April 24, 2001
 15 AF Frederick D. Kuhn "L", New Derry, Pa., 484 BG, Feb. 9, 2002

HELPERS

Albrtine Van Eeck Haut. New Market, Va.

Mr. Hank Sietsma, Lunteren, Holland, May 10, 2002

Maryse McKeon, nee de la Marniere, Tampa, Fla., June 2, 2002

Alice Nore Lee

Alice, wife of Life Member Dale V. Lee of Sun Lakes, Ariz., passed away Jan. 27, 2002.

She was born in Albion, Neb., on Sept. 7, 1921.

Following graduation from nursing school in Chicago and in an effort to help "our boys over there" she joined the U.S. Army Nursing Corps as a 2nd Lieutenant. She was 20 years old.

The reality of war first became apparent to her during her Atlantic crossing when her troop ship came under the threat of German submarine attack.

This was the first of many of the horrors of war that affected her the remainder of her life. The crossing of the English Channel, the field hospital at the Battle of the Bulge and a POW receiving hospital were all part of her war experiences.

After the war, she returned to Nebraska to marry her childhood sweetheart she had known all her life. They moved to California, then to a dairy farm in Washington before retirement in Arizona.

Jan Van-Laere

From Jean Pena, York, Pa.

Jan Van-Laere, a Belgian helper, died Thursday, March 28, 2002. He was the son of Mr. and Mrs. Van-Laere, who had given shelter to 2nd Lt. Dean Tate, Sgt. Bill Lessig and Sgt. Carl Mielke for 10 days in February 1944. All three returned to England with the help of the Shelburn route via Brittany.

After his retirement from the partnership with my father's endive agro-business, he was invited with his sister, Mrs. Godelive Pena, both as helpers, to the AFEES reunion of 1993 in Savannah, Ga.

It was there that at the request by the navigator of 2nd Lt. Bob Grimes B-17 crew that he began his attention to help Allied airmen locate homes, people and artifacts in northern France and Belgium.

After liberation of the village of Amy, then occupied by the U.S. 9th Air Force, he worked as a civilian on the nearby airfield.

Tomorrow I shall wear an opened collar shirt and bright clothes in memory of the voice and laughter of John Van-Laere.

Dave G. Alford served in 2 wars

Col. David G. Alford, veteran of World War II and Korea, died on Monday, May 20, 2002, of complications related to bone cancer. He had lived at Air Force Village II in San Antonio for the past 13 years.

Born in Rising Star, Tex., on May 29, 1917, he became an Army Air Corps Cadet in 1939 and graduated from flight school with the Class of 40-E at Kelly AFB in August 1940. He began his military flight career as part of the Atlantic patrol searching for German vessels.

He was serving as group operations officer for the 91st Bomb Group when he was shot down while leading a raid on Frankfurt, Germany, on Feb. 4, 1944.

Under heavy flak attack, his B-17 caught fire and, after bailing out his crew, he discovered that his parachute was on the floor. He managed to land the plane in a pasture near Groenlo, Holland.

Thanks to the kindness of Dutch families which he never forgot and with the help of the underground, he was aided by patriots who hid and fed him for more than seven months.

With their help, he evaded the enemy by traveling, as he frequently recalled with much delight, as a deaf and dumb typewriter repairman. He was picked up south of Liege, Belgium by the U.S. Army as they overran the area in October 1944.

Col. Alford returned to action with the Korean War and flew 35 missions in a B-29.

Col. Alford's final base command was at Sheppard AFB, Wichita Falls, Tex., where he retired from military service in December 1965. For almost 14 more years, he worked in the public sector with the Wichita Falls city government and finally, with the area planning commission.

Survivors include his wife of nearly 30 years, Dorothy, one son and one daughter.

Doolittle Raider Henry Potter dies

By **TECH. SGT. SCOTT ELLIOTT**
Air Force Print News

WASHINGTON -- One of America's first heroes of WWII died on Memorial Day, 2002, of respiratory failure. Retired Air Force Col. Henry A. Potter navigated the lead aircraft in Jimmy Doolittle's April 18, 1942, attack on Japan.

Though the raid did little damage militarily, its effect on morale was significant on both sides. For Americans, it marked the nation's first offensive action following the Dec. 7, 1941, surprise attack on Pearl Harbor.

The raid stunned the Japanese, who felt their home islands were immune to attack. As a result, the Japanese pulled many units off the front lines and reserved them for defense.

Potter, born Sept. 22, 1918, in Pierre, S.D., was commissioned in July 1941 following completion of navigator training and was assigned to the 17th Bomb Group at Pendleton, Ore. Following four months of intense training, which featured short-field takeoffs and over-water navigation, Potter and his B-25 Mitchell bomber reported aboard the aircraft carrier USS Hornet.

The plan was for the Hornet to maneuver to within 500 miles of Japan. Following the attack, the 16 land-based bombers would continue on into China to land at friendly airfields, from which they would continue operations against the Japanese.

Unfortunately, the Hornet was spotted by Japanese

fishing boats and "Doolittle's Raiders" were forced to take off 250 miles farther from Japan than planned. With the limited range of the B-25, that meant the planes would not be able to reach their landing sites in Chucow, China.

With (then-Lt.Col.) Doolittle at the controls, Potter's bomber was the first to lift off the crowded carrier deck, bound for Tokyo. After dropping four incendiary bombs in a manufacturing area, Potter navigated his aircraft to an escape route over the North China Sea.

When the bomber finally ran out of fuel, the crew bailed out. Potter suffered the crew's only injury--a sprained ankle.

After rescue by Chinese troops, Potter eventually returned to the United States and the 17th BG. He completed a combat tour in North Africa, flying the B-26 Marauder, then finished the war as an instructor in B-17 Flying Fortresses, B-24 Liberators and B-29 Superfortresses. Potter retired from the Air Force in 1970, but remained active in the Confederate Air Force and the Doolittle Raider Association.

Surviving Raiders honor fallen comrades with a toast in a private ceremony at each annual Doolittle Raider reunion. According to tradition, a silver goblet engraved with Potter's name will be turned upside down to mark his death.

Of the 80 goblets, 24 remain upright.

For related story, see CADETS ESCORT, Page 28

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The editor has the last word

By **LARRY GRAUERHOLZ**
<afees44@hotmail.com>
OR

<archerco@mac.com>

WICHITA FALLS, Tex. -- In case you're wondering whether your eyesight is improving, this issue comes to you with a body type font that is a little larger, a little bolder.

From Claude Murray comes word that the Seattle Museum of Flight has made a multimillion dollar deal to buy most of the aircraft at the Champlin Fighter Museum in Mesa, Ariz. The deal is for 25 of the 38 fighter planes and 200 boxes of rare documents.

A visit to the Champlin Museum was on the schedule for the AFEES 1999 reunion in Mesa.

The "Wi-Wi" line smuggled information across the Pyrenees during the war. It was organized and operated by the OSS in 1941-44.

The usual routes were from Marseille and St. Giron, over the mountains to Barcelona and Madrid. There were 22 carriers involved and probably only one of them survives.

AFEES Friend Scott Goodall is attempting to learn more about the

operation. If you can help, please contact Scott at: L'escrabiche, Lescure, 09420 RIMONT, France; or <ScotGdll@aol.com>

The reunion visit to MacDill AFB was sort of a homecoming for Member Jim Armstrong. It was his second trip to the base; he was stationed there in 1942.

The French government is awarding *Thank You America* certificates for contributions to liberation of France during WW2.



A roving cameraperson at Tampa caught the editor doing what he does best -- nothing.

A special ceremony was held at the Consulat General De France in Chicago last month and Member Bob Starzynski was one those honored.

Several U.S. fliers have received awards for action related to Slovakia during the war. Some who qualify have not.

The Slovak ambassador believes it would be appropriate to honor American airmen to coincide with the Slovak National Uprising celebration the second week of next September.

Awards are for U.S. fliers who flew to Slovakia during the National Uprising, those who were shot down over Slovakia and were helped by the Slovak people, or those who were born as American Slovaks and participated in Air Force missions during the war.

For information, contact Dr. Igor V. Nabelek, 2317 Duncan Ridge Way, Knoxville, TN 37919; phone 865-584-7759; <nabeleki@utk.edu>

THE FOUR STAGES OF LIFE

1. You believe in Santa Claus
2. You don't believe in Santa Claus
3. You are Santa Claus
4. You look like Santa Claus

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