

THE AIR FORCES ESCAPE & EVASION SOCIETY
SUMMER 2004 Communications

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The escape network called Comete

*Provided by RAYMOND ITTERBEEK
President du Comite Consultatif Logistique
de l'Institut des Veterans
Rue Royale 139-141, 1000 BRUXELLES*

In spite of the existence of the Treaty of Non-Aggression, German troops invaded Belgium on 10th May 1940. The Belgian Army tried valiantly to defend their country, but by 28th May, Belgium capitulated to the superior strength of the German Army and it was at this point that the Belgian people decided to do everything possible to deter and annoy the occupying army.

One of these Belgians was a young girl of 24 years old -- Andree De Jongh. She was a Red Cross volunteer working as an ambulance driver for a hospital in Bruges where many of the wounded English soldiers were cared for. She realized that unless they were helped to escape they would probably be sent to prisoner of war camps. But she also knew that whoever sheltered or helped them would risk the death penalty!

With the help of a friend who gave her the address of a Belgian friend who lived at Anglet, a small village near the Spanish frontier, she decided to go and see the British Consul at Bilbao. During such a journey she knew she would be facing risks, encountering German police or traitors who were willing to help the Germans.

She wanted to realize a seemingly foolish dream, but with optimism and courage and in spite of the many obstacles and discussions, she was eventually put in touch with the British Consul in Madrid. He promised to help the "Boys" who wanted to escape once they were over the Spanish frontier.

Many, many people, both Belgian and French, helped with this Resistance project. There were those who helped by lodging the airmen on their journey across Belgium and France, those who made false documents and those who sheltered the guides along the escape route.

This escape route started from Brussels and passed through Paris, Bordeaux, St. Jean de Luz, crossed the Bidassoa and over the Pyrenees to reach Spain where they were taken charge of by the British. The escapees were then sent to England where they rejoined the Air Force and continued fighting. They also boosted the morale of the other airmen, showing that there was always a chance to survive!

The route was frequently changed during the war years to confuse the Germans and their collaborators. During the second half of 1944 it was no longer possible to escape through Spain, so *Comete* became *Operation Marathon* and they hid the "Boys" in the Belgian Ardennes, chiefly at Porcheresse and in France in the forest of Freteval near Blois.

Throughout the war men and women rose to the occasion to replace other helpers who were arrested and no one will ever know the exact numbers of Resistant Helpers who sheltered, hid, provided false documents, food and guided those young men who fell out of the sky!

More than 750 men were saved by *Comete* but about the same number of French and Belgian Resistance workers died in prison and concentration camps. Others were shot, beheaded or assassinated or died from the terrible conditions prevailing in the camps.

After the war the members of *Comete* founded an association to unite all those who had survived. In England, America, Canada and Australia, other associations were created by the escapees in order to remember with gratitude their Helpers and if necessary, to be able to help the Helpers. In this way warm contacts were made and solid friendships established. Annual reunions continue to this day in various countries through which friendly links are formed in order to remember and honour those who have died.

After the war King Baudouin conferred the title of Countess to Andree De Jongh for her courage and determination throughout the war and during her long captivity. Also for the years she spent caring for lepers after obtaining her nursing diploma.

A memorial plaque of the RAF placed under a stained glass window in the Basilica of Koekelberg bears the *Comete* sign to commemorate the help given to Allied airmen. Every year and for 60 years, wreaths and flowers have been placed at the foot of the memorial to honour the dead and numerous foreign representatives have always attended the ceremony.

In England several war museums trace and record the help given by occupied countries and *Comete* occupies an important place in these displays. In the Malton Museum in Yorkshire a very complete history of the *Comete* Escape Network can be seen

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The Prez Sez

By Richard M. Smith
<afeesone@hotmail.com>

CHAIRMAN:

*Ralph K. Patton, Apt. #1205, 8100 Connecticut Ave., Chevy Chase, MD 20815; Phone: 301-657-4478; Fax: 301-657-4479

CO-FOUNDER:

Leslie A.G. Atkinson, 22 bis rue des Pleus, 77300 Fountainbleau, FRANCE; Telephone (011-33-1) 60 72 5766

PRESIDENT:

**Richard M. Smith, 36214 Augustana Drive, Battle Lake, MN 56515-9458 (Summer) Phone 218-495-2106; Fax 345-3000

VICE PRESIDENT & PX MANAGER:

**Thomas H. Brown Jr., 104 Lake Fairfield Drive, Greenville, SC 29615-1506 Phone: 864-244-8420 <tbrown104@cs.com>

TREASURER:

*Francene Weyland, 1117 W. NE Drive, McHenry, IL 60051-9211 Phone 815-385-4378

MEMBERSHIP & CORRESPONDING SECRETARY:

*Clayton C. David, 19 Oak Ridge Pond, Hannibal, MO 63401-6539 Phone: 573-221-0441

RECORDING SECRETARY:

***Warren E. Loring, PO Box 284, Monument Beach, MA 02553; Phone 508-759-3146

OTHER DIRECTORS:

**Herbert Brill, 4800 Cortland Drive, Corona del Mar, CA 92625; Phone: 949-760-9217

**Yvonne Daley, 1962 Brae-Moor Drive, Dunedin, FL 34698-3250; Phone: 727-734-9573; <gadabout127@msn.com>

***Paul E. Kenney, Apt. B, 1041 North Jamestown Road, Decatur, GA 30033-3639; Phone: 404-929-8808

**A. Ray Kubly, 1204 Amber Lane, Watertown, WI 53098; Phone: 920-261-3782

***Francis J. Lashinsky, 8015 Gatehouse Woods, PO Box 125, Cornwall, PA 17016-0125; Phone: 717-228-0792; <franklash@earthlink.net>

*John C. Rucigay, 14 Ashley Drive, Ballston Lake, NY 12019; Phone 518-877-8131

LEGAL COUNSEL:

R.E.T. Smith, PO Box 38, Wahpeton, ND 58074; Phone: 701-642-2668

COMMUNICATIONS EDITOR:

***Larry Grauerholz, PO Box 2501, Wichita Falls, TX 76307-2501; Phone: 940-692-6700; <afees44@hotmail.com>

*Class of 2006 **Class of 2007 ***Class of 2005

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

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

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

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

The 40th anniversary of the founding of AFEES has come and gone, and what a reunion it was!

Yvonne Daley and Francene Weyland spent a lot of time and energy on behalf of AFEES. Those two ladies do wonderful work for all of us.

Back to the reunion. The side trips were great. Those of us who went to Carlisle Barracks were warmly received.

The trip to downtown Philadelphia was, to me, the highlight of the reunion. Between the trip to the Valley Forge encampment and the new Constitution Center, I relearned about our great country. At the center, you could even stand, place your hand on the Bible, and take the oath of office for President of the United States! Awe inspiring!

And who can forget the lunch at the Union Club, which dates back some 150 years.

About 150 of us had a superb meal and a great informational talk on the Union Club. And David Eisenhower gave a fine talk on his grandfather, and the current foreign situation.

The trip to Washington, D.C., was long and rainy. Too bad! The Secretary of the Air Force greeted us and stayed, standing in the rain, to greet some of our members. Very, very nice of him!

The rain dampened the day, but umbrellas were brought out and pictures were made. All in all, a great and grand reunion!

ON TO NEW ORLEANS!



Basilica of Koekelberg in this photograph taken Oct. 11, 1953, anniversary of the date that 11 Comete members faced a firing squad. From left: First two unknown, Rene Ponty, founder of the Phantom Train Association; Baronne Donny, Anne Brusselmans, Tante Go (Mme. de Greef), Yvon Michiels and Dedee de Jongh. For history of the Comete Line, see front page.

Who gets to play Bob in the movie?

*From The Washington Post Book World,
Sunday, April 11, 2004*

THE FREEDOM LINE, the Brave Men and Women who Rescued Allied Airmen from the Nazis During World War II

By Peter Eisner, Morrow, 340 pp. \$26.95
Reviewed by John Whiteclay Chambers II
(Professor of History at Rutgers University)

Eisner focuses on the perils involved in the most elaborate of the escape lines, a largely Belgian- and Basque-run operation code-named the Comet Line.

Aided by his wife's Basque relatives, Eisner has written what is by far the best account of the Basque role in the rescue operations.

At the center of Eisner's account is the rescue of one of the American B-17 pilots, Lt. Robert Grimes, a 20-year-old Virginian. Grimes' four-engine bomber was shot down over rural Belgium on Oct. 20, 1943, and he was hit in the leg by a German bullet.

A farm family, confronted with the wounded stranger suddenly appearing at the door, bravely took him in for the night, then passed him on to Brussels,

where he came under the protection of Comet.

Among the main participants was Micheline ("Lily") Dumont, 22, a trained nurse who became a key part of the Comet Line after its founder, Andree de Jongh, a 25-year-old commercial artist, was seized by the Nazis. As Grimes' leg healed, Lily Dumont moved him around the city, helped teach him French, and tried to make him look and act less American.

Grimes' guide through France was Jean-Francis de Nothcomb, 23, a religious young man, modest and self-effacing though a descendant of Belgian nobility.

Normally, the last leg of the journey was led by the experienced Basque smuggler, Florentino Goikoetxea, but he was down with the flu, and the perilous crossing under a less able guide on the night of Dec. 23-24, 1943, proved disastrous. Meanwhile, back in France, a collaborator had infiltrated the organization and begun betraying its members to the Gestapo.

Eisner has given us an exhilarating account of harrowing danger, betrayal and heroism, one with a hint of romance and with the ultimate triumph of freedom and justice.

It is a fine book, and it could be a great movie.



*ON THE TROCADERO ESPLANADE -- Albert Mahuzier in light suit is on the right.
Left of him is a German naval officer surrounded by three Allied airmen.
On the left are two German soldiers with rifles.*

JUIN 1944: TROIS AVIATEURS ALLIES SE PROMENENT DANS PARIS OCCUPE

*(June 1944: Three Allied airmen strolling
in occupied Paris)*

The French Resistance was given various missions by the Allies. The Burgundy (Bourgogne) line's mission was to collect, hide, then evacuate from Anglo-American airmen shot down over the country.

*Translated by Claude Helias from
an article by Francois de Lannoy,
published in 39-45 Magazine N. 62,
July-August 1991*

It happened like this: the airmen shot down in aerial combat or by enemy anti-aircraft fire and who had been able to bail out would be picked up by a Frenchman who would hide him, provide him with civilian clothes and contact a member of the

line. The airman would then be taken in charge by a first escort and moved to Paris where it was easier to go unnoticed.

There, his identity would be checked owing to the line's clandestine radio contacts with London. A second escort would take him to the Spanish border which he would cross with a frontier runner. From there, the airmen would get to North Africa and then

back to his unit in England or elsewhere.

Owing to this cleverly organized system, Burgundy was able to spare captivity to an important number of Allied airmen and to bring back to operations personnel whose training was very costly.

In June 1944, a few days after the Normandy landing, two members of Burgundy, Xavier Poincet and Albert Mahuzier, a film maker, decided to authenticate with genuine shooting the work of the line by recording and filming the presence of Allied airmen in Paris during the occupation.

To bring this project to a successful conclusion, Albert

Mahuzier obtained the "loan" of three airmen and the collaboration of two friends, movie maker Madru and sound engineer Rora, both of *Les Actualites Francaises* (French News). Under the pretence of making a film on the history of the bicycle, the four men easily obtained the necessary authorizations for shooting in Paris.

The film script was organized in three parts. In the first, the way the line made forged papers would be explained, in the second the three airmen would be interviewed in the room of a flat looking out on the Eiffel Tower to authenticate the scene. The last part, the most dramatic but also the most

dangerous, would be to film the three Allied airmen, dressed in civilian clothes, walking in Paris with Albert Mahuzier.

The first of the three airmen chosen for the film, F/Lt Stewart, hailed from Edinburgh, Scotland. A fighter pilot, he was shot down over Chateaudun. The second, Alfred Richter (E&E 1036), was an American from the Chicago area. As a navigator on board a Flying Fortress, he bailed out of his plane in distress. He landed near Mantes. The third, also American, from Minneapolis, was a bomber pilot who had left his burning plane. He spent several days hiding in a forest before making it to Paris.

The three men were taken for a walk from the Trocadero to Notre-Dame Cathedral.

Albert Mahuzier tells the story of this amazing jaunt:

"When we reached the Trocadero Esplanade, Madru and Rora were already there. It was a magnificent June Sunday.

German soldiers on leave, all armed since the Normandy landing, were visiting Paris too.

Madru had covertly perched his movie camera on top of a car; wasn't he officially shooting for my film on the history of the bicycle?

A compact group of Germans appeared on the esplanade. With a casual glance, Madru showed them to me. I led my three fellows to the middle of the Germans, and Madru, rubbing his hands, made me understand that his movie camera had done a good job.

Then we had to manage to bump into an elderly officer, and then to describe a large turning movement around a group of young airmen: it was too comical. It was as if my three associates and I were going to take them prisoners. Some passers-by were beginning to think our manoeuvres were a bit suspicious, so I gave the signal to leave. Fraternally, arm in arm, I headed towards the Seine River with my three proteges."

The group then crossed the Seine on the Iena Bridge and was on the

-presse

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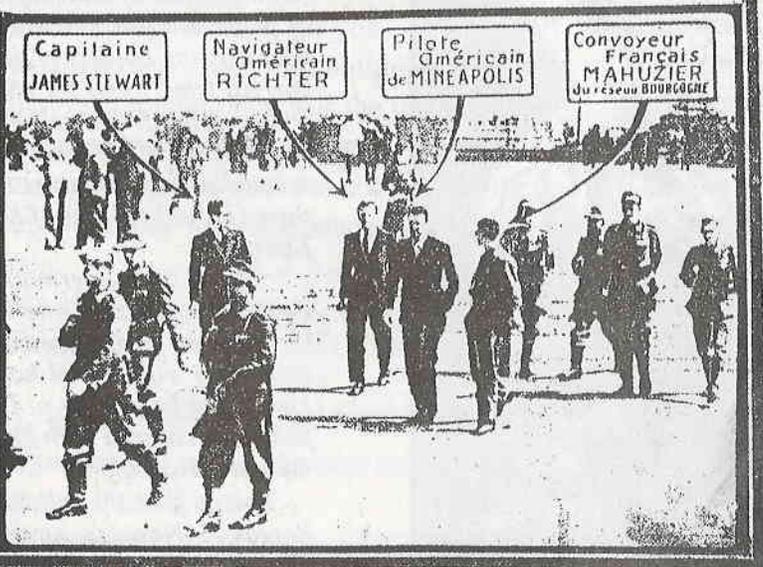
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UN DOCUMENT EXTRAORDINAIRE

En pleine occupation ces 3 aviateurs alliés se promenaient dans Paris



Le 17 juillet 1946
Le chef de la mission
de l'aviation, le se-
cretaire de la Mis-
sion Française, se
présentait, rendre
plus efficace, sous
la direction de
la Mission. Elle a-
vait même parfois
peur de perdre un

AUJOURD'HUI, CONSEIL DES MINISTRES
Les discussions restent vives

A clip from Paris Presse of 27 March 1946.
**WANTED -- The identity of the Pilote Americain de Minneapolis.
Can anyone help the editor?**

Orsay Embankment.

"A public urinal on the Orsay Embankment carried the poster with a death warning to the French who helped parachutists. It was very

tempting to be filmed while reading attentively this document which was very interesting to us.

Near the Invalides, I suddenly felt violent palpitations. A young

couple passed us; the husband carefully stared at us and told his wife in a loud voice: "I would swear they are Americans!"

I gave a jump and, a few meters farther on, I asked the Americans to change the marching order: we would separate into two pairs. I would march in front with Stewart, the other two would follow a few meters behind; no need to go too far.

I looked at our three airmen tenderly; you had to admit they had smelled like Anglo-Saxons 100 meters away and to cap it all, they looked disguised in the civilian togs they got from the lodging service. All was either a little too large or a little too small. It looked as if by mistake each one of them had put on the suit set aside for the other.

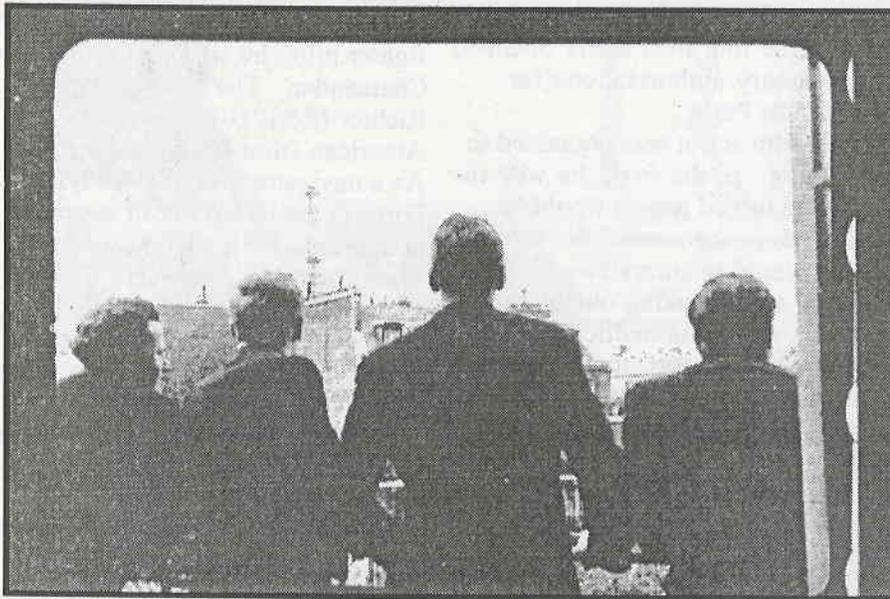
Abreast the French House of Representatives, a comprehensive series of signposts gave in German useful information to the occupation troops. We took notice of all the details while Madru's movie camera was still humming.

The beautiful Sunday ended at the second-hand booksellers of the Saint-Michel Embankment in front of Notre-Dame Cathedral. Stewart, who was the boldest of all three, carried temerity as far as withdrawing from the hands of a German officer a book which seemed to be of interest to both of them: an old edition of *Mein Kampf*.

On the Saint-Germain Boulevard, a quiet little cafe received us. We treated our customers with a cool half pint. They were beginning to limp; their feet were covered with blisters and we parted company."

This is how the movie called *Reseau X* (Network X) was made. Shown on the screen in the States, it allowed the Americans to value the services the French Resistance gave to some of their compatriots.

From Albert Mahuziers book, *Camera sous la Botte* (Movie Camera under the Jack Boot), published in Paris by Le Livre contemporain in 1961.



Three Allied airmen sheltered in Paris during the occupation and one of their helpers look at the liberated French capital which never looked so beautiful to them.



In Nogent-sur-Marne, Robert Gudin, a member of the Burgundy Line, makes forged ID papers for Allied airmen.

The month of May, then and now

By LUCIEN DEWEZ

Ham-sur-Sambre, Belgium

By a twist of fate, the start and the end of World War II in Western Europe occurred in May, nearly the same day. By the same twist of fate, May 8, 1945, was as sunny as May 10, 1940, but this time the sky was empty of black-crossed airplanes.

Soldiers wearing khakis and olive drab uniforms had replaced the Feldgrau. The flags of the victorious nations were flying everywhere, church bells were ringing, and people were celebrating in the streets of the towns.

For the optimistic, the sun of May 1945 was shining on a world that would be different, a world of peace, justice, and wealth.

Millions of others were just trying to return to a normal life. But for many, victory was somewhat bittersweet. In liberated Europe, in the USA, in the Commonwealth, in many countries around the earth, families were waiting for their relatives to return from somewhere in the chaos of the Third Reich.

Millions of prisoners of war, political prisoners, slave laborers, and displaced persons were trying to go back home. Home that sometimes was in rubble, with nobody waiting for you.

The past five years had been nothing but a nightmare. A nightmare that was the last one for millions of men, women and children. For the survivors, nightmares for years to come, reliving in their sleep what they had experienced while they were awake.

It was a 1798-day nightmare, from the invasion of Belgium, France, Holland and Luxembourg to V-E Day.

Nearly 60 years after May 8, 1945, governmental organizations and media care less; no big parade, no huge celebration.

A thankful hand,

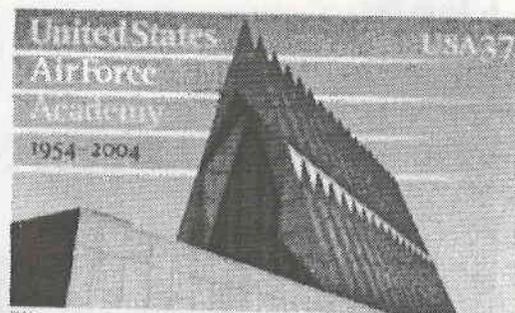
A warm "Thank You" for my present freedom to the first Veteran one meets, a thought for the human beings who died so the candles of their souls could shine in the darkness of death.

This is my hand,

This is my thanks,

This is my thought.

Your Friend in Belgium, LUC



A commemorative 37-cent stamp honors the U.S. Air Force Academy's 50 years of service to the nation. It was unveiled at a ceremony at the Academy by the U.S. Postal Service on April 1.

Za drem of a united Urop

(Courtesy of Robert Horsley, Australian RAFES)

According to an e-mail circulated on the Continent, the European Commission has announced an agreement whereby English will be the official language of the European Union rather than German, which had been the other possibility. However, as part of the negotiations, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a 5-year phase-in plan to be known as "Euro-English."

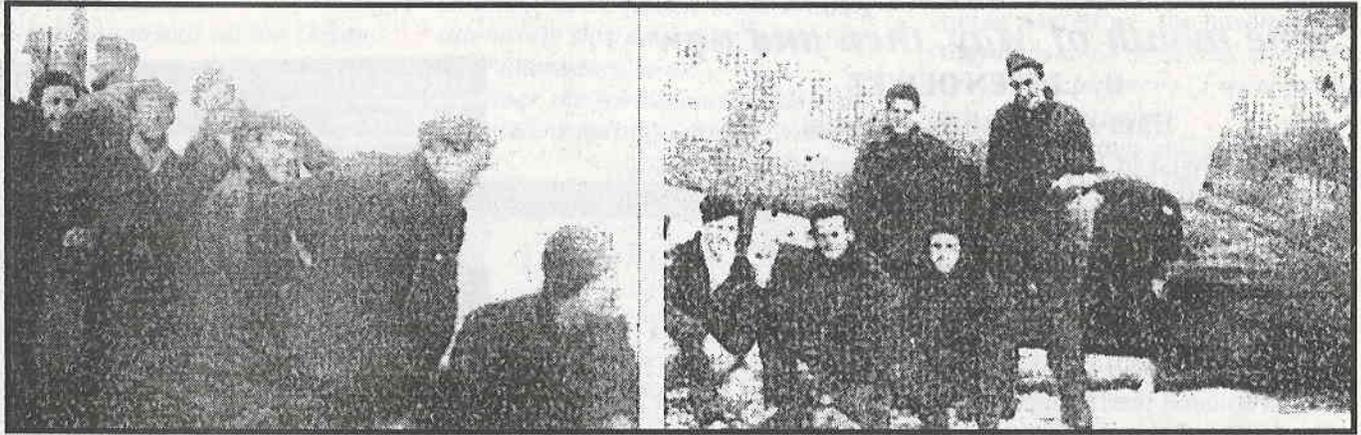
In the first year "s" will replace the soft "c." Certainly, this will make sivil servants jump with joy. The hard "c" will be dropped in favour of "k." This should klear up konfursion, and keyboards have one less letter.

There will be growing publik enthusiasm in the sekond year when the troublesome "ph" will be replaced with "f." This will make words like fotograf 20% shorter.

In the third year, publik akseptanse of the new spelling can be expekted to reach the stage where more komplikated are possible. Governments will enkourage the removal of double letters which have always ben a deterrent to akurate speling. Also, al wil agre that the horibl mes of the silent "e" in the languag is disgrasful and should go away.

By the 4th yer peopl wil be reseptiv to steps such as replasing "th" with "z" and "w" with "v."

During ze fifz yer, ve vil hav a reil sensibl riten styl. Zer vil b no mor trubl or difikultis and evrivun vil find it ezi tu understand ech oza.



Ardell Bollinger (fourth from right) on a small boat taking him and other downed airmen from France to England in 1944. Bollinger was hidden by a French family after his B-17F was shot down.

L. Harvey Hewit (right) with other downed Allied airmen next to a wrecked German plane at an airport in Budapest, Hungary, in 1945. Hewit and other fliers were rescued by Russian forces.

'Only one plane was lost -- mine!'

From *The Philadelphia Inquirer*,
Sunday, March 28, 2004

By WENDY WALKER
Inquirer Suburban Staff

On Dec. 17, 1944, L. Harvey Hewit was a bombardier flying his 11th mission when enemy fire hit his B-24 over the Odertal synthetic oil refinery in Germany.

The plane lost an engine and couldn't keep up with the rest of the group. The crew tried to return to its base in Cerignola, Italy, but the plane was hit again and the crew bailed out over Adony, Hungary.

Hewit landed "in the middle of a battle" between the Russian and German lines and was picked up by a Russian patrol, he said. He traveled through Hungary, Yugoslavia and Romania, picking up other shot-down Americans along the way, and returned to his outfit in Italy on Feb. 13, 1945. He went on to fly 24 more missions.

Now Hewit, 81, of Haverford, is organizing a reunion of World War II downed airmen like himself.

Escape and celebrate its reunion April of Prussia.

out it was going

to be held locally, I volunteered, which I was taught not to do in the service," Hewit said. "But they gave me a list of people, so I've been calling everybody."

"These guys are 80, 90 years old now," he said. "There are only two left in my crew, out of 10."

Two other veterans from the area who plan to attend the reunion are Ardell Bollinger, 81, of West Chester, and H. Clay Mellor, 89, of Gwynedd.

Bollinger, a radio operator and gunner in a B-17F, was shot down Sept. 23, 1943, over France. For part of the time, he was hidden by a French family whose daughter was dating a Gestapo officer.

Mellor's B-24 ran out of gas over France on April 1, 1944, part of a mission that Charles McBride wrote about in his book, *Mission Failure and Survival*.

Bollinger said he expects much of the reunion will be spent swapping war stories "some of them much, much, much exaggerated," he said.

The veterans will attend a luncheon at the Union League in Philadelphia, hosted by Bruce and Eileen Hooper of Villanova; Bruce Hooper's father, Thornton Hooper,

was shot down during the Battle of San Mihiel in World War I.

In addition, the veterans will lay a wreath at the Battle of the Bulge Memorial at the Valley Forge Military Academy.

Yvonne Daley-Brusselmans of Dunedin, Fla., is chairing the reunion, and she said she was grateful for Hewit's help with logistics. She became involved with AFEES because when she was a child in Belgium, her family helped downed fliers.

"They're the real heroes," Hewit said of the "Helpers."

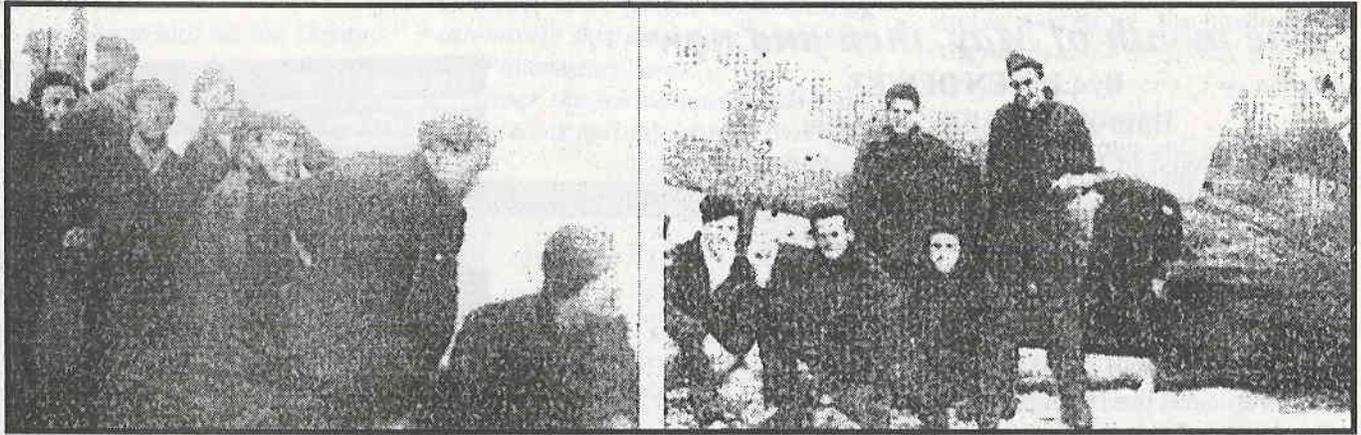
"Without their help, the Gestapo would have caught us and tortured us and then we would have been, uh, disposed of."

Each year, AFEES sends the helpers cards with "We Will Never Forget" printed in five languages.

In 1999, Hewit returned to Adony, the town in Hungary where he was shot down, and met two men who had witnessed the crash as teenagers.

Hewit sent an account of his adventures to Stephen E. Ambrose for his book, *The Wild Blue*, about the 455th Bomb Group of the 15th Army Air Force. Ambrose's book focuses on one member of that

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Ardell Bollinger (fourth from right) on a small boat taking him and other downed airmen from France to England in 1944. Bollinger was hidden by a French family after his B-17F was shot down.

L. Harvey Hewit (right) with other downed Allied airmen next to a wrecked German plane at an airport in Budapest, Hungary, in 1945. Hewit and other fliers were rescued by Russian forces.

'Only one plane was lost -- mine!'

From *The Philadelphia Inquirer*,
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By *WENDY WALKER*
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Now Hewit, 81, of Haverford, is helping organize a reunion of World War II downed airmen like himself.

The Air Forces Escape and Evasion Society will celebrate its 40th anniversary at a reunion April 29-May 2 in King of Prussia.

"When I found out it was going

to be held locally, I volunteered, which I was taught not to do in the service," Hewit said. "But they gave me a list of people, so I've been calling everybody."

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"Without their help, the Gestapo would have caught us and tortured us and then we would have been, uh, disposed of."

Each year, AFEES sends the helpers cards with "We Will Never Forget" printed in five languages.

In 1999, Hewit returned to Adony, the town in Hungary where he was shot down, and met two men who had witnessed the crash as teenagers.

Hewit sent an account of his adventures to Stephen E. Ambrose for his book, *The Wild Blue*, about the 455th Bomb Group of the 15th Army Air Force. Ambrose's book focuses on one member of that

group; former senator and residential candidate George McGovern. (Hewit and McGovern were in different squadrons and never met.)

Ambrose listed Hewit's name as one of the hundreds of contributors to the book and mentioned that only one plane was lost in the Dec. 17, 1944, mission.

"Yeah, one plane. And that plane was mine," Hewit said.

He added that part of his responsibilities during the reunion would be to serve as a "head counter" for the veterans on the bus tours that they will be taking.

"After all," he said, "we've got to make sure they make it back, don't we? Can't leave anybody behind."

New

Member

LEO S. KITUSKIE
269 North Easton Road
Glenside, PA 19038
15th AF, 454th BG
Wife: "Margot"
Phone: 215-884-1130

New

'Friends'

PEGGY L. BERNATH 'FFL'
5048 West 129th Terrace
Leawood, KS 66209
Phone: 913-814-8983
(Daughter of Kenneth Dunaway)

WILEY R. MARTIN

10152 Grinding Rock Drive
Grass Valley, CA 95949
8th AF, 92nd BG
(Crashed in Allied-controlled territory)
Phone: 530-272-6902

HARRY McALLISTER

410 South Chester Road
Swarthmore, PA 19081
PHone: 610-543-1050
POW, 8th AF, 385th BG
Wife: "Kay"

JOSEPH P. MURPHY JR.

12 Chestnut Hill Court
Riverton, NJ 08077
Phone: 856-786-2741
(Son of Joseph Murphy Sr.)

ROBERT J. MURPHY

206 North Garden Blvd.
Edgewater Park, NJ 08010
Phone: 609-387-3729
(Son of Joseph Murphy Sr.)

Honoring those who fought

RAMSTEIN AIR BASE, Germany (AFP) -- An American bomber was shot out of the sky by German fighter aircraft 60 years ago, and on April 29, airmen from U.S. Air Forces in Europe honored the fallen aircrew in a ceremony in Dinklage, Germany.

The B-24 bomber, named "El Lobo," was returning from a mission to Berlin. It crashed in Dinklage.

Honor Guard members from the 568th Security Forces Squadron's elite guard flight crisply folded an American flag and presented it to Army veteran Robert Franke during the dedication of a memorial that honors his brother, 2nd Lt. Douglas Franke. Lt. Franke, navigator of the El Lobo, and the nine other airmen aboard were killed.

During the next few weeks, ceremonies like this will take place all over Europe. People of many nations will gather to remember those who gave their lives,

RICK SANTORUM
PENNSYLVANIA



United States Senate
Washington, D.C.

Dear Friends:

Please allow me to join with those welcoming you to the Air Forces Escape and Evasion Society's Luncheon. I am proud to acknowledge all of you for your courage as U.S. Airmen. The sacrifice and courage you have exemplified is what makes our nation great.

I would also like to acknowledge those resistance organizations or patriotic nationals who helped our airmen in their greatest times of need. The strength and support which all of you provided have changed the lives of the airmen you have touched. It is important to renew and continue these friendships.

On behalf of the citizens of the Commonwealth of Pennsylvania, I thank and congratulate the Air Forces Escape and Evasion Society on its many accomplishments. I wish all the best to the members of the society as they renew and continue their friendships with those who aided them in their escape or evasion.

Sincerely,

Rick Santorum
United States Senate

Wreath put at Battle Memorial

From *The Philadelphia Inquirer*,
Sunday, May 2, 2004

By CHRISTINE SCHIAVO
Inquirer Staff Writer

In the margin of a journal he kept after being shot down in Nazi-occupied France, 22-year-old Army Air Corps navigator Ernie Lindell scribbled the words "scared as hell."

Yesterday, surrounded by a group of men who knew that fear, Lindell recalled the pounding in his chest as he crossed a bridge guarded at both ends by German soldiers intent on discovering harbored and disguised GIs such as him.

Lindell, 82, of Moses Lake, Wash., is part of a distinct group of World War II veterans who were shot down in Europe, sheltered, and eventually led to safety by ordinary citizens in the resistance movement. Known as the Air Forces Escape and Evasion Society, the group of veterans and their European "helpers" reunited this weekend in King of Prussia.

"Everybody has something in common here," said Lindell, a retired dentist. "This is great, just to get together and talk to these guys."

The reunion of about 150 veterans and 15 Helpers started Thursday, coinciding with the opening of the National World War II Memorial in Washington. It was capped by a symbolic laying of a wreath at the Battle of the Bulge Memorial at Valley Forge Military Academy in Wayne yesterday. The reunion continues today.

Such reunions have been organized with some urgency in recent years as about 12 million of the 16 million Americans who served in World War II have died.



Rosalie Schantz and Peter Hakim, Helpers, with AFEES President Richard Smith and Chairman Ralph K. Patton, placed a wreath at the Battle of the Bulge Memorial at Valley Forge Military Academy.

"The stories of these escaped fliers are very, very different, unusual and unbelievable," said L. Harvey Hewit, 81, of Haverford, an organizer of the reunion and former bombardier whose plane came down in Hungary in 1944.

That same year, 21-year-old gunner Robert Sweatt parachuted into the French countryside when his B-24 was shot down, killing his 10 crewmates. He remembers a group of young men running through the field toward him, dressing his wounds and then disguising him from the Germans.

"One of the French boys put a little tam on my head, one of them put a shirt on me, one of them put pants on me," Sweatt recalled. "Germans were all around."

He was sheltered in French homes by hosts he continues to keep in touch with. In January, Sweatt, 81, of Brenham, Texas, his wife, Mary and their three children, traveled to southern France for a ceremony honoring the crew of five planes that were downed in the area in January 1944.

The reunion put Sweatt in touch with a British sailor (Billy Webb) who was on a ship that eventually rescued him. It also put Lindell in contact with a member of the French resistance who supplied food to one of the houses where Lindell was sheltered.

Joke Folmer was 18 when she joined the Dutch resistance and helped smuggle the downed fliers and crewmen across the border

"It was like a snowball; I started taking messages, then parcels, then soldiers and Jewish people," Folmer, now 80, said at the reunion.

With Jacques Vrij, who also was at the reunion, Folmer said, she helped more than 100 GIs flee German-occupied Holland before she and Vrij were arrested and put into German prison camps.

"I wanted to come to meet those people who helped us," said Vrij, 88. When someone pointed out that he was the one who had helped, Vrij shook his head.

"No," he said. "The Americans helped us. They defeated the Germans."

OUT OF THE CLOSET

From the icy-paved runways of central Italy,
 To the inviting Axis targets lying faraway,
 We attacked Hitler's supply of black gold --
 OIL, that is -- modern war's energy source.
 In ancient Greece it was a covert horse,
 But the Eastern Front had an overt force,
 It was the 15th AF, and it was no farce!

A late bloomer, nevertheless a potent doomer
 Of the vast expanse of the madman's holdings.
 Swarming over the harassed Nazi war machine,
 Eventually causing massive resistant foldings.

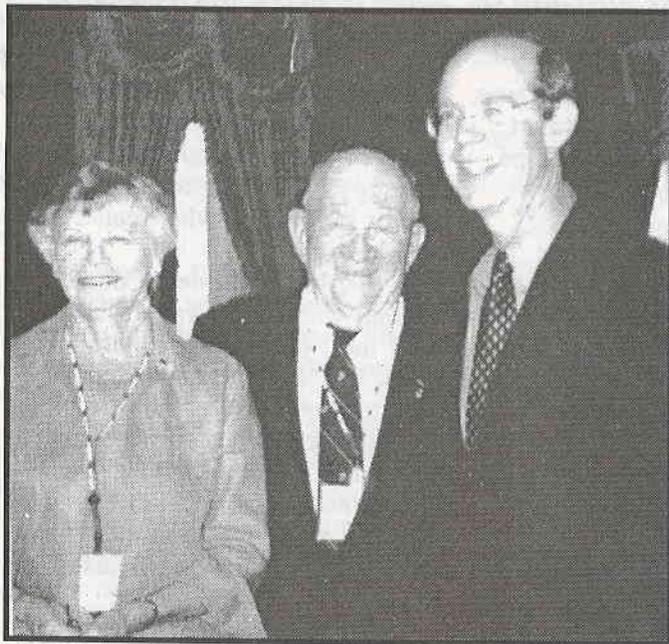
The British-Isles-based-8th Air Force gained
 fame early in the war.

As a spinoff, the 15th Air Force began its
 fighting from afar.

But never let the Fifteenth's battle-scarred
 story go on and on untold.

After all, weren't all the Air Corps personnel
 poured from the same mold?

--Composed in 2002 by Keith McLaren Abbott



*Eileen and Bruce Hooper were hosts Friday noon
 of the reunion for a luncheon at the Union League
 Club in Philadelphia.*

*David Eisenhower, right, was main speaker for the
 occasion, attended by AFEES members, guests and
 a delegation from McGuire AFB.*



**Secretary of the Air Force James G. Roche,
 right, joins Lt. Gen. Duncan McNabb, deputy
 chief of staff for plans and programs, and
 Yvonne Daley-Brusselmans in escorting the
 AFEES group on a tour of the newly opened
 World War II Memorial.**

*From The Tampa Tribune
 Sunday, May 30, 2004*

(LETTER TO THE EDITOR)

Grateful for Sacrifice

On May 3, as director and coordinator of annual reunions for the Air Force Escape and Evasion Society, I was privileged to bring 80 former airmen who had been downed behind enemy lines in Europe, along with their Helpers, to view the World War II Memorial.

We may not have been the first group to be there before the official dedication, but we certainly were the first group to be welcomed by the secretary of the Air Force, James Roche.

With Lt. Gen. Duncan McNabb, USAF, an honorary member of our organization and sponsor for the visit, I watched these members of the "Greatest Generation" and their foreign helpers in awe at the majestic and solemn site.

Emotions ran high. Some had tears running down their cheeks. It was a visit none of us will ever forget.

Freedom is precious -- my family and many members of the Belgian resistance lost that precious gift for four long years. Looking at the many wreaths, all I could think was, "Thank you for giving it back to us."

As a recently naturalized citizen of this great country, I now feel the circle is complete. I came to say "thank you" for the thousands of them who made the ultimate sacrifice on our behalf. I know the group feels the same way.

Thank you, General McNabb, for making it happen!

**YVONNE DALEY-BRUSSELMANS
 Dunedin**

We visit the new memorial

By Master Sgt. Scott Elliott
Air Force Print News

WASHINGTON -- Their shoulders may be stooped and their pace a little slow. Hearing aids are a common "fashion statement" and their hair, what's left of it, is a tad gray. But one look into their eyes is enough to know the old spirit of adventure is still there.

About 80 members of the Air Forces Escape and Evasion Society visited the national World War II Memorial on May 3 as part of their reunion in Philadelphia. The society comprises both U.S. airmen who successfully evaded capture after bailing out of their aircraft over Europe in World War II and a number of the European civilians who helped them.

"We had downed airmen and a number of people (from) the underground who helped get folks back to friendly lines," said Lt. Gen. Duncan J. McNabb, deputy chief of staff for plans and programs, who sponsored the group.

The group came to General McNabb's attention three years ago when he was invited to address a reunion in Tampa, Fla.

"My father was a World War II pilot in Europe and, but for the grace of God, could have been one of those downed airmen," General McNabb said.

Long-awaited memorial now open

WASHINGTON (AFPN) -- Almost 60 years after the "Greatest Generation" saved the world, a grateful nation paid its respects to the 16 million Americans who served freedom's cause with the opening of the World War II Memorial here April 29.

From idea to completion, the World War II Memorial has taken almost 20 years to be realized. In 1993, President Bill Clinton signed the bill authorizing the memorial to be built; in 1995, the memorial site was dedicated, and construction began in September 2001.

Many who have viewed the new memorial have praised its design, placement and appropriateness, officials said.

The monument design includes sweeping views of both the Lincoln Memorial and the Washington Monument. It features granite pillars, a large paved plaza, arcs of stone, low waterfalls, bronze wreaths and 4,000 gold stars -- each star representing 100 military deaths.



Lt. Gen. Duncan McNabb, an honorary member of AFEES, reports to Secretary of the Air Force Dr. James G. Roche when members visited the newly opened World War II Memorial in Washington.

One of those downed airmen was retired Col. (then 2nd Lt.) Robert Grimes, a B-17 pilot whose escape exploits are the subject of the recently-released book, *The Freedom Line*, by Peter Eisner.

Colonel Grimes was shot down on a mission over Belgium in

October 1943. Although hobbled by a bullet in the leg, he managed to make his way through the countryside until he found a friendly doctor in Brussels who treated his wound.

After his leg healed, Colonel Grimes worked his way to Paris, over the Pyrenees Mountains, to Spain and Gibraltar and eventually, back to England.

Another downed airman was then 2nd Lt. Ralph Patton. Mr. Patton, now society chairman, was part of a group of 25 airmen who managed to contact the British Royal Navy by radio.

After paddling more than a mile into the English Channel off the coast of Brittany, they were picked up by a British motor gunboat. But Mr. Patton's 72-day evasion ordeal was not over. The gunboat crew had to make their way through a squadron of six German E-Boats

that suddenly appeared between them and the English coast.

While each former airmen has his own unique story to tell, they are similar in many ways, primarily because of the aid local civilian "helpers" gave them.

Marguerite Brouard-Fraser, whose mother, Alice, was presented the Medal of Freedom by Gen. Dwight D. Eisenhower and the Silver Laurel by England's King George VI, helped 17 airmen to safety.

"We were contacted by some friends in Paris, who asked if we would hide American airmen until they were ready to be sent back to England through the Pyrenees Mountains," she said.

"It was a very tense and frightening time because once we had two spies in our apartment," Mrs. Brouard-Fraser said. "We thought they were American airmen, but they were Germans pretending to be Americans, so that was a close encounter."

Helping downed airmen was a dangerous enterprise. Towards the end of the German occupation of France, some members of Mrs. Brouard-Fraser's group were captured, tortured and executed.

Mrs. Brouard-Fraser said she and countless other civilians in Western Europe put themselves and their families at risk for one simple reason.

"We wanted to be free," she said. "Who wants to see the enemy occupy (his or her) country? That was the main reason, because we wanted to get rid of them."

Remembering that effort and sacrifice is what it is all about, Mr. Patton said. "Our whole objective is to pay our respects to the men and women who risked their lives to save our necks," he said.

"This is about the people who put their lives on the line to free Europe from the Nazis; (it is about) the people who helped our airmen get back so they could fight again," General McNabb said. "The love affair they have for each other is something that is awesome to behold."



Precis of Presentation

By Peter J. Hakim

Livingston, N.J.

HELPERS' DINNER, May 2, 2004 AFEES REUNION, Valley Forge, Pa.

Sixty years ago, we participated in the rescue of downed flyers in Belgium. My family, father, mother and seven children, all American citizens hiding from the Germans, participated in this endeavor. Working with the local Belgian Resistance, we were a stopover for those aviators walking towards Spain and eventual repatriation to England.

They came at night, escorted by a member of the Underground and stayed for a few hours. We fed them whatever we could; food was always a problem for us. I remember Canadians, British, Australians, Americans, young kids mostly, some without shoes with their feet wrapped in rags, some wounded, but all anxious not to be caught by the Germans.

In the spring of 1944, the escape line was broken and we no longer handled downed flyers. We were living in a small village in the Ardennes, Eprave, near Rochefort.

In May 1944, a B-17 crashlanded in Rochefort and miraculously, all 10 crewmen survived. Six ran in one direction and four in the other. The Underground managed to find them and brought them to a deserted house that they had broken into on the outskirts of Eprave. We had to keep them for a full six months until advancing American forces could take them over.

All of these flyers were very grateful for our rescue efforts but, let me say that we, the civilians in Belgium, were even more grateful to the Allied forces that rescued US from occupying forces.

And now, here, I want to say to you, the flyers who helped rid us from the Germans, I want to say "THANK YOU" for everything that you have done.



Frank sends greetings

(Frank Caubergh, a Belgian Helper who has attended several reunions, was unable to make it in 2004. He provided this message to AFEES members and guests.)

Ladies and Gentlemen:

I wish I could be with you today, but physically I could not afford to make such a long and tiring journey which cannot keep me from being with you in spirit.

I have already attended more than a dozen meetings, every time longing for the next one while I was so proud and honoured to spend a few days with those brave men I admired so much and to whom we owe so much.

Sixty years ago about this time we were in Liege, preparing one of our last evasion trips to France before the landing in Normandy and the liberation of our country.

Among the group were 14 airmen; six were American. We had encountered some problems; the Germans were getting very angry but nobody got hurt nor lost and eventually, we all got home safely.

When we met again many years later, we lived moments of great joy and emotion. It was also the time for the gala dinner on Sunday night. We needed a big round table to place us all. Now, unfortunately, a table for two would do. That's the saddest thing about losing all your friends.

But let me not spoil your appetite nor your festive togetherness. But before saying "Adios," I would like to give some messages to some of you: To Phil and Claire Solomon. Phil bailed out above Belgium and made a lucky landing on the back of a cow. Phil and Claire took good care of us every time we met; they even tried to make me win the jackpot at Caesar's Palace at Las Vegas. Thanks.

To Yvonne Brusselmans: She must be the only Belgian helper present, but could we imagine how to be better represented than by the daughter of a famous mother?

I would like to give a warm "Hello" to Tony and Jean Kosinski. They were the appreciated table mates of Jim and Phil and I got also part of their friendship.

A message also for the swinging cowboys of Texas, Robert and Mary Sweatt. I have always admired their dancing skills; I hope that their legs can still follow the rhythm.

I would like to ask that at the Memorial Service a candle be lighted from my part for Jim Goebel. We had a regular mail contact for many years; he was writing me his last letter when he had the fatal stroke. One of his sons sent me the unfinished letter as a souvenir and said, "Frank, you received my father's last thoughts."

I wish you all a good health and the blessings of God.

FRANK

Another big one!

By **LARRY GRAUERHOLZ**
Communications Editor

How can we say this any other way? Yvonne Daley: You and your crew really, really dun good!

This applies to the 40th AFEES anniversary reunion in King of Prussia, Pa., a few weeks ago.

Accommodations at the Valley Forge Hilton were sumptuous and the hotel staff seemed anxious to serve the needs of the mostly senior citizen clientele. They even offered free hotel shuttle service within a three-mile limit, enough to get us to the mall (one of the largest in the U.S.), the local supermarket, and even the liquor store.

Not many members were able to slip away long enough, but Hooters was just a couple blocks down the street.

One of my missions at the reunion was to learn how King of Prussia was named. Seems that an inn kept by John Elliott in 1786 was called King of Prussia. The name was applied to the town in 1851 when a surveyor came through, saw the name on the inn and thought it was the name of the town.

Thursday night's welcoming dinner featured some surprise entertainment: a USO troupe of Pennsylvania and Southern New Jersey presented a routine of song and dance that stirred memories and was greatly appreciated.

One of the USO dancers put a smooch job on Ernest Lindell and he remarked afterward, "I had to take two blood pressure pills to settle down."

Friday was the day for the city tour. We saw such historical icons as the Liberty Bell (it is bigger than I had thought), and visited the new Constitution Hall. Somehow, I felt better after seeing how tight security

was around these national treasures. Tighter than at the airport.

Luncheon, hosted by Bruce and Eileen Hooper, was at the tony Union League Club. David Eisenhower, grandson of the former president, was speaker and gave a fascinating account of a segment of American history. Airmen from McGuire AFB were sprinkled around the dining room tables.

Friday night was open on the reunion schedule, so the Grauerholz family invaded the mall, intending to dine at Cheesecake Factory, which is unknown out here in the flatlands. There was quite a line, so we settled for another eatery, and learned that eating-out prices on the East Coast are MUCH higher.

On Saturday, two busloads of AFEES visited Valley Forge National Park and then drove to the Valley Forge Military Academy for lunch and a parade by cadets.

We learned that Valley Forge is not famous for a Revolutionary War battle, but for billeting General Washington and his troops in the winter of 1777-78, while the Red Coats occupied Philadelphia.

The trip to Washington, D.C., on Monday was a poignant affair.

Lt. Gen. Duncan McNabb had greased the skids for us at the new memorial and Dr. James Roche, Secretary of the Air Force, put on his wet weather gear to stand in the rain and greet us. Mrs. Betty Hemby, assistant director of the memorial, met us and served as escort for our visit.

At the Women's Memorial, we were greeted by Ms. Donna Houle, director of the education center, had lunch and heard an address by Brig. Gen. Wilma Vought of the staff.

The education center memorializes the collective and individual histories of servicewomen from the American Revolution to the present.

Regretably, because of the tight schedule and the weather, our time at the Womens Memorial was limited, but we were impressed by the nation's first major national memorial honoring military women --past, present and future.



THE TAMPA TEAM -- Reunion coordinator Yvonne Daley-Brusselmans recruited several of her friends in the Tampa area to volunteer for much of the grunt duty at the 2004 reunion. From the left: Cappy and Cindy Bie, Don Spearel, Yvonne, Kay Harmon, Steve Mac Isaac, Ellen Spearel, and Jerry Harmon.

~~~~~  
**TO ALL THE PHILADELPHIA REUNION VOLUNTEERS!**

We did it and we all did it together!  
From all sides I hear the reunion is rated a "grand finale" celebrating the 40th anniversary of AFEES.  
If we had a couple glitches, we will fix them in time for the New Orleans reunion in May 2005.

As Planning Chairman, I owe each of you a debt of gratitude for your allegiance to the cause we were pursuing -- the hope that members would not soon forget this special reunion. If I had to single out only one of you, it would have to be Francene Weyland, the new AFEES treasurer, who worked many hours in making sure every registration form was recorded, every hotel reservation for helpers was made, and still handled details too numerous to enumerate.

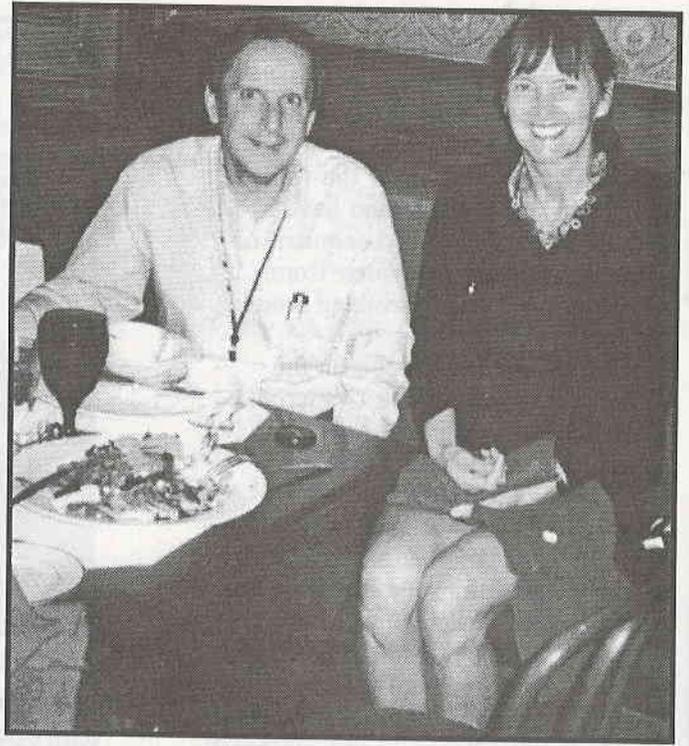
The patience, efficiency and good humor she displayed at the Hilton Registration Desk would be hard to match. A special THANK YOU, Francene, for a job well done.

Let's do it again in New Orleans!  
Happy Thoughts,  
Yvonne Daley-Brusselmans

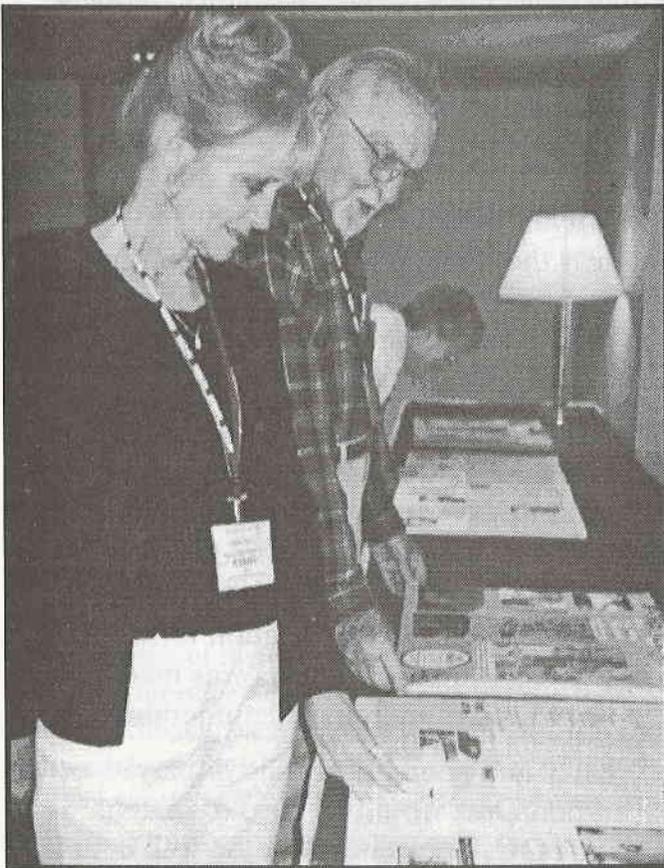




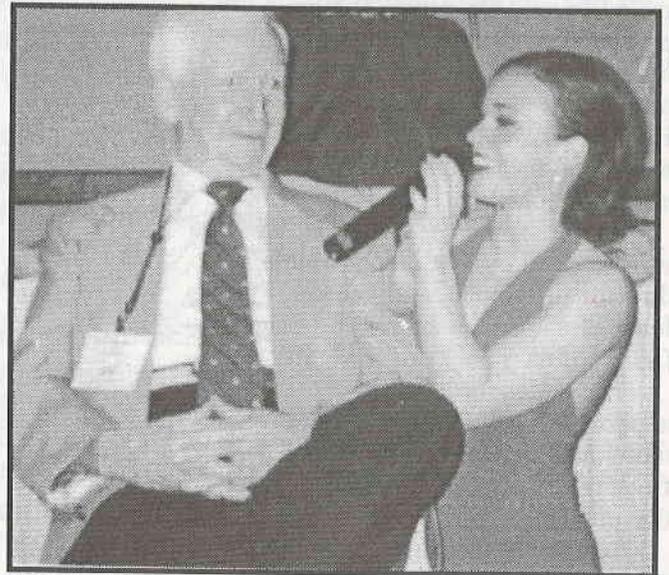
*At last, Scotty David meets Carl Adamczyk of the Veterans Administration, the individual who forwarded 408 letters to evaders for which he had addresses; 220 of them became members.*



*Lynn David was pleased to tell Carien Vrij about his walk through the Pyrenees Mountains in mid-April, snow and all, to commemorate his father's crossing at the same time 60 years ago. Joke Folmer and Jacques Vrij had escorted Clayton out of Holland. Clayton's last two helpers who turned him and Ken Shaver over to mountain guides were Jean and Paule Arhex, who spend their summers in Jean's birth home they have renovated.*



*Life Member Friend Cindy Bie of Tampa and editor Larry Grauerholz enjoy looking at some of Scotty David's AFEES scrapbooks that were on display at the reunion.*



*Life Member Jim Murray of Port Richey, Fla., found himself being serenaded by one of the USO troupers during the welcoming dinner of the Washington reunion. Not bad for a WWII vet!*



*David Eisenhower, grandson of the 34th President, was luncheon speaker Friday noon at the Union League Club in downtown Philadelphia. Bruce and Eileen Hooper were our hosts and made arrangements for the speaker and for the program. Many thanks!*



*On Saturday night at the annual banquet, President Dick Smith made an early presentation to Mia Lelivelt, Fred Boogaart and Alberta Postma, who were to return to Holland for Fred and Albert to take part in the annual celebration of the Dutch liberation. Albert is holding a package for Clayton and Scotty David -- copies of letters he received regarding the English translation of "Stepping Stones to Freedom."*

*More  
2004  
reunion  
photos  
in next  
issue.*

# Reunioneers check out memorial

From *The Washington Times*,  
Metro Section, May 4, 2004

By JON WARD

American combat pilots shot down during World War II reunited yesterday with their European benefactors -- the families who hid them from the Germans -- for an emotional visit to the Mall's newest memorial.

The Air Forces Escape and Evasion Society (AFEES), which was founded in 1964 to reconnect pilots (airmen) with their European helpers, capped their 40th-reunion weekend with a visit to the new National World War II Memorial. About 30 airmen and their families joined 15 Europeans for the drive down from Philadelphia to see the memorial, which opened Thursday.

A few children of European Resistance members told stories of parents who risked their lives to forge identification documents and cut hair for U.S. soldiers while they hid from the German occupiers. They talked of mothers who married after the war wearing wedding dresses made out of material from U.S. parachutes.

But the conflict in Iraq and the war on terrorism were on the minds of some U.S. veterans.

"This is another war we're in today. And unless we defeat terrorism, the efforts and sacrifices we made could be in vain," said Clayton David, 85, whose B-17 from the 303rd Bomb Group was shot down over the Netherlands on Jan. 11, 1944, and who escaped to Britain five months later. "We have no choice but to fight this war all out in the name of freedom."

There is a contrast between how older and younger Europeans view the war on terrorism, Mr. David said, that is due in large part to the older generation's experience during World War II.

"The people we're with from Europe risked their lives. They understand. They know," he said. "The older ones know. but they're

not in power and their voices are not always heard."

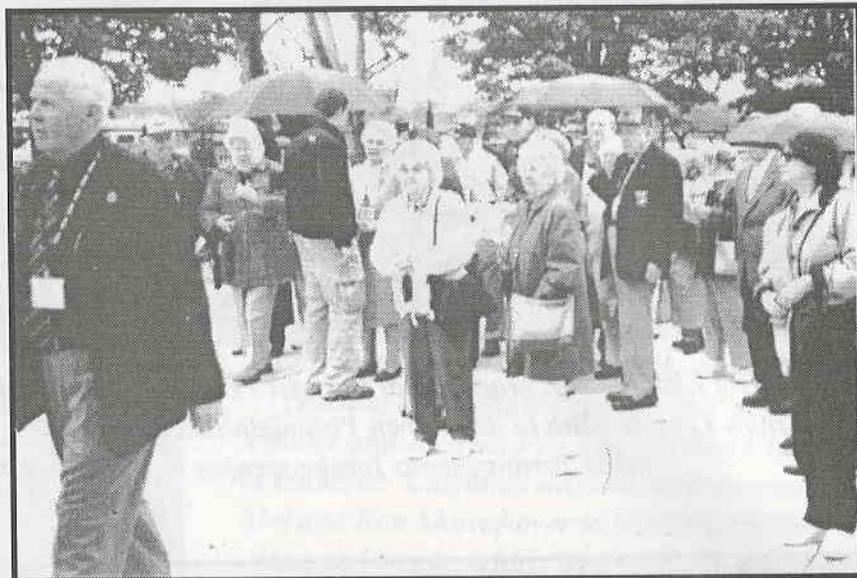
Anne Feith, 85, who hid an American pilot in her Rotterdam home for a month when he was shot down in January 1945, agreed.

"I like the Americans. I am grateful for them, because they liberated us," she said. "But ask my son. He doesn't know anything about the war except what I tell him."

All the veterans and Europeans yesterday used words such as "magnificent" and "majestic" to describe the memorial during their brief tour, which was shortened by the cold weather and heavy rain.

"It's beautiful. I just wish the sun was shining," Mr. David said.

"I hope the lesson is that millions of people have lost their lives to provide the present of freedom," he said.



*Escape and Evasion Society members, and some of the Europeans who helped them, visited the World War II Memorial on May 3.*



*Yvonne Daley found herself between Lt. Gen. Duncan McNabb and Air Force Secretary Dr. James G. Roche during the AFEES visit.*

## WWII veterans praise memorial in national mall

*By Staff Sgt. Melanie Streeter  
Air Force Print Service*

WASHINGTON -- They have been called the "Greatest Generation," and now a fitting tribute to them adorns the National Mall here, set between the Washington Monument and Lincoln Memorial.

"It is A-No.-1-plus," retired Master Sgt. Paul Bradford said of the World War II Memorial. "But it's 50 years late."

During the war, Sgt. Bradford was deployed in the Pacific Theater as

"It really is beautiful," he said. "Everything is represented. It's a very honored thing, and I think it is just outstanding. Obviously a lot of thought went into this."

Retired Chief Master Sgt. Warren Toogood, said he also appreciated the memorial.

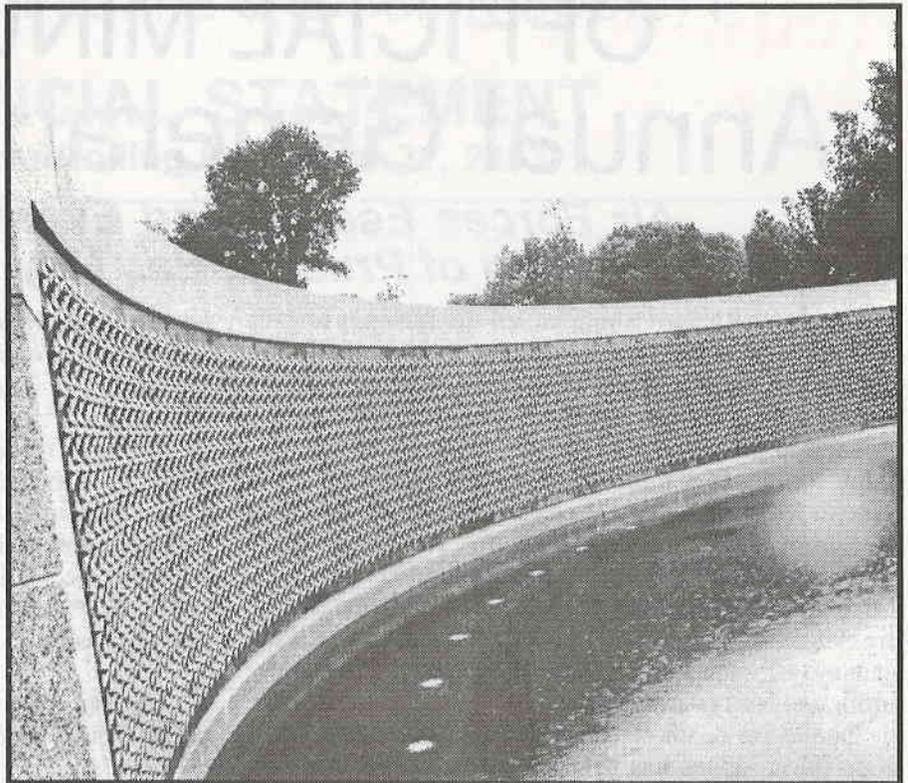
"It took my breath away, Chief Toogood said. "When I stood in front of the stars on the wall and realized each star represented 100 men -- 100 lives -- it just (took my) breath away to see how many lives were lost to preserve the peace."

"I like the design," Chief Toogood said. "I like the General (Douglas) MacArthur, (and Presidents) Harry Truman and Franklin D. Roosevelt quotes. When you read them, you sort of get sentimental."

Congress authorized the memorial in 1993, and construction began in September 2001. The official dedication ceremony was scheduled for May 28.

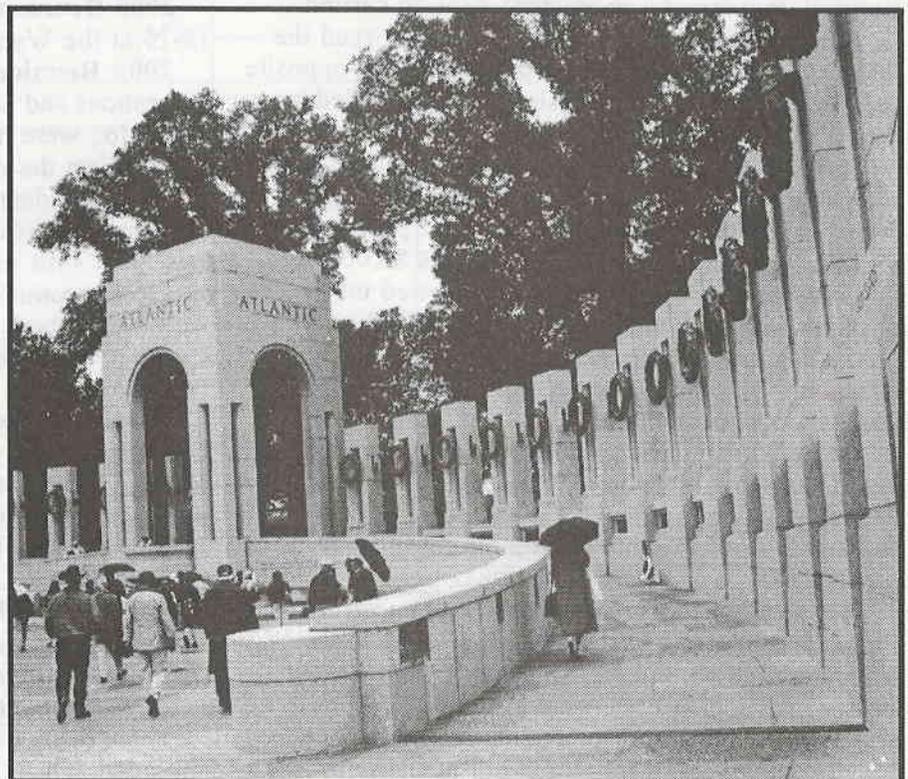
One of the inscriptions on the monument, a quote by President Truman, rings just as true today as when the words were spoken 59 years ago:

"Our debt to the heroic men and valiant women in the service of our country can never be repaid. They have earned our undying gratitude. America will never forget their sacrifices."



## *New memorial a fitting tribute to the 'Greatest Generation'*

--Photos by Frank Lashinsky



# OFFICIAL MINUTES

# Annual General Meeting

## *Air Forces Escape and Evasion Society* *King of Prussia, Pa., May 2, 2004*

President Richard Smith called the meeting to order at 11:00 A.M., and declared a quorum (60) present. He thanked Paul Kenney for the beautiful Memorial Service that preceded the meeting.

Motion made by Warren Loring, seconded by Ralph Patton, that minutes of the 2003 Annual General Meeting be approved as printed on Page 17 in the Summer 2003 *Communications*. Motion carried.

The president introduced board members present: Ralph Patton, chairman of the board; Yvonne Daley-Brusselmans, Francene Weyland, Warren Loring, Paul Kenney, Clayton David, Frank Lashinsky, President Smith and Larry Grauerholz.

Due to the death of David Schoss, Ray Kubly of Watertown, Wisc., has been appointed to fill his unexpired term as a member of the board.

### COMMITTEE REPORTS

**Nominating Committee** recommends that Ralph Patton, Clayton David, John Rucigay and Francene Weyland be re-elected to serve as directors, Class of 2007. Motion by Paul Kenney, seconded by John Kupsick, that they be re-elected. Motion carried.

**Finance:** Francene Weyland, treasurer, read the financial statement for 2003 (printed on the opposite page in this issue of the newsletter), as compiled by the AFEES auditor, Clyde Martin.

**Raffle:** Frank Lashinsky reported that 762 books of tickets were mailed; 442 were returned and of those, 411 included a donation for total proceeds of \$7,188. Net for the Helpers' Fund was \$6,009.03.

**Membership:** Clayton David reviewed the process of maintaining the membership list; cost of production and mailing newsletters is over \$1,000 per issue; and that a new membership roster would be printed in the near future.

Scotty David gave a summary of the membership; total is 756 (561 members, 97 Friends, 73 widows, and 25 Helpers living in the U.S.). President Smith thanked the membership committee for all they do for AFEES.

**Newsletter:** Larry Grauerholz announced that the Philadelphia *Inquirer* had an article relative to the Valley Forge tour and that copies of *Operation Air Bridge* by Miodrag Pesic were available. He briefly reviewed the method of producing the newsletter. Clayton David asked for a round of applause for the quality of the AFEES newsletter.

**The PX:** President Smith made the report for the manager, Thomas Brown, who was unable to be present. The inventory is low and the PX is being phased out.

**Holiday Greetings Cards:** Production was reviewed: Dorothy Kenney designs the card, Ralph Patton prepares the labels, Scotty David checks them, and Margaret and Richard Smith process them for mailing. Scotty David announced that about 75% of the Helpers respond to receipt of the cards at the holiday season.

### OLD BUSINESS

**George Baker** spoke regarding the Intrepidus project and that the book is almost completed.

### NEW BUSINEES

**John Kupsick** has been working with an Oregon congressman regarding proper recognition for escapers and evaders, and said that there is a Senate bill about this. Ralph Patton reviewed past endeavors and urged each member to write their senators at the state office to try to find the number of the bill and to support it.

**2005 Reunion** will be in New Orleans, La., May 12-15 at the Wyndam Hotel, now the Radisson.

**2006 Reunion Sites:** The president asked for suggestions and both Charleston, S.C., and Kansas City, Mo., were mentioned. The board of directors will take up the matter at their next meeting.

**PX:** President Smith announced the Helpers memento this year is a money clip with the AFEES logo and "40th Anniversary" on it. The board of directors recommends that these clips be sold at \$5 each to members as an anniversary memento. The PX inventory on hand will be returned to the manager, Tom Brown.

**President Smith** gave thanks from all to the Grauerholz family for the 2003 reunion, to Yvonne Daley-Brusselmans for the tremendous amount of work involved in this very successful reunion, to Paul Kenney for taking over the finances many years ago, and to Francene Weyland for taking over from Paul this past year.

**Robert Grimes** introduced Peter Eisner, author of *The Freedom Line*, a tribute to Helpers by following Bob's escape route, the Comet Line.

There being no further business, the meeting was adjourned at 12:25 p.m.

WARREN E. LORING, Recording Secretary



The *Black Ghost* carried Willard McLain and the rest of the B-17 crew safely through 13 missions.

## For five months, he studied French

From the Lawrence County  
Record, Mt. Vernon, Mo.  
Wednesday, Feb. 4, 2004

By STEVE FAIRCHILD

Willard McLain was born and raised in Oklahoma and spent his early adult years in Colorado. Today, he serves on the city council at Miller, Mo.

But for a brief period of his life, McLain was a citizen of France. For five months, he spoke French, ate French, acted French.

It was all out of necessity.

"I really owe my life to the French," said the 81-year-old resident of the small Southwest Missouri town.

It was 60 years ago last January when McLain gave up his French citizenship. It was all a ruse, anyway.

SEPT. 6, 1943

McLain was all of 21 years of age when that life-altering fall day rolled around. Just one year earlier, he had been a Colorado ranchhand.

But World War II interrupted and McLain traded in his cowboy hat and boots for a U.S. Army Air Corps uniform.

Instead of the wide open spaces of America's West, McLain found himself in Great Britain. And when

he went to work, it was inside a cramped, cold bubble that hung from the belly of a B-17 bomber.

His job as the ball turret gunner was to fire twin .50-caliber machine guns at enemy fighter planes. The carefree ways of the cowboy had been replaced with the life and death battles of the air war over Europe.

McLain's first mission was against a factory in Antwerp, Belgium, in late June 1943.

McLain admitted being scared: "It just simply overwhelmed you."

However, while each mission was fraught with danger, McLain enjoyed the comradery of serving with nine other men aboard a B-17 nicknamed *Black Ghost*. By the time summer became autumn, 'Mac' was a seasoned veteran, having completed 13 missions.

Wakeup call for No. 14 came well before dawn. As was normal, following breakfast, the young airmen learned their target for Sept. 6, 1943, was a ball bearing factory at Stuttgart in the southern part of Germany.

Piloted by Lt. Ralph E. Pulicher (E&E 168), the *Black Ghost* fought its way past German ME-109s and anti-aircraft artillery to the target. That's when its luck began to change.

"We got hit by flak," McLain lamented.

The huge aircraft didn't go down despite losing power from an engine. The *Black Ghost*, however, was unable to stay up with the rest of the American bombers. The bomber turned westward toward England but, as it neared the German/French border, the fighters took their toll. "We had got down to one engine," noted McLain.

The *Black Ghost* was doomed and the crew was ordered to bail out.

### INTO THE WOODS

"I landed in a field near a forest," said McLain. He was unhurt, but alone.

Still daylight. McLain hid in the trees and peered out for any friendly faces. A small German observer plane criss-crossed the skies, apparently in search of the men from the *Black Ghost*.

McLain avoided detection and eventually ran across two French woodcutters. He took a chance.

"I asked them for help and they wouldn't do it," he said. McLain didn't blame them. The Germans summarily executed anyone caught aiding Allied airmen. At least, the woodcutters did not turn him in.

About dark, McLain again ventured out from his hiding spot and approached a cluster of three homes. He knocked on the front

door of one. Again, no luck.

"When they saw me, they promptly closed the door in my face," he chuckled.

McLain returned to the woods. Several hours had lapsed since he had bailed out. He had no idea what had happened to his nine crewmates.

He was all alone in a strange land crawling with the enemy. His first night in France was long, cold and lonely.

Shortly after dawn, McLain spotted a French farmer working in a hayfield. He patiently watched the man work. As dusk approached and he was sure the farmer was leaving the field for home, McLain made his move.

Using sign language and a few words of French, McLain learned that the farmer knew someone in the French Underground. The farmer promised to return the next morning with help.

He returned sooner. "Before dark, he brought me bread and warm milk," McLain remembered. "Now, I've never tasted anything so good in my life." McLain spent his second night alone in the woods.

The following morning, the farmer returned as promised. "He brought me clothes" and was accompanied by a teen-aged boy on a bike. Also a pitchfork.

The youth gave the pitchfork to McLain, whom he told to follow a distance behind him down the road about two miles into a village.

On the morning of Sept. 8, 1943, 21-year-old Colorado ranch hand Willard McLain took his first steps as a Frenchman.

The months that followed would find McLain living with eight or nine families as he traversed the route to eventual freedom.

His odyssey would include moments of grave danger, idyllic times as a tourist in Paris, and day upon day having the French language drilled into him.

Getting hooked up with Frenchmen who would risk their lives to smuggle him out of the country was a stroke of good fortune.

"The French Underground was

## Five months

### An airman's story of survival during WWII

**'The Underground knew every move  
the Gestapo was going to make  
before they made it.'**

----Willard McLain

highly organized," he said in admiration. "The Underground knew every move the Gestapo was going to make before they made it."

#### IN THE FRENCH CAPITAL

"When we got into Paris, I lived with this couple, this older couple," said McLain. "He (his host) took me out and showed me the Eiffel Tower."

While he did play tourist, McLain spent most of his time in the French capital preparing to leave. That meant, among other things, daily lessons in French.

Also to prepare him for his continued journey, the Underground made him a French citizen.

"While I was in Paris, I got travel orders. I got identification. I got all kinds of papers, all signed by the Gestapo, forged. I'm sure," said McLain.

Leaving the capital by train, however, proved more than a little difficult. "We made three attempts to get me on a train going south that failed," McLain said. "About the fourth attempt, we made it."

McLain was told only that he was to travel to the south of France and would change trains twice. "They said, 'You see that girl sittin' right up there?' I said 'yeah.'"

"You just watch her. Don't go near her," the young airman was

told. "When she gets off the train, you get off." The trip went off without a hitch.

#### WALKING TO SPAIN

McLain arrived somewhere in the south of France. "Lo and behold, there were 62 of us that got off the train," McLain said.

Sixty-two airmen -- American, Canadian, British, Australian -- all brought to the same French town by the French Underground.

"There we were turned over to guides," McLain said. "They brought goods from Spain up to France and they'd take us back." The guides were paid \$100 a head to take airmen to Spain, which was neutral.

Even this wouldn't be easy.

It was now January 1944 and the Pyrenees Mountains stood between the men and Spain. They would have to walk.

"It was extremely cold with snow up to here," McLain gestured. "You didn't travel in the daytime. You only traveled at night."

That meant finding a cave or bluff to hide away the daylight hours. It also meant no fires.

The only food was what McLain could carry, but he did have a canteen full of cognac. "That kept us going!"

On the third night of walking, the group topped a mountain and

saw the lights of a town. "The guides said, 'There's Spain. Goodbye.'"

### OFF TO JAIL

Spain may have been officially neutral in World War II, but many there had sympathy for the Nazi cause.

"We decided what we would do is to lie low and send two or three to the consulate, and they'd come back and get us," said McLain.

"Well, that didn't work."

Instead, the airmen who had avoided capture in France were promptly arrested by Spanish police. The police held the airmen for a while, then turned them over to the Spanish Army.

The group was thrown into prison. "About the fourth day, the British consul came along," McLain recalled. He got the group medical attention and food.

Two or three days later, along came the American consul. "He got us out."

But the group wasn't free just yet. Instead, they were passed on to the Spanish Air Force, which, unlike its army counterparts, was "very friendly" with the Allied airmen. In fact, there were put up in a nice hotel and given new clothes. Another week later, the airmen were taken to southern Spain and turned over to the British at Gibraltar.

By now, it was February 1944.

The group was flown back to London, where they were placed under house arrest.

In order to prevent German spies from infiltrating the Underground, it was required that someone stationed in England make a personal ID of all rescued airmen before they were released.

Six decades ago this month, his long journey to freedom had been fulfilled.

---

*S/Sgt. Willard D. McLain, E&E 270, was a member of the 384th Bomb Group. He went down northeast of Beauvias. Every member of his crew survived the war.*

# Andy and others helped by the courageous French

In a recent edition of the *Flying Fortress News Letter*, Andrew "Andy" Anderson of Northridge, Calif., (E&E 2076) tells about his last few missions with the 91st Bomb Group.

On Aug. 30, 1944, Third Division went to Bremen. Flak knocked out the #3 engine on the bomb run. The bomb bay doors were cranked down manually.

His plane dropped back but was picked up by P-51s that stayed with them most of the way home.

On Sept. 5, the crew was on stand-down but Andy was roused out of the sack to ride as co-pilot with E. Robert Kelley's crew. The navigator was Anton Karoli and the bombardier was George Lancaster. Ira Krammes was top turret gunner.

Other members whom Andy says he met "over the interphone" were Grover Norman, radio; Ed Druemmer, ball turret; Selma Mitchell, waist, and Richard Doyle, tail gunner. This would be their first mission and Andy's 15th.

"We got a burst of flak in Number 3 as we approached the IP. Unable to keep up with the formation, we pulled out, radioed the group leader and turned for home.

"German fighters hit us immediately. Nearly blew us apart. The tail gunner was killed in the first blast. We bailed out near Pierrepont. Krammes was captured immediately and spent the rest of the war in a Stalag."

Norman, Druemmer and Mitchell were able to work their way out of Europe alone, helped all along the way by brave French people who put the safety of these airmen above that of themselves.

Kelley, Karoli, Lancaster and I were rescued and hidden by two courageous French families who, within sight of the German occupiers, really hid and fed us and

kept us alive in caves and woods near and in the tiny village of Baslicusc on the German Alsace-Lorraine border.

"We lived with two escaped Russian soldiers, captured at Stalingrad, but who later escaped from a slave labor camp near Metz. With them, we did a little damage to some of the German troops that were beginning to retreat from the invasion front, de-mined some bridges which the retreating Germans had mined to delay the eventual Allied advance, and worked our way back to Paris in time to watch the French Maquis kill most of the garrison the German general had left behind when he refused Hitler's order to destroy Paris and pulled back most of his troops. We let our near-starved frames fill out a little, courtesy of the French escape money that we carried.

"After Kelley, Lancaster and I slipped through the front lines, which were somewhere around Verdun, we caught a ride on a Yank body collection truck to near Paris and we then walked in.

"Our escape money allowed us to watch the war there a bit until we got ferried back to Bassingbourn."

In reprise, he passes on a word "for those of you who were, like me, closer to your crews than brothers. I'm proud that I can say I have lived through that experience with you."

"Everyone of us was a volunteer. We knew what the risks were. The average number of missions completed by a crew was 15. Oddly, I was on my 15th when I was shot down.

"What a remarkable group. I salute you."

---

*Don R. Hayes (1640 Cambridge Drive, Walla Walla, WA 99372) is president and editor of the B-17 Flying Fortress Association.*

# A moving 60th anniversary salute

From *OUEST-FRANCE*,  
January 3-4, 2004

The ceremony in honour of the American aircrew of the Flying Fortress *The Black Swan*, which crashed at Kerancreac'h on Dec. 31, 1943, at the monument erected on the site, has been very moving. It took place in the presence of nearly 200 people and politicians, among which was Senator Gilbert Le Bris, mayor of Concarneau.

Patriotic societies, politicians, the police, firemen and rescue workers, historians and those people who feel historical bonds, formed a crowd around the stele raised in the memory of the pilot, Lt. Stuart B. Mendelsohn and gunner Sgt. Richard G. Hensley, who both perished in the crash of the U.S. bomber.

The ceremony was organised by Jean-Pierre Sinquin, president of the local branch of the UNC.

A delegation of 17 men from the 82nd Airborne Division Association based in Ploudalmezeau were present in original military uniforms dating back 60 years. This association was created 10 years ago at the initiative of Gilles Demarets from Concarneau in honor and memory of veterans, Allied troops, and paratroopers in particular.

This gave the ceremony great solemnity that was close to a historical reconstruction. The participants had arrived in Jeeps and a GMC.

At the sound of three bagpipes the stele that was covered with the American flag, was unveiled for the laying of the sheaf of flowers, and the American and French National Anthems were listened to with the hand placed on the heart.

Then letters were read from three of the aircrew that Yves

Carnot has retraced: Laverne Woods, James Quinn and Abraham Lieberman.

The last interventor was the mayor of Banalec, Yvon Le Bris, who paid a glorious tribute to the American airmen. "On the 30th of October 1998 we unveiled this stele dedicated to the airmen who were shot down over the ground of Bannalec.

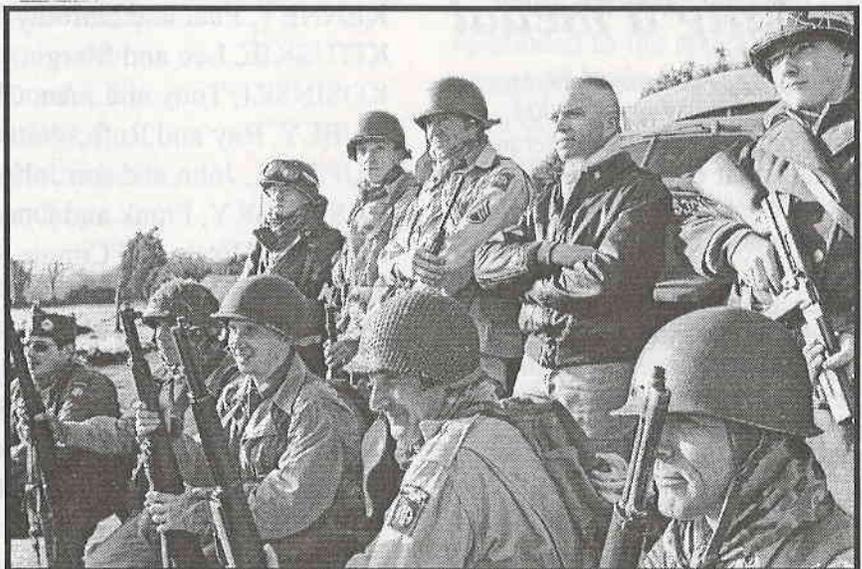
"Thanks to Yves Carnot who pursues his historical research and who stays in touch with these airmen and their families, I wrote at that time: a tiny place in Brittany

has not forgotten our saviours who came from the other side of the Atlantic. For generations to come this stele will stay a visible trace of the brotherhood between our populations."

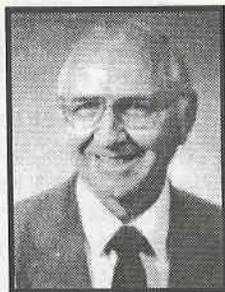
He then proceeded to retrace the history of the crash of the bomber and the misdeeds of the 39-45 war. "It is for us never to forget these acts of bravery, these heroes who saved our country. We shall never forget these people of all countries, of all religions, or all skin colours who came several times to our rescue."



*Yves Carnot (left), Yvon Le Bris, mayor of Bannalec, and Senator Gilbert Le Bris, mayor of Concarneau, gathered in front of the stele.*



*Members of the 82nd Airborne Division Association in original military uniforms were present to pay tribute to American airmen.*



### ALVIN RAYMOND KUBLY

Ray Kubly, E&E 2864, of Watertown, Wisc., has been named to the AFEES board of directors to complete the unexpired term of David Shoss, recently deceased.

Ray entered the Air Corps on Oct. 7, 1942, and was commissioned as a bombardier-navigator.

He parachuted over Holland Oct. 7, 1944, on his ninth mission. He was shot through the leg while in the air and was taken prisoner as soon as he landed.

After 19 days in a hospital in Utrecht, he and five other POWs escaped with the help of the Dutch Underground. After 5 months and 23 days, he returned to Allied lines.

After the war, he went to work for Dairyland Seed Co.

Welcome to the BOD, Ray. The pay aint much, but the work aint hard.

## *Arctic duty vets seeking a medal*

*By The Associated Press,  
Sunday, May 16, 2004*

LONDON -- British veterans of the ships that plied treacherous Arctic seas to supply Soviet troops during World War II protested outside the prime minister's residence Saturday (May 15) seeking a medal to mark their campaign.

About 200 veterans of the Arctic campaign handed in a 44,000-signature petition at the 10 Downing Street residence of Prime Minister Tony Blair.

The veterans want a campaign medal issued to commemorate the convoys -- a mix of merchant and Royal Navy ships -- that brought 4 million tons of military supplies to Russia between 1941 and 1945.

## Members and guests who registered at the 2004 reunion:

- BAKER, George, *Intrepidus*, Santa Monica, Calif.  
 BECKER, Nancy and guest Lillian Haymon, Lansdowne, Va.  
 BIE, Cappy and Cindy, Indian Rocks Beach, Fla.  
 BOOHER, William and Ruelita, Cornelia, Ga.  
 BOLLINGER, Ardell and Kathryn, West Chester, Pa.  
 BRANDT, Clarke and grandson Jensen Brandt, Aurora, Colo.  
 DAVID, Clayton and Scotty and son Lynn, Hannibal, Mo.  
 DeIGUIDICE, Lou and Alberta, North Haven, Conn.  
 DeIGUIDICE, son Vincent and Kim and daughter Doreen  
 DeIGUIDICE, daughters Sandy Comstock and Jennifer D'Addio  
 DUERR, Fanny, sons Robert and David and Nancy, Munhall, Pa.  
 DUNAWAY, Ken, daughter Peggy Bernath, Shawnee Mission, Kan.  
 FEINGOLD, Lou and Leah, Emerson, N.J.  
 FLEMING, John and Ellen, King of Prussia, Pa.  
 FRICKE, Margaret Carlson, Fridley, Minn.  
 GOLDFEDER, Ada and daughter Carol, Bethlehem, Pa.  
 GRAUERHOLZ, daughter Sue and her sons Eric and Greg Ellison  
 GRAUERHOLZ, daughters Mary Zuck and Liz Fisher  
 GRAUERHOLZ, Larry and Ruth, Wichita Falls, Tex.  
 GRIMES, Bob and Mary Helen, Fairfax, Va.  
 HAINES, June and guest Dorothy Naughton, Clare, Mich.  
 HARMON, Jerry and Kay, Tampa, Fla.  
 HEEKIN, Francis, Cincinnati, Ohio  
 HEWITT, Harvey and Brenda, Haverford, Pa.  
 IVEY, Ashley and Ruth, Acworth, Ga.  
 KAUFMAN, Hector, Rouses Point, N.Y.  
 KENNEY, Paul and Dorothy, Decatur, Ga.  
 KITUSKIE, Leo and Margot, Glenside, Pa.  
 KOSINSKI, Tony and Jean, Chicago, Ill.  
 KUBLY, Ray and Ruth, Watertown, Wisc.  
 KUPSICK, John and son John, Cottage Grove, Ore.  
 LASHINSKY, Frank and Dorothy, Cornwall, Pa.  
 LINDELL, Ernie and Connie, Moses Lake, Wash.  
 LORING, Bud and Thelma, Monument Beach, Mass.  
 MAC ISAAC, Steve and son John, Rio Rancho, N.M.  
 MANOS, Joseph, Sacramento, Calif.  
 MARTIN, John, Drexel Hill, Pa.  
 McKEE, Ralph and Elinor, Rockledge, Fla.  
 MELSON, Howard and Jeanette, Dagsboro, Del.  
 MILLER, Ed, Sedona, Ariz.  
 MONG, George and guest Richard Lawson, Warren, Pa.  
 MURPHY, sons Joe Murphy Jr. and Bob Murphy  
 MURPHY, Joe and Dot, Delran, N.J.  
 MURRAY, Sr., James and Helen, Port Richey, Fla.

MUSGROVE, Clare and Florence, St. Joseph, Mich.  
 NAYLOR, Hal and Jane and guest Nancy Valley, Sterling, Va.  
 PATTON, Geoffrey and Luci, James Patton, Katherine Patton  
 PATTON, Ralph and Bette, Chevy Chase, Md.  
 PATTON, daughter Beverly and John Wand, Elizabeth Wand  
 PATTON, Tom and Mike Haines Wand  
 PENA, Jose and Judy, York, Pa.  
 POGUE, Leonard and Millie, Port Charlotte, Fla.  
 RIOTTO, Randy, Gillette, N.J.  
 ROSKEY, Vernon, Chriesman, Tex.  
 SCHAEFFER, Frank, Montello, Wisc.  
 SCOTT, Carl and Elizabeth, Columbus, Ohio  
 SCOTT, Peter and Helen, Old Saybook, Conn.  
 SHANDOR, Mary and son Richard, Cresson, Pa.  
 SINGER, Margie, New York City  
 SMITH, Richard and Margaret, Battle Lake, Minn.  
 SNYDER, Howard and son Steve Snyder  
 SPEAREL, Don and Ellen, Clearwater, Fla.  
 SPINNING, Katy, and guest Millie Donlan, Columbiaville, Mich.  
 SPRINGER, Dutch and Bert, Burke, Va.  
 SWEATT, daughter Marcy and Tom Thompson, Houston, Tex.  
 SWEATT, Robert and Mary and son Robert Jr., Burton, Tex.  
 THOMPSON, Abe and Rita LeLuise, Northport, N.Y.  
 WEYLAND, Francene and guest Claire Rosing, McHenry, Ill.  
 WILCOX, Tom and Mary, Cape Coral, Fla.  
 WILLIAMS, Burt, Stow, Ohio  
 WILSON, Robert and Sharon, Peoria, Ill.

### Helpers present at AFEES reunion

BOOGAART, Fred, Steenbergen, the Netherlands  
 CARTER, Janine and Gordon, Quimper, France  
 DALEY-BRUSSELMANS, Yvonne, Dunedin, Fla.  
 FEITH, Anne, Barcelona, Spain and son Jack  
 FOLMER, Joke, Schiermonnikoog, the Netherlands  
 and daughter Fenneke DeGroot, Germany  
 FRASER, Marguerite, Sedona, Ariz.  
 GRANSBERG, Frederick, Den Haag, the Netherlands  
 HAKIM, Peter and Ghislaine, Livingston, N.J.  
 LELIVELT, Mia, the Netherlands  
 PENA, Godelieve and Jean, Roye, France  
 POSTMA, Albert, Steenbergen, the Netherlands  
 SAUER, Gabiel and Gene, Wilmington, N.C.  
 VAN REMMERDEN, George, Seal Beach, Calif.  
 VAN VEEN, Pietje and daughter Pia, the Netherlands  
 VRIJ, Jacque and Lettie, Rijswijk, the Netherlands  
 VRIJ, Daughters Carien and Fennie, the Netherlands  
 WEBB, Billy and Gwen, England



## The kitty boosted nearly \$6k by raffle

Fran Lashinsky, chairman of the AFEES Raffle committee, reports that net proceeds for this year were \$5977. This report was made a few days after Frank reported at the annual meeting on Sunday, May 2.

There were 759 members who received an appeal this year; and of those, 445 responded.

And 414 members (55% of those receiving the appeal), made a donation, with an average of \$17.26 per donor.

Donations totaled \$7268.

Total expenses were \$1291.

Frank wishes to thank all who responded to the appeal, especially those who made an extra donation.

Mrs. Bertha Connable of Cordova, Tenn., widow of an evader, was winner of the third prize, \$100. On her entry, she requested that any prize she won be aided to the Helpers fund.

Other raffle winners:

First place (\$500): E. Robert Kelley of Shasta Lake City, Calif.

Second (\$250): Robert Fruth of Napoleon, Ohio.

And Frank wants to thank his wife Dorothy, for her help with the project.

# Many Helpers attend reunion

We were honored at the 2004 reunion to have a total of 17 Helpers present to perpetuate the bond of friendship and mutual gratitude that has existed for 60 years.

Many now live in the U.S., but several made the trip from overseas, which is not easy these days, considering advancing age and the problems associated with air travel.

Helpers who attended were:

- Joke Folmer, Holland
- Janine Carter, France
- Peter Hakim, Belgium
- Jacques Vrij, Holland
- Marguerite Fraser, France
- Mia Lelivelt, Holland
- Gabriel (Gene) Sauer, Holland
- Frederick Gransberg, Holland
- Albert Postma, Holland
- Anne Feith, Holland
- Geo. Van Remmerden, Holland
- Rosalie Schantz, Belgium
- Fred Boogaart, Holland
- Billy Webb, MGB crew, U.K.
- Pietje Van Veen, Holland
- Jean Pena, France
- Yvonne Daley-Brusselmans, Belgium



*Fennie Vrij takes it easy while Fen de Groot (Joke Folmer's daughter), Letti Vrij, Fred Boogaart, Joke Folmer, Albert Postma and Carien Vrij take a Dutch pose for the camera*

## For Life Members: A Freebie!

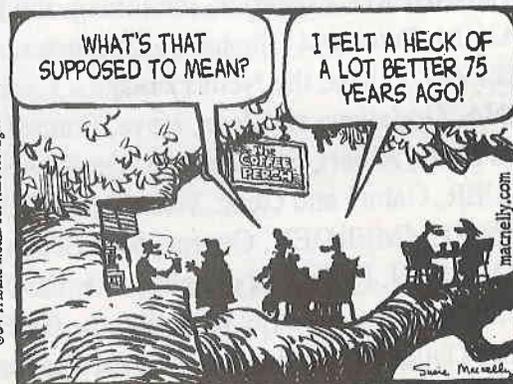
AFEES Life Members who were not able to attend this year's reunion in Valley Forge are entitled to a complimentary money clip with the AFEES logo that marks our 40th anniversary.

To receive your money clip without charge, contact Clayton David by mail, phone or e-mail, not later than July 15, 2004, and provide him with your current address and phone number. The sooner you respond to this offer, the better!

Contact Clayton in this manner:

**By mail:** 19 Oak Ridge Pond, Hannibal, MO 63401-6539;  
**Telephone:** 573-221-0441; **e-mail:** <davidafe@adams.net>

Shoe



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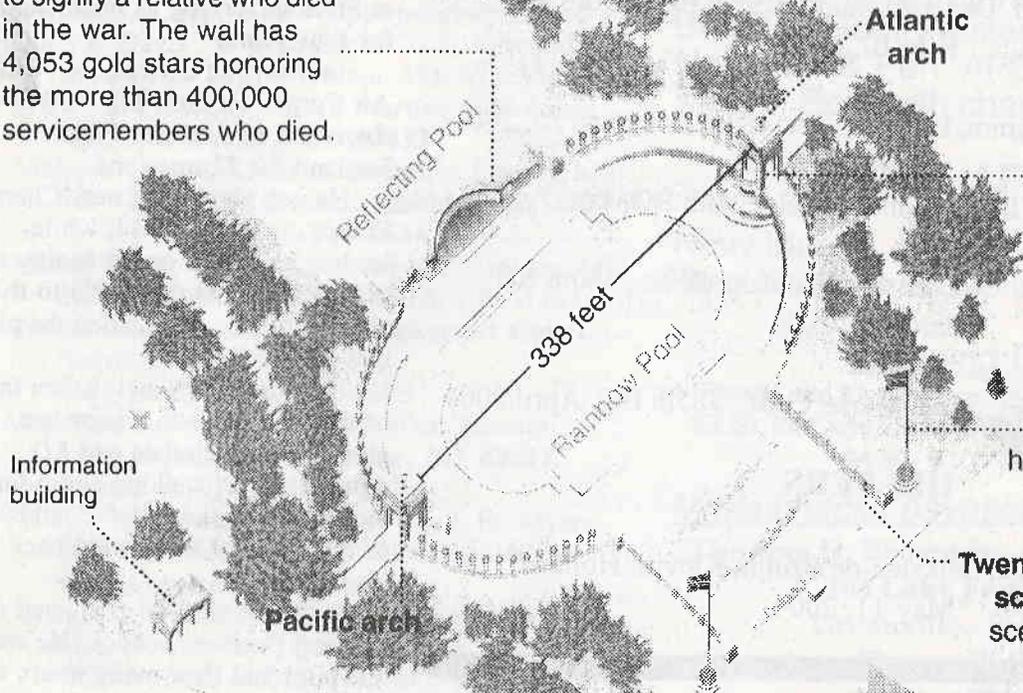
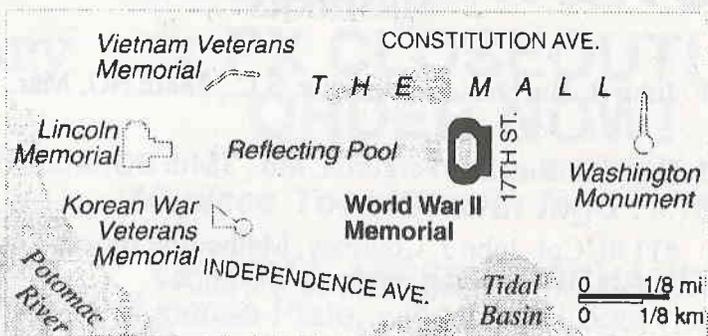
macnelly.com

WORLD WAR II MEMORIAL

# A lasting tribute to 'The Greatest Generation'

**N**early 60 years after the end of the most devastating war in history, a memorial – 11 years in the making and funded mostly by private donations – will be dedicated to honor the 16 million Americans who served in World War II.

**Freedom Wall** - Families hung small flags with a gold star at home during the war to signify a relative who died in the war. The wall has 4,053 gold stars honoring the more than 400,000 servicemembers who died.



**Twin arches** symbolize a war fought across two oceans. Each pavilion has a bas-relief of the World War II Victory Medal, received by those who served.

**Flagpoles** have sculptured bases honoring the military branches.

**Twenty-four bas-relief sculptures** recall scenes of the war.

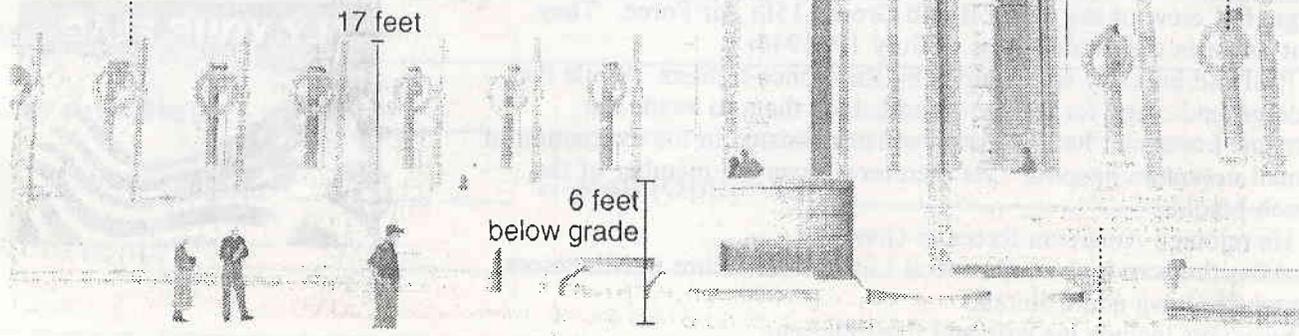
**Fifty-six pillars** inscribed with the names of all states, territories and the District of Columbia, are joined by a bronze rope representing unity.

Handicapped parking and bus depot

**Four bronze eagles** clasping ribbons in their beaks carry a traditional laurel wreath of victory.

**Oak and laurel wreaths** alternating on each pillar depict U.S. industrial and agricultural strength.

43 feet



17 feet

6 feet below grade

# **-FOLDED WINGS-**

## **MEMBERS**

8th AF John R. Buckner, Hardeeville, S.C., 388th BG, Mar. 17, 2004

#483 David L. Butcher, Ferguson, Mo., 384th BG, April 19, 2004

#1130 Col. John J. Courtney, Melbourne Beach, Fla.,  
479th FG, Feb. 15, 2004

#1039 William M. Davis, Ormond Beach, Fla., 370th FG,  
Feb. 10, 2004

15th AF Jacob L. Grimm, Ligonier, Pa., 483rd BG, June 25, 2001

#1708 Rawlin E. O'Leary, Sandy, Utah, 390th BG, Jan. 7, 2004

15th AF Rev. Paul G. Petersen, Madison, Wisc., 460th BG,  
March 17, 2004

#2271 Joel D. Panches, Santa Maria, Calif., 385th BG, April 2004

## **HELPERS**

Mrs. Petronmella Kuijksten-de Bruijn, Kievitt, Holland,  
May 11, 2004

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## **Rev. Paul Petersen**

The Rev. Paul G. Petersen, age 80, passed away on Wednesday, March 17, 2004, in Madison, Wisc.

Born in Rembrandt, Iowa, he attended Bethany Lutheran College and Bethany Lutheran Seminary in Mankato, Minn., as well as Eau Claire State College.

He married Lois Bergum on Aug. 21, 1949, in Eau Claire.

In World War II, he served as a B-24 ball turret gunner on the Ken Sorgenfrei crew of the 460th Bomb Group, 15th Air Force. They went down in the French Alps on July 19, 1944.

Paul and his crew were helped by Resistance fighters. While the Underground cared for the crew and helped them to evade the Germans in pursuit, he and his crewmates assisted in the evacuation of a small mountain hospital. He therefore became a member of the French Maquis.

He rejoined American forces in Grenoble.

After the war, he served several Lutheran churches in Minnesota, Wisconsin, Iowa and Colorado.

Survivors include his wife and five children.



## **Bill Davis, test pilot**

William M. Davis, 83, E&E #1039, died at his home in Ormond Beach, Fla., on Tuesday, Feb. 10, 2004. He was born in Bluefield, Va., and moved to Leesburg when he was 8 years old.

He attended Stetson University on a football scholarship and also received the first tennis scholarship at Stetson, serving as team captain for four years.

In 1941, he entered the Army Air Corps. He flew his P-38 *Swamp Angel* out of Andover Field, England for 72 missions.

He was shot down near Chartres, France on July 7, 1944, while leading an attack on an enemy train near Orleans. He was able to fly about 60 miles and landed the plane in a plowed field.

He was immediately taken in hand by the French Resistance, given civilian clothes and I.D. After weeks of walking and riding bicycles, he was smuggled out by way of the Freteval Forest and back to his unit.

After the war, he graduated from Harvard Business School. He was a test pilot and flew many hours for the U.S. Air Force. He was one of the first men to fly Mach 2.

After 22 years of service, he retired as a colonel and worked for 20 years with Boeing Vertol Co. in Philadelphia as director of procurement.



# Membership Updates from 2001 Directory

(Changes are in **BOLDFACE** type)

1. Violette D. Ashman "W", 700 Lady Hillingdon Court, Greer, SC 29650; Phone: 864-801-3244
2. Betty Buckner "W", PO Box 885, Hardeeville, SC 29927-0885. Phone: 843-784-6830
3. William L. Cupp, e-m <cuppbp@charter.net>
4. Doris E. Davis "W", 16 Eagle Court, Ormond Beach, FL 32174. Phone: 386-672-5763
5. L/C E. S. Fraser Jr., "S" 1 Sterling Hill Lane, Apt. 133, Exeter, NH 03833
6. Melanie Tomich Kader to: **Melanie Limerick**, 4617 Sherwood Drive, Pittsburgh, Pa. 15236 Phone: 412-207-2436
7. Milton Moen, 313 East 3rd Street, Madison, MN 56256. Phone: 320-598-7413
8. Joseph M. Perry, 2211 NW Nickernut Court, Redwood, OR 97756-7696. Cell Phone: 541-771-6605
9. Mrs. Kate Spinning "W", 267 West Barnes Lake Road, Columbiaville, MI 48421. Phone: 810-793-4286
10. Walter W. Swartz, 975 Restful Road, Ft. Myers, FL 33917-6353. Phone: 239-656-3622; <hawaswartz@kkbtv.net>
11. Col. Jay H. Williams "L", 6201 West 119th Street, Apt. 4209, Overland Park, KS 66209-1312; Phone: 913-642-9660

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# The editor has the last word

By **LARRY GRAUERHOLZ**  
<afees44@hotmail.com>  
**OR**  
<archerco@wf.quik.net>

WICHITA FALLS, Tex. -- We all came away from King of Prussia with some fond memories. It was a great reunion.

A couple of AFEES members got some tv exposure at the WWII Memorial dedication last weekend.

Francis Medina of Kansas City, wearing a new AFEES cap, was interviewed on C-Span on Friday, May 28, for airing the next day.

Bob Grimes, the key figure of a new book (See Page 3), and the author, Peter Eisner, were on the CBS Evening News. Bob related how he bailed out and how he was helped by the Resistance.

A map of his route through Brussels, Paris, and to the Spanish side of the Pyrenees was shown on the air.

Gordon Carter, a Canadian now living in France, and his wife Janine, a Helper, were at the reunion this year and enjoyed meeting old friends. Gordon is quite a historian and has volunteered to assist members doing research in France.

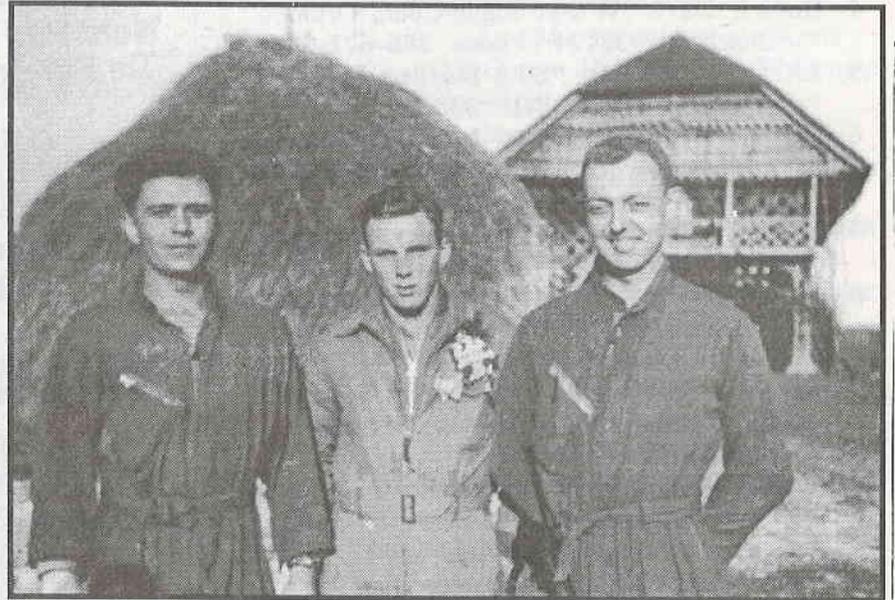
So far, Gordon is not on the Internet, but you can contact him at: *Les Jardins d'Arcadie, 6, Rue Jules Henriot, 29000 QUIMPER, France.* Phone: 02.98.52.14.42

Mr. Tung-Sheng Liu, honorary member of AFEES since our reunion in Columbia, Mo., a few years ago, was the speaker at the courthouse ceremony there on Memorial Day this year, the first time a civilian has been so honored. He rescued the Doolittle Raider crew of Travis Hoover after their B-25 went down in China. Col. Hoover died early this year.

the recent reunion. He has been having some heart problems, but wanted to send greetings to all his 15th AF buddies. Get well soon, Tommy.

**WORDS TO LIVE BY:** Accept the fact that some days you're the pigeon; some days you're the statue. And, birthdays are good for you; the more you have, the longer you will live.

Tommy Thomas was missed at



**This photograph ran in Fall 2003 issue of *Communications*, with a request for help in identification of the three airmen. The photo is on display at the Chanute AF Museum. Two of the three have been identified. Dean West, pilot, is at the left, next to Ernie Nordwell, nose gunner, both members of a B-24 crew downed over Yugoslavia on 19 March 1944.**

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