

THE AIR FORCES ESCAPE & EVASION SOCIETY
SUMMER 2005 Communications

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JUNE 16, 2005

The school that fell from the sky

On June 5, 1943, Lt. Fred Hargesheimer was in a P-38, flying a photo reconnaissance mission 8,000 feet above the Japanese-occupied island of New Britain. He was shot down by an enemy fighter.

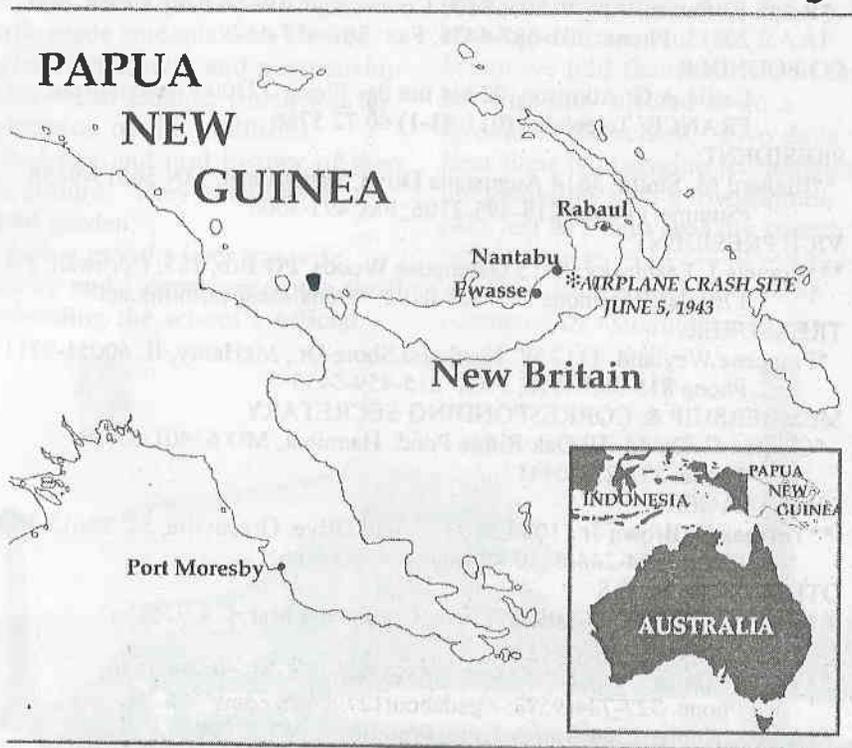
A month after parachuting into the jungle, he was found by the Meramera people from the village of Ea Ea (now called Nantabu) in Papua New Guinea. For five months, they nursed him back to health, hid him from enemy patrols and finally took him to a Coastwatchers camp. From there he was rescued by a submarine, the U.S.S. Gato.

In 1960, Fred went back to the island to express his gratitude to the people who had aided him. That led to the establishment of the Airmen's Memorial School in Papua New Guinea by Fred, his family and friends.

This is part of his story.

By **FRED HARGESHEIMER**
Grass Valley, Calif.
Author of *The School that Fell From the Sky*, Odyssey Books, 989 Sutton Way, Grass Valley CA 95945, Phone: 530-477-2856 \$15.95 + p&h

My survival meant an almost constant search for food, which kept my mind occupied during the day. The nights were a different story. I dreaded them, but not because I feared animal intruders. It



was the dreams that haunted me.

Weeks had passed since I had bailed out of *Eager Beaver*, but the trauma continued to grip me. I had terrifying nightmares, sometimes about those moments when I struggled to escape from the cockpit, and other times about the even more terrifying prospect of dying alone in the jungle.

July 6 was a day like all the rest; a morning swim, a hike in the bush to hunt for dry wood, roasted snails for lunch and an afternoon nap.

Just before sunset, I went to the edge of the Pardi River to gather bamboo shoots for supper. A few minutes into my search, I was startled by what seemed to be voices coming from downstream. Could they be real, or was I hallucinating? The sound grew in volume.

Finally, the nose of an outrigger canoe pushed into view, followed by

a crowd of natives chattering and singing as they waded through the shallow water.

I screwed up enough courage to start walking towards the canoe. I moved cautiously, wondering if these people had been sent out by the Japanese to look for me. The man I had picked out as the leader or elder of the group came closer.

All my fears vanished as I saw a warm and sympathetic smile spread across his face.

Another man rushed up, waving a notebook. Scribbled on the second page was a note that read, "To Whomever it May Concern: The bearer of this letter, Luluai Laou, has proved his loyalty to the Allied Forces by assisting in the rescue of three American airmen who were shot down by the Japanese. These natives can be trusted, and anyone

---CONTINUED ON PAGE 3

U.S. AIR FORCES ESCAPE & EVASION SOCIETY COMMUNICATIONS

<http://www.rafinfo.org.uk/rafescape/afees_usa.htm>

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

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

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

SUMMER 2005

The Prez Sez

By Richard M. Smith

<afeesone@hotmail.com>

New Orleans is behind us and 'twas a great gathering -- 170 members, families and friends were present at Saturday night banquet.

There was plenty to do in the BIG EASY. Among them, the D-Day Museum, a short distance from the reunion hotel.

I thought the one-hour film on the buildup to D-Day was the best I have seen. For those of us who have visited many war museums, the presentation was first-class, though much of the material we have seen before.

For those of our generation, the museum is well worth a visit.

AFEES has a new Board member. Robert Sweatt was named to replace the retiring Bud Loring, who is retiring after a decade of service.

Margaret and I found the food in the French Quarter to be excellent. My waist line proves it.

Of course, some of our members had to explore Bourbon Street and sample the fare there.

Riding the trolley brought back memories to our senior citizens. My wife and I rode the St. Charles car to the end of the line and Margaret complained about the hard wooden seats.

The trolley rides became more popular when we learned that the senior citizens fare was 40 cents, compared to the regular \$1.25.

Had a nice note from George W. Michel, winner of the \$500 raffle prize.

George escaped from internment in Switzerland and reports that some people today criticize him because he wear a lapel pin that shows the Stars and Stripes with the Tri-Color of France. "Little do they know when they start, but before they leave, they do understand," he says.

Make a note: it is Albuquerque next year and Kansas City in '07. We need you there!

--DICK SMITH

**MORE -- The School
From Page 1**

finding himself in similar circumstances, will receive good food and care. John Stokie, A.I.F.”

Before I had even finished reading, tears began to trickle down my cheeks. My prayers had been answered.

A SCHOOL IS BORN

After my trip back in 1960 was over, my memories were never-ending. And now a simple thank you didn't seem enough. Perhaps I could start a scholarship fund to send one of the Merameras to

school in Australia.

Little did I realize that the idea of a scholarship would turn into a school with an enrollment of nearly 500 students by 1996.

In March 1964 the Airmen's Memorial School opened with four classrooms, four native teachers, an Australian headmaster named Jim Bye, and about 40 first-through fourth-grade students who studied English, arithmetic and penmanship -- plus social science, which was an exploration of the traditions, mythology and oral history of their own culture. They even had a school garden.

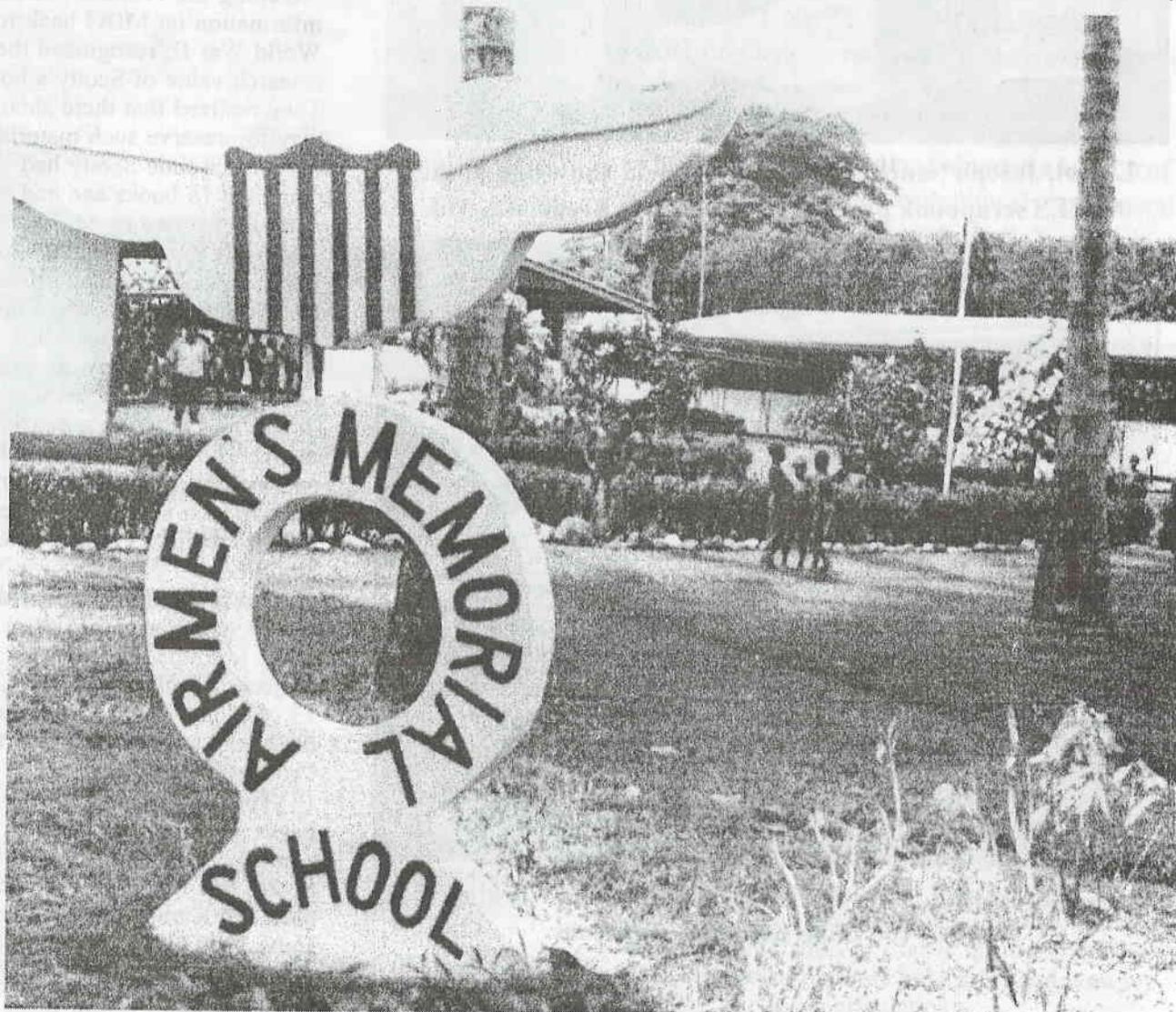
A few months later my wife Dorothy and I experienced the thrill of attending the school's official

opening ceremony.

The air attache in the U.S. Embassy at Canberra arranged for the ambassador's DC-3 to fly us to New Guinea. We had to stop to refuel and stay overnight in Townsville, Queensland.

At the Officers' Club that evening, we met some U.S. Navy pilots on temporary duty for a joint training exercise with the RAAF. When we told them the reason for our trip, they offered to do a flyover at the school. Two days later their twin-engine jet delighted the gathering with a low-altitude pass just as I delivered my speech.

++++
Fred Hargensheimer can be contacted at <suara@nccn.net>

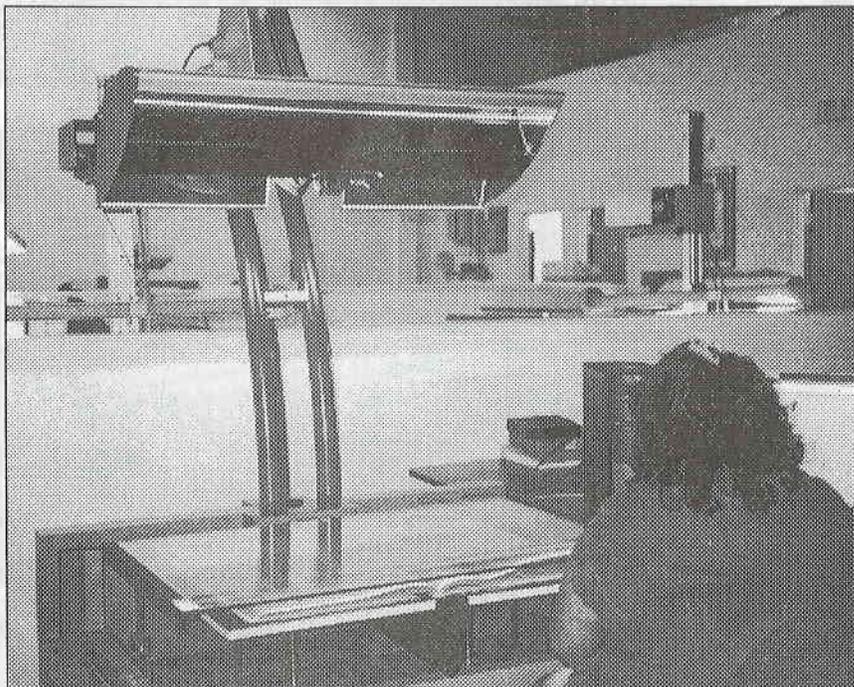


The Airmen's Memorial School, Papua New Guinea

Collection scanned for preservation



Lt. Col. Joseph Sanchez and Scotty David show one of the AFEES scrapbook pages to be scanned in Frederick, Md.



An employee of the Crowley Company is shown working with one of the huge scanning machines.

For many years people attending AFEES reunions have enjoyed the stories, military records, pictures and other memorabilia that Scotty David has mounted in newspaper-sized scrapbooks.

Anyone looking at them must realize that they are a labor of love. Why else would anyone be willing to spend the many hours required to collect and assemble so much military history.

They represent a unique collection of AFEES history.

In May 2004, personnel from the Defense Department who are "Keeping the Promise" to locate information on MIAs back to World War II, recognized the research value of Scotty's books. They realized that there should be a way to preserve such material.

At that time Scotty had compiled 18 books and had enough material for two more.

During the past year she put the last two books together while Lt. Col. Joseph Sanchez and Chief Petty Officer Michael Allen worked with their department to arrange to have the books scanned into a digital format without damaging them. The process, timing and approval all came to fruition when the two men attended the New Orleans reunion. It was time for action!

Clayton and Scotty David loaded the 20 scrapbooks into their car and drove to Frederick, Md., for the project to begin on Monday, May 23. Colonel Sanchez met them and the books were delivered to the Crowley Company.

The job involved some 1,300 pages and took several days to complete. When Clayton and Scotty saw the size of the scanners used and learned that they cost some \$100,000 each, they could appreciate the size of the operation.

Scotty and Clayton were presented with DOD Commendation Medals, which are in the form of a

Scotty and Clayton were presented with DOD Commendation Medals, which are in the form of a military ID or dog tag.

The books have gone back to the David home in Hannibal, Mo., but now they are scanned digital onto hard drives for maximum quality color.

The Defense POW/Missing Personnel Office will have the material for a website and put it onto DVDs for Scotty. Further information concerning the website will be announced in a future newsletter.



Lt. Col. Joseph Sanchez, U.S. Army (left) and Chief Petty Officer Michael E. Allen, U.S. Navy, from the Defense POW/MIA office at Arlington, Va., have learned they have a common interest with AFEES members and their Helpers. Both attended the New Orleans reunion.

Airman magazine changes to quarterly publication

SAN ANTONIO (AFPN) -- Beginning in July, Airman magazine will be distributed on a quarterly basis versus monthly, to include the January almanac edition.

Readers can expect to see enhanced photography and changes in content, layout and design. Because of the transition, the June issue will not be published, but excerpts will be available on line at <www.af.mil/news/airman>

Legion of Merit finally presented to daughter of General Mihailovich

At the Helpers' dinner at the AFEES reunion, Miodrag D. Pesic of Belgrade announced that five American airmen were in Serbia then for a ceremony honoring General Dragoljub Mihailovich.

To mark the 60th anniversary of victory in World War II, the government of Serbia invited the airmen and their families as guests.

The U.S. delegation included:

- CLARE MUSGROVE, airman rescued in Serbia
- ROBERT WILSON, airman rescued in Serbia
- ARTHUR JIBILIAN, radioman, Halyard Mission
- GEORGE VUJNOVICH, OSS officer
- CHARLES DAVIS, rescued airmen and President, *Society of Rescued American Airmen in Serbia by Chetniks.*

The American delegation delivered a Legion of Merit citation, awarded posthumously to General Mihailovich from President Harry S. Truman in 1948. The decoration was presented to the general's daughter, Gordana.

A Letter from the French ambassador . . .

In early February, Herb Brill, an active member of AFEES, received this letter

From Ambassade de France, Aux Etates-Uni,
L'Ambassadeur
Washington, D.C., January 20, 2005

Dear Mr. Brill:

I am pleased to inform you that by decision of the President of the French Republic on January 17, 2005, you have been named Knight of the Legion of Honor.

This distinction awarded by the French Government is the confirmation of the high esteem my country has for you. It is also a sign of the true gratitude and appreciation for your personal contribution to the decisive support of the United States to the liberation of France during WWII.

It is a personal pleasure for me to send you my sincere and warm congratulations.

Sincerely,

/s/ JEAN-DAVID LEVITTE

Belgian teens finally meet survivor

From *FLORIDA TODAY*,
Saturday, May 29, 2004

By NORMAN MOODY

Teenagers Francois-Xavier and Mathieu Bienfait grew up hearing about a "ghost airplane" that fell near their hometown of Mons, Belgium, 60 years ago.

When assigned a school project to present some local historical facts, the boys went to their father, Jean-Noel Bienfait, for details. He retold the story of a crewless airplane crashing into the countryside during World War II.

The plane, an American B-17 bomber, crashed after its crew bailed out during a World War II bombing mission. One of the crew died in the parachute jump, and six others were

captured. But three were spirited out of the area to safety by resistance fighters.

With the help of the Internet, the boys tracked down several surviving members of the crew, including Thomas Yankus of Rockledge.

This weekend, Yankus, the radio operator and a gunner on the plane, will join two of his crewmates in ceremonies near the site of the March 4, 1944 crash.

"This is kind of a memorial for everybody that didn't make it back, a lot of our buddies," 80-year-old Yankus said. "I never imagined that 60 years later, I'd be going back."

The Americans will visit the grave site and the people who helped them avoid capture.

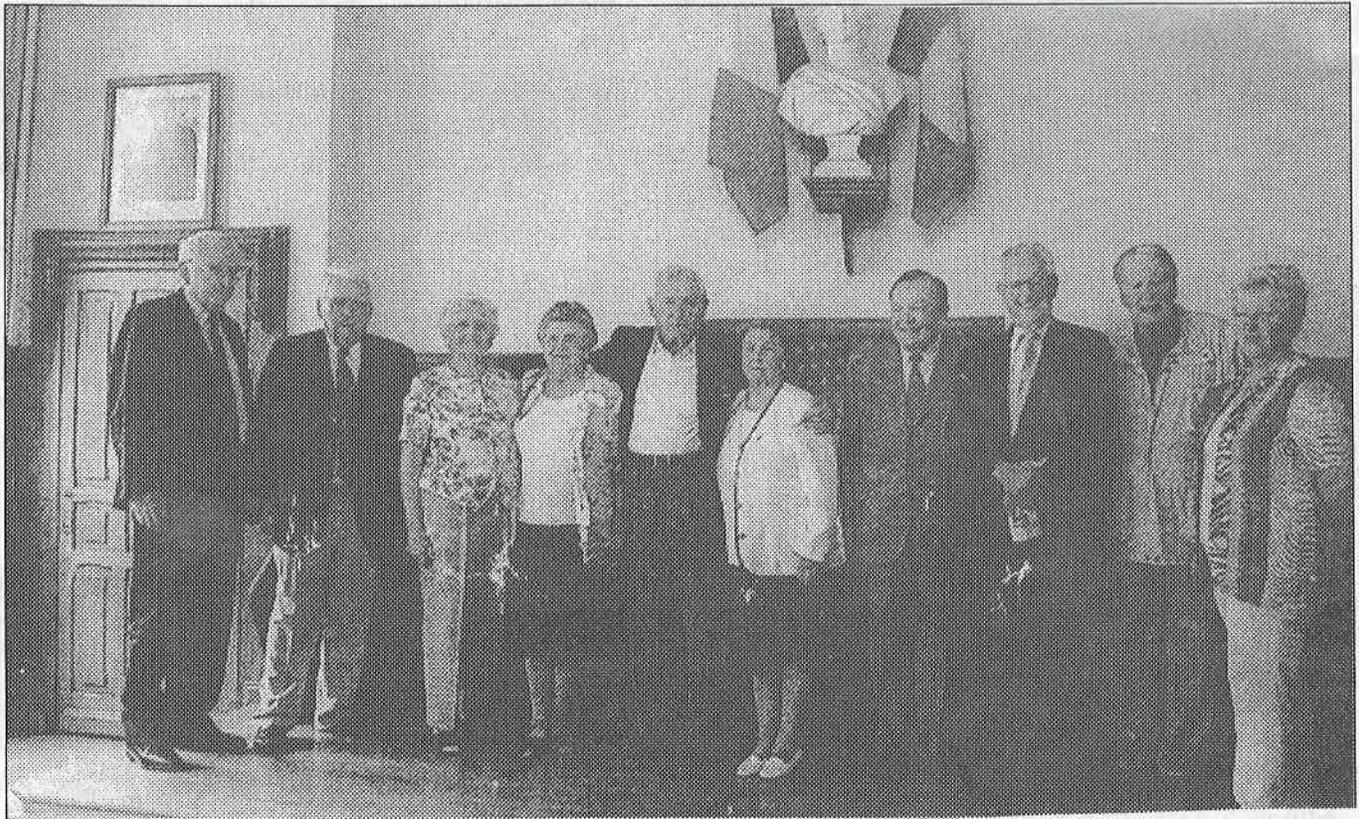
Townpeople and students eagerly are preparing for the visit.

"Since I'm a young boy, I have been listening so many times to my father when he was telling the story of this heavy bomber that flew over his uncle's farm before crashing in a meadow during World War II late afternoon," 44-year-old Jean Noel Bienfait said.

The mission was one of the first daytime raids of Berlin. It was the B-17 crew's third bombing mission. The target, an airplane parts factory, had been hit and the plane had started on its way back to England. Suddenly hit by anti-aircraft fire, the nose cone was knocked off, the bomb-bay doors wouldn't close and holes were punched through the plane.

"It forced us to leave the formation," Yankus said. "We couldn't keep up."

Low on fuel, the crew of the



Medal ceremony with the mayor of Senlis, France, and his staff at l'Hotel de ville in June 2004. From the left: Cnel Albert Walser, Christian Lucas, Vivian Yankus, Paulette Declercq, Tom Yankus, Jacqueline Leroy, Arthur Dehaine, David Carter, Jacques Debras, Andree Masson.

doomed aircraft began throwing out everything that wasn't essential to lighten the load as they headed for Spain instead.

"We knew we couldn't make it back to base," Yankus said. "You know you're going to survive."

They jumped in the chaos of the moment and pulled the ripcords of the chutes, not knowing exactly what to expect.

"It's a sudden stillness and the mothball smell of the parachute," Yankus said.

Although the ten crew members had been instructed on how to use parachutes, none had actually done so. John Wesp, the waist gunner, was killed when his chute didn't open, Yankus said.

Yankus suffered back and leg injuries in the jump.

The plane continued flying after everyone bailed out, until it ran out of fuel. It ripped the roof off a house without injuring anyone inside and crashed in a meadow near Mons.

Jean-Noel Bienfait said his father, Michel Bienfait, was among the first to enter the crashed plane. He salvaged some navigational equipment and logbooks and turned the items over to the Belgian resistance.

Afterwards, the older Bienfait was forced along with other townspeople to break the plane into pieces, which were later carted off by the Germans.

Yankus found help from the French. They remained hidden for months until liberated after D-Day.

Yankus, his wife, Vivian, and the others, the plane's copilot David Wolter and his wife Jolly, and bombardier Don Egan and his wife Audrey, are traveling to Belgium and France for the reunion. The men were part of the 335th Squadron, 95th bomber Group of the 8th Air Force.

"We try to thank them for helping us and they say, 'No, thank you for liberating us,'" Yankus said.

John-Noel Bienfait said that in addition to the planned activities with the American veterans, there will be some surprise honors.

Tom goes back to France to see where the 'Ghost Plane' landed

By THOMAS L. YANKUS

Rockledge, Fla.

This was my first trip back to France and Belgium after 60 years. The fabulous reception that was given us will never be forgotten.

We spent three weeks being interviewed by reporters, making TV appearances, being guests of honor at receptions with mayors and the governor and receiving medals. We visited schools where they were learning how World War II affected their towns and we exchanged gifts and autographs. It was amazing to see their young people so interested.

We were provided military buses to view flyovers at a NATO base and a trip to the museum in Brussels. They arranged to have the B-17 *Pink Lady* from Paris flown in for our viewing.

We were then taken to Senlis, France to visit with Paulette Declercq and Jacqueline Leroy, the French Resistance helpers who had kept us hidden for three months. Then Jacqueline and her granddaughter, Stephanie, gave us a tour of Paris. Pauline and husband Firman drove us to Normandy to visit the grave of John Wesp, our waist gunner whose chute failed to open. What a memorable site; over 9,000 white crosses.

I didn't have time to visit Fretval Forest, where I was hidden for three months with 150 other airmen. Maybe next time.

This was one of the most memorable experiences in my life and it finally brings closure to the mystery of where our plane finally landed. (Otherwise known as the *Ghost Airplane* by the Belgians.)



German Military arriving at the crash site March 4, 1944

—Photo by the Luftwaffe

Agent known as Jean Masson

By CLAUDE HELIAS
Plomelin, France

Gestapo Agent Jacques Desoubrie (known as Pierre Boulain or Jean Masson) was born in Tourcoing, a French town near the Belgian border.

In the spring of 1943, Desoubrie, "a small fair-haired man with prominent blue eyes" (*MI9: Escape and Evasion 1939-1945* by M.R.D. Foot and J.M. Langley, p. 137) was employed by the Comet line as a courier between Brussels and Paris. He successfully delivered two parties of evaders to Paris.

But then Desoubrie showed his true face. He was responsible for the arrest of Mr. Frederic de Jongh, father of "Dedee" and chief of Comet since the capture of his daughter in Paris on 7 June 1943.

Mr. de Jongh and two other members of Comet were caught with five RAF airmen and an American. Desoubrie was supposed to hand over to them. The airmen went into captivity. Mr. de Jongh was shot on 28 March 1944.

Desoubrie continued his vicious infiltration work. He was involved in the capture of another Comet member in Paris. This event led to the arrest of Baron Jean-Francois de Nothomb (Franco), leader of the Comet line, and MI9 agent Jacques Legrelle in January 1944.

Desoubrie then turned his attention to the Burgundy line and operated in the Chartres area west of Paris during the summer of 1944. With a partner in crime called Guy Marcheret he collected about 150 airmen who were taken to Fresnes prison.

Marcheret betrayed F/O Stewart on 8 July 1944. Another accomplice of Desoubrie was Mme. Orsini, described as a red-haired woman.

Desoubrie was arrested after the war and tried by a French court. He was sentenced to death and was executed on 20 December 1949.

Book tells tale of B-24 crew stranded in Tibet

From the Boulder (Colo.) Daily
Camera, December 2004

By DANIEL ZANTZINGER
Camera Staff Writer

When Kenneth Spencer returned home to the United States after surviving an ordeal in Tibet, he didn't want to talk about it. Fellow airman John Huffman was so haunted by his terrible experiences that for a long time he, too, wouldn't talk about it.

The year was 1943, the height of World War II in the Pacific Theater. The Allies were locked in a lengthy and brutal struggle with Imperial Japan, supplying Nationalist China with ordnance via "the Hump," an air route over the Himalayas. More than 1,000 soldiers died on that route from Jorhat, India, to Kunming, China, during the war, but none had the unique experiences that five young airmen had beginning Nov. 30, 1943, as told in Richard Starks' and Miriam Murcutt's new book, "Lost in Tibet."

Airmen Huffman, Spencer, Robert Crozier, Harold McCallum and William Perram had more than a bit of bad luck when, after becoming completely disoriented and pushed hundreds of miles off course by a violent storm, they were forced to bail out into the night at 20,000 feet as their plane ran out of fuel.

Upon landing, the airmen found themselves surrounded by looming mountain peaks, separated, injured and lost, in the high mountains of Tibet.

Before the Chinese invasion of 1959, Tibet was home to a closed society with many restrictions. Without roads, railroads, engines, telephones, or just about everything else Western, and with a culture dominated by a unique strain of

animist Buddhism, little contact government, Tibet proved less than hospitable -- and hard to escape.

The airmen were lucky enough to find habitation and to regroup. But they only traded one set of obstacles for another. The Tibetans feared an attack from neighboring China, a country with designs on bringing the autonomous region back into what it considered its historical fold, and were greatly alarmed by the arrival of a military plane.

Part of China, Bhutan and Nepal were once under Tibetan military dominion. After years of war, a treaty was imposed upon China and stone "stelae" erected to declare that the two nations would respect one another's borders "for ten thousand years."

Considering that dilemma, the British considered Tibet to be something of a buffer zone against Soviet designs on India.

When the airmen arrived, they found themselves at the center of a brewing military storm and were kicked around like a football as Tibet and China, and to a lesser degree Britain, competed for the attention of five young men who just wanted to get back home.

But since America's support was key to the success of any major move by any of the players, the airmen were for a short time *de facto* prisoners of the Tibetan government, and at times of the effusive, partying and contriving Chinese.

Stark and Murcutt have crafted a nonfiction adventure that would make a good action film, relying on recently declassified government documents, contemporary periodicals, personal interviews and letters, and personal experiences as they followed the airmen's trail.



SUMMARY of AFEES 2005 Helpers' Raffle

By FRANK LASHINSKY
Cornwall, Pa.
AFEES Raffle Chairman

In 2004 the annual Helpers Raffle appeal was mailed to 759 members. In 2005 the appeal was sent to 743 members. In 2004 445 or 59% replied. In 2005 434 or 58.4% replied.

Four hundred and fourteen (414) members or 55% of those receiving the appeal in 2004, made a donation, which totaled \$7,268, and averaged \$17.56 per donor. Ninety-three percent of those responding made a donation.

Four hundred and seven (407) donated a total of \$7,028 in 2005 (54.8%) which averaged \$17.27 per donor.

In 2004 mailing expenses were \$541, and prizes awarded were \$500 and \$250. Total expenses, including prizes, were \$1,291. Raffle net proceeds were \$5,977.

In 2005 mailing expenses were \$558.61. George W. Michel of Muskego, Wisc., winner of the first prize, donated the \$500 back to the AFEES Helpers' Fund. Total raffle proceeds were \$6,219.39.

I want to thank all who replied to the appeal, particularly those who exceeded the requested donation. I especially want to thank George Michel for his generosity in donating his prize to the helpers' fund.

THE 2005 RAFFLE WINNERS

First Place Prize (\$500): George W. Michel

Second Place Prize (\$250): Renee Wilson, daughter of Roland Jenkins of Kingsburg, Calif.

Third Place Prize (\$100): Russell N. Jevons of Wakefield, Kans.

Thank you all, for your magnificent responses. It is vital to enable our reunions. I also want to personally thank my wife Dorothy, for her continued support and assistance.

FRANK LASHINSKY, Raffle Chairman

The way it was for the veteran way back then

From the editor's newspaper
in early 1946

The complaints from ex-colonels down to former privates on the woes of living as a civilian lead this servant to believe the armed forces are going to have no trouble in recruiting a voluntary peacetime army and navy.

To many ex-GIs who thought snafu a mild term for Army life, a word can't be coined apt enough to describe the patience with which civilian life must be approached by a veteran.

When he leaves a separation center, the first contact with civilian life many want is the luxury of a good hotel room. Right then is where our hero finds out that you have to know someone to whom the manager owes a major indebtedness to get anywhere close to a reservation.

Next he discovers what the little woman was talking about when she wrote about wartime service. The bell boy looks askance at the quarter tip for two bags. Ice is a half hour enroute; the coffee shop waitress is as indifferent as Spider Rowland is to water.

After months of dreaming about tantalizing dishes, about the only dream on the menu is milk. With a demand for more butter, after spreading the wafer-like slice he gets on a cracker, he starts his education in food shortages.

He needs an education in how to laugh with the other fellow when he starts shopping for civies. He is quick to see the advantages of letting the Army worry about transportation after he stands up on the train to his hometown. Give our hero two weeks of pleading for an apartment and that extra room at the in-laws begins to look like a lot like a love nest.

A little mistake leads to big trouble

From *My Stories of World War II*
by Virgil R. Marco Sr.,
Tail Gunner 305th BG

By RENE LONDOZ
Belgian Secret Army

During World War II the OSS/SOE in London provided coded messages for the various resistance groups in the occupied countries designed to mislead the German listening stations.

Our group in the Belgian Secret Army was given the code name "Quarion" and would be used during months containing 31 days. Our messages would be negative, such as "The artichoke has no generous heart" for drop zone A and "The beet does not improve the salad for drop zone B. During the other months with less than 31 days our code name was "Quebec" and the messages would be positive, such as "The artichoke has a generous heart" for drop zone A and "The beet does improve the salad" for drop zone B.

Indeed it was on the night of May 28/29, 1944 we received a coded message from the Belgian Information Service on the London BBC at 7:15 p.m. The message was

in French. We received the first message, "Messages for Quarion", our organization code name for May. The next two messages received were "Artichoke has no generous heart", representing drop zone A. The second message was "The beet does not improve the salad" for drop zone B. These secret messages informed us that supplies, arms, and explosives would be dropped on field A for "artichoke" and field B for "beet".

The two crews to fly this mission were the William G. McKee crew and the Ernest Beaumont Fitzpatrick, Jr. crew. They were from the 801 Bomb Gp., stationed at Harrington, England. This bomb group was called the "Carpet-baggers". Instead of dropping bombs, their missions was normally to transport and drop supplies for the resistance organizations.

Occasionally they would transport and drop secret agents to assist the resistance forces.

They flew at night in the light of the moon. Their planes consisted of older models of the B-24 without a nose turret. The crew consisted of only eight men where the regular bomber crews consisted of nine to ten men. The supplies were in round containers in the bomb bay. Each mission was flown at tree top level. The closer the flak, the lower they flew to overcome the radar and the fighters.

The McKee crew was assigned field A and the Fitzpatrick crew was assigned field B. The McKee crew arrived first on what they thought was signal A. Unfortunately it was signal B flashed by our resistance group. The McKee B-24 dropped their load and returned to their base in England. Then the Fitzpatrick crew arrived a little later and saw signal A flashed by the resistance but could not find signal B. The resistance proceeded to gather the supplies dropped by mistake in field B, thinking it was the supplies intended for them, and withdrew their signal.

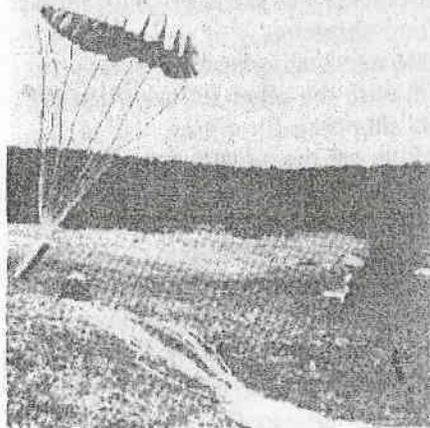
The Fitzpatrick crew began circling higher trying to locate the B signal. After flying around for 45 minutes, they returned to their base without dropping their load of supplies. In the meantime, the Germans discovered the suspicious activity from German watchtowers at three Luftwaffe aerodromes. They immediately sent out motorcycle patrols to investigate.

The resistance team for field B loaded their supplies on their horse-drawn wagon and proceeded on their way to their hiding place. The team leader instructed a man on a bicycle to ride two to three hundred meters in front and one on a bicycle in the rear at the same distance. Each was also instructed to sound his bell if danger appeared. The bicyclist in front soon ran into the sound of the German motorcycle patrol as he was following a turn in the road. He rang his bell frantically, warning his comrades not far behind.

The Secret Army guides then set a trap for the oncoming patrol. They opened fire killing two Germans and wounding another. The rest of the German patrol turned back. The Secret Army added three more weapons to the arsenal from the dead and wounded Germans. They soon arrived at their secret hiding place safely with the new supplies.

The next day the Germans organized a very strong search of the area but could not find anything. However, all the German units were put on alert. Fitzpatrick reported to his commander that he was not able to find the B signal and returned with the supplies. This resulted in a reprimand by his commanding officer, and he was given instructions to return the next night to find the signal and drop the supplies.

London again sent out the "Message for Quarion": "The beet does not improve the salad". The commanding officer of the Secret Army gave instructions to his



wireless operator to notify London to cancel the scheduled mission in view of the German alert. He sent three observers to be on the site for the whole night. For some reason the message to cancel the mission was never received or acted on by London.

On May 30, 1944 Fitzpatrick flew with his crew of eight members plus a training navigator into a German ambush. Arriving at the location and not seeing the signal, he again circled high and higher trying to find the signal. The higher he flew, the more he was exposed to the danger of enemy night fighters.

Three German fighter pilots were waiting for the unsuspecting carpetbagger crew at three different Luftwaffe aerodromes. A German pilot by the name of Charles Kern in his JU-88 saw the B-24. Bill Schack, the tail gunner, saw the German fighter first but was not allowed to fire his guns until the mission was completed or the enemy had opened fire. The German fighter pilot, Charles Kern, opened fire first and hit the right wing of the Liberator, causing it to catch fire and stopping two engines.

Fitzpatrick went ahead and dropped the supplies at a clearing he thought was the drop zone. Indeed, the containers dropped very near the B Field, but due to the altitude they were flying, the containers drifted over a much larger area than expected.

Orders were then given to bail out. All the crew parachuted safely. My men located Bill Schack, Walter Swartz, Joseph Lasicki and Ernest Fitzpatrick. They were hidden in separate homes for two to three weeks maximum before being moved

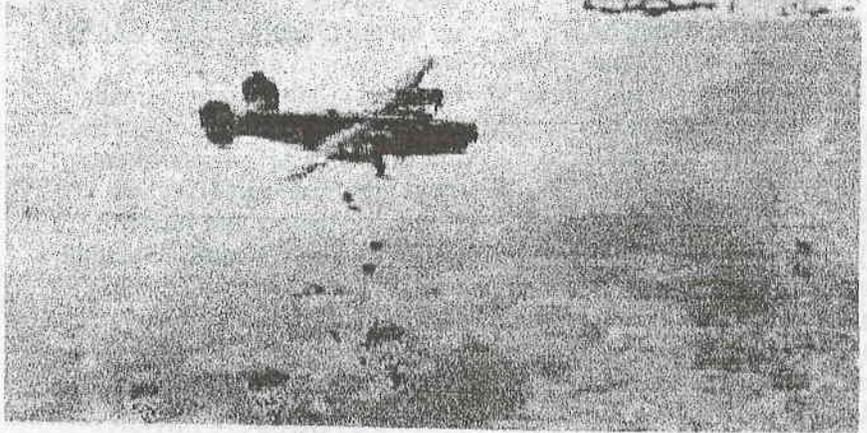
again to avoid the danger of being located by the Germans. Our group preferred this solution rather than the "Marathon Camps" in the Ardennes.

For Fitzpatrick and Swartz, this proved to be a good solution as they were liberated in September 1944. It was not so favorable a solution for Schack and Lasicki. During a transfer to another hiding place, they were captured. They were liberated by the advancing Russians in May 1945.

Another Secret Army group found Richard Thiriot, Paul Kasza and James Sherwood. They successfully evaded and were liberated in September 1944. Two others, Cornell DeGrothy and Williams, declined our help and wanted to be on their own. Their efforts to evade were unsuccessful, and they were captured and sent to German POW camps. They were liberated in May 1945.

It is amazing how a small mistake, either on the ground with a bad flashing signal B or in the plane having misread the signal, can lead to an accident that could have been much worse.

A search was made, and we found Charles Kern, the German JU-88 pilot. Fifty years later Charles Kern, Bill Schack, and Walter Swartz gathered at my home in Genval, Belgium and spent the day May 30, 1994 celebrating together. We had a great time talking about our mutual adventures.



REUNION -- From left, Bill Schack, Walter Swartz, Charles Kern and Rene Londo, together 50 years later.

Several airmen led by fake guides

By CO de SWART
DeBilt, Holland

In the Spring 2005 issue of this publication, the story was told of the crash of B-17 42-3439, 96 BG, in DeBilt on Oct. 20, 1943 and a Memorial Day for the five KIA of the crew, 60 days later.

The article told some of what happened to the five who bailed out. Bombardier Donald Mills (E&E 279) who, within seven weeks, was the only one who made it back to the U.K. via Gibraltar.

Remarkable is the story of navigator 2Lt. "Red" William Doherty from Boston and Sgt. TTG Frank Killarney from New York State, crewmen of the same B-17.

Coming down near the village of Erp in the south of Holland, they

were fortunate enough to be picked up by the Otten brothers, who are well known to many AFEES members. After having already hidden RAF airmen, the pair were the first USAAF airmen to enter what later was called "Pyama House." Many would follow.

They stayed two days, getting a bed, civilian clothing and being photographed.

Shortly after the war, Antoinette Otten wrote a long letter to Doherty, asking what happened to him and his buddy after leaving Pyama House, how he had made it etc. She also explained what had happened to the Otten family in the remaining war years.

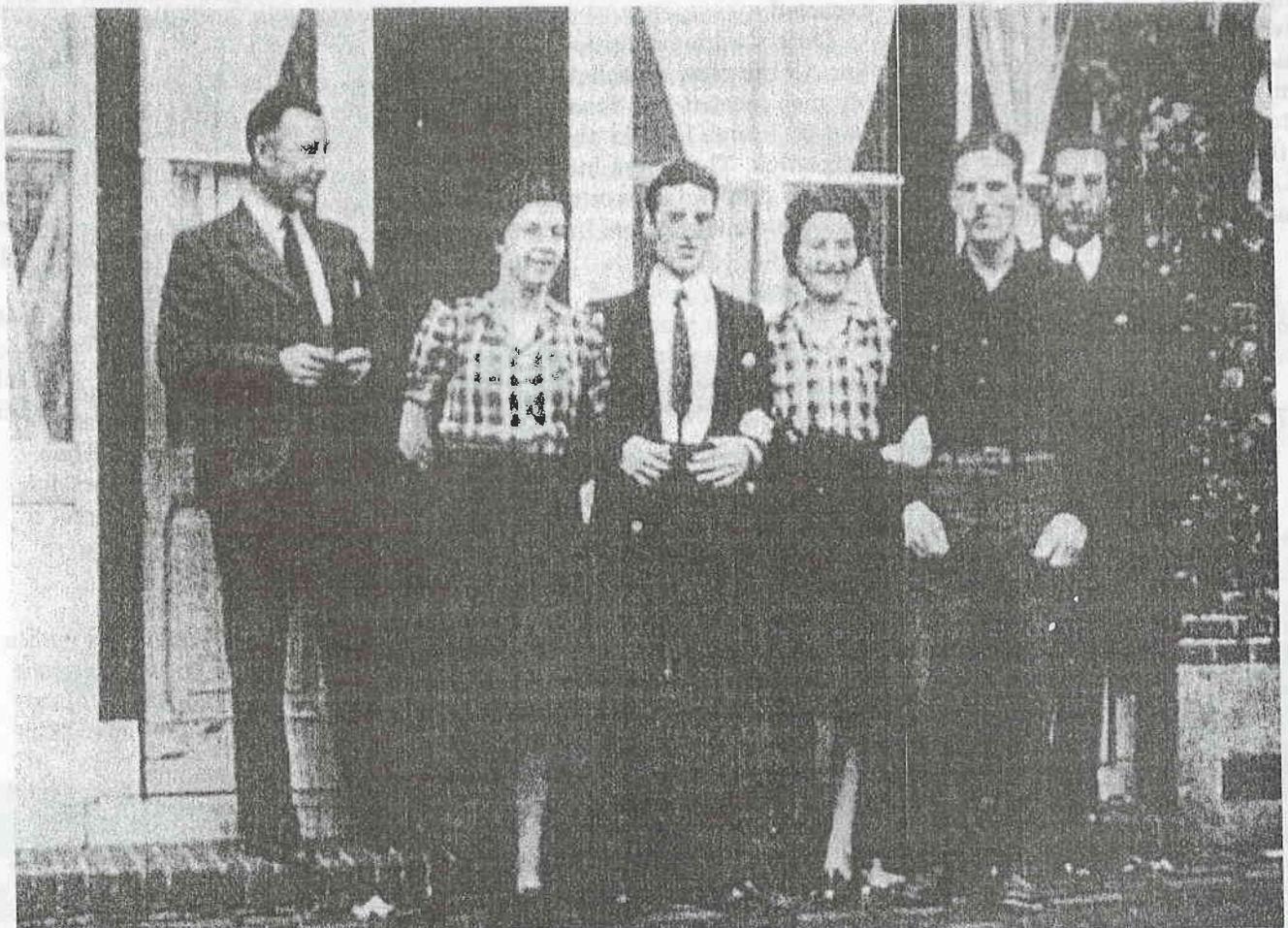
Another letter was written after the war by the next Dutch helper

who took over the two airmen, Gerald Gorris of then Maasniel, now part of the town of Roermond. He found a hiding place for them with the Pollaert family.

The trip to their next safe-house took them to the town of Tilburg, where on their way to Belgium they were hidden in the house of "Aunt Coca" Pulskens.

At the time, no one in the Resistance realized that the Germans had the house under surveillance. This was to last until the summer of 1944.

Many Allied airmen, guided by "fake guides" leaving this house, were arrested out of sight on their way to Antwerp, Belgium. This happened to Doherty and Killarney on Nov. 7, 1943.



Airmen Doherty and Killarney (third and fifth from left) posed with the Otten family after they were picked up and before they were captured. Their B-17 crashed Oct. 20, 1943 in DeBilt, Holland.

Both spent the remainder of the war in a POW camp. Doherty met his captain, Geyer, and co-pilot Surdez again in Stalag Luft I. Killarmy was interned in Stalag 17B, Austria.

EPILOGUE

No Longer With Us:

The Otten sisters and brothers, Doherty died in 1989, Killarney in the 1970s,

Gerald Gorris died in 2001, Mathieu Pollaert died in 1978, J.F. v. Eerdewijk died in 1957.

“Aunt Coba’ Pulskens was arrested in the summer of 1944 and in February 1945 was murdered in a concentration camp.

Pat and Joan, daughters of William Doherty, hope to make a trip soon to Holland, to retrace their father's footsteps, also to visit now-known safe houses and to pay a visit to the monument erected for his five buddies KIA in the B-17 crash



‘AUNT COBA’ PULSKENS
Helper in the town of Tilburg, Holland. Arrested in 1944.

Welcome, to the AFEES Family!

New Members

FRANCIS L. ESHELMAN
6334 E. Malvern
Tucson, AZ 85710-4649
1197, 8th AF, 355th FG
Phone: 520-747-1418

Col. HORACE W. LANFORD
150 Colonade Circle
Naples, FL 34103-8710
15th AF, 455th BG
Wife: Joyce
Phone: 239-643-1498

WARREN P. LAWS II
3463 Carrs Road
Crozet, VA 22932
(Son of Warren Laws #362 Dec.)
Ph.: 434-823-2515
<WLAwsII@aol.com>

RUSSEL P. WEYLAND
7717 Wonderview
Wonder Lake, IL 60097
Ph.: 815-728-0827

THOMAS F. WEYLAND
505 N. Country Club Drive
McHenry, IL 60050
Ph.: 815-759-6108

CYNTHEEA M. WHITE
1116 W. Northeast Shore Drive
McHenry, IL 60051
Ph.: 815-344-3164

ANTONETTE M. PETERSON
404 N. Country Club Drive
McHenry, IL 60050
Ph : 815-344-5202

(Last four New Friends are sons and daughters of Russel and Francene Weyland.)

New Friends

MICHAEL E. ALLEN
6112 Windward Drive
Burke, VA 22015
Phone: 703-699-1235
Defense Dept. POW/MIA
Personnel Office

WALTER S. HERN III “FFL”
37189 2nd Street
Freemont, CA 94536
(Son of Walter Hern #2609)
Phone: 510-744-8675
<drumwait@aol.com>

WILLEM J. L. CALKOEN “FFL”
Postbus 1110
3000 BC Rotterdam
The Netherlands
Ph.: +31 10 224 04 06
<willem.calkoen@nautaudtilh.com

Helpers

HELENE NAUTA-BARGE
&
JAN NAUTA
Helpers for Life
Boerhaevelaan 6
Leiden 2334 EN
The Netherlands
Ph.: 011-31-71-515 555 69

Beetle Bailey



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FRIENDS & ALLIES

Allied airmen shot down over western Europe in World War II, and the people on the ground who helped them, gather in New Orleans to give thanks and swap war stories.



STAFF PHOTO BY TED JACKSON:

Belgian Helper and now AFEES Reunion coordinator, Yvonne Daley-Brusselmans always seems to be smiling.

**From the New Orleans *Times-Picayune*
Metro Section,
Page 1, Sunday, May 15, 2005**

**By LYNNE JENSEN
Staff Writer**

Their lives were brought together by improbable accidents of war: Allied airmen who parachuted out of burning planes over western Europe and the French and Belgian (and Dutch) families who defied the Nazi occupation and risked execution to give the men shelter.

Almost as improbable as those wartime encounters, airmen and rescuers alike found themselves reunited in the past few days in a downtown New Orleans hotel.

Richard Smith, an 84-year-old veteran from Battle Lake, Minn., was piloting a B-17 bomber about 50 miles north of Paris when the aircraft was shot down on Dec. 30, 1943, and he and his crew of nine bailed out.

After parachuting to the ground, "I was able to get up and run," Smith said, regaling a handful of the 165 gathered for the reunion of a group called the U.S. Air Forces Escape and Evasion Society.

The first person he encountered, Smith

said, was "an old Frenchman with two oxen and a plow. He pointed one way and said 'komarad' and he pointed the other way and said 'Allemands' (germans). Well, I didn't know the meaning of 'Allemands,' but I could understand 'comrade.'"

Smith ran in the direction the farmer indicated and fetched up in a forest about a half-mile away. There he hid, waiting for dark. In due course, "Three young Frenchmen came up, and each had a handgun and sack of clothes. And I became a civilian right there."

Smith slipped on the clothing and was moved several times into small safe houses, staying until people living around the houses "got curious," Smith said.

After two weeks on the run, Smith arrived in Paris, where he was taken in by French citizens and "a dear little old English lady who didn't get out of Paris in time."

"She gave us some tea," he said. "then she made a phone call and said, 'Go out the door, turn right, go down to the Arc de Triumph and you'll see a man with newspaper in his side pocket, and so you will follow him, you on one side of the street and him on the other.'"

The man with the newspaper led Smith to the doorway of a safe haven where Smith and a fellow American airman hid for two weeks.

"Then one morning, the best-looking young French girl you ever saw in your life came into my bedroom and shook me and said, 'You're leaving today.'"

Smith was put on a train and told to follow "a young lady walking down the middle aisle of the train with a leather trench coat on and knee-high rubber boots," he said. When he rose from his seat to follow her, to his surprise, so did six strangers. She took the seven men to her mother's home on the Atlantic coast, where the soldiers piled into one bedroom. Two days later they got word that the British were coming.

"After nightfall, 25 of us met in a house in this little town," Smith said. "We were given instructions to

walk single-file with one hand on one another's shoulders so that we would not get separated. We marched through barnyards and pig sties to lose the scent of any dogs that were patrolling."

At midnight, the group came to a "pretty good-sized cliff" then entered a cave where they saw a blinking blue light. Soon rowboats, one packed with clothes and medicine, came into the cave and the Americans were taken to a waiting Royal Navy gunboat and on to Portsmouth, England.

Close encounter

Perhaps the most vivid detail of Smith's whole ordeal was captured in a split-second vignette about the very outset of his adventure.

"I'm going down, and I go through this cloud," Smith said, recalling his descent by parachute. "I pull the ripcord and I'm hanging there at about 4,000 feet and I hear this (enemy) airplane coming, and this guy tips up on the wing and I thought, 'You dirty bugger, you're not going to shoot me hanging from this parachute are you?' And he comes pretty close and I could see his face and with his left hand he waved and I thought, 'Well, what the hell, if you're not mad, I'm not mad,' so I waved back.

Laughter filled the room at the Park Plaza Hotel, where the AFEES group is meeting through Sunday morning.

Among them is Yvonne Daley-Brusselmans, a 73-year-old Belgian native who, as a young girl, was part of a family that risked death to shelter and assist Allied servicemen.

"I'm a proud American now," said Daley-Brusselmans, who became a U.S. citizen in 2001 and lives in Dunedin, Fla.

She was 12 when the minister of her family's church in Brussels knocked on their door.

"My mother spoke very good English, and he needed someone to translate some of the British pamphlets that were dropped," Daley-Brusselmans said.

Anne Brusselmans agreed to

"Credit should be given to the Underground helpers and to the many people who came from all over the Allied world to give us freedom," Daley-Brusselmans said. "We'd be speaking German right now if they had not come."

translate and to shelter a British airman. By the end of the war, her family had sheltered 32 airmen and her mother is credited with helping more than 130 Allied servicemen in various ways, her daughter said.

For a while, Daley-Brusselmans and her younger brother, Jacques, who spoke French, were told that the strange-sounding young men staying at their house were Flemish cousins.

Then came the day when, rushing into the basement to take shelter during an air raid, she found a box containing "all of the false papers and pictures of these airmen," she said. "This is a secret. You keep quiet," her mother warned.

Daley-Brusselmans recalled the day Germans barged into her family home while a French army soldier was hiding in her brother's bedroom.

"It took me 30 years to get over this German in full uniform with a gun in my face waking me up," she said. Her mother scared off the Germans by telling them her son had typhoid fever.

Daley-Brusselmans said her father, Julien, "played a very important role because he kept the facade." He kept his job as a clerk with the gas company in Brussels and he spent his holidays, his vacation, by biking 100 miles to a farm and working for food to feed the airmen, she said.

Daley-Brusselmans has written a book about her family's war experiences called "Belgium Rendez-Vous 127" (127 was her address).

Before her death, Anne Brusselmans appeared on TV shows such as "This Is Your Life" and "To Tell the Truth"

Reunion: Another great show



Clifford Williams of Nederland, Tex., (second from right) enjoyed the New Orleans reunion with his family, left to right, John Williams, Luanne Williams Bilke and Charles Williams.



Canadian visitor Raymond Sherk (left) and Clayton David of Hannibal, Mo., visit with Helene Nauta-Barge, Dutch Helper who attended her first AFEES reunion in New Orleans.

++++
Reunion greetings from friends in the South of France

...very best wishes to all our MANY friends in AFEES from Scott and Judy Goodall in the Pyrenees. Have a great reunion and we'll be right there with you in thoughts and raised glasses between 12-15 May. Bon courage...et surtout...BONNE CONTINUATION!

The New Orleans reunion in May was another unqualified success. Attendance at the annual banquet was more than 170; many first-timers were included.

The AFEES Angels, Yvonne Daley and Francene Weyland, put together a great agenda. As has become usual, Yvonne persuaded a cadre of her Tampa friends to help out.

Don and Helen Spearel, Cappy and Cindy Bie were always willing to help out with the grunt work.

And Zig Zigler and Steve Mac Isaac did a super job of furnishing libations in the hospitality suite.

Zig provided a little late-night entertainment with his fake skunk skin to tickle the ladies.

Well-known member Gil Shawn had the misfortune to have his trip to the D-Day Museum interrupted. He wound up in the hospital with a fractured hip.

Steve Borel and some other members went to his aid until the ambulance crew arrived. At last report, Gil is resting comfortably after surgery on his hip, but will be inactive for a while.

He should be home before long. His postal address: 540 Village Place, Apt. 214, Longwood FL 32779. Send him a card!

Lt. Gen. Duncan McNabb, stationed at the Pentagon, was with us again and spoke at the annual banquet. His subject was the legacy that WWII veterans have passed down to today's military in the Mideast.

This time, Duncan brought along his charming wife Linda, who seemed to get right into the action. Come back again, Linda.

The day trip to the D-Day museum is a tremendous experience.

A 55-min. film covers the 1944 invasion of Normandy and many other exhibits explain the European war. It was good to see so many young folks at the museum; perhaps they can gain a better understanding of what that war 60+ years ago was all about.

At the Saturday night banquet, the audience was polled on choosing a site for next year's reunion.

Albuquerque was the '06 favorite; we will be in Kansas City in '07.

Of course, there was some free time. Enough for a nephew to act as our family tour guide on a visit to Bourbon Street.

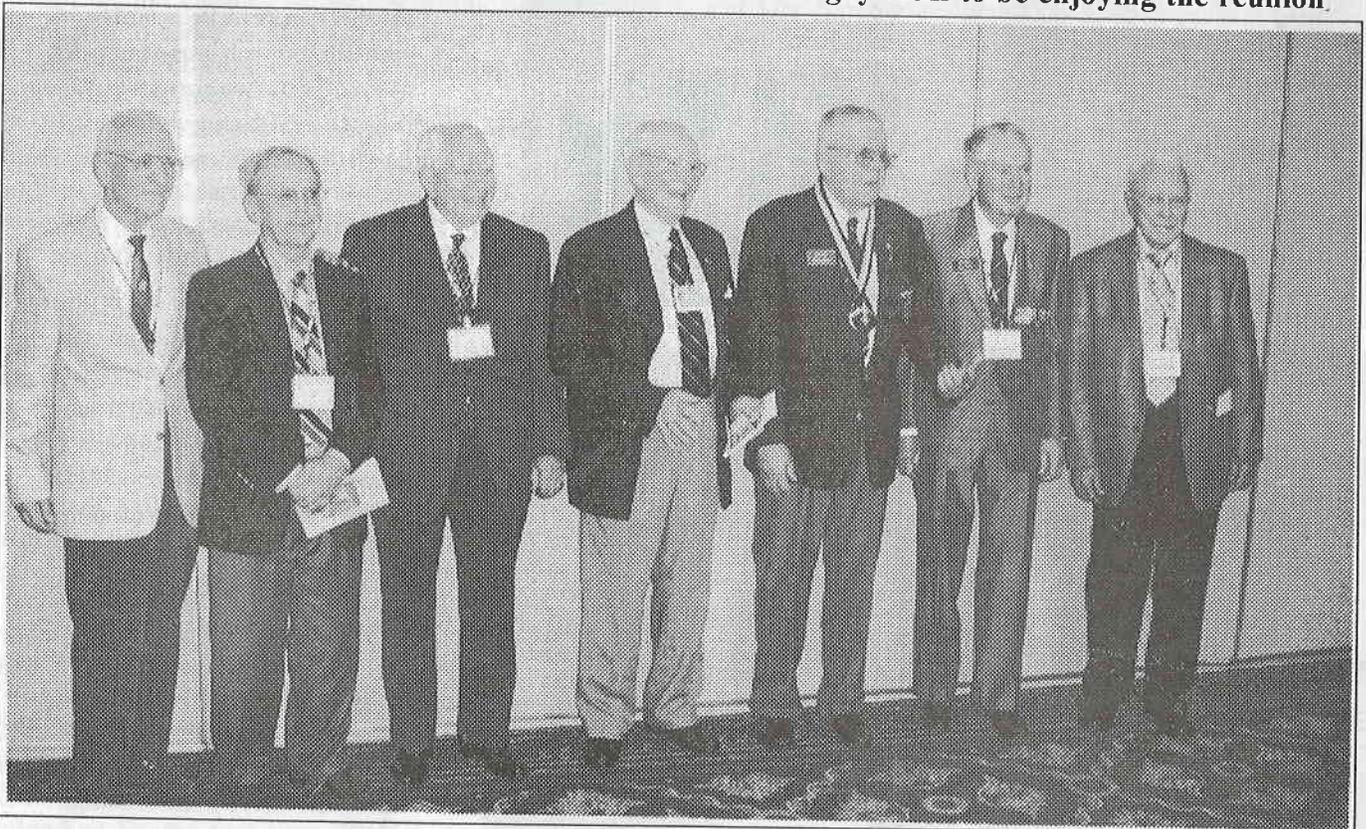
LOST & FOUND DEPARTMENT

Someone left a black travel caddy in the Hospitality Suite at the New Orleans reunion.

Yvonne Daley has it and says she will take it to Albuquerque if the owner will confess up to leaving behind this year.



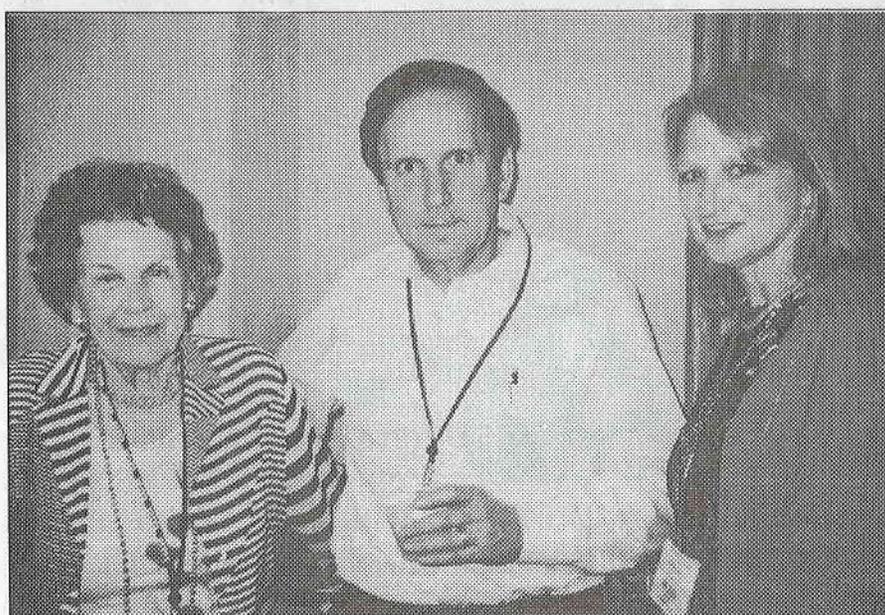
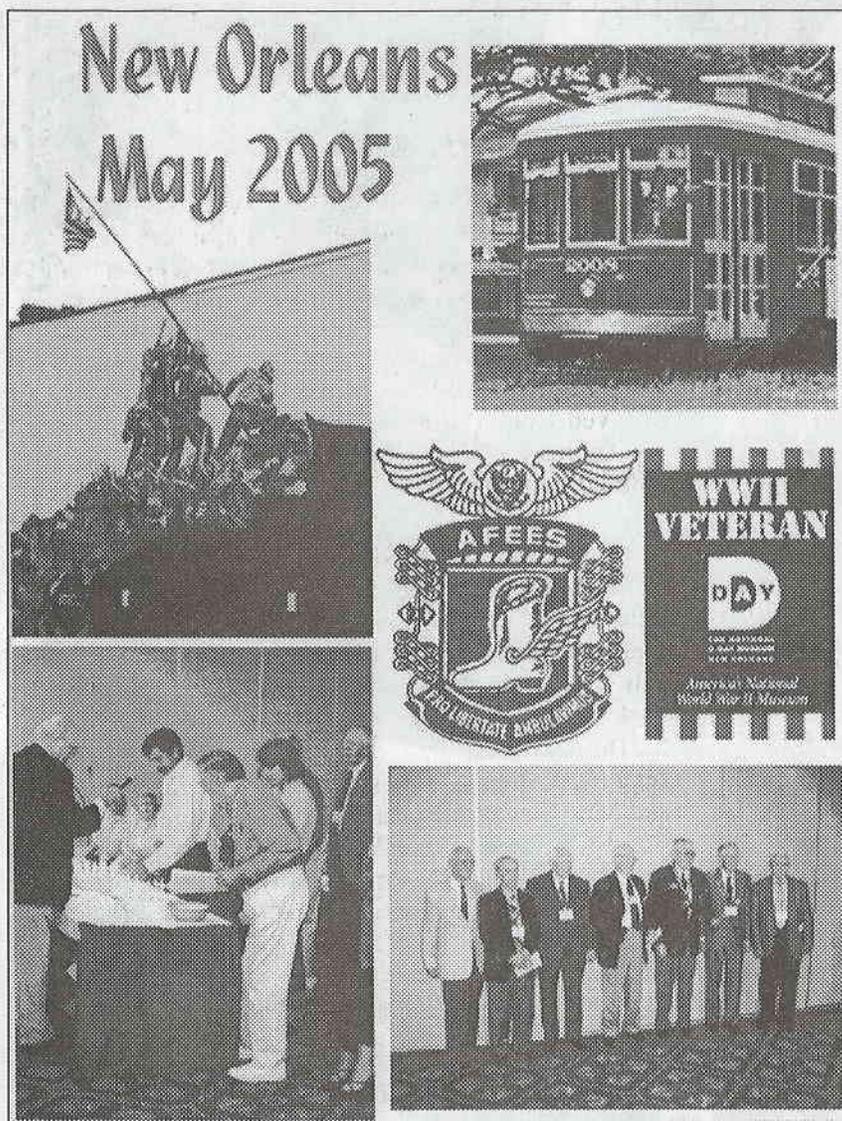
Dorothy and John Rucigay seem to be enjoying the reunion.



A group of ex-P-38 pilots was herded together at the New Orleans reunion for a photo op. Here, from left: Clifford Williams (55th FG), Albert Gese (20th FG), Elmer Springer (406th FG).

John Oliphant (359th FG). Warren "Bud" Loring (55th FG), Raymond Sherk (Canadian) and Kenneth Dunaway (78th FG).

Leecroy Clifton (350th FG) was also present at the reunion, but missed the photo session.



Ann Feith, Dutch Helper now living in Barcelona, Spain, poses with Lynn and Betsy David of St. Louis, Mo.

THE NATIONAL D-DAY MUSEUM GALLERY GUIDE

❶ **The Home Front - Prelude to War** - through *Home of the Higgins Boats*
Start your exploration of WWII in 1939. The United States has only the 18th largest army in the world, while Germany, Japan, and Italy are on the Road to War. As war comes to America, enlist in the Armed Forces, join the effort on the Home Front, and build a Higgins boat on the bayou.

❷ **Planning for D-Day - Fortress Europe** through *The Armada Strikes* Climb the stairs and you will understand what the Allies will face in Normandy—Hitler's Atlantic Wall. Explore these deadly fortifications awaiting the Allies, view the weapons, uniforms, and gear of the Germans and Americans, and meet the commanders of Operation Overlord. Help Eisenhower make his Decision to Go and crash into Normandy in an Allied glider. Count to 5,000 as you marvel at the variety of ships used in this largest and most complex amphibious assault in history.

❸ **The D-Day Beaches - Omaha Beach** through *The Nazis Quit* Step off your Higgins boat and into the surf at Omaha Beach. The artifacts and stories of individual soldiers here put a human face on the most decisive day of WWII—June 6, 1944. Hear from the men who fought for Utah, Omaha, Gold, Juno and Sword Beaches. Climb Pointe-du-Hoc with the Rangers. Fight your way through Hedgerow country. And, finally, take a moment to contemplate the ultimate cost of victory.

❹ **The D-Day Invasions in the Pacific** - Follow the American campaign in the Pacific Theater of Operations during WWII. Using artifacts, photographs and maps, this exhibit begins at Pearl Harbor and ends with the birth of the atomic age. The individual personal accounts of survivors, both military and civilian, tell the story of D-Day operations like Guadalcanal, Tarawa, Iwo Jima and Okinawa.

OFFICIAL MINUTES
AFEES Annual General Meeting
May 14, 2005 -- New Orleans, La.

President Richard Smith called meeting to order at 1115 hrs. and declared a quorum (50) present.

Motion made by Clayton David, seconded by Ashley Ivey, that minutes of the 2004 annual general meeting be approved as printed on Page 20 in the Summer 2004 issue of *Communications*. Motion carried.

The **president** introduced the Board members present: Ralph Patton, Chairman of the Board; Yvonne Daley-Brusselmans, Francene Weyland, Warren Loring, John Rucigay, Clayton David, Frank Lashinsky, President Richard Smith and Larry Grauerholz

Members excused: Herbert Brill, Thomas Brown, and Ray Kubly.

COMMITTEE REPORTS

Nominating Committee: Recommends that those board members whose term expired in 2005, except for the vacancy of the Recording Secretary, be re-elected to serve as the Class of 2008. President Smith asked for volunteers re the one vacancy to see him at the banquet.

Finance: Francene Weyland, Treasurer, read the financial statement for 2004 as compiled by AFEES auditor, Clyde Martin. Motion made by Ralph Patton, seconded by Ashley Ivey, that report be accepted as printed on Page 21 in the Summer 2004 issue of *Communications*. Motion carried.

Raffle: Frank Lashinsky thanked his wife, Dorothy, for her assistance with this project. He reported that 431 books of tickets were returned and of those, 404 included donations for a total of about \$5,709.

Membership: Clayton David announced that there are 510 members and approximately 300 widows, friends and helpers living in the U.S. In preparation for publishing a new roster, his wife Scotty has made 229 phone calls and he has written about 50 letters in order to find information about members.

There have been 48 *Folded Wings* in the past year. A common comment is the quality of the AFEES newsletter; asked for a round of applause for Editor Grauerholz. Clayton introduced two members attending for the first time: Walter Mayer and Robert Shoonmaker. President Smith thanked Clayton and Scotty David for their endeavors for AFEES.

Newsletter: Larry Grauerholz said that preparing the AFEES newsletter has been the most rewarding of all his years in this line of work. He explained the mechanics of printing and mailing *Communications*.

PX: President Smith reported that the Board decided to dispense with the PX; therefore, the newsletter will continue with closeout sales, and at next year's reunion there will be a final sale of any inventory remaining, except the silver boot.

Seasonal Greeting Cards: The president announced that 400+ were mailed and greetings were received from 180 helpers.

Thomas Schantz noted that Larry's name was omitted on the card last year; error will be corrected.

NEW BUSINESS

2006 Reunion: At last year's reunion, Charleston, S.C., and Kansas City, Mo., were suggested. The Board of Directors decided on Kansas City as several reunions have recently been held in the East.

During the ensuing months, Albuquerque, N.M., was suggested; therefore presentations were made by Mr. and Mrs. Steve Mac Isaac for Albuquerque and Steve Borel for Kansas City. Discussion regarding 3 or 4-day reunions. (**LATER: Albuquerque was the choice of those at the Saturday night dinner.**)

Ray Sherk invited all AFEES members to attend the RAF Escaping Society (Canadian Branch) Annual General Meeting in Kingston, Ontario, Sept. 13-15, 2005.

President Smith gave thanks to Yvonne Daley-Brusselmans for the reunions, Francene Weyland for handling finances, and Scotty David for her work with membership.

Francene Weyland read notes from Tony and Jean Kosinski and Mia Livilvelt, who were unable to attend.

2006 Reunion Site: Vote for Kansas City was 26 and Albuquerque was 25; President Smith declared it too close to decide and a count will be taken at the Saturday night banquet.

Francene Weyland announced that shuttle will pick up people for the D-Day Museum on Sunday. Also that 4-day reunions may cost more, due to increased transportation costs; bus rentals are very expensive.

Yvonne Daley-Brusselmans asked that those people who did not have banquet tickets to see her. She announced that the 2006 reunion dates will be May 4, 5 and 6.

There being no further business, a motion was made by Larry Grauerholz, seconded by Yvonne Daley-Brusselmans, to adjourn the meeting at 1225 hrs. Motion carried.

--THELMA LORING, Acting Sec.

They made it to the Big Easy

Here is a listing of persons who attended at least a portion of the 2005 AFEES reunion in New Orleans:

(Boldface Type indicates Helper)

ALLEN, Mike, Burke, Va. (U.S. Navy)
 ANSLOW, James, Houston, Tex.
 BIE, Cindy and Cappy, Indian Rocks Beach, Fla.
 BILKE, Luanne Williams, Houston, Tex.
 BOREL, Nancy and Steve, Overland Park, Kans.
 BRANDT, Clarke M., Aurora, Colo.
 BROWER, Ken and son Tom, Fort Worth, Tex.
 CLASSEN, Emily, New Orleans
 CLIFTON, Rita and Lee, Fort Worth, Tex.
 COMSTOCK, Sandy, and daughter
 Jennifer D'Addio, Branford, Conn.
 DADY, Debbie, East Haven, Conn.
DALEY, Yvonne, Dunedin, Fla. (Belgium)
 DAVID, Scotty and Clayton, Hannibal, Mo.
 DAVID, Betsy and Lynn,
 Alex and Bryan, St. Louis, Mo.
 DEL GUIDICE, Doreen, Meriden, Conn.
 DEL GUIDICE, Alberta and Lou, N. Haven, Conn.
 DUERR, Fanny and son David, Bethel Park, Pa.
FEITH, Ann and son Jack, Barcelona (Holland)
 DUNAWAY, Kenneth, Leawood, Kans.
 FEINGOLD, Leah and Lou, Emerson, N.J.
FLOYD, Maita, Sun City, Ariz. (France)
FRASER, Marguerite & son J. Caruso (France)
 FRICKE, Margaret Findley, Minn.
 GESE, Rayona and Al, Green Valley, Ariz.
 SHAWN, Gilbert, Longwood, Fla.
 GOLDSTEIN, Lee and Coleman, Hadley, Mass.
 GRAUERHOLZ, Ruth & Larry, Wichita Falls, Tx.
 GRAUERHOLZ, Larry Jr & Kim,
 Mt. Vernon, Mo.
 GRIGGS, Roy and Pam, New Orleans, La.
 GRIMA, Jewell and Thomas, Metairie, La.
 GRIMES, Mary Helen and Robert, Fairfax, Va.
 GROSVENOR, David, Dripping Springs, Tex.
 HAINES, June, Clare, Mich. & Dorothy Naughton
HAKIM, Ghislaine and Peter, Livingston, N.J.
(Belgium)
 HEEKIN, Frank, Cincinnati, Ohio
 HEWIT, Brenda and Harvey, Haverford, Pa.

IVEY, Ruth and Ashley, Acworth, Ga.
 KATSAROS, Mary and John, Haverhill, Mass.
 KELLY, Kevin, Fairfax, Va.
 KENNEY, Dorothy, Decatur, Ga., and
 guest Sylvia Beal, Tampa, Fla.
 LASHINSKY, Dorothy and Frank, Cornwall, Pa.
 LINDELL, Connie and Ernie, Moses Lake, Wash.
 with Kathy and Brian Lindell
 LORING, Thelma & Bud, Monument Beach, Mass.
 LUCKETT, Gen & Dan (guests), Raymond, Miss.
 MAC ISAAC, Nancy and Mac, Rio Rancho, N.M.
 and son J. P. Mac Isaac
 MANOS, Joseph, Sacramento, Calif.
 MARTIN, John W., Broomall, Pa.
 MATTSON, Arthur, Houston, Tex., with Cheryl
 and Larry Boyd, guests
 MAYER, Walter, Spokane, Wash., and
 daughter Kathy Johnson
 MCGINLEY, Bonnie and Bill, Mabelvale, Ark.
 McNABB, Linda and Duncan, Arlington, Va.
 MELSON, Jeanette and Howard, Dagsboro, Del.
 MILLER, Ed, Sedona, Ariz.
 MONG, George C., Warren, Pa.,
 and Richard Lawsen
 MURRAY, Jim, Port Richey, Fla., and
 guest Helen Milton
NAUTA-BARGE, Helen, Boerhaavelaan,
Holland, and guest, William Calkoen
 NESBITT, Anthony, Arlington Va., (U.S. Army)
 O'CONNELL, Betty and Brian, Plymouth, Mass.
 OLIPHANT, Ruth and John, Colorado Spgs., Colo.
 PATTON, Bette and Ralph, Chevy Chase, Md.
 with daughter Beverly and John Wand
 PERRY, Lupe and Joseph, Redmond, Ore.
PESIC, Miograd, Belgrade, Serbia (Yugoslavia)
 POUPART, Phil, New Orleans, La.
 ROGERS, Len, Youngtown, Ariz. with
 nephew Paul Rees, Syracuse, N.Y.
 RUCIGAY, Dorothy and John, Ballston Lake, N.Y.
 SANCHEZ, Joe, Leesburg, Va. (U.S. Army)
SAUER, Gene and Gabriel, Wilmington, N.C.
(Holland)
SCHANTZ, Rosalie and Thomas, Green Valley,
Ariz., (Belgium)

SCHOONMAKER, Robert, Green Valley, Ariz.

SCHUTTERS, Chantal and Victor (Belgium)

SHANDOR, Richard, Cresson, Pa.

SHAWN, Gilbert, Longwood, Fla.

SHERK, Raymond, Toronto, Ont. (Canadian Br.)

SMITH, Margaret and Richard, Battle Lake, Minn.

SPEAREL, Ellen and Don, Clearwater, Fla.

SPRINGER, Bert and Dutch, Burke, Va.

STINSON, Brenda and Howard, Egg Harbor, N.J.

SWEATT, Mary and Robert, Burton, Tex.

and son Robert Sweatt Jr.

THOMPSON, Marcy and Fred, Houston, Tex.

VAN REMMERDEN, George, Seal Beach, Calif.

(Holland)

VAN VEEN, Pietge, daughter Pia and Renco

Mooji (Holland)

VERILLE, Anne, Arlington, Va.

WEGNER, Linda and Sam, New Orleans, La.

WEYLAND, Francene, McHenry, Ill., and

daughter Cindee and Jack White

WILLIAMS, Clifford, Nederland, Tex., and family

Charles Williams, John, Yvonne, Thomas

and Laura

WINGHAM, Tom, Suffolk, U.K. (RAFES)

ZIEGLER, Zig, Port Tampa, Fla.



Joseph and Lupe Perry of Redmond, Ore., seemed to enjoy the New Orleans reunion.



Helene Nauta-Barge of Holland poses with Ashley Ivey, an airman she helped more than 60 years ago.

Stowaways reached Gibraltar from Seville

Were you hidden on a merchant ship that sailed from Seville, Spain, to Gibraltar?

Some airmen reached Allied territory that way.

Bruce Bolinger, a Friend member of AFEES, is researching the escape of Tom Applewhite, who left Seville on Jan. 7, 1944, hidden in the propeller shaft compartment of a Norwegian ship carrying a cargo of bitter oranges for Liverpool.

The ship went by way of Gibraltar where Tom and four other airmen were dropped off before the ship joined a convoy for England on Jan. 12. Bruce is researching how such escapes were organized and who was involved. He would like to correspond with any airmen (or their family members) who escaped by ship from Seville.

You can contact him at 12704 Butterfly Drive, Nevada City, CA 95959; phone: 530-273-6442; <bolinger@nccn.net>

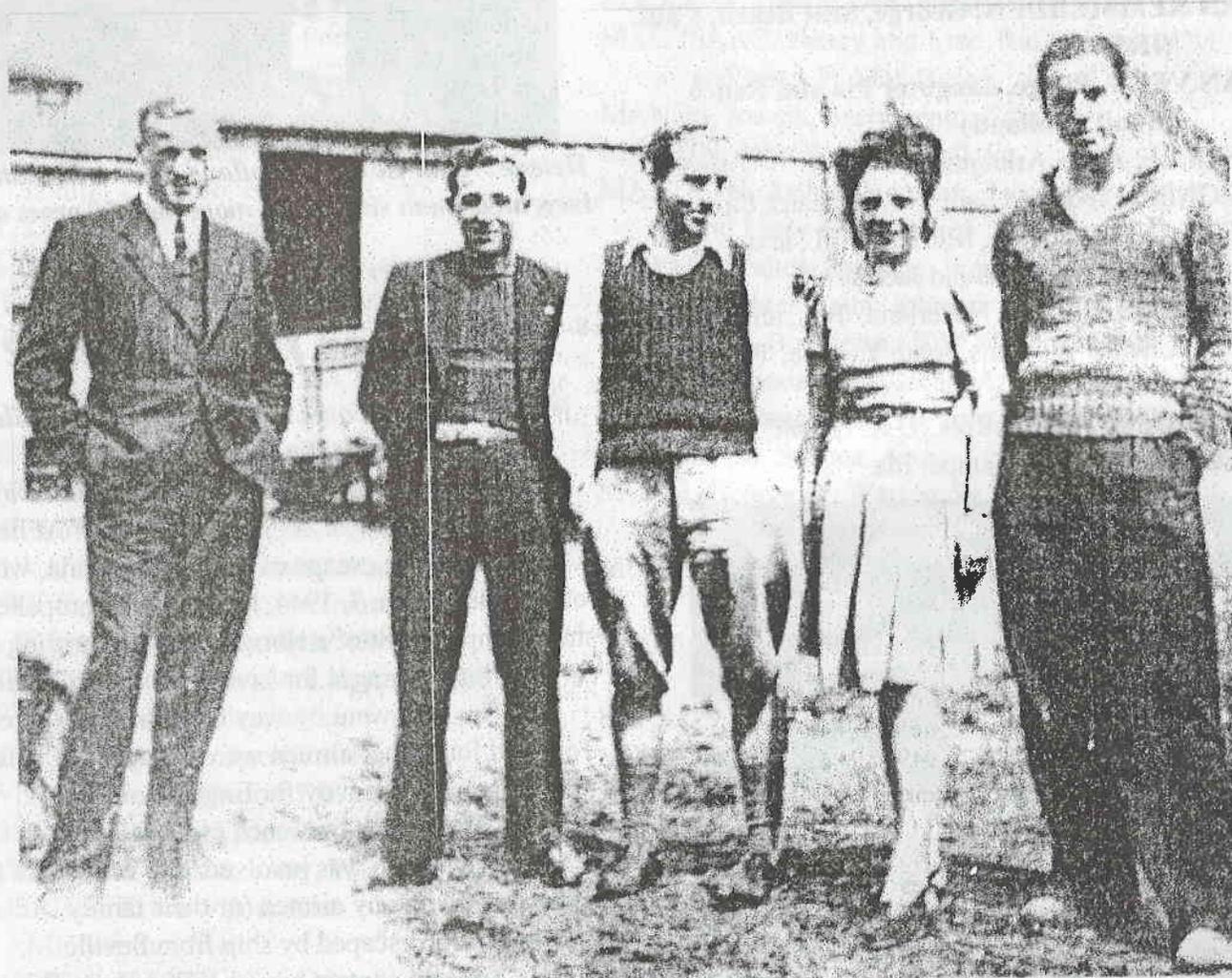
Lt. Thomas B. Applewhite, E&E # 324, bombardier, 385th BG, bailed out Nov. 11, 1943, near Hausden, Holland.

He was the only member of his crew to evade. He and another airman were escorted to Paris by Amanda Mouchka Desir-Stassard (Code name Diane) of the Comet line. Later, "Franco" escorted them over the Pyrenees.

Hagar



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Communications Reader Didier Cornevin, who lives near Paris, has been doing research on the French Resistance and airmen who were helped in the area. He has located a woman, Ms. Flamming, who helped two Americans, 1st Lt. Walter L. Harvey (E&E 1103) and 2nd Lt. Richard Rader (E&E 1102), both of the 384th Bomb Grp. who went down April 24, 1944.

Shown in front of a French farm in this June 1944 photo, are, from left: M. Flamming, her husband who was hiding from the Germans, a Frenchman who later became mayor of the town of Maurepas, Airman Harvey, Mme. Flamming, and Airman Rader.

Beirne Lay: from B-24 pilot to Hollywood

Beirne Lay, E&E 939, went from pilot to a career in Hollywood as screen writer after World War II.

Lt.Col. Lay, commanding officer of the 487th Bomb Group at Lavenham, went down May 11, 1944, over France and evaded.

His B-24 41-29468 *Peg O My Heart*, was shot down by flak and crashed near Bretoncelles (department of Orne, Normandy).

He told the story of his evasion in a book titled *I've Had It*, which was first published in 1945 and reissued in 1981 as *Presumed Dead*.

His first book was an autobiography of his three-year spell with the Army Air Corps as a bomber pilot in 1932-35. The book, entitled *I Wanted Wings* later became a movie. Beirne was hired by Paramount to work on the script.

I Wanted Wings (1941), starred Ray Milland, William Holden and Wayne Norris as cadets trying to earn their wings. It was well received and brought many volunteers to USAAF recruiting offices across the country.

After WWII, Beirne Lay co-authored the novel *Twelve O'Clock High*, which was developed into the celebrated movie of the same name starring Gregory Peck in 1949.

Other screen plays by Beirne included *Above and Beyond* (1953, with Robert Taylor, *Strategic Air Command* (1955), with James Stewart, *Toward the Unknown* (1956, with William Holden, *The Gallant Hours* (1960), with James Cagney, and the pilot of the television series *Twelve O'Clock High* (1964).

Beirne Lay passed away at the age of 72 in 1982.

Ed. Note: Your faithful scribe interviewed Beirne Lay in the late 1960s when he came to Wichita Falls to speak at an Air Force Association meeting.

2001 Directory Updates

(Changes are in **BOLDFACE** type)

1. Jennings B. Beck, **2 Ashley Pl, Apt 202, Holly Hill, FL 32117-2551; Phone: 386-226-9339**
2. Mrs. William E. Bendt "W", Tucson, AZ; **Ph.: 520-408-0669**
3. Maj. Theodore Bidwell "L", Gales Ferry, CT; **Ph.: 860-464-7446**
4. L/C Robert B. Blackburn, Murrieta, CA; **Ph.: 951-461-4120**
5. Col. Arlie J. Blood, Canyon Lake, CA; **Ph.: 951-244-5994**
6. Jack R. Bratlie "L", Tacoma, WA 98446-4306; **Ph. 253-531-0608**
7. Stanley R. Chichester "L", **Fountains at Lake Point Woods, 7979 Tamami Trail # 172, Sarasota, FL 34231**
8. Capt. Curtis L. Deatruck, Corona, CA; **Ph.: 951-735-0140**
9. Arthur L. Dunn *S* (July & Aug.), 812 McKinley St., East Rochester, NY 14445; **Ph.: 586-585-0092**
W 1856 SW Palm City Rd., Unit 202, Stuart, FL 34994-7426; **Ph.: 772-288-4978**
10. James C. Estep Jr. "L", Englewood, FL; **Ph.: 941-474-3491**
11. Maj. James R. Fauth, **9586 Vista Dr., Kingman, AZ; 86401-8146; Ph.: 928-692-0229**
12. Forrest S. Fenn, 1021 Old Santa Fe Tr., Santa Fe, NM 87505; **Ph.: 505-982-8520**
13. M. Roland Gillett, **#8 Condor Ct., Conroe, TX 77304; Ph.: 936-539-2419**
14. Fred D. Gleason "L", Pine, AZ; **Ph.: 928-476-2116**
15. Walter L. Harvey "Bill" **10013 N. 52nd Place, Paradise Valley, AZ 85253; Ph.: 480-483-4658**
16. James H. Keeffe "L", Bellevue, WA 98005-4718; **Ph.: 425-747-4444**
17. Leo S. Kituskie, **681 Honey Suckle Dr., North Wales, PA 19454-1179; Ph.: 215-361-1685**
18. Pinkney C. Largent Jr. "L". **1113 East Florida Ave., Waurika, OK 73573; Ph.: 580-228-2993**
19. Clarence L. Larrew, **3256 1/2 Collyer Ave., Clifton, CO 81520-7732; ph.: 970--241-2713**
20. David W. O'Boyle Jr., **5579 S. Windermere St., Apt. 202, Littleton, CO 80120-1239**
21. M/Sgt. Robert F. Pipes, Durant, OK; **ph.: 580-745-9746**
22. Mrs. George Powell "W", **Correct ph.: 314-638-5861**
23. Richard Rickey, Sidney, OH; **ph.: 937-492-9990**
24. Carl F. Runge "L", Winter Haven FL; **ph.: 863-324-7826; e/m <crunge@tampabay.rr.com>**
25. L/C George I. Tripp Jr. "L", Springwater, NY; **ph.: 585-669-2438**
26. Ms. Audrey Vitkus "W", **3263 Sugar Leo Rd., Saint George, UT 84790-7934; ph.: 435-656-2962**
27. Harold D. Weekly, Mableton, GA; **<mrb17g@earthlink.net>**
28. James E. Williams "L", **5005 Somerby Dr. SE, Huntsville, AL 35802; ph.: 256-881-3098**
29. Charles R. Warren, **13028 Swartz Rd., Bonner Springs, KS 66012; ph.: 913-441-2685**
30. Orlando J. Yemma, **5C Boatswains Way, Apt. 307, Chelsea, MA 02150-4061**

Art bailed out over northern Italy

Arthur Mattson was a gunner on the Liberator bomber Leakin Deacon, 455th Group, 15th Air Force, that was downed June 9, 1944, on the return from a raid on Munich.

He has documented his experiences in ART'S WAR, 1940-1945.

He has granted AFEES permission to publish extracts from his book.

**By ARTHUR MATTSON
Houston, Tex.**

Looking from the right waist window, I saw oil bubbling from the top of No.4 and the propeller slowing down. With No. 4 out and the superchargers of No. 2 and No. 3 not working, it was impossible to maintain altitude and stay with our group.

Before arriving over the Po River in Northern Italy, Lt. Catlin called over the intercom that we were losing more altitude, were at



**Arthur W. Mattson
in 1945 photo**

500 feet and to bail out.

The four of us in the rear, tail gunner Robert Skinner, ballgunner Earl Bodenhorn, radio op William Lycan and I already had our chutes snapped to our harnesses.

A few minutes later, Sgt. Lycan would be dead; his chute did not open. Sgt. Skinner broke his leg on landing and Sgt. Bodenhorn would be captured and held prisoner for the next 11 months.

I did two pendulum swings and landed on my butt. With my chute gathered in, I buried it and ran 90 degrees from the flight path; those were our instructions. After a short distance, I found Sgt. Harold Linneweh, our engineer, who told me Skinner had broken his leg and that Lt. James Paurice was with him.

Linneweh had an Italian boy, maybe 16 or 17, with him who had taken English in school but never had the chance to speak it to an Englishman or an American. We did understand that soldiers were arriving and we should follow him.

Linneweh and I did our best to follow him as he ran through ditches and crossed roads. When he understood we were thirsty, he stopped at a farmhouse and the farmer came out with a bottle of wine and two glasses. Finally we got to a wheat field where our young guide hid us in the two-foot tall growth.

We understood that when the sun went down, he would bring food. We lay in the field until dark when we heard a whistle and we whistled back. The young fellow had bread, cheese, sausage and wine, but no water.

We were told that three airmen were captured and one was "mort" (dead).

After our meal, the young fellow moved us under a tree where we spent the night and the next day. On the third day, our helper brought us to meet Lt. Paurice and Sgt. Gus Mazoros. Paurice told us the

underground picked up Skinner the night before and took him secretly to a friendly hospital. Mazoros had been hidden in a haystack.

With Paurice and Mazoros were five nervous Italians with bicycles and civilian clothing for us. We took off our uniforms and put on the Italian civvies. One fellow gave me his hat which I wore for the next 135 days.

Our young leader said we should have a space of 100 meters between bikes and if we were stopped, he would not come back for us. Our route took us through the town square of Reggio, where a German company was camped. We passed within 10 feet of a German soldier who was checking his vehicle. What a close call!

We traveled about 24 km where they hid us in a straw stack. About sundown, a couple of them brought us food and said, "Eat fast." Paurice knew some Italian and understood the fellows were being followed. After eating, we ran down a brush-covered ditch. A few minutes later, we heard a truck circling the straw stack we has just left.

That night we were taken to a doctor's home for our evening meal. He told he was also a captain in the medical branch of Mussolini's army, but that he was helping the underground movement.

The doctor's wife prepared and served us a delicious meal of soup, ham, pasta, bread, cheese and wine. She had butter for our bread that we understood was served only on special occasions.

The doctor knew some English and asked for our names and army serial numbers; in a few days, he was going to Switzerland and would communicate our names to Allied headquarters.

After a wonderful meal, the guide took us back to our hiding place. The next night a farmer came to hide us on his farm. Infiltration of spies in the underground was a problem and for the farmer's safety,

the guide told the farmer that we were part of the crew that parachuted from the U.S. bomber at Guastella on June 9.

Within a week, it began to rain and continued for several days. We were then moved to the barn where we slept in the hayloft.

After dark, these brave people brought us into their home for the evening meal. We ate with the men; the women and girls stood behind us and passed the serving bowls. Paurice was recalling more of his Italian so he did the talking for us.

Several nights later and raining again, a band of partisans came to take us a hideout in the hills. Linneweh and I each got a backpack containing rice and beans. Then a German grenade was hung on my belt. Paurice was given an ammunition belt and I believe a pistol to carry. We traveled at night, heading for Villa Minozza.

In the foothills, the partisans had secret bases in wooded areas where they ate and slept during the day. There were no buildings or tents, only a campsite.

In a Partisan hideout, we met a Dutchman (an escaped POW) who said he was a doctor. He was serving as an underground courier, going from camp to camp. I also remember an Italian who had lived in Scotland; his Italian had a Scottish accent. They were several Englishmen from South Africa captured in the North African campaign who had escaped. Other prison escapees were a Frenchman, a Canadian and a Russian. All had banded together.

Several days after July 4 we arrived at Villa Minozza and were told it was Partisan country and that Germans never came there. Next day we crossed a ridge east of Villa Minozza and entered a basin area about 12 miles across. Mt. Cusna was on the south and there were hills to the east.

Mt. Cimone was visible about 40 miles away. In the basin were several settlements or communities consisting of 10 or 12 houses, all



Art Mattson with his sister and his nephew, a member of the RCMP, pose for a photo in Edmonton, Alb.

constructed from stone taken from the foot of Mt. Cusna.

People in these settlements had acreage and plots where they raised wheat, rye, vegetables and potatoes. Most of them had a flock of sheep that their sons herded on the slopes of Mt. Cusna.

We were taken to Monteorsaro, the largest community in the area. There was a Catholic church, a residence for the priest and a cemetery. The priest was Father Don Vosco. At one time he had lived in New York and he remembered some English.

Just outside the settlement was a building occupied by a band of partisans.

Here we met English Major Williams and Sgt. Roberts, his radio operator of the British Strategic Service. They had been dropped by parachute to coordinate partisan activity against the Germans in an effort to help the Allies.

The major took our names and Sgt. Roberts radioed them to 15th AF headquarters. Later, the major and his sergeant moved to Villa Minozza.

Two days later, we were taken to

Italia Bertini's place in the Febio community, about two miles west of Monteorsaro where we were introduced as the four U.S. airmen not captured who had parachuted from their bomber at Guastella.

A group of curious women came to see us; some were in tears. Paurice understood them to say "the poor boys" and one said Hitler was a devil. Some of these were the same age as our mothers.

(TO BE CONTINUED)

NEXT:

Life in Febio

Gunner buried at Arlington

WASHINGTON (AFPN) -- The remains of an Army Air Forces crewman from World War II have been identified and were buried with military honors on April 12.

Staff Sgt. Robert McKee of Garvey, Calif., was buried in Arlington National Cemetery.

On Dec. 17, 1944, Sgt. McKee was a gunner on a B-24 that took off from Pantanella, Italy, on a mission to bomb enemy targets.

The aircraft crashed in Hungary.

BOOKS

SPIES, SUPPLIES AND MOONLIT SKIES, THE FRENCH CONNECTION

APRIL – JUNE 1944,

Thomas L. Ensminger,
Publisher Xlibris,
Philadelphia, 2004

By Lt.Col. J.W. Bradbury
San Antonio, Tex.

Reading this volume of the planned four-volume work, one is struck by the unstated purposes of Volume II, as well as of Volume I. It is written, it seems, to reach three audiences.

First, those who were the participants. Every special operation mission flown during the period by the Carpetbaggers is described and pictures and maps provided.

Also described are many of the activities of OSS/SOE "Joes and Josephines" who were dropped into the various circuits. During this period there were no behind-the-lines Carpetbagger pickups of evaders.

However, in the appendices there are evasion accounts of seven crews and other diaries and pictures of the crew members included in the preceding chapters.

A few of the names are familiar to AFEES members, such as the late Bill Schack, (pictured in 1944 with Belgian Resistance members, along with Walter Swartz), the late Johnny Mead and John Reitmeier.

Secondly, it will help those students and researchers who seek detailed history of this period and these operations. Documentation is extensive as are the sources. For instance, Circuit, Mission and DZ code names are listed as are RAF, OSS and USAAF personnel; names and *nom de guerre*/code names of operatives are included; and reports of airmen who crashed. All this and the footnote documentation will be

a great help to researchers.

Third, for the historian of WWII, it provides, as John Waller, chairman of the OSS board, said, "A good read about a little known phase of the War."

A senior officer at Headquarters U.S. Special Operations Command commented that it "is a masterpiece of painstaking research derived from an unprecedented investigation of multiple primary sources."

For this reviewer, the juxtaposition of pictures of French Maquisards with just-dropped supplies, the reproduction of false identity papers of Jean Guiet, who was a "Joe" with the ill-fated Violette Szabo and a copy of the

SUMMER 2005

secret letter dated 4 May 1944, signed by a Captain Thayer, AC Air Operations HQOSS London describing the "S" lighting system to be used for future DZ drops, were all of particular interest.

There is no question that the scholarship associated with this history is extensive and thorough and that it will be of great value and interest to its readers. They should be grateful that it is finally in print and look forward to Vol. III next year.

Available on line from Amazon and Xlibris and at booksellers such as Borders, Barnes and Noble, etc.

Researchers may also find the website <www.carpetbaggers.org> interesting.

Honest account of a fighter pilot downed 2 days after D-Day

Life Member John H. Oliphint of Colorado Springs, Colo., attended the New Orleans with a display of his books, *MAD REBEL, A Youth at War*.

John (E&E 865) flew with the 359th Fighter Grp.

He made 67 missions before he was downed June 8, 1944, and captured by the Germans two days after D-Day.

Despite severe injuries sustained in the crash of his P-51, he was brutally tortured. Realizing he would die if he remained in custody, he plotted his escape.

He found a Russian woman prisoner who could help him. The woman was beautiful and the camp commandant made her sleep with him. She managed to smuggle John drugs and arranged for another Russian woman to seduce a guard.

John and the Russian woman killed the commandant in his bed and escaped, using keys she had stolen. They obtained civilian clothing and disappeared among the refugees getting away from the Normandy invasion.

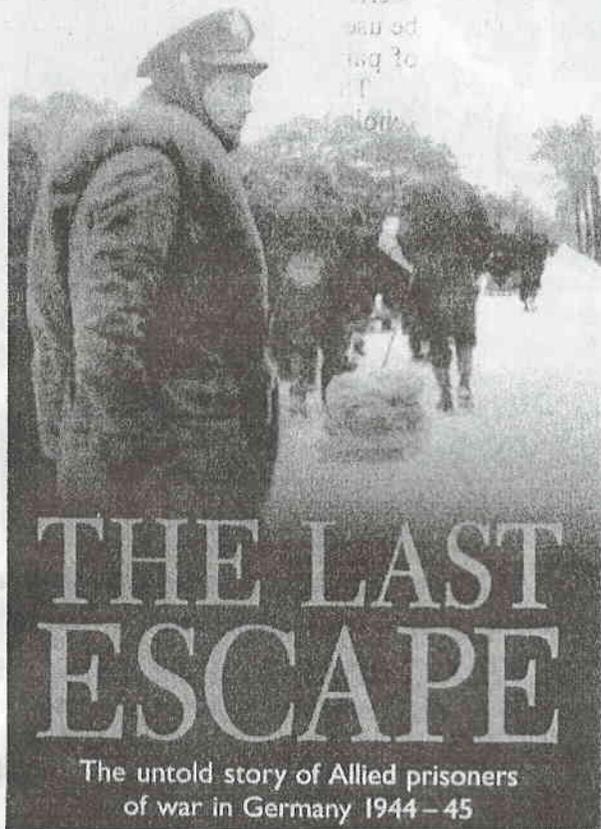
Following his breakout, John joined the French Underground and continued to fight. His experience as a pilot was put to good use identifying air and ground targets for the approaching Allies.

When he was no longer useful to the Resistance, he was transported home via a Westland Lysander.

The Mad Rebel, 478 pages, (\$24.95, s&h included) can be ordered from John H. Oliphant, 240 Sierra Vista Drive, Colorado Springs, CO 80906; web <madrebel.com>



JOHN NICHOL & TONY RENNELL



A prisoner-of-war epic

... Tales of courage

By June 1944, the Germans had captured more than 300,000 American and British servicemen. As WWII approached its endgame -- the Russian Red army closing from the east and the American and British troops from the west -- Hitler moved the allied POWs deeper into the heart of Germany and further away from their would-be liberators.

Over the next several months these prisoners were forced to march more than 500 miles through the most severe winter conditions and hundreds died from starvation, disease and exhaustion.

However, in a feat of unimaginable resourcefulness, the majority of these prisoners survived and were rescued by the allies.

Authors John Nichol (himself a POW in the first Gulf War) and Tony Rennell use fresh interviews with veterans, as well as their diaries and letters, to bring this astonishing tale of endurance and courage to life for the first time in over 50 years. Their prisoner-of-war epic has been unearthed: the last escape from Hitler's Germany.

(Available from amazon.com for about \$11)

THE FREEDOM TRAIL

Guidebook is available for crossing Pyrenees

THE FREEDOM TRAIL, following one of the hardest wartime escape routes across the central Pyrenees into Northern Spain, by Scott Goodall, 92 pages, published by Inchmere Design, Great Britain, 2005, 22.00 EU

The Pyrenean Mountain Chain forms the border between France and Spain and stretches for 270 miles from the Mediterranean Sea in the east to the Bay of Biscay and the Atlantic Ocean in the west.

During the Second World War, between the years 1940-44, more than 33,000 civilians and 6,000 Allied servicemen tackled these peaks in an effort to escape from Occupied Europe and regain their liberty via neutral Spain.

Scott Goodall's guidebook describes in detail one of the escape routes, *Le Chemin de la Liberte* or Freedom Trail across the Central Pyrenees between the town of Saint-Girons in the French department of Ariège, to Esterri d'Aneu in Spain.



SCOTT GOODALL

As the author says, "The trail presents not only a fascinating slice of history, but also a tough, five-day sporting challenge for the youth of today.

"I sincerely hope -- and now know from experience -- that at the end of this trek, the young people of the 21st Century will feel exactly the same sense of elation, achievement (and often relief!), as their predecessors did more than 60 years before."

This guide includes detailed step-by-step routes of the trail, maps and charts for the 5-day trip, equipment checklist and a colour photo gallery.

Any individual or military group wishing to take part in this annual event should contact the author:

SCOTT GOODALL, "L'Escrabiche", 09420 Lescure, France. <scttdll@wanadoo.fr>

THE FREEDOM TRAIL is available from the publisher, Inchmere Design, at Grange Park, Chacombe, Banbury OX17 2EL, England;

Phone: 01 295 711 801;

Credit cards accepted.



Robert Sweatt named member of the Board

Robert H. Sweatt (E&E 535) 389th Bomb Group, was named to the AFEES Board of Directors at the May meeting in New Orleans.

He replaces Warren (Bud) Loring on the board. Bud has resigned because of health problems after many years of faithful service.

Bob entered the USAAF in September 1942 and trained as an aerial gunner.

He was shot down near Paris on his 17th mission, Jan. 7, 1944, after the raid on Ludwigshafen and was rescued by Kiebler Duplant. Bob was the only survivor of his crew.

S/Sgt. Sweatt was returned to England by Operation Bonaparte.

Bob and Mary Davidson were married Feb. 6, 1945, and have attended many reunions, along with members of their family.

Bob retired from teaching in 1981 and now is a rancher in South Texas.

Bob, welcome to the Board. It is all sit-down duty; no working calves or handling branding irons.

THEY PAID THE FULL PRICE

Americans interred in military cemeteries overseas from WWII include 9,386 in Normandy, 7,989 in Henri Chapelle, Belgium, 5,076 in Luxembourg, 7,989 in Ardennes, Belgium, 8,301 in Margraten, the Netherlands and 3,812 in Cambridge, England.

More were returned for burial in their home states.



Maj. Dick Rubinstein (SOE) and his team lived with the Burmese in thatched huts or in the open under mosquito netting.

Maj. Dick Rubinstein

SOE officer organized Burma guerrilla teams

**From The Daily Telegraph,
London, Feb. 28, 2005**

Major Dick Rubinstein, who has died aged 83, won the MC and the Croix de Guerre serving on SOE Jedburgh missions in France and Burma.

On the night of August 6, 1944, Rubinstein's team was parachuted into Brittany, northeast of Vannes. The "Jeds" were not spies, but primarily a liaison force, and Rubinstein was wearing the uniform of a British paratrooper and a captain's badges. He was armed with a .45 Colt revolver, M1 carbine and commando knife and was carrying five million francs for local supplies and wages for the French Resistance.

The money was handed over to the HQ of the Forces Francais de L'Interieur and for the next week the team were concealed in a small oyster farm. Working with the SAS

and the FFI, they helped with the landing of gliders carrying arms for 3,000 men and harassed the German garrisons in the naval bases. By the end of the month, most of the region had been cleared of the enemy. On his return to England, Rubinstein had to pay customs duty on a silk dress that he had bought for his wife.

On September 15, Rubinstein and his team were dropped by night into the Jura, southeast of Besancon, to assist the local Maquis in attacking the Germans along the Allies' main axis of advance from the south. After the setback at Arnhem, a Rhine crossing that autumn was ruled out and the team concentrated on reporting on enemy troop movements. When they were ordered to make their way home, they split up for safety reasons. Rubinstein found a German motorbike but ran into the French

Army and was promptly arrested and tied to a tree while his future, which seemed likely to be short, was deliberated.

He persuaded his captors to verify his credentials by calling SOE HQ with a coded message giving his house number in London. He was released and flew back to England in October. He was awarded the Croix de Guerre and was mentioned in despatches.

In December 1944, Rubinstein was attached to SOE Force 136 and, the following month, was parachuted by night into Burma with two comrades. He said later that, despite being a veteran, before the drop he had "felt rotten all afternoon; very frightened and also irritated by the non-op types who kept saying, "Don't worry, old boy, the chute won't open anyway."

Guided by fires, the team was dropped in the Kutkai area of northern Burma to reinforce an SOE intelligence group led by Bill Howe, a former rice buyer. The "Jeds" sustained themselves on fruit, rice with chilies, stewed meat along with bartered eggs, buffalo milk and the odd chicken. They lived with the Burmese, sleeping in thatched huts or in the open under mosquito nets.

Intelligence on the movements of the Japanese was supplied by the local Kachin, tough, cheerful, hill people fiercely loyal to the British. Rubinstein organized fighting patrols composed of guerrilla groups who would set up concealed camps, reconnoitre for enemy bivouacs and attack at night, often going in close with their short swords. Japanese military targets were ambushed, roads were mined and convoys shot up.

Rubinstein's men were in action almost every day and by the end of February 1945, they had taken a heavy toll of the enemy. In March, General Chiang Kai-Shek's forces arrived from the north. The next month, in an operation code-named "Chimp", Rubinstein and his five-man squad were dropped into a river valley surrounded by forest north of Pinyinana. Two of them fell in the

He was arrested for riding a German motorbike and tied to a tree by the French Army

getaway.

The Army was badly in need of intelligence about Japanese troop dispositions and Rubinstein raised 200 guerrillas through the local leader of the communist Anti-Fascist Organization. During the month, they ambushed enemy troops, called down air strikes on strategic targets, and captured arms and ammunition.

A Japanese major-general, six of his staff and 17 other ranks were killed in one ambush. Important documents found with them were despatched immediately by runner to General Slim's forces. When the news of the coup reached London, it had a marked effect on the willingness of the military planners to increase support for Force 136, the SOE and the Burmese resistance.

In June, Rubinstein was moved to Toungoo with orders to stop the Japanese crossing the Sittang and making for the border with Siam. So successful was his Burmese force that he questioned the number of kills reported. Proof was then produced in the form of amputated right ears carefully wrapped in green leaf packages.

Rubinstein afterwards estimated that his force of 1,000 fighters had accounted for 2,500 of the enemy as well as taking 200 prisoners. In October, after the Japanese surrender, he was posted to Calcutta to organise the reception and care of agents being withdrawn from operations. He was awarded an immediate MC.

Richard Arthur Rubinstein, the son of an importer of millinery, was born in London on August 29, 1921.

Young Richard went to University College School and won a place at Imperial College to read Aeronautical Engineering. But the

trees but by the time the Japanese had arrived they had made their outbreak of war intervened and he enlisted in the Royal Engineers and was posted to 321 Company 26 Anti-Aircraft Battalion.

After being granted a commission, he commanded a searchlight troop in Norfolk, traveling by motorbike on a 50-mile circuit to control six searchlight sites and 80 men. In 1943, he was promoted captain and had 24 searchlights in his charge.

He then volunteered to serve in Occupied Europe and, after intense training, including parachute jumps at Ringway, was recruited into an SOE Jedburgh team.

In February 1946 Rubinstein returned to England from Burma to find that his parents' house had been destroyed by a bomb. He took charge of a POW camp in Devon for a few months and was then demobilised. He then spent two years at Imperial College and, after a spell with ICI, joined De Havilland Hawker Siddeley at Hatfield, Hertfordshire. He was later responsible for selling the company's gas turbine control systems to the Royal Navy and stayed with the organisation until he retired in 1986.

In retirement, Rubinstein lived in Hendon, north London, but his holiday home was a small boat moored on the Beaulieu River. He and his wife, Gay, spent many happy summers cruising on the Solent. He was an active member of the Special Forces Club and used to arrive for meetings on his motorbike until he was close to 80.

Dick Rubinstein died on February 23. He married, in 1943, Gay Garnsley, who survives him with their two sons.

-FOLDED WINGS-

MEMBERS

- # 469 John T. Amery "L", Thurmont, MD, 100th BG, Mar. 1, 2002
 15th AF Joseph F. Beaulieu, Clinton, ME, 449th BG, April 3, 2001
 # 2166 William E. Bendt "L", Tucson, AZ, 487th BG, Feb. 18, 2005
 # 2736 George F. Brennan, Boise, ID, 442nd TCG, May 22, 2002
 #1350 Jess W. Britton, Tyler, TX, 91st BG, Jan. 2, 2005

15th AF Harold E. Cook "L", Mercer Is., WA, 450th BG,
 May 27, 2004

15th AF Lawrence Cardwell, Hickman, KY, 459th BG, July 4, 2004

8th AF William L. Cramer Jr. "L", Hopkinsville, KY, 351st BG,
 March 9, 2005

1111 Albert H. Debacker Sr., Topeka, KS, 355th FG, Jan. 9, 2004

15th AF George L. Fernandes "L", Bellevue, WA, 454th BG,
 March 12, 2005

8th AF Clyde S. Hatley, Salisbury, NC, 492nd BG, March 12, 2005

#323 John K. (Jack) Hurst, Austin, TX, 390th BG, Jan. 3, 2005

15th AF James M. Inks, Llano, TX, 464th BG, Jan. 31, 2004

1343 Harold J. Killian, San Diego, CA, 93rd BG, Oct. 2003

810 Laymon M. Mahan "L", Pawnee, OK, 457th BG, Sept. 2003

294 Merl E. Martin "L", Vacaville, CA, 388th BG, Jan. 1, 2005

#2916 Owen L. Mayberry, Fair Oaks, CA, 305th BG, Feb. 5, 2005

15th AF Joseph P. McMenimen, Topsfield, MA, 449th BG,
 July 3, 2002

15th AF Corbin D. McPherson, Dallas, TX, 451st BG, Jan. 25, 2001

#1798 David W. O'Boyle Jr., Denver, CO, 95th BG, June 3, 2005

15th AF Francis C. Ramsey "L", Gaffney, SC, 464th BG,
 Feb. 17, 2005

15th AF Robert L. Scanlon "L", Wyandotte, MI, 451st BG,
 Oct. 4, 2004

527 Milton V. Shevchik "L", Beaver, PA, 92nd BG, 2001

1744 Ray L. Stewart, Yakima, WA, 381st BG, Feb. 28, 2005

HELPERS

Mr. Frans CAUBERGH, Vise, Belgium, April 2005

Monsieur Gervais GORGE, Chaussee, France, May 8, 2005

M. Pierre PHILIPPON, Brest, France, April 2005

SUMMER 2005

M. Pierre Philippon

French Helper

Member Jim Armstrong reports the passing of M. Pierre Philippon, 87, in Brest, France. Burial was on 17 March.

Pierre Philippon was a member of the Bordeaux-Loupiac line set up by Free French agent Jean-Claude Camors in 1943. After Camors was killed on 11 October 1943, Philippon was involved in the *Suzanne Renee* and *Breiz Izel* operations.

The former set sail from Morgat on 23 October 1943 with a crew of three and 19 evaders; the latter departed from Treboul on 22 January 1944 with a crew of five, 14 evaders and 12 Resistance workers and volunteers for the Free French Forces. Philippon was aboard the *Breiz Izel*.

Eventually, he joined the Free French Forces and became a paratrooper with the Special Air Service. He participated in operations in Brittany, the Battle of the Bulge and Holland in 1944-45.

Regina Ulrica Rogers

They called her "Oma."

It's the Dutch word for grandmother, and it was the nickname for Regina Ulrica Rogers, who died in Lyons, Colo., May 25, 2005. She was 82.

"She was everybody's grandmother," a daughter said.

She was the daughter of Rijk Ulrich Gerretsen and Helena Catarina Tisseur. Regina, also known as "Rudy," was born May 26, 1922 in The Hague, Netherlands. She became a nurse at age 18.

When the Germans occupied Holland during World War II, Regina helped the injured and worked as a courier for the Resistance movement.

After marrying an American, William Allen, in 1947, Regina came to the States. The couple moved back and forth between Colorado and the East Coast and finally settled in Boulder, where they raised their three children.

The late Bob Lindsay: a special kind of 'Ace'

By JOHN NEAL
Calgary, ALB.

Bob was a bit of a tease! Not only that, but I firmly believe he loved flies. He became an Ace, which title normally belongs to pilots who shoot down five enemy planes, or more. But Bob was a navigator during World War II, and not one in ten thousand navigators ever achieved that title.

But so was I an Ace, and I was a bomb-aimer. And so was Jack Kupsick, another navigator, and the third member of our triad in that small room in France. We three were evaders after our planes had been shot down, and that room was our sanctuary until the Allied forces arrived to rescue us.

Anybody who knows northern France will know that the common house fly controls living conditions. In order to obtain any room, sleep during the nights we spent in that, we had to get rid of the flies, using the corks that came from the many wine bottles served by our host and protector. Then came the campaign to remove those flies from their freedom of harassment, and the preferred method was to catch them alive to populate our "prisons."

Catch five alive, and you became an ace!

As I remember, Bob became the first ace, and the rest of us followed along. But this talent led Bob to achieve his second talent; that of the tease.

One night I was awakened by what I thought was a fly on my forehead. Try as I could to sleep with that fly buzzing around, it became impossible. So I turned on the light to face my tormentor, and it turned out to be Bob, with a long string in his hand, gently stroking my forehead. I trust Lynne will forgive me, but she came close that night to never being able to meet, or marry, Bob.

But he remained a good friend ever since I decided not to take revenge.

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Close-Out Sale Continues! Time is running out!

Official AFEES Merchandise

- Pewter Boot with chain (tie pin), 7 left \$3.00
- Auto License Plate, 16 left 9.00
- Decals, Mixed, 100 left 5 for 1.00
- Bolo Ties, 25 left. 2.00
- Jacket Logo Patch, metallic thread, 2 left 15.00
- Tool Kit & Case, AFEES Logo, 10 left. 3.00
- Money Clip, only 5 left, Postage Paid 5.50

BLUE CAPS WITH AFEES LOGO

- Mesh Back, 11 left \$9.00
- Closed Back, 43 left 9.00
- Closed Back (no eggs on bill), 71 left 8.00

Please add \$3.00 per order for Pins and Emblems;
\$3.50 for Caps. FOR LARGE ORDERS: \$50-\$100,
\$4.50; \$100-\$300, \$9.00

Make checks payable to AFEES; mail to

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

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New roster is in the works! Your listing OK?

Dues are \$20 per year. Life Membership is \$100. Make checks payable to AFEES.

**Send dues payments and changes to Clayton C. David, Membership Chair,
19 Oak Ridge Pond, Hannibal, MO 63401-6539, U.S.A.**

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ZIP Code _____ - _____ PHONE _____ E-MAIL (Optional) _____

COMMENTS _____

The editor has the last word

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

WICHITA FALLS, Tex. -- As the years roll by, the bonds of fellowship and common experiences among members of AFEES seems to become stronger.

Now, at last, we can let it all hang out, those stories of long ago that many members have kept bottled up. Even from our children, the words often spoken, "Dad never talked much about the war."

The excuse was that we were busy with careers and family and getting on with life, and of course, some memories of the killing and mayhem were too painful to recall.

I believe we all came away from New Orleans with many happy memories of sharing the good times with fellow members and a goodly group of helpers.

As a member once stated, our sole goal "is to make certain that the folks who risked it all for us" are reminded that we are forever grateful.

Ed Miller of Sedona, Ariz., and Tom Grima of Metairie, La., have consecutive E&E numbers. They met again in New Orleans, 62 years after they crossed the Pyrenees together and went on to Gibraltar.

Scotty David deserves another round of applause for most of the photos in this issue. In my 10 years on this job, I have learned that I can always count on her to come through with whatever I need!

Kenneth Brower of Fort Worth, Tex., has made some progress in applying for the government medals he is entitled to receive.

Following instructions printed recently in this newsletter, he has been advised by the National Personnel Records Center in St. Louis that the Department of the Air Force at Randolph AFB, San Antonio, maintains jurisdiction for issuing Air Force and Army Air Corps service medals.

Veterans or next-of-kin can submit requests on line at <<http://vetrecs.archives.gov>>

Our thanks go to Barbara Bradley and family for remembering AFEES when her husband John J. Bradley, Newhall, Calif., passed away recently. AFEES received a total of \$510 in memory of John, who had been a Life Member

Membership Chair Clayton David wrote a thank-you letter to everyone who donated and informed the Bradley family of each contribution.

Scott Campbell is serving with the Royal Air Force Police at RAF Henlow. He has been tasked with trying to locate personnel who investigated the "Great Escape" or their families, with the goal of organizing some sort of reunion.

If you have information that might help him, please contact the editor and I will relay the message.

As noted previously, a new AFEES roster is being prepared for publication this year. To have the latest information, Clayton David has contacted several members who have not yet responded. PLEASE!

Time is running out!

The organization 57 Rescue Canada is recovering wartime bombers, mainly Halifaxes. They now working on one in the sea off the Hebrides.

If successful, it will be brought to Alberta for display and dedicated to Americans who flew with the RCAF and were KIA. Some 7,000 Americans served and 700 died.

Co de Swart reports from Holland that on Dutch National Mourning Day, May 4, flowers were laid at the WWII monument in De Bilt, honoring the memory of U.S. airmen and Dutch civilians who died there on Oct. 20, 1943.

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