

THE AIR FORCES ESCAPE & EVASION SOCIETY  
**SUMMER 2006 Communications**

Volume 18, No. 2

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JUNE 22, 2006

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**MEMORIAL SERVICE**

**ALBUQUERQUE, N.M., MAY 13, 2006**

HE LIVED TO BEAR HIS COUNTRY'S ARMS.

HE DIED TO SAVE ITS HONOR.

HE WAS A SOLDIER - AND HE KNEW A SOLDIER'S DUTY.

HIS SACRIFICE WILL HELP TO KEEP AGLOW

THE FLAMING TORCH THAT LIGHTS OUR LIVES ...

THAT MILLIONS YET UNBORN

MAY KNOW THE PRICELESS JOY OF LIBERTY.

AND WE WHO PAY HIM HOMAGE,

AND REVERE HIS MEMORY,

IN SOLEMN PRIDE REDEDICATE OURSELVES.

TO A COMPLETE FULFILLMENT OF THE TASK FOR WHICH HE SO

GALLANTLY HAS PLACED HIS LIFE UPON

THE ALTAR OF MAN'S FREEDOM.

H.H. ARNOLD, GENERAL, U.S. ARMY

COMMANDING GENERAL ARMY AIR FORCES

## U.S. AIR FORCES ESCAPE & EVASION SOCIETY COMMUNICATIONS

<<http://www.rafinfo.org.uk/rafescape/afees-usa.htm>>

Volume 18 -- Number 2

June 22, 2006

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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 2006

## The Prez Sez

By Richard M. Smith

<afeesone@hotmail.com>

From Ottertail Lake, Minnesota:

For those of you who could not attend the AFEES reunion in Albuquerque, I must say we missed you, and you missed one of our nicest reunions.

General McNabb gave an excellent talk about what a great organization AFEES is, and what a wonderful precedent you members set for those who followed us in the skies.

Then Ol' Doc Brown, now the CEO of the 8th AFHS Museum near Savannah, spoke highly of AFEES, and promised that the escape and evasion exhibit at the museum would be improved and more prominently displayed

Kirtland AFB was interesting and educational. Can you picture refueling two helicopters at the same time from a C-130 cargo tanker, flying 10 knots above stall speed, in the black of night at 250 feet above ground level?

A talented group of young men and women. We are fortunate to have them working to protect us!

Driving north on I-25 after the reunion with two sons and a grandson, we headed for Rapid City, South Dakota.

On the way, we spent a day touring the Black Hills, beautiful in spring, with everything green.

The people working on the Chief Crazy Horse Memorial appeared to be miniatures, they were so high up. The dozer pushing spoil over the lip looked like a toy.

On to the memorial and the Four Faces. After Crazy Horse, they did not seem as large as I remembered from an earlier visit.

Some of you recall when Rapid City was suggested as a reunion site. Some of you thought there was no way to get there. Just so you know, there are 18 commercial flights in and out daily.

Take care, and Happy Landings!

--DICK SMITH



# Escape Line Memorial dedicated at Eden Camp

From the *Gazette-Herald*,  
Yorkshire, U.K.

Unsung heroes who helped Allied servicemen to escape from Nazi-occupied Europe in the Second World War have been honoured in a ground-breaking ceremony at a Ryedale museum, attended by about 300 persons.

On Saturday (April 29), the largest gathering of escapees and evaders, together with ordinary European citizens who helped them to escape, were back behind barbed wire in a former prisoner-of-war camp, Eden Camp, near Malton.

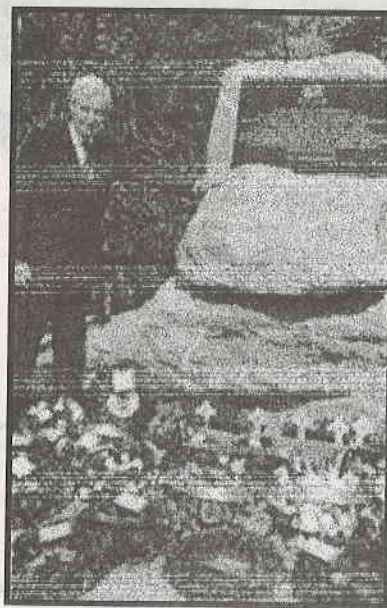
The Lord Lieutenant of North Yorkshire, Lord Crathorne, unveiled the Escape Line Memorial Society's Helper Memorial.

Consisting of two large rocks, one from the Pyrenees and the other from the Lake District, the helper memorial weighs more than 11 tons and symbolizes the union between the French and the British.

Members of the Resistance from France, Holland, Belgium, Italy, Spain and the Basque country and Scandinavia were at the ceremony.

Museum Director Nick Hill said, "We were honoured that so many Resistance members attended."

"While they were only civilians, the helpers faced torture, summary execution or incarceration in concentration camps if they were caught harbouring or assisting any



*Lord Crathorne after unveiling the  
Escape Line Helper Memorial at  
Eden Camp, Yorkshire.*

Allied servicemen."

Roger Stanton, secretary of the Escape Lines Memorial Society, said, "It was a truly international affair, attended by ambassadorial representatives from many of the former occupied countries, plus all the highly-decorated veterans."

"The magnificent memorial honours all those helpers who silently bore so much and suffered in the cause of freedom."

"Sadly, this is probably going to be the last really large gathering of so many from the Escape Lines community."

## REUNIONS

### SECOND SCHWEINFURT MEMORIAL ASSOCIATION

October 11-15, 2006

Las Vegas, NV

Contact: Julee & Bob MacDonald,  
336 West Rolling Hills Drive,  
Conroe, TX 77304;  
Phone 720-254-7418

### 490TH BOMB GROUP

Sept. 7-10, 2006

Crystal City, VA

Crown Plaza Hotel

### 303RD BOMB GROUP ASSOCIATION

Sept. 12-16, 2006

San Antonio, TX

Menger Hotel

### 452ND BOMB GROUP ASSOCIATION

Sept. 28-Oct. 1, 2006

Washington, DC

### 8TH AIR FORCE HISTORICAL SOCIETY

Oct. 3-8, 2006

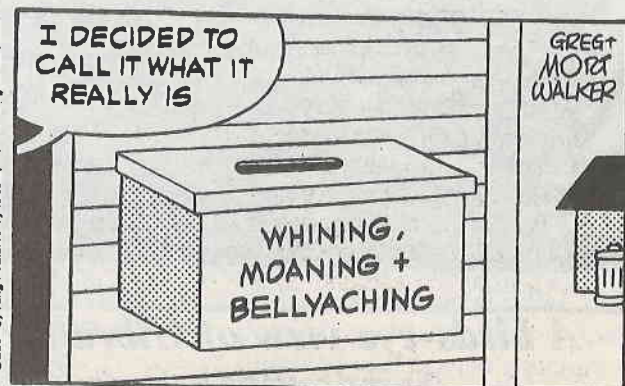
Bossier City, LA

### AIR FORCES ESCAPE AND EVASION SOCIETY

Late April or early May, 2007

St. Louis, MO

Beetle Bailey







## Ray takes over the left-hand seat of a KC-135

AFEES Director Ray Kubly, a B-17 navigator during WW2, recently had the thrill of being in the pilot's seat of a KC-135 refueling plane for about an hour. During that time he made three landings with no crashes. Quite a risk, but Ray and the taxpayers were safe.

It was a \$33 million simulator and Lt. Col. George Bacik, an experienced instructor, was in the right-hand seat. Ray says it felt like the real thing and he had to put both feet full force to brake it to a stop. Rep. Steve Nass of Whitewater, Wis., with 33 years in the Guard and Reserve, arranged for Ray's experience at the Milwaukee 128th Refueling unit.

Airmen currently on duty got to rub shoulders with a man who experienced aerial combat 60 years ago!



## A birds-eye view of Gibraltar, circa 1912.

(From a postcard in the editor's collection)

# John had to make two tries

*John Betolatti, E&E # 709, tackled the Pyrenees twice. He was with the 384th Bomb Group, stationed at Grafton-Underwood, when he went down April 13, 1944.*

*He now lives in Danbury, Conn.*

*This is part of his story.*

It was two days after the Allied armies had swarmed ashore on D-Day that Lt. John Betolatti got back to England after as strange an odyssey as ever befell an Allied airman.

In the two months since his plane had gone down on another of those Schweinfurt missions, Lt. Betolatti had twice struggled across the frozen Pyrenees. He had been captured and he had escaped. At times he had been near death from cold and exhaustion and hunger, but always that determination to get back into the war had forced him on.

With the help of the French underground, Lt. Betolatti had headed for the Pyrenees. It had taken him a whole day to climb the first peak, but progress was even slower after that.

"There was no trail now and the snow was up to my chest," he recalled. "I got over another peak but was exhausted. Every few steps now I would collapse."

Finally he saw a road. So weak he was afraid of dying if he continued through the snow, his one thought was to reach that road. When Betolatti fell through the last drifts and onto the surface of the road, he found himself face to face



with three German officers. Weak as he was, he tried to shuffle unconcernedly away.

"I had forgotten that I was soaking wet, as no peasant would be," he remembers. "I got past, but they called me back and asked for my papers. I reached in my pocket, looked blank, and set off again."

But the ruse didn't work. The Germans searched him, escorted him, under arrest, into the village of Pt. de Serau. It was only then that Betolatti realized how close he had been to escaping. Freedom lay just a few miles beyond. But it was no use to think of that now. The Germans drove him back to St. Girons, where he was slapped into jail.

At first Betolatti couldn't stand up long without being attacked by dizzy spells. But he studied his small cell carefully for a plan of escape. He learned that after the third day he was scheduled to be sent to Stalag Luft, but on that day some French prisoners were brought in and he was moved to another cell. This cell, too came under careful scrutiny. He noticed that the wall above the door was flaking, and finally he managed to loosen a few stones.

"I pulled myself up and dropped out into the corridor," said Betolatti. "There was no guard, but the door was locked. I found a staircase closed with an iron grille. There was a small gap at the inner end and I squeezed through, tearing my trousers and cutting my leg.

"The stairs led me into a courtyard. I found a pick and shovel in the tool shed and started to dig my way out under the garden wall."

Realizing what a job that would be in his weakened condition, he went back into the jail and entered a room off the corridor, from which he could see the street entrance.

"I waited until the jailer went upstairs with the only meal of the day, hoping he would leave the door open. He didn't and was soon down again, excited, for he had discovered my break. He called the gendarmes and they ran around chattering and searching for a good hour.

In the confusion someone left the door open and I slipped out.



**SPANISH PHOTO** — John Betolatti, 384th BG bombardier, right, and John Franklin, RAF, had a coin-in-the-slot photograph taken in a chemist's shop in Lerida, Spain, after their escape in May 1944.

"My first thought was to clear town. Going south meant the Pyrenees. I was too weak to try them so I went north."

Eventually, Lt. Betolatti found a wooden shelter, but it was so cold he couldn't sleep. At dawn he set out again, reached a small village where he met a native and informed him that he was an American aviator.

"He spread the word and people flocked around," said Betolatti. "They gave me bread and wine and said I would never make town, 48 kilometers away."

But despite their cautions, Betolatti set out again, plodded on and on until dark, and spent a good night in a barn full of hay. Next day he went to the farmhouse and told

his story.

At first the farmer was incredulous, and it took the dog tags and the manufacturer's label on Betolatti's shirt to convince him. That was enough for the farmer.

He arranged for guides and a full party set out to see that the American got across the Pyrenees. But a snowstorm caught them and even the native guides lost the trail. By the time they got back to the trail it was too late to make the final pass before arrival of the German patrol, so the guides gave final instructions and left.

"It was with great relief," Betolatti said later, "that I finally stumbled past Franco's picture on a giant billboard into Spain."



**Real Estate Opportunity:**

# Scott says old field is up for sale!

Scott Goodall sends along a report from Southern France, including a suggestion for some of you who might want to buy a WW2 airfield in East Anglia.

Scott says that his son has sent word that the field at Old Buckenham in Norfolk, U.K. is up for sale!

The field was the home of the 453rd Bomb Group from December 1943 until May 1945. Station 144. The Mighty Eighth flew 259 missions from the field and Scott thinks that Jimmy Stewart was the executive officer there.

Scott writes: "Maybe you AFEES guys 'n' gals could club together and buy it just for old times'

sake! Then I could meet you casually in good ol' Angleterre! Flown in to land neatly on my own runway.

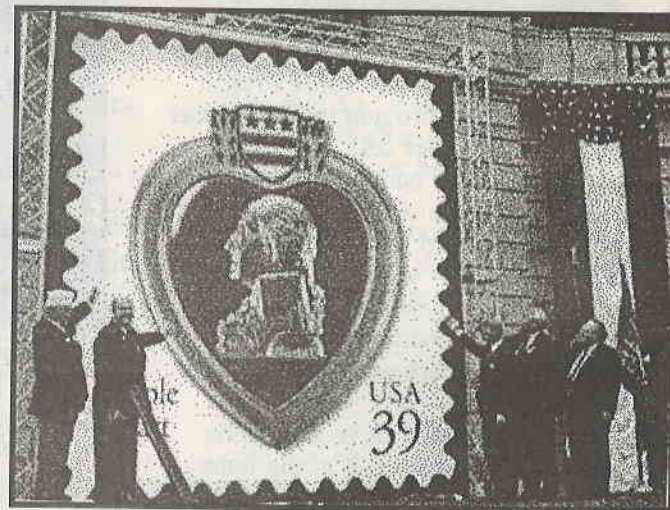
"Meanwhile, punch in <[www.oldbuck.com](http://www.oldbuck.com)> and go to 453rd Gallery for lots of wartime pictures. Any AFEES members there? If I can help in identifying any aircrew, just ask, and I'll phone England for you.

"Back here in the Pyrenees, the 13th *Chemin de la Liberte* is looming and yes, I think I can make it just one more time!"

*Scott Goodall can be contacted at*  
 <[scottgdl12@wanadoo.fr](mailto:scottgdl12@wanadoo.fr)>



**Yvonne Daley-Brusselmans and Col. Thomas J. Trask, wing commander at Kirtland AFB, pose at the Saturday night banquet.**



**Officials from the Dept. of Veterans Affairs and the U.S. Postal Service unveil the new version of the Purple Heart definitive stamp at Arlington National Cemetery.**

## ***Purple Heart stamp is reissued***

ARLINGTON NATIONAL CEMETERY, Va. (AFPN) -- A new version of a postage stamp commemorating the Purple Heart and all those who have earned it was issued in a ceremony here May 26.

About 100 Purple Heart recipients attended the ceremony at the invitation of the Military Order of the Purple Heart. James Randles, the order's national commander, thanked those who made the reissuance of the stamp possible, and said that the stamp is important because it is a recognizable symbol that has meaning to servicemembers of all ages from all services.



# Pilot goes back just to say, 'Thanks'

*From TRNews, Summer 2005*

On Memorial Day 2005, Col. Flamm Dee Harper, USAF (Ret.), an 80 year-old veteran, addressed a crowd of more than 200 people in Montmorillon, France. The occasion was the return of Colonel Harper, who as an American P-38 pilot crash-landed there in 1944. "I want to thank Jacqueline Thomas, who saved my life," said Colonel Harper.

He was accompanied by the USAF attaché from Paris who served as his interpreter. A group of gold-braided French officers formed a square. There were two flagpoles, one with the Stars and Stripes and the other with the French tricolor. The local municipal band of more than forty musicians was in dress navy blue suits with white insignia.

The people of Montmorillon had wondered about the young American pilot who crashed into the vineyard in 1944. Harper was 21 years old when America entered WWII. Although he was a country boy from Idaho, he was fascinated by machines and speed. After seeing a group of P-38s in flight, Harper enlisted in the Army Air Corps.

Only several months later, while on his 29th mission over France, something went wrong. The target was a German ammunition depot a mere 20 miles from Montmorillon. Only a mere 100 feet above the ground, he dropped a time delay bomb. Apparently the bomb, without the time delay, ignited the powder magazine just as he was passing overhead. Debris hit his airplane, totally knocking out one engine and damaging the other. To make matters worse, he was hit in the head with flying glass. The cockpit was full of smoke, there was blood all over his face, and he could no longer see.

Undoing his harness, he prepared to bail out when he realized that he was only fifty feet above the



ground, so he just prepared to crash. P-38s can't glide below 130 mph, and the colonel said, "I don't know how I survived. I should have been killed."

It seems that the wires holding up the grapevines stopped the plane, allowing him to jump out with no further injury. His savior, Ms. Thomas, led him to her grandfather's house, where she treated his head wound by dousing it with alcohol spirits. Her father had seen the plane go down and soon arrived at the farmhouse. He dressed Harper in farmer's clothes and led him to a cave where Harper could hide from the Germans.

Eventually, Resistance leaders and other French men and women helped him escape. The mayor presented Colonel Harper with a medal from the town. The French Air force gave him a medal. The band played the Star Spangled Banner and then the Marseillaise.

Harper went on to glory. He joined the Britain underground operation (SAS) that coordinated resistance activity throughout the war. Together with the local French resistance, they blew up train lines to keep the Germans from moving troops from the south of France to the front in Normandy.

Harper did not remain there. Just three weeks after his hometown newspaper reported him "missing in action," he was back in England and back in the cockpit.

He also saw action in Korea where he was shot down, suffering broken ribs. He survived by killing two North Korean soldiers with a

pistol and then was rescued by helicopter. He became the only pilot to get shot down in two wars and keep on flying.

Following his rescue in North Korea, and while still recovering from his injuries, in July 1953 Major Harper, now as Duty Operations Officer of the 18th Fighter Wing, greatly and favorably affected the eventual outcome of the Korean war, when a flight of their F-86Fs, returning from a combat mission, detected an unusual buildup of troops and facilities immediately north of the then current bomb line.

The pilots attacked the targets with the sparse remaining machine gun ammunition causing multiple large secondary explosions, which indicated the presence of a large ammunition store. Harper begged to be permitted more bombing strikes, before the enemy could slip away. After frustrating attempts to reach higher Wing or 5th AF, he took it upon himself to schedule flight after flight, scores of night ground attack sorties, against the newly discovered Chinese targets.

When the smoke eventually cleared, it was learned that the Red forces had secretly amassed a million troops and massive quantities of ammunition and supplies, preparing to launch one last, great summer offensive.

Subsequent evaluation revealed that the interruption of the North Korean/Chinese plans by the 18th stopped the offensive to drive UN forces from the Korean peninsula. As a result the North Koreans went to the bargaining table, and the rest is history.

Meanwhile, back in Montmorillon this past Memorial Day, Harper said, "I'm just glad to be alive."

*Flamm Harper, E&E #881, lives in Las Vegas, Nev. He served with the 479th Fighter Group and later in the Korean conflict.*

# 'Silver Wings'

## Bob's book is popular in Belgium

From the Englewood (Fla.) SUN,  
March 20, 2006

### (Saluting Our Veterans)

Second Lt. Robert Grace flew a P-47 Thunderbolt fighter as a member of the 411th Squadron, 9th Air Force, in Europe during World War II. He was shot down over Nazi-occupied Belgium on May 29, 1944, and rescued by the Belgian Underground.

For six months he remained in hiding behind German lines, thanks to the courageousness of a number of Belgian civilians and members of the Catholic clergy in Belgium.

The 85-year-old winter resident of North Port wrote a book about his adventures during the war called, "Silver Wings." It's almost become a best-seller in Belgium.

He sent a copy of his book to Father Ambrose Watelat, the Benedictine monk who played a big part in his rescue. Grace's book he sent the abbot is well-worn from being read by people related to those who helped keep the young aviator out of the clutches of the Gestapo.

In the past several years Grace has sent additional copies of *Silver Wings* to a number of other people over there who were directly or indirectly connected with his rescue.

One of those who has gotten involved big time in retracing Grace's story is Peter Hrechakian, a Brussels historian. In recent months the history buff supplied Grace with pictures of the crash site where his P-47 went down outside the town in Belgium. Hrechakian also mailed a map showing the route the underground took and house-by-house where the young fighter pilot lived.

In addition, he has received many pictures of the people who rescued him, including one of Victor Willemart, chief of Zone II of the Belgian Underground, who oversaw

Grace's stay in Belgium. There was also a number of pictures showing street scenes of American Sherman tanks, part of the 9th Armored Division, liberating a Belgian town where Grace hid out in a valiant Belgian woman's home.

Although Grace is a big hit in Belgium, three of his four children haven't read his book and only a couple of his grandchildren gave it a look.

His oldest daughter, Denise, read it cover-to-cover as have both her children. She went to Belgium a couple years ago and her son, William, and daughter, Jennifer, went there earlier and walked the path their father and grandfather walked escaping and they met some of his rescuers.

There is a "Battle of the Bulge" museum near where Grace's P-47 was shot down 62 years ago. The museum asked permission to put the dedication in his book on display in the museum.

Here is what the fighter pilot wrote in *Silver Wings*:

"This book is dedicated to the wonderful people of Belgium who refused to surrender themselves and their country to the occupation forces of Germany during World War II.

"It is especially dedicated to the members of the Belgian Underground and their courageous countrymen who risked their lives to save thousands of Allied airmen and soldiers. They unselfishly gave hope and comfort to many individuals who were being pursued by the enemy.

"I dedicate this book to them -- because of them I live!"

2nd Lt. Robert J. Grace, E&E #1599, was downed near Liege.

His book is available from the author at 19753 Porter's Lane, Strongsville, OH 44149. The price is \$15 plus \$2.50 for P&H.



P-47 pilot Bob Grace was shot down over Belgium in May 1944.



Victor Willemart was chief of the Belgian Underground cell that hid Grace from the Germans for six months.



## PAST, PRESENT AND FUTURE ...

**'We Will Never Forget'**By **RALPH K. PATTON****Chevy Chase, MD.****Co-Founder and Chairman****Air Forces Escape & Evasion Society**

As we age (gracefully I hope) we have a tendency to spend more time looking backwards than forwards. Twenty-twenty vision is usually available for Monday morning quarterbacks, but crystal balls are often cloudy.

This is especially true as we contemplate the future of AFEES.

The Royal Air Force Escaping Society hung up its banner several years ago, and the RAFES (Canadian Branch) folded its tent this year. It appears that the consensus of AFEES members who attend our annual meetings is, "Let the last man turn out the lights."

The past was a success due to the hard work and counsel of men such as Leslie Atkinson, Bill Spinning, Harry Minor, Harry Dolph, Gil Millar and Lou Rabinowitz, all of whom are deceased.

The immediate past and the present was, and is, a success due to the hard work of many dedicated members and Friend members, none of whom receive the recognition they deserve. I plead guilty for this sin of omission.

The success of AFEES is a team effort; all of you help us to live up to our promise to our Helpers, ***"We Will Never Forget."***

The future of AFEES, if we have one, must rest in the hands of the next generation. The average age of Helper and airman is well over 80. Regrettably, fewer and fewer Helpers are able to accept our invitation to attend reunions.

It is obvious that if AFEES has a future, it rests with a younger generation.

Towards this end, the membership several years ago, elected Yvonne Daley and Francene Weyland to the Board of Directors. At this year's meeting, Yvonne was elected Executive Vice President, Reunions, and Francene was re-elected treasurer.

The close working relationship between these two and the success of our past three or four reunions has proved the wisdom of these moves to introduce a new generation into management of AFEES.

I hope that next year in St. Louis we will elect at least one more of the younger generation to our Board of Directors.

Why should we extend the life of AFEES?

We should join with our Helpers from Holland, Belgium and France who are trying to educate their younger generations as to what the Resistance did to help free their occupied countries from tyranny.

We can help keep alive stories of the heroic men and women who risked their lives to help Allied airmen. This heritage is too valuable to let it die.



***Friend Member Cappy Bie prepares to light a candle during the AFEES memorial service at the Albuquerque reunion. Next in line are Dr. Carl Scott and Richard Shandor.***



# Evaders, Helpers continue to meet

## WW II airmen, helpers meet in Albuquerque

*From the Albuquerque (N.M.) Journal, Saturday, May 13, 2006*

**By ISABEL SANCHEZ**  
*Journal Staff Writer*

The airmen learned not to jingle the change in their pockets and to avoid big houses because, when the Germans commanded houses, they took the big ones.

The airmen had to remember they were listed as deaf and mute on their fake passports.

When seeking shelter, they were told, find poor houses; those with utility wires meant money, and money often meant the sale of information to the Germans.

There was little advance training for the men of the Air Forces Escape and Evasion Society -- a group formed after World War II for the pilots who crashed or fell from the sky during combat.

The society, which is holding its annual reunion in Albuquerque this week, refers to the airmen as "evaders" and those who aided them as "helpers."

The society maintains the bond between helpers and evaders. More than 800 people are actively involved, including 314 widows and friends and 28 helpers now living in the United States.

For the actual landings, there had been training -- the men did what they were taught, too busy getting things right to dwell on fear.

"We felt we were hot stuff," said Larry Grauerholz, a navigator whose B-17 crash-landed near Bordeaux, France. "We were invincible. Being shot down was something that happened to other crews. It wouldn't happen to us."

Grauerholz knew three words in French, but they were enough, he said: Americain! Avion! Parachute!

Airmen's orders were to evade capture and escape if caught, but the details -- the jingling, the silence, the houses -- came from the people who hid them, faked documents for

them, gave them clothes and risked their lives for them, escorting airmen from village to town, to railroad stations, to safe houses.

One helper, famous for her heroism in Holland, is Joke Folmer, who led about 300 people to safety, including evader Clayton David. Both are at the reunion.

"It all starts with friends, and friends of friends," she said. "And trust. Sometimes trust is mistaken."

Folmer was caught, imprisoned, sentenced to death for helping a group of five pilots. She lived because paperwork, of all things, did not catch up with her.

David landed in Holland when his B-17 was shot down. He was helped, by Folmer and others, to Paris and climbed the Pyrenees Mountains into neutral Spain. Grauerholz climbed them into Spain too, in early 1944.

After the war, the fliers had to sign an oath not to tell anyone who helped them for 50 years.

"We Americans took this very seriously. We had a good many men who went to their grave, never knowing they could tell anything," David said. "Many of our people had a horrible time with that."

The evaders were not allowed to fly again over Europe. By then, they knew too much.

## Good Conduct award is a thing of the past

WASHINGTON (AFP) -- The Air Force Uniform Board has announced that the Good Conduct Medal will no longer be awarded.

"The quality of our enlisted personnel today is so high, we expect good conduct from our airmen," said Brig. Gen. Robert R. Allardice.

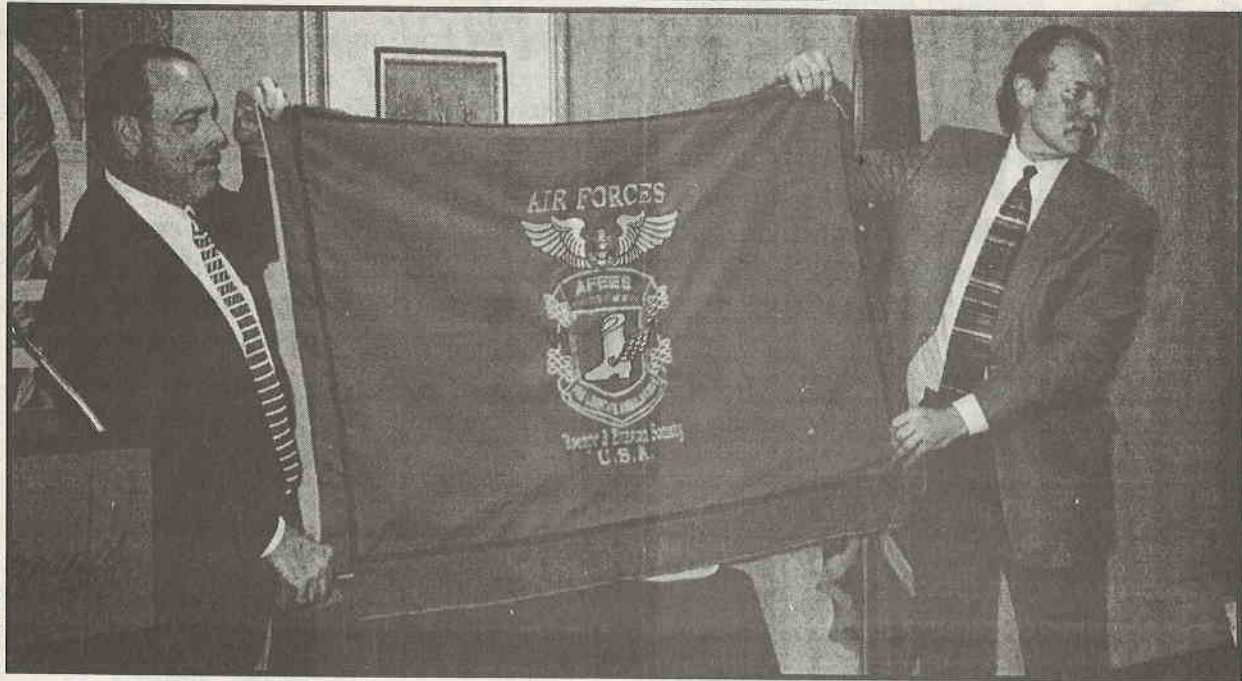
"Having a medal for good conduct is almost to say we don't expect airmen to do well, but if they're good we will give them a medal," he said. "It's kind of insulting in our Air Force today."



*Clayton David, left, of Hannibal, Mo., was one of the Army Air Corps B-17 pilots who escaped capture with the help of Joke Folmer of Holland, right. Both now belong to the U.S. Air Forces Escape and Evasion Society.*

*—Journal Photo by Greg Sorber*





## ***NEW AFEES ENSIGN UNFURLED AT ALBUQUERQUE REUNION***

Some months ago, AFEES Chair Ralph Patton was approached by Dirk Vijverman of Haaltert, Belgium, requesting an AFEES flag to display at military functions in his country.

Ralph recalled that Ann Smith, daughter-in-law of President Richard Smith, had produced such a banner for the Air Force Academy and for the 8th Air Force Museum in Savannah, Ga.

Ann prepared the flag, displayed at the 2006 reunion. Holding the new banner: from the left, Kevin Smith and Richard Smith, Ann's husband.

***THE BRASS – General Duncan McNabb and wife Linda, posed with AFEES Chair Ralph K. Patton and his wife Bette during a break in the reunion banquet program at Albuquerque.***





# '06 Reunion was another smash hit

By **LARRY GRAUERHOLZ**

**Wichita Falls, Tex.**

The pace might have been less than cadence level and the speech a bit more halting, but several dozen AFEES members from WW Deuce made it to New Mexico last month for the annual reunion.

And I think it safe to say that none of them regreted making the trip. It was another great gig!

Yvonne Daley, our coordinator, is really getting a handle on this reunion thing. She and Francene Weyland deserve a round of applause for the time and effort they spend making arrangements.

As usual, Yvonne put the lock on her Tampa Team to do much of the grunt work. Don and Ellen Spearel, Cappy and Cindy Bie, and Zig Ziegler did another super job of handling details.

Steve and Nancy MacIsaac, who live in the mountains not far from Albuquerque, handled many of the arrangements, such as working with the personnel at Kirtland AFB. Thanks, Mac and Nancy.

Again, Mac and Zig kept the libations flowing in the hospitality room, always the favorite loafing spots at reunions. Kudos to Zig for arranging to serve my favorite Kentucky bourbon. My friends at the distillery in Loretto, Ky., should be proud!

Gen. Duncan McNabb, honorary member and our Goodwill Ambassador, spoke at the banquet and again paid tribute to WW2 evaders who set an example in courage and dedication for today's service people.

Duncan is still as charming as when he was attending high school in Wichita Falls. When he suggested that the AFEES 2007 reunion be held in St. Louis, it was a no-brainer. Duncan currently serves as CO of the Air Mobility Command at Scott AFB, just across the Mississippi from St. Louis, and promised we would get the royal treatment at the base.

Dr. Walter Brown, editor of the 8th AFHS journal and acting CEO of the Savannah museum, took an active role in the reunion and I feel that escape/evasion soon will be awarded more attention at the museum. Doc visited with Tinca Bodson, and

she presented him with some of the papers that her late husband Herman had gathered when preparing his recently-published book.

The folks at Kirtland prepared a cookout for us under the tent after we had visited the flight line to get a look at what the combat rescue people are flying. What an outing!

The roster of those attending any part of the 2006 reunion:

## MEMBERS AND GUESTS

ABERNATHY, Marcia, Georgia  
 ANDERSON, Earl and Katie Dixon, Florida  
 BEALL, Sylvia, Florida  
 BIE, Cappy and Cindy, Florida  
 BOOHER, Ruelita and William, Maine  
 BOLINGER, Bruce, California  
 BOYD, Larry and Cheryl, Texas  
 BRANDT, Clarke, Colorado  
 BRILL, Herb and Millicent, California  
 BROWER, Ken and Tom, Texas  
 CASAUS, Jesse, New Mexico  
 CONNOR, Gordon, Jo and Judy, New Mexico  
 COOK, Jetty and Wanda, Texas  
 COMSTOCK, Sandy, Connecticut  
 DAVID, Clayton and Scotty and Lynn, Missouri  
 DeCHAMBRE, Jerry (Illinois) and son Dave  
 DeIGUIDICE, Lou and Alberta, Connecticut  
 FEINGOLD, Lou and Leah, New Jersey  
 FRICKE, Margaret Carlson, Minnesota  
 GREGORY, Ruth, Colorado  
 GRIMES, Bob & Mary and John Schira, Virginia  
 GRAUERHOLZ, Larry & Ruth, Texas,  
 and J.P. Grauerholz and Jean Miller, Colorado  
 HAINES, June, Michigan  
 HENNESSY, Betty, California  
 HEKIN, Frank, Ohio  
 HEWIT, Harvey and Brenda, Pennsylvania  
 IVEY, Ashley and Ruth, Georgia  
 KENNEY, Dorothy, Georgia  
 KOSINSKI, Anthony and Jean, Illinois  
 KUBLY, Ray and Ruth, Wisconsin  
 KUPSICK, Jack and John, Georgia  
 LASHINSKY, Frank and Dorothy, Pennsylvania  
 LEE, Dale, Arizona  
 LINDELL, Ernie and Connie, Brian Lindell



and Nicole Lindell

LORING, Bud and Thelma, Massachusetts  
 Mac ISAAC, Steve and Nancy, New Mexico  
 Mac ISAAC, John Paul, Delaware  
 MATTSON, Arthur, Texas  
 MCCARTHY, Bill and Marnie, New Mexico  
 McNABB, Duncan and Linda, Illinois  
 MANOS, Joe, California  
 MELSON, Howard and Jeanette, Delaware  
 MORGAN, Diana, England  
 MURLY, David, New Mexico  
 MILLER, Ed, Jean and Jeff Miller, Arizona  
 NAUGHTON, Dorothy, California  
 O'CONNELL, Brian and Betty, Australia  
 PATTON, Ralph and Bette, Maryland  
 REES, Paul, New York  
 ROBERTS, Al and Nancy, Texas  
 ROGERS, Len and Lamerle, Arizona  
 ROSKEY, O. Vernon, Texas  
 RUCIGAY, John and Dorothy, New York  
 RUSKA, Paul and Julie, Texas  
 SCHAEFFER, Frank, Wisconsin  
 SCOTT, Dr. Carl and Elizabeth, Ohio  
 SHANDOR, Mary and Rich, Pennsylvania  
 SHUMAN, Richard,

Becky and Marios Shuman, New Mexico

SMITH, Richard, Minnesota; Kevin Smith,

Richie and Ann Smith, Jonathan Smith

SPEAREL, Don and Ellen, Florida

SWEATT, Robert and Mary, Texas

THOMPSON, Tommy and Marcy, Texas

VERBOUT, John and Jo, Illinois

VICKERS, Bob and Anell, New Mexico

WAND, Beverly and John, New Jersey

WELLS, Charlie and Suzy, Texas

WEYLAND, Francene and

Antonette Peterson, Illinois

WHITE, Van and Lorie and

Mollie White, New Mexico

WINGHAM, Tom, England

ZIEGLER, Zig, Florida

#### HELPERS AND SPOUSES

BROUARD-MILLER, Marguerite,  
 (France) Arizona

BUROS, Milan, Germany

BRUSSELMANS, Yvonne Daley,  
 (Belgium) Florida

FOLMER, Joky, (Holland) with grandsons,

Jim and Maarten DeGroot

HAKIM, Peter (Belgium) and Ghislaine,

FRANCOIS, Henri (France) son

PESIC, Miodrag (Serbia)

SAUER, Gabriel (Holland) and Gene,  
 North Carolina

SCHANTZ, Rosalie (Belgium) & Tom, Arizona

PENA, Godelieve and Jean (France)

and Son John Pena, Pennsylvania

#### SPECIAL GUESTS AND FRIENDS

BROWN, Dr. Walter, 8AFHS, Georgia

CARY, Capt. Jonathan, Kirtland AFB

FRONCZEK, Capt. Craig, Kirtland AFB

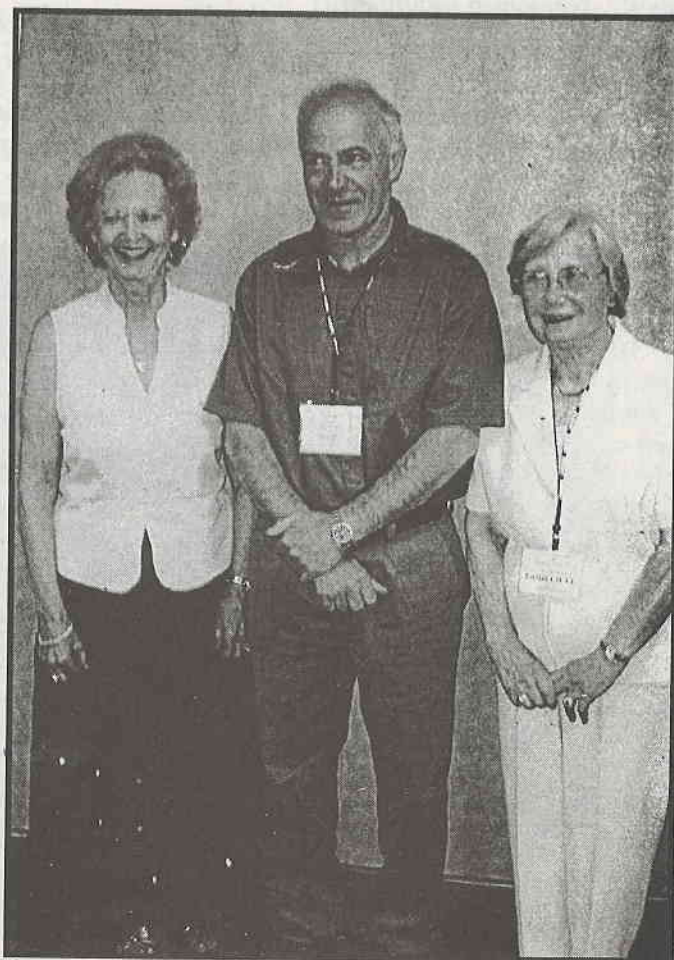
FUHRER, M/Sgt. Doug, Kirtland AFB

OSTROV, Lt. Col. Shirlene, and

Chief M/Sgt Joe Barron, Scott AFB, Illinois

TRASK, Col. Thomas and Karen, Kirtland AFB

VICKERS, Col. Robert and Annell, New Mexico



*French Helpers at the '06 reunion included, from left, Marguerite Brouard-Miller, Henri Francois (son) and Godelieve Pena.*



# Memories shared with airmen

**By M/SGT AUSTIN CARTER  
58th Special Operations Wing  
Public Affairs,  
Kirtland Air Force Base, N.Mex.**

Members of what newscaster Tom Brokaw called America's "greatest generation," shared a meal and some memories with the 58th Special Operations Wing on May 12.

The Air Forces Escape and Evasion Society, made up of American airmen who went down behind enemy lines and managed to elude capture, were honored by the wing with a barbecue and a tour of unit aircraft. The organization was in Albuquerque last week for its annual convention.

Many are veterans of World War II, and their behind-the-lines adventures are considered by many the catalyst that started modern rescue efforts for stranded military in wartime.

"No other air force in the world

puts as much emphasis on getting our downed Airmen out and back home as we do," Col. Thomas Trask, commander of the 58th SOW, said to the veterans organization. "It is because of your experiences, the lessons learned, that we are here today."

Rescue was not always an option as it is today. During WWII, Airmen who went down behind German lines in Europe couldn't count on a helicopter coming within hours of bailing out. Training on evading the enemy was limited, at best, to sage advice given at their home bases. Wait until the last minute to pull the ripcord on the parachute if shot down to give the Germans less time to pinpoint your location; get out of the drop area quickly and hide away from populated areas; and if you must surrender, do it to someone in uniform because the locals might be inclined to kill you for bombing their homes.

Salvation often came in the form

of ordinary men and women of the resistance - French, Dutch, Belgium, Yugoslavian and other nationalities on the ground - who hid the Americans and smuggled them out of the country.

What came out of that time hiding in barns, cellars, hedgerows and train stations was an international bond that has lasted more than 60 years between the men and women who lived through it together.

These memories remain vivid and transcend the years.

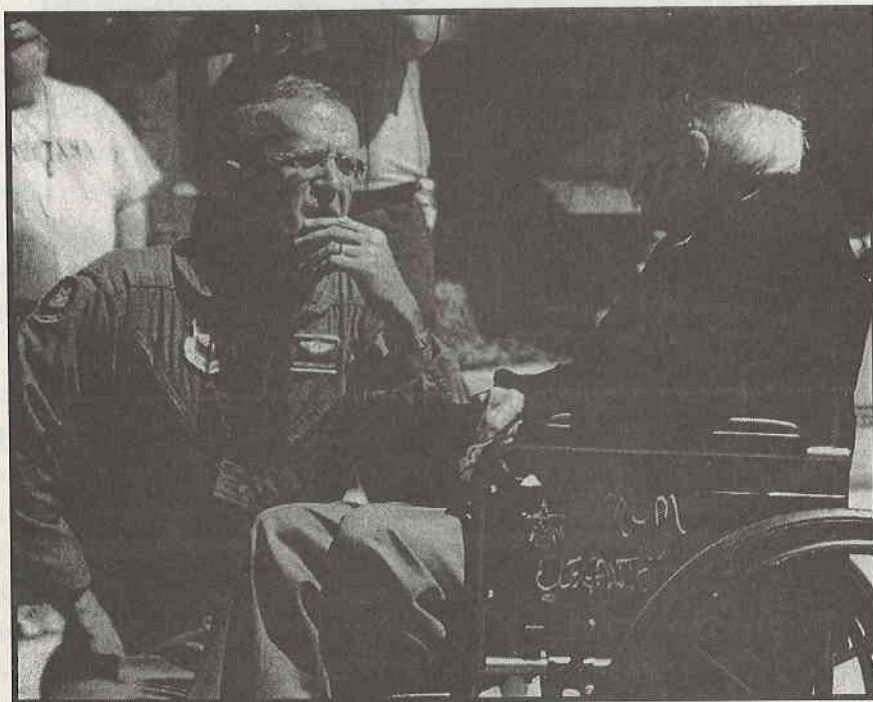
AFEES member Ashley Ivey was flying his sixth mission as a navigator on a B-17, when, after completing a bombing mission over a Leipzig, Germany oil refinery, the aircraft had to crash land in Holland. For the next eight months, he was shuttled from one locale to the next by dutch people, dressed in farmer's overalls and size 14 wooden shoes. Every time he passed a German in a town, he lowered his head and shuffled his feet in a effort to disguise the ill fit. At one time, a Dutch policeman accompanied him through a German sentry post and told the guard he was a black marketer being taken for sentencing. The German was helpful; he offered to shoot Mr. Ivey right there to save time for the policeman.

One of his "safe houses" was at a doctor's home at a mental institution.

"One day the Germans came and took all those who were fit for slave labor to Germany," Mr. Ivey said. "The ones they didn't consider fit were lined up and shot there."

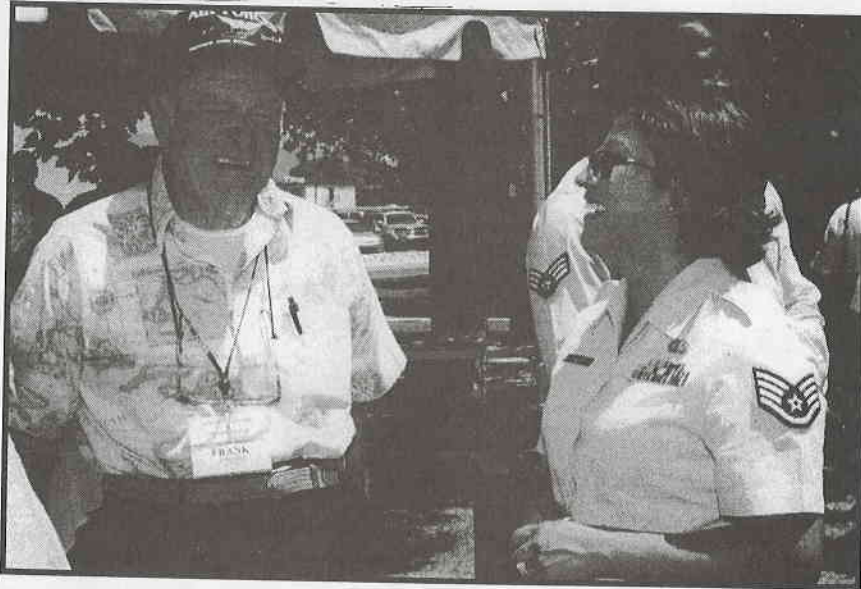
"I'm 82 now, but I turned 21 at his house," he said. "The doctor gave me a piece of meat, which was hard to get, and a pack of cigarettes, which must have cost him about \$40 on the black market."

Another B-17 navigator, Jerry Dechambre, bailed out over Belgium on Jan. 24, 1944, with nine other



**Master Sgt. David Elliot, 550th Special Operations Squadron, tells AFEES Chairman Ralph Patton about aircraft operations on the flight line. All 58th Special Operations Wing aircraft were on display for the veterans.**





**AFEES member Frank Schaeffer visits with S/Sgt Vernessa Miller of the 58th Operations Support Squadron's life support section at Kirtland AFB.**

crew members. Six were captured, one was killed, and he and two others managed to get out. Without knowing any of the language, he hid in the woods for a bit, then decided to get out of the cold.

"I was hoping to find a nice, warm barn," he said. "I found what I thought was a hay stack and dove into that instead. I found out in the morning it was a manure pile. I'm a city boy; all I knew was that it was warm."

He managed to make the farmer understand that he wanted to contact the resistance. He spent the next seven months assisting the resistance with pick-ups of ammunition dropped from American B-24s. One of those who kept him in her house for a short stay was Anne Brusselmans in Brussels. He was one of the hundreds of downed Airmen she helped hide, smuggle or aid in that town.

Her daughter, Yvonne Daley-Brusselmans, who was a preteen during the war and helped her mother hide the airmen, was stunned when she spotted former guest Mr. Dechambre at the reunion. Mrs. Daley-Brusselmans, now an American citizen, is now the reunion chairperson for AFEES.

"Jerry and I were in tears when we met again," she said. "This is

why I do this."

During the war, she was forbidden to tell the family secret to outsiders. No one could be trusted. Those who made it back to Allied lines were told never to reveal who helped them for fear of the information harming resistance fighters.

Rewards for Allied Airmen from the Germans were large, she said, especially to a people that hadn't seen a decent meal in years of occupation. The penalty for a captured Airman was a POW camp. The penalty for the people sheltering them was death. Aware that their necks were on the block if an Airman was discovered, the family quickly came up with a crash course in making rangy Americans into instant Europeans.

"When we took them out, we told them not to look around like they were on a cook's tour of the city," Mrs. Daley-Brusselmans said. "We also learned they didn't know how to walk on cobblestones. We told them to not light up a cigarette and shield the light from the wind like they were on the flight line. Learn to eat the European way. And if a German patrol should show interest, we asked him a question in their presence to which he could respond with a 'no.' an American can't say 'oui' without drawing out

the i at the end, so 'no' was a better answer. But the worst thing was trying to dress them. Have you ever tried to dress a 6-foot, 3-inch American in a Belgian man's clothes? The sleeve came halfway up his arm."

For many who came to Kirtland last week, the reunion wasn't just a chance to swap war stories, it was an annual celebration of links forged in a time when the world united, perhaps for the only time, to defeat a common foe.

AFEES member Herbert Brill, navigator on a B-17, went down in France in 1943 and stayed to help the resistance for nearly eight months before D-Day. When reproached by an officer shortly after the invasion for breaking the codified rules of war by helping out the resistance in civilian clothing, Mr. Brill simply responded, "Well, sir, I couldn't just sit and eat breakfast while these people went out to die."

## WWII airman receives belated Purple Heart

TRAVIS AFB, Calif. (AFPN) -- March 21 was a special day for one airman. It was the day he finally received his Purple Heart medal.

Leo Bach, now a resident of Walnut Creek, Calif., received his medal after suffering injuries to his right leg and back after bailing out of his B-17 nearly 62 years ago.

Bach, then a 24-year-old bombardier was one of nine crew members on a bombing run to Cattbus, Germany on April 11, 1944. All nine crewmen bailed out 50 miles southeast of Berlin, never reaching their target.

After his parachute safely opened, a strong gust of wind caused Lt. Bach to land hard, injuring his leg and his back.

After lying in agony for a short while, he was able to limp away from the area. He evaded capture for three days before being captured by the Germans and sent to a POW camp in Barth, Germany.

The Russians liberated him from Stalag Luft 1 on May 1, 1945.



## A reunion message from Milan Buros

*(Balkan Helper)*

Allow me to tell you a few words. Our --my -- peoples and grandparents -- we are living since centuries in Eastern parts of Europe -- Slavic nations in the Hasburg monarchy like slaves.

And so we fled from Europe to America and Canada; so many that before World War I there lived about 20-23% of Czech and Slovaks and other Slavoni people in Pittsburgh and Cleveland. So during World War I in the meetings of Czech and Slovaks with the help of the U.S., government was constituted Czechoslovakia.

After the war we lived like free people and were building our economy, culture, social life and schools. But then came the 1930s, the years when in Germany was created the Nazi regime.

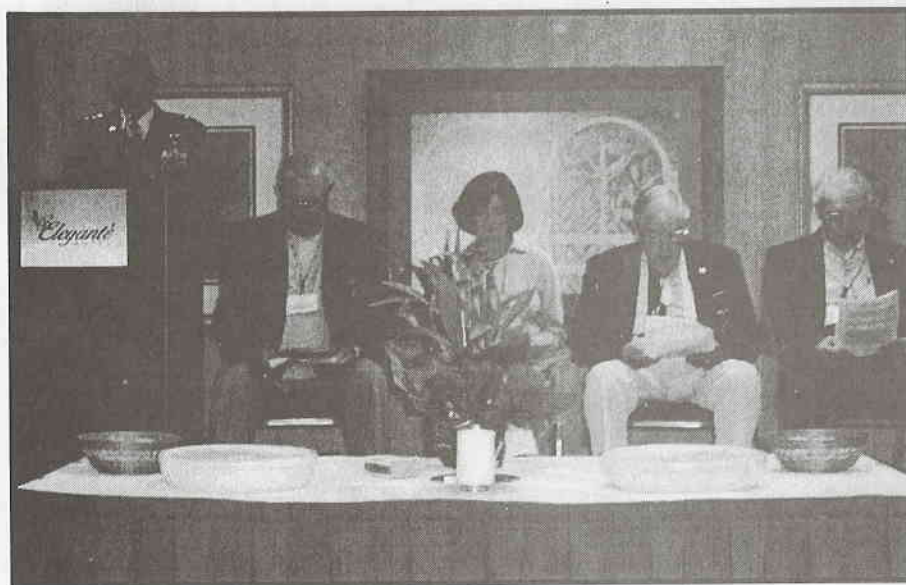
We soon got knowledge of the immense brutality and cruelty with when the Nazis started to invade. We just knew that we -- me, too -- will be killed. That was only the question of the technical capacities of the murderous machinery.

At first, they destroyed our Czech republic. Nazis started World War II. Nobody can imagine the atmosphere of the fear, depression in which we lived. The brutal war went on.

On the other side of the ocean in a democratic and peaceful state you lived with your families.

In one critical moment when the Nazis widespread the war, you recognized the time and you started to save the world. And so dear friends, you came on your airplanes over the ocean and we have seen you in the skies and we have recognized we will be saved.

So I stayed in Czechoslovakia and from my deepest heart in the name of my people, I express my deepest thanks.



**Gen. Duncan McNabb, an honorary member of AFEES, is shown at the podium during the memorial service. Other speakers, from left: President Richard Smith, Beverly Wand representing her father, Chairman/Co-Founder Ralph Patton, Membership Chair Clayton David and Editor Larry Grauerholz.**



**Betty O'Connell of Canberra, Australia, lights a candle at the AFEES memorial service during the 2006 reunion. She and Brian divide their time between Down Under and the U.S.**



**AFEES vice president Frank Lashinsky lights a candle at the memorial service on May 13.**

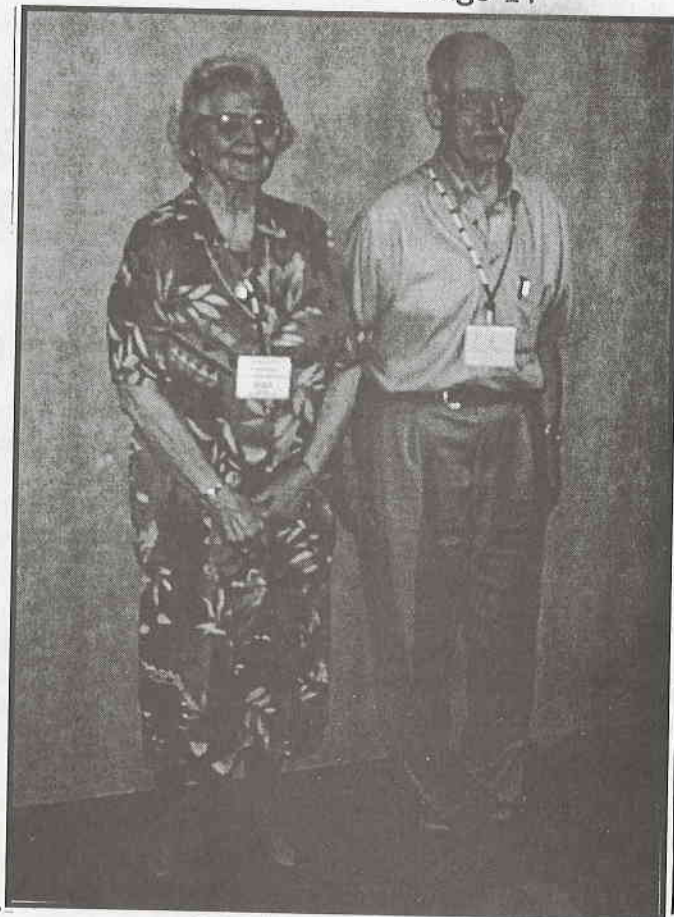




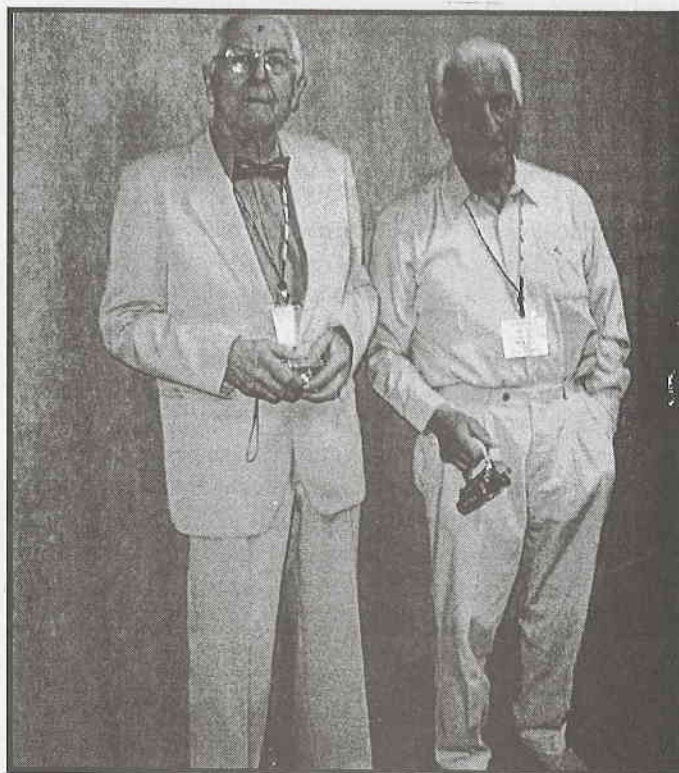
*General Duncan McNabb poses with Belgian Helper Rosealee Schantz at the reunion.*



*Tinca Bodson, widow of Helper Herman Bodson, visited with friends at the Albuquerque reunion.*



*Dutch Helpers present at Albuquerque included Joke Folmer and Gabriel Sauer.*



*Two visitors from the Balkans were, from left, Miodrag Pesic and Dr. Milan Buros.*



## OFFICIAL MINUTES

# Air Forces Escape & Evasion Society ANNUAL GENERAL MEETING

May 13, 2006

Albuquerque, N.M.

President Richard Smith called the meeting to order at 1100 hours. The house attendance was counted; a quorum was met. Seventy-four members were present.

Call for motion to approve minutes of the 2005 AGM was made. Clayton David approved the motion and Ralph Patton seconded the motion.

Next item on the agenda was introduction of board members. Members present were Ralph Patton, Frank Lashinsky, Clayton David, Yvonne Daley, Francene Weyland, Ray Kubly, John Rucigay, Robert Sweatt and Larry Grauerholz. Herb Brill was absent due to illness. Committee reports followed.

Up for re-election were Ralph Patton, Francene Weyland, Clayton David and John Rucigay. Committee recommended no changes as these people are doing an excellent job.

**Finance Committee:** Francene Weyland submitted an income/expense report for AFEES for 1-1-05 to 12-31-05. Total income for the year, including \$7,000 for a redeemed CD, was \$31,391.15; total expenses were \$28,810.69. The financial statement was published in the Spring newsletter.

**Raffle Committee:** Frank Lashinsky reported on the raffle. There was an average increase of \$18 in individual donations as compared to the past. In 2006, \$7,120 was received from the raffle ticket sales. Expenses were \$529.73. Donations were received from 387 persons; 52% responded to the appeal.

**Membership:** Clayton David reported that there are 475 active members in AFEES. There are 314 widows and children, and 28 Helpers living in the U.S., making a total of 817 on the rolls.

Clayton stated that a new roster is being prepared and that some errors should be expected, due to the lack of correct information. The new roster should be expected in about two months.

Recognition was given to his wife Scotty for all her help in updating the membership list and preparing the new roster.

**Newsletter:** Larry Grauerholz gave a brief insight on printing the newsletter. Except for time in the service, he has been a journalist since he was a sophomore in high school.

He urged veterans to record their story while there

is still time and make it available for future generations.

**AFEES PX:** The report was made by President Smith. The PX is in the process of being closed out. Question of disposal of the excess inventory was discussed.

Dr. Walter Brown, CEO of the 8th AFHS Museum at Savannah, Ga., suggested that the remaining stock be sold through the museum, carrying the AFEES label.

Dr. Brown and President Smith agreed to the plan.

**Greeting Cards:** Dorothy Kenney was recognized for her work with the annual Christmas cards. She reported that 400 were sent out last December and only a few were returned.

The cards are signed personally by members of the Board of Directors.

## NEW BUSINESS

The question of the 2007 reunion site was discussed. The group voiced high praise for the work done by Yvonne Daley and it was recommended that she handle the 2007 reunion.

Gen. Duncan McNabb has offered to open up Scott Air Force Base, where he is stationed, near East St. Louis. Lynn David gave more information about St. Louis and said he believed members would be pleased with the choice.

Motion was made and seconded that Yvonne visit St. Louis and gather information for the reunion.

A show of hands indicated that most present were in favor of St. Louis.

Closing statement of the meeting involved the life expectancy of AFEES. Some members suggested waiting until later for such an important decision to be made.

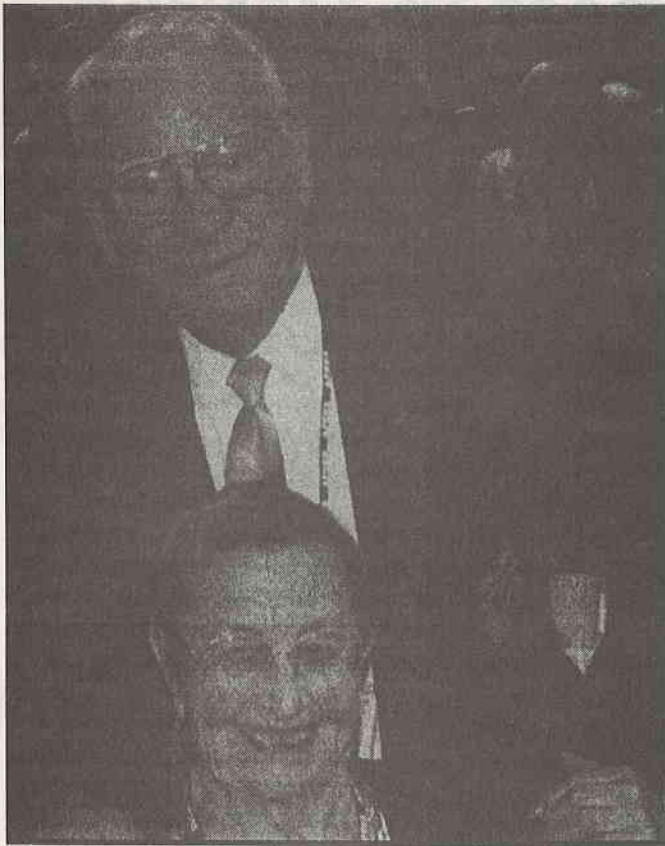
Clayton David made a statement that others agreed with; he said, "Most people suggest taking a day at a time is good policy." He suggested that AFEES "take a year at time."

In closing remarks, President Smith announced that the Board of Directors had appointed Yvonne Daley as Executive Vice President of the board.

Meeting adjourned.

--MARY SWEATT, Acting Sec.





*AFEES members Jetty Cook and Rose Schantz meet up again at the Albuquerque reunion.*

## *Rose and husband enjoy their 4th AFEES reunion*

**From the Green Valley (Ariz.) News & Sun  
Friday, June 2, 2006**

Rose and Tom Schantz recently returned to Green Valley from Albuquerque, N.M., where they attended the Air Forces Escape and Evasion Society (AFEES) annual national convention. This is the fourth AFEES national gathering the couple has attended.

This year's AFEES reunion included approximately 160 members, friends and guests, including Ralph Patton, one of the spearheaders of AFEES and Richard Smith, AFEES president and a B-17 pilot who was downed north of Paris and was helped to safety by a French plowman.

Rose and Tom also saw their longtime AFEES friend Jetty Cook and his wife Wanda.

Other distinguished guests included Walter Brown, CEO of the Mighty Eighth Air Force Museum, and Gen. Duncan McNabb, commander, Air Mobility Command, Scott AFB, Ill.

McNabb personally wrote to Rose, commending her on her bravery as a helper during World War II.

Rose, her mother and brother hid American and British fliers during the war and in doing so, Rose was

entitled to join AFEES, and did so.

A memorial service to remember those who had died was held during the convention and a candle was lighted for Rose's brother, Jules Exterbill, who died in August 1945 from injuries he suffered while serving with the Belgian Army.



*Belgian Helper Peter Hakim and his wife Ghislaine of Livingston, N.J., were caught by the camera in the reunion hospitality suite.*

## **A 'thank-you' from the Hakims**

Peter and Ghislaine Hakim of Livingston, N.J., had an enjoyable time at the Albuquerque reunion.

Peter wrote:

"We had a wonderful time and all the events were really appreciated. We know that these gatherings take a lot of preparation and we are very grateful for all the time spent in implementing the reunion.

"Of course, we enjoyed the helpers dinner, the Saturday night banquet, the informal chit-chatting at the hospitality suite and the excursions but what (as always) was for me the key event was the memorial service. Yes, this sober and touching ceremony puts some sort of lump in everybody's throat.

"We are already looking forward to the next meeting in Saint Louis in 2007. Let me repeat, congratulations to all of you who arranged for a wonderful convention."



# Doolittle Raiders meet in Dayton

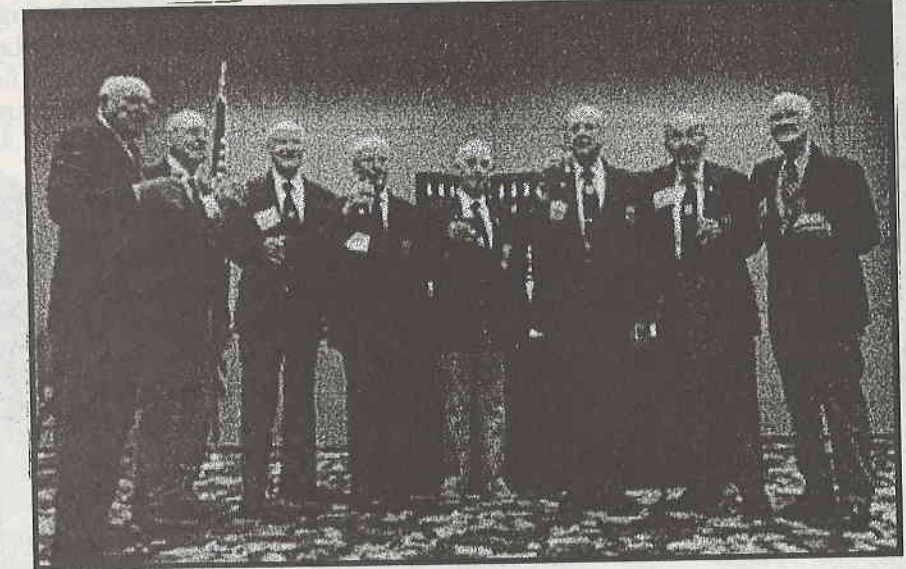
DAYTON, Ohio (AFPN) -- The Doolittle Raiders started the celebration of their 64th reunion this year with a solemn goblet ceremony April 18 in Dayton, Ohio. The ceremony normally held in private, was opened to the media to honor the significance of the historical Tokyo Raid on April 18, 1942.

With eight of the 16 remaining Raiders present, retired Lt. Col. Dick Cole, 90, presided over their honored roll call and toasted Lt. Col. Horrace Crouch, the Raider who died since their last meeting.

"We do this to pay homage to the people we love and lost," said Colonel Cole, who was a first lieutenant at the time of the raid and Doolittle's co-pilot. Since the Tokyo raid, the Raiders have gathered every year, with the exception of 1946 and 1951, to pay tribute to the historic mission and the friends they lost.

In 1941, Lt. Col. James H. "Jimmy" Doolittle and a select team of 80 pilots, gunners, navigators and bombardiers of B-25 Mitchell bombers were assembled to execute a surprise attack over the islands of Japan. It would be the first any of them would take off from a carrier.

Armed with enough fuel for a one-way trip to Japan and a landing in China, they planned to launch



*Eight of the surviving 16 Doolittle Raiders raise their goblets for their fallen brothers during their 64th reunion in Dayton, Ohio, on April 18, 2006.*  
— (U.S. Air Force photo)

off the USS Hornet about 450 miles from Japan. The U.S. ships were spotted early and the Doolittle Raiders were forced to depart about 650 miles from their intended target.

The B-25s arrived from varying directions, confusing the Japanese. The bombers hit their targets and escaped Japan of their own accord.

Unfortunately, the lack of fuel and relentless weather over China forced the crews to bail out or crash-land. Two men drowned after ditching their aircraft. Eight men

were captured -- three of them were executed and the rest were sentenced to life imprisonment by the Japanese. Chinese natives welcomed the remaining men. The mission was a success and it turned up the spirits of Americans during World War II.

"The thoughts of a (U.S.) mainland invasion lingered but the actions of the Doolittle Raiders absolutely reversed that notion along with the morale of the country," said Bill Gius, an avid American history buff who attended,

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## '42 Raid on Tokyo had three goals

From 483rd Bomb Group Newsletter  
June 2005

The Doolittle Tokyo raid of April 18, 1942 had three purposes. One was to give the folks at home the first good news that we'd had in WWII. It caused the Japs to question their warlords.

And from a tactical point of view, it caused the retention of aircraft in Japan for the defense of the home islands when we had no intention of hitting them again in the near future. Those airplanes would have been much more effective in the South Pacific where the war was going on.

The raid was carefully planned. The Norden secret bombsights was replaced with a simple model to prevent the real thing from falling into enemy hands. What to do should the task force be spotted early on by the enemy was considered.

Eight hours before the planned takeoff, they were sighted by a Japanese fishing boat and it was decided to go into action at once. All 16 B-25s were successfully launched and made it to their respective targets. Due to the early takeoff, 13 hours later and out of fuel over China, 11 of the pilots told their crews to abandon earlier plans to land at Chinese airports.



Most of the crews parachuted without injury. One diverted to Russia and landed near Vladivostok. Edward J. York, the pilot of that plane, is another story.

Upon landing in the Soviet Union, Capt. York and his four crewmen were taken prisoner by the Russians who were at war with Germany in the west and could not afford a battle with Japan in the east. He and his crew were interned for 14 months, until they escaped into Persia (now Iran.)

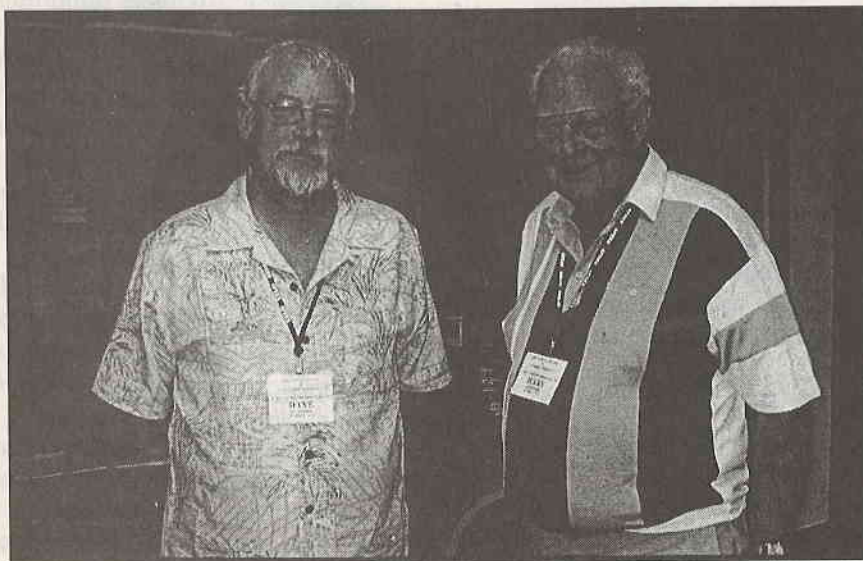
Upon returning to the U.S., Capt. York was assigned to the 483rd Bomb Group as first deputy ground commander. He flew about 25 combat missions until July 1944 when the Germans announced that they knew of Capt. York and his Doolittle Raid and would look for him. It was decided to return him to the U.S.

After WWII he served as an Air Force attache at Warsaw and Copenhagen. He was once commander of a Titan Missile task force and graduated from the Air War College, besides serving in the Pentagon. He passed away in August 1984 in San Antonio, a retired Air Force colonel.

Sixty-four crew members of the Doolittle raid survived the mission and began meeting annually after WWII. The City of Tucson gave the Raiders 80 silver goblets and at each meeting they are raised in a toast to honor "those who have gone."

A goblet has been assigned each member and is kept in a rack. Each year the cup of a recently departed member is inverted in the rack to denote his passing. As of this date all but 12 of the goblets have been turned over. Some day the last two surviving Raiders will open a bottle of cognac, vintage 1898 (the year of Doolittle's birth) and drink a toast to all departed members.

The 2005 meeting was held in May in Fresno, Calif., where 20,000 people watched the reunion of 13 B-25 Mitchell bombers, which flew formations in honor of the Doolittle Raiders.



**Gerald Dechambre (right) and his son David were among those attending the 2006 reunion in Albuquerque.**

## Raffle Results

Total proceeds from the 2006 AFEES raffle were more than \$7200, according to a report from Raffle Chair Frank Lashinsky.

Frank says there were three \$10 checks in his mailbox when he returned from the Albuquerque reunion last month.

From the 710 raffle booklets distributed, 375 donations were received. Average donation was \$18.39.

The annual raffle has been the primary fund raiser for our society for several years. Proceeds go toward entertaining helpers at reunions and to printing and mailing the quarterly newsletter.

### ON BEHALF OF AFEES:

Many thanks for your contributions!

*And the winners in the drawing at the reunion this year were:*

\$500: Robert E. O'Neil, River Ridge, La.

\$250: Irving Meyers, Deary, Fla.

\$100: Suzanne Boller, Huntington Beach, Calif., daughter of Virginia Krol, Crown Point, Ind.

### Lloyd Bentsen

*From a B-24 to politics*

Texas and the nation lost a giant of a man with the passing of Lloyd Bentsen last month.

After graduating from the U. of Texas in 1942, he enlisted in the Army Air Corps. He went on become a squadron commander and flew more than 50 missions over Europe. He was twice in B-24s that crashed landed after being damaged by flak. The editor visited with him about that at a B-1 rollout ceremony in Abilene, Tex., years ago.

Lloyd jumped into politics after the war and was elected to the U.S. House at the age of 27.



*'Vous et President Roosevelt'*

# Memories of an escape

By GILBERT S. SHAWN  
Longwood, Fla.  
(Deceased 2005)

## *While jumping . . .*

It seemed a long way down, ground was far away! At about 5,000 feet, I was all alone and I was plummeting to earth. I pulled the ripcord and wham! Ka-boom! In a second, there was I -- suspended!

The air became suddenly calm, quiet and crystal clear. It becomes that way because you have just left the engines and their roars, suddenly!

## *The very first escape . . .*

I was seated in a car going rapidly through little villages. This was my fourth day down in Belgium. I still had my broken leg huddled awkwardly toward the empty space on the rear seat. I never expected what happened next.

Suddenly, Wham! Smash! and I was thrown forward as the car screeched to a halt. We had had a collision with another car. I thought, in a second, I had better escape the mess that was to come. I managed to crawl, lying on my stomach, and got the door open. I dropped to street level and was taken aback by a pair of shoes, looking up the long trousers and saw the man's face.

He said softly, "You are American?" "Yes, I am," I answered. With that the man joined my driver and several other men; they pulled the cars apart, got us running and we were off.

The occasion came to a halt three years after the war ended. During peacetime, I received papers certifying facts of the accident and the papers for insurance claims.

## *President Roosevelt*

George Flabot was the first man



*Evader Gilbert Shawn, left, poses with Mdm. Marie-Claire Vienne, daughter of Belgian Helper Emille Roiseux, in this 2004 photo.*

*They display the flag of the Comete escape line.*

to offer help.

With two other men, they got me into the woods. Working quickly and silently while aiding one of the Allies, something the Germans would not tolerate.

I was to be left alone in this heavily wooded and overgrown foliage and forest which was loaded with small game. George immediately requested my name. I told him but he was shaking his head and seemed to ask for something else.

"Ah," he said, and I began to understand what he was after -- just a name to alert me. When I gave him my name he said, "Ces't trios difficile" and then was with a pleasant grin and pointing to me, he said, "Vous et President Roosevelt."

## *Breakfast in Paris . . .*

This was our first breakfast in the Hotel Muerise (still very elegant). Paris was only free three days ago. The waiters were overly kind because they were told who we were.

Wearing red and black striped shirts, wheeling huge silver-domed carts, with precise formation they rolled the carts in front of us. Nothing could be better and we really had our freedom.

We eagerly awaited eggs and bacon, fresh fruit, toast and coffee. The captain leaned forward as he removed the silver cover, "Pardon, Mousuiers, this all we have." The tray was load with Army K-rations!

## *A movie, of course . . .*

During the occupation, movie houses were not particularly attractive. But three young men



seemed intent on taking me to a movie. They assured me, of course it is safe, or they wouldn't do it. I finally agreed to go.

### *At the movie . . .*

The picture we saw was *The Iron Curtain*, made in Italy. The lead actor was Primo Carnera, best known as heavyweight champion of the world in 1933.

We agreed that one of my friends would go ahead to see if the Germans were checking people going into the theater. The other two walked with me and would buy the tickets.

We entered the theater. Half the audience was German soldiers. The two Belgians took seats on either side of me. The movie was in French with German bylines.

The German soldiers were leaning forward with their rifles resting between their knees and their hands under their chins.

The movie news presented the German view of everything. German troops were winning their way through every battle. This was two months before the invasion.

### *Window everywhere . . .*

A simple device called "Window" was carried by the U.S. bombers. It was simply strips of aluminum about 10 inches long. Take one strip, bind it with about 30 strips and put a band around it. Put a load of them in a box and drop them when the plane is under antiaircraft fire. Window would confuse the German radar as it fluttered slowly downward.

By now, Window was scattered all over Belgium. It covered houses, barns, automobiles, everything not covered. Some of the Belgians had Window totally misinterpreted.

One said, "You can put it in the radio and then tune in Radio Free Europe." Another said, "If you put it in your mouth, you'll improve your whistle." Another said, "Each strip carries a secret message."

The Belgians collected it and rolled it into balls of aluminum.



*Mrs. Greet Hogendoorn of Ede, The Netherlands, displays a plaque to be placed at the gravesite of her father, Cornelis Lof, Dutch Helper who died early this year. The plaque was designed and produced by AFEES President Richard Smith and Member Ray Kubly, one of the U.S. airmen aided by Cor Lof.*

## MEMBERSHIP DIRECTORY UPDATES

(Changes are in **BOLDFACE** type)

1. JANINE O. ANDERSON 'FFL;', **3261 Meadow Ridge, Redding, CT 06896; Phone 203-524-6709**
2. ROBERT D. COUTURE 'L', **21347 Holly Ct., Warrenton, MO 63383-5255**
3. KENNETH P. DUNAWAY 'L', **17500 W. 119th St., Apt. 104, Olathe, KS 66061**
4. BRUCE K. KILMER, **5619 Belmont Ave., #D107, Dallas, TX 75206-6701; Phone: 214-826-5571**
5. L/C GARY LOCKS, **6232 Donnybrook Dr., Centerville, OH 45459-1839**
6. DONALD W. MCLARTY, 529-751 Peter Morand Cres, Ottawa, ON K1G 6S9 CANADA; Phone: 613-212-2016  
<donmclarty@rogers.com>
7. RICHARD RICKEY, **430 E. Ruth Street, Sidney, OH 45365-1623**

**PLEASE NOTE: Additional changes for the new AFEES roster should be sent immediately to Clayton C. David, 19 Oak Ridge Pond, Hannibal MO 63401-6539; Phone: 573-221-0441; <davidafe@adams.net>**



# French farmers angered by plan to bring bears to the Pyrenees

*By The Associated Press  
May 14, 2006*

**BAGNERES-DE-BIGORRE,**  
France -- About 5,000 French  
farmers rang cowbells and set off  
firecrackers Saturday in the  
Pyrenees Mountains as they  
protested a plan to repopulate the  
bears in their region.

Environmental officials have already released two female Slovene bears, Palouma and Franska, in the area, and three more releases are planned. Farmers, particular those who raise sheep, fear bear attacks on their livestock.

Many at the demonstration here wore T-shirts that read "No to the Bears!" Some wore traditional berets popular in the southwestern Basque region. About 100 demonstrators came from across the border with Spain.

Brown bears completely disappeared from the Pyrenees in the 1980s. As too few remained to ensure their survival, authorities released three bears in 1996. One of them, Boutxi, killed 165 sheep last year.

After the most recent bear releases, farmers lodged a complaint with France's highest administrative court. But the court ruled this week that the government can go ahead and set free three more.

When you were sent overseas, you couldn't have had any idea what was to come. You must not have known if you would ever see your family again, or if you'd be reunited with your sweetheart who waited for you, my Maw Maw. You've been married for more than 60 years now and I owe my life to you.

And this was only the beginning, only a part of your heroism. After being shot down, you didn't give up. Sleeping in horrible conditions, in places you never dreamed of, begging for food. How can your children and their children understand this, in our comfortable homes and with our families. All the time not knowing when or how a safe return to home would be.

You are our heroes.

Thank you -- from all of us.





# Combat rescue is symposium theme

*Three members of AFEES participated in the first 58th Special Operations Wing Rescue Heritage Day at Kirtland AFB on Monday, May 15, following the reunion in Albuquerque. Speakers representing AFEES were Yvonne Daley-Brusselmans, Frank Lashinsky and Richard Smith.*

By S/SGT MARKUS M. MAIER

58th Special Operations Wing Public Affairs

More than 150 members of the Kirtland rescue community attended the first 58th SOW Rescue Heritage Day Monday.

Events included speeches and presentations focusing on the history and evolution of Air Force combat rescue from its beginnings in World War II, to today's rescue forces supporting Operations Enduring and Iraqi Freedom.

"I've always thought that it's very important that we understand the history of our mission areas," said Col. Thomas Trask, 58th SOW commander. "I think it's educational, but also motivational for our people to know the history and the legacy of the things they do for a living."

The day started with three members of the Air Forces Escape and Evasion Society sharing their experiences about being shot down behind enemy lines during World War II, and the people who risked their lives helping them evade the Germans and get back to friendly territory.

"I thought the Air Forces Escape and Evasion Society folks were really a nice addition to it," Colonel Trask said.

"Although it's not directly a combat rescue thing, their experience in World War II is the basis of why we built such a huge combat rescue capability. It's just fascinating to get an opportunity to speak to those folks since those experiences are rapidly dwindling as that generation passes on. There are only a few more years that we are going to have these people to talk to, so I thought they were particularly fascinating."

Retired Col. Darrel Whitcomb, a contract analyst with the Joint Personnel Recovery Agency and author of "The Rescue of Bat 21," spoke next. The colonel gave a detailed account of the rescue of Lt. Col. Iceal Hambleton, who was shot down in the Vietnam war.

"The rescue of Bat 21 was a great example of what our rescue forces could and would do in that long war in Southeast Asia," Colonel Whitcomb said. "We have a bond with our young men and women serving this country, a very important bond. If they get in trouble, we are going to try and get them out. The people who are part of this rescue force are the keepers of that bond."

Desert Storm was the after-lunch topic of discussion. Colonel Whitcomb shared stories of successful and failed combat search and recovery efforts with emphasis on lessons learned.

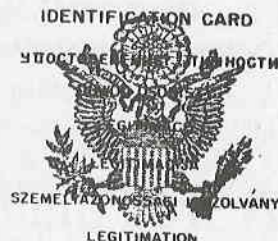
"We want to use this history to try and make things even better in the future," said Colonel Whitcomb. "We've paid for so many mistakes with blood, and we don't want that to happen again."

Lt. Col. James Cardoso, 71st Special Operations Squadron commander, and Lt. Col. Chad Franks, 512th Rescue Squadron director of operations, also shared their experiences during Operation Allied Force in the former Yugoslavia when both were involved in the rescue of a downed F-117 pilot.

The 58th SOW plans on continuing annual heritage days. Rescue heritage will be in the spring and a special operations heritage day in the fall.



U.S. ARMY AIR FORCE



R. Karsten  
SIGNATURE

I AM AN AMERICAN AIRMAN.  
PLEASE TAKE ME TO YOUR COMMANDING OFFICER AND NOTIFY NEAREST AMERICAN OR BRITISH MILITARY MISSION IN BELGRADE, BUCHAREST, POLTAVA OR OTHER NEARBY PLACE. ALSO, PLEASE ARRANGE FOR TRANSPORTATION.

THANK YOU

SHOW THIS TO RUSSIANS:

Я АМЕРИКАНСКИЙ ЛЕТИК  
ПОЖАЛУЙСТА ПРЕДСТАВЬТЕ МЕНЯ ВАШЕМУ КОМАНДИРУ  
И УВЕДОМИТЕ БЛИЖАЙШУЮ АМЕРИКАНСКУЮ ИЛИ  
БРИТАНСКУЮ ВОЕННУЮ МИССИЮ В БЕЛГРАДЕ,  
БУХАРЕСТЕ, ПОЛТАВЕ ИЛИ В ДРУГОМ БЛИЖАЙШЕМ  
МЕСТЕ. ТАКЖЕ РАСПОРАДИТЕСЬ О ПЕРЕДВИЖЕНИИ.  
БОЛЬШОЕ СПАСИБО!



# A salute to the few!



**PRODUCED EXCLUSIVELY FOR THE CATERPILLAR CLUB  
IN COMMEMORATION OF THEIR EXPLOITS.**

**Members are invited to contact me to share their story and  
claim their dedicated magnum.**

**--LINDSAY HUNTING**

## A free magnum -- for Caterpillars

For the last few years, John A. Neal of Calgary, Alb., has developed a friendship with Lindsay Hunting, owner of Slaley Cellars of Stellenbosch, South Africa. Lindsay is mentioned in the chapter "Grapes and Caterpillars" in John's book, *Bless You, Brother Irvin*.

Lindsay plans to be in North America this summer and is scheduled to be at the Military Museum in Calgary on July 18.

There will be a reception in his honor at 4 p.m.

He has announced that he will present a magnum of his 1999 Shiraz Reserve to every Caterpillar (persons who have parachuted to save their life.)

Lindsay can be contacted at <[www.slaley.com](http://www.slaley.com)>

SUMMER 2006

## New Members

L/C JESSE CASAUS

2713 Valencia Drive NE

Albuquerque, NM 87110

Ph.: 505-881-3140

15th AF, 465th BG

Wife: "Rose"

## New 'Friends'

WILLIAM BRADLEY 'F'

2 Maiden Lane

Matawan, NJ 07747

Ph.: 732-583-9779

(Son of John J. Bradley,

E&E #1590)

MRS. JERRI DONOHUE 'F'

9295 Highland Drive

Breckville, OH 44141

Ph.: 440-546-1207

<[jerridonohue@aol.com](mailto:jerridonohue@aol.com)>

BETTY F. HENNESSY 'FFL'

13141 Hart Place

Cerritos, CA 90703

Phone: 562-921-1494

(Daughter of Francis Hennessy

E&E #496)

L/C GEORGE H. KELLING

'FFL'

4223 Dauphine Drive

San Antonio, TX 78218-5010

Ph.: 210-654-6085

U.S. Army '58-'78

(PhD European History)

<[ikelling@sbcglobal.net](mailto:ikelling@sbcglobal.net)>

PAUL REES 'F'

367 Gertrude Street

Syracuse, NY 13203

Ph.: 315-430-7535

(Nephew of Leonard Rogers)

<[rees@twcnny.rr.com](mailto:rees@twcnny.rr.com)>

CHARLES (Charlie) WELLS

'FFL'

CMSGT USAF (Ret.)

5905 Walraven Circle

Fort Worth, TX 76133

Ph.: 817-292-8577

Wife: "Suzy"

<[charlie-suzy@sbcglobal.net](mailto:charlie-suzy@sbcglobal.net)>



## Survival training to a higher level

MOUNTAIN HOME AFB, Idaho -- As nightfall approaches, the temperature drops to single digits. But that is the least of the survivors' concerns.

"They're not just surviving," T/Sgt Michael Ferguson said. "Their main goal is to get home."

It's a lesson Sgt. Ferguson, a survival evasion resistance escape specialist here, is committed to teaching. The training focuses on personnel with a high risk of capture.

Sgt. Ferguson teaches techniques that can be used to survive in most environments, evade and resist capture and escape should they be captured.

Airmen in career fields that generally stand a greater chance of being captured by the enemy go through an initial 17-day SERE training course at Fairchild AFB.

With more than 16 years of experience under his belt, Sgt. Ferguson has designed a series of combat survival, water survival, emergency parachute and conduct-after-capture training exercises.

## VA beefs up data security

WASHINGTON -- The Dept. of Veterans Affairs is revamping its data security procedures following last month's theft of a VA laptop computer that contained personal information of veterans and military personnel still in uniform, the secretary of the VA told a congressional committee.

On May 3, the home of a 34-year VA employee was burglarized; a laptop and hard drive containing personal data of 26.5 million veterans and more than 2 million active-duty, Guard and Reserve members was stolen.

The data included birth dates and Social Security numbers.

## Code Name: Victor

## Honored in 2 world wars

By The Associated Press

PARIS -- Leon Weil, one of France's last surviving veterans of World War I who was also a member of the Resistance in World War II, earning decorations for both conflicts, has died. He was 109.

Mr. Weil died June 6 at the Val-de-Grace military hospital in Paris, the national veterans office said. His death leaves France with just six officially recognized surviving veterans of the Great War.

Mr. Weil was mobilized in August 1916 at age 20 and sent to the Western Front, where he participated in bayonet charges under fire.

"He who says that he was not afraid during the war is a liar," Mr. Weil said in an interview published in November by the veterans' office in which he recounted his service.

## Dutch Helper Helene sends us her best wishes

Helene Nauta-Barge, Dutch helper who attended her first AFEES reunion last year in New Orleans, was disappointed that she could not make it this year.

She wrote: "In my thoughts I will be with you all in Albuquerque. Please thank in my name all the members of the AFEES that they liberated us.

"Many greetings also from my husband Jan, who brought many people from Holland to Belgium and France in 1943-44. Many went to the Pyrenees.

"He also made a false passport for an American pilot. In 1944 he was betrayed, taken prisoner and sent to a concentration camp in Germany. He survived.

"We did not know each other then as we were married in 1949.

"My best wishes for a successful reunion."

In World War II, Mr. Weil was a member of an intelligence network for the Resistance against the Nazi occupation of France, the veterans' office said. He went under the code name "Victor."

He was decorated as a combatant in both wars and was awarded France's highest award, the Legion of Honor.

Mr. Weil, born July 16, 1896, was a former boxer and avid swimmer, who swam until age 102.



**TAYLOR -- "Peggy"**  
1920--2006

From the Calgary HERALD,  
June 10, 2006

"Peggy" Margaret Martha Gertrude passed away peacefully June 8, 2006, at Colonial Belcher Care Centre where she had lived since 1995.

Born in Salles, France in 1920, Peggy fled to England with family in 1939, soon joining, as a spy, the French Underground forces operating out of England.

She came to Canada in 1955, settling in Ottawa and eventually moving to Calgary.

Immensely proud of being a war veteran, Peggy appreciated the recognition and support she received at the veterans' home in Ottawa and in Calgary.

She is survived by several nephews and nieces.



# Dr. Schepens: a World War II hero

From The Washington Post,  
Monday, April 10, 2006

Charles Schepens, 94, a Belgian-born World War II hero who helped more than 100 people escape from occupied France and a noted ophthalmologist widely considered the father of modern retinal surgery, died March 28 at his home in Nahant, Mass., after a massive stroke.

His exploits during the war were known only to his family and a few others until the 2004 publication of the book "The Surgeon and the Shepherd" brought them to a wider audience, including French officials.

Dr. Schepens (pronounced SKAY-pens) had received his medical degree when, in the early stages of the war, he joined the Belgian Air Force. After its defeat, he returned to private medical practice.

He was arrested by the Gestapo in October 1940 on trumped-up charges of using a bus to transport Allied pilots out of Belgium. Although he was released 10 days later, the experience turned the previously apolitical doctor into an activist, and he allowed his office to be used as a post office for underground agents, arranging for the transfer of maps and such information as troop movements.

In 1942, a spy in Gestapo headquarters alerted him that he was about to be arrested, and he escaped to Paris, where he adopted the name Jacques Perot-Spengler, later shortened to Jacques Perot.

Looking over a Michelin map to find an escape route to Spain, he and a group of fellow resisters spied an abandoned sawmill near the town of Mandive in the Pyrenees on the Spanish border.

One of the key features was a 12-mile long cable-car system extending up the mountain and ending near the border.

Dr. Schepens, a rugged outdoorsman, bought the mill in

July 1942 with backing from a wealthy French patriot and had it in full operation by the end of the year. The site became a functioning lumber enterprise, taking orders, delivering wood and meeting a payroll.

Men performing manual labor around the mill could surreptitiously ride the cable-car system to the top of the mountain and slip into Spain, often with the assistance of a shepherd named Jean Sarochar. Sarochar died in 1975.

More than 100 Allied pilots, prisoners of war, Belgian government officials and others made their way out of France over the cable railway. The system also was used to move documents, currency, propaganda, and other materials into and out of France.

Dr. Schepens kept his profile low and cooperated with the Nazis to divert suspicion -- so much so that many locals considered him a collaborator. But in July 1943, the Nazis captured a member of the Resistance who told about Dr. Schepens's activities.

When the Gestapo showed up, Dr. Schepens later recounted, he told them he would return to Paris to confront his accuser. Then he said, "You know, it is now 10 o'clock. I have 150 workers idle, because they have not been given their orders this morning. Give me 10 minutes with them. I'll give the orders and come back."

"So I walked out and escaped."

He spent 16 days in the forest before reaching Spain and, eventually, England, where he resumed his medical career.

His wife and children were placed under house arrest by the Nazis, who hoped to use them to lure Dr. Schepens back. But they made their own daring escape, hiking through the mountains to reach Spain, and were reunited with Dr. Schepens nine months later in England.

Back at work, the doctor began testing a theory he had developed as

a medical student that retinal surgery could be performed more precisely if the surgeon used both eyes rather than looking through a monocular microscope.

He tested the theory by building a device known as the indirect binocular ophthalmoscope, piecing it together from bits of metal retrieved from his London hospital after a V-1 bomb attack. The device, which sits on the surgeon's head and leaves his hands free, is now used by surgeons worldwide and is a major reason that the success rate for reattachment of retinas has improved from 40 percent to more than 90 percent.

Dr. Schepens immigrated to the United States in 1947 and started the retina service at the Massachusetts Eye and Ear Infirmary, part of Harvard Medical School. Three years later, he established what is now the Schepens Eye Research Institute, the largest independent institute for ophthalmology research in the world.

Over the course of his career, which continued well past his retirement from Harvard in 1978, he wrote four books and published more than 360 research papers. Up to the time of his death, he was commuting to Boston three days a week to see patients.

Charles L. Schepens was born in Mouscron, Belgium, in 1912, the son of a general practitioner.

He studied mathematics in college before taking up the family business of medicine. His interest in math led to interest in ophthalmologic instrumentation. In addition to the ophthalmoscope, he developed a variety of instruments, including microscissors for surgery on the vitreous, the clear gel in the middle of the eye.

Survivors include his wife of 69 years; Marie Germaine, known as Cette; four children; eight grandchildren; and four great-grandchildren.





### **Philip Solomon**

#### *Made it to Switzerland*

Philip Solomon, E&E # 2326, a B-24 navigator with the 445th Bomb Grp., died April 3, 2006, after a lengthy illness. He lived in Las Vegas, Nev.

He was downed April 12, 1944, near Namur, Belgium, on his 24th mission.

He achieved special attention when he bailed out and landed astride a cow. He and Joe Pavelka, his pilot, were quickly contacted by the Underground.

They were moved to the Swiss border and crossed it on June 1, 1944, a day before his birthday.

His helpers in France included Frank Caubergh and Roger Jambelin of Liege and he was able to contact them in later years.

As an evader, not an internee, he was put up in a hotel in Switzerland and was free to move about.

After the war, he worked for the FCC in New York City until he moved to Los Angeles in 1953. He retired as controller of a paint company in 1982.

He and his wife Claire, who survives, were married May 4, 1943. On their first anniversary, he was listed as MIA in Belgium.

### **Collings B-24 featured on national tv program**

The Collings Foundation B-24 was featured on the national CBS Evening News on Saturday, May 27. The plane was in San Diego for the 467th BG reunion and the Wings Over Gillespie Air Show.

The Wings of Freedom Tour group will be on the West Coast most of the summer.

For details, plug in  
<[www.collingsfoundation.org](http://www.collingsfoundation.org)>

## **George van Remmerden, 88, a well-known Dutch helper**

*George H. Van Remmerden, Dutch helper who had attended many AFEES reunions, died March 1, 2006, in Seal Beach, Calif., where he made his home.*

### **IN MEMORIAM**

#### **Hein van Remmerden**

By FRED Van BURKEN

**Translated by Gerda Janssen  
(Widow of Harry Janssen,  
Dutchman who escaped with  
Member Ray Kubly in October  
1944.)**

I was deeply shocked when I received the news of the death of Hein van Remmerden, retired commander of the Underground in Doorn.

He had to undergo a serious operation, but died before the surgeons could help him.

This "Old Doornier," having lived in the USA for more than 50 years, kept the ties with his birthplace alive during that time and nearly every holiday he managed to return to Doorn in Holland, keeping in touch with past members of the underground, as well as his family. He reached the ripe old age of 88.

Hein was a sportive bloke. Especially in his younger years he was quite a tearaway. He loved his red motorbike with which he roared through the village.

He was quite beloved in Wijk. He was a good friend of Henny Peek, the part owner of the cafe restaurant on the market place of Wijk.

Anything that was unjust or unfair could make Hein furious, especially if it hurt others. And it made him act. His *betes-noir* were the black market traders, who made use of the shocking situation to enrich themselves.

Hein and his friend Henny



Idenburg became ruthless with any of those they found making a profit of the situation. A lot of people in Doorn got something to eat when they had nothing themselves, thanks to Hein and his friends.

His work in the Underground needs to be mentioned. He was instrumental in rescuing downed pilots and air personnel. One source speaks of 17 rescues.

He was honoured by President Dwight D. Eisenhower and thanked. That meant a lot to him, as well as his membership of the Air Force Escape and Evasion Society. Prize possession was his war medal.

He was well known among the aficionados of soccer for his formidable goal keeping. DEV was still his club and without fail he tried every Sunday night to find out what the results for DEV and Feijenooord had been.

Last year in August he visited Doorn again, but he did not feel himself to be a 100%. It was his last visit.

Last time we heard from him was on Dec. 30, 2005. His e-mail was very downhearted. But he did write saying, "Dear Fred, when you receive this mail would you please let me know, then we can exchange more bits of information."

It did not happen.

May he rest in peace.



# **-FOLDED WINGS-**

## **MEMBERS**

#1634 William C. Du Bose, Hayesville, NC, 55th FG, Sept. 24, 2005

15th AF Eugene B. Scerbo, North Adams, MA, 455th BG

#1998 Paul P. Kasza, Seven Hills, OH, 801st BG, Nov. 16, 2005

#1041 Leonard J. Schallehn, East Dorset, VT, 405th BG,  
March 27, 2006

#675 Kenneth D. Shaver, York, SC, 388th BG, May 11, 2006

#1959 Ronald O. Smith, Vacaville, CA, 389th BG, Feb. 26, 2006

#2326 Philip Solomon, Las Vegas, NV, 445th BG, April 3, 2006

# 59 Edward J. Spevak, Watertown, SD, 94th BG, March 27, 2006

#1937 Floyd M. Stegall, Galesburg, IL, 361st FG, May 31, 2006

## **HELPERS**

M. Rene LONDOZ, Genval, Belgium, Jan. 30, 2006

M. Jean SAUM, Saint-Girons, France

George Van REMMERDEN, Seal Beach, CA, March 1, 2006

Theo TEUWEN, Nuenen, Holland, March 18, 2006

Mrs. Piet Van VEEN, Leimuiden, Holland, April 12, 2006

## **George Buckner, 1921-2005**

George P. Buckner, E&E #539, a charter member of AFEES, died Dec. 24, 2005. He lived in South Euclid, Ohio.

Born April 7, 1921, in Macedonia, Ohio, George was drafted while working at a defense plant in Cleveland. Instead of seeking a deferment, he trained as a gunner and flight engineer and went to England with the 92nd Bomb Group.

On Feb. 8, 1944, he was shot down during a mission to Frankfurt.

French farmers provided S/Sgt Buckner and fellow crewman David Warner with civilian clothes and contacted the underground. Three families hid the airmen until the Shelburne Line arranged for a group of 18 evaders to escape via British gunboat from Bonaparte Beach in Brittany on March 31, 1944.

After the war he maintained ties with his helpers. He attended several AFEES reunions, including two overseas.



## **Ken D. Shaver, 1921-2006**

### ***Jumped from the train on the way to Germany***

Kenneth D. Shaver, E&E # 675, 388th Bomb Grp., of York, S.C., died Thursday, May 11, 2006, at his home.

He was a B-17 flight engineer.

He was shot down Nov. 5, 1943, in Holland and was captured to become a prisoner of war. Two months later, while he and other surviving crewmen were being sent by train from Holland to a camp in Germany, they overpowered their guards and leaped off the train.

The other crew members were recaptured but Ken, with help from the Dutch and French Resistance, walked 1,800 miles across Holland and France and across the Pyrenees Mountains in January to Spain.

He was among the first Americans to escape from the Germans and walk out of Occupied Europe.

Ken was reported "Killed in Action" and a death certificate was issued. He later learned that there was a grave marked with his name in Holland.

He returned to the 388th to make lectures to airmen at other airbases on how to escape and to survive.

He was discharged from the service Sept. 26, 1945, and went to work with a trucking company. After being employed there 14 years, he decided to establish his own trucking company. He knew all his employees by name and would even go in at 4 a.m. to get to know his drivers and dock workers.

In 1992, he sold the company to employees and retired at age 71.

Survivors include his wife, Melba.



## Ed Spevak remembered as an innovator, leader

From the Watertown (S.D.) Public Opinion,  
March 30, 2006



Long-time Watertown businessman Ed Spevak is being remembered as a community leader and business pioneer instrumental in the development of what became a thriving potato industry in the area.

Spevak, who also served more than 20 years as a Codington County Commissioner, died Monday, March 27, 2006, at age 86.

Spevak served as a bomber pilot during

World War II and spent four months avoiding capture after being shot down over Europe in 1943.

While in the Army Air Corps Spevak met his future wife, Watertown native Aylene Steinmetz. In the late 1940s, Spevak left the military and wound up coming to Watertown to live, a move that brought him into the potato growing and processing business owned by his father-in-law, A. H. Steinmetz.

Spevak ran the Watertown Potato Co. until his sons Brad and Randy took over in 1980. Today the company is the largest supplier of potatoes for the Frito Lay Company.

Spevak was a member of the Watertown Rotary Club for more than 50 years, served on the board of the Human Services Agency and spent 25 years on the Memorial Hospital Board.

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1st Lt. Edward J. Spevak, E&E # 59, 94th Bomb Group, was shot down on the mission to the

submarine pens at St. Lorient in the Brest Peninsula on May 17, 1943. After evading for four months, he escaped through France, the Pyrenees Mountains in Andorra, then Barcelona, Madrid and Gibraltar. He retired from the Air Corps in 1945.



**Leonard J. Schallehn, 1921-2006**

## Rescued by Patton's 3rd Army

Leonard J. Schallehn, E&E # 1041, of Saratoga Springs, N.Y., died Monday, March 27, 2006.

He was a P-47 pilot with the 405th Fighter Group of the 9th Air Force. He flew an early D-Day mission and was downed over Mayenne, France on June 16, 1944 while escorting B-26s on a raid to Laval, France.

Three days and 30 miles later, he was aided by Andre Rougeyron, Resistance leader in that area of Normandy and mayor of Domfront. Rougeyron (now deceased) was later arrested by the Gestapo.

Leonard was hidden by the French Underground for 65 days and was freed when General Patton's 3rd Army encircled the area.

His experiences are included in two books, *Agents for Escape* by Andre Rougeyron and *7xXx90 The Story of A Stirling Bomber and Its Crew* by Charles Potten.

After the war, Leonard married Eunice Waite on July 21, 1946, in Saratoga Springs.

He worked for the New York Telephone Co. for 35 years, retiring in 1981.

Len, as he was known, was a member of the Saratoga Winter Club and was a speed skating champion in the 1930s. In addition to skiing and skating, he enjoyed running, cross-country skiing and roller blading. He was an excellent golfer.

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**Your address or phone # changed? Let Clayton know!**

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

**Send payments and changes to Clayton C. David, AFEES Membership Chair,  
19 Oak Ridge Pond, Hannibal, MO 63401-6539, U.S.A. <davidafe@adams.net>**

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# The editor has the last word

By LARRY GRAUERHOLZ

<afees44@hotmail.com>

OR

<archerco@wf.quik.com>

WICHITA FALLS, Tex. -- Our reunions just seem to get better and better! As the years go by, the bonds of fellowship and the comardarie grow stronger.

As has been pointed out, the prime purpose is to salute the patriots in Europe who risked it all to help us avoid captivity. A special attraction this year was the presence of Dutch Helper Joke Folmer and two teen-age grandchildren, Maarten and Jim De Groot. It was the boys' first trip to the States.

John Paul McIsaac paid his own way to the reunion and taped the stories of six more members. He seems to have adopted AFEES as a grandfather figure, a tribute to his own who flew a P-39 in the Pacific.

I owe a big-time debt to the volunteer photographers who provided pictures for this issue. Richard Shandor, Paul Rees, Beverly Wand and of course, the faithful Scotty David did my camera work at the reunion.

Our theme song now is *Meet Me in St. Looie* for the 07 reunion. Tentative date is the first weekend of May. I am hoping that my favorite baseball team, the Cardinals, will be in town then.

The AFEES directors decided at Albuquerque that our budget would not permit us to finance future reunions for children and grandchildren of helpers.

Of course, the descendants are still welcome, and we will continue to finance expenses for helpers and a disabled helper's escort, if they occupy the same room.

Ann Feith, a Helper now living in Barcelona, Spain, had to miss the Albuquerque reunion because of health problems. She writes: "I am now free of pain and can enjoy life

again. But I can't come to the reunion."

"Have a good time. Till next year, I hope."

Contact Ann at E Rosario 16-A, 08017 Barcelona, Spain.

Ethel Meyer Finley, national president of the Women Airforce Service Pilots from 1992-94, died Feb. 24, 2006, at age 85. She entered the army in 1943 as one of about 1,000 women who were the first to serve as military aviators.

Many members have fond memories of our reunion in Columbia, Mo. some years ago, as guests of the Salute to Veterans Corp., the group which sponsors the annual Memorial Day Weekend Celebration.

Now comes in the mail a \$100 check from the group chairman, Mary Posner, as a donation to AFEES. Mary, many thanks for the dinero and I hope we'll see you next May in St. Louis!

The 100th Bomb Group has a new website which includes several pages on evasion. Try it: [100thbg.com/index.htm](http://100thbg.com/index.htm)

Brian and Betty O'Connell, our Australian members, are full of surprises. At Albuquerque, they

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From  
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Change Service Requested

presented me with a gift of Roo Poo, a packet of marble-sized brown pellets labeled as an Aussie Wildlife Treat.

Turns out that they are only chocolate-covered almonds. And might tasty, I might add.

AFEES director Ray Kubly tells me that he is throwing the medics some business. He was scheduled to have his spleen removed at the VA hospital in Madison, Wis., on June 22 and expects to miss his golfing sessions for a month or so.

Maybe you can cheer him up at: [<raykubly@charter.net>](mailto:raykubly@charter.net)

The 801st and 492nd BG Carpetbaggers have their next reunion scheduled for Sept. 14-18 at the Crown Plaza in Arlington, Va. It will be a joint reunion with the OSS Society.

For the skinny, contact Bill Decker at 619-992-6228 or [<Beebs71@aol.com>](mailto:Beebs71@aol.com)

Yes, the new AFEES membership roster will be on the way soon!

## THE SENILITY PRAYER

Grant me the senility to forget the people I never liked anyway, the good fortune to run into the ones I do, and the eyesight to tell the difference.

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