

# THE AIR FORCES ESCAPE & EVASION SOCIETY Summer 2008 *Communications*

Volume 20, No. 2

WICHITA FALLS, TEXAS 76307-2501

June 12, 2008



*The new AFEES Corner in the Mighty 8th AF Museum was formally dedicated on April 25, 2008, as a feature of this year's AFEES reunion. Officiating were AFEES President Richard Smith and Museum CEO Dr. Walter Brown.*

*Present while Chairman and Co-Founder Ralph Patton applied the scissors, from left: Belgian Helper Peter Hakim, President Smith, AFEES Executive Vice President Yvonne Daley-Brusselmans and E. G. (Buck) Shuler, who represented the museum.*

## *Mission Accomplished:*

# *'AFEES Corner' becomes a reality!*

*Remarks delivered at dedication of the Escape and Evasion Exhibit at Pooler, Ga., on April 25, 2008*

**By RALPH K. PATTON**  
**AFEES Chairman & Co-Founder**  
**Chevy Chase, MD**

One might be tempted to ask, "Why does E&E deserve this great location in this beautiful museum

of the Mighty Eighth Air Force?" We hope that it will be obvious when you see the exhibit.

Combat crews generally accepted that the loss rate was 4 percent per mission and they were committed to fly 25 missions. To most of us, the odds looked impossible.

When an evader returned to base, he gave every

*(Continued on Page 3)*

U.S. AIR FORCES ESCAPE & EVASION SOCIETY  
COMMUNICATIONS

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

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

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

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

Summer 2008

The Prez Sez

By Richard M. Smith

<afeesone@hotmail.com>

From the shores of Otter Tail Lake:

I trust you all had a nice stay in Pooler, Georgia, and that you inspected the Safe House to your satisfaction.

It was most interesting to see how the Second (and Third) generation is taking shape to extend the AFEES legacy.

After returning home, I had questions from some members of the Board of Directors as to what the final destination of the AFEES flag should be. So I polled the board members and found that there were 10 votes to deposit the flag at the Air Force Museum in Dayton, Ohio, when we meet there next May. One member voted against making a decision at this time and one member was out of town.

For your information, the original AFEES Flag was purchased by Ralph Patton some years ago while on a trip to Thailand. Several copies of the flag have been made and presented to foreign helper groups.

Take care, nice people, and we will visit again soon!

--RICHARD M. SMITH  
President of AFEES

Next  
reunion!

Thursday-  
Saturday,

May 7-9, 2009

Dayton, Ohio

(Memorial Service and Banquet  
on Saturday, May 9)

**MORE: E&E Dedication**

airman a real boost in morale. Here was proof positive that MIA did not necessarily mean POW or KIA!

As President Eisenhower wrote in a letter to us, "Every member of a crew that was found and saved and sent back to us brought great joy to all his comrades."

The knowledge that thousands of men and women in occupied countries were willing to help if you were shot down was of comfort to Allied air crews. The Resistance paid a terrible price for helping Allied airmen. It is believed that more than one member of the Resistance was executed for each Allied airman returned. In addition, hundreds of women were sent to Ravensbruck concentration camp where a great number died while trying to survive under inhumane conditions.

Unknown to most Allied aircrew was the fact that British and American intelligence agents were actively engaged in setting up escape lines specifically designed to seek out fallen airmen and get them back to their bases in Italy or England.

A number of airmen were lost in raging rivers or shot by German patrols while attempting to evade.

We expect that this new E&E exhibit hall will demonstrate to historians the importance that combat air forces placed on escape and evasion. Speaking for members of the Escape and Evasion Society, we hope that this exhibit will serve as a tribute to all those who lost their lives in E&E work, and will assure surviving Helpers that we and our families will continue to live up to our slogan, WE WILL NEVER FORGET!

I regret that Lou Lyle, the man who made all this possible, did not live to see this new E&E exhibit. I personally owe a great big 'Thank You' to Buck Shuler and Dr. Walter Brown, who patiently listened to my comments and complaints.

Can you imagine Buck -- always the officer and gentleman -- trying to collect promised big bucks from a guy who didn't have it and did not know where he was going to get it? Given your patience and a few friends, we worked it out and the promised pledge was delivered.

With concern that I might miss someone very

important to this project, I would like to thank the Board of Directors of the Mighty Eighth Air Force Museum for approving this new E&E exhibit. I thank Doc Brown for keeping his promise to have this project completed on time.

A special word of thanks goes to Vivian Rogers Price who took charge two months ago and brought the project to completion. I would be remiss if I did not thank Rick Ennis and his crew for the use of their considerable skills in the physical construction of this exhibit.

In conclusion, I would like to thank all of you who put your skills, your talents, and your overtime hours into this challenging project. Last, but not least, thank you, Kerry Brown, for your idea of the "Safe House."

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*More '08 Reunion coverage  
begins on Page 10*

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**Tampa Team does it!**

By YVONNE DALEY  
Executive Vice President and Reunion Coordinator

While there were some challenges this year with the Savannah reunion, I think it is safe to say that just as we all did during WWII, we faced adversity and overcame . . .

That's what our team does best, despite a demand for rooms that exceeded supply, and a banquet room not quite large enough to handle an overwhelming turnout.

I could not be more proud of the "Tampa Team" and what they were able to pull off. Especially, Jerry Harmon, who undertook the task of designing and printing hundreds of programs, badges, invitations etc. This is no small task! The Tower of Strength, Francene Weyland, and her crew accommodated all at the AFEES registration desk.

Last, but absolutely not last, the Hospitality Crew, who were successful in providing the refreshments despite some problems with hotel regulations.

This Tampa Team has performed magnificently over the last six years and will be privileged to do the same one more time for the Dayton reunion in 2009!

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***And Thanks, Yvonne, for all you do!***

# Kindness of French saved Jim

From the Huntsville (Ala.)  
TIMES, Sunday, April 27, 2007

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By YVONNE BETOWT  
Times Staff Writer  
yvonne.betowt@htimes.com

Jim Williams spent weeks on the run in France after his bomber was shot down, and even though German soldiers were all around, never once did anyone turn him down when he asked for help.

The then-22-year-old navigator with the Army Air Forces' 92nd Bomb Group was in a B-17 bomber on a mission over Germany when it was hit by bullets on Feb. 8, 1944. The plane barely made it back into French airspace before Williams and his crewmates had to bail out.

He had been hit in the leg by shrapnel, and his face was burned when hot oil poured through a broken window. He was wearing an oxygen mask that saved him from being permanently disfigured or losing his sight.

"I'll never forget it," said Williams, who lives in the Somerby at Jones Farm retirement village in Huntsville with his wife of 52 years, Willie. "It was Feb. 8 and our 13th mission. We were down to two engines and trying to make it back to the (English) Channel, but had to bail out over France."

He landed in an open field near a wooded area. From the moment he touched the ground, Williams was on the run from German soldiers.



*Jim Williams holds a model of a B-17 bomber like the one in which he served as navigator when he was shot down over France in 1944.*

"When I first landed, I immediately buried my parachute, Mae West (flotation device), flying pants and flying boots," he said. "We were taught not to leave a trace where we had been."

He had no idea what happened to the rest of the crew until he returned to England more than three months later. All survived and had made it back.

Williams hid in the trees the first night after being shot down and could hear German voices nearby. He waited until daylight before venturing out. He was trained never to approach two or more people talking together, so, although hungry, he waited until he found a farmer working alone in a field.

"He gave me a piece of bread, and I traded my sheepskin flying jacket for a coat, and he gave me a beret," said Williams, who slept in haystacks and barns while trying to contact the underground in hopes of finding a way back to England.

"You didn't want to talk to two or more people because one might report you. Anyone helping an

American would have been killed."

Williams cautiously approached people and would tell them that he was an American aviator. "I never had anyone turn me down when I asked for help."

One teenage boy gave him a bag with a loaf of bread and a bottle of wine, and civilian trousers. Another person gave him a bicycle to push so he would blend in with local residents.

One man who owned a butcher shop allowed Williams to sleep above his store. While living at the butcher shop, a French couple who owned a restaurant nearby befriended Williams and allowed him to eat three meals a day. But after a while, he decided to move on, despite his benefactors' warning that it would be dangerous.

"Every day for three weeks I sat in the restaurant for eight hours a day pretending to read a French newspaper," Williams said.

After traveling around France for several weeks, Williams found himself in a train depot waiting for a train to Bordeaux. Scores of German

soldiers flooded the train station, and Williams was certain that they would notice his shoes, the only thing he was wearing that would indicate that he was an American soldier.

"The French people had given me all the clothes I had on, but the Germans had taken all the leather and there were no shoes," he recalled. "I had to keep my (military-issued) shoes on the whole time. In the train station, a couple of German officers were talking and kept looking my way. I thought they were looking at my shoes, but they never said anything."

Sheep herders escorted him out of France and over the Pyrenees, which border Spain, to the resort town of Pau, along with a Texan and two Dutch, two English and two French soldiers.

"We started climbing the mountain," Williams said. "Those sheep herders could run up and down the mountain like goats, and we had a hard time keeping up. Just when we would catch up with them and thought we would get to rest, they would be telling us to move on."

They crossed the border at dark, and he and his Texan friend, who spoke Spanish, joined up with two Spaniards who invited them to dinner at a home in Pamplona.

Williams and the Texan were put up in a hotel for three weeks by the American consulate from Barcelona, who bought each of them a suit, gave both \$10 in cash a week and a carton

of cigarettes.

They were then turned over to the Spanish Air Force and taken to a place "like Hot Springs, Arkansas," Williams said. After three weeks, they were bused to Gibraltar where Williams caught a flight back to London. A short while after his arrival in London, Allied troops invaded Normandy.

After the war, Williams finished his last two years of college at Auburn

University where he earned an engineering degree. He moved to Huntsville in 1953 with the Army as a civilian employee and later transferred to Marshall Space Flight Center.

He and Willie have two children and five grandchildren.

*James E. Williams, E&E 668, went down near Paris. His helpers included Mr. and Mrs. Leon Propst and Gabrielle Boyer.*

## HOME RUN: ESCAPE FROM NAZI EUROPE,

By John Nichol & Tony Rennell, Viking, \$39 Canadian

By JERRI DONAHUE

With **Home Run: Escape from Nazi Europe**, John Nichol and Tony Rennell hit one out of the ball park.

The British writing team presents a comprehensive picture of the evasion experience in France, Holland and Belgium. They describe the dilemmas of soldiers stranded in France after the Dunkirk evacuation, and attempts to rescue paratroopers trapped in Holland after the Market Garden boondoggle. The duo devotes most of their book, however, to the adventures of airmen shot down behind enemy lines.

In addition to covering the physical hardships of life on the run, candid interviews with evaders reveal the loneliness and boredom of weeks spent in hiding that sometimes resulted in misbehavior or foolish risks.

The authors explain the origins and organization of major escape networks, the betrayals within them and the fate of helpers who were caught. A vivid portrait emerges of the courage and cleverness of helpers. The waning days of World War II presented an especially harrowing period for evaders and helpers alike; frustrated Nazi troops often engaged in unspeakable brutality.

By contrast, Nichol and Rennell also tell the incredible story of American pilot Hal Naylor and his navigator, who were smuggled out of Germany—by Germans—near the end of the war.

The episode of the evaders' camp in the Fréteval forest receives its due. From May 20 until August 13, 1944 the French underground managed to hide, feed and shelter up to 132 men, a situation that courted disaster. The evaders were evacuated 24 hours before German soldiers entered the woods.

At 458 pages (plus a fascinating appendix of "medical and fieldcraft" tips for evaders and escapers) **Home Run** includes many engrossing eyewitness accounts by British evaders. Interviews with several AFEES members add to its appeal.

### Jim Williams

Age: 86

Branch of service: Army Air Forces

Rank: First lieutenant

Unit: 92nd Bomb Group

Years of service: 1942-45 (WWII) and 1951-52 (Korea)

Honors/medals: Purple Heart, Air Medal

Advice to today's soldiers:

Do your duty the best you can.

# Shelburn Trail hike preserves ties

By BEVERLY PATTON WAND  
(Daughter of AFEES Chair Ralph K. Patton)  
<WandBandJ@aol.com>

In September 2007, I had the honor of participating in the inaugural Shelburn Freedom Trail Challenge along the coast of Brittany, organized by the Escape Lines Memorial Society. ELMS is dedicated to helpers of WWII escape lines, and, like AFEES, aims to develop and maintain contacts between escapers, evaders, helpers and their families.

One of its projects is organizing several commemorative walks each year for intergenerational participants. A contingent of AFEES members hiked over the Pyrenees in 1999 as part of ELMS's annual *Chemin de la Liberte*.

We found the camaraderie of the hikers, the spectacular scenery, and the warm reception from local officials, veterans and other citizens more than compensated for the difficulties of the hike.

Last year was the first for the Brittany-based Shelburn hike, a time for working out the details. Hikers

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**Photos of the September 2007 Shelburn hike can be found on Pages 28-29 of the Spring issue of *Communications*.**

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and veterans converged in Brittany on Sept. 25-26, arriving in planes, boats, trains, and car from the U.S., England, France and Belgium.

For we Americans, Kim Clark (granddaughter of Al Day) and myself, it was an easy ride on the TGV from Paris or the airport. Roger Stanton, ELMS secretary and organizer extraordinaire; Keith Janes, (ELMS communications director and historian; and Geoff Cowling, ELMS vice chairman, arrived via car ferry from England.

On Wednesday we visited Plouha for market day. Some of us toured the area, Plage Bonaparte itself and the near-by site of the House of Alphonse. Others met with the mayor, M. Le Guen, with members of a local walking club who volunteered to guide us on the final day's walk, and with M. Jean Trehiou of the local Resistance organization.

Later in the day, Christopher Long in his Land Rover gathered the rest of our party from the St. Brieuc train station. All told, there were 10 walkers, 5 veterans, and Christopher.

Our stay at the centre d'accueil La Madeleine, near Plouezec, was made outstanding by the hospitality of the chef, Max Le Brun. He took care of us with good cheer for six nights.

On Thursday morning we packed the hikers into Christopher's Land Rover for the drive to the trail head at the top of the cliffs at Beg-an-Fry. From the parking lot,



*Beverly Patton Wand (at right) had a chance to chat with French Helper Andree (Nadine) Dumont during the 2007 Shelburn Trail hike.*

we scrambled down the cliffs to the monument.

There we laid wreaths in remembrance of SOE operations, including the departure of a number of evading airmen.

Continuing on, we came to the town of Locquirec, where we met Comete veteran Andree "Nadine" Dumont, RAF veteran Ray Worrall, and ELMS board member Diana Morgan for lunch. We were pleased to return at dusk to La Madeleine for showers and dinner.

The second day began much as the first, with the addition of Jean and Godelive Pena among the helpers who followed in their car.

The day ended with a champagne reception with the local mayor and Resistance Historical Society. Each of us ladies was presented with a small handmade bouquet of flowers.

Saturday's hike presented amazing and varied scenery, and opportunities to connect with the veterans. Once back at La Madeliene, I cajoled Geoff Cowling (ELMS vice chair and former British consul to Barcelona) into driving me to Paimpol so I could drop in on Guenaelle Pasco Lucas. Guenaelle's parents were some of my father helpers in Brittany, and Guenaelle and I have kept in touch since we were youngsters. She was home with her ill husband, and we had a tearful but brief reunion, one of the highlights of the trip for me.

On Sunday, we were guided by members of a local

hiking club The hike began at the ruins of the Abby de Beauport near Paimpol. At the Pointe de Plouezec, we rendezvoused with local historian Michel Guillou who explained the significance of the monument to Operation Fahrenheit. At this site on Nov. 11, 1942, an 11-man commando raid was launched on the semaphore station from MGB 344.

After lunch, we began the final hour of hiking to Plage Bonapart. Atop Pointe de la Tour we stood where German guns had stood, looking out towards the rocks and down at Plage Bonapart.

We hiked along the ridge above Plage Bonapart, and saw the "Danger" signs and the brambles and gorse bushes. We remembered the 17 white handkerchiefs mapping out the mines that needed to be avoided. We thought about what it would be like to be navigating down the cliff on a moonless night, silently.

An evasion paper trail:

# Names turn up in Spanish museum

By NOEMI RIUDOR  
 Esterri d'Aneu, Spain  
 nriudor@gmail.com

In the June 2007 issue of the AFEES magazine, I talked about Joan Soldevila, a Catalan *passeeur* who worked for Belgian information network during the Second World War. This network, called de Jean, was formed by Joan, his two brothers Jaume and Richardo, and his sister-in-law, Generosa Cortina.

Jaume Soldevila was born in Escart (Pallars Sobira, Catalonia) in 1906. He emigrated to France in 1931 and married Generosa Cortina, who was born in Son (Pallars Sobira, Catalonia) in 1910. Generosa had immigrated to France in 1925.

The couple in France also worked for the *reseau Francois*, helping British, American and Canadian aircrews. Jaume guided through the Pyrenees several aircrews and helped them to leave France and arrive in Spain. On the other side of the border, Joan once collaborated with him, guiding a group to Barcelona.

The resistant activities of Jaume and Generosa finished when the de Jean network fell down in April 1944. Because of the situation, Jaume Soldevila was imprisoned at Saint Michel prison in Toulouse, but he succeeded in escaping execution.

Generosa Cortina was deported to Ravensbruck concentration camp; she was liberated by Russian troops in May 1945.

When in the Ecomuseu de les Valls d'Aneu, we were preparing the exhibition "Battle of the Pyrenees. Intelligence and evasion networks during the Second World War" (You can take a look at: <http://evasionnetworks.blogspot.com>), Julien Soldevila (Joan's son) gave us several medals of Jaume

*see in to be her blog*

When we arrived at the Plage Bonaparte stele, we were greeted by about a hundred local people and veterans for a moving ceremony. For me, it was wonderful to see Marie Gicquel, owner of the House of Alponse, and Jeanne and Jean Trehiou, all of whom were helpers in Dad's evasion from Plage Bonaparte on the night of March 17, 1944.

In addition, helpers Anne Ropers and Marguerite Le Saux were there. The experience was rounded out by the presence of Charles Milner, a Brit who served on the Motor Gun Boat involved in the Shelburn operation.

Wreaths were laid, speeches were made, and from there we proceeded into Plouha, where a champagne reception awaited us.

More information about the Escape Lines Memorial Society and the Shelburn Freedom Trail can be found at

[www.escapelines.com](http://www.escapelines.com)

*ELMS website*

and Generosa to be put in a show case. Inside the the box that contained the Generosa's American Legion, we have found a document of evasion.

It was a handwritten list where someone had annotated several names and addresses. They were seven American, Canadian and British aircrew who had been helped by Generosa and Jaume:

The airmen listed were:

- NEIL H. LATHROP, 1262 Lynan Place, Los Angeles, California, USA
- LOWELL CREASON, 3300 W. Coleman Road, Kansas City, Missouri, USA
- R. GORDON CROSBY, 1529 W. 33rd Arl, Vancouver. B.C., Canada
- DAVID GOLDBERG, 28 Kent S.T., Hamilton, Ontario, Canada
- ARNOLD PEDERSON, Knife River, Minnesota, USA
- WILLIAM E. WATKINS, Cardiff Road, Newport, Monmouthshire (?)
- MICHAEL L. SMITH, 2645 Rotselle, 17, Jacksonville, Florida, USA

We would like to get in touch with any of these seven men or their relatives. So, we have a question for readers of the AFEES magazine: Is there anyone out there who knew any of them?

*Arnold Pederson, E&E 615, is an AFEES member and lives in Duluth, Minn.*

After being shot down . . .

## Bob survived 5 days in a lifeboat

From the Greenville (S.C.) *TRIBUNE-TIMES*,  
August 18, 2004

It started with the lap, lap, lap of the water. Up, down, up, down. No sun. No land nearby. No rescue in sight.

And still the water kept coming -- lap, lap, lap -- in a sort of dreary, lazy way that seemed to say that it wouldn't really kill the 10 men in the liferafts.

But for four rainy days and four lonely, sleepless nights, the lulling lap, lap, lap of the water was a constant reminder to 2nd Lt. Robert Rodgerson that he and his air crew were only a few inches from death, one they would have to endure alone with no chance of being seen or heard by anyone.

At the time, Rodgerson was only 21 and a long way from having joined the U.S. Air Corps two years earlier in 1942.

When he had finished his navigational training, he was shipped to North Africa, then to Naples, and finally to an olive grove at Cerignola, a town in the heel of the Italian peninsula, where he became part of the 456th Bomb Group.

On Dec. 16, 1944, Rodgerson and nine others plus a cameraman set out for Brux, Czechoslovakia, the site of an oil refinery. The plane was at 25,000 feet when enemy artillery fire suddenly exploded around them, damaging the oxygen and hydraulic systems.

But the plane kept going. In formation with other planes, Rodgerson's group neared their target, yelled "Bombs Away!" and turned and headed for home.

And that's when the real trouble started.

Because more than half their fuel was gone, the pilot realized they would have to find a shorter route back and dropped out of formation.

Once over the Alps, the plane dropped to 10,000 feet and headed toward an emergency field at Rimini, 80 miles away. But as they reached the coastal city of Trieste, four more flak bursts hit the fuel tanks in the wings.

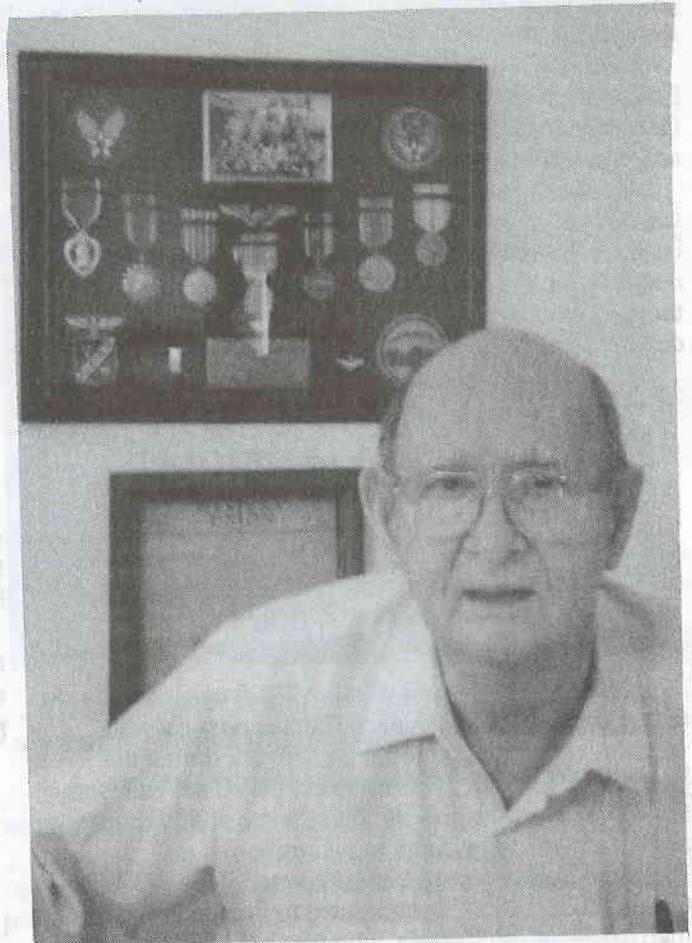
"The pilot wanted to know if we wanted to bail out or ditch," Rodgerson said. "And I said, 'I'm not much for bailing out in Yugoslavia -- I'll take the ditching.'"

The pilot crash-landed the B-24 about two-thirds of the way across the Adriatic Sea. Ten of the 11 men escaped; one was killed.

As water began to fill the plane, the survivors piled into two liferafts. Ten minutes after the ditching, the plane sank.

The crew then was stuck on the rafts with little food -- "One guy had K-rations in his pocket" -- and only rainwater to drink after the first night.

The problem was that other planes could not see them



**Robert Rodgerson, 15th Air Force, of Simpsonville, S.C. still recalls the lap-lap-lap of five days adrift in the Adriatic Sea.**

because of the heavy overcast. The group had five flares. Each day when a plane was heard approaching, someone would send up a flare. In the clouds and rain, not one was spotted.

On the fifth day, the rain stopped and the clouds parted. A P-51 was seen approaching. Up went the last flare and the plane circled the rafts for about 10 minutes, saluted and left.

A rescue ship was soon dispatched to pull in the downed air crew, whose limbs and senses were now in serious levels of cold. A net was lowered over the side of the ship for them to climb on, but "we couldn't get up the net -- we were too weak."

Once hoisted aboard, Rodgerson and the others were taken to a British hospital Dec. 21 near Rimini and stayed there until after the new year.

"And my family finally got a telegram saying we

## Finally spotted by a P-51 pilot

were OK, and that was a huge relief to them," he said.

In January, all the crewmen were moved to an American hospital near Foggia, where they were kept until March. "Our feet were frozen and we couldn't walk," Rodgerson said. "We were in wheelchairs for a long time and my feet still bother me now."

Once back home, Rodgerson spent 19 years as a design engineer for Allis Chalmers in Springfield, Ill. Then he transferred to Westinghouse Air Brake in Peoria, where he stayed until retiring in 1982.

Though he hardly mentioned the war to anyone, the lap-lap-lap of water never drifted far. "He'd wake up at night and his feet would hurt and he'd jump and he'd have dreams that he was in the water," his wife Wanda says.

## Ceremony in Paris

PARIS (AFPN) -- Air Force Chief of Staff Gen. T. Michael Moseley, along with several hundred American and French citizens, paid homage to a special group of World War I aviators May 24 at the Lafayette Escadrille memorial ceremony that took place outside of Paris.

The Airmen of the Lafayette Escadrille were the United States' first combat aviators. It was an American squadron of volunteers who flew under the French flag during World War I. Many of them gave their lives in defense of French democracy.

General Moseley said it is important that the aviation heroes be honored for their deeds and ultimate sacrifice.

"Remembering our fallen Airmen is a matter of establishing a plateau of a history and a culture of a service, no different than a Navy, an Army or a Marine Corps," General Moseley said. "To be able to establish that heritage piece and to understand where we are and how we got here and what that means is vitally important."

### HONORABLE DISCHARGE

1. LAST NAME - FIRST NAME - MIDDLE INITIAL <b>Del Guidice Louis E</b>			2. ARMY SERIAL NO. <b>31 168 760</b>		3. GRADE <b>T/Sgt</b>	4. ARM OR SERVICE <b>AO</b>	5. COMPONENT <b>AUS</b>
6. ORGANIZATION <b>324th AAF Base Unit</b>			7. DATE OF SEPARATION <b>5 Nov 45</b>		8. PLACE OF SEPARATION <b>AAF Base Drew Fld Fla</b>		
9. PERMANENT ADDRESS FOR MAILING PURPOSES <b>51 York St West Haven Conn West Haven Co</b>				10. DATE OF BIRTH <b>17 Nov 22</b>		11. PLACE OF BIRTH <b>New Haven Conn</b>	
12. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT <b>See #9</b>				13. COLOR EYES <b>Br</b>	14. COLOR HAIR <b>Blk</b>	15. HEIGHT <b>5'8"</b>	16. WEIGHT <b>150 LBS.</b>
17. NO. DEPEND. <b>2</b>	18. RACE <b>WHITE</b>	19. MARITAL STATUS <b>MARRIED</b>	20. U.S. CITIZEN <b>YES</b>	21. CIVILIAN OCCUPATION AND NO. <b>Musician Instrumental 0-24,120</b>			
<b>MILITARY HISTORY</b>							
22. DATE OF INDUCTION <b>15 Aug 42</b>		23. DATE OF ENLISTMENT <b>29 Aug 42</b>		24. DATE OF ENTRY INTO ACTIVE SERVICE <b>29 Aug 42</b>		25. PLACE OF ENTRY INTO SERVICE <b>Ft Devens Mass</b>	
SELECTIVE SERVICE DATA <b>YES</b>	26. REGISTERED <b>YES</b>	27. LOCAL U.S. BOARD NO. <b>1r 0</b>	28. COUNTY AND STATE <b>West Haven Conn</b>		29. HOME ADDRESS AT TIME OF ENTRY INTO SERVICE <b>West Haven Conn West Haven Co</b>		
30. MILITARY OCCUPATIONAL SPECIALTY AND NO. <b>Radio Oper Mech Gun AAF</b>				31. MILITARY QUALIFICATION AND DATE (i.e., Infantry, aviation and marksmanship badges, etc.) <b>Carbine MKM Wings Aerial Gunner</b>			
32. BATTLES AND CAMPAIGNS <b>Air Offensive Europe GO #38 1 May 45</b>							
33. DECORATIONS AND CITATIONS <b>Air Medal GO 51 Hq 2nd Bomb Div 15 Dec 43 1st OLC to Air Medal GO #15 Hq 2 Bomb Div 15 Jan 44 EAME Theater Medal American Theater Medal Good Conduct Medal GO #12 Hq Chatham Fld Ga 18 Dec 44</b>							
34. WOUNDS RECEIVED IN ACTION <b>None</b>							
35. LATEST IMMUNIZATION DATES <b>SMALLPOX Feb 45 TYPHOID Mar 45 TETANUS Jan 44 OTHER (specify) YP Apr 43 TY Mar 44</b>				36. SERVICE OUTSIDE CONTINENTAL U. S. AND RETURN <b>DATE OF DEPARTURE 1 Sep 43 DESTINATION ETO DATE OF ARRIVAL 13 Sep 43</b>			
37. TOTAL LENGTH OF SERVICE <b>CONTINENTAL SERVICE YEARS MONTHS DAYS 2 7 7 FOREIGN SERVICE YEARS MONTHS DAYS 0 6 29</b>				38. HIGHEST GRADE HELD <b>Technical Sergeant</b>			
40. REASON AND AUTHORITY FOR SEPARATION <b>AR 615 365 &amp; WD Ltr WD CAP 220.8 dtd 22 Sep 45 (Evader)</b>							
41. SERVICE SCHOOLS ATTENDED <b>Fort Myers Fla Aerial Gunner Mar 43 Scott Fld Ill Radio Oper &amp; Mech 275 Feb 45</b>						42. EDUCATION (Years) <b>Grammar 6 High School 2 College 0</b>	

*Lou Del Guidice, E&E 405, has his evader status documented on his Honorable Discharge papers issued at Drew Field, Fla., in November 1945. A radio operator/gunner with the 93rd BG, he now lives in North Haven, Conn.*

OFFICIAL MINUTESAir Forces Escape & Evasion Society  
ANNUAL GENERAL MEETING

Savannah, Ga., Saturday, April 26, 2008

The meeting was called to order by President Dick Smith and an attendance quorum was declared to conduct business. A call for motion and second to approve were called for and passed.

Minutes of the 2007 Annual General Meeting, as published in the Summer '07 issue of *Communications*, were approved.

Members of the Board of Directors were introduced. (Current officers are listed on Page 2.) Director Ray Kubly was absent due to illness.

**COMMITTEE REPORTS:**

**Fund Raising:** Frank Lashinsky reported that the 2008 appeal for donations netted \$7,221.88, after expenses of \$490 for postage and envelopes were deducted.

**Treasurer:** Francene Weyland reported on the financial condition for 2007. She recommended that for details of the report, see the Annual Financial Statement in this issue (next page) of this issue of the newsletter.

**Membership:** Clayton David reported on current membership of AFEES. There are now 409 evaders on the active list. At this time, we have about 1,000 newsletters mailed to members, friends and helpers. About 160 copies go overseas. Yet, we are still locating new members!

**Newsletter:** Larry Grauerholz, editor of the AFEES newsletter for 13 years, gave credit to members, friends and historians who provide contributions to the quarterly newsletter. He expects to continue publication for the foreseeable future.

**PX:** Ray Kubly was unable to be present. The

former PX manager, Tom Brown, now is deceased.

**GREETING CARDS:** Production of the Seasons' Greetings cards is a cooperative effort. Frank Lashinsky and Clayton David work together to prepare the mailing list for the cards. The cards are personalized with signatures of AFEES officers and directors.

Dorothy Kenney does the artwork and designs the cards which then go to President Richard Smith to be processed for mailing.

Scotty David maintains an account of the distribution of the cards sent to helpers and friends around the world at the beginning of the holiday season. A total of 320 cards was sent out last year.

Many of the recipients respond and send a message in return.

**NEW BUSINESS:**

The 2009 AFEES reunion will be in Dayton, Ohio, and at the Air Force Museum next spring.

Discussion concerned the future of AFEES as an organization -- whether to close down the society, or to continue with younger members being phased into positions of leadership.

Motion was made and approved to keep AFEES as is, with future generations being brought into leadership.

There will be more discussion and a final decision made at the Dayton reunion.

Another issue to be decided is whether the AFEES flag should be retired at Dayton and placed in the USAF Museum there.

Motion made and passed to adjourn.

MARY SWEATT,  
Acting Recording Secretary

# U.S. Air Forces Escape & Evasion Society

## Cash receipts and disbursements

### for calendar year ending Dec. 31, 2007

(Prepared by Clyde J. Martin from information supplied by Treasurer Francene Weyland)

<b>RECEIPTS:</b>		
DUES	2070.00	
GIFTS & MEMORIALS	1680.00	
INTEREST	489.42	
RAFFLE - NET	6913.29	
PX	120.00	
MISCELLANEOUS	380.00	
TOTAL RECEIPTS		11,652.71
<b>DISBURSEMENTS:</b>		
NEWSLETTER -PRINTING & POSTAGE	5433.67	
CHRISTMAS CARDS & POSTAGE	590.31	
REUNION - NET	6828.22	
FUTURE REUNION	1084.21	
MISCELLANEOUS	1011.91	
TOTAL DISBURSEMENTS		14,948.32
<b>EXCESS OF RECEIPTS (DISBURSEMENTS)</b>		<b>(3,295.61)</b>
<b>CASH BALANCE - BEGINNING</b>		<b>28,703.19</b>
<b>CASH BALANCE - ENDING</b>		<b>25,407.58</b>
<b>SUMMARY OF ENDING CASH BALANCE</b>		
CHECKING ACCOUNT		10,407.58
CERTIFICATES OF DEPOSIT		15,000.00
TOTAL		25,407.58

ANDY CAPP



# Vice chief honors airmen, helpers

SAVANNAH, Ga. (AFPN) -- The Air Force vice chief of staff paid tribute to members of the Air Forces Escape and Evasion Society April 26 during the society's 44th annual reunion near Savannah, Ga.

The AFEES primarily comprises Air Force World War II veterans who were forced down behind enemy lines and avoided or escaped captivity to return to allied territory. The society also includes members of the French, Dutch, Belgian and other resistance networks,

"I cannot thank you enough for your noble service, your selfless sacrifice and for passing the torch of liberty to generations of Americans and freedom-loving people around the world," said Gen. Duncan J. McNabb to the group of airmen.

The reunion included a banquet and memorial service at the Mighty Eighth Air Force Museum here.

"Tonight, I am in the presence of some of the greatest heroes the world has ever known, crewmen who took to the skies daily to defeat an implacable foe despite the great odds of being shot down, and resistance helpers who risked their lives so that these brave aviators, and thousands like them, might live," the general said.

Eleven former Resistance members attended the reunion, including Denise Lenain, who was reunited for the first time with 1st Lt. James E. Armstrong, co-pilot of the B-17 Yankee Raider. Lieutenant Armstrong was shot down Sept. 6, 1943, making it to safety after 4 1/2 months evading capture in France. Ms. Lenain twice assisted Lieutenant Armstrong during his trek to freedom including a failed attempt to cross the Pyrenees Mountains into neutral Spain and his subsequent journey to a port where a French fishing vessel delivered him safely to England.

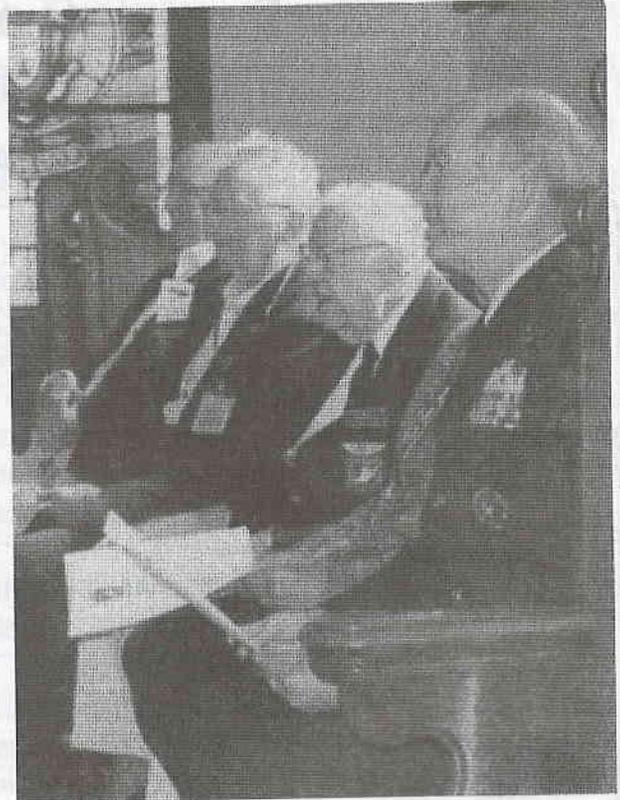
General McNabb complimented the Resistance members' extreme bravery.

"I cannot thank the Resistance helpers enough," he said.

"If you were caught, you faced unimaginable torture and certain execution, and yet repeatedly you risked your lives for these Airmen."

The resistance helpers from Europe maintain they would not be free if the Americans had not come, noted Mrs. Yvonne Daley-Brusselmans, who, along with her mother Anne, helped 130 Airmen evade capture.

"Every bomber we saw was a symbol of freedom and a beacon of hope, and we knew that the aircrews were



*Air Force Vice Chief of Staff Gen. Duncan J. McNabb sits with members of the Air Forces Escape and Evasion Society April 26 during their 44th annual reunion near Savannah, Ga.*

fighting for us at the risk of their own lives," she said.

In all, more than 56,000 Airmen were downed over the skies of Europe. The 8th Air Force, the largest aerial striking force in the war, sustained more than 26,000 fatalities, roughly one-tenth of the Americans killed in World War II.

General McNabb closed his address by noting that members of the society embodied the high ideals found in the Airman's Creed and had given the Air Force its "tradition of honor and legacy of valor."

He added that today's airmen have acted on this legacy and have answered the nation's call during a war that, like World War II, threatens the liberty of America and its allies around the world.

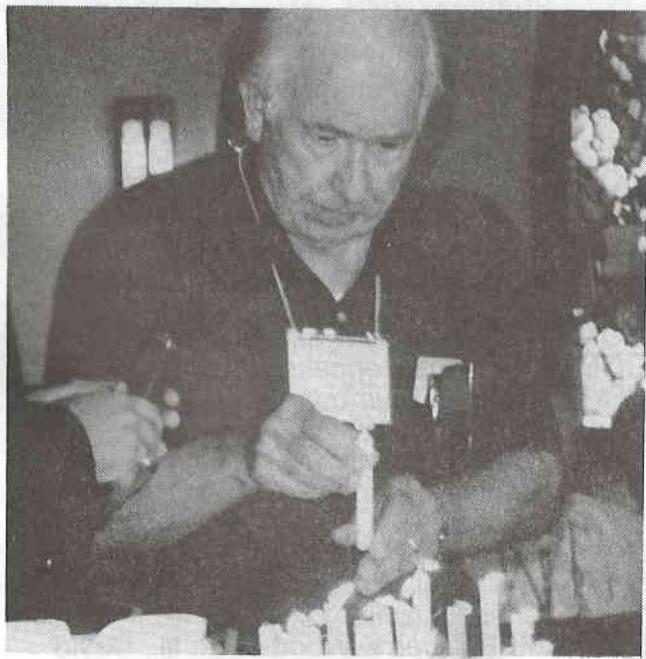
"Today's airmen represent the new Greatest Generation," said General McNabb. "And every day, like you all did during World War II, they fight valiantly on the front lines of freedom giving selflessly of themselves to defeat tyranny and preserve the liberties we so greatly cherish."



*The most impressive part of the annual AFEES reunion is the Memorial Service, conducted this year in the chapel of the 8th AF Museum. Those in attendance are encouraged to come forward and light a candle in honor of, or in memory of someone special.*

**ABOVE:** Roger Anthoine, Belgian Helper now living in France, lights a candle.

**BELOW:** Robert Wilson of Peoria, Ill., takes his turn at lighting a candle.



*AFEES member Jim Armstrong was reunited with his helper, Denise Lenain of Grenoble, France at the Savannah reunion.*



*Liz Grauerholz-Fisher, a professor at Central Florida U. in Orlando, posed with her father, the editor who displays a sheepskin wine bottle (a bota) like the one he carried across the Pyrenees in 1944.*

Down Memory Lane . . .

## Chairman Ralph traces history of our society

By **RALPH K. PATTON**  
Chairman /Co-Founder

Since we are celebrating the 44th anniversary of the first meeting of AFEES, I hope you will bear with me as I take you on a short trip down Memory Lane.

I believe that three loyal members who were at that first meeting are with us tonight. Dick Smith, Bob Sweatt and Ralph Patton were among those in attendance at that first meeting in Buffalo, N.Y., in June 1964. I hope you understand the common bond that keeps us going.

There are many reasons for our longevity. First and foremost is the loyalty of our members. But a close second is encouragement from our neighbors and overseas friends.

Our Canadian friends have been represented at most of our meetings, and they have shared their activities and contacts generously. In 1967 they brought their guests to the Niagara Falls Air Force Base, where we enjoyed the company of 10 Helpers from Western Europe.

It was at this meeting that I had the pleasure of meeting Yvonne's mother, Anne. True to form, our friends to the North are represented tonight by past president of the RAFES (Canadian Branch) Gordon Stacey and Ray Sherk.

Our British friends of the Royal Air Forces Escaping Society have led by example. They originated the idea of an escaping society and cooperated in every respect with our efforts to copy them. Bryan Morgan, as an officer of the RAFES, was instrumental in establishing our original contacts. Diana is keeping alive that warm relationship between our two organizations. Thank you, Diana.

What would we be without the support of our Helpers, organizations and individuals?

These wonderful people who responded enthusiastically, and in large numbers to our every overture. Hundreds of these Helpers have come to

the U.S.A., and hundreds of AFEES members have visited their countries.

We have met and communicated with literally hundreds of Underground leaders from Holland, Belgium and France, including Pat O'Leary, Anne Brusselmans, Georges Brosseines, Lucien Dumais and Dedee DeJongh.

And let me thank Col. J. W. Bradbury of San Antonio, Tex., for helping arrange our contacts with the Air Force Museum at Dayton and with the AF Academy Library at Colorado Springs.

The bond between AFEES members and Helpers is like a mutual admiration society. We try to assure them that "WE WILL NEVER FORGET" and they seem determined to remember that we helped to free them from Nazi tyranny.

Thank all of you for joining us tonight. We look forward to seeing you next year in Dayton, Ohio, where the meeting will be held in close cooperation with the U.S. Air Force Museum.

## They Rendezvoused!

The AFEES reunion this year in Savannah attracted nearly 200 members, friends, helpers and guests, who enjoyed the 3-day affair.

*Those who registered at the reunion, with helper names in **BOLDFACE** type:*

**ANTHOINE**, Roger, Peron, France  
**ARMSTRONG**, Jim, Thomasville, Ga., and James Armstrong and Alice Armstrong of Spartanburg, S.C.  
**BARRON**, Joe, of Scott AFB, Ill.  
**BEALL**, Sylvia, Tampa, Fla.  
**BECK**, Cindy, Wahpeton, N.D., and Whitney  
**BIE**, Cindy, Indian Rocks Beach, Fla.  
**BOLINGER**, Bruce, Nevada City, Calif.  
**BROWN**, Dr. Walter, Mighty 8th Museum  
**BUROS**, Milan, Germany  
**BRUSSELMANS**, Yvonne Daley, Dunedin, Fla.  
**COMSTOCK**, Sandy, East Haven, Conn.  
**COMMON**, Chris Hennessey  
**CRASE**, Silas, Columbus, Ga. Michael Crase, Ga.  
**DAVID**, Clayton, Hannibal, Mo., and Scotty  
**DAVID**, James, Macon, Ga., and Debbie, Nora and Sarah  
**DAVID**, Lynn, St. Louis, Mo.  
**DAVIDSON**, Roy, Birmingham, Ala., Betty and Jennifer Davis  
**DeCHAMBRE**, Jerrv. Woodstock, Ill., David

DeChambre of Woodstock, Ill., Kevin and Jonathan Butler, Lake Geneva, Wis.  
 DEL GUIDICE, Louie, North Haven, Conn., Karen DelGuidice of Higganum, Conn. and Linda Wishart, New Haven, Conn.  
 DENISON, Denny of San Diego, Calif., and Nancy Letchworth  
 DONOHUE, Jerri, Brecksville, Ohio, and Bill Donohue  
 DOWNS, Mike, Manassas Park, Va.  
 FISHER, Mike, Ormond Beach, Fla., and Charles  
**FLOYD, Maita, Sun City, Ariz.**  
 FRICKE, Margaret Carlson, Fridley, Minn. Beth Fricke Johnson  
 FROLKING, Jim, Shaker Heights, Ohio and Patty  
**GRAUERHOLZ, Larry and Ruth, Wichita Falls, Tex., Larry Jr. and Kim Grauerholz of Mt. Vernon, Mo., David and Liz Fisher of Orlando, Fla.**  
 GRIMES, Bob and Mary Helen, Fairfax, Va.  
 HAINES, June of Claire, Mich.  
**HAKIM, Peter and Ghislaine of Livingston, N.J.**  
 HAMILTON, Lois of Grove City, Pa.  
 HARMON, Jerry and Kay, Tampa, Fla.  
 HEEKIN, Frank, Cincinnati, Ohio  
**HENNESSEY, Betty, Cerritos, Calif.**  
 HEWITT, Harvey and Brenda, Haverford, Pa.  
 IVEY, Ashley and Ruth, Acworth, Ga.  
 KENNEY, Dorothy, Decatur, Ga.  
 LASHINSKY, Frank and Dorothy, Cornwall, Pa.  
 LEE, Dale, Sun Lake, Ariz.  
**LENAIN, Denise, Grenoble, France and Elizabeth**  
**LINDELL, Ernie and Connie of Moses Lake, Wash., Brian Lindell and Oscar Richard Mac ISAAC, Steve, Rio Rancho, N.M.**  
**MANOS, Joe, Sacramento, Calif.**  
 MARTIN, Clyde and Ethelene, Mackinaw, Ill.  
 MASON, Bobbie, Lawrenceburg, Ky.  
 MATTSON, Arthur, Houston, Tex., Larry Boyd, Pearland, Tex., and Cheryl  
 McCALL, Maurice, Wichita Falls, Tex.  
 McDADE, Elizabeth, Rochester, N.Y.  
 McKEE, Ralph and Elinor, Rockledge, Fla.  
 McClAREN, Goffinet, Pawleys Island, S.C.  
 McNABB, Duncan, Washington, D.C.  
 MILLER, Ed and **Marguerite Brouard Miller, Sedona, Ariz., Barry Brandes, Jessica Brandes, John Caruso and Elizabeth Caruso**  
 MORGAN, Diana, England  
 MOTHERAL, Joe, Leesburg, Va.  
 NAUGHTON, Dorothy, San Diego, Calif.  
 OWENS, Joe, Haines City, Fla., and Judy Riley  
 PATTON, Ralph and Bette, Chevy Chase, Md.  
 PEDERSON, Alex, Seattle, Wash.

**PENA, Godelieve, Aucourt, France**  
 PLATT, Fred, Houston, Tex.  
 RODGERS PRICE, Vivian, Mighty 8th Museum  
 RICHTER, Susan M., Pooler, Ga.  
 REES, Paul, Syracuse, N.Y.  
 RIGGS, Dolly, Melrose Park, Ill.  
 ROBINSON, Charles, Robins Air Force Base  
 ROGERS, George, Savannah, Ga  
 ROGERS, Leonard, Youngtown, Ariz., and Lamerle  
**SAUER, Gabriel, Wilmington, N.C., and Gene**  
 SCHAFFER, Frank, Montello, Wis.  
 SCOTT, Carl, Columbus, Ohio, and Elizabeth  
 SHANDOR, Richard, Cresson, Pa.  
 SHERK, Ray, Toronto, Canada  
 SHULER, Jr, Buck, Columbia, S.C. and Annette  
 SMITH, Douglas  
 SMITH, Richard, Palm Desert, Calif., and Margaret  
 SMITH, Richard E.T., Wahpeton, N.D., and Ann  
 SPEAREL, Don, Clearwater, Fla., and Ellen  
 SPINNING, Mary  
 STACEY, Gordon, Guelph, Canada and Craig  
 STELLIES, Allison, Mighty 8th Museum  
 STEPnitz, Stan, Decatur, Mich.  
 SWEATT, Bob, Burton, Tex., and Mary  
**THORPE, Don, Salt Lake City, Utah, and Catherine**  
 THOURSON, Robert, Thomasville, Ga., and Mary  
 VADAS, Dorothy R., Eatonton, Ga.  
**VAN DER MAAS Huis, Kats, Netherlands and Suzian Van Fraaenhove**  
 VERBOUT, John, Neponset, Ill., and Jo, Carma Pauli, John, Jr, Normal, Ill., Melanie, Jerry, Eulshear, Tex., Josh, Bobby McDaniel, and Stephanie McDaniel  
 WALTERS, Joe, Brooksville, Fla., and Jeff, JoAnn Lydic, Jill Lester, Hank Lester, Sue Gilarski, and Jan Rakas, West Mifflin, Pa.  
 WAND, John, Madison, N.J., and Beverly Patton Wand  
 WEBSTER, Don, Palm Coast, Fla., and Janet  
 WEST, Ed, St. Pete Beach, Fla.  
 WEXLER, Ed and Mary, Savannah, Ga.  
**WEYLAND, Francene, McHenry, Ill.**  
 WHITE, Jack, McHenry, Ill., and Jake  
 WILLIAMS, Leo, Annapolis, Md.  
 WILLIAMS, Jim, Hilton Head, S.C.  
 WILSON, Robert, Peoria, Ill., and Sharon  
 WRIGHT, Gary, Dunlap, Ill., and Martha  
 ZIEGLER, Zig, Port Tampa, Fla.



*Our Helpers huddled up for a photo op at the general meeting at the Savannah reunion. Each was presented a souvenir plaque. AFEES Superfriend Gen. Duncan McNabb managed to sneak into the photo (2nd from right). From left are: Denise Lenian, Dr. Milan Buros, Maita Floyd, Gabriel Sauer, Peter Hakim, Godelieve Pena, Huis Van der Maas, Roger Anthoine, Marguerite Brouard-Miller, General McNabb and Yvonne Daley-Brusselmans.*

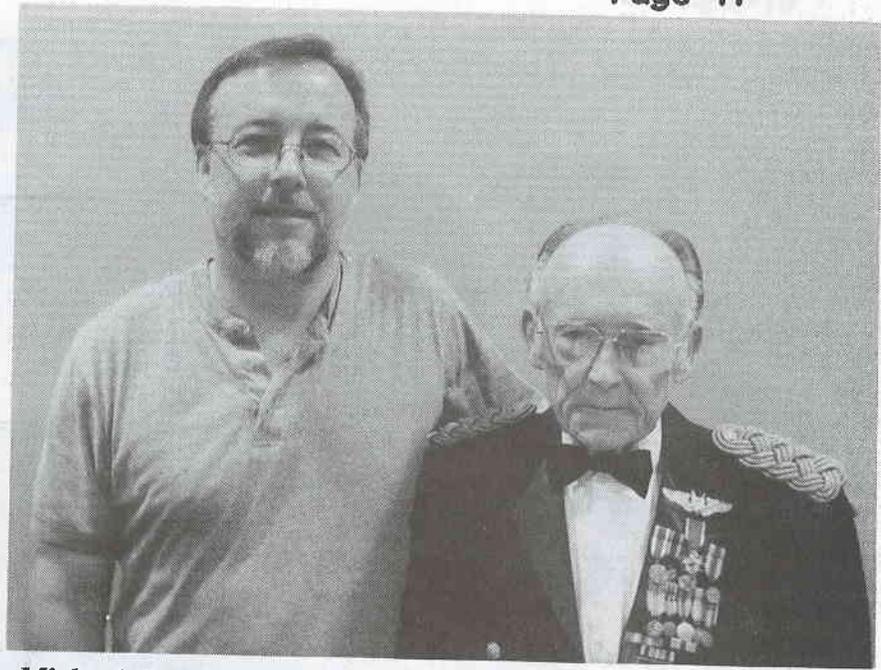


*The traditional Memorial Service was conducted this year in the beautiful new chapel of the Eighth AF Museum at Pooler. The venue introduced an element of reverence and homage to those who have passed to The Great Beyond.*

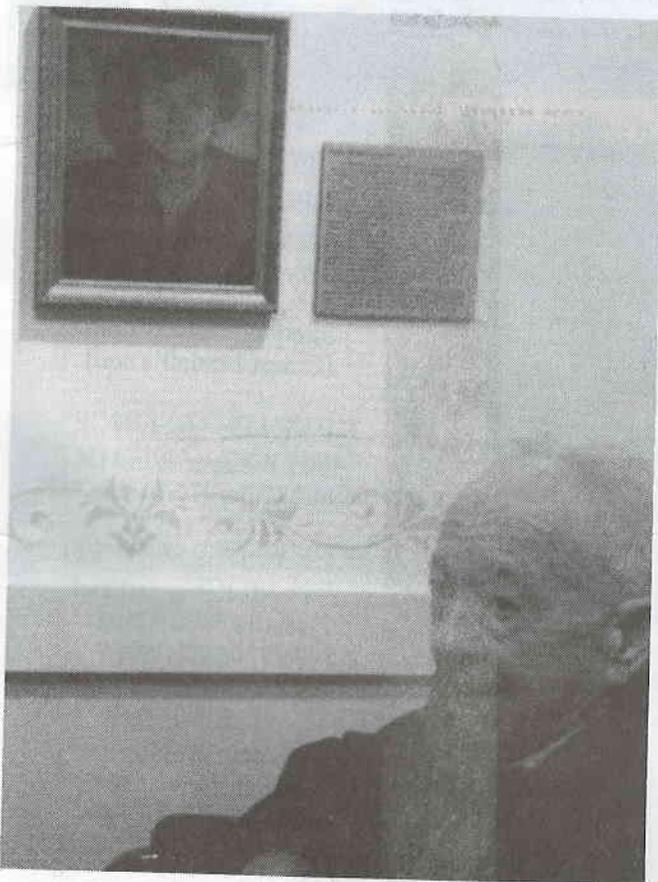
*Robins AF squad posted the colors for dedication of 'Safe House'*

An Honor Guard from Robins Air Force Base posted the colors to open the dedication ceremony for the AFEES exhibit at the 8th AF Museum on April 25.

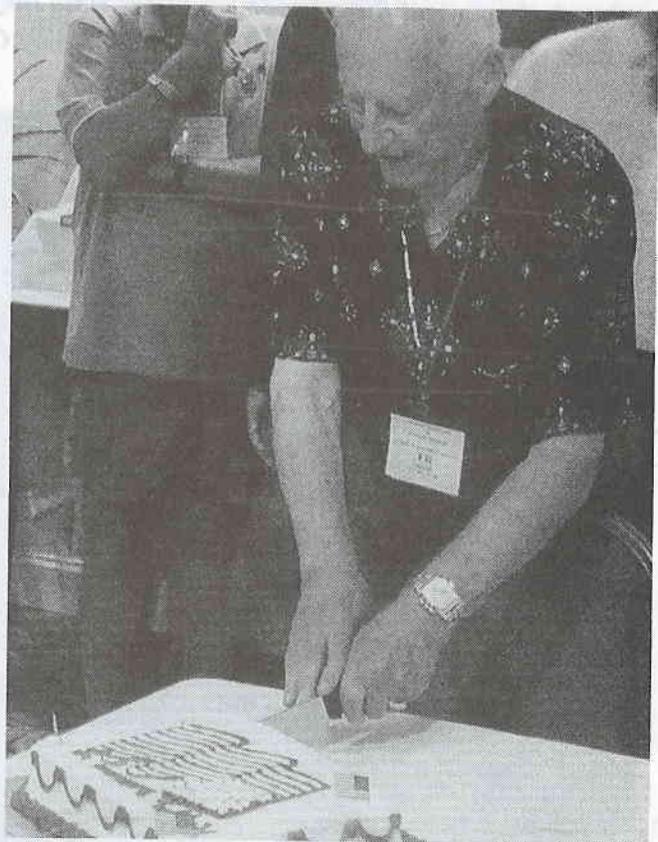
Under the command of CMSgt Kevin Hamilton, the flag bearers from the 19th Air Refueling Group included SSgt Gary Pitcher of Omaha, Neb., SSgt Jovanni Hill of Dayton, Ohio, A1C Michael Castile of Merced, Calif., and A1C Brock Merriman of Junction City, Kan.



*Michael Crase, left, posed at the reunion with his father, Silas M. Crase of Columbus, Ga. Silas is a Life Member and flew with the 97th BG of the 15th Air Force.*



*Chairman/Co-Founder Ralph Patton posed with the picture and plaque of one of his helpers, Marie-Therese, in the new Safe House exhibit at the Eighth Air Force Museum.*



*Ed Miller of Sedona, Ariz., prepares to attack his birthday cake at a mini-celebration in the hospitality room at the reunion. Like many of us, Ed stopped counting birthdays at No. 59.*



# New AFEES Friend Members



*This trio of daughters of Lou and Alberta Del Guidice got their heads together at the reunion. Wonder what they talked about?*

*From the left: Karen Del Guidice, Sandy Comstock and Linda Wishart.*

L/C MICHAEL L. DOWNS "F"

9304 Hedgeford St.  
Manassas Pk., VA 20111  
Ph.: 703-330-5788  
Wife: "Leah"  
(Aide to Gen. McNabb)

GOFFINET McLAREN "FFL"

47 Federation Loop  
Pawleys Island, SC 29585  
Ph.: 843-235-1236  
<goffinetamclaren@aol.com>  
(Father a British evader)

L/C E. BRIAN LINDELL

USAF Ret. "FFL"  
3423 White Eagle Dr.  
Naperville, IL 60564-4608  
Ph.: 630-922-9948  
<ldiety@wowway.com>  
(Ernest Lindell's son)

KEVIN PEARSON "F"

5003 Whisper Wind Dr.  
Wichita Falls, TX 76310-3072

ALEX PEDERSON "FFL"

2111 NE Ravenna Blvd.  
Seattle, WA 98105  
Ph.: 206-321-9067

SUSAN M. RICHTER "FFL"

315 Morgan Pines Dr.  
Pooler, GA 31322  
Ph.: 912-748-1876  
(Dau. of Alfred Richter)



*Friend Member Carl Scott of Columbus, Ohio, had a chance at the 8th AF Museum to pose with a B-47 again. Carl flew as navigator/bombardier on the plane with SAC during the Cold War.*

LINDA WISHART "FFL"

2020 Hartford Trnpike  
N. Haven, CT 06473  
(Dau. of Lou Del Guidice)

# All the fine young men

By Bill Parrot, son of 303rd B.G. pilot John Parrot  
Published in the 303rd Bomb Group  
Association's "Hell's Angels Newsletter."



For years, Scotty David's scrapbooks have been a feature draw at AFEES reunions. They contain the bulk of the history that has been published about our society. Here she poses with her 23rd scrapbook. Nice work, Scotty!



"I'm your flight instructor. Now then, does anyone here get easily upset by a few harsh words?"

## "All The Fine Young Men"

My father was a pilot in the big war  
But he doesn't talk about it anymore.  
When I open up his memories for a while,  
I can't believe the things he saw,  
And the things that he survived,  
For just 1 in 3 ever made it home alive.

To all the fine young men who flew the skies,  
You will always be heroes in my eyes,  
And I owe to you my life this very day  
For you who flew to meet the Devil--  
And you met him face to face--and so  
Today we still have freedom in this place.

He went to fly, he knew his chance was slim,  
That he would ever see his family again.  
I ask if he was scared; it's plain to see, that  
The terror of moments is still a harsh reality.  
But he did it so his children would be free.

At times he has a far-off look within his eyes,  
And I know that he's re-living all the times'  
That he saw his friends go down in flames,  
And he just kept on flying--  
Though he'd never be the same;  
And Dad, I am so proud to bear your name.

To the fine young men who gave their lives,  
You will always be heroes in my eyes,  
And I owe to you my life this very day;  
For you flew to meet the Devil,  
May you now be in God's hands,  
Because of you we have freedom in  
this place.

# Gilbert -- the Mystery Man traced

By **DON O. THORPE**  
Salt Lake City, Utah

My wife, Catherine Ramognino Thorpe, a "friend" member of AFEES, has been searching for many years to find personal particulars about her grandfather, Gilbert Ramognino (who died in 1972), and his involvement with the Alliance Escape Line and the Resistance in France.

She has a document from the office of French Services du Materiel de la Iere Region Militaire with a list of medals given Gilbert Ramognino by General de Gaulle – the Chevalier de la Legion d'Honneur, Croix de Guerre avec Palme, Medaille des evades decret, and the Medaille de la Resistance – the document further states that Gilbert was involved with the British H.R.S. (R.A.S.C), and the B.C.R.A. The citations from General de Gaulle also mention that Gilbert was a paratrooper at the South Landing following D-day. Catherine also has a letter from the French Ministere de la Defense stating Gilbert was an agent for the Alliance network of the Free French Forces.

Catherine has information that documents Gilbert's involvement with the French Resistance and the Alliance Escape Line as a "helper" and guide for Allied flyers across the Pyrenees to Spain. And Catherine was told by her father, that Gilbert had provided a "safe house" for Allied flyers in his apartment in Paris before having to flee south to avoid the Gestapo, who were after him.

But Catherine also wanted some personal information that would bring some life to her grandfather's activities during WWII. So in an article published in the Spring 2006 AFEES newsletter called "A Multi-National Mystery Man" she made a plea for anyone who might have known her grandfather and had some personal records or connections

to contact her. As a result, the son of one of the flyers Gilbert helped did contact Catherine, but this was just the beginning of an amazing experience to come.

While attending the 2008 AFEES reunion in Savannah, President Dick Smith asked Catherine to tell her story to the group. After she spoke, Bruce Bollinger talked to her and offered to look for records about her grandfather during his visit to the U.S. National Archives in Maryland. He sent me this message a couple of days later: "My searches at National Archives II in College Park, Md., were quite productive, including finding your grandfather's file. It includes a two-page questionnaire and a three-page typed report by him on his activities with the names of four American airmen he helped."

You can imagine Catherine's elation at getting this news. The actual report is written in Gilbert Ramognino's own words, even with poor punctuation and broken English, it is far more exciting than anything a writer could offer. A transcript of this report follows -- it is fascinating to read, even with somewhat broken English and punctuation.

-----  
PARIS March the 22nd 1946  
From Lieutenant RAMOGNINO  
Gilbert  
2e Commando Parachutistes de  
France  
To:  
Ministere de la Guerre  
Services du Colonel de BOISSOUDY  
231 Boulevard Saint Germain,  
PARIS  
and  
Escape and Evasion Service  
Hotel Majestic  
19 Avenue Kleber, PARIS

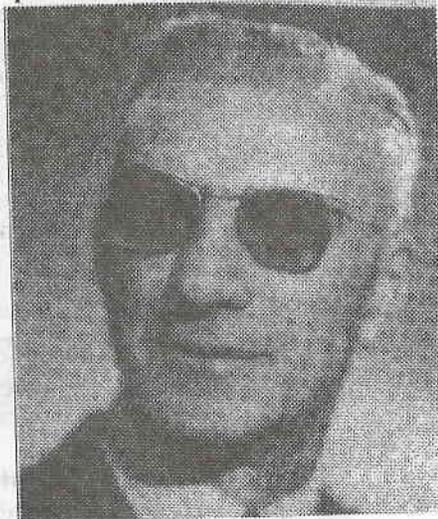
Sirs,  
The 20th of December 1943, after having been working for my underground "reseau" (network) for three years, the Gestapo being a

bit too much on my trail, I decided to join the French Free Forces. I was sent to TOULOUSE, to the local underground forces, represented by "CHARLIE" and police Inspector KELLER, who asked me to wait a few weeks in the town before crossing the Pyrenees – time necessary to group a few Allied airmen they intended to try to send to Spain. This request was made because of my knowledge of the English language, as none of the airmen could speak any French.

The 20th of January 1944, I was ordered to get a ticket for a station at ST LAURENT de l'EST (LAURENT DE NESTE), a small village after the more important station of MONTREJAL (MONTREJEAU). I was instructed that 6 Allied airmen would be introduced to me at the TOULOUSE station itself.

In the waiting hall of the station of TOULOUSE on the 20th of January 1944 at about 14h00, my friends showed me 4 groups of 2 chaps whom I had to convoy. I found out afterwards that 2 of them were Dutch civilians, who could speak fluent English and very little French.

We all went separately on the platform, but learned that our train



**GILBERT RAMOGNINO**

was 3 hours late. During those 3 hours I had to navigate from one group to another to explain the delay, and interfere when the very talkative French people of the Toulouse region wanted to start a conversation with members of the group, which would have been rather awkward and dangerous. Useless to say that those 3 hours seemed rather long to all of us, as the German and French Gestapo, and Gendarmes were rather numerous on the platform. It was the time of forced labor for French youngsters, and our allied friends were rather athletic looking and had mostly weird attire given to them by French peasants where the airmen had fallen..

The train came at last, and then another problem started because it was impossible to put my 8 chaps in the same compartment where 3 French people were already there. I told my friends of escape to pretend to sleep to avoid any questioning. Anyway, at the third stop I could manage to have them all in the same compartment after the 3 Frenchmen got off. Now we only had to rely on our luck to not be inspected by the German police. We decided in case it should occur, if there were only 2 of them, to get rid of them. But everything went smoothly.

At St. Laurent de l'Est there was no station control, but the car that was supposed to be waiting for us, to take us to the foot of the mountains, was absent. I decided it was impossible to wait in the station (which was very modest in importance) with a group of men like us which would surely have attracted attention. I took the men to a nearby field and asked them to wait and to lie down in the snow, as we had the bad luck to have a brilliant moonlit night. During the next 2 hours, I went to and fro, from the field to the station until at last the car came.

The story is nearly ended. We started to walk with our guide for 3 days and nights, and after a rather very hard journey, very often in 2 feet of snow,

going up to nearly 6,000 feet, we touched Spain at a village called OST or BOSOST. From there we were duly accompanied by "carabineros" and taken to Viella, Lerida.

I parted from my friends in Lerida, the American airmen being called by their consul in Madrid, and I was myself (having been declared being British to the Spanish police) called to Barcelona by Mr.

WINKFIELD, of the British Consul, who gave me a British passport for Madrid and Gibraltar - from there I was flown to Algiers, where I enlisted in the French paratroops.

I had the joy to travel from Madrid to Gibraltar in the same train as my American comrades, and from there I lost sight of them.

Names of the American Airmen:  
Lieutenant (Reuben H.) ECKART (Eckhardt)  
Sergeant (Russell) JEVONS  
2nd Lieutenant Glen Mc Cabe, Route Mt Pleasant, IOWA  
Sergeant Arthur K. ENDERS Box 362, Globe, Arizona  
Sergeant Joseph (BALEAH) - Left to the care of a French the second day of the journey in the mountains (he was exhausted). McCabe later told me in Gibraltar that he had reached Spain safely in another convoy.

Name of the British airman:  
BRIGHT, Tom (Thomas) Flight Sergeant  
105 Varley Road, West Ham, London E.

I must mention that Glen Mc Cabe and Enders were my closest friends during the trip. I was known only to them by the name of GILBERT.

Signed,  
Gilbert Ramognino

-----  
Catherine sent an email with this report to Russell Jevons' son, Kevin, who replied with this message:  
"Thank you for the message and your Grandfathers report. Pretty exciting! Dad talked about a SGT "Joseph" Baleah in their escape group that was

the radio man on their aircraft crew and was left behind in the mountains because of exhaustion. McCabe was their aircraft copilot and he and Dad visited and corresponded up until McCabe's death five or more years ago."

At last, Catherine has some names with faces and real life details to go along with the medals and military documents about her grandfather.

*NOTE: Anyone with information about the activities or persons mentioned in Gilbert's report is asked to contact Catherine Thorpe at <ViveLaFranceSchool@gmail.com>*

### Collings Foundation Air Show Schedule

6/20- Seattle, WA  
6/22 (B-17, B-24, B-25 & P-51)  
Airport: Boeing Field  
Location: Seattle  
Museum of Flight

6/23- Spokane, WA  
6/24 (B-17, B-24, B-25 & P-51)  
Airport: Spokane

6/25- Kalispell, MT  
6/26 (B-17, B-24, B-25 & P-51)  
Airport: Glacier Intl.  
Airport (KGPI)  
Location: TBD

6/27- Casper, WY  
6/30 (B-17, B-24, B-25 & P-51)  
Airport: Natrona  
County Intl. Airport  
Location: TBD

6/30- Denver, CO  
7/3 (B-17, B-24, B-25 & P-51)  
Airport: Rocky Mt.  
Metro Airport  
(Jefferson County)  
Location: Stevens  
Aviation

7/3- Fort Collins, CA  
7/6 (B-17, B-24, B-25 & P-51)

**CHECK THE WEBSITE**  
**<collingsfoundation.org>**  
**FOR MORE TOUR STOPS**

# U.S. Cloth Maps of World War II

Cloth maps were first introduced by the British during World War II. Christopher Clayton Hutton who worked for M19, a subsection of British Military Intelligence, is credited with cloth map invention. Hutton was not a geographer but, in 1940, he secretly met with John Bartholomew, one of England's most prominent map-makers. Bartholomew supplied maps to Hutton over Germany, France, Poland, Italy, Austria, Switzerland, Belgium, Holland and the Balkans, waiving all copyright to the map data in support of the war effort. After Hutton received the cartographic source, he needed a medium on which to print the maps such that they were quiet to unfold, would not disintegrate when wet, and would maintain their integrity when folded at the crease line. In addition, they had to be concealed in very small spaces.

After many attempts to print on silk squares, Hutton almost gave up. Then he tried adding Pectin, a form of wax, to the ink such that it did not run or wash out when put in water, even sea water. Hutton printed escape maps on silk, manmade fiber and tissue paper. The tissue paper was made from mulberry leaves, not the traditional wood pulp, and had the texture of onion skin and was extreme durable. One could ball up this tissue paper, soak it, and then flatten it out without creases.

In November of 1942, a small contingent of American Intelligence officers went to England to learn of British efforts in the Escape and Evasion arena. Each officer received a leather bound copy of a book called *Per Ardua Libertas*. In this book were examples of each cloth and tissue escape and evasion map produced to date. After this meeting with the British, the United States began to produce its own escape maps.

 The Army Air Force (AAF) through the efforts of its Aeronautical Chart Service produced a series of the cloth maps printed on rayon. From this came the term "silk maps." One of the military uses of the silk (cloth) maps was to include them in the survival kits of allied pilots. Their durability and foldability were ideal for downed pilots in enemy territory. Soon after WWII ended the U.S. Air Force was formed and the cloth maps continued until the early 1950s as part of the Cold War effort. The story of the WWII cloth (silk) maps has been difficult to piece together because of the manner in which they were developed and because their production was shrouded in secrecy during and after the war.

The first U.S. cloth map made during WWII displayed a "Road Map of West Africa" and was printed in 1942 on balloon cloth.

Information taken from Cartographic Associates and [www.silkmaps.com](http://www.silkmaps.com)

## General has concerns for future readiness

WASHINGTON (AFP) -- The Air Force vice chief of staff and his counterparts from the other services, testified on readiness before the Senate Armed Services Committee Subcommittee on Readiness and Management Support April 1.

Gen. Duncan J. McNabb addressed Senate questions about the wear and tear on aircraft caused by ongoing operations. General McNabb explained that it is not necessarily the flying hours that cause wear and tear on deployed aircraft.

Deployment cycles and conditions are also major contributors. "For a C-17 (Globemaster III) that is deployed and is being used to transport (cargo) that would have typically (been transported) by ground, the wear and tear is three times what it would be if it was coming from the states, going into theater and coming back out," he said.

The way deployed aircraft are used can age them by three or four years in a single deployment, he said. Air Force officials have taken risks in recapitalization to ensure the near-term readiness mission was completed.

"We're now at the point where if you look at our aging fleet, we have 688 airplanes that are restricted and 95 that we had to take off the flying schedule because they're broken," General McNabb said. "Those are the things that absolutely concern us."

The general reinforced the need to recapitalize the Air Force's aging tanker fleet in order to keep up with current and future demands on air power.

"There are increasing demands on air, and we don't see that changing," General McNabb told the two senators in attendance. "The number of (hours we fly) has stayed about the same since 1992; however, we are 31 percent smaller in the number of aircraft we have and we're 41 percent older. This means we are going to age out of equipment more rapidly, and the recapitalization of our assets becomes even more important and coming back out," he said.

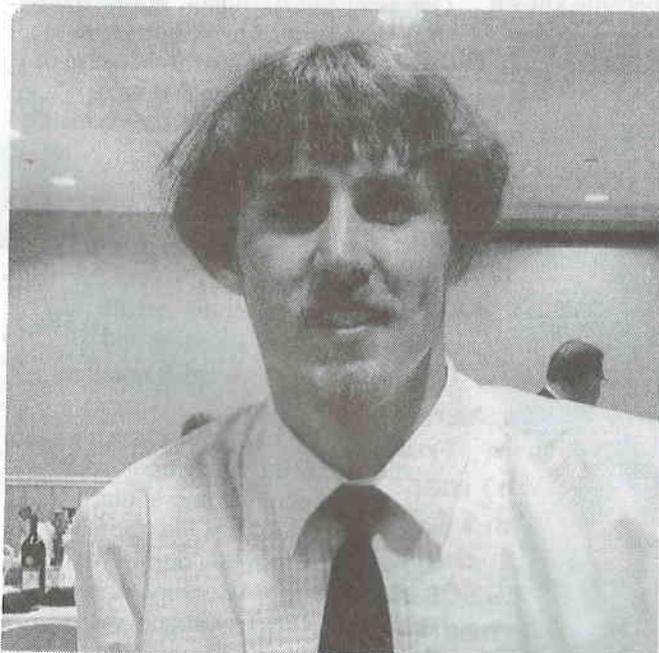
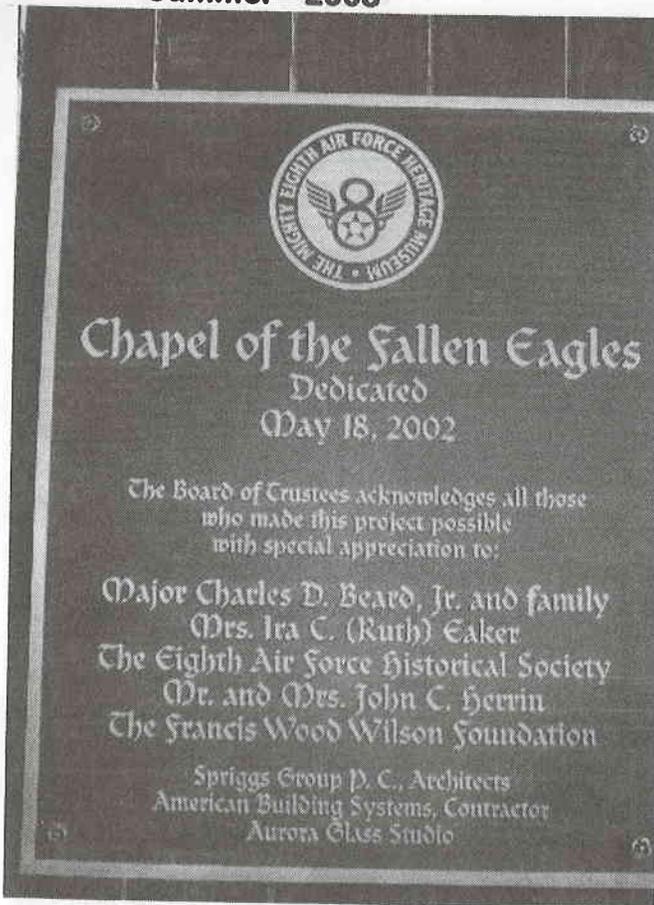
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"We will continue to do everything we can to continue to support this (war on terrorism), but it is at the expense of tomorrow if we don't recapitalize, and that is probably our biggest concern," General McNabb said.



**Eric Richter, grandson of Alfred Richter, E&E # 1036, now deceased, was a member of the serving staff at the Holiday Inn for our annual banquet.**

**1st Lt. Richter was MIA on Nov. 4, 1944, and evaded over the Pyrenees. His family says that he never learned about AFEES.**

General McNabb says . . .**'Berlin Airlift was a great moment'**

**BERLIN (AFP)** -- Air Force Vice Chief of Staff Gen. Duncan J. McNabb and legendary airlift pilot retired Col. Gail Halvorsen participated in a commemorative panel discussion of the Berlin Airlift May 27 in Berlin. The Air Force Association sponsored the panel to highlight the historic importance of the mission and feature the critical role of airlift in past, present and future operations.

"The Berlin Airlift was a seminal moment for airpower and a pivotal event in world history," said General McNabb. "It showed the deep compassion of the American people and sent a message of hope and liberty to Berliners and to freedom-loving people around the world."

The Berlin Airlift, which lasted more than 15 months, was the sole



**Gen. Duncan J. McNabb and retired Col. Gail Halvorsen, the famous Berlin Airlift candy bomber, participated in a panel discussion in Berlin on May 27.**

life-line to West Berlin after the Soviet Union blockaded the city. U.S. and United Kingdom aircraft supplied Berlin with necessities from food to coal.

Colonel Halvorsen became known

as the "Candy Bomber" because he airdropped chocolate and chewing gum to the children of Berlin. The colonel emphasized the Berlin Airlift's role in building strong and lasting ties between western allies, Germany and Berliners. While World War II had ended just three years prior to the Berlin Airlift, because of the operation "nations that were recently enemies would soon become good friends," he said.

In all, 31 American and 39 United Kingdom military members died during the operation. General McNabb praised Berlin Airlift veterans for their sacrifice and for pioneering modern airlift practices.

"The airlift bridge that you all fashioned is the legacy upon which our airmen conduct operations today," he said. "Just like the 90-second departure rate during the Berlin Airlift, today every 90 seconds an Air Mobility Command aircraft departs delivering compassion to those in need in places like Myanmar and critical support to our forces in harm's way in places like Baghdad."

General McNabb also noted the airlift bridge legacy encompasses current air refueling and aero-medical



**General Duncan McNabb took time off from duties at the Pentagon to make it to the reunion and posed with the two individuals who put AFEES reunions together, Coordinator Yvonne Daley (left) and Francene Weyland, treasurer.**

evacuation bridges as well.

"Extending these bridges allows the United States to conduct global operations while saving the lives of our wounded warriors by flying them to the appropriate medical facilities in Europe and in the United States within 18 hours," he said.

General McNabb also hailed Colonel Halvorsen saying "what an absolute honor it is to be sitting next to Colonel Halvorsen, a true American hero, a living legend and a rock star here in Berlin."

Colonel Halvorsen concluded his remarks by highlighting the vital efforts of Airmen on the ground.

"In my book, the real heroes were the aircraft maintainers, the logisticians and the airfield operations personnel, who worked tirelessly and often in extremely difficult conditions to accomplish the mission," he said. "The Berliners were also heroes because despite the most difficult of circumstances, they never gave up."

## Vice Chief visits Iraq wounded in hospital

**BALAD AIR BASE, Iraq (AFP)** -- The Air Force vice chief of staff traveled to the Air Force Theater Hospital at Balad Air Base May 29 to visit wounded warriors and accompany them on a flight back to Ramstein Air Base, Germany.

Representing Secretary of the Air Force Michael W. Wynne and Chief of Staff of the Air Force Gen. T. Michael Moseley, Gen. Duncan J. McNabb carried a message of appreciation and respect for the dedication and sacrifice of injured military personnel serving in the war on terrorism.

"I don't have the words to express my deep respect and appreciation for your dedicated service to our nation,"

General McNabb told one wounded soldier. "On behalf of all of our senior leaders, I just wanted to thank you."

General McNabb said it was important to meet with and pay tribute to wounded military members serving in the U.S. Central Command region.

"The United States of America is blessed with an all-volunteer force; men and women who willingly raised their hands to defend our Constitution and preserve freedom around the world," the general said. "The selfless work of these young Americans here in Iraq and in Afghanistan is truly shining the light of liberty on countries once shrouded in the darkness of tyranny, and I can't thank them enough."

General McNabb also met with the medical staff of the Air Force Theater Hospital, which is comprised of members from all four services. Historically, 97 percent of the wounded servicemembers who arrive at the hospital survive. However, due to the work of the hospital staff, the survival rate has climbed to 99 percent in recent months.

"There is no greater tribute that can be paid to our wounded military members for their sacrifice than the compassionate steps you all take, 24/7, 365 days a year to save their lives and return them to their families and loved ones," General McNabb said.

One member of the staff, Esther Slewo, took a six-month leave of absence from her job in California to work in the hospital as an interpreter. Ms. Slewo was born in Iraq and yearned to return and serve there. "I want the Iraqi people to have the freedom I have in the United States of America; the freedom of free speech and the freedom to worship," Ms. Slewo said. "I want them to have a good standard of living. If they work together, I know they can accomplish that."

After visiting the hospital at Balad AB, General McNabb accompanied the patients on a flight to Ramstein AB and helped offload the patients onto buses waiting to take them to the Landstuhl Regional Hospital in Germany.



## Who we are:

Summary of current AFEES membership, as compiled by Scotty David:

### EVADERS

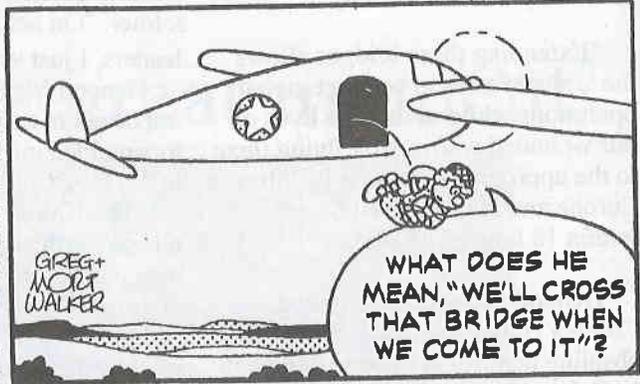
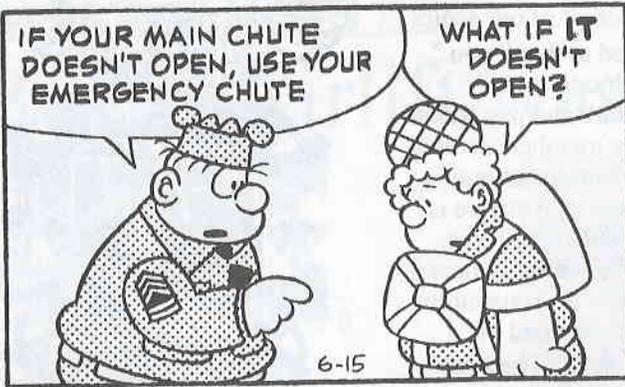
247 8th AF  
 99 15th AF  
 26 9th AF  
 1 10thAF  
 10 12th AF  
 2 13th AF  
 6 14th AF  
 4 5th AF, Korea  
 8 Vietnam  
 1 RCAF (In U.S.)  
**Total, 405 Evaders**

### OTHERS

93 Widows  
 77 Friends  
 75 Descendants  
 30 Helpers in U.S.  
 25 Canadian Evaders  
**Total, 300**

**Grand Total, 705**

Beetle Bailey

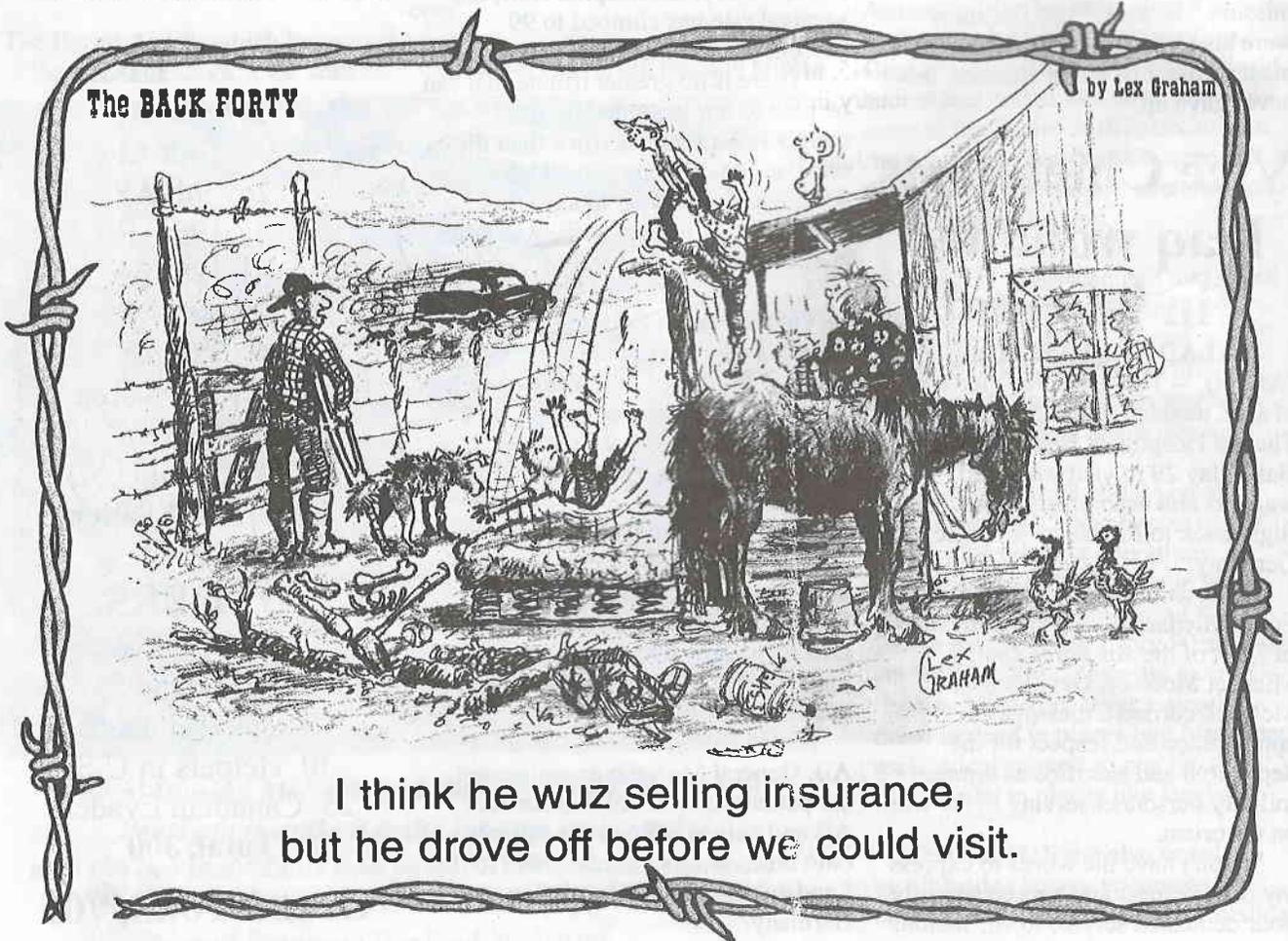


Blondie



The BACK FORTY

by Lex Graham



I think he wuz selling insurance, but he drove off before we could visit.

## Comet line chief 'Franco' took evaders over Pyrenees

The Baron Jean-François Nothomb, also known as Franco, chief of the Comet escape line, died June 6, 2008.

He was born in Hasselt, Belgium, on Jan. 5, 1919. He was recruited for the Comet Line by Georges d'Oultremont in September 1942. In October of the same year, he became the right hand man of Frédéric de Jongh, the father of Dédée, for the French sector.

On Oct. 7, 1942, he started his activity of guide for the airmen in the Pyrenees, working closely with Dédée De Jongh. At this time, he had the important mission to make regular contacts with the British authorities in Spain. He made more than 20 passages over the Pyrenees, convoying by this way 67 allies across the border.

Since the beginning of 1943, he knew very well how all the Comet Line functioned, he regularly went to Paris and sometimes to Brussels. He took the place of Dédée De Jongh in the South after her arrest on Jan. 15, 1943. Afterwards, when Frédéric De Jongh was arrested, Franco became the chief of the Comet Line until his own arrest on Jan. 18, 1944 in Paris.

After being led to the prison of Fresnes, in France, he was brought to Brussels. There, the Tribunal of the Luftwaffe sentenced him to death on July 26, 1944, with Jacques le Grelle, Jacques De Bruyn, Octavie De Bruyn, Albert Mattens and Raymond Itterbeek, five other helpers of the Comet Line.

He was deported to Germany on Aug. 28, 1944, and was liberated by the Allies on April 17, 1945, after a very hard captivity. Later he became a missionary in India, left the clergy and married.

The burial ceremony took place on June 7, 2008, in Rome where he lived the remainder of his life.

## A. RAY KUBLY, 34th BG

Ray Kubly, popular AFEES director for several years, passed away Thursday, June 5, in Watertown, Wisc.

Lt. Kubly (E&E # 2864) was navigator of a B-17G on a raid to the oil refinery at Meresburg on Oct. 7, 1944, when they were hit. They bailed out near Hertengenbosh, Holland.

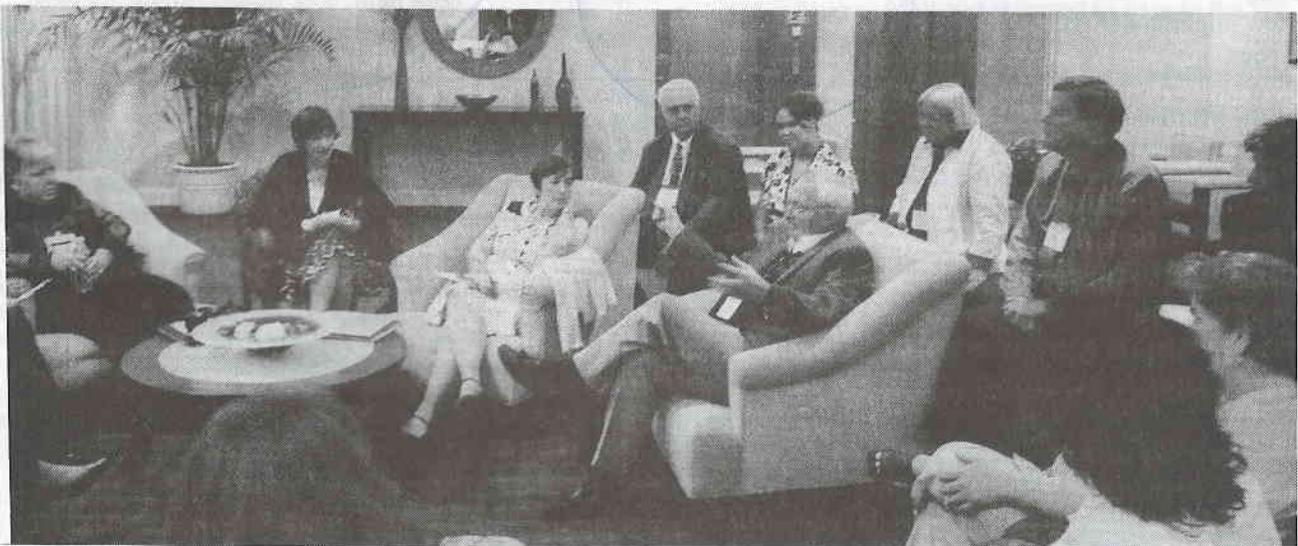
German marksmen fired on them in their chutes and Kubly was shot in the calf of his leg. He and the other wounded spent 19 days as POW in a Dutch hospital. Then he, a C-47 pilot named Jack Murrell, and four others escaped on Oct. 26 by crawling through the heating ducts.

They were given civilian clothes by the Dutch and split up, going to homes on the outskirts of Utrecht.

Their last stop was with Cor Lof who lived outside Barneveld. They stayed there from Dec. 5 until Feb. 19, 1945.

On March 12, 1945, they rowed across the Rhine to the Canadian lines. Ray spent two weeks in Paris and dined one night with General Eisenhower.

Survivors include his wife Ruth.



*Several members of the AFEES extended family met during the Savannah reunion to discuss how to preserve the legacy of our organization. Many of the younger generations and friends present volunteered to serve in leadership roles for a transition team. Other 'future generationers' who wish to have a part in such a project should contact Richard Shandor or Sandy Comstock, both current members of the Board of Directors listed on Page 2.*

## *She's a 'type of angel'*

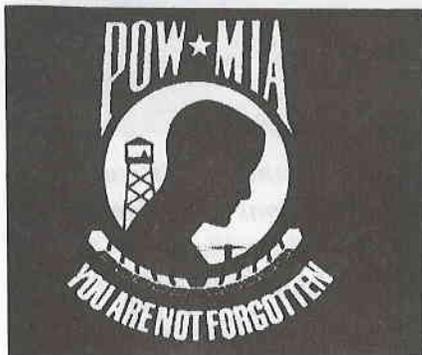
By J. (CO de SWART)  
Historian/Researcher  
The Netherlands

Mrs. Cleo Morrisson is more than a dedicated genealogist, she's the type of an angel a man only now and then meets in his life. Me here in the Netherlands being a researcher on WWII airwar over Europe, I met Mrs. Morrisson via sending an E-mail to a Borger newspaper in a cry for help tracing family of a WWII-airman who originally came from that town. They introduced me to Mrs. Morrisson. I couldn't have had more luck to meet her.

In 2004 she was of decisive help for me, finding the woman who became a widow on Oct. 30, 1943 as her fresh-married husband from Borger TX paid the highest price for his country, dying in the crash of his USAAF B-17 bomber in Holland in my village of birth, De Bilt. This young man's name: Sgt. Edward Leslie Lantron.

(Visit:  
<[www.mighty8thaf.preller.us/gallery/deSwart](http://www.mighty8thaf.preller.us/gallery/deSwart)>).

Mrs. Morrisson didn't only play a key role in tracking down his widow -later remarried-- she also in the fall of 2004 drove all the way from Borger to Goodland, Kan.. to visit Lantron's former widow Wilma together with me and joined me in telling the details of his death in Holland this woman had never known before.



Since that time in 2004 Mrs. Morrisson has assisted me in finding family of another USAAF-airman from the same crew as Lantron's. She succeeded only last April 2008 finding family of that man.

As a result of her work, family of that man were to come May 30 to visit the monument for the American airmen KIA in that crash in Holland.

And now, May 2008, she again with great dedication is helping me finding American family of USAAF airmen of another U.S. WWII plane, with the same intention.

She, a fine woman, is too modest to tell all of these, her un-known noble works of love her self. That's why this Dutchman, who's experiencing the results of her hobby, done with a great sense for history and love for her country and highly respects her, is doing it for her.

*J. (Co de Swart)  
Nijenheim 52-09  
3704BC Zeist  
The Netherlands.*

## Germaine Tillion, French Resistance fighter, dies at 100

*By the Associated Press*

PARIS -- Germaine Tillion, a French World War II Resistance fighter and celebrated anthropologist, died April 19, 2008. She was 100.

Tillion, who wrote about her experiences in a Nazi camp, died at her home in Saint-Mande.

Tillion was sent in 1943 to the camp for women and children in Ravensbruck, Germany, for her work with the Resistance network. She was awarded the Grand Cross of the Legion of Honor, one of only five women to have received such an honor.

She wrote extensively about her experiences in the camp, revisiting through her work the place where her mother died, according to a biography on the Germaine Tillion Association website.

In a 1988 book on the camp, Tillion wrote that she had managed to survive "thanks to luck, to anger, to the desire to bring these crimes to light, and, finally, to the bonds of friendship."

## *A Thank You from Frank*

By FRANK LASHINSKY  
AFEES Vice President

To all of you who responded to the appeal for the Helper's Fund this year, I want to express my gratitude, as well as the gratitude of AFEES itself, for your participation and your donation. Since there was no chance of, repayment for your generosity there were no prizes to win, you obviously showed your dedication to AFEES itself. There were many of you who surely made a sacrifice to be so generous.

There were 284 donations from my letter to 661 on our roster, or 41% who contributed. For comparison last year there were 366 donations from my letter to 678 on our roster, or 54 % who contributed. Because there were more generous individual contribution this year we averaged \$ 26.49 per contribution, compared to \$ 20.47 last year.

Because expenses were lower in 2008, there were no costs for raffle books, and no prizes to pay out, we cleared \$ 7221.63. Last year we cleared \$ 6128.79, since expenses were higher, and prizes were paid out.

This is also my farewell to all of you, we will not make another appeal in this regard. I want all to know, that Dorothy and I are grateful and thank you for making all the hours we spent, in this capacity, so satisfying and rewarding. We could not have wished for a better, more loyal, and generous group to have worked with. **You made it easy**

Jean Baptiste Arhex, 1920-2008

Major figure in Resistance

From *La Depeche du Midi*,  
Haute-Garonne Edition  
May 7, 2008  
Translated by Scott Goodall

With the passing of Jean-Baptiste Arhex, who has died in Paris at the age of 88, the survivors of the many wartime French Resistance groups have lost one of their most remarkable figures. And also one of their most discreet and unassuming.

As one of his former wartime comrades Pierre Benech of Villemur said, "Only his closest friends and collaborators knew how heavily he was involved in the work that he did and how discreet he was in every action that he undertook."

Jean-Pierre Vernant, departmental chief during the Resistance activities leading up to the liberation of Toulouse said that Jean-Baptiste was one of "his closest aides," a man who had worked for the French Resistance from "le premiere heure" which is from the very first moment of the German occupation.

Jean Arhex worked and lived under several *noms de guerre* or codenames such as "Lafont," "Andre" and "Janin." He was in charge of the sabotage teams which destroyed the German aircraft factory "Sncase" after which he was responsible for forming the 1st Battalion of "L'Armee Secrete" or Secret Army of Toulouse. The 2nd Battalion was commanded by Besse, the 3rd Battalion by Gary.

In the autumn of 1943 all his efforts were directed towards the organization of "la Copa" or the finding and localizing of suitable

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*Jean Arhex was the final helper for Clayton David (E&E 674) and Kenneth Shaver (E&E 675) at the foot of the Pyrenees for their crossing into Spain.*

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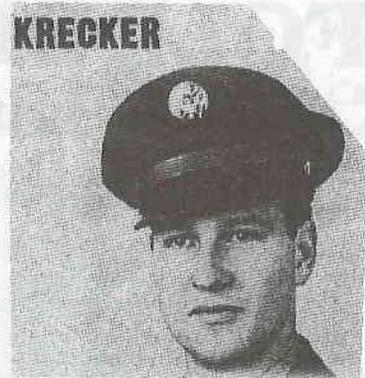
areas in the South-West of France into which much-needed arms, ammunition and supplies could be dropped by parachute from Britain to Maquis Resistance groups involved in the forthcoming liberation of major southern cities.

These areas also included small landing fields from which intelligence agents both French and British were ferried to and from the region of the Midi-Pyrenees.

"In spite of his very active part in the core of the French Resistance," said Pierre Benech, "Jean's biggest regret was that he was not able to participate in the liberation of Toulouse. By the time that happened Jean had been flown to Britain and was actively engaged in a parachute training course in the north of Scotland.

The funeral (cremation) of Jean-Baptiste Arhex took place at the Pere-Lachaise Cemetery in Paris. His ashes will be taken to the Pays Basque, country of his origin and birth.

*Jean and Paule Arhex visited the Saint-Girons museum last August. For an account of that visit, see Winter 2007-08 Communications, Pages 20-23.*



RICHARD H. KRECKER  
1922-2008

Richard H. Krecker, E&E 776, of Lower Gwynedd, Pa., died March 1, 2008. He was the husband of the late Shirley B. Krecker and the father of three children who survive.

After attending Temple University for one year, he served in World War II as a radio-man/gunner with the 447th Bomb Group.

While on a mission over Germany on March 14, 1944, his B-17 was shot down over occupied France. His evasion and escape over the Pyrenees into Spain was facilitated by members of the French Underground. He stayed for several weeks with Jean and Margo Vidal of St. Vrain.

He arrived in Spain at the end of May and returned to base in the UK on June 25, 1944.

After the war, he graduated from the Museum School of Art in Philadelphia.

THORNTON CARLOUGH  
15th Air Force, 460th BG

Thornton Lee Carlough, 87, of East Hartford, Connl., died Saturday, April 5, 2008, at his home.

He attended Columbia University and enlisted in the Army Air Corps following Pearl Harbor.

1st Lt. Carlough (B-24 "Lucky Strike") was shot down April 15, 1944, on a mission to the Ploesti oilfields. When he bailed out over Vidin, Bulgaria, he was captured when he landed in a schoolyard. He was able to escape three days later when they were ambushed by Chetnik guerrillas.

He fought with the Chetniks and a British unit before being evacuated by the RAF. He completed his tour with the 460th BG, based in Italy.

An Eagle Scout, he remained active after the war in the Boy Scouts of America and was proud of a son and grandson who became Eagle scouts.

Survivors include his wife of 64 years, Hazel (Smith) Carlough, a daughter and a son.

**-FOLDED WINGS-****Service honors  
General Lyle****MEMBERS**

- #1838 James R. Anslow, Friendwood, Tex., 467th BG, 2008
- 15th AF Thornton Lee Carlough, E. Hartford, Conn., 460th BG,  
April 5, 2008
- #32 Lee Fegette, Dallas, Tex., 303rd BG, October 2007
- #113 Philip J. Fink, Lancaster, N. Y., 388th BG, March 14, 2008
- #694 Thomas J. Grima, Metairie, La., 389th BG, May 23, 2008
- #409 Elton (Pete) Hoyt III, Mentor, Ohio, 379th BG, June 1, 2008
- #776 Richard H. Krecker, Lower Gwynedd, Pa., 447th BG,  
March 1, 2008
- #2864 A. Ray Kubly, Watertown, Wisc., 34th BG, June 4, 2008
- 12th AF John W. Martin, Broomall, Pa., 321st BG, Feb. 8, 2008
- POW Frank P. McGlinchey, Bayonet Point, Fla., 100th BG,  
Jan. 8, 2008
- #242 Harold E. Thompson, Longbranch, Wash., 388th BG,  
Feb. 28, 2008

**FRIEND**

M/Gen. L. E. Lyle, Hot Springs, Ark., April 6, 2008

**HELPERS**

Jean-Baptiste ARHEX, Paris, France, May 2008

Nico DOHMAN, Holland, Feb. 16, 2008

Jean-Francois NOTHOMB (Franco). Rome, Italy, June 6, 2008

**CHANGE OF ADDRESS**

John Kapteyn "H", 13169 S.E. River Road, Apt. 104 P.H.,  
Portland, OR 97222. Ph.: 503-652-6702

<johnkapteyn@yahoo.com>

A memorial service for Major General Lewis Elton Lyle, founder of the Eighth Air Force Museum, was conducted in the Chapel of Fallen Eagles at the museum on May 16.

General Lyle was born June 22, 1916, and passed away on Sunday, April 6, 2008. He lived in Hot Springs, Ark.

At the service, Dr. Walter Brown discussed the life of General Lyle and Lorenzo Grant, who entertained at the AFEES reunion in April, sang "America the Beautiful" and the National Anthem.

Those participating in the candle-lighting ceremony included Buck Shuler, Yvonne Daley-Brusselmans and Dr. Brown.

The Savannah Pipe and Drum Corps provided music for the processional and the recessional.

General Lyle was interred at Arlington National Cemetery, Washington, D.C., on June 5.

**JOHN W. MARTIN  
12th Air Force**

John W. Martin, 88, of Drexel Hill, Pa., an Air Force pilot whose plane was shot down over Italy during World War II, died Feb. 8.

Mr. Martin was a mechanical engineer for Gulf & Weston Industries before his retirement.

During WWII, he was co-pilot of a 321st BG B-25 from which he was forced to parachute when it was struck by enemy fire over Italy in 1944.

All the other crewmen landed in a populated area and were immediately captured.

Lt. Martin received immediate assistance on landing from Carlo Picchi, who led him to the Italian Partisans. He was escorted to the front lines and taken through the lines at night near Viarreggio, guided by a shepherd named Bainetta.

He was a member of AFEES and the VFW, where he served as an officer.

M/G Lewis Lyle, 1916-2008

# The 8th loses a great leader

From the Savannah, Ga., *Morning News*,  
April 10, 2008

Major General Lewis Elton Lyle of Hot Springs, Ark., passed away Sunday, April 6, 2008. He was born June 22, 1916.

He joined the Army Air Corps, graduating from pilot training school in 1941. Upon activation of the 8th Air Force in January 1942, he was assigned to the newly-formed 303rd Bomb Group, eventually becoming commander of the group.

He later became commander of the 379th Bomb Group. He flew three consecutive combat tours and did not return to the U.S. until the war ended in May 1945.

During the war, General Lyle flew more combat missions than any other lead pilot and he was officially credited with 76 bombing missions. During his distinguished military career, General Lyle was awarded 23 combat medals.

In 1950 he began a 16-year run in the Strategic Air Command, holding various command and staff positions, including commander of the jet combat wing (RB45s), two bomber and one missile division.

He retired from military service in 1967 and from 1967 through 1972, he was a senior executive for Northeast Airlines, attaining the position of vice president and general manager.

General Lyle had a passion to remember those



**MAJOR GENERAL LEWIS LYLE**

who offered their lives for the freedoms and liberties that Americans enjoy today. In 1985, he formulated a plan to build a museum and memorial to serve that purpose.

After many long years of work, the Mighty Eighth Air Force Museum was founded in 1992, and was dedicated to the preservation of the heritage of the men and women of the 8th Air Force.

*New address? New phone? Clayton needs to 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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COMMENTS \_\_\_\_\_

\_\_\_\_\_

# The editor has the last word

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

WICHITA FALLS, Tex.-- AFEES may not be shut down in the near future. There was a move from a determined group of the young folk at Savannah who seem to have the gumption and the talent to carry on!

There are more than 400 evaders on our membership rolls, along with hundreds of family members, friends and so on.

Our slogan has been **WE WILL NEVER FORGET**. We owe our existence to the brave patriots of occupied countries who made our evasion possible. It seems to me that we cannot, in good conscience, abandon our heritage at this stage.

However, perhaps we should scale down our reunions. Have a mini-reunion in a central U.S. city with easy aerial access.

So, the word from this corner: **AFEES LIVES!**

Franco (Jean Nothomb) is gone. The Comet line chief passed away last week in Rome, where he had made his home for several years.

After the war (See story on Pg. 27), he joined the Fathers of Charles de Foucauld who sent him to work in the Algerian desert and among the Indians in Venezuela for six years. He then became ill and returned to Rome where he married Anna, his nurse. They had two daughters.

On his way home from the Savannah reunion, Milan Buros, well-known Slovak helper, stopped in Miami. He visited with Vera Aster, the American Airlines agent who helped him recover his lost wallet last year, and with a good Slovak friend, Leslie Hudec.

Leslie has lived in the U.S. since 1970 and is an accomplished piano player, and has played for President George and Laura Bush.

From September 1944 until the

end of the war, Leslie was a member of a Partisan group in the combat part of Slovakia.

He had a part in the evacuation of Allied fliers in the fall of 1944, at the Triduby airfield (3 Oaks).

An Italian researcher is seeking information on two American pilots who were rescued by Partisans in his home town near Monte Carlo.

On the night of March 16, 1945, Lt. Lauren Erickson, P-38 pilot, and Lt. Ardell Klemme, B-25, were taken by boat about 15 miles to French territory.

One of the Partisans, 18 years old at the time, is still alive and remembers the facts well. Please contact: Giuseppe Fiorucci, via Col. Aprosio 205, 18019 VALLECROSA, Italia, if you can provide any information about the two pilots.

The death of Sidney Pollack, the Oscar-winning film director, has brought back memories to an AFEES Friend and neighbor of mine, Tom Danaher.

Tom, a Marine pilot in the Pacific

during WW2, flew a 1929 De Havilland Gypsy Moth in Kenya for Pollack's filming of *Out of Africa*, 1985 film which starred Meryl Streep and Robert Redford.

The Euro-NATO Joint Jet Pilot Training program at Sheppard AFB here is phasing out the T-37 Tweet, which has been the primary pilot trainer for nearly 50 years.

It is being succeeded by the T-6A Texan, which has more modern avionics.

## KEEP READING:

Morris, an 82-year old man, went to the doctor to get a physical. A few days later, the doctor saw Morris walking down the street with a gorgeous young woman on his arm.

Couple days later, the doctor spoke to Morris and said, "You're really doing great, aren't you?"

Morris replied, "Just doing what you said, Doc.: 'Get a hot mamma and be cheerful.'"

The doctor said, "I didn't say that. I said, 'You've got a heart murmur and be careful.'"

## NEW HELPER

Leslie Hudec "H", 1981 SW 83rd Ave., Deerfield Beach, FL 33324

Ph.: 954-888-7714

(Slovak Partisan)

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