

# THE AIR FORCES ESCAPE & EVASION SOCIETY

Spring 1995 *Communications*

Volume 8 - Number 2

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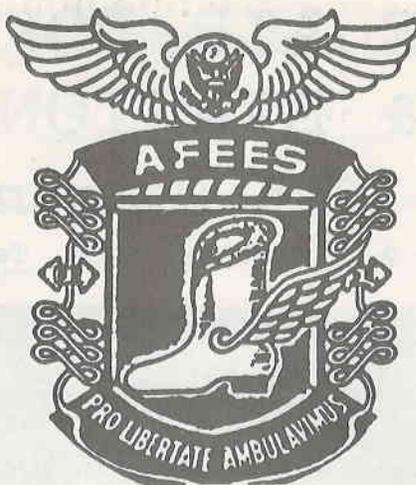


LESLIE A.G. ATKINSON

*Man of the Year, 30 times over*

See Pages 4 and 5, this issue

# AIR FORCES ESCAPE EVASION SOCIETY COMMUNICATIONS



Volume 8 -- Number 2

Spring 1995

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**AFEES COMMUNICATIONS IS THE OFFICIAL JOURNAL OF THE AIR FORCES ESCAPE & EVASION SOCIETY.**

AFEES IS A TAX-EXEMPT VETERANS ORGANIZATION UNDER IRS CODE 501(C)(19). IT WAS FOUNDED IN 1964 AND IS CHARTERED IN THE STATE OF GEORGIA. THE SOCIETY'S PURPOSE IS TO ENCOURAGE MEMBERS HELPED BY THE RESISTANCE ORGANIZATIONS OR PATRIOTIC NATIONALS TO CONTINUE EXISTING FRIENDSHIPS OR RENEW RELATIONSHIPS WITH THOSE WHO HELPED THEM DURING THEIR ESCAPE OR EVASION.

ELIGIBILITY REQUIRES THAT ONE MUST HAVE BEEN A U.S. AIRMAN, HE MUST HAVE BEEN FORCED DOWN BEHIND ENEMY LINES AND AVOIDED CAPTIVITY, OR ESCAPED FROM CAPTIVITY TO RETURN TO ALLIED CONTROL. IN ADDITION TO FULL MEMBERSHIP, OTHER CATEGORIES OF MEMBERSHIP ARE: HELPER MEMBERS, AND FRIEND MEMBERS.

## Thanks from the Harris's

Howard and Jeanette Harris want to say "Thanks" to you for the support given them while they had the PX and to ask all the members to give the new PX officer Frank McDonald that same support.

The PX is a source of much needed funds for the helpers. They urge all to be generous.

The PX has a good supply of items and Frank is willing and ready to fill all orders.

## Smithsonian replaces Enola Gay exhibit

At a news conference Jan. 30, Smithsonian Secretary I. Michael Heyman announced that the National Air and Space Museum exhibition "The Last Act: The Atomic Bomb and the End of World War II," scheduled to open in May, would be replaced.

"The new exhibition should be a much simpler one," Heyman said, "essentially a display, permitting the Enola Gay and its crew to speak for themselves. The focal point of the display would be the Enola Gay. Along with the plane would be a video about its crew. It is particularly important in this commemorative year that veterans and other Americans have the opportunity to see the restored portion of the fuselage of the Enola Gay."

## DUES may be due!

We do not expect widows of our members, or our helpers, to pay dues to AFEES. Our helpers paid their dues 50 years ago.

We do need annual dues of \$20 from members and friends who have not paid a life membership.

We operate on a calendar year basis. If your membership card does not show dues paid to 1996, which takes care of 1995, then you should be sending a check, payable to AFEES, to Clayton and Scotty David, our membership committee. You may call them at (314) 221-0441 if you have a question about your dues. There is no answering machine.

Contributions for the "Helper Fund" are accepted anytime. Life Memberships are still only \$100.

# AFEES-RAFEES (Canadian Branch)

## JOINT MEETING

SEPTEMBER 21, 22, 23, 1995

ROYAL YORK HOTEL

100 FRONT ST WEST

TORONTO, ONT. CANADA

AT OUR 1994 ANNUAL MEETING IN FORT WORTH TX. THE MEMBERSHIP VOTED TO HOLD OUR 1995 ANNUAL MEETING JOINTLY WITH OUR CANADIAN FRIENDS OF THE ROYAL AIR FORCES ESCAPING SOCIETY.

THE FOLLOWING SCHEDULE HAS BEEN AGREED UPON WITH THE CANADIANS AND IS HERE-BY PRESENTED FOR YOUR FUTURE PLANNING.

THE PACKAGE COST WILL BE \$269.00 U.S. PER PERSON DOUBLE OCCUPANCY.  
\$349.00 U.S. PER SINGLE, TAMARAC TRAVEL  
WILL PAIR UP SINGLES WHERE POSSIBLE

THE PACKAGE WILL INCLUDE:

REGISTRATION FEE

3 NIGHTS AT THE ROYAL YORK HOTEL SEPT. 21, 22, 23, 1995

JOINT RECEPTION 6:00PM THUR. SEPT. 21, IMPERIAL ROOM

JOINT BREAKFAST BUFFET, FRIDAY SEPT. 22ND

AFEES MEMBERSHIP MEETING 9:00AM FRIDAY SEPT. 22ND

JOINT LUNCHEON AND AUCTION FRIDAY SEPT. 22ND

JOINT SIT DOWN BREAKFAST-PLATED, SATURDAY SEPT. 23RD

JOINT GALA BANQUET SATURDAY EVENING SEPT. 23RD.

CONTINENTAL BREAKFAST, SUNDAY SEPT. 24TH

THERE WILL BE AN OPTIONAL TRIP TO NIAGARA FALLS ON SATURDAY SEPTEMBER 23RD AT A PER PERSON COST OF \$54.00 U.S.

THIS IS A PRELIMINARY NOTICE TO PERMIT YOU TO PLAN YOUR SEPTEMBER SCHEDULE. FINAL INFORMATION AND REGISTRATION FORMS WILL BE MAILED TO ALL AFEES MEMBERS AROUND THE FIRST OF JUNE.

ALL RESERVATIONS AND PAYMENTS WILL BE MADE TO:

TAMARAC TRAVEL INC.

5853 N. UNIVERSITY DRIVE

TAMARAC, FL 33321-4633

Phone 1-800 228 9690

TAMARAC IS PREPARED TO OFFER FULL TRAVEL AGENT SERVICES TO THOSE WHO ARE INTERESTED IN FLYING TO TORONTO. FOR THOSE DRIVING, CROSSING THE BORDER IS ROUTINE, NO PASSPORTS REQUIRED. PARKING IS AVAILABLE AT THE HOTEL.

BOARD OF DIRECTORS MEETING WILL BE ON THURSDAY SEPT. 21, AT 3:00PM

# Thanks, Leslie, for bringing us together!

(PHOTO ON COVER)

By RALPH PATTON

Leslie Atkinson is known by AFEES members as our representative in Europe, but to those of us who have worked with him these past 30 years he is much more than this. It is safe to say that "without Leslie Atkinson AFEES would not exist." He is the spark that kept us alive in the early days; he is the fountain of knowledge that feeds our thirst; he is the unimpeachable source of data on Airmen and Helpers.

Leslie has helped a great number of AFEES members locate their Helper and he has been the moving force behind many an emotional reunion of Airman and Helper.

Long before AFEES was founded, Leslie had made considerable progress towards starting "The Air Force Rescue Association". This association came to my attention when I read the following letter in the July 1963 issue of Air Force magazine:

## RESCUED FLYERS SOUGHT

Gentlemen: I want to revive the bonds of friendship created during World War II between American airmen shot down in Europe and people who helped them by means of an 'Air Force Rescue Association.' The aims are to:

1. Unite all aviators who were rescued in the Association, as well as other persons who may be interested in such a project.
2. Establish contact once more with those people in Europe who participated in assisting American flyers.
3. Establish between the aviators and those who helped them a system of friendly exchanges through correspondence, a magazine, visits and meetings.

The object I have in view is to make a call to the rescued aviators for a broad and friendly team to make this project a solid and dynamic reality.

Signed,  
Leslie Atkinson

I contacted Leslie by letter dated Jan. 29, 1964, seeking help in planning the first reunion of AFEES in Buffalo, N.Y., in June 1964. Since that first contact, Leslie Atkinson has been a vital arm of AFEES. Although AFEES is in the image of Leslie's grand idea, we probably have disappointed him in that we have not attained the international stature he envisioned.

Most AFEES members are not aware that Leslie is a true hero of the Resistance and a bona fide Helper of American Airmen. The following is a direct quote from a letter written in 1953 by now deceased AFEES member Earl O. Smith:

"After getting clear of the Germans, and being in the field for some time without food and medical assistance, I was in rather desperate strait even though I had made initial contact as indicated. Mr. Atkinson immediately took charge of the situation and arranged transportation, food, clothing, identification and medical care and subsequently rendered invaluable assistance in preventing the German Occupation Forces from apprehending me. This was accomplished at considerable risk to him and his immediate family without any thought of payment for the services.

"To my personal knowledge, Mr. Atkinson was assisting four other airmen during this period. Various people with whom I came in contact spoke very highly of him and told me that he had aided numerous airmen during the war. I was also informed that he had been a Senior Sergeant in the French Air Force at some earlier date and had used his military background to great advantage in harassing the Germans."

Similar letters from American airmen are in the AFEES files. Before becoming a Helper, Leslie was active in sabotaging German installations and railroad facilities. After the invasion he served as a First Lieutenant liaison officer and translator with American combat units.

Leslie retired several years ago as plant engineer for Thompson C.S.F. in a Paris suburb. Shortly thereafter he and Renee moved to the South of France where they currently live. They are the parents of four boys and grandparents several times.

It takes the hard work of many people to build and operate an organization such as AFEES and it is dangerous to single out one individual as the most important, or the hardest worker, but few can doubt that Leslie Atkinson is our "Man of the Past 30 Years".

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# er! AFEES history dates back to '64

By CLAYTON C. DAVID

## In the beginning . . .

Before 1961 a Frenchman by the name of Leslie Atkinson, a Reserve Captain in the French Air Force, a member of the executive committee of the Army Resistance Organization, and a helper for Allied airmen, was inspired by the brilliant work accomplished by the British Royal Air Force Escaping Society. It became his desire to create an association that would bring together American aviators who had escaped from enemy-occupied territory and their European helpers. With the help and advice of many people, Mr. Atkinson's efforts resulted in the "Air Force Rescue Association" being formed in France.

By July 1, 1963, the project had been approved by the U.S. Embassy in Paris, the U.S. Air Force in Europe, and the President of the French Republic.

On Nov. 16, 1962, a reception was given in Paris by the Liaison Office of the U.S. Air Force in honor of the A.F.R.A. project and for persons interested. Leslie Atkinson explained the project.

Soon afterward, General De Gaulle abandoned NATO and Leslie's contacts were lost.

Atkinson's personal drive to fulfill an objective kept him going. He advertised in Europe and found many helpers. He advertised in the States and received a few replies.

In early 1961 Ralph Patton went back to France and followed his escape route to Guingamp. There he met Mathurin Branchous, the province underground leader who had a list of names and last known addresses of all Americans who had escaped by way of "Operation Bonaparte."

When he returned home, Ralph contacted two other men from Buffalo, N.Y., who were on the list--John T. Emery and Fred T. Schmitt. These three men got the ball rolling for a reunion of all the evadees to honor those who saved their lives. They proceeded with plans for a reunion at Buffalo on May 15-16, 1964, to honor their benefactors.

Letters went out and encouraging letters were received from evadees. With families, 56 people attended the reunion, including 32 evaders, 7 helpers and 1 from Canada. That list included names of founders and early supporters of AFEES.

In the January 1964 issue of *VFW Magazine*, Leslie's ad appeared on the same page with one from Ralph K. Patton seeking contacts from "those who escaped from Plouha on the Northern Coast of Brittany". Contact was established between Ralph and Leslie and they began communicating about their common interests. When Ralph and Leslie were confident of each other, and after the Air Forces Escape & Evasion Society had been formed at the reunion in Buffalo, their roles took on a new perspective. Mr. Atkinson gave Ralph the names of the airmen he had in the U.S. and Leslie concentrated his efforts with the helpers he had in Europe. Leslie considers the first apex of their work together was the great meeting in France in 1969.

Leslie Atkinson extended his contacts in Europe beyond

France. He corresponded with officials in Belgium, Holland, Norway, Italy and other nations, planting the seeds of a dream. Helpers in Holland and Belgium have organized within their countries and have played a major role in the development of ties with the AFEES organization.

Belgium, thanks to "Comete", sent a delegation of 61 to the U.S. in 1974. With celebrations in Detroit, Washington and New York City, they toured from Oct. 7 to 13. Twenty evaders and family members joined the Belgians at the Birmingham Country Club in Michigan and increased the total present there to 92.

Ralph Patton also developed ties with the Royal Escaping Society of Canada. The joint reunion at Toronto this fall may be the biggest and most memorable for all us airmen and helpers.

The AFEES contingent totaled 33 when they met with the 8th Air Force Historical Society in Phoenix in 1979 and 50 when the 8th met in Orlando in 1980. In 1982, 28 helpers attended the annual meeting of the 8AFHS in Cincinnati and several appeared on the program. A reunion was held at the Vista Hotel in New York with 10 members and 4 helpers living in the U.S. present. The total attendance was 21.

That small turnout was too much for Scotty David. She volunteered to find and recruit evaders in the States. Armed only with a list of 3,000 names, Scotty began her search. It developed that 576 of the names on the list were not Air Force evaders. But by 1986, AFEES had about 400 members and held its first annual meeting in Atlanta with a total attendance of 170.

Since then, more information has become available. Gil Millar programmed and logged in millions of bits of information, and great progress has been made. Membership reached 949 in 1994, including some 175 men from the 15th and other Air Forces, who were not on the original list.

The roster has been reduced to 856 due to deaths and people moving without providing us with a new address. New members continue to be located and there are still men out there who should know that our current list of known helpers world wide now exceeds 650.

Before his death last June, Harry Dolph logged in much information on his computer besides publishing the newsletter. Since then, Clayton and Scotty David, the membership committee, have worked to up date and verify the mailing lists for AFEES and Helpers. There work is coordinated with the computerized information that Gil Millar, Ralph Patton and Frank Lashinsky are recording for the society, hedging against the loss of data at a single computer station.

When you have a chance to help with current information, a new prospective member, or a word of encouragement, don't hesitate. That is all it takes to keep wings on the AFEES aircraft.

Could it be possible that we might have children and grandchildren ready to carry our dreams into the future and keep our common interest alive for generations to come?

It is possible; only time will tell!

# Back to France, 50 years later

By Merrill A. Caldwell

And the many years pass on. I was discharged from the Air Force in October 1945 and like many of my fellow crew members shot down and literally saved by the French underground, I failed to keep in touch with my French helpers in the years that followed.

My helpers were M. & Mme. Bredin of Noyon, France, watching over me as a 20-year old lad for an unplanned stay during World War II. They hid me for 4 months and never once showed me anything but kindness, affection and consideration. They were like parents to me. Back then, I did not think of the suffering from starvation and execution in the German concentration camps which would have been endured by the French comrades for aiding American evadees and escapees. Yet as time brought maturity, I began to realize the magnificence of the French patriots and the feeling that had been engrained in my heart and mind for them through the years. I was both proud and humble to have known them.

The history occurs and time waits for no man. Our stories are repeated over and over to our children, our grandchildren, and others who have been part of our lives. And true it is that what you are now is what you were when. I looked back and then looked forward and soon I was in touch with four members of my crew (Henry Ford Wilson, Mike Ruta, Wendell Oge, and Carl Heeseler). I reunited with Henry, Mike, and Oge during a 1993 AFEES Reunion in St. Louis. It was then that I had the privilege of meeting two French helpers, Marcel & Louis Ledanois. The Ledanois family not only provided a safe house for Henry and Mike, but moved many of us to our respective safety.

The missing link was being in France and the best laid plans were soon to become a reality. I corresponded with Henry Ford Wilson and Louis Ledanois regularly. The goal was set to return to France on the 50th anniversary of the

downed Silver Slipper, June 7, 1994. My wife and I met Henry in France as scheduled and began our well planned itinerary developed by Louis Ledanois.

The first few days proved to be very emotional. After we found the Bredin house, we were told that M. Bredin had died in 1965 and Mme. Bredin passed away in 1984. What we had feared was true. The next three days were spent visiting the Delcroix sisters, Suzanne and Marie Louise. A third sister, Paulette, expired in 1981. These French angels eluded the Germans while helping Henry and me to be placed in safe houses. The reunion was a happy occasion. Although saddened by the loss of Paulette, we were fortunate to meet her daughter and grandchildren. All of us attended a special mass in our honor in a small cathedral in Larbroye. Another celebration occurred at the city hall in Noyon.

We returned again to the Bredin home in Noyon and its history unveiled.

## An emotional journey

Bob and Mary Helen Grimes, of Fairfax, Virginia, returned to France and Belgium to participate in a ceremony, in Belgium, to commemorate the 50th anniversary of their plane having been shot down. Bob wrote a graphic description of the many ceremonies and emotional meetings he attended. He writes:

At times I wondered why I was there reliving the past. I had periods of deep sadness, particularly upon unveiling a marker or a plaque to honor my crew members, Arthur Pickett, Jerry Nawracaj, Fred McManus and Carl Janser. McManus, my radioman, received a shell in the head. I received one in the leg. The parachute of Art Pickett, my co-pilot, did not open properly and he was killed, yet mine opened and I landed safely.

Ted Kellers, my aerial engineer, made it all the way to the Pyrennes from Belgium and then was caught by the Germans and spent the rest of the

I soon learned that the Bredin family included a daughter, unknown to me through all those years. Her married name was Cercus and she still resides in her parent's dwelling, my safe house. As another pleasant surprise, there were two sons born to the Cercus family ... the Bredin grandsons. As their mother was hospitalized for a leg injury at the time of our visit, the brothers met and guided us through our home away from home. I once again entered the attic where I hid, this time with my wife and with far less fear.

Much pain dwells within me that I could not have visited earlier and shared my inner feelings with M. & Mme. Bredin. I know the Bredins loved me as much as I loved them. I waited too long and did not allow myself the time to share those feelings. For that omission, I will have to live my remaining days with an empty feeling for not following my conscience.

war in a Prisoner of War camp. Although I was caught twice by the Germans, each time I managed to pass as a good Belgian or a Frenchman.

Jim Burch, my companion crossing the Bidossa River in the Pyrennes, was swept downstream and drowned. Although I too lost my footing, somehow I recovered and made it across the river into Spain where I was captured.

Some of our Belgian and French friends who helped me and my crew were later captured and killed, yet six of our crew survived and lived to return to their families.

When my navigator, Jim McElroy, wrote about his experiences he titled his story *Lucky Jim* and so he was. I don't know if I was lucky or just fortunate enough to have passed along this way so that I would have great memories of many wonderful people. I do know this trip was an extremely emotional journey into the past which my wife and I will never forget.

# Charles Leonard downed in Burma

(Memo with C. I. Leonard's Membership Application)

On Dec. 8, 1944, while in a 60th Fighter Squadron P-47 Thunderbolt on a strafing and bombing attack, my ship was hit by Japanese AAA some 50 miles south of Bhamo, Burma. The plane's high-speed impact with the jungle tree tops left me unscathed but produced enough disturbance to raise the interest of some of the Japanese 18th Infantry Division's elements frolicking nearby. A chase ensued.

Running along a jungle path away from my noisy pursuers, I unexpectedly encountered a group of four heavily armed Katchin natives who also were apparently looking for me. After a few tense moments of I.D. checking (they recognized my *blood chits*, but I had no idea of their allegiance), they suddenly started pushing me through the underbrush, away from the path I had been following.

Soon I found myself in a jungle clearing facing a fifth native. Unfortunately, he too apparently spoke no English. He disappeared for an hour and then returned with a penciled note on brown paper directing me, in English, to follow his instructions, "without exception." [Months later, in Washington, D.C., I was told that this mangy looking man, who spoke not a word to me in English, was an Eton and Oxford graduate

## Belgian infiltration subject of new book

Michael M. LeBlanc is writing a book about German infiltration of the Belgian escape lines.

He says, "My research has moved very well and I have now been in touch with about 50 former airmen arrested in Antwerp and Brussels. Their stories, along with those of some of the Helpers and the interrogation reports of Rene van Muylem and Co. of the Abwehr, have allowed me to piece together a good part of the escape line picture between Holland and Belgium in 1944."

and a British 101 operator. He was known for his trick of leaving escapees for awhile, going off into the jungle, writing notes on scraps of brown paper and then returning with their special instructions.]

For the next two days I traveled with these five men as we took what appeared to be a scenic, but circuitous, tour of Central Burma. They scooted, and I trudged, over low-lying hills, through heavy jungle, and wide spaces of elephant grass. After dusk we entered tiny villages where I spent the night (dare I say asleep) hidden alone, wedged between the secret double floors of the one "big Basha" that housed each village's head man. Twice, Japanese patrols, shouting and jabbering, moved with their torches only a few feet below my refuge.

The third morning I was taken to a small jungle opening of marsh and elephant grass. It was approximately the size of a football field. As our group stepped out from the tree cover, an L-5 single-seater came roaring over the tree tops and dropped at our feet.

## REUNIONS

The 449th Bomb Group (WWII) will hold its eighth reunion in Williamsburg, Va., September 5-9, 1995. Contact: Lee F. Kenney, 149 Augusta Way, Melbourne, FL 32940--(407) 242-8654.

The 485th Bomb Group AAF, 15th Air Force which was based at Venosa, Italy, will conduct its 31st annual reunion Sept. 12-18, 1995, Wyndham Paradise Valley Resort, Scottsdale, Ariz.

For further information please contact Earl L. Bundy, chairman, 5773 Middlefield Drive, Columbus, Ohio, 43235.

Members of the 94th Bomb Group, 8th Air Force--The Big Square A-- will hold a reunion 3-8 October, 1995, at the Wyndham Hotel in San Antonio, Tx.

Contact Wade C. Wilson, 1941 Harris Ave., San Jose, CA 95124-1017. Phone (408) 377-4787.

As a pilot, I knew better than to believe what I was seeing. Sgt. Carl W. Hughes was real however, and waved me into the aluminum stretcher situated behind him in the tiny plane. I lay down and tightened the body straps.

Suddenly 15 or 20 Katchin natives appeared from the jungle and as the pilot turned the plane around in readiness for take-off, the natives held onto the plane's wings and tail as long as possible. When full throttle was reached, at a signal from Sgt. Hughes, the plane burst from the many hands holding it back as we sprang into the air and brushed the tree tops in a steep climb. Before noon, I was back in Myitkyina.

Charles I Leonard  
425 E. 74th St., Apt. 6A  
New York, NY 10021

## Dedication set for control tower

The 8th Air Force Memorial Museum Foundation has announced that the formal dedication of its "8th Air Force Memorial Control Tower" will be held on Saturday, April 22, at the AF Museum in Dayton, Ohio.

The control tower, an exact replica of the type used at all the 8th Air Force stations in England during World War II, is located at the entrance to the world's foremost aviation museum at Wright Patterson AFB in Dayton.

Basic construction on the \$250,000 project is finished, only the equipping and landscaping remain to be completed.

The completed tower will include 60 original bricks from former 8th AAF air fields in England. A map of East Anglia will be provided inside the tower and each brick will be positioned to indicate the location of the respective air field.

## TO GET YOUR MEDALS

If you need medals earned but never received, get a Standard Form 180, "Request Pertaining to Military Records," from a VA office or a local veterans' organization.



# AIR FORCES

## Escape & Evasion Society

Gentlemen of AFEES and their Ladies:

Time flies, even though most of us have followed a more passive existence of late. Seems hard to realize that some of the most adventurous times that we've experienced occurred a half century ago. Those able to read these words certainly have proved that they've got sticktoativeness, a longevity none of us would have bet upon.

Anyhoo, we're still around and members of a fine organization dedicated to maintaining our affection and overwhelming gratitude to those who risked all they held dear to help us during our time of need during WWII.

The dates fly by and September in Toronto draws ever closer. Plans have been firmed up and the mutual reunion, held by AFEES and the RAFEES-Canadian groups will take place at the Royal York Hotel in Toronto, starting with registration on Sept. 21 and an evening cocktail party. Along with other activities, the auction is scheduled for noon on Friday the 22nd, with the final banquet dinner on the evening of the 23rd. (See Page 3 for details).

It has been agreed by your officers and directors that AFEES will again attempt to host all Helpers directly associated with members. While all friends of AFEES are welcome, our treasury is limited and an unusually large number of Helpers might drain what financial resources we have. Therefore, we ask guests who can, please offer to cover your hotel and banquet costs, along with whatever activities are planned.

AFEES members with visiting Helpers should be conscious of their Helpers' needs and alert your officers to any special condition that might arise. We want you to attend at Toronto, whatever your financial straits might be!

Chairman Ralph Patton is our direct contact man with the Canadians and will be working to get reservation notices and related information into the hands of members and Helpers as soon as possible. Adequate time allowance and good old effort will result in the finest AFEES reunion yet and the novelty of sharing the occasion with our Canadian friends should make it all that more enjoyable for all.

There will be another newsletter or two published before the Toronto reunion. All monetary donations should be directed to Clayton David, membership chair, or Paul Kenney, treasurer.

Stay in good health and spirits until we see your smiling faces again!

JIM GOEBEL, JR., President

## We have a chance in KLM contest

On October 14, 1994, KLM, in a full-page ad in USA Today, announced their "Bridging the World Contest." The award is to be 2,000 tickets to KLM or Northwest Airlines destinations. KLM will choose the 10 most original ideas that best illustrate their theme "Bridging the World." We have received official acknowledgement of the receipt of our entry, but we will not know anything until late February. The following is a copy of our entry:

KLM Bridging the World Contest  
P. O. Box 750  
1000 AT, Amsterdam  
The Netherlands

Dear Contest Judges:

Our society is made up of former American Airmen who were shot down over occupied Europe in 1943-1945 and with the help of various underground groups evaded capture to return to Allied control. More than 100 of our members were shot down over Holland and were helped by Dutch underground organizations.

By an interesting coincidence, many of our members will be celebrating their 75th birthday during the period of KLM's 75th anniversary celebration. In addition, aviation and flying have been in our blood for many of those 75 years.

We know that Holland will celebrate the end of World War II in early May and we would hope that the KLM contest would make it possible for 25 of us to participate in these historic commemorations. We would coordinate any arrangements with the cooperation of the "Dutch Allied Aircrew Helpers" and "The Escape", Dutch underground veterans organizations.

We have maintained close personal relations with a number of Dutch members of World War II resistance groups and for more than 25 years have been goodwill ambassadors to Holland. We believe that our efforts to bridge Holland and the United States are part of your theme "Bridging the World" and we hope that you will agree that members of our society are worthy of participating in your generous program.

Sincerely,  
Ralph K. Patton  
Chairman



Street Level at 19 rue Franklin

## Nephew seeks airmen helped by his aunt

Does anyone remember staying at 19 Rue Franklin, Etterbeck, Brussels, Belgium, during, or before November 1943? It was a four-story safe house managed by a small-like lady by the name of Lydia Ogy. Her nephew, John P. Chotteau, tells of visiting her prior to her arrest and meeting 13 Canadian and U.S. airmen being hidden there. It was in November 1943 that she attended a funeral and was arrested when she got out of the bus and failed to notice she was being followed to her house where ten airmen had been arrested during her absence.

Lydia Ogy was deported to Ravensbruck and never returned. John Chotteau, whose daughter works for the American Embassy in Brussels, would like to make contact with anyone who spent time hiding in this aunt's home. We met John and his family in 1990. If you are one of those he is looking for, please let us know. Clayton and Scotty David, 19 Oak Ridge Pond, Hannibal, MO 63401, Phone: (314) 221-0441.

# 'NOUS AVONS CACHE DEUX AVIATEURS ALLIES' (WE HID TWO ALLIED PILOTS)

(From a Tourcoing, France, newspaper)

WEDNESDAY, AUG. 31, 1994

*One of the friends of Georgette Vancoeille, 84, prodded her out of anonymity to share her memories. She tells us about "her" war and how she, along with her husband, hid two allied pilots in August 1944.*

The irony of the story--Georgette and Marcel Vancoeille (who died 23 years ago) both decorated by the Resistance (and by their work) left Comines Street, where they were living during the war, for the dead-end street Lallemand (meaning The German) at the angle of Augereau Street in Tourcoing. But it was on Comines Street (the house is gone today) that the Germans made several raids after receiving anonymous letters denouncing their "subversive activities." It's also there that the Vancoeilles took in for three weeks two pilots --an American and a Canadian--whose planes went down in Belgium.

"They talk about the women with shaved heads, but it was a woman who worked with the Germans who warned us that there were anonymous letters about us. It was just such a shaved woman who saved us--the two pilots and us. My husband said that if he had come back in time, he would have stopped them from doing that."

Georgette Vancoeille, despite rheumatism, clearly remembered the Occupation as being the time for some people to settle their accounts. In one of the anonymous letters that a "Collaborator" gave them--a letter illegible today because Georgette hid it in the clock her grandfather had just oiled at the time--was written the information that Georgette and her husband belonged to the "Roubaix Five." It was unsubstantiated slander, even considering the fact that the Vancoeilles had played a role in the Resistance.

Marcel Vancoeille, a factory worker whose plant closed during the war, transported arms and equipment for Commander FTP de Ronca Raymond Lesaffre and informed Mr. Valentin Loandievel about the location of Pas-de-Calais VI flying ramps. The couple hosted several resistance meetings and lodged two pilots whose plane went down in Belgium.

Raymond Lesaffre brought the pilots by bicycle from their crash site but couldn't lodge them himself because his name was on the Gestapo of those most actively sought.

At 8 Comines Street, then, the Vancoeilles lodged John Seddon from Illinois (now living in Wichita Falls Texas) and John Greer Cawlex from Manitoba (Canada) in a kitchen! Not always easy, hiding these two strapping young men in so tiny a space, from friends who drop by to visit...



*THE ONLY THING left of pilots John Seddon and John Greer Cawlex hidden away in August 1944 is an old photograph. Georgette never saw them again.*

Then Marcel Vancoeille brought the two pilots to the Lille courthouse and they all went to shake hands with the German prisoners. "They were all doing their duty, each one on his own side," Georgette commented in the dark dining room of her house on Lallemand. Those who took the greatest risks are not the ones most filled with bitterness.

Leaning on her cane, fighting the pain of rheumatism that keeps her awake nights, Georgette goes to look for the newspaper in which an historian wrote a line where Georgette recognizes herself: "I haven't forgotten the 'shaved woman' of my neighborhood, the overexcited mob. It was a painful scene. These images helped me understand that there were three values that had to be defended: liberty, dignity, and respect for the other."

And Georgette, on the doorsill of her small house, almost apologetically reminds us that she didn't want praise; she just wanted to talk about it. "It was the child (Annick, daughter of a friend) who wanted to show me off. There were surely a lot of others, dead now, who were Resisters in their own ways who've received no attention."

---CATHERINE STERN

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**"OFF WE WENT" (Into the Wild Blue Yonder)  
By Barney Rawlings**

**Reviewed by Clayton David**

It's a fascinating book published in 1994 and dedicated to his family. Writing about his experiences as a member of the Cadet class of 43-F, you sense his strong feelings of patriotism and desire to fly in the face of family separation and the dangers of combat to come. It is interesting how he looked optimistically to the future that would use the piloting skills he was learning. Through the records he kept and the research he did, many readers will have a chance to relive some of their own experiences. B-17 pilots will have the chance to review the normal success factors and problems experienced in flight.

The author does a great job of describing his last mission of 29 January, 1944 that ended with a crash landing in Belgium. Condition of the crew members and the happenings at the crash site reflect his memory for details. He gives great attention to facts as he describes his experiences while evading to Spain and returning to England. The report of these experiences is enhanced by Barney's return to the crash site in 1988 with his son Roger by his side, and the research he did on his helpers. It's 260 pages you will read with excitement and praise for those who helped him.

The book is only available from the author, Bernard Rawlings, 25 Vicki Lane, Colchester, CT 06415. A check made payable to him for \$13.50 will get you an autographed copy delivered postage paid.

## *New members and friends since the last newsletter*

### MEMBERS

Dr. William W. Daniel  
15 Pierce Estates Cir.  
Hawkinsville, GA 31036  
Ph: 912-892-3317

Dr. Roy G. Davidson  
2224 Bay Way  
Birmingham, AL 35216  
Ph: 205-822-0804

Mr. Donald D. Hensler  
3909 Harden Ave.  
Middletown, OH 45044  
Ph: 513-423-1286

Mr. James H. Hix, Jr. (LIFE)  
2429 E. Main St. A-316  
Snellville, GA 30278-3336  
Ph: 404-972-8453

Mr. Charles I. Leonard  
425 E. 74th St. Apt. 6A  
New York, NY 10021  
Ph: 212-861-6928

Mr. Phillip W. Newhouse  
820 Paseo Grande St.  
Corona, CA 91720-2841  
Ph: 719-948-2007

Mr. Jack R. Reynolds  
42235 E. Bush Rd.  
Avondale, CO 81022-9721  
Ph: 719-948-2007

Mr. John R. Seddon  
1316 Montgomery St.  
Wichita Falls, TX 76302  
Ph: 817-767-7632

Mr. John Zioance  
4243 Anita Dr.  
Collegeville, PA 19426  
Ph: 610-489-0855

### FRIENDS

Mrs. Richard Christenson  
2434 W. Beach  
Visalia, CA 93277  
Ph: 209-739-7102

Mr. Donovan B. Manifold  
1037 Maryland St.  
Fairfield, CA 94533  
Ph: 707-425-8738

Mr. Frank C. Griffiths (LIFE)  
Hen Feudy, Llanfair D.C., Ruthin  
CLWYD LL 12 2 UH  
Great Britian

# Our Helpers respond -- and How!

Our helpers responded in great numbers to our seasons greetings mailed in early December by President Jim Goebel. Many have written poignant notes relative to this their 50th anniversary of freedom from Nazi occupation. We regret that we are unable to print all the interesting notes, but the following are representative of the comments received by Ralph Patton, Jim Goebel and Clayton and Scotty David.

"I have been deeply moved by the card that your association has sent to me. Fifty years is a long time! You say that you will never forget. But, believe me, we feel the same here! In the balance of debts, we are the most indebted. And the many American War Cemeteries in Belgium are the sad proof of it. It had been a great pleasure and honor to be united by the pilots when you came through Belgium some years ago and I proudly wear the insignia that you gave to me.

"I said to my friends here, the 50th anniversary of 1944 is not the last page of our souvenir album because the souvenir and our gratitude will last as long as we live."

Yours faithfully,

FRANCOIS ROBERTI LINTERMANS  
Brussels, Belgium

*(TRANSLATION )*

"The President of Reseau Jan Marie Buckmaster of Normandy thanks the Air Forces Escape & Evasion for their good wishes. The French are not able to forget that which the American people have done for their liberation. This 50th anniversary has been the true testimony. LONG LIVE THE AIR FORCE! Merry Christmas and warm wishes for 1995."

HENRI BEAUDET  
Orbec, France

"Never can I forget the nice days with 22 airmen of USA together in wartime in my father's house in 1944 in Holland."

BERT POELS  
Suttard, Holland

"Times change, and we with time, but not in the ways of friendship. Have a joyful and peaceful Christmas time."

MIA LELIVELT  
Lichtenvoorde, Holland

*(TRANSLATION)*

"I have liked and I will always like your country for her grandeur and the causes that she defend. In 1918 and in 1944 you have been our liberators."

RAYMOND ROCK  
Peruwelz, Belgium

Our friend Louis Coum from Caen, France sends special greetings to Mr. and Mrs. Pierre Bauset, Mr. and Mrs. Duane J. Lawhead, Mr. and Mrs. Joseph F. Quirk, and Mr. and Mrs. Harold Thompson.

A special report of Comete activities in 1994 was received

from Andree (Nadine) Antoine-Dumont, Secretary of Comete, who held out hope that we might see a Comete delegation at our joint meeting with the RAFES in Toronto this fall.

*"Warm greetings and good wishes were received from the following Helpers and friends. We apologize to any Helper whose name has been inadvertently omitted.*

**AUSTRALIA**--Lloyd and Gwen Bott, Nancy Wake Forward, Jean Grolez, Jvanka and France Benko

**BELGIUM**--Orban Alloin, Andree Antoine-Dumont, Ferand Bartier, Monique Berote, Arnold Bollen, Contesse D' Oultremont, Andre Degive, Janine DeGreef, Willy DeKeyser, Amanda Desir-Stassard, Jacques DeVos, Giselle Evard, Adrien Fache, Armond Fauconnier, Mrs. Andre Gadenne, Lucy Gooverts-Flament, Monique Hanotte, Joseph J. Heenen, Simonne DeCorte-Hellbois, Albert Lardot, Suzanne Lasudry, Francois R. Lintermans, Rene Londoiz, Yvonne Carlier Renard, Raymond Rock, Raol Steyaert, Mr. & Mrs. L. Vienne-Roiseaux, Vincent Wuyts, M. et Mme. Yernaut-Brancart

Also, Joseph and Helene Beaujean, M. and Mme. Boucher-Vandenbruggen, Camilla and Eva Brasseur-Brasseur, Frank and Lea Caubergh, Lucie Chaidron, Roger Cuigneux, Raymond Degeye, Monique Hanotte-Etione, Roger Jamblin, M. and Mme. Keesemaecker-Gatelier, Lucien L.Kleynaert, Germaine Sainvitu, Marcel Van de Wattyne

**CANADA**--Mme. Odette Dumais, Mme. Ginette Labrosse

**ENGLAND**--Don Brinkhurst, Frank and Isabel Dell, John Vallely

**FRANCE**--M. and Mme. Emile Adam, Mme. Michele Agniel-Moet, Francis Andre, Jean and Paule Arhex, Leslie and Renee Atkinson, Pierre Auriac, Marguerite Bachelet, Loulon Balfet, Serge and Josette Baudinot, Henri Beaudet, Anne Marie Beffera, Christiane Boulanger, Max-Conseil Gen. Brezillon, Andre Cadic, Odette Chaput, Rene Charpentier, Louis Chenu, General Rene Chesnais, Mme. Marie Chesnais, Louis Coum, Paul and Jean Cresson, Louis Dalin (Pres. Uneg), Madeleine David, Jean Deduit, Francois Dorlot, Mme. Marie Foirert, Marie Gicquel, Ulysse Gosse, Mme. Andree Gros, Rosemary Grady, Mme. Marie-Jose Guiard, George Guillon, Jean and Marie Therese Hallade, Mme. G. Hesches, Mme. Yvonne Heutier, Pierre Jandea, Mme. Yvonne Kervarec, Mr. and Mrs. Albert Labard, Albert Lair, M. and Mme. Robert Lapeyre, Louis LaPalus, Henri Claude Lauth, Paul LeBot, Mr. and Mrs. Marcel Ledanois, Mme. Pauline Lefevre, Mme. Jacqueline LeGrand, Ernest LeRoy, Mme. Jacqueline LeRoy, Rene and Genevieve Loiseau, Mad. Devin Mahoudeaux, Rene and Genevieve Martin, Daniel Ma-

*(Continued on next page)*

MORE ABOUT --

# Helpers respond

(Continued from previous page)

zeas, Louis Merluzeau, Yvonne Michelet, Mme. Herve Mo-  
caer, Pierre Montaz, Emile and Marie Louise Monvoisin,  
Genevieve Noufflard, Jean Olibo, Paulette LeFevre Pavan,  
Jean Pena, Janette Pennes, Georges Peuzon, Jean-Jacques and  
Yvonne Piot, Rene Pontier, Mme. Madeline Porez, Anne  
Ropers, Jean Saum, Anne-Marie Soudet, Michael and Therese  
Tabarant, Elie Toulza, M. and Mme. Jean Trehiou, Andre  
Turon, Michou and Pierre Ugeux, Jean Voileau

Also, Josephine Castet Auguirre, Serge Avons, M. and  
Mme. Vanbonel Beck, Mme. Pierre Berty, Mme. Georges  
Brest, Mme. Liliane Brochet, M. and Mme. Pierre Caille,  
L. Kerizago Cauffay, Raymond (son of Henri) Chardon, Mme.  
Andree Chevreuil, M. Closset, Maurice Costa, Odette and  
Ernest Douchet, Claude Fontaine, M. and Mme. Pierre Fran-  
cois, Albert Gloaguen, Alice Goulian, Marie-Jose Guard, M.  
and Mme. Pierre (Mao) Hentic, Marcelle Huet, Francois Jon-  
cour, Jean -Baptiste Lanaour, Mme. Regine Lheridaud, M.  
and Mme. A. G. Rozie Le Bourhis, Maurice Leclercq, Mme.  
Pierre and Odele Leroy, Marie Lesommier, Georges M. Louet,  
Job and Jeanne Mainguy, Julian Mansion, Mme. Alexandre  
Manzano, M. and Mme. Pierre Moreau, Huguette Nancy,  
Yves Paillard, Charles and Mireille Pasco, Marcel and Jose-  
phine Pasco, Bertrand Petit, Yvette and Roger Poix, Dr. Alec  
Prochiantz, M. Michel Quillien, Bertrand Rose and family,  
Odette Salingue-Deslee and family, Adrienne and Rene Selas,  
Pierre and Yvette Sibiril, M. and Mme. Felix Siwiorek, Jean  
Soum, Irma-Binutti Totis, Rene-Andre Toufflin, Jacques  
Velles, M. and Mme. Paul Vicaire, Jean and Francine Violo

**HOLLAND**--Mrs. Margaret Albers, H. and L. Mut-  
ters-Bremmers, Dr. Elsa Caspers, Kuyston DeBruin, Odijk  
Felix, Joke Folmer, Pierre and Betsie Franson, A.H. (Tony)  
Gielens, Henk and Jo Gosselink, Henny and Henry Hooge-  
wegen, Peter and Mimi van den Hurk, H.D. Idenburg, Dr.  
Cornelis Jasperse, Adrian De Keizer, Karl Kerling, Charles  
Kroesen, Mia Lelivelt, Nel Lind, Dr. Frits L. Meijler, Bert  
and Colleen Monster, G.J. Niezink, Mrs. Dirk Jan Pauw, L.  
D. (Bert) Poels, Albert Postma, Remco Roosjen, Piet Sam-  
plonnius, Hank Sietsma, L. Breman Simonds, Charles and  
Mrs. van der Sluis, Jan and Anneke Voges, Jacques and Letti  
Vrij, Wim Willemsen, Janette De Wit-Ringlever, Wim Wol-  
terink, Mrs. M. Kerling-Dagterom

Also, Jannie DeWit, Virrie Dudkerk-Cohen, Mr. P. Kuy-  
sten-de Bruyn, Aaltje Ligtenberg de Bruin, Bernard G. Wijs

**UNITED STATES**--Yvonne Daley-Brusselmans,  
Yvonne and Roger Files, Bert and Case Hanou, Anita Lemon-  
nier, Dorothy Smith Hentic, Glenn H. Hovenkamp, Desire  
LeCren, Rene and Aimee LeCren, George H. Van Remmerden,  
Mrs. John H. Weidner

**ZAGREB**--Lesse Duro

*Home of American  
League of Education  
HARRY-D. BASSLER.  
0-665377-T. 43.*

*To. R. S. H. H. BASLER.  
6333 N. CLENWOOD. A. V.  
CHICAGO. ILL.*

## Rendall seeks kin of Lt. Bassler

By WILLIAM A. RENDALL

Lt. Everett Childs had not made it back to base  
after Schweinfurt on Black Thursday, Oct. 14, 1943. I  
had not made it to Ludwigshaven on Dec. 30, 1943.

We were both fortunate to spend the cold, snowy  
month of February in Madame Hubert Mauclin's sec-  
ret storeroom in the village of Pocancy in the Marne  
Valley. It was six months later that General Patton  
would come charging into the Marne on his way to  
the Rhine.

Lt. Harry Bassler of the 358th Fighter Group was  
flying support when he tangled with a flight of Me  
109s in a low-level dogfight. He was not able to pull  
out of a dive and crashed near Cherville.

Madame Mauclin's brother, Roger Duthilleux, with  
several friends of the Resistance, recovered the body  
over the objections of the retreating Germans. They  
provided suitable burial in the village cemetery. Roger  
carefully recorded the information on the dog tags,  
including the address of the next of kin.

Roger and his sister cared for the grave when it was  
moved to the temporary cemetery at Champigneul in  
1944. In 1949, Lt. Bassler's cross was erected at the  
American Military Cemetery at Epinal near the  
Swiss border.

I first saw a 3x4-inch piece of paper with Roger's  
recording when my wife and I were visiting our help-  
ers in the Marne in 1973. By the time that I was able  
to trace the Chicago address, there was no trace of the  
Bassler family,

From later research I was able to learn the young  
pilot's father was a physician and had been a captain  
in World War I and held the rank of colonel in the  
Air Corps when his son was lost. More recent dev-  
elopments have identified an aunt, Mrs. Donald  
Swinehart, who lived at 1432 Ethel St., Glendale, CA  
in 1946.

I am still in possession of that small piece of paper  
that Roger Duthilleux recorded the tragic event 22  
August 1944, along with pictures of his caretakers  
and his various burial sites. I still hope to someday  
find a member of this family to whom this memento  
may be of lasting importance.

Ed. Note--Bill Rendall can be contacted at  
12 Van Buren Drive, Kinderhook, NY 12106/  
Telephone: (518) 758-9744.

## Can you help us locate these lost souls?

<u>Unit</u>	<u>Name</u>	<u>Last known address</u>
92 BG	Milo E. Blakely	4615 Herman St. SE, Olympia, WA 98501
47 FG	L/Col. Johnny Brown (Life Member)	P.O. Box 1321 Kenosha, WI 53141
TCC440	Howard W. Cannon	844 Vegas Valley Dr. Las Vegas, NV 98100
389 BG	Simon Cohen	1870 16th St. Newport Beech, CA 92663
100 BG	Edward M. Daly	206 Conifer Dr. Forked River, NJ 08731
97 BG	Richard M. Fortner	3700 N. Capitol St. NW Washington, DC 20317
15 AF	Edgar M. Jacobus	2478 Eagle Crest Ln. Vista Vera, CA 92083
100 BG	George A. Janos	910 Cocopah Dr. Santa Barbara, CA 93110
86 FG	Reginald M. Jorgensen	208 E. Eldora Ave. Weeping Water, NE 68463
305 BG	Peter Milasius	2629 St. George St. N. Las Vegas, NV 89030
351 BG	Gilbert L. Morris	2322 Landing Way Palm Harbor, FL 34684
463 BG	Clovis W. McDonald	10822 Marchant Cir. Dallas, TX 75218
306 BG	William R. Mc Killop	P.O. Box 410041 Melbourne, FL 32941
78 FG	Charles S. Oldfield	3319 Britton Ave. # 9 San Carlos, CA 94070
44 BG	John L. Quail	5041 N. Van Ness Blvd. Fresno, CA 93711
379 BG	Albert P. Tyler (Life Member)	107 Robin St. Elgin, TX 78621
386 BG	Donald J. Van Horn, Sr.	711 Hampton Rd. Columbus, OH 43227
463 BG	Lester Weaver	1405 Coronado Ft. Pierce, FL 34982

If you have a more current address or information about any of these men, please notify Clayton & Scotty David. The post office is returning their mail to us with no forwarding address.

### A warm-up for Toronto

If you live near Sarasota, Fla., you may have time for a Dutch luncheon at the Laural Oaks Golf and Country Club with Snowbirds of the Canadian Escaping Society at noon March 7, 1995. Call one of these Canadian friends to make your arrangements: Wes Knowlton (813) 775-1333 or Bob Charters (813) 927-0625. Identify yourself as a member of AFEES.

### Luke gains training

**LUKE AFB, Ariz. (AFNS)** — Countries that buy the F-16 are sending their pilots here for familiarization training, a spokesman said.

A new unit, the 311th Fighter Squadron, stood up Jan. 3 to handle the training. Foreign pilots learn general air-to-air and air-to-ground employment in the F-16C.

### 485th annual reunion

The 485th Bomb Group AAF, 15th Air Force which was based at Venosa, Italy, will conduct its 31st annual reunion Sept. 12-18, 1995, Wyndham Paradise Valley Resort, Scottsdale, Ariz.

For further information please contact Earl L. Bundy, chairman, 5773 Middlefield Drive, Columbus, Ohio, 43235.

# Mission of *Merci*

*American, French vets are reunited*



FRANCIS GARDLER / Los Angeles Times

Arlie Blood, left, and Jean le Brix are reunited after not having seen each other for 50 years.

(From the Los Angeles Times, Aug. 26, 1994)

By BOB POOL, Staff Writer

**F**ifty years to the day since Paris was liberated from the Nazis, an American and a Frenchman who fought side by side in the French Resistance were reunited Thursday in Los Angeles.

Arlie Blood and Jean le Brix exchanged kisses on the cheek, swapped war stories and complimented each other on surviving to 1994 ("I'm 73, but I only look 72," cracked le Brix) — and on surviving 1944.

"There aren't words to describe it, but I will say he's a very brave man," said Blood, 78.

"The hero is not me, but him," replied le Brix.

Thursday's meeting underscores the little-known role that Americans played in the French Resistance, according to officials of the local French consulate who helped reunite the pair.

Dozens of American airmen shot down over France by Nazi artillery were turned into guerrilla-style fighters after parachuting to the ground and being rescued by Resistance members.

That's how the saga of Blood and "Barnaby" began in the late spring of 1944.

Barnaby was le Brix's code name in the Resistance: None of the freedom fighters used their real names for fear that they might be identified if other Resistance members were caught and tortured by the Nazis.

Blood met Barnaby after his P-47 Thunderbolt fighter was shot down while attacking a German ammunition train. He bailed out and hid in a wheat field until a young girl carrying bread, a bottle of wine and a French-English dictionary came to his aid and summoned Resistance members.

They took Blood in and introduced him to le Brix.

After the war, Blood continued in the Air Force, eventually working as a colonel in the Pentagon and later as an executive for Northrop in Los Angeles. Le Brix returned to Brest, where he worked until his retirement as a regional government administrator.

Le Brix said he traveled to Los Angeles on vacation 15 years ago without realizing his old war buddy was living in Palos Verdes.

Blood traveled to France on vacation in 1984 and spent days looking for Barnaby. But he said he came up empty-handed because he only knew the code name.

**T**he mystery was unraveled after Blood learned that the local French consulate was planning a mock invasion of Santa Monica State Beach on June 6 to commemorate D-day. He asked cultural attache Gerard Loiseaux if he would help find Barnaby. Intrigued, Loiseaux said yes.

"I put an article in a Brittany paper about Blood and Barnaby and contacted some Resistance veterans associations," Loiseaux said. Soon, Barnaby's true identity was known.

Thursday's reunion, staged at the Wiesenthal Center in West Los Angeles, came after le Brix and his wife, Suzanne, arrived with friends Gerard and Yvonne Deschartres. They are visiting the Deschartres' daughter Nathalie, a Santa Monica video game producer.

Blood and his wife, Lucille, who now live in Canyon Lake in Riverside County, plan to visit the le Brixes next June.

# A dream comes true for Joe Maloney

(From the Yarmouth Vanguard, Yarmouth, N.S., Nov. 2, 1993)

Joseph Maloney has had an interesting life, but it was a life filled with many missing pieces - at least up until a couple of years ago.

The Yarmouth County, N.S., resident was a United States waist gunner in a B-24 Liberator bomber when it was shot down over Austria by the Germans on April 2, 1944, two days before his 21st birthday.

Three engines of the plane were destroyed but the fourth kept them in the air for about 45 minutes - long enough for the crew aboard to lose their fix on their location. When it came time to bail out of the aircraft, Maloney and the others did but where they had landed had always been a mystery.

There had been some clues, however. Maloney and his crew were taken in by the Partisans - an underground resistance movement during the war - but they were never told where they were. They were moved across the countryside at night, which included traversing a river about the width of Lake Milo in Yarmouth. Eventually they were able to radio for help, and freedom.

It had been nearly half a century since this experience. Maloney and his wife, Flora Ann, were now retired and living in Yarmouth and Maloney had pretty much accepted the fact he would probably never learn more about what had happened to him during the war.

But then an overwhelming act of faith changed Maloney's life forever. At a St. Patrick's Day party in Yarmouth, Maloney was introduced to a woman named Ana Broderac - her son Ivo is a local doctor. The amazing part of this story is that Broderac had been associated with the underground movement that had rescued Maloney and his crew members. He learned after the plane crash, they had spent a month of their life in Yugoslavia. The two instantly became friends.

Finally, Maloney had found some



**REUNION** --Joe and Flora Ann Maloney pose with Franciska Sparovec in the village of Gornja Tezka Voda, Slovenia on Sept. 1, 1993. Franciska, 84, sat with three members of Joe's crew on the bench which is still there in front of her home 49 years later. Her home was the partisan headquarters.

of the answers he had been looking for and had begun to put the pieces to his puzzle together.

Maloney traveled to what is now the former Yugoslavia a couple of months ago. He says he now has all the answers he needs, and he wants to share them. Here is more of his story:

Yarmouth, Nova Scotia - Joe Maloney had dreamed of the day he would be able to return to what is now Yugoslavia, and for him, the recent trip was nothing less than a dream come true.

Ever since meeting Ana Broderac at a party in Yarmouth, some 46 years after being rescued from the Germans by the Partisans in what is now the former Yugoslavia, Maloney longed for the day he would finally have all the answers surrounding his experiences in the war.

After arriving in the small (new) country of Solvenia, those answers came quickly as the waters after opening a floodgate. On Tuesday, Aug. 31, 1993, Joe Maloney, his wife

Flora Ann, and Ray Zinck (who is writing a book about Joe) arrived at the Brnik International Airport (which is located just a few kilometers outside of Ljubljana). From the moment Maloney stepped off of the plane, to the moment he left Solvenia soil a week and a half later, he was treated like royalty.

Every minute of every day was planned prior to Maloney's arrival. One of his first stops was at the home of Franciska Sparovec in the village of Gornja Tezka Voda. During the Second World War, Sparovec's home had been a Partisan headquarters for the area. Forty-nine years after sitting on a bench in front of the house with members of Maloney's crew, he and Sparovec sat on that same bench exchanging stories through the help of an interpreter.

"The second stop we had in Podgrad, they said it was the village I had spent my first night in after we got shot down," explains Maloney. "We stopped on the outskirts and there was

*(Continued on next page)*

# Medal of Freedom awarded to civilians

When asked the question, "What's the difference between the Medal of Freedom and the Presidential Medal of Freedom?" the December 4, 1994 issue of *Parade Magazine* gave this reply:

The Medal of Freedom was established by President Truman in 1945 to honor American and foreign civilians who had "performed a meritorious act of service" outside the U.S. that aided this country in wartime on or after Dec. 7, 1941. After 1952, it was presented for acts "during any period of national emergency." It

could be awarded by the Secretary of State or various military officials. In 1963, it was replaced by the Presidential Medal of Freedom as our highest nonmilitary award. The medal is now given annually by the President to people recommended to him for their contribution to: (1) the security or national interests of the U.S., (2) world peace or (3) cultural or other significant public and private endeavors. To date more than 300 persons - from Margaret Thatcher to Lucille Ball - have received the Presidential Medal of Freedom.

# Col. Eveland pursues goal

For more than a year and a half, Col. I Wayne Eveland has pursued, with great dedication, his objective of having the Army's Commendation Medal awarded to Evaders.

Eveland, with some minimal help from Dick Smith, Clayton David and Ralph Patton, has written to half the politicians and all of the Military High Command in Washington to no avail.

His crusade settled in with a Committee of the Joint Chiefs of Staff headed by a Navy Admiral, who apparently was advised by a Navy Captain.

Eveland then wrote a more forceful letter which the Admiral apparently read, but the answer was still the same. NO! The Navy feels that awarding the Commendation medal for a routine performance of duty would be an inappropriate use of the medal.

The following paragraph is taken from a letter that Ralph Patton wrote to an Air Force Major after Eveland received the Navy's rejection.

"Col. Wayne Eveland's E/E report should be required reading for the Navy person who concluded that 'it is the duty of each member to evade capture by or escape from an enemy force. Also - that it is not, nor has it ever been, policy to award medals for the routine performance of duty.' To conclude that escape or evasion was a 'routine performance of duty' is a gross misunderstanding of the facts of escape or evasion."

We repeatedly offered to appear before the joint chiefs committee but this request was never acknowledged or responded to.

Eveland deserves a sincere vote of thanks from all Evaders for his considerable effort on our behalf. I have a file more than two inches thick of copies of his letters and the replies they elicited. As of this writing, Eveland is still cogitating his next step.

--- RALPH PATTON

## MORE ABOUT

### A dream comes true---

*(Continued from previous page)*

a big group of people and they were saying this is where you spent your first night and in my mind I was saying this isn't where I spent my first night but how could I tell these people."

He says he took a walk by himself to the top of the hill where the confusion in his mind was cleared up.

"It was the village I spent my first night in because up on top of the hill there was a big huge church and before we left here (Yarmouth), just so I could test my memory, I wrote in a notebook what I could remember and one of the things I could remember was this big church way up on the top of the hill," he says.

The other landmark Maloney could remember very distinctively was a well in the middle of the road. The well was still there, however the road had been moved.

During his visit, Maloney met people who had been part of the partisan movement and also many people who had witnessed his plane crash. In fact, he was brought to the spot where the wreckage of the plane had landed. A tree still showed the battle scar it experienced during the impact of the crash.

"Two people came forward that

had parts of our airplane that were left behind," he explains. "They shared them with me."

Prior to his arrival, a newspaper article had appeared seeking people who had information about Maloney's crew. Among the people Maloney met along the way were a couple that had responded to the article. The lady's name was Antonija.

Maloney had often told the story about how when he landed in his parachute, he had just missed hitting a house and was then surprised by a woman toting a pitchfork interested in retrieving his parachute.

"She told her story and it was almost word for word," says Maloney who described how he felt at the time. "You just can't believe she's saying it. If someone heard us both tell the story you'd think we rehearsed it."

As soon as they arrived home, Maloney immediately began sifting through the audio tapes, the video tapes and the 500 photographs he and his wife took. He has sent back messages to his new friends and to all of them, including Ana Broderac and Edi Selhaus who has written two books about his crew, he knows words cannot sum up the gratitude and love he feels in his heart.

# Ivey dedicates book to Dutch helpers

From the Atlanta Journal-Constitution, Nov. 10, 1994

On Nov. 2, 1944, Ashley Ivey found himself shot down in a muddy field in Holland along with the rest of his B-17 bomber crew. Fifty years later the Acworth resident has a hard time describing the feelings he experienced at that moment.

"It's hard to put into words the feelings I have about that day and the people who helped us," said Ivey. Surrounded by souvenirs of his four-month adventure hiding from the Germans, Ivey no doubt will have special memories linked to tomorrow — Veterans Day 1994.

The 70-year-old retired Army lieutenant colonel put his thoughts down on paper last year and wrote a book titled "The Longest Mission," a reference to the many months it took the 10-man crew to work their way back to Allied forces with the help of the Dutch Resistance.

Ivey dedicated the book to "all the brave men, women and children of the Netherlands who so unselfishly shared their homes, clothes and food and who risked their lives in helping us evade capture by the Germans and return safely to Allied Forces control."

The crew was on a bombing mission and had just hit an oil refinery in Merseburg, Germany, when enemy fire hit their B-17 Flying Fortress and forced them to land in the fields of northern Holland. As Ivey and his crewmates cleared the plane and set it on fire to hide its identity from the Germans, a group of Dutch residents gathered to see who these visitors from the sky were.

Ivey remembers trading clothes with a Dutch farmer and running to a pond to hide until nightfall, when the residents promised to return and get the



JOE McTYRE / Staff

**Memories:** Ashley Ivey has many souvenirs to remind him of the time he spent evading the Germans during World War II.

crew into the Dutch Underground — Dutch patriots who covertly fought against the Germans. "I was given size 14 wooden shoes and they were too big, so I'd take them off and run awhile in the mud and then put them back on," said Ivey, smiling as he remembered the families that gave him aid.

"They didn't have a lot, but what they had they shared with us," he said. One of his most memorable meals was tulip bulbs, eaten while hiding out with a bulb grower. He celebrated his 21st birthday with his first bit of meat in four months, thanks to a Dutch doctor who took him in.

After 20 years of "encouragement" from Ruth, his wife of 48 years, Ivey finally sat down and compiled his book. He wanted to link together the memories of his crew as well as the facts as to how the Dutch people often put their lives on the line for American servicemen.

His escape and evasion experience was the foundation for a lifelong association with the

Dutch "helpers," other members of his B-17 crew and other aviators and military personnel who had similar experiences. The Iveys returned to Holland in 1962 with their two children to visit his "helpers" and to thank them for saving his life and the lives of his fellow crew members.

As a member of the 8th Air Force Historical Society and the Air Forces Escape and Evasion Society, Ivey attended a reunion of his crew and members of the Dutch Underground in 1988 in Denver. The Dutch people have invited the couple to visit Holland next spring to participate in their celebration of the 50th anniversary of their "liberation day" from the Germans.

So, while World War II marked a dark time in his life, Ivey says it also allowed him to meet "some of the nicest people in this world."

In the years since his military retirement, Ivey received a history degree from Kennesaw State College and has been a substitute teacher in the Cobb school system.

## FOLDED WINGS

EE 721	IRA RAY ALLEN, Hyrum, Utah, 449 BG .....	March 1993
14 AF	EUGENE H. DORR, Lakewood, Colo., 1st BG .....	May 4, 1994
	ROY D. FISHER, Nash, No. Dakota	
EE 1760	BERTRUM D. KNAPP, Wallington, Conn., 492 BG .....	Aug. 24, 1994
15 AF	JOSEPH J. KUREK, Brooklyn, N.Y., 97BG .....	October 1994
EE 646	ROBERT KRENGLE, Livingston, Texas, 389 BG .....	Oct. 1, 1994
EE 636	WILLIAM J. MILLER, Denver, Colo., 379 BG .....	Dec. 8, 1994
12 AF	RICHARD T. MOONEY, Washington, D.C., 17 BG .....	Aug. 30, 1992
EE 595	EVERETTE E. MORGAN, Jr., Austin, Texas, 96 BG .....	Nov. 25, 1992
EE 499	RICHARD F. SCHAFER, Alliance, Neb., 389 BG .....	April 1994
EE 1702	LOUIS E. ZWEIG, San Antonio, Texas, 96 BG .....	Dec. 25, 1992

### HELPERS

	JAN BREUKINK, Markelo, Holland .....	Nov. 7, 1994
	IGOR BULAJIC, Croatia .....	Nov. 18, 1994
	HENRI CHARDON, France.....	July 27, 1993
	ARMAND HARDY, Waterloo, Belgium	
Yugosl.	ROBERT MARJAN, San Antonio, Texas .....	April 15, 1994
	COUNTESS De POULPIQUET, Paris, France .....	Dec. 13, 1994

EXCUSE OUR MISTAKE -- In the December issue of Communications, we reported Allen E. Seamans of Pueblo, Colo., as deceased. HE IS VERY MUCH ALIVE! We like corrections like this.

## A thrilling story of one woman's courage

[THE QUEST FOR FREEDOM,  
By YVONNE de RIDDER FILES]  
(Reprinted from The Spitfire Society, Autumn 1992)

This is the remarkable story of one woman's bravery. She is the wife of a Spitfire Society member, Lt. Col. (R) Roger B. Files. It is the true-to-life account of the Belgian Resistance in World War II.

The story opens in May 1940, with the news of Hitler's invasion of Holland, Belgium and Luxembourg. It was not long before Yvonne joined an espionage network and was admitted to the Groupe General de Sabotage de Belgique, known simply as "Group G". She promptly began her resistance activities which would later be recognized with honor in three countries.

She began with simple-but nonetheless dangerous - tasks such as delivering clandestine documents. She was soon promoted to undertake even more risky tasks such as hiding and smuggling shot-down Allied airmen. Other missions included harboring Jewish neighbors from Nazi search parties, the manufacturing of home-made bombs, sabotaging German army vehicles and concealing explosives dropped into Belgium by Allied aircraft.

Her activities seem in retrospect to have been incredible. She tells how she coolly distracted a German guard by flirting with him while her accomplices drove a wagon-load of explosives past him down the street. She recounts being forced to chat with another guard at a check-point while hiding in her coat pocket a gun she was delivering to a British agent.

Eventually, the escape route was infiltrated, and Yvonne was betrayed to the Gestapo. Her home was searched to reveal a cache of explosives. After weeks of brutal interrogation she was sentenced to be hanged. Miraculously, she was saved from death by the advancing Allied forces just ten days before the scheduled execution.

Yvonne was decorated seven times by Belgium, France and the United Kingdom. In 1954 she was awarded the King George VI Medal for Courage in the Cause of Freedom which was bestowed on her by HM Queen Elizabeth.

This a truly enthralling autobiography. It may be obtained from: Fithian Press, P O Box 1525, Santa Barbara, California 93102, USA, price \$9.95.

"The Quest for Freedom" is also available directly from the author at: Yvonne DeRidder Files, Air Force Village West, 21229 Westover Circle, Riverside, CA 92518.

# Eight months behind enemy lines

By Francis X. Medina

I was tail-gunner on the "Yankee Rebel" from the 459th Bomb Group. However, on August 28, 1944, our "Rebel" was grounded and we were flying another plane. Our target was Ora, Italy; secondary target, Brenner Pass.

After "bombs away" we headed back toward our home base in Southern Italy. Near Rovigo, Italy, we were hit by heavy tracking anti-aircraft fire. Our plane was hit between #1 and #2 engines.

"Bail out, Frank," Robert Cowley, the waist gunner shouted. "We're on fire."

I landed in a cornfield about 150 miles behind enemy lines, stowed my chute and gear at the base of the cornstalks and ran to an adjacent cornfield toward the direction where I had seen my crew members land. I came to the edge of the cornfield and in front of me was a 25-foot irrigation canal. I stopped and saw two Italian girls, about my age, walking rapidly along the edge of the cornfield. They saw me and came over to me and pushed me back into the cornfield.

"Soldati!" (soldiers), they whispered, pointing back in the direction they had come. "Fascisti!" Then they immediately left.

I ran back a short distance into the cornfield and came to a small dry tributary with tall green grass growing in it. I hid there using the tall, green grass as camouflage for my solid green flight suit. I decided to stay there until nightfall.

About 10 p.m. that night I left the cornfield and starting walking toward Trieste, Yugoslavia. After a couple of hours of walking, I entered a second cornfield and lay down on the ground and fell asleep. The following day I remained lying down because there were some field hands working in the cornfield and I was afraid to stand up and be seen.

The second night, August 29, after walking through a village, I came to a Y in the road. There I was con-



YANKEE REBEL CREW--Front row, from left: William A. Morse Jr., B; Lionel C. Rambo, P; Earl W. Spencer, CP; Henry E. Cryar, N. The back row, same order: Robert N. Beaver, NG; Robert G. Cowley, WG; William C. Donahue, BG; George A. Godas, E-TG; William B. Gerard, RO-WG; Francis X. Medina, TG

fronted by two young men in military uniforms. They asked if I was an American flyer. I said, "Yes, I am an American flyer." They smiled and took me to their home. They fed me hard bread, salami and milk. It had been about 28 hours since I had eaten. Their uniforms were of the king's army, not of Mussolini's Fascist Republic. These two Italian soldiers introduced me to an Allied sympathizer named Ottorino Masiero.

Ottorino sheltered, fed and clothed me for 2 & 1/2 months on his mother's farm.

Oreste Zangirolami was the oldest son, 24 years old and the leader of a Partisan group. I lived as a member of his family for five months. Eventually I became a member of Oreste's Partisan group of men. The Allies had warned the Italian Partisans of the Po Valley not to confront and engage the enemy directly because the openness of the barren winter fields provided no shelter for hiding. Instead, the Partisans were instructed to organize, collect arms and prepare to attack small Nazi

or Fascist groups or straggling soldiers as the Allied front came near. I spent many nights with the Partisans, walking or riding bicycles from one village to another, collecting guns and ammunition.

I walked into my squadron headquarters on April 28, 1945, eight months to the day since we had been shot down. I learned then that my entire crew had been captured and imprisoned near the Baltic Sea. I returned to the United States in May 1945, and was honorably discharged as Staff/Sergeant Francis X. Medina on October 23, 1945.

I returned to the Po Valley in May 1994, to visit places where I had lived for eight months and to do research for a book about my experiences. The title of the book is *Ciao, Francesco*.

NOTE: Francis says his book will be out the last of March. You can get a copy of *Ciao, Francesco* by sending \$19.75 to Francis X. Medina, 7125 Grand Avenue, Kansas City, MO 64114-1426. His phone is 816-444-5425.

# A 'great escape' in the desert

(From the Sun City (Ariz.)

Daily News-Sun, Dec. 9, 1994

By J.J. McCORMACK  
Daily News-Sun staff

Reporter Lloyd Clark got the assignment of a lifetime in 1954 — one that gave him insight into an extraordinary piece of Arizona history and taught him some valuable lessons about war and the people who fight them.

While working for the Phoenix Gazette, Clark, who now lives in Surprise, was assigned to cover the 10th anniversary of the Dec. 23, 1944, escape of 25 German prisoners of war from a camp located at what is now Papago Park in Phoenix.

His reaction to the directive then was, "What escape?"

"That's what you're going to find out about and write about," Clark recalled his editor telling him.

What escape indeed.

Today, Clark is a walking compendium of information about the event which historians have deemed "the greatest escape by Axis prisoners of war from a U.S. compound during World War II."

Clark is the founder of an organization known as the Papago Trackers. The group, which is affiliated with the Arizona Historical Society, researches the colorful military history of Papago Park, tracks the whereabouts of anyone who was a part of that history and stages reunions and ceremonies marking historical events that took place there.

## Army collects military history

The U.S. Army Military History Institute, the Army's official central repository for historical source materials, is conducting a major project to acquire source material on World War II and the Korean War.

The Military History Institute collects, preserves, and provides to researchers and scholars source materials on American military history. The Institute strives to perpetuate the history and traditions of the Army, and of the men and women involved in its development. It holds over seven million items relating to military history: over 250,000 volumes, 9000 bound periodicals, over five million manuscripts (diaries, memoirs, letters, and other papers);

The group's primary focus has been the POW escape. In 1985 the Papago Trackers sponsored a reunion of nine former German POWs with former U.S. military personnel stationed at the camp during the war and hosted a ceremony.

On Saturday, the Papago Trackers and a delegation of German citizens led by former Papago Park inmate

Alfred Dietrich will mark the 50th anniversary of the escape at the spot where the German POWs exited the 178 foot-long tunnel they had labored for four months to construct.

Clark, a writer and historian who regularly contributes to the Daily News-Sun editorial page, was instrumental in arranging the 1985 reunion and subsequent exchanges among the former adversaries. His efforts, fueled by an admitted "obsession" with the POW escape, began with a 1959 letter to the man who led

the escape — German U-boat commander Capt. Jurgen Wattenberg.

"This is something that needs telling," Clark said, explaining his 40-year fascination with the escape and the men who pulled it off.

For several years, Clark kept up a one-way correspondence with Wattenberg that included sending him a subscription to Arizona Highways magazine.

"When I first wrote him in

1959, I was still the enemy," he said.

Finally, an early 1960s issue of the magazine featuring the Colorado River prompted Wattenberg to write Clark: "The last time I was in your state, I didn't get to see the Colorado. I would like to see it someday."

In 1984, Clark visited Wattenberg in Germany and, for the first time, learned details of the escape and Wattenberg's capture in downtown Phoenix after 36 days of freedom.

Clark later recounted Wattenberg's adventures on the lam in an article in the December 1993 edition of *Arizona Highways*.

Now 93 and living in a retirement center in Germany, Wattenberg was the last of the escaped POWs to be captured. No violent crimes were committed by the escapees, a fact noted in a proclamation by Gov. Fife Symington designating Saturday "Escape Observance Day" in Arizona.

During his 1984 visit to Germany, Clark was able to convince Wattenberg to make a trip to Arizona. Riding together in a car headed for the Colorado River, Wattenberg summed up Clark's personal philosophy of war and the peaceful co-existence of former enemies.

"It's strange that we should have to kill each other before we become such good friends," Clark quoted Wattenberg as saying. He carefully repeated each word exactly as his German friend said them — in English with a near-perfect German accent.

Wattenberg, who was captured with most of his crew when his U-boat was sunk in the Caribbean, is proud of his military service. He was, after all, following orders during World War II, Clark said.

"It's the nature of war to kill the enemy," Clark said. Yet, "people around the world have a common interest in peace and friendship."

thus the Institute is considered the finest military research library in the U.S. and one of the best in the world.

They are asking veterans to record their recollections on a detailed questionnaire that will be sent on request to any AFEES member who wishes to be included in this historical collection. We were all members of the U.S. Army during our World War II service so it is only fitting that we be recorded as part of the history of the U.S. Army. To participate, please write to:

Angela S. Lehr  
Historical Services Coordinator  
U.S. Army Military History Institute  
Carlisle Barracks, PA 17013-5008

## Fighter Pilot with Story?

Were you a fighter pilot with a story you would like to share? IAN MCLACHLAN AVIATION HISTORIAN, 10 All Saints Green, Worlingham Beccles, Suffolk NR 34 7 RR England is looking for stories. Having authored, "Eighth Air Force Bomber Stories," he is doing a companion book dealing with the fortunes and misfortunes of American fighter operations in the ETO during WWII. He may be contacted at the above address.

## Here is a bargain!

With your 20-cent stamp on a change of address card from the post office you can let Clayton David, 19 Oak Ridge Pond, Hannibal, MO 63401 know when you move or change your address.

It costs us 50 cents to get the same information from the post office and you don't get your newsletter unless we remain another one at the first-class raate.

If you are temporarily away and ask the post office to hold your mail, ask about items like the newsletter. As reported to us, some post offices only hold first-class mail.

## THE EDITOR HAS THE LAST WORD

WICHITA FALLS, Texas -- A piece of cake, as the RAF lads used to say. I am referring to the task of getting out this AFEES newsletter.

It has been a "piece of cake" because of the wonderful cooperation of you members, especially people like Ralph Patton, Clayton David and others who have come through with interesting material for this issue of the Communicator.

Just keep those clips and stories coming! There is always another issue coming up soon!

A couple of points regarding material intended for publication: Please include the name of the publication, name of the city, and the date of publication. Names like the *Times* or *Gazette* may have meaning to you, but not to most of us.

And because of limited space, I cannot use the typical crew picture except in special circumstances. We all were a lot younger when crew pictures were taken in the States before we headed off to war.

We all know that we were a lot better looking back in those days and we don't have to prove it!

This Ink-Stained Wretch is now on intimate terms with the Macintosh product known as Performa. It hasn't been easy (learning is not so easy when you have reached age 70+) but the computer and I have become VERY friendly! That relieves my family from some of the typesetting involved with production of this newsletter.

Mrs. Jackie Guy of Houston, a French Helper, has graciously consented to help this poor old editor with translation work as necessary. Merci beau coup, Mrs. Guy, since my 1944 French was mostly confined to "Americain! Avion!"

This ISW has some sound advice for members of the 94BG who will be reunionizing in San Antonio this fall: Don't leave the Alamo City without checking out a fermented product known as Shiner, which is not made in Noo Yawk City!

Friends of Milt Goldfeder report that he could use a spot of cheer these days. Milt has had major surgery on his legs and feet and is pretty limited in his activities. Time can hang heavy for a fellow in such circumstances.

Milt has attended many AFEES meetings and so many of you know him personally. Now's the time to send a card or note to Milt Goldfeder, 443 E. Fairview, Bethlehem, PA 18018. He and his good wife Ada would appreciate it.

If you know of other members who are having an especially rough time of it these days, please let me know.

And there was the Senior Citizen with a new hearing aid. He was discussing it with a friend a few weeks later and the friend inquired, "And so you really do like your new hearing aid?"

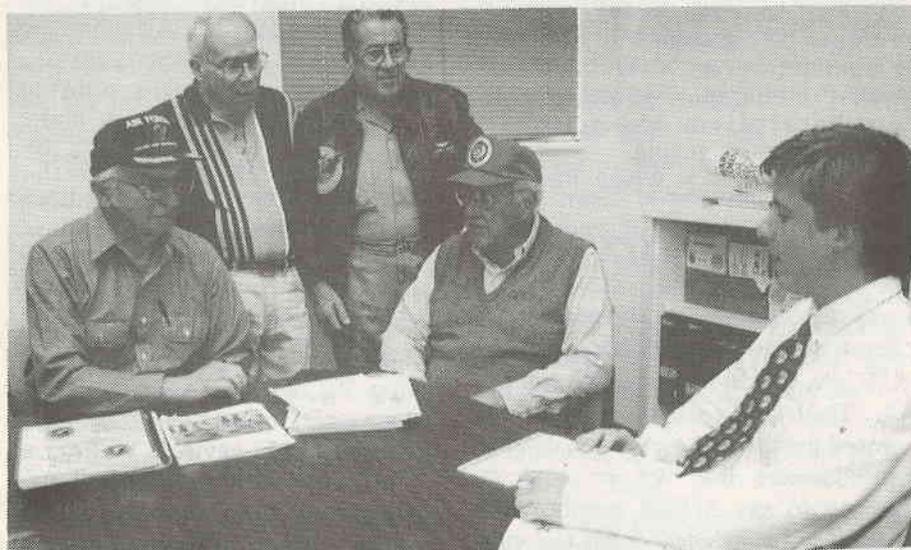
"Yes, I really do like it," came the reply.

"And what does your family think of it? How do they like it?" the friend continued.

"Oh, I haven't told them about it and so they don't know that I am hearing a whole lot better. But I have changed my will six times in the last two months."

FULL SPEED AHEAD, AND STAY THE COURSE!

---LARRY GRAUERHOLZ



**ANOTHER DEBRIEFING** -- A quartet of AFEES members recently told something of their evasion experiences to Michael P. Hegarty, staff writer for the Sun City (Ariz.) Daily News-Sun. Hegarty's subsequent story appeared in the Sun City newspaper on Jan. 30. Seated, from left: Larry Grauerholz, (your faithful scribe) and Gerald DeChambre, AFEES vice president; standing, Jim Cater and Claude Murray. The interviewer (the only one without gray hair) is at the right. Photo by Steve Cherneck, News-Sun

## E&E documentary filming may begin

George Baker, chairman and CEO of Intrepid Productions of Santa Monica, Calif., reports that negotiations with the Discovery channel for production of an Escape & Evasion documentary are moving right along.

He believes that an agreement may be reached in time to permit filming to start in May, concluding with our September joint meeting in Toronto.

The Discovery channel does not seem to be interested in Canadian or British participation, so it appears that it will be an all-USA documentary.

## Bill Miller passes away

DENVER -- William J. (Bill) Miller, 78, former director of the City Building Inspection Department, died Dec. 8. Before his appointment as director by Mayor Bill McNichols, he spent 21 years in the department in several assignments. He retired in June, 1982.

Born and raised in Pittsburgh, Pa., he learned the carpenter trade in his father's construction business after graduating from high school and became a journeyman carpenter before joining the Army Air Corps in April, 1942. He served as an ariel gunner with the 379th Bomb Group stationed in Kimbolton, England. On his 23rd mission, his plane was shot down over France and for the next nine months he evaded capture by the German military because of help given him by members of French Resistance groups. Their help enabled him to move through France, over the Pyrenees Mountains into Spain and back to England.

After his return to the United States, he was stationed at Lowry Field until his discharge in September, 1945. He worked for 10 years in the construction industry in Denver, taught carpentry apprentice classes, and joined the Building Department in 1955.

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## Official AFEES Caps, one size fits all

Mesh Back, Navy Blue .....	\$12.00
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## Books by AFEES members

<i>The Evader</i> by Harry A. Dolph .....	\$18.95
<i>In the Footsteps of a Flying Boot</i> By Art Horning .....	13.00

(Please add \$1.50 for shipping and handling for each order; add \$2.00 per order for books)

## Make checks payable to AFEES and mail to:

FRANK G. McDONALD, 1401 Brentwood Drive,  
Fort Collins, CO 80521  
Phone (303) 484-2363



# AFEES Membership & Life-Membership Application Form



Regular A.F.E.E.S. membership is \$20.00 per year, including first year. Includes all rights and privileges.  
Life-Membership is \$100.00 with no annual dues or assessments. Includes all rights and privileges forever.

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CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE ( ) \_\_\_\_\_

Duty Info: GROUP \_\_\_\_\_ SQDN \_\_\_\_\_ AIR FORCE \_\_\_\_\_ CREW POSITION \_\_\_\_\_

WIFE'S NAME \_\_\_\_\_ TYPE AIRCRAFT \_\_\_\_\_ WHERE WENT DOWN \_\_\_\_\_

WHEN, DATE \_\_\_\_\_ HELPERS \_\_\_\_\_

NOTE: Use extra sheet of paper if necessary. Give all the details you can

Tell briefly the names of crew members and Helpers:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Enclose check or Money Order, a **TAX DEDUCTIBLE** contribution for paid up dues.

Send to: Clayton C. David, Membership Director, 19 Oak Ridge Pond, Hannibal, MO., 63401-9554 U.S.

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