AIR FORCES ESCAPE & EVASION SOCIETY Spring 1996 Communications

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Wichita Falls, Texas

March 1, 1996

Sometimes a generation pays with more than \$\$\$\$

By CHARLOTTE GRIMES St. Louis Post-Dispatch

WASHINGTON -- In a recent joint House and Senate session of poignant reminiscences and stirring patriotism, Democrats and Republicans alike paid tribute to the military veterans and homefront supporters who won World War II.

"We may be a little bent over, slightly overweight, and we walk with a limp -- but our heads are high with the pride of serving our country," said Rep. G. V. "Sonny" Montgomery, a Mississippi Democrat and a decorated combat veteran.

Not far away in another House office building, police hauled away a rowdy few of that generation from a congressional hearing room. They'd come to protest an overhaul of Medicare. Inside the room, Democrats and Republicans snarled at each other over the plan to cap Medicare's spending and nudge the program toward the private insurance market.

As I work to sort out what the debate over Medicare means for the nation -- I keep thinking of someone else.

My father is coming for a visit, his first trip to Washington. At 72, he is more deeply rooted to his small farm than the oaks that Hurricane Opal blew down around his home recently. So here I am, dividing my thoughts between keeping up with Congress and getting ready for my father's arrival.

Time to call the airline. Confirm his flight. Be sure he's got a guide through unfamiliar, chaotic Atlanta airport to change planes. "I've made up my mind," he told me. "I'm going to fly one more time in my life." As an 18-year-old, my father flew a lot: 72 bombing missions over Europe in World War II in a B-26 Marauder. He has not had a taste for flying since.

Statistics are mind-boggling and are ammunition for both parties and every faction. A few of them: Medicare covers 33 million Americans 65 and older and 4 million of the disabled. For the elderly, it pays about half their medical bills. They-their families -- pay the rest. It does not cover many of the things they need, such as prescriptions, eyeglasses, hearing aids, long-term care in a nursing home. And it is expensive to the Treasury.

Medicare's costs are now about 11 percent of the federal budget. Its expenses are rising at about 10 percent a year. Without additional money, its hospital trust fund will go broke in seven years. By then Medicare would account for 15 percent of the budget.

On my office wall, I hang my favorite picture of my father. It's a grainy old thing, black and white. It shows the fuselage of his plane, the "Fightin' Cock," and its crew of six. My father is the youngest, kneeling on the right. His cap is set at a jaunty angle, and he wears a devil-may-care grin. He was the plane's aerial engineer, fixing whatever broke on a bombing mission, and top-turret gunner. Of his training class of 13, only he and one other survived the war.

Beside it, I put another smaller frame. Lined with white velvet that I hiked at lunch one day to find. On the velvet, I've pinned what he let me play as a childhood jewel: his Distinguished Flying Cross.

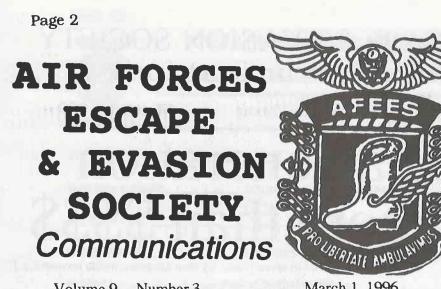
To control that growth -- and remake the program -- the politicians have proposed saving \$270 billion from Medicare's expected spending over the next seven years. The savings will also help balance the budget. Some charge, and some deny, that it will also help pay for a \$245 billion tax cut they've proposed for wealthier Americans.

As the argument about all of that has gone on, it has touched something basic in the country's conscience: What is our responsibility to different generations? As those who worry about the deficit note, today's Medicare beneficiaries will get the equivalent (for an average working couple) of \$117,000 more in benefits than they paid in taxes. Today's children will pay just about that much each as their share of the national debt. When my generation retires, starting in 2010, our children won't be able to afford the taxes for so many of us baby boomers.

To pay for us baby boomers, more and more analysts agree that Medicare will have to change fundamentally. But as we try to sort out what's going on in Congress, it might be worth remembering something clse. Sometimes a generation pays its share in more than dollars.

At the Smithsonian Air & Space Museum, there's the fuselage of a B-26, "Flak Bait." I've visited it often, trying to imagine myself in my father's place, edging up into his little glass turret to face the enemy fighters.

In a strange way, this becomes the heart of my father's visit, our reaching out to each other through the shell of a World War II plane. His memories. My search to understand them. It wasn't an easy moment for either of us. But it was a priceless one.



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*Class of	of 1996	
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**Class of 1997

***Class of 1998

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.

ELEGIBILITY 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.

Radio transmitten was well hidden

AFEES member Gil Shawn has tracked down the radio transmitter used by the group who organized the camp in the Ardennes Forest of Belgium just prior to D-Day 1944.

In a letter to Gil, the owner, Mme. Magg Bozart-Delfosse, said, "We are proud to think that it (the radio) had been able to render service during the war. The Germans had searched the house at Nil Saint-Vincent, but Papa had hidden it in a wall. If the radio will be in honor of Papa it ought to be in a museum."

This will be a most valuable addition to the E&E exhibit at the museum in Savannah. Gil is working on getting the radio to the museum.

A good mixture of Air Forces in our Society

Our Society has members from many different Air Forces of World War II. along with a number from other wars and conflicts.

Here is a summary of our society's membership, as published in the recent roster prepared by Clayton and Scotty David:

5th Air Force 3
7th Air Force 2
8th Air Force 564 9th Air Force 74
9th Air Force 74 10th Air Force 2
12th Air Force 18
13th Air Force 4
14th Air Force 11
15th Air Force157
TT O
Korea 3
Vietnam 8
Intelligence 2

RAF -2 RCAF --3 Widows ---47 Friends ---31 Helpers in U.S.A.-- 31

Information from debriefing records originating in London, mostly thos from 8th and 9th AF airmen, were the only names available in the early days of our organization.





WOULD YOU BUY A USED CAR FROM ANY OF THESE GUYS? -- Our Communications photographer, Scotty David, managed to round up the AFEES directors at the Toronto reunion and this is the result. From left: David Shoss, James J. Goebel Jr., Gerald DeChambre, Ralph K. Patton, Paul E. Kenney, Richard M. Smith, Clayton C. David, Larry Grauerholz, Frank Lashinsky and Russell S. Weyland.

Exhibit honor roll cover is donated

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David Turner, President of Turner Publishing Co., has donated an AFEES book cover to be used as an honor roll of AFEES contributors to the E&E exhibit at the 8th Air Force Heritage Museum in Savannah.

This beautiful blue book will be in the Escape and Evasion exhibit and will list the name and city of AFEES members who contribute to the museum.

If you wish to be included in this listing, please send in your contribution before our reunion in May.

Summer issue early

To permit distribution before the Savannah reunion May 23-28, the next *Communications* issue will be printed and mailed about three weeks earlier than the June 1 publication date.

That will allow distribution to stateside members before the reunion.

Deadline for material for the Summer issue will be May 1.

Josephine Pasco-Vely sheltered many airmen

By RALPH PATTON

Josephine "Jo" Pasco-Vely died February 13, 1996, after a long illness.

Josephine was one of the principal Helpers of Ralph Patton and five other American airmen.

In February 1943 she and the local school teacher "Toni Piriou" sheltered and fed Frank W. Greene of Chicago and put him in contact with an underground group that led him over the Pyrenees Mountains into Andorra in June 1943.

In January 1944 five airmen arrived at the small village of Plouray in the center of Brittany. Here they found shelter in the school house of Toni Piriou, and the farm houses of Josephine and her fiance Marcel Pasco.

Josephine was a tireless worker, under difficult circumstances, trying to provide the food, and clean clothes required by five Americans: Ralph Patton, Glen Johnson, Jack McGough, Isadore Viola and Norman King.

Josephine was a country girl, poor of material wealth, but rich in human courage and loyalty, who skillfully fended off the (non amorous) needling of five young airmen who were cooped up night and day for five weeks in the town of Plouray. After the war she married her fiance, Marcel Pasco. She was a dedicated mother of two successful children, and grandmother of three. Marcel and Josephine were part of the "Shelburne" group who were guests of AFEES in several cities in the U.S.A. in 1976.

Roster mailed

The AFEES membership directory for the U.S., the most informative ever published by the society, has been mailed to Life Members and those who have paid dues for 1995 or 1996.

The membership card shows the year to which your dues are paid.

If your card card is not marked 1996 or later, send a check for at least \$20, payable to AFEES, to Clayton C. David, membership chairman, 19 Oak Ridge Pond, Hannibal, MO 63401. You will receive a new 40-page roster and a new membership card.

Extra copies of the roster will be available at the Savannah reunion.

Danes mark Liberation anniversary

FALLEN ALLIED FLYERS, published by Veterans of the Danish Fight for Freedom, contains a list of Allied airmen who were buried in Denmark as a result of operations during WW2, and extracts of documents pertaining to those events.

Robert R. Kerr of Mesa, Ariz., one of the AFEES members honored last May at the commemoration of the 50th anniversary of Denmark's Liberation, has written an account of the event and forwarded a copy of the English summary of the book.

The preface of the book, *Triumph and Tragedy*, highlights incidents in the Allied flights over Denmark, including 677 drop operations which the RAF and USAAF carried out with the loss of the 18 aircraft.

Examples also are given of the flights carried out in connection with bombing runs, mine laying, SOE flights to Poland and attacks on Danish targets.

Almost 300 Allied aircraft crashed in or near Denmark in the course of these operations.

Examples are given of the fate of surviving airmen, both those who were taken prisoners, and the almost one hundred who were given assistance by the Resistance to reach neutral Sweden in safety.

From the above mentioned planes, and from those who crashed at some distance from Denmark, for example near Norway or Holland, 1160 bodies were buried in Danish soil.

In addition some 80 airmen from the more than 300 planes were buried in other countries:Sweden, Norway, Poland,

Fokker wings clipped

By The Associated Press

AMSTERDAM, Netherlands -- Fokker, which made the planes flown by the legendary World War I "Red Baron," is in a financial tailspin.

Daimler-Benz, the German industrial giant that owns a controlling interest in Fokker, said that it is not willing to finance losses at the company. And the Dutch government, which has subsidized Fokker, isn't offering enough money to keep Fokker in the air. Germany, Holland and England.

Finally, about 500 airmen remained lost at sea.

At first the German command in Denmark sought to concentrate the burial of Allied airmen at a few large cemeteries, each of which was to cover a certain geographical area. These cemeteries were situated at Esbjerg, Aabenraa, Lemvig, Frederikshavn and Svino. There about half the Allied airmen were interred. But some were also buried in 114 cemeteries, though some of these funerals were first carried out after the war.

Two reasons for this played a part. Many bodies were washed ashore on the Danish coast and were to a large degree buried in the nearest local cemetery.

During the period 1940-1943 Allied air personnel were given a military funeral arranged by the local German authorities. This included a service by the German army chaplain, a salute fired by a platoon of German soldiers, and a wreath laying.

This new directive resulted in the most varied forms of burial up to September 1944.

The Danes took an active part in the burial of Allied airmen right from the occupation of Denmark in April 1940. During the period 1940-1943 it was possible for Danish civil servants to assist at the funerals, and many availed themselves of the opportunity.

County councillors, police commissioners, lord mayors and even garrison commanders arrived at the funerals in full dress bearing wreaths, and at many funerals countless Danes stood outside the cemetery as they were refused admittance.

This was also a clear demonstration against the German occupation and at the same time a gesture of sympathy towards the Allied casualties.

The Germans were very sensitive to Danish demonstrations in connection with enemy airmen, and therefore arranged burials at odd times, such as in the very early morning, to hinder Danish participation.

The time at which the Germans started cutting down on the ceremonies coincided with the worsening of relations to the occupying power, the Danish government's resignation and the King's confinement to his castle. Shortly thereafter the capture of the Danish Jews started, but the Danish people organized escape routes to Sweden whereby more than 6000 Jews were transported to safety; 95% of all Jews in Denmark.

The opportunity for active resistance against the Germans increased in late 1943 with the creating of an underground army on directives received from London.

Many Danish clergymen showed both courage and determination to ensusre Allied personnel a Christian burial.

The first Allied airman was put to rest in Denmark in the autumn of 1939, the last airmen were found in 1949. By that time, though, around 127 American airmen had been disinterred and moved out ot the country. This took place in April and May of 1948.

At present there are 1017 pilots and flying personnel buried in 110 Danish churchyards: of these five are American.

In the section *Allied Graves* those men, who are or were buried in Denmark, are listed and the cemeteries are mentioned in alphabetical order.

At the churchyards where crews of several planes rest, or did so until removed, the dead are mentioned as a crew and chronologically listed according to the date of their demise. In each case attention is drawn to any member of the crew buried elsewhere, whether in Denmark or in another country.

The number of crew members lost at sea are also mentioned.

The book is based on a wide range of sources of Danish, English, American and German origin.

The Freedom Museum lists the monuments erected in memory of deceased flyers. Knowledge has been culled from local archives, church files, cemetery registrations, etc.

Lastly, several persons have given short descriptions of events they personally were involved in, in support of material from the archives consulted.

With regard to American airmen, of which only a few are still buried in Denmark, information was taken from the Missing Air Crew Report. This material was supplemented from other sources, including The Memorial Affairs Division, Washington, D.C.

THE AIR FORCES ESCAPE & EVASION SOCIETY

Dear Fellow Evaders and Escapers

WE NEED YOUR HELP!

TO: All members of the AFEES

SUBJECT: Raffle for 1996 Savannah meeting

In past years, we have had very successful auctions due to the effort and hard work of a few dedicated AFEES members, and due to the financial participation of those who have attended the reunions. It has been a topic of conversation of the Board of Directors that <u>ALL</u> of our members have been helped in one manner or another by <u>ALL</u> of our wonderful HELPERS.

It is the feeling of the Board of Directors that <u>ALL</u> the AFEES membership should be involved in raising money to pay the reunion costs of HELPERS who attend our reunion meeting after traveling here from their European homes.

Therefore, the Directors have decided to eliminate the time-consuming auction and replace it with a luncheon to honor our HELPERS. This membership-wide raffle will allow members who cannot attend to participate in something from the comfort of their own homes. The luncheon will allow us to spend more time getting to know the HELPERS and have them know us a little better.

Soon a book of raffle tickets will appear in your mailbox, together with a letter of explanation. The raffle books will include six coupons for a donation of \$10.00 per booklet. All funds from this project will be used for accomodations and entertainment of Helpers who attend our reunions.

First Prize will be \$500.00; 2nd Prize--\$250.00; 3rd Prize--\$100.00; 4th Prize--\$50.00; 5th Prize--\$25.00. Winners need not be present to win.

Your support and generosity will be greatly appreciated!

RAFFLE COMMITTEE:

James Goebel, Paul Kenney, David Shoss, Richard Smith, Russel Weyland.

Women who helped to win the war

(From UNSUNG HEROINES, the Women who Won the War, by Vera Lynn with Robin Cross and Jenny de Gex, published in London in 1990)

Joke Folmer began working for the Dutch Resistance in 1942 at the age of nineteen. She gave shelter to Jews and students, and guided escaped French POWs toward the frontier. Nel Lind, who was ten years older, was leader of a group known as Fiat Libertas. She was arrested on 27 September 1943, when the whole organization was penetrated. Their stories overlap and intertwine, although they did not meet until they were captured.

NEL BEGINS:

I brought underground newspapers to everyone, and helped people to 'dive' --go underground. In September 1942 a friendly policeman told me, 'Now you have to dive'...

I was betrayed by a boy who worked for the Dutch Gestapo, and arrested. The chief Gestapo man said to me, 'Frau Suss de Witt, (one of her noms de guerre) We have been waiting for you for a year.' I was interrogated for weeks. I started by saying nothing, but you can't do that forever. He already knew a lot. There were others arrested at the same time, and it is difficult in those circumstances. I said, 'What will you do with me?'

They said they would keep me during the war, and I would be well treated. My name was well known in England, they told me, and they had a plan to make exchanges.

Then they sent me to the Seminarium prison in Haaren, where they kept all the people from Dutch Intelligence. Trix Terwindt (one of only two women volunteers to be sent into enemy territory by MI9, and of only three women parachuted into Holland) was the only other girl there. In my cell there was an order for officers' meals. They wanted to keep Trix alive. She asked the man in charge of the prison if she could listen to a concert one Sunday, so we got a radio.

They sent her to Germany, then two French girls came. But we kept the radio, and listened to Music While You Work and sang 'We'll Meet Again' -- we heard



PRISON CAMP SURVIVORS -- Three highly-decorated Helpers who aided dozens of evading airmen had a chance to recall those days at the Toronto reunion last fall. From left: E. Charlotte Ambach, now of Green Valley, Ariz., Joke Folmer and Nel E. Lind, both of the Netherlands.

Vera Lynn's songs. It did a lot for the morale. But one day they took the radio away to be repaired and we never saw it again. We had heard the BBC bulletins, so we knew how the war was going.

I taught them how to do Morse code with a spoon on the pipes, so we could keep in touch when not in the same cell. It was always important to be with two or three; you have to look after somebody and somebody has to look after you. Nobody can cope alone.

Joke eluded capture until April 1944; as so many of the group had been caught she tried to set up a new escape line. She had contacts all over Holland; being a girl, she was rarely bothered by the Germans. The Resistance adhered to certain procedures when dealing with shot-down airmen, so as to flush out any German 'plants' and to pass the Americans off as honest Dutch citizens.

Everybody was checked back in England with questionnaires--we sent their names and dogtag numbers over by wireless. Then in Holland some police stations worked with us, telling us from the German telex, whenever and wherever a plane was shot down, and how many. We had to make sure to give the airmen names without 'R' or 'G' in them, as they pronounced them wrong, and to make sure they slept in the trains so they didn't talk.

After my capture, when they questioned me in Scheveningen they said, 'Why don't you confess you have helped these five pilots in '43?' 'Well,' I thought, 'if that is all....' They knew nothing of over a hundred afterwards.

The trial of thirty-five Dutch and Belgian members of Fiat Libertas took place in July 1944, after D-Day. Both Nel Lind and Joke Folmer were condemned to death. Joke, who had been kept in the concentration camp at Vucht, takes over the story:

We were waiting to be executed. They even sent us a priest. But then Arnhem happened, so instead we were put on a train for Germany, without papers

(Continued on next page)

Stumpy Joe crew

CONTINUED

(our death sentences). The papers travelled behind us, missing us at each place by a day or a week: a history professor sent them to us after the war.

German prisons did not want to keep us, as we had no papers. So we were ten days here, eight days there, constantly on the move from prison to prison--east, west. north, south. Many times it was in winter without food or drink.

Keeping as clean as possible even in these circumstances was one way of maintaining morale. There were other psychological boosts, too.

I had a handkerchief of my father's. I kept a needle hidden under my skin (like a blister, one feels nothing). We pulled threads out of everything, even found some on the barbed wire. We exchanged different colored threads and made each other presents. I took that handkerchief everywhere with me, and to stop them finding it always had it in my hand sniffing it. They wouldn't want something infected with bacteria!

Once I was six weeks in solitary but I had my paper clip, which is the most beautiful thing. You can scratch a

er

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but



Joke Folmer at the age of nineteen, from one of her many different identity cards. 'Every day was borrowed time. We never counted on being free. I didn't think "I want to survive, I want to go home" because I was condemned to death. That way we conserved energy.' calendar on the wall, you can make figures out of it, you can write poems...with a paper clip everything is all right.

Finally, while they were being kept for a period at Waldheim prison near Dresden, they were released from their ordeal. But their change of fortune was two-edged--their liberators were notorious for their treatment of women. For once, Joke recalls, the Dutch women rejoiced at the starvation diet that had been imposed on them.

We thought to be liberated by a nice Swedish Red Cross man with chocolates, but it was drunken Russian soldiers. They didn't open the men's prison--just the women's. But because we were so thin, they took the well-rounded German helpers and left us. We opened the men's prison, as we knew there were some Dutch there, with the keys that had been left. There was no one in the guardhouse. Then we walked, having found a map showing the Elbe was four days' walk.

NEL TAKES UP THE STORY:

Because I now weighed only 35kg (about 77 pounds), we went rather slowly. At Riesa we got a rowing boat; we painted the name 'Montgomery' proudly on it. Then we got a pass from the Russians, which we could not read. We learned afterward that it said, 'These fools try to get on by boat. Let them through.' The bridges were all blown and passing was often difficult.

A few days later the Russians shot at them, took their boat away and carted them off to a camp full of thousands of disorientated ex-prisoners. Joke described what happened next.

The Americans had a camp with Russian prisoners and wanted to do a straight swap. The Russians marched one way, we went the other.

Nel had an infected leg, so they stole a cart in which to wheel her to freedom. Through generally outwitting bureaucracy, in June 1945 they managed to fly home in a bomber. Its name was Last Chance.

Joke Folmer holds the George Medal (Civil) from Britain; the US Medal of Freedom (and palm); the French Croix de la Resistance; the Dutch Resistance Cross; and the Dutch Military Medal, the Bronze Lion, which Nel Lind also holds. The discrepancy between the number of their decorataions is only, as Joke generously points out, because Nel had the misfortune to be caught too soon. They are both active members of the RAF Escaping Society, which supports the families of those who ran the wartime escape lines.



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The evader-helper bond maintained



In early December, AFEES President Jim Goebel mailed nearly 700 cards expressing best wishes for the holiday season to our Helpers overseas.

Many of them have responded, conveying greetings to officers and members of our society. Due to the postal work interruption in France recently, there may have been some delay, but at press time for this issue, the following Helpers have had greetings of the season received by President Jim, Ralph Patton, Clayton David and others:

BELGIUM--Ferand Bartier, Arnold Bollen, Mme. Lucie Chaidron, Rik Craeghs, Mme. Giselle Evard, Albert Fauconnier, Roger A Jamblin, Albert Lardot, Karst G. Smit, Raoul Steyaert, Lucien Terrier, Andre Vandenameele, Mme. L. Vienne-Roiseaux, and M. & Mme. Andre Yernaut-Brancart.

ENGLAND--Andrew Smith D.S.C.

HOLLAND--Mrs. Joke Folmer, Mrs. Pierre Franssen, Peter & Mimi v.d. Hurk, Dr. Cornelis Jasperse, Charles Kroesen, P. Kuijsten, Mrs. Mia J. Lelivelt, Mrs. Nel Lind, Bert Monster, Gferard J. Niezink, Albert Postma, Dirk Streefkerk, Jacques & Letti Vrij, William Willemsen, and Jan H.C. Voges.

FRANCE--Jean & Paule Arhex, Leslie Atkinson, Serge Avons, Francis Andre, Mme Loulon Balfet, Mme. Gisele Baron, Serge & Josette Baudinot, Mme. Rene Beffera, Mme. Audrei Besse, Max & Isabel DeBroissia, Max Brezillon, General Rene Chesnais, Marcel Closset, Mme. Nicole Cortese, Pierre Cresson, Mme. Madeline David, Mme. Paulette Declerco, Jean Deduit, Andre Formici, Albert Gloaguen, Mme. Marcelle Guillerm. Also, George Guillon, Jean Hallade, Mme. Pierre Jandeau, Mme. Georges Jauneau, Albert Lair, Louis La Palus, Paul Le Bot, Pierrick Le Loup, Mme. Jacqueline Le Grand, Ernest Le Roy, Rene Loiseau, Mme. Marie J. Martinez, Claud Masson, Jean Olibo, Mme. Paulette Pavan, Mme. Janette Pennes, Bertrand Petit, Jean-Jacques Plessiet, Rene Pontier, and Mme. Charles Villette.

UNITED STATES--Helen Conka, Yvonne Daley-Brusselmans, Case Hanou, Olga M. Puglia-Hakim, George H. Van Remmerden, Siem Rosendaal, Ms. Gysbertha Tinkelenberg-Rosendaal, and Henry Lee Verlinden.



FROM THE MEMBERS OF THE AIR FORCES ESCAPE & EVASION SOCIETY

WE WILL NEVER FORGET NOUS N'OUBLIERONS JAMAIS VI VIL ALDRIG GLEMME! WY ZULLEN NOOIT VERGETEN NOI NON DIMENTICHEREMO MAI

Inside section of a folder with the message, "Happy Holidays and a Joyous New Year," sent to hundreds of Helpers by AFEES officers.



TOGETHER AGAIN -- Woodrow Tarleton (390BG) of San Jose, Calif., and Joke Folmer, Dutch Helper, talked about the old days when they visited at the Toronto reunion last September.

THE PRESIDENT'S MESSAGE: Page 9 Tt's back to Savannah in May

Gentlemen of AFEES and their Ladies:

Well, our Toronto affair came and went and it seemed to be enjoyed by all. The shear size of the gathering created some conflicts but still, it all went very well.

Savannah 1996 should be a nice affair with more attention paid to allow more time to socialize with our Helpers and with one another. We're familiar with the hotel and the surroundings in the city. This reunion, together with the observance of the 50th anniversary of the birth of the Eighth Air Force and the visit to the Eighth Air Force Heritage Museum, will be very interesting.

Since the fund-raising auction seemed

to become rather tiresome, the officers and directors have decided to initiate a raffle instead. This will allow all members to take part and also provide more time at the reunion for socializing with members and Helpers.

We will be electing officers and four directors of the society. We sent out almost 700 Christmas Holiday greeting cards to Helpers around the world and many have responded, expressing heart-felt feelings to our members. It is amazing that this bond still exists after 50 years.

Enjoy each passing day and each other--this is the most valuable possession we have. Adios.

----JIM GOEBEL, President

FOLDED WINGS

MEMBERS

EE 1465 George M. Mikels, Portland, OR EE 645 Carl T. Nall, Houston, TX EE 170 Robert E. Nelson, Medford, OR EE 2437 McCallister B. Rhodes, Las Vegas, NV EE 757 Buford Thacker, San Diego, CA	94 456 379 389 381 366 474	BG BG BG BG FG FG	15 1 19 20 27	Nov Nov Apr Feb Jan Jun	95 95 95 95 93 95 95	
	4/4 92					

HELPERS

Mme Elizabeth Beauthier-Dellis, Gosselies, Belgium Lucien Guerlus, Nalinnes, Belgium Henri Keldermans, Isieres, Belgium Jean Bessie, Royan, France Mme. L. Bodiger, Lannilis, France Mme. Alise Delgrange-Drieux, Lederzelle, Fance M. Emile Delpy, Suc Et Santenac, France.	13 Jun 95 7 Dec 95 12 Nov 95 1994 1990 15 Dec 95
Mme. Ulysse Gosse, Crevecoeur-Le-Grand, France	1995
Pierre Kersulec, Rosporden, France	1995
Robert Ricco, Daoulas, France	1992
Mme. Irma Totis-Binutti, Tincques, France	2 Oct 95
Marinus de Bruin, Beerze, Holland	11 Oct 95
H. D. "Hennie" Idenburg, S. Gravenhage, Holland	20 Nov 95
Girard Wassenberg, Boekel, Holland	1995

Shot down, Magnus found kindness.

(From the Alamogordo (N.M.) Daily News, Friday, Nov. 10, 1995

By LISA TURNER

Daily News Staff Writer Sometimes the kindness of strangers is all one can fall back upon, as playwright Tennessee Williams noted.

Local resident Magnus Bolken knows that as well as anyone. The kindness of strangers saved his life during a harrowing period of hiding after his B-17 aircraft was shot down over enemy-held territory during World War II.

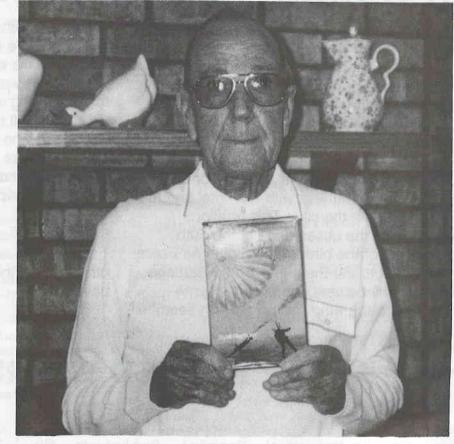
Many people helped Bolken, but the name of one certain stranger stands out like neon in Bolken's mind. Her name was Sybil Hepburn, a Scotswoman who was a primary figure in the Resistance movement against the Nazis. Hepburn hid Bolken and helped him survive in Vichy France.

Years later, Hepburn visited Bolken and his wife, B J, in America and wrote much of her book about the Resistance movement, Wingless Victory, on the Bolkens' manual Smith-Corona typewriter. After 30 years, they still have the typewriter.

Bolken remembers the series of events that led him to Hepburn. They began the day his wounded aircraft barely crept out of German airspace and into France.

"The bombardier couldn't hit the target the first time around, so we made the deadly second run which is very difficult to survive, and we didn't," said Bolken. Heavy ground fire knocked out almost every plane, and crippled Bolken's. It was Bolken's 24th birthday. The young squadron commander literally celebrated it with a bang.

"We had three engines knocked out, two of them on fire, and fuel streaming out all over the place," he said. "There was no way we could make it all the way



Lisa Turner/Daily News

A HERO AND A HEROINE'S BOOK — Alamogordo resident Magnus Bolken holds a copy of *Wingless Victory* by Sybil Hepburn, who was an active member of the Resistance movement against the Nazis during World War II. Hepburn hid Bolken, whose B-17 was shot down, for months from the Nazis and Vichy French.

home. But we stayed with it until we could get out of Germany and into France."

Bolken and his crew eventually bailed out. He delayed deploying his parachute as long as he could to prevent detection from the ground.

"I waited until the last second to pull my ripcord. I looked over my shoulder and there was a hill top. ..." His chute barely opened in time. His descent through trees slowed him down. He ran from his chute and hid in shrubbery, careful to remove his goggles so the glint would not give away his location.

"Just about the time I settled down, I heard them hollering that they'd found the chute," Bolken said, who was only about 50 yards from his potential captors. But they failed to detect him, and eventually he slipped away. He traveled the entire night.

The next day, he found a friendly farmer who gave him some food.

"I went back into the woods and ate about a quarter of a loaf laced with butter, which tasted mighty good," said Bolken. That night, he crawled on his hands and knees to avoid detection. Eventually he found another friendly countryman, who gave him a ride in a horse-drawn cart to a village, then to his home. (Continued on next page)

MORE ABOUT--Shot down CONTINUED

"He took me into the kitchen and introduced me to his wife, and she exploded. They had about four children. The Germans at that time ... would shoot the whole family," he said. Bolken had some candy with him that his unit had given him earlier.

"I reached into my pocket and took out the candy and passed it around to the kids. That was enough to win her over," he said. Friendly villagers donated clothes, including a beret he has kept to this day. They dyed his flyer boots black.

With the help of other kind strangers, he made his way toward Paris. Forty miles south of Paris, a group of priests agreed to hide Bolken in their seminary while his protector, Hepburn, arranged to acquire a camera to snap his picture. The picture was needed to create forged identity papers which could save Bolken from imprisonment if he were ever snagged by enemy police.

After about a week, Hepburn scrounged a camera. Bolken left the seminary after she got his papers in order. Bolken was now officially "deaf, dumb and half witted," according to his papers.

Not long after he left the seminary, Gestapo agents raided it and killed nearly all the priests, Bolken said.

Hepburn lived with friends, and to their dismay, Bolken had to stay with them because she couldn't find a "refrigerator to store her chicken," a Resistance code meaning no one could take the risk to hide the American airman in their home.

H F G H D. H. G H B

Ironically, Hepburn's home was an excellent hiding place for Bolken. A German officer was rooming there, and Hepburn knew no one would suspect the presence of an Allied airman. In the meantime, Bolken practiced his new role as "half witted," aided by his ill-fitting civilian clothes, according to Hepburn in Wingless Victory.

By this time Allied forces had invaded Normandy, and bombing raids were not uncommon. The house was near an airfield and several other prime bombing targets, and it had no shelter. So Bolken dug a trench in the garden and covered it with logs and dirt. Hepburn added carrot seeds, and soon the shelter was covered with emerald green grass, hiding its intended purpose.

The days passed. They survived emergencies, like Bolken's appendicitis attack which would have forced an operation inside the house, with the German officer rooms away, had Bolken not recovered. When food got scarce late in the war, they lived on green beans and mushrooms

Finally, Paris was liberated. Hepburn had previously relocated Bolken to Paris, and he celebrated freedom by riding a German-owned motorcycle joyfully around the city. He and a friend raided the wine cellar of a Gestapo agent who had lived nearby.

After Wingless Victory was first published, it was a huge success in Europe. But only three copies survive today in America, the Bolkens say. They own one, and so to preserve the manuscript, they've typed additional copies on the same Smith-Corona Hepburn used 30 years ago.

Hepburn died in the 1960's, but the Bolkens will never forget her. She worked for the Resistance for five years, dodging the Gestapo, and once stabbing a Gestapo officer in the heart when he tried to stop her at a road block. She was decorated by Dwight Eisenhower for her courage.

Bolken himself received commendations from Winston Churchill, Gen. George Marshall and Lt. Gen. Ira Eaker, among other great leaders. He is the recipient of the Distinguished Flying Cross, four Air Medals, and many other decorations.

The Airmen's Prayer

"Lord, guard and guide the men who fly, Through the great spaces of the sky; Be with them as they take to air, In morning light and sunshine fair. Eternal Father, strong to save, Give them courage and make them brave:

Protect them whereso'er they go, From shell and flak and fire and foe. Most loved Member of their crew, Ride with them up in the blue. Direct their bombs upon the foe, But shelter those whom Thou dost know.

Keep them together on their way, Grant their work success today. Deliver them from hate and sin, And bring them safely down again. O God bless the men who fly Through the lonely ways across the sky."

ARTIST'S SKETCH IS PROOF! E&E exhibit deserves our support

Members have given \$36,000 toward goal

By RALPH K. PATTON Chairman, AFEES

I have just received a copy of the artist's sketch of the Escape & Evasion exhibit at the 8th Air Force Heritage Museum in Savannah and now I am really "Gung Ho". This will be a first-class exhibit, worthy of our support.

All members of AFEES who contribute to this exhibit will be listed in a book of honor within the exhibit area. Major contributors will be listed in an as-yet unspecified memorial area.

AFEES has pledged \$100,000 to ensure proper recognition for our Helpers in this exhibit and I am totally convinced that we can raise this amount and that it will be money well spent.

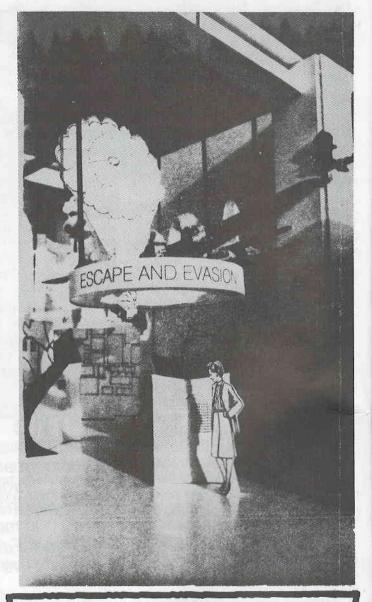
A heartfelt *"THANK YOU"* to all AFEES members who have to-date contributed \$36,000 in cash. This means that we only have \$64,000 to go!

Contributions have ranged from \$200 to \$10,000. It is fully understood that some of us can't contribute but we would hope for everyone's moral support.

To those of you who file the long income tax form, all contributions to the Heritage Museum are tax deductible.

Contributions can be made by personal check or by credit card on a oneshot payment or on a monthly basis. Or, you might consider donating appreciated stock; this permits a charitable deduction for the full market value of the stock, regardless of what you paid for it, thus avoiding a capital gains tax.

We eagerly look forward to our May reunion and the reaction to this unique Escape and Evasion exhibit in Savannah.



Some home work before Savannah

See the movie *Forest Gump* and then visit the bus stop bench where Forest told his life story.

Read the book *"Midnight in the Garden of Good and Evil"* and visit where it happened. This is a true story.

Museum begins take shape

SAVANNAH, Ga. - The mighty Eighth Air Force Heritage Museum building really began to take shape during December as crews stepped up the pace of construction work.

Just before Christmas the roof of the 231 foot by 271 foot building was completed and that will allow interior work to continue rain or shine. Then just after Christmas the second floor concrete was poured and completed. The control tower, which is being built inside the Museum building to help recreate the look of a WWII airfield, was about half done as December ended. The tower building will also house a mission experience theater inside.

Heating and cooling ducts are being installed and electricians have installed hundreds of feet of wire and conduit. Stud work on the outer walls is complete and crews will put on the metal siding in January.

Outside the building the grounds are being graded and marked for paving. County work crews have cleared the trees and are widening Bourne Avenue, the main access road to the Museum,

As construction work continues in Savannah work on the interior exhibits continues in Atlanta at the Exhibit group facilities there. Exhibits will be moved from Atlanta to the Museum in early spring to be ready for the grand opening May 13-14, 1996.

Are you ready for Elvis? Savannah is ready for AFEES reunion

By PAUL E. KENNEY Reunion Chairman

Things are coming into formation for the arrangements for the AFEES reunion in Savannah over Memorial Day weekend. The next several pages of this issue of *Communications* contain a great deal of information concerning the affair, as well as the attractions that abound in the historic city of Savannah.

At the luncheon on Saturday, May 25, we will be entertained by the "Puppett People" of Savannah. They are full-size puppets who will greet us in the pre-activity area before lunch and while we are eating.

They are not costumed actors, but are puppets dressed as Elvis, Scarlett O'Hara, Rhett Butler and others, who are animated by actors hidden behind black veils and wearing black leotards. One of the puppeteers speaks excellent French.

After our Sunday night dinner, we will have singers from Fort Stewart performing as they did in 1991.

The Savannah Cab, Inc. has a special fare from the airport to the Marriott Hotel for \$23.00. This fare is for as many as four or five passengers--or as many as they can get into the taxi.

Plans are to have one of our members at the airport to meet planes and form pools to the hotel. Watch for the AFEES sign. Please send your flight number and arrival time when you send in your reservation to facilitate taxi arrangements.

Volunteers are needed to help at the airport to greet incoming guests. Anyone who can help, let me know when you send in your reservation. I can be reached at 770-469-1857.



REUNITED -- Marvin Wycoff (center) and his wife Marie of Lake St. Louis, Mo., enjoyed meeting one of Marvin's Helpers, Pierre M. Montaz of Hauteville, France, at the Toronto reunion last September. Marvin, a radio operator/gunner with the 460BG (15AF) bailed out July 19, 1944, about 50 miles southeast of Grenoble. He was eventually liberated by the U.S. 45th Division.

Savannah: where Georgia began

By PAUL E. KENNEY Reunion Chairman

Savannah loves tourists! The whole city is keyed to the idea that visitors are their number one priority.

The Savannah Visitors' Bureau will set up an information desk next to our registration desk in the mezzanine area of the hotel where they will be providing information on tours and material such as maps, lists of places to see and places to eat.

À tour company will have a desk in the lower lobby to take reservations for a Trolley Tour of Savannah with facilities where passengers can get off at any time and take the next trolley after viewing something special.

The tour takes 1 1/4 hours and can start at the hotel. If enough people sign up, we can have private coaches for E&E only.

The City of Pooler, where the museum is located, is 10 miles west of Savannah where U.S. 80 intersects I-95. (Near Savannah International Airport).

While visiting the museum, we will have a catered lunch in the Pooler High School gym as the museum dining facilities are only equipped to handle about 200 diners.

During the second weekend of January, Dorothy and I took a tour of the museum building. It is as large as two football fields with a full-size Nissen hut inside, as well as a control tower 90% full size. The control tower will serve as briefing area with reenactments of a mission briefing. The Nissen hut will be equipped as it was during our occupation, even to the dirty socks under the cots.

The two reflecting pools have been constructed and have been filled with water, and rough landscaping and grading has been started. The Memorial Gardens may not be completed while we are at the museum.

The County of Chatham has widened the entrance road to a six-lane boulevard with proper landscaping.

Volunteers needed

We need members to sign up for 2 or 3 hour shifts for these and other reunion jobs:

- 1) Registration desk
- 2) Help load and unloaded buses
- 3) Memorabilia room
- 4) Hospitality room
- 5) Piano player

Please help out if you possibly can!

Many E&E items have been sent to the museum, but more are needed. Send them A.S.A.P.!

The museum will be equipped with a library, educational unit with a theater, research center, computer center, and archives.

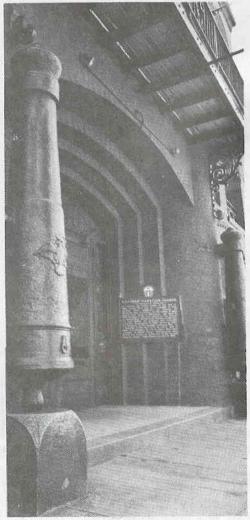
The Marriott Hotel is located at the east end of the river walk and a new riverside sidewalk has been extended to the historical area. This will make walking much easier!

The hotel has a new chef and he is anxious to please us with his culinary skills. Motorists can park free in a protected area.

The weather will be warm in May, so bring summer clothing plus rain gear, as it can be wet. The azelias will be gone, but many other flowers will be in full bloom.

The Friday night dinner at the hotel will be informal with the purpose of getting to know our guests who attend and be able to better entertain them.

For more information on Savannah or arrangements for the reunion, call me (Paul Kenney) at 770-469-1857.



Savannah Historic District







THE AIR FORCES ESCAPE & EVASION SOCIETY

Schedule for 1996 Reunion Thursday-Tuesday, May 23-28

Riverfront Marriott, Savannah, Georgia

Thursday, May 23

Early arrival date.

Meals and sightseeing on your own. Walking tour of the Riverfront Plaza, or tour of City of Savannah.

Friday, May 24

9:00 A.M. to 5:00 P.M. -- Convention registration open on Mezzanine floor.
Breakfast and lunch -- on your own.
1:00 P.M. to 5:00 P.M. -- Hospitality Room open.
6:00 P.M. -- Reception and Dinner at the hotel -- Introduction of guests.

Saturday, May 25

Breakfast on your own. 9:00 A.M. to 11:00 A.M. -- Business meeting. 12:00 Noon -- Luncheon. Dinner on your own. 6:00 P.M. to 10:00 P.M. -- Hospitality Room open.

Sunday, May 26

7:30 A.M. to 8:30 A.M. -- Breakfast at the hotel.
9:00 A.M. -- Buses to 8th AF Heritage Center with lunch.
3:00 P.M. to 5:00 P.M. -- Hospitality Room open.
6:00 P. M. -- Reception.
7:00 P.M. -- Banquet, Entertainment, etc.

Monday, May 27

8:00 A.M. to 10:00 A.M. -- Breakfast at hotel. 10:00 A.M. -- Memorial Services. Departure.

Tuesday, May 28

Late departure.

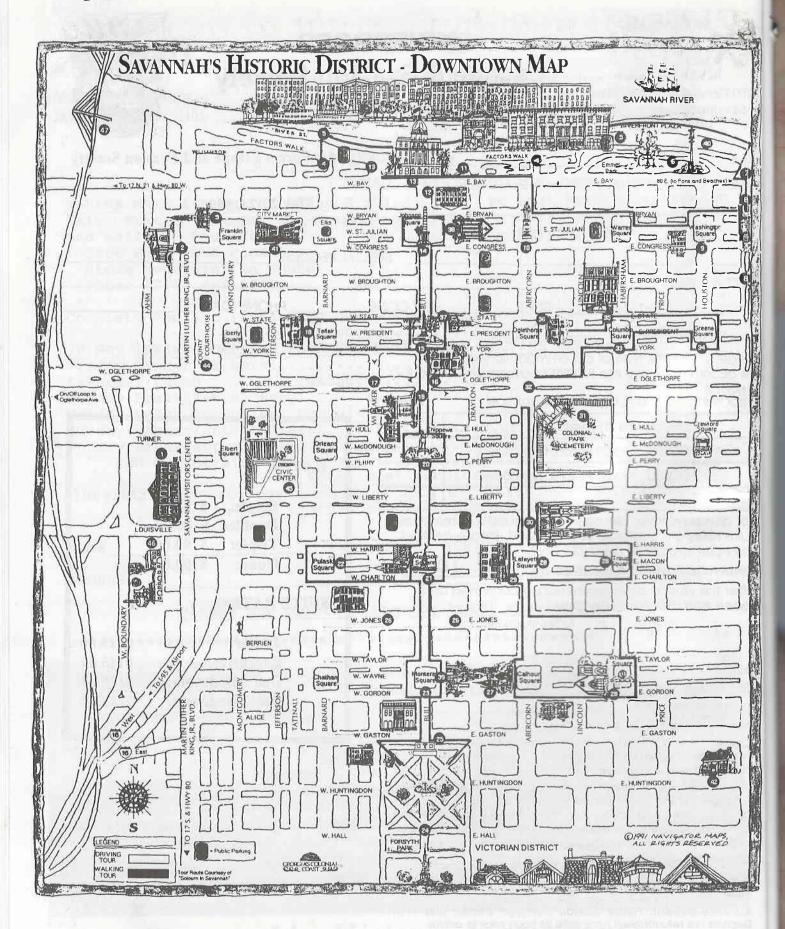
SAVANNAH	
Marriott	AIR FORCES
RIVERFRONT	Escape & Evasion Society
100 General McIntosh Blvd.	Escape a Evasion Society
Savannah, Georgia 31401 (912) 233-7722	<u>May 23 - 28, 1996</u>
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Savannah's Historic Waterfront

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Enlisted men have right to be proud

By TECH. SGT. DAVID MASKO Air Force News Service

MAXWELL AIR FORCE BASE, Ala. -- Air Force enlisted people have many reasons to be proud of their military heritage. Among these, enlisted airmen are well known for their achievements in the field of aviation.

Air Force enlisted people have also been particularly important to the nation during times of war when their mettle was tested in battlefields, in the air, and at air bases around the globe.

Still, some people wonder why--in

Spitting Dialy By E.A.W. SMITH, Eakin Press, PO Box 90159, Austin, TX 78709, \$16.95

E. A. W. (Ted) Smith served for over five years on more than thirty Royal Air Force bases. As a fighterbomber pilot, Smith flew Spitfires in ninety missions, a third of which were bombing attacks.

After D-Day the Spitfire played as large a part in aerial warfare as it had done before, but its role in those last hard-fought months is little

Ruth Eaker worked with her husband

Ruth Apperson Eaker, widow of the late General Ira C. Eaker, died Dec. 13, 1995, at Andrews AFB, Md.

Ruth Apperson, a native of Washington, D.C., met then Captain Ira Eaker in 1930, more than a decade before

he would become the architect and the father of the Eighth Air Force. The young Captain Eaker, already an

aviation pioneer and hero, was captivated by Ruth Apperson and immediately remarked to a friend, "That's the girl I am going to marry."

It was a long and successful marriage from 1931 until General Eaker died in 1987. The Eakers were very close and Ruth worked tirelessly alongside her husband during his military career and then his civilian career after he retired from the Army Air Force in 1947.

Through it all she always had a special fondness for the Mighty Eighth which her husband helped to build.

this high tech information age--is the heritage of Air Force enlisted people not a major part of the visibly chronicled history of the United States military.

Chief Master Sgt. of the Air Force David Campanale said he realizes Air Force history is "intellectual property," and the work of unique individuals. But year-in and year-out, since the days of the first flying machines, the portfolio of pioneers of air and space has largely been filled with names of those at the top of the spear.

Campanale said he feels the challenge

Spitfire Diary' tells it like it was

documented. This book attempts and succeeds at doing just that. It is written in diary form, starting four days after D-Day and ending in May, 1945. It is based on the actual operations record of the 127 Squadron, RAF, and Smith's own recollections gleaned from his personal log and notes of that time.

Through these comes a vivid picture of squadron life, of the sometimes appalling conditions they worked under, and of the resulting close-knit groups that became interdependent; of friendships made only to be severed by death; of the sequence of CO's and the changing faces.

He tells of the impressions made upon young pilots by the starving civilian populations they were liberating, of the horseplay and the tragedy, of the tension and fear of missions contrasted with the boredom of doing nothing when the weather hampered operations.

This book is a moving, dramatic and at times very funny memoir which is not only for the war and aviation enthusiast but also for all who wish to know just how these pilots coped with a prolonged period of high excitement coupled with extreme danger.

Smith immigrated to the States in 1948 and became a U.S. citizen. He spent 37 years in the electronic media and now retired, lives in Austin, Texas. and opportunity for today's historians is to use the increasingly important medium of information technology to help record Air Force enlisted milestones.

Five years ago, Desert Storm was one of the most documented wars in history. Today, Air Force enlisted people can easily point to their role in the Gulf War because information technology was at the forefront in recording the role of all people who fought in that war.

"Air Force enlisted people should be remembered not as a footnote, not as a group of people, but as names," Campanale said.

Campanale discussed enlisted heritage while at Maxwell recently for the dedication of a statue to commemorate former CMSAF Richard Kisling.

Kisling, who served as the top Air Force enlisted man from Oct. 1, 1971, to Sept. 30, 1973, is remembered as someone who cared deeply about enlisted "roots," and dedicated himself to telling the enlisted story.

"We need a reference point to say this is where we've come from," said Campanale during a visit to the Enlisted Heritage Hall at Maxwell's Gunter Annex. "This place serves as a remembrance for young enlisted men and women to look back at our Air Force and gain a better appreciation of those who came before."

Chief Master Sgr. Richard Robold, director of the Enlisted Heritage Hall, concurs with Campanale, saying before there was an Enlisted Heritage Hall, there was no place to spotlight the accomplishments of Army Air Corps and Air Force enlisted men and women in the development of airpower.

Robold said the Air Force Museum at Wright-Patterson Air Force Base, Ohio, and the Air and Space Museum in Washington are two of the world's premier aviation history centers.

Still, both museums tend to focus more on people who were at the apex when the event made history. This is not to say enlisted people did not leave their footsteps in history, but because of the military's leadership system and other factors, often enlisted "footsteps" were overlooked and the recognition was given to the commanding officer.

Art saw the island of Sicily on foot

By ART ROHR Marietta, Ga.

Day 1

This saga took place on the island of Sicily, beginning early on the morning of July 16, 1943. I was engineer/gunner on a B25C operating out of Hergla, Tunisia.

It was my 12th mission. The target was Randazzo, Sicily, a small town on the enemy supply line.

Over the target I was searching the black of night for enemy fighters when an explosion erupted in the left engine, sending pieces of cowling off into the night. Flames burst out over the entire left side of the aircraft and a voice in my headset cried out, "Go! Go! Go!"

I went.

After attaching my chest pack chute, I went out into the slipstream, feet first, my head hitting the fuselage.

I woke up on my back with the sun in my face; only one eye would open. Although the left side of my face was matted with blood, I had presence of mind to unbuckle my chute and slide it under a large bush. While I was under cover of some bushes, I spotted a patrol some 100 yards up the mountain. I crawled down to the water of a small ravine to wash my blood from my face and get my other eye open.

The fact I was unconscious for many hours probably kept me from being picked up by an enemy patrol. I learned later that the copilot and bombardier parachuted safely only to be picked up.

Using Mt. Etna as a reference, I headed east hoping to contact the British. After I had traveled several miles, I covered myself with tree branches for the night.

Day 2

After walking about half a day, I came across two elderly people cutting wheat. Seeing no one else around, I decided to chance it and moved out into the field into hearing distance. I called out "American." The old man stopped his work and looked up at me and said, "Americano." He sent the woman off for some food and soon she returned with cheese, bread and a bottle of wine.

For the night, they led me to a small hut. Sleep was no problem except that I wondered if they might turn me in to some military post. I decided that they would not have treated me so well if they planned to do that.

Day 3

Next morning the couple returned with more food. After thanking my new friends as best I could, I headed for Mt. Etna. That afternoon I was washing my feet and socks in a mountain stream when a small boy appeared and motioned for me to follow him.

I followed him to where two women were washing clothes. They led me to where an old man and two younger ones were beating grain out of sheaves. The women fed me and I made a rather hurried exit back into the mountains as the two young men seemed a bit hostile.

I backtracked several miles and found myself in the same area I had walked over the day before, so I decided to spend the night in the same hut. I made myself at home, finished off my food and slept soundly.

Day 4

Late afternoon I came across a young man watching a few sheep. Hunger was setting in and I thought I would chance it and ask for some food. He motioned me to follow him, which I did, along with his sheep. We moved down into the valley where the family took me in and gave me a small piece of meat called "abeefastake," which was a real treat.

Days 5, 6, 7

The next several days were spent walking westward and begging food from various people.

One evening I made a toasted cheese sandwich. I built a fire and when the top stone got hot, placed about half my cheese on it. I then broke off a piece of bread and placed it on a stick so I could hold it close to the fire until it got like toast. Then I scraped the cheese off the rock and thought of home and my girlfriend Martha who was working in Baltimore, Md.

Day 8

That afternoon I came across three men sitting in the shade talking. One of them had a horse tied up. The older spoke good English and he told me that he had been deported from the U.S. back in the 1920s for bootlegging and now was a sheep herder. The two younger men with him were deserters from the Italian army and were making their way to the American lines to surrender.

He told me that they would take me with them but not in my flight suit. He got me some old clothes but I kept my GI shoes and dog tags.

That evening the sheep herder led the way down the mountain to a deserted building where we had bread and cheese, washed down with wine. We slept on the floor.

Days 9, 10, 11

I walked hard and fast with these soldiers. They didn't stop except to rest, drink and sleep. My feet finally began to get sore and I couldn't keep up so I had to tell them to go on without me.

Day 12

Much to my surprise, I awoke at dawn to the sound of distant gunfire. I was thinking the American forces couldn't be very far away now.

Suddenly I realized that just a hundred yards or so ahead was a German artillery emplacement. I turned and ran for cover only I didn't stop running for what seemed to be hours. After a rest, I decided to work my way around the gun battery by going higher on the mountainside.

I was so excited that I didn't sleep much that night.

Days 13, 14, 15

I just walked and soon came upon two men digging in a garden near a small house. When I asked for water, they could tell that I was not Italian!

I told them in sign language of my parachuting and walking into Germans. When shown my dog tags, they accepted my story.

The next three days were pleasant and relaxing. The family fed me while I could look across the valley and sec some German troop movement.

Day 16

After some food, the father motioned me to follow him to where two mules were tied. I climbed on one, he got on the other and we headed out. We rode around the mountain path for two hours until we came to a town called Mistretta.

We rode down to the square and (Continued on next page)

MORE ABOUT-Seeing Sicily on foot

stopped. There, just ahead, was an American patrol! I climbed down from the mule and asked the GI at the steering wheel of a Jeep, "Who's in command here?" The soldier looked surprised because he just saw a fellow in a grey cape, dirty black sweater, checked shirt and blue velvet trousers with GI shoes.

I repeated the question and he called a captain who was talking with civilians of the town. He heard my story and took me across the street to a small restaurant and had an Italian prepare and feed me half a chicken and a plate of sauerkraut, which I ate gladly.

I was driven back to a field hospital at Nicosia, where a doctor checked me over and found my head wound was healing up nicely. Then the news media interviewed me about what had happened. I was to learn later that the story was broadcast on the Kate Smith radio program and was published in the papers back home.

I was taken to General Patton's command headquarters in Palermo to verify my identity. Still in civilian clothes, I hooked a ride back to our base in North Africa. Was everyone surprised when I walked into camp!

I was back with my squadron about three or four days when I landed in the hospital with malaria fever.

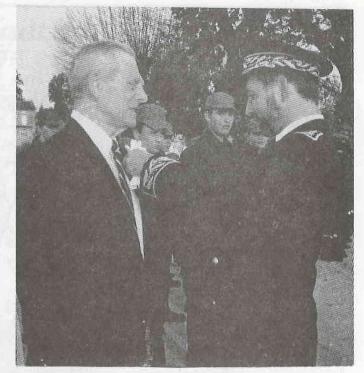
Epilogue

The Christmas following my recovery from malaria, I obtained leave to go back to Mistretta to visit the Muglia family who had hidden me as the Germans retreated back past our position.

One of the fellows who spoke the language was with me and we located the family who now were back in their original home in town. We had a great party, and I think the whole town attended.



CAMERA READY -- Paul Ruska of Abilene, Tex., and one of his Helpers, Mme. Andree Dujeancourt of Damville, France, saw each other again at the AFEES reunion in Toronto.



Herbert Brill reçoit la Croix du combattant

Translated from the French, published in Le Sud-Ouest, Nov. 13, 1995

"This American officer was honored November 11th for his bravery during World War II"

NONTRON (DORDOGNE) FRANCE -- As is the custom, solemn ceremonies were again held, with the participation of local authorities, a military unit, school children and the local populace. Wreaths were placed at different monuments dedicated to soldiers from Nontron who died in the wars.

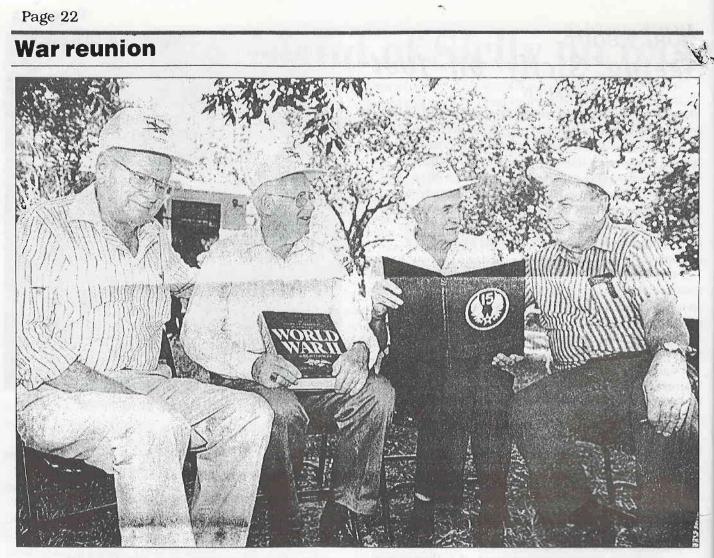
It was at the ceremony at Paul-Bert Square that Mr. Herbert Brill, an American officer in the 1939-45 war, received the "Croix de Combattant" from the Sub-Prefect.

Herbert Brill, along with nine other crew members, was on a mission to bomb an enemy air base south of Cognac. Their B-17 Fortress was hit by flak, lost speed and altitude, and made a forced landing close to the town of Montendre, in the State of Charente-Maritime. The crew set fire to the plane before departing by two's in various directions to avoid capture by the enemy.

Made aware of the fact that French Resistance groups were located not too far from the crash site, Herbert Brill was successful in finding a Resistance (Maquis) outfit, which later was known as the "Special Section for Sabotage."

Immediately after the medal ceremony, Herbert Brill was made an honorary citizen by Mr. Giry, Mayor of Nontron, where Brill and his wife have a house.

This is the third medal Brill has received from the French Government. The other two are the "Croix de Resistance" and the "Croix de Combattant Volontaire."



TOGETHER AGAIN -- Joe Bryant (left), Dewey Large, Art Hughes and Bates Boles reminisce about bailing out of their B-24 bomber on Nov. 20, 1944, over Yugoslavia. ---Houston Chronicle Photo

Stumpy Joe crew gets together

From the Houston Chronicle, Oct. 23, 1995

By BOB TUTT

When tail gunner Joe R. Bryant hesitated before bailing out of his disabled bomber, another crewman booted him out.

Bryant, like the 10 others aboard his plane, a B-24 Liberator named Stumpy Joe, had never before made a parachute jump.

As he plunged toward earth in Yugoslavia that day in World War II---Nov. 20, 1944--he recalled being told to protect yourself from enemy fire by holding off on pulling your rip cord until you see the windows in houses.

He did that, then hit the ground just seconds after his chute opened. He

landed with such force he broke the bottom of his tailbone, an injury that pained him for a decade.

Ahead of Bryant and his comrades lay a perilous two-month trek to safety across Yugoslavia, Hungary and Romania. All 11 of them survived.

Bonded by their service together they have stayed in touch, and five of the nine still living recently held a reunion here.

They served in the Army Air Force's 765th Squadron, 461st Bomb Group, 15th Air Force. They inherited Stumpy Joe from another crew and never learned how it got its name.

The plane got hit during a massive raid on a synthetic oil refining complex at Blechhammer in German-held Polish territory. It was the crew's second and final mission.

Bombardier Bates Boles, now of Houston, remembered that during the raid one of their six 1,000-pound bombs got hung up in the bomb bay and that he managed to crawl down and kick it out.

They "hit the silk" because antiaircraft fire ripped a gasoline tank in their bomber's wing and fuel loss made getting back to their base in Italy impossible.

Arthur L. Hughes, the plane's 19year old pilot, sounded the alarm for the crew to jump about 60 miles southeast of Zagreb, then a Yugoslavian city and now capital of the nation of Croatia.

They bailed out at 12,000 feet, said Hughes, a resident of Wickenburg,

(Continued on next page)

MORE ABOUT--Stumpy Joe crew together

CONTINUED

Ariz., who became a career Air Force officer and rose to colonel. He was the last to jump and landed in a clump of trees, "hanging about three feet off the ground."

Bryant, a Tennessee native who moved here after the war, said that after landing, "a German Stuka dive bomber started strafing me and ran me into the woods. He didn't have anything to shoot at but the bottom of my feet."

"I actually had to jump twice," recalled top turret gunner Dewey E. "Deacon" Large of Knoxville, Tenn. "I went out the bomb bay but the first time the plane's slipstream pulled me back up on the catwalk. So (Robert L.) Skip Scanlon, the flight engineer, gave me a boot that got me out a second time.

"We'd been instructed to count slowly to 10, but I was so eager to see if my chute would open, I pulled the rip cord when I reached 8. The straps around my crotch were pretty loose, and I got a severe injury when the chute opened."

Scanlon, of Wyandotte, Mich., also was injured in his parachute jump, fracturing a foot. "I was picked up by seven or eight children, none older than about 12," he said. "They were loaded for bear with hand grenades and rifles. I had to persuade them I was an Amerikanski on their side."

The Partisans placed him in a makeshift hospital for a couple weeks. "They had hardly any medication or other supplies," he said. "They'd take bloody bandages off men, wash them in streams, then reuse them."

A captured German doctor administered treatment "and did the best he could," Scanlon said.

Navigator William C. Hart, reached at his home in Duxbury, Mass., was knocked out by a head and neck injury in his jump. Coming to his aid were another Yank, Dorance R. Shaffer, and a partisan. They took him to the headquarters of a small British Army intelligence unit.

"In a very calm manner they gave me a steaming mug of hot tea, and I have loved tea ever since," Hart said.

Shaffer was added to the crew to monitor German radio broadcasts during the bombing attack. He alternated llying missions with another radio operator in the squadron. His alternate was named George, and like Shaffer, he also could understand German.

When the Blechhammer mission came up, it was George's turn, but at the last minute Shaffer learned he would have to go. George had just received a "Dear John letter" from his wife and was in no shape to fly.

Shaffer said this turn of events would dramatically affect his life in an unexpected way. When he got back after being shot down, the army sent him to a convalescent hospitat at St. Petersburg Beach, Fla. And there he met Susan Craft, who would become his wife.

Most of the crew were 18 or 19. So nose gunner Wayne W. Boyce, the oldest one at 23, came to be known as "Pop."

Boyce, reached at his home in Grand Junction, Colo., remembered "feeling very sorry" for the people in the rural area of Yugoslavia where Stumpy Joe went down. "Food was almost nonexistent for them, hygiene an unknown factor, no toilet facilities," he said.

At first the Partisans thought they could evacuate the crew by way of the Adriatic coast. But the German army then was moving its forces from Greece on a rail line that paralleled the coastline, and crossing that closely guarded line would have been too dangerous.

As a result, the crew, plus a few other downed Yank airmen, were moved to safety by way of Hungary and Romania. The Russians were then wrestling those nations from the Germans.

In Hungary the fliers passed to the custody of the Russians. Their journey would end at Bucharest, Romania. Trudging through frigid wintry weather, they walked most of the way.

Bryant said the Yanks got no chance to bathe although they did get de-loused several times.

NEW MEMBERS

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RAF Escaping Society shuts down

(From the Royal Air Forces Escaping Society, THE LAST NEWSLETTER, December 1995)

Report of Chairman Capt. F. H. Dell, now one of the Trustees of the RAFES Charitable Fund

"Although the Society closed officially at the AGM in Lincoln on September 16, bearing in mind the thought that, for 50 years, our Members and Friends have been kept informed through its Newsletters, it seemed right that one final edition should be produced to record the most recent events and thus complete our history.

"To come straight to the heart of the matter: I think that all those who were there would agree that the events at Lincoln did indeed bring the Society to a conclusion in a fitting manner, with the help of Member Alan Day. Touching briefly on these, we were entertained most hospitably at a Reception given by the Lincolnshire County Council on Friday, September I5th, in the gracious surroundings of the Judge's Lodgings in the city. Speeches were made by Mr. David Lomas, representing the Council, and myself and plaques of our respective coats of arms were exchanged as mementoes of the occasion.

"On Saturday afternoon, again with the kind assistance of Alan Day, our Annual General Meeting was held in the Assembly Rooms, a most splendid building with a large hall big enough to accommodate the 150 or so Members and wives who were present. The actual business of the meeting will be recorded in the Minutes in due course, so it is perhaps sufficient to say that the necessary resolutions were passed, not only to close the Society, but to enable the tidying up and the payment of bills to continue at least until the end of the year. Among the generous things that were said and done at the conclusion of the meeting one should perhaps record that our Secretary, Elizabeth Lucas Harrison, was presented with a cheque of some 5,000 pounds raised by her well-wishers while, for my part, I was given a plaque of Delft tiles depicting the RAFES Crest and wartime events in Holland, of which I am inordinately proud. It is beside me as I write and will in time, become a family heirloom.

"There then followed the Reception and Gala Dinner at the RAF College, Cranwell.

"The dinner in the Cadet Dining Hall can only be described as magnificent. Apart from small lights illuminating the portraits of great Royal Air Force Commanders of the past and a spotlight on the Queen's Colour in one corner and the Royal Air Forces Escaping Society's Standard in another, the great hall was entirely illuminated by the silver

candelabras, themselves adorned with sprays of red, white and blue flowers on the long tables. A quintet of RAF musicians seated on the balcony made their contribution to the atmosphere playing tunes originating from the Commonwealth countries and each of the "Helper" countries, the food and the service reflecting the RAF at its very best while those with sharp eyes will have noted that even the wine bottles bore the crest of the RAF Escaping Society. The high point of the evening came when our guest of honour, the Chief of the Air Staff, Air Chief Marshal Sir Michael Graydon, made his speech. Clearly a great deal of thought had gone into this and, setting the seal on the Society as it did, it seems appropriate for it to be printed in full. This will follow. Apart from congratulating the Society upon its work over 50 years, you will note that he remembered to say "well done" to each and every Escaper and Evader for what they accomplished, recognition which, under the pressures of war, was so often overlooked.

"However, it was the Battle of Britain Commemoration Service in the Cathedral which is likely to remain longest in our memories, with the Lord Mayor in attendance, the other civic dignitaries, senior Royal Air Force officers and detachments in uniform from the RAF Stations in Lincolnshire, representatives of the many retired servicemen's associations, all of them with their own Standards: the packed Cathedral was a mass of colour. All but our own Standard were paraded through the Cathedral to stirring music played by the band of RAF Cranwell.

"The Service which followed had been most thoughtfully threaded together so that the RAF Escaping Society could also play its part. I was called upon to read the First Lesson, -- Joshua Chapter 2, -- one of the great escape and evasion stories of the Old Testament. Our Vice-President, Air Marshal Sir Denis Crowley-Milling, himself a Battle of Britain pilot, laid our fresh flower wreath.

"The Reverend Bruce Lyons, our Chaplain, read prayers and after the Service, remarkable for its magnificence, its poignancy, its sense of community among Royal Air Force people, came the great moment when our Standard, borne by Committee Member Brin Weare, was slowly processed from the west door to the altar, escorted by Stuart Leslie, representing Canada, Hinton Brown, representing South Africa and Wing-Commander Taffy Higginson, our other Battle of Britain pilot, representing the United Kingdom. The Standard was then passed to the hands of our President, Air Chief Marshal Sir Lewis Hodges who, in turn, passed it to the Dean for safe keeping. It was then laid upon the altar.

"Thus our Society was brought to a close.

"And now we must look to the future. The Society's remaining money will be transferred to its Charitable Fund to be administered by the RAF Benevolent Fund's office and monitored by our Trustees. Elizabeth Lucas Harrison will continue on a part-time basis at 206 Brompton Road."

CAPT. FRANK H. DELL

French Resistance mostly a myth Page 25

From the Lakeland (Florida) Ledger, Saturday, Jan. 20, 1996

By BERNARD D. KAPLAN

PARIS--The heroic French Resistance, the underground movement against the Nazis in World War II that we we recall from countless movies, never really existed -- at least, not the way Hollywood had us believe.

It turns out that even those few French who risked their lives to gather military information for the Allies or helped smuggle downed American and British airmen to safety often did it more for the money than out of patriotism.

The standard payment for getting an escaped Allied prisoner across the Pyrenees and into Spain was \$5,000, or about \$50,000 in today's money. A

number of people grew rich from the Resistance.

The romantic image of selfless French men and women in berets and leather jackets blowing up bridges and ambushing German soldiers on lonely roads has become a persistent wartime legend.

But a new book, "The French Secret Services," by the historian Douglas Porch contends almost nothing of the sort actually happened. Porch's account has the French seething--all the more so since many are aware that what he says is absolutely true.

Porch notes that, contrary to the myth, the French Resistance didn't rise up after D-Day, June 6, 1944, to attack the Germans behind the front lines. Sabotage of the Nazi war machine also was minimal.

Yvonne Daley responds (As published in a Tampa, Florida, newspaper

It is a sad day when a author finds it necessary to taint the memory of heroes to sell a book.

Go tell the members of the Air Force Escape and Evasion Society what they think of their "helpers", who at the risk of making the ultimate sacrifice, helped them escape from occupied Europe during World War II. See if that organization whose motto is "We will never forget" think the people you target were part of a myth--a legend.

Go visit memorials erected throughout the Ardennes in both Belgium and France in memory of the "maquisards" who did, Mr. Porch, sabotage railroad tracks and blew up bridges. Are they part of a myth?

Go tell the families of the eleven underground workers who faced a firing squad in November 1943 that their loved ones were part of a myth--a legend. If you do not believe me, let me send you the notification the German authorities published in the newspapers announcing their execution with a warning that more would come.

You say "a number of people grew rich from the Resistance". Yes, Mr. Porch, they were enriched with the thought of doing the right thing. However small their participation, they were helping us regain our freedom not for the glory nor the money. They happened to believe in patriotism.

In closing, if these worthy people were part of a myth, how come various governments saw fit to award them some of the highest medals. My mother, Anne Brusselmans, was the recipient of the medal of freedom with silver palm. Was she part of this myth? Ask President Reagan.

Sorry, Mr. Porch, I will not spend one dollar on your book. I have a library full of books relating the exploits of these heroes.

Yvonne Daley-Brusselmans Dunedin, Florida January 31, 1996

Only about 5 percent of the French were even nominally members of the underground. Of these, scarcely any ever fired a shot in anger, dynamited a train or sent a clandestine radio messaage.

When Albert Speer, who headed German war production. was asked after the war about the effect of the French Resistance, he replied, "What French Resistance?"

Porch's work is significant because the yawning gap between wartime reality and myth is at the center of the self-doubt that has been nagging at the French psyche for the last 50 years. This why many outsiders find France hard to handle and frequently a nuisance.

To reassure themselves about their national merit and importance, the French have deliberately become extremely tough customers.

They are especially that way when dealing with Americans. As onetime U.S. ambassador to France, Charles Bohlen remarked, "The French have never forgiven us for liberating them."

The overblown Resistance legend was almost entirely the work of Charles de Gaulle, the wartime leader of the Free French government in London, and of the French Communists. De Gaulle needed the Big Lie to help build up his otherwise weak position in the eyes of the Allies.

Porch says it was de Gaulle who persuaded Dwight Eisenhower, the Allied supreme commander, to praise the Resistance as worth an "extra six divisions" in the struggle against Germany.

Both men knew the claim was false, the historian contends. He says Eisenhower issued his statement to please de Gaulle who he felt had been treated roughly by Presidents Roosevelt and Truman.

The French Communists coined a slogan after the war calling themselves "The party of the 70,000 martyrs" -- the number of Party members executed by the Germans as Resistance fighters. The true figure, according to Porch, was under 350.

Bernard Kaplan is European correspondent for Hearst Newspapers.

Tom Danaher makes James Bond by H

From General Aviation News & Flyer, Dec. 8, 1995

By DARYL MURPHY

WICHITA FALLS, Texas--To most moviegoers, the name Tom Danaher may not ring a bell, but he has portrayed some of the top actors of our time. Among other credits, he has been seen in "Empire of the Sun," was Robert Redford's double in "Out of Africa," Mel Gibson's in "Air America" and Pierce Brosnan's in the just-released James Bond thriller, "Golden-Eye."

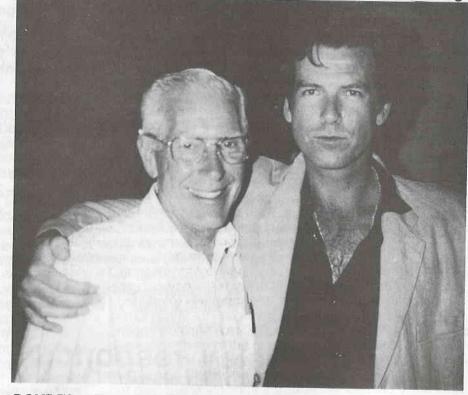
While handsome enough, this silverhaired 71-year-old is not usually cast as the romantic lead. He's a movie pilot, the guy who makes the good guys look good when they're flying. And he probably leads a more interesting life than any of the fictional heroes he gets to play.

In the latest Bond flick, Danaher flies a 172 in the jungles and mountains of Puerto Rico and the Dominican Republic. In one scene he heads toward a sheer, high cliff and has to make a nearvertical climb to clear it.

"When we set that up, Ian Sharpe, the second unit director, rode with me to show me where to go and at what angle," Danaher explained, adding that the maneuvering made the film maker so ill that they had to land quickly. "And yes, it was as steep as it looks on film. I had to start at about 5-10 mph over redline speed (which is 182 mph), and by the time we had cleared the cliff, I was down to about 50-60 mph airspeed."

It may have seemed simple, but it took between 30 and 40 flights over several days to get the right combination of light and position. The same number of flights held true for a scene in which the 172 drops onto a dirt road in front of 007 as he and his sweetie of the moment speed through the countryside in a BMW. If you know it's Danaher, you can clearly see him when he turns the airplane around, but after the cut to a close-up it's actor Joe Don Baker who emerges.

"When I first started. I was wearing my genuine, government-issue World War II aviator sunglasses," Danaher related. "Joe Don was so impressed with



BONDED -- Tom Danaher and the other James Bond, Pierce Brosnan

the look of them that he borrowed them for that scene."

Danaher got the glasses when he was a Hellcat pilot in WWII, and as a matter of fact was wearing them the day he got his third Japanese airplane--officially the last bomber shot down in WWII. After a stint at crop dusting, he was activated during Korea and flew jets. When he came home, he and his brother bought a Jeep and a Cub and prospected for uranium for two years before returning to Wichita Falls, where he opened a Volkswagen dealership in 1956. After selling out in the early '70s, Danaher built his own flying operation (Tom Danaher Airport) and did production testflight work for his old friend Leland Snow at Air Tractor in nearby Olney. He stumbled upon the film biz about 10 years ago when he met an English collector who had supplied many of the aircraft for films.

Of all the films in which he's flown, "Empire of the Sun" is his favorite. But "Out of Africa," where he doubled for Redford in a yellow de Havilland twoseater, is a close second. He is less complimentary about "Air America," the story of the CIA-financed operation that supplied secret mercenaries in Laos for more than a decade. The story may have been ruined by Hollywood, but the flying was top-notch. B

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Danaher flew about half the C-123 footage seen in the flick, plus all of the Pilatus Porter scenes, including an impossible landing on a 250-foot mountainside dirt strip on location in Thailand.

The Pilatus, aptly named "Corrosion City," was assembled by Danaher and 10 Thai airmen in about two weeks.

"It took 105 gallons of paint stripper to get the layers and layers of paint off it," he said, "and when we got down to the original coat, there was the logo--it was a real Air American airplane!" The mountainside landing was successful, incidentally, and provided one of the high points of the film.

What's next for this busy pilot? Well, he's readying an Air Tractor for ferrying to Korea. He's done more than a hundred foreign ferries, 70% of them into Africa and Europe. Then there'll always be another film...

Y History preserved at Chanute AFB

By JOHN W. ANDRESEN

RANTOUL, III. -- Like the mythological phoenix of the ancient Egyptians, the Octave Chanute Aerospace Museum has risen from the ashes of the deactivated 3,000-acre Chanute AFB, which was closed in 1994. Many of the buildings were reallocated to the adjacent Illinois Village of Rantoul for semi-military utilization.

OCAM, housed in a 200,000 sq. ft. hangar building, is administered and governed by the Octave Chanute Aerospace Museum Foundation. The Foundation's Board of Directors, Advisors to the Board, OCAM Staff, Museum Advocates and volunteers are all dedicated to the credo, "To establish and maintain a quality aerospace museum which Illinois, Champaign County, and local citizens will be proud of for many years to come. Our efforts shall allow us to preserve a valuable collection of aviation history for current and future generations to study and enjoy, and to add cultural value to our lives."

In scope, "OCAM will collect, preserve, and exhibit historical aircraft, artifacts and archives relating to the role of Chanute Air Force Base in supporting the mission of the U.S. Air Force. Its realm also includes the history of aviation as it pertains to the State of Illinois." Within OCAM, special memorial rooms are dedicated in honor of pioneer aviators of Illinois, Chanute AFB commanders and heroes throughout its 76 years of activity. Guided tours and lectures are available. A gift shop, visitors reception suite, historical library, and knowledgeable volunteers await your arrival.

Additionally, OCAM has been fortunate to incorporate or shall incorporate five World War II Allied air forces exhibitions. To date the Republic of Slovenia has donated a variety of materials to fill two 400 sq. ft. rooms. On 12 August 1995, in coordination with the Slovenian Museum of Modern History, OCAM unveiled an exhibit illustrating how United States airmen were rescued in Slovenian territory during 1944 and 45 by Slovene Helpers and Partisans.

Scheduled for late July 1996, our own AFEES and our brother Royal Air Force Escaping Society/Canadian Branch shall dedicate two exhibits of World War II evasion and escape memorabilia to be housed in the room adjacent to the Slovenian exhibit. Chairman of the AFEES Board of Directors, Ralph Patton, has designated Russ Weyland, John Rucigay, and Andresen to expedite the construction of the AFEES exhibit. Ralph and Morris Elisco of Wheeling, Ill., have already contributed a number of articles, but more are needed to mount an additional ten 4x8 ft. panels.

To round off the final set of five exhibits, Andresen is now in contact with Consul General and Minister Plenipotentiary Michal Grocholski Aerospace Museum * * * * * Open from 10 am - 5 pm Monday & Wednesday thru Friday (closed Tuesday) 10 am - 6 pm Saturday 12 pm - 5 pm Sunday ADMISSION Adults (18 & Older) \$3.50 Senior Citizens over 60 \$2.50 Students 12-17 \$2.50 Students under 12 \$1.50 Children 3 & under Free Group Discount (bus) 20% off School Sponsor, K-8th Field Trips Free School Sponsor, 9-12th Field Trips 1/2 Price OCAMF Member (Family, Regular) 1/2 Price * * * *

Octave Chanute

of the Chicago Consulate of the Republic of Poland, and the Polish Air Force Veterans Organization Chicago Wing President, Maria Chudzinski, for a forthcoming exhibit. And last but not least, Colonel Marcel Ludikar of the Free Czechoslovak Air Force Association shall provide materials for the fifth exhibit.

Chairman Patton and your AFEES exhibit expediters are calling for materials to bolster and reinforce the AFEES-OCAM exhibit. We are also contacting the Illinois contingent of AFEES for artifacts.



AFTER 51 YEARS -- The Toronto reunion last September brought together a group of U.S. and R.A.F. airmen who had not been together since they were hiding out in the Fretval Forest while evading. From left: Bud Loring of Monument Beach, Mass., Steve Lawrence and Gerry Musgrove, both R.A.F., Ted Krol of Crown Point, Ind., Lt. Col. (Ret.) John Goan of Estill Springs, Tenn., Paul Clark of Hixson, Tenn., and Eugene Anderson of Freeland, Mich.

'To Save a Life' a story of dedication to freedom

TO SAVE A LIFE, Memoirs of a Dutch Resistance Courier, by Elsa Caspers; foreword by General Sir John Hackett; 176 pages, paperback

By CLAUDE MURRAY Sun City, Ariz.

"Elsa" was only 18 when she became involved with the Dutch Resistance. She often posed as a nurse to enable her to obtain a permit to ride a bicycle and to be out during curfew hours. (In later life she became a doctor and before retirement practiced near The Hague, in Holland.)

In his 1976 book, "The Evaders" author Leo Heaps said: "Elsa Caspers, a nineteen-year-old Dutch school girl, cycled an average of sixty miles a day carrying messages and explosives, or leading evaders to new hideouts."

She does not pretend to give a full account of the Dutch Resistance. Rather, she tells some stories about the members of the Resistance in the area called "the Utrecht chain of hills", the vicinity of her home at Driebergen, Holland. Elsa became so determined and involved and dedicated to her cause that she moved out



ELSA CASPERS . . at 19

of her family home for her, and their, security reasons.

Like so many Resistance operatives, she sometimes slept every night of the week in a different bed. She saw her family perhaps once every two months or so. Perhaps her most notable evader assignment was to lead British Brigadier John Hackett over an icy and muddy route, by bicycle, for one long day. The wounded paratrooper had been smuggled out of St. Elizabeth Hospital by the Resistance after the battle of Arnhem. He was transported to the town of Ede where he had been in hiding for four months when Elsa escorted him on his dangerous way to freedom. (1 pւ

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th th p o p M O M O S O

This reviewer, who evaded in Holland for seven months during the time that Elsa was risking her life for him and hundreds of other Allied airmen, has known Elsa personally since 1969. We met during the AFEES/RAFES "Project 69" return to Europe.

Read her book! You will learn that there were many different reasons why men and women, old and young, joined and worked for the Resistance. There was one common demoninator: Not being able to endure the restriction of freedom and the infringement of the integrity of our fellow man."

Price of the book is 12.75 British pounds, which includes airmail delivery. Order from Deirdre McDonald Books, 7 Westhorpe Road, Putney, London SW15 1QH; FAX: 0181-788 3197

Le colonel Servagnat n'est plus (COLONEL SERVAGNAT PASSED AWAY)

(Translated from the French as published in a Reims newspaper)

People of the Resistance are in mourning. Colonel Pierre Servagnat, 83; former Chief of the FFI of the district of Epernay has passed away the Day of St. Nicholas (Dec. 6, 1995). A man of power and goodness, he declared himself in 1940 by refusing the armistice and working meticulously to organize the people of Epernay and the southwest of the Marne in combat against the invader, thus assuring the Liberation under the best of conditions through very careful planning and organization of a big operation to assist the landing of parachutists taking action with the Maquissards of five sections. (Epernay, Chomilly Jalons les Vignes, Tours-sur-Marne, Avise, Vertus, Fere Champenoise, Montmirial, Esternay, Sezanne, Montmort, Congy, St. Martin, Orbais l'Abbaye, Dormains, Damery, Fleury la Reviere.)

He oversaw 16 parachute landings in the district of Epernay. During the summer of 1944 Captain Servagnat established plans for the defense and attack of the five secteurs and was in charge of the monthly meetings of the officers located in Chaltrait.

He was a reserve officer discharged from the southwest when he came in contact with Pierre Arrighi, one of the founders of the Resistance. His courage and leadership took over some of the most difficult situations which made him a well respected man.

He was very active in the region of Paris and as a Parisian he continued to oversee the unity of the FFI. Symbol of the courageous France, refusing the renouncement for the rest of his life, he continued to preserve the flame of the Resistance. He made sure that it was never forgotten.

Pierre Servagnat started the construction of the Monument of the Resistance at Epernay. He organized the transport of the stone from Ervill in the Meuse. He oversaw the Society HLM for the FFI which is still active. On 18 July, 1971, he was part of the merger between the Prisoners and old Soldiers of the FFI of the Region of Epernay. He took part in all of the patriotic manifestations which we should never forget.

Colonel Pierre Servagnat was an officer of the Legion of Honor and the National order of Merit, owner of the Medal of Military and Croix de Guerre with palm, Medal of the Resistance with Rosettes and several decorations of the Allies.

His religious funeral will be overseen by Father Francois in the church of Saint Pierre Saint Paul of Epernay on Monday, 11 December at 14:30. A private funeral will be held at the cemetery at his village of Sermiers.

To his wife, a survivor of Ravensbruck, and his family we send our condolences.

His code name was Pierre

By SCOTTY RENDALL Kinderhook, N.Y.

Lt. Everett Childs of the 384th Bomb Group had been shot down on Black Thursday, Oct. 14, 1943 on the Schweinfurt mission. I, Lt. William Rendall of the 44th Bomb Group, was shot down over Soisson on Dec. 30, 1943.

We were brought together by Chef de Gendarmerie Leon Bouche of the Vertus Gendarmerie. After several safe houses we found more freedom in the Forest of Charmoy under the protective eye of Serge Tartas, gamekeeper for the Chateau de la Charmoy.

There was a level field on the property where agents had been delivered by British Lysander on previous occasions and a sizable parachute drop of small arms for the FFI had been made recently. Serge had a shotgun for which he made his own slug ammunition used to hunt the sanglier (wild boar). We lived off the land hunting and fishing and when the boar hunt was good, we were able to call the young French, boys hiding in the woods to avoid labor in Germany, to come down with their stretchers for a supply of meat.

A Resistance leader known to us only as Pierre came with a Canadian agent to check us as we were hoping to fly back to England. To check our identity they asked us for name, rank and serial number but they also asked for station number which was debatable. The Canadian finally convinced us that he had a secure coded radio and we needed confirmation from the RAF.

Pierre was an impressive man a few years older than we were and left the impression that he was the leader of men.

In 1987 Mme. Arnould of Chalonssur-Marne sent me a small book in French entitled *The Memoirs of Pierre Servagnat, the History of the FFI in the District of Epernay*.

In 1992, I received a letter from Pierre Servagnat in which he returned that very small piece of paper on which I had written my name, rank and serial number.

We had exchanged many letters since that time and I had sent Christmas greetings to him and his wife who had survived the infamous prison for women at Ravensbruck. I was shocked to receive a letter from Mme. Servagnat, dated Dec. 20, 1995 of his sudden death by heart attack on Dec. 6.

Although devastated by her great loss, she had promised to send me a list of airmen who had enjoyed the hospitality of her large home on the Rue de Champagne in Epernay directly across the street from the Mercier Cellars, where she was arrested by the Gestapo in December 1943.

(Mme. Fernande Servagnat can be contacted at 1 Rue du Franc Mousset, SERMIERS 51500, Rilly-le-Montagne, France)

The editor has the last word

WICHITA FALLS, Texas -- In this issue, you will find all you need to know about our Memorial Weekend reunion and the city of Savannah, Ga. My thanks to Paul Kenney (and I suspect his wife Dorothy) for providing the information on the target area for May 23-28.

To those members who might be wavering about attending the reunion, one bit of advice: Do it while you can!

Russ Weyland, who heads up the committee charged with organizing the fund-raiser raffle, tells me that the raffle books will be in the mail within a few days and you should be getting them about a week after you receive this issue of the newsletter.

The general feeling of the board is that the traditional auction is pretty well worn out as a fund-raiser and it is time to try something else. Net proceeds from the raffle will be used for hotel accommodations and reunion expenses (not travel) for our overseas helpers.

There is some controversy over a new book published in France which questions the role of the Resistance and the Maquis. Every one of our members can testify that the Underground was very very real and responsible for our return to freedom. There can be no argument about that!

James Heddleson, one of our members who flew drops with the Carpetbaggers before being downed, has this comment: "They question the actions of the Maquis about attacking German troops. This I can verify as true, as one of my Helpers was killed in a battle called *Neaux* between the Germans and hundreds of Maquis. In regards to blowing up trestles

Shoe



and trains, I personally was involved with this operation."

Happy Birthday to the Air Corps Flying Training Command, 54 years old on Jan. 23. You are one of the more than 27 million students who have completed one or more of its courses. Just thought you'd like to know.

From the 306BG *Echoes*: "The B-17 which of late has carried the banner of the Memphis Belle emblazoned on its nose, and put there for its role in the recent movie by that name, came to a sad halt early in November '95 at the Fayetteville, N.C., airport.

"Piloted by David Tallichet, its owner and a one-time pilot with the 100th Bomb Group, the Belle received heavy damage when it struck a building while taxiing for takeoff."

A Colorado group wants to see a statue of big-band leader Glenn Miller enshrined at the U.S. Capitol.

Each state is allowed two statues in the Capitol's Statuary Hall, but Colorado now has only one, that of Dr. Florence Sabin, a physician and teacher.

Former state Sen. Ed Scott has formed the Glenn Miller Memorial Committee and is pushing to enshrine a statue in Washington.

WORTH REPEATING

"War loses a great deal of its romance after a soldier has seen his first battle."

> –John S. Mosby (1833-1916) Confederate colonel

Miller, who played trombone, grew up in Fort Morgan, Colo., and attended the University of Colorado at Boulder. He formed his own band in 1937, which became the nation's top dance band by the early 1940s.

At the peak of his popularity, Miller volunteered to become leader of the Army Air Forces band. He died on Dec. 15, 1944, when his plane vanished over the English Channel.

The AFEES Membership Directory that Clayton and Scotty David spent so much time & effort putting together went in the mail here at Wichita Falls Feb. 13. If you are a paid-up member and have not received the 40-page roster, let Clayton or me know.

UNIT REUNIONS: 486BG, Sept. 4-8, 1996, Williamsburg, Va.; contact Ed Ewen, 124 Hempstead Rd., Wmsbg, VA 23188, phone 804-565-2625.

2BG-2BW, April 22-26, 1997, at Las Vegas, Nev.; contact Kemp F. Martin, 806 Oak Valley Dr., Houston, TX 77024, phone 713-467-5435.

HELP! I need better jokes than this one: Fred: "My wife had a dream last night and thought she was married to a millionaire." Paul: "You're lucky! My wife thinks that in the daytime!"

As mentioned elsewhere in this issue, the Summer Newsletter will be published about 3 weeks earlier than usual. I need your stories, clippings, comments, even your lies, not later than May 1st.

Time to plant onions and potatoes here in Sunny Texas! Think Savannah!

--LARRY GRAUERHOLZ





Meal still needs jumper stories

RCAF evader John Neal reports that he is pleased with the stories he has received detailing the experiences of members who made parachute jumps into enemy-controlled territory. Those jumps immediately qualify an airman for membership in the Caterpillar Club sponsored by the Irvin Parachute Co.

John's appeal for parachute stories was published in the Winter issue of *Communications*.

John has had a stay in the hospital, but now is home and is continuing to work on his book to be entitled, "Bless You, Brother Irvin."

It is not too late to send your jump story to John A. Neal, Apt. 304, 502 58th Ave. S.W., Calgary, Alberta T2V 0H6, CANADA

Adolf Galland shot down 104 planes in WW2

(From the Associated Press)

BONN, Germany --- Adolph Galland, one of Germany's most famous fighter pilots during World War II, died Friday, Feb. 9, 1996, at home in Oberwinter after recent heart surgery. He was 83.

Galland is credited with shooting down 104 Allied planes during World War II. From 1937 to 1938, he flew missions in support of Spain's Gen. Francisco Franco during the Spanish Civil War.

In 1942, Galland was promoted to major general at the age of 30, becoming the youngest person in the German military to hold that rank.

He flew combat missions over Britain and France and was decorated for his air victories. He fell out of favor with Hitler for criticizing the way the dictator was conducting the war.

But Galland continued to fly. Toward the end of the war, he was among the pilots allowed to fly the Nazis' new ME-262 jet fighter.

After his release from an American prisoner of war camp in 1947, Galland became an aviation consultant to Argentina and later to West Germany.

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

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