

THE AIR FORCES

● ESCAPE & EVASION SOCIETY

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Sonny has quite a record!

One war, two theaters, two escapes

By CLAYTON C. DAVID
Membership Chairman

Recently we gained a new member who evaded in two different theaters of action. When AFEES president Richard Smith attended the Canadian reunion last fall, John Hall of Vancouver, B.C. asked about locating an evader called "Sonny" that he met during WWII. He didn't know the serial number or address, but he did know his last name; it was not Smith or Jones.

At Dick's request, Scotty found that the Veterans Administration did have an address in New York City for Satiris G. Fassoulis from the 15th Air Force. This information and the procedure for writing to Sonny via the V.A. was relayed to John Hall.

Within a few days, John had a reply from Sonny, who had looked for John for many years. A happy reunion has or will occur and AFEES has a new life member.

When Satiris Fassoulis' application for membership came in, we learned that Sonny was a navigator with the 99th Bomb Group, 15th Air Force, when he parachuted from his badly damaged B-17 into North Italy. He was captured by the



SONNY FASSOULIS
... He evaded twice

Italians, released by the Italians when they surrendered, captured by the Germans, escaped and rowed to the Island of Zanonne to freedom.

After returning to Allied Forces in Italy, he requested combat in the C-B-I theater with the 14th Air Force. Flying in a C-47 with the 322nd Troop Carriers on a special mission, they were forced down and Sonny again parachuted into enemy-controlled territory. He

walked for two months to reach American Forces at Hengheng. The pilot and co-pilot were killed.

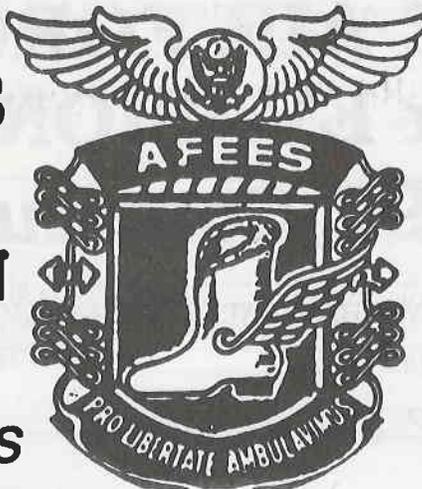
While a number of British flyers evaded more than once, we know only a few from the U.S. who evaded more than once from Western Europe. Several evaded more than once while assigned to the 15th Air Force, but these second evasions occurred in the same theater.

We do have one other AFEES member we know evaded in more than one theater. In fact his second chance came during his second war. Flamm D. Harper, a P-38 pilot with the 479th Fighter Group, crashed at Montmorillon near Vienne, France, on July 15, 1944, and was helped by the Maquis. He was flown out in a Hudson on August 6 or 7 of that year.

During the Korean War, Flamm bailed out of an F-86 which was on fire. He landed well behind enemy lines in North Korea.

With the skills he learned while escaping in France, he evaded until he was picked up by helicopter and returned to the MASH located in Seoul, Korea, within 24 hours. There were no local helpers.

AIR FORCES ESCAPE & EVASION SOCIETY *Communications*



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AFEES COMMUNICATIONS IS THE OFFICIAL JOURNAL OF THE AIR FORCES ESCAPE & EVASION SOCIETY. AFEES IS A TAX-EXEMPT VETERANS ORGANIZATION UNDER IRS CODE 501 (C)(19). IT WAS FOUNDED IN 1964 AND IS CHARTERED IN THE STATE OF GEORGIA.

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

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

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



MADAME PAULINE LeFEVRE
... She was 100 in January

Madame Pauline marks 100th birthday

Madame Pauline LeFevre, mother of Paulette Pavan, celebrated her 100th birthday on Jan. 12, 1997. She and her daughter still live at 29 rue Hoche, Juvisy Sur Orge, France.

Despite failing eyesight and hearing, Mme. Pauline is still a vibrant lady.

She and her husband Andre hid at least 18 men at their home during the war. Howard Harris and fellow crewman Alfred Zeali spent 10 weeks there after they went down on the Renault raid Sept. 3, 1943.

Other airmen they harbored include:

- Jefferson Polk *
- James Bickley *
- John Sanders
- Joseph Schwarty
- Arthur Beach *
- Otto Bregewski, deceased
- John Scott
- Charles McNewar *
- William Howell *
- Charles Walters
- James Shilliday *
- Halleck Hasson
- Stanley Sokolowski, deceased
- Norman Schroeder *

* AFEES member

AIR FORCES

Escape & Evasion Society

Dear AFEES Members and Friends:

GREETINGS FROM PALM DESERT, CALIFORNIA!

On another page of this issue of *Communications*, you will find a tentative agenda for our annual Membership Meeting in May at Dayton, Ohio. It seems that we will have a very interesting and informative reunion. It is my hope that many of our members will be able to attend. Reservation forms and information are in the center section of this newsletter.

Russ and Francine Weyland are doing another great job on handling the Helper fund-raising raffle, and indications are that it will be as successful as the one in 1996. If, for some reason, you do not wish to participate in the raffle, please do Russ the courtesy of returning the tickets so that he can offer them for sale at the reunion.

Recently, I had an interesting experience. The son of a Balkan evader found my name on the Internet. We exchanged some information, and now he is looking for more that we hope the Davids and John Rucigay can furnish.

You Internet Surfers may find this worth checking out: A Canadian friend, Richard Garrity, spent much time on escape and evasion and put a lot of information on the 'Net. The address is: <http://www.internauts.ca/-richard/rafes.html>

This year a professional Reunion group is organizing our reunion. If we are happy with their work, we may continue to use them. If not, the board may go back to the days when local volunteers did the planning and execution.

We hope to have a good group of Helpers for the reunion. But up to now, only two members have indicated that they have invited helpers. We would like more! So get busy on it!

We will elect two new board members at Dayton to succeed directors whose terms are expiring and who have requested not to be re-elected. We need some volunteers who wish to contribute something to the Society. Although the pay is not much (nothing), it is sit-down work.

Any of you 8th Air Force types who want to make a donation, why not make it to the Heritage Museum at Savannah?

If you have questions or suggestions as to how our Society can better serve the members and our Helpers, don't hesitate to pass the word to one of the Directors. It is YOUR Society!

RICHARD M. (Dick) SMITH
President

Feb. 15, 1997

To Our Helpers: 'We Will Never Forget'

Our message the same in any tongue

BY CLAYTON C. DAVID

Keeping the AFEES mailing list up-to-date is a year-around job performed by Scotty David with hard copy records. She in turn keeps Chairman Ralph Patton informed and he maintains the database on his computer.

Dorothy (Mrs. Paul) Kenney is the artist and designer of the AFEES Seasons Greetings cards which are prepared to appeal to people of all nationalities, regardless of individual beliefs. They are intended to express our wishes as individual members, and as a Society.

For 1996, 631 cards were mailed to Helpers and family members overseas.

It's all in keeping with our motto, "We Will Never Forget."

While I'm sure Dorothy is constantly seeking new ideas, the final design comes together in late October or early November. After the design is approved, Paul Kenney supervises the printing, making sure the total weight of the card and envelope does not exceed 1/2 ounce for overseas air mail.

While the cards are in final preparation by the Kenneys, Patton prints out the mailing labels from his computer records. These are mailed to Scotty, who checks them over one last time and makes any necessary changes.

Then the labels are mailed to the AFEES president, to whom Paul Kenney has mailed the cards and envelopes. The president and his family, along with any help they are able to recruit, apply the mailing labels and the postage stamps. Then they mail the Seasons Greetings cards by December 1.

The AFEES return address on the envelopes is that of Clayton and Scotty David in Hannibal, Mo. It means returns by the postal services involved and most helper replies are delivered to a central location. This that means Scotty has the most accurate information to keep mailing addresses current and a record of helper replies.

The published list contains the names of individuals who responded to Chairman Ralph Patton and President Richard Smith.

That's how the ingredients of cooperation are blended for beautiful results. It's one more way volunteers keep open the channels of communication and appreciation for members.



*May the spirit of peace
live in our hearts
through this wonderful season
and always.*



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

If you, as a member, have a current address for a helper who may not be receiving the Seasons Greetings message, please drop a note to Scotty David at 19 Oak Ridge Pond, Hannibal, MO 63401-6539. Please let her know if a helper you are currently communicating with moves or departs this earth.

*The 1996 list of Helper responses
appears on the next page of this issue.*

Those cards and letters just keep coming!

Continuing a tradition, a three-color folder expressing best wishes for the holiday season was mailed to several hundred Helpers in December.

Many Helpers have responded, conveying greetings of the season to officers and members of AFEES. As of presstime for this issue, the following Helpers have had responses received by President Dick Smith, Ralph Patton, Clayton David and others:

BELGIUM: Ferand Bartier, Mme. Monique Berote, Arnold Bollen, Emile Boucher, Camille Bernier Brasseur, Mme. Lucy Chaidron, Rik Craeghs, M. & Mme. Simone DeCorte-Hellebois, Raymond Degeve, M. Willy DeKeyser, M. & Mme. M. Van DeWattijne, Mme. Giselle Evard, Adrien & Marthe Fache, Armond Fauconnier, Mme. Ginette Gadenne, Mme L. Goovaerts-Flament, Jacques V. Grandjean, Mme Anne Marie Guilbert, Mme J. Hargo-Tilman, Raymond Itterbeek, Roger Jamblin, Mme L. Keesemaecker-Gatelier, Lucien L. Kleynnaert, Albert & Maggy Lardot, Mme. Susanne Lasudry, Rene Londo, Mme. Susan de Poplimont, Dr. & Mme. De Pover, Mme. Emma Protin, Raymonde Rock, Mme Germaine Sainvitu, Karst G. Smit, Raoul Steyaert, Lucien Terrier, Andre Vandenameele, and Andre Yernaut.

HOLLAND: Mrs Margaret Albers, Mrs. P Kuijsten de Bruijn, Mrs. Altije Ligtenberg de Bruin, Dr. Elsa Caspers, Mrs. Joke Folmer, Mrs. Pierre Franssen-Moonen, A. H. (Tony) Gielens, Eugene v.d. Heijden, Han Hollander, Henri Hoogewegen, L. Maas Housmans, Peter & Mimi v.d. Hurk, Dr. Cornelis Jasperse, Adriaan De Keizer, Til Kenkhuis-v.d. Boogaard, Jannes Klooster, Charles Kroesen, Jan Kolkman, Nico Leons, C. Ric Lof, Mrs. Mia Lelivelt, Mrs. Nel E. Lind, Bert & Collen Monster, G. J. Niezink, Mrs. Virrie Oudkerk-Cohen, Albert & Hanneke Postma, J. G. Onderwater, Charles v.d. Sluis, Gerrit C. Slotbloom, Dirk Streefkerk, John J. M. Swillens, J. de Valk-Cornet, Mrs. Anna Van Horne-Heythuysen, Piet, Pietje, & Pia v.Veen, Jacques & Letti Vrij, Mrs. Jan (Annek) Voges, Mrs. Truus Wijers, G. W. Willemsen, and Wim Wolterink.

FRANCE: Francis Andre, Jean & Paule Arhex, Andre Aubon, Pedebosq August, Jean & Bertranne Auvert, Serge Avons, Jules & Marguerite Bachelet, Mme. Henriette Barnsdale, Serge & Josette Baudinot, Henri Beaudet, M. & Mme. Joep Beck, Mme. Ann Marie Beffera, Pierre Berty, Mme. Rosa Bertrand, Mme. Jacquelain Besse, Paul Bodot, Paul Boe, M. & Mme. Robert Boher, Mme. Georges Brest, Georges Broussine, Andre Cadic, Alain Camard, Mme. D. L. Castelet, Mme. Odette Chaput, Mme. Anne Chareton, M. Rene Charpentier, Mme. Marie Chesnais, Mme Nicole Cortese-Le Bon, Louis Coum, Paul & Jeanne Cresson-Doctobre, Max & Isabelle De Broissia, Philippe & Virginia D'Albert Lake, Mme. Paulette Declerco, Jean Deduit, Mlle Suzanne Delcroix, Raymond Durvin, Federation Nationale

Andre Maginot, Mme. Marie Foirest, Claude Fontaine, Pierre Francois, Georges Gervais, Mme. Marie Gicquel, Albert Gloaguen, Jean Louis de Gourcuff, Mme. Andree Gross, and Mme. Pierre Guillerm.

Also, Mme. Eva Guillon (102 years), George G. Guillon, Jean & Marie Therese Hollade, Jean Hamon, Mme. Denise Hesches, Marcelle & Michele Huet, Mme. Marie Louise Kupp, Louis Lapalus, Robert and Yvonne Lapeyre, Henri Claude Lauth, Paul Le Bot, Desire & Lucienne Lecren, Rene & Aimee Lecren, M. & Mrs. Marcel Ledanois, Albert & Marie LeGoff, Mme. Jacqueline LeGrand, Pierrick Leloup, Charles LeMeur, Ernest Leroy, Mme. Jean-Baptiste Leroy, Mme. Pierre Leroy, Rene & Genevieve Loiseau, Mme. Jeanne Mainguy, Mme. Devin Mahoudeaux, Rene Martin, Mme. Mary Jo Martinez, Claude Masson, Mme. Louis Merluzeau, Mme. Yvonne Michelet, Mme. Reine Mocaer, M. & Mme. Jean Marie Moet, Pierre Montaz, Emile Monvoisin, M. & Mme. Pierre Moreau, Mme. Huguette Nancy, Mlle. Genevieve Noufflard, Jean Olibo, Yves Paillard, Marcel Pasco, Mme. Paulette Pavan, Bertand Petit, Rene Pontier, Dr. Alex Prochiantz, and Maurice Quillien.

Also, Mme. Anne Ropers, Mme. Genevieve Rozie-LeBourhis, Mme. Arlette Salinque-Deslee, Yvette & Pierre Sibiril, Jacques Saque, M. & Mme. Felix Siwiorek, Mme. Anne-Marie Soudet, Fernand Super, M. & Mme. Michel Tabarant, Mme. Jacqueline Tabary, Paul Thoin, Elie Toulza, Jean & Jeanette Trehiou, Andre Turan, Michou & Pierre Ugeux, Mme. Charles Villette, Jean & Francine Violo, and Jacques & Odette Weber.

AUSTRALIA: Ivanka & Frances Benko, Lloyd & Gwen Bott.

ENGLAND: Frank & Isabel Dell, Mrs. Grace Mulrooney, Bill & Jessie Webb.

SPAIN: Mrs. Ann Feith.

UNITED STATES: Mrs. Yvonne Daley-Brusselmans (Belgium), Roger & Yvonne Files (Belgium), Mrs. Case Hanou (Holland), Glenn Hovenkamp (Holland), Mrs. Anita Hartman-Lemonier (France), Teodor Vlado Hreljanovic (Yugoslavia), George & Christine Baker and Kristine Koenig (Intrepidus), Nikola Lalich (Yugoslavia), Mrs. Elley D. Manion (Holland), Gabriel Sauer (Holland), Mrs. John A. Weidner (Holland), George H. Van Remmerden (Holland).

CANADA: Mrs. Odette Dumais (Belgium).

GREETING CARDS RETURNED

From Belgium: Mme. Claire Ley; from Holland: Jac. H.H. Sangen, Mrs. William Spanhaak, Bill & Tine Zeydner; from France: Mme. Michele Agniel-Moet, Omer Jubault, Mme. Gaston Roekout.

(Information concerning current addresses of these Helpers would be appreciated by Clayton David).

If you're free, thank a veteran

(From *The Cincinnati Enquirer*,
Nov. 17, 1996)

By **PETER BRONSON**

At the eleventh hour of the eleventh day of the eleventh month of 1996, it was cold. The wind cut through clothes, right to the bone, like winter's X-ray checking for weak spines.

I was standing outdoors at the Blue Ash Veterans Memorial Park, rubbing my numb nose, listening to flags popping and cracking like far-away gunfire. I had one foot in Korea and the other in Vietnam, studying paving bricks that are divided into our nation's wars, stamped like miniature headstones with the names of those who served.

Stars mean KIA--Killed In Action. Dots mean MIA--Missing In Action.

And I was thinking about going AWOL--walking discretely and quickly to my car to turn the heater on charbroil and see if I had any toes left.

But then I looked around at the kids: sixth graders from Edwin H. Greene Elementary, shivering in parkas, sweaters and paper-thin windbreakers.

And then I looked around at the veterans--mainly World War II guys, far side of 70 now, proudly saluting with bare hands, standing at attention in their VFW satin jackets, wearing those hats like open envelopes, toughing it out.

"I remember a few years back when it was a lot worse than this," the speaker was saying. "Ten or 15 below zero and three feet of ice. That was the Battle of the Bulge..."

I decided to stay put.

So I stuck through the speakers who introduced the veterans chapters. Through the politicians who introduced themselves. Through the school children who read poems and placed wreaths at the bronze-booted feet of statues that stand for our wars, from Valley Forge to the Persian Gulf.

I stayed to hear the Post 69 Band



PETER BRONSON

put blue lips to freezing brass and play the Star Spangled Banner. And then at precisely 11, honoring the exact time of the armistice to end "The War to End All Wars" on Nov. 11, 1918, a white-haired firing squad shouldered 50-year-old Springfields and M-1s and gave an imprecise salute like a string of firecrackers.

And then the taps.

As the solo trumpet marched slowly up the scale, I could tell the bitter wind was making a lot of eyes water. Mine included.

At that moment, small groups gathered all over America to say prayers, salute and pay tribute to those who didn't return or came home inside flag-covered coffins.

And perhaps the saddest part of it all is that those who say thanks owe it the least--veterans who already know first-hand the high price of freedom--and there are fewer each year.

On most Veterans Days, those of us who have not served are too busy taking freedom for granted, working as usual or enjoying another routine banker's holiday. We should stop and listen. These veterans have amazing stories to tell, still fresh from the front-lines of history.

Lou Breitenbach was a flight engineer and top-turret gunner on a B-17 when his plane was shot down over Holland. He was hidden by the Dutch underground, then captured and held in a German prison camp. He still laughs at the "rumor" that someone caught and cooked a stray cat in the camp. "It was better than that horse meat the Germans gave us."

And he still gets angry at the

movie *Memphis Belle* for dishonoring the men he served with.

If Mr. Breitenbach lived a real-life version of *Stalag 17*, Louis Kolger's capture by the Japanese was *Bridge on the River Kwai*. "There was genocide by the Japanese," he says. "There was a holocaust. We just don't hear about it because the Japanese were smart. They didn't put people in ovens, they worked them to death."

Mr. Kolger was marched into the jungle to build a bridge. "It was the rainy season, and we had no shelter. The best we could do was sticks and palmetto leaves to cover our heads." Three hundred prisoners went in, less than 100 came out alive.

When he was sent back to Japan he was loaded aboard a ship with 1,600 prisoners. "We were sunk twice," he recalls. Less than 300 survived.

These former POWs, along with my host, Korean War veteran Harry Falck, were given a special tribute at a luncheon following the park ceremony. They're a small chapter of a shrinking club.

They've stared into the gaunt face of starvation. "They'll eat anything," their wives agreed.

Sometimes they disconnect from reality. "Living with a former POW is not easy. At least that's what I've been told once or twice," Mr. Falck joked. Their wives seconded that one, too.

And sometimes they wonder why they lived when so many died. "I've thought about that many times," Mr. Kolger said, shaking his head. "Many times."

They wonder how they survived and about those who didn't--while most Americans hurry past the parades and ceremonies and don't wonder about any of it at all.

Now that's cold.

Peter Bronson is editorial page editor of The Enquirer, 312 Elm Street, Cincinnati, Ohio 45202

Blood Chit story is told

By R. E. BALDWIN, PO Box
11131, Berkeley, CA 94712-
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This spring, Schiffer Publishing will be releasing a book entitled *Last Hope: The Blood Chit Story*, which traces the history of blood chits and related E&E aids from the latter years of WW1 through the close of WW2.

It also introduces readers to the British and American E&E agencies who produced and distributed E&E aids, briefed flyers, organized evasion nets, etc.

Lloyd Shoemaker, who was with the American E&E agency MIS-X during WW2, was my mentor on this project and he wrote the introduction for the book. A second volume is planned to bring the story up to date.

MIS-X was the secret agency that was in charge of American E&E activities during WW2. If readers are unaware of this agency, they might wish to obtain a copy of *The Escape Factory: The Story of MIS-X* by Shoemaker. (Ed. Note: I found a paperback copy at Daltons).

Sadly, Lloyd passed away last year, but there are three other living members of MIS-X.

Robert Baldwin, a Friend of AFEES, is working with the Air Force Museum to arrange a display of E&E aids for the Dayton reunion in May 1997.

Museum faces future

SAVANNAH, Ga. -- The Mighty Eighth Air Force Heritage Museum experienced a very gratifying and encouraging year in 1996 and now faces some very large challenges in 1997, according to Museum Chairman and CEO Lt. Gen. E. G. Shuler, Jr.

"We overcame a lot of challenges last year and now we must meet a whole new set of challenges in 1997," said Shuler as he gave his "stockholders report" to the Georgia Chapter of The Eighth Air Force Historical Society Jan. 25 in Atlanta.

"The most important achievement in 1996, of course, was the opening of the Heritage Museum on May 13 with almost 5,000 Eighth Air Force veterans and family members attending," said Shuler.



493rd crew honored in Holland

On Nov. 2, 1996, 52 years after the Robert Proudft crew of the B-17G bomber, "Straighten Up and Fly Right", made a wheels-up crash landing in German-occupied Holland, local Dutch patriots in Leimuiden, Netherlands, placed historical markers at the site of the forced landing.

In the field where the 493rd BG plane landed were placed flags of the U.S. and the Netherlands, along with a replica of the U.S. Army Air Corps wings, and a placard identifying the spot where the bomber landed.

On the nearest building, about 200 meters away, a historical marker was placed. This marker identified the November 1944 event and included a crew picture, along with the names and positions of each crew member.

The ball turret gunner, who had been badly wounded, was the only member of the crew captured by the Germans. He received medical treatment and was released as a POW at the end of the European war. All other crewmen escaped to Allied territory.

In May 1995, Navigator Ashley Ivey, Bombardier Leonard Pogue (and their wives), and Ball Turret Gunner Richard Stones joined the people of Leimuiden in celebrating Holland's 50th anniversary of Liberation. They all agree that the Dutch people, old and young, have not and will never forget the American people and especially, the U.S. Army Air Corps.

--Contributed by Ashley Ivey

Bommenwerper B17 "Straighten Up And
Fly Right, The Rock" maakt een noodlanding
200 mtr ten zuiden van dit bord
Info op de stal van de boerderij rechts

2 November 1944

Bomber B17 "Straighten Up And Fly Right,
The Rock" makes a wheels up landing
on 200 mtr south of this sign
Info on the barn of the farm on the right

Woodie remembers French heroics

(From the Webster-Kirkwood (Mo.) Times, Oct. 20, 1995)

By DON CORRIGAN

Nancy Woodard visited France last month with her husband, Earl. She brought a rather strange memento back to her Kirkwood home. That memento is a twisted shard of metal.

Earl Woodard remembers very clearly the last day that hunk of metal was part of a functioning flying machine called a B-17. It was a cold day in 1944, and Woodard's plane was on a mission over France when the aircraft hit a fiery wall of flak from German anti-aircraft guns.

Shortly thereafter, Earl "Woodie" Woodard heard the chilling words, "Number four engine on fire!" This was followed by, "Fire in the bomb bay!" The cry to abandon ship hit Earl Woodard in the pit of the stomach,

Woodard snapped on his parachute pack and with a nudge from the bombardier, he stepped out of the burning plane into the quiet of a 27,000-foot free fall. He concentrated on when to pull the parachute cord. He knew that if he pulled it too soon, the Germans would surely spot him for capture or worse.

"I pulled it at about 4,000 feet and started drifting toward some high tension lines. I steered clear of the lines and injured my knee in a pear tree," recalled Woodard. "No sooner was I on the ground, when three or four Frenchmen hurried me off to a wooded area.

"They hid me in a hollow tree and quickly disappeared," noted Woodard. "I was barely hidden when a German patrol passed by my tree. If even one of them had looked back, I would have been discovered."

Six of Woodard's fellow crewmen were not so lucky. They were captured and marched off to prison camps in Austria and the north of Germany. Several of the men were forced to march on foot for hundreds of miles.

After some tense hours in the hollow of a tree, Woodard was hurried off to a house on the edge of a village. After dark he was hidden in a carriage and taken to a farm a considerable distance away. Woodard had fallen into the hands of the "Resistance," and these brave French

people were determined to return this American youngster to safety.

This September, Earl Woodard had a reunion with many members of the French Resistance who helped him make his way to safety in Spain, and eventually back to his post in England. They drank wine and broke bread, discussed the Great War, and thanked God once again that the Nazis were vanquished.

"It's interesting that we went over there to thank them for helping save Earl fifty years ago," said Nancy Woodard. "Instead, the French were always thanking us. They said: 'We are the grateful ones. You Americans sent your young sons to help us, and we're an ocean apart. You didn't have to do that.'

"I'll never again listen to anybody tell me that the French are rude or ungrateful," added Nancy Woodard. "Young or old, they were all so nice to us. And six different newspapers covered the reunion and the story of Earl's escape from capture by the Nazis. Then we had to autograph the stories that were published."

Those stories were filled with tragedy and triumph. The Frenchman who kept Woodard safe his first afternoon on French soil was killed by the Germans two days later. A nearby neighbor betrayed this French patriot of the Resistance.

"Other crew members were found and we were eventually all put up in a shack near a farmhouse," said Woodard. "The son of the man who kept us there invited Nancy and me back to that farm. He and his sister remembered bringing us food.

"He recalled how his sister proudly told her school teacher that, 'We're hiding Americans at our place.' The teacher shook the little girl and demanded she never utter those words to anybody again," Woodard said.

After weeks of isolation at the farm hideaway, Woodard and his six buddies were smuggled to a small village rail station by a charcoal-burning truck. Along the way, they went undetected by German officers at Nazi army installations through which they traveled.

"There was an American, a sort of soldier of fortune among us, named Jack Hotaling, and his motto was: 'The closer



EARL 'Woodie' WOODARD relaxes at his Kirkwood, Mo., home. Members of the French Resistance probably saved his life in 1944.

to danger the safer we are." He seemed to be right," recalled Woodard. "We were put on a train to Paris, and we had to keep dodging German guards and sentries."

In Paris, Woodard and the other Americans were actually put up in a hotel that also served as a German billet. The wayward Hotaling tried to leave the group for a Paris vacation, but he was soon restrained by guides from the Resistance.

After time in Paris, they were then hustled onto a train to Toulouse. At Toulouse, they would be smuggled by Basques through the Pyrenees Mountains to connections in Spain who would get them all back to England.

"Hotaling was such a character and he is still a legend in France," noted Woodard. "He knew some German and when an officer got on our car to Toulouse, he actually sat and had a conversation with the German. It was part of his motto about being close to danger.

"Hotaling was always wandering away and ending up with French girls somewhere or in some other trouble," added Woodard. "When we started our march to Spain after the rail trip, he

(Continued on next page)

Woodie remembers

(CONTINUED)

started complaining a lot.

"The guide turned around and told him: 'You can keep bitching if you want to, but if you don't stop we're going to shoot you.' We crossed a deep creek into Spain, and no sooner did we make it across when a German patrol began shooting at us."

The Germans did not cross the creek, and the escapees made their way to Madrid. From Madrid, they were transported by bus to Gibraltar. Twenty-four hours later they boarded a military transport plane to London on June 17.

"We were shot down in France some months before D-Day, and we were lucky that it happened as the war's tide was turning," explained Woodard. "The Spanish leader, Franco, saw the writing on the wall for the Nazis, and so we did not have a hard time of it once we made it into Spain. But there was a time, earlier in the war, when Franco might have handed us over to the Germans."

Back in England, Woodard chose reassessment stateside. On his return trip to New York, he flew past the Statue of Liberty---a gift from France.

"I could really appreciate how millions of immigrants felt when they first saw 'Miss Liberty,'" noted Woodard.

Woodard soon was heading by rail from Washington, D.C., westward to St. Louis.

On the Pennsylvania Railroad's City of St. Louis, while waiting in line for the dining car, he met an attractive brunette in uniform who was to become the future Mrs. Nancy Woodard. She would accompany him 50 years later to meet his friends in the French Resistance.

"They took us out to the crash site, where we dug up several pieces of twisted wreckage of the B-17," said Woodard. "Nancy is an artist, so she is going to cut the hunk of metal apart, and take a little chink of it to make paperweights for members of the family."

Two daughters, four sons and 13 grandchildren are in line to get those paperweights. Paperweights to remind them of a brave American airman nicknamed "Woodie," and the courageous members of the French Resistance who may well have saved his life.

Material needed by 448BG historian

Mrs. Patricia Everson, "Stanware" Seething, Norwich, Norfolk, NR15 1AL, U.K. Inter. phone: +44 1508 550787, is historian for the 448th BG Collection.

She is seeking information on experiences of 448th crewmen and would like to borrow crew pictures for the purpose of having negatives made,

especially in cases where crew members were lost.

She was a 9-year-old girl when the 448th came to her village. There is now a restored control tower on the old base.

The 448th BG Collection includes war-time diaries, personal recollections, and photographs from the men of the 448th and their support groups

AGENDA

AFEES 1997 ANNUAL MEETING
DAYTON, OHIO
Sunday, May 11, 0900

Call to Order by President

Introduction of Board of Directors

Introduction of Prospective Board of Directors Candidates
by Chairman of Nominating Committee

Reading and Approval of Minutes of 1996 Meeting

Tally Members Present to Declare a Quorum

Committee Reports: Finance, Raffle, Membership,
Newsletter, PX Manager, Greetings Cards

Other Reports: "Ad Astra" by Chairman Patton, who will
introduce Herman Bodson, "Massacre in Belgium"

Old Business: TV Documentary "Intrepidus"; Introduction of
Mr. Robert Henderson (sculptor)

New Business: Helpers and Sponsors Present; Briefings
on Eighth Air Force Heritage Museum, American Air
Museum in Britain, Phantom Wall of Liberty at
Caen, France, Windows for Remy, Longevity of
AFEES, Site for 1998 Meeting

Election of Four Members to Board of Directors with Results
to be announced promptly

Other New Business from the Floor

Adjournment



VENUE FOR AFEES ANNUAL MEETING, MAY 9-12, 1997

The Dayton Marriott offers the peace and comfort of a suburban setting minutes away from the aviation capital of America.

Dayton Marriott is ready for you!

The Dayton Marriott is the aviation capital's most comfortable landing spot. It is located just off I-35, and only minutes from downtown and the area's favorite attractions.

Here AFEES members and guests attending the annual reunion this year will find 399 spacious and comfortable guest rooms with individual climate control and TV with free cable.

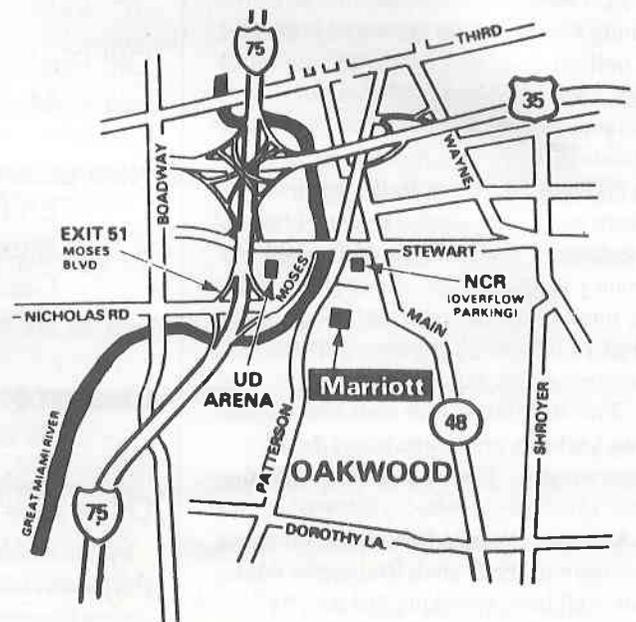
American and Italian food at Parmizzano's restaurant is convenient for members' dining. Dancing, food and happy hour can be enjoyed at Gambits Bar and Grill.

For relaxation, AFEES members can enjoy the health club, indoor/outdoor pool or sauna. Golf, tennis and scenic jogging and biking trails are located nearby. Complimentary bicycle use is available.

Directions from the airport: go east on I-70 two miles to I-35 South to exit 51 (Edwin Moses Blvd.) Turn left at stop sign, pass the University of Dayton, then right on Stewart St. and cross bridge. Turn right on South Patterson Blvd. Hotel is on your left. Travel time from the

airport is approximately 20 minutes.

Other accommodations include free parking for 500 cars, regular scheduled commercial limousine service to and from Dayton International Airport and Hertz auto rental located in the lobby. All major credit cards are accepted.



AIR FORCE ESCAPE AND EVASION SOCIETY**DAYTON MARRIOTT****DAYTON, OHIO****MAY 9-12, 1997****FRIDAY, MAY 9**

- 8:00 Arrival and registration until 3pm.
- 11:30 Board bus for lunch at Old Country Buffet.
- 12:30 Reboard bus for a narrated tour of Dayton. Learn the history of Dayton from 1796 to the present as you drive through the Oregon District, the city's oldest suburb. View the Patterson Homestead, the Wright Brothers' Mansion, historic Woodland Cemetery, and Dayton's own National Cash Register offices.
- 2:00 Stop at Carillon park, a 65 acre historical park with a unique collection of historical buildings and exhibits which tell the story of the development of Dayton and the Miami Valley. Among the Park's treasures are Wilbur and Orville Wright's first practical airplane, and antique Dayton-made automobiles.
- 3:00 Reboard bus for the historic Packard Museum. Step back in time as you tour this original site of Dayton's Packard dealership. View the world's largest collection of "Packard only" automobiles in the actual showroom. This unique museum showcases "the world's finest motor car" from its beginnings in 1899 to its demise in 1956.
- 4:00 Reboard to return to the hotel by 4:30pm.
\$31/Person includes bus, guide, lunch, and admission.
- 6:00 Welcome Dinner

SATURDAY, MAY 10

- 8:00 Breakfast Buffet
- 8:00 Registration continues until 10am.
- 10:30 Board bus for Wright-Patterson AFB and the USAF Museum.
- 11:00 Arrive at the USAF Museum. This is the oldest and largest military aviation museum in the world. Exhibits, including approximately 200 aircraft and missiles, tell the exciting story of aviation development from the days of the Wright Brothers to the Space Age. You might want to take in the IMAX theater which features two film attractions daily. (Current admission is \$4.50 - Subject to change.)
- 12:00 Lunch on your own in the cafeteria, second level.
- 1:30 Early shuttle bus to return to the hotel by 2pm.
- 2:30 Last shuttle departs for return to the hotel by 3pm.
- 6:00 Cash Bar.
- 7:00 Buffet Dinner.

SUNDAY, MAY 11

- 9:00 General Business Meeting
Free day to explore Dayton on your own or visit with friends.
- 5:30 Cash Bar.
- 6:30 Banquet and Dance.

MONDAY, MAY 12

- 8:00 Breakfast Buffet.
- 10:00 Memorial Service.

Farewells and departures.

Driver and guide gratuities are not included in the tour prices.

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to **ARMED FORCES REUNIONS** in the form of check or money order (no credit cards or phone reservations accepted). All registration forms and payments must be received by mail on or before April 9, 1997. After that date, reservations will be accepted on a space-available basis.

Armed Forces Reunions, Inc.
 P.O. Box 11327
 Norfolk, VA 23517
 ATTN: AFEES

CUT-OFF DATE IS APRIL 9, 1997

	PRICE PER	x	NO. OF PEOPLE	=	AMOUNT
Reunion Package includes registration fee, Friday Welcome Dinner, Saturday Breakfast, Saturday Museum tour, Saturday BBQ, Sunday Banquet, and Monday Breakfast. Please indicate your Sunday Banquet Choice:					
Sliced New York Sirloin	\$165	x	_____	=	_____
Grilled Salmon	\$165	x	_____	=	_____
Friday City Tour	\$31	x	_____	=	_____

TOTAL AMOUNT PAYABLE TO ARMED FORCES REUNIONS, INC. _____

PLEASE PRINT

NAME (for nametags) _____

SPOUSE AND GUEST NAMES _____

STREET ADDRESS _____

CITY, ST, ZIP _____ PH. NUMBER (____) _____

SPECIAL LIMITATIONS? _____

EMERGENCY CONTACT _____ PH. NUMBER (____) _____

ARRIVAL DATE _____ DEPARTURE DATE _____

ARE YOU STAYING AT THE HOTEL? YES _____ NO _____

ARE YOU FLYING? _____ DRIVING? _____ RV? _____

FULL REFUNDS WILL BE SENT FOR THE ABOVE MENTIONED ACTIVITIES IF CANCELLATION IS RECEIVED BY MAY 5, 1997. AFTER THAT DATE, REFUND AMOUNT WILL DEPEND ON VENDOR POLICIES. PLEASE CALL 757-625-6401 (9 a.m. - 5 p.m. EST). YOUR CANCELLED CHECK WILL SERVE AS YOUR TOUR CONFIRMATION.

DAYTON **Marriott**

1414 S. PATTERSON BLVD.
DAYTON, OHIO 45409-2199

The Dayton Marriott is pleased you have chosen us for your upcoming visit.
Our staff looks forward to serving you.

In making your reservation, we request that you either:

1) Enclose a check or money order covering the first night's stay;
OR

2) Send us the entire number of one of the following credit cards:
AMERICAN EXPRESS, DINERS CLUB, VISA, MASTER CARD, CARTE BLANCHE
or DISCOVER CARD. Don't forget the expiration date and your signature.
OR

3) Call the Dayton Marriott Hotel at 513-223-1000, ask for Reservations Dept.

The Dayton Marriott regrets that it cannot hold your reservation after 6:00 p.m. on the day of arrival without one of the above.

Deposits will be refunded only if cancellation notification is given by 6:00 p.m. on arrival date.

Group rates are available only during the dates listed below. Early arrivals and/or late departures will be confirmed by our prevailing corporate rate, subject to availability. All rooms are subject to hotel sales tax, currently at 12.5%.

Check-in time is 3:00 p.m. Check-out time is 12:00 noon

GROUP RATE AVAILABLE UNTIL APRIL 16, 1997

Please reserve _____ No. of Rooms for _____ People

Name (print) _____

Name (share with) _____

Address _____

City _____ State _____ zip _____

Daytime Phone (_____) _____

For arrival on _____ Depart on _____

Estimated time of arrival _____

**AIR FORCES E&E SOCIETY
May 8 - May 12, 1997**

TYPE OF ROOM REQUESTED:

1 King Bed \$72.00

2 Double Beds \$72.00

NO PREFERENCE

Smoking Non-smoking

Please indicate below the method of payment which will be used at checkout.

- Check or money order enclosed Carte Blanche Visa
- American Express Discover Card Diners Club
- Master Card (Please include interbank # directly below card #).

Credit Card Number _____ Exp. Date _____

Signature _____

Reservations requested after April 16, 1997, are subject to room availability and rate availability.

On the road in China with Barney

Ed. Note: In the Winter '96-97 issue of Communications, Ted Kaveney reported on his experiences after his B-25 was downed Aug. 17, 1944, near the Chinese city of KiuKiang. What follows is an account of an exciting ride on a 1990 trip to China to visit helpers.

By **TED KAVENEY**
East Falmouth, Mass.

My flight from HongKong to Shanghai was made especially pleasant by my meeting of Mar Chan, General Manager of an oil company, with headquarters in Shanghai. He was quite tired as he had been on business in Singapore and Hainan Island.

More in a polite sense than the inquisitive, upon asking where I was

going, he became very alert. Especially so when I said I was headed for Jiu Jiang, 600 miles up the Yangtze River. He said, "There?"

I told him a few of the incidents that transpired on the "walk-out," the term we used in reference to being shot down. He became very interested; so much so, that he asked me to join him and his family the following night for the opening of the new World Trade Center in Shanghai. I had the time so agreed to join him. We parted at Customs, looking forward to our next meeting as we had hit it off very well.

I was met at the airport by Mrs. Chen, the widow of our interpreter who had passed away in 1957. She was accompanied by two sons and three

daughters-in-law. Also there to greet me was Li Qinren, a Chinese man who worked at Woods Hole (Mass.) Oceanographic Institute for a year and with whom I became very friendly. A very nice welcome as I was greeted by the usual hugging and excitement that we all felt, wending our way to the taxi area, and of course, all talking at once. It was like meeting family.

My luggage was dropped and the search for a van began, finally finding a hapless and timid-looking driver who was besieged by the Chens for a rate that bordered on the ridiculous. Shrieks of disbelief and near anguish rent the air as he muttered his price. Thus, I was brought into the scene, my story was told in brief with the name "Flying Tiger" repeated so often the large crowd that gathered got into the act. Sensing a good thing and with much laughter, they all had something to say. One man said, "Is this the way we treat the Flying Tiger who came to help us during the enemy invasion?" Another said, "The Flying Tiger has come back to thank us, is this the way we greet him?" One tiny little old lady pushed her way through the crowd and said, "I should send my husband home for his cart, (Ricksha) he would take him for nothing, we should carry him on our backs!" The mounting excitement gave the poor driver a chance to slink away unnoticed as laughter and infectious good nature dominated the scene.

Shortly after that, one of the girls came back in triumph with a van that had seen better days and obviously so had the owner who stared blankly through a pair of glasses that looked like the bottom of milk bottles.

A price was agreed on with little of the usual haggling and off we went into the night, smoke pouring up through the floorboards (both of them), thankfully with plenty of air as four of the six windows were missing. The van was also lacking parts of its windshield. The smoke was bad enough, but added to that was "Barney Oldfield" stopping to pick up two gay young blades, (no, not that gay).

(Continued on next page)

Updates to 1996 Roster

(Changes are in **Bold Face Type**)

- Albert E. Beauchemin, **until 4-30-97, 7505 Wood Box Bay, Beacon Woods, Bayonet Point, FL 34667; ph. 813-863-6009**
- Bates Boles, Houston, TX; ph. **281-440-9817**
- Robert B. Blackburn, Downey, CA; ph. **652-861-4109**
- Charles V. Carlson, Morris, MN; ph. **320-589-3986**
- Joseph M. Connable, **2809 Fletcher View Dr., Cordova, TN 38018; ph. 901-373-2415**
- James S. David "F", **1207A Emery Hwy., Macon, GA 31201; ph. 912-738-0556**
- Morris Elisco "L", **1404 Shore Ct., D-1, Wheeling, IL 60090; ph. 847-537-5328**
- Richard L. Felman, Tucson, AZ; ph. **520-885-7005**
- Lee C. Gordon, **854 Murray Ave., San Luis Obispo, CA 93405; ph. 805-549-9947**
- Robert J. Hannan "L", **786 White Gates Ave., Healdsburg, CA 95448; Ph. 707-433-3435**
- Wilbur L. Jarvis, **816 Landman Dr. NE., Albuquerque, NM 87123-1620; Ph. 505-271-0807**
- Frederick "Ted" Kaveney, E. Falmouth, MA; Ph. **508-564-4793**
- Donald P. Ogilvie, **1533 Mayflower Court, Winter Park, FL 32792; Ph. 407-673-1092**
- Howard R. DeMallie, **44 Margate Dr., Rochester, NY 14616-5503; Ph. 716-720-9135**
- Ralph D. McKee, Rockledge, FL; Ph. **407-639-9730**
- Edward C. Miller, Sedona, AZ; Ph. **520-282-4817**
- Walter A. Mize Jr. "L", **1415 Whit David Rd., Athens, GA 30605 Ph. 706-548-4884**
- Leonard A. Pogue, Port Charlotte, FL; Ph. **941-629-3838**
- Howard J. Snyder, Sedona AZ; Ph. **520-284-2332**
- Walter W. Swartz, N. Ft. Myers, FL; Ph. **941-656-3622**
- Eric W. Volkman, Oak Brook, IL; Ph. **630-654-1229**
- Clyde K. Voss, Rancho Palos Verdes, CA 90275; Ph. **310-377-8122**
- Peter Hakim "H", **65 Larkin Cir., West Orange, NJ; 07052-1122**

More About --

Ride with Barney

The blasting of our horn cleared the way as we plowed through hordes of bicyclists who frantically went off the side of the road to escape Barney's aimless meanderings. They scattered like chaff.

We had gone but a short distance when the co-pilot shrieked something to the driver. It was his duty to check the temperature guage when it reached the boiling point, (which was often). We came to a shuddering halt, after skidding 20 feet on the rain-slick road and ending up against a convenient pole. My fatigue vanished as I jumped out, wondering what was going to transpire next.

The hood was muscled up and a long forked stick jammed against the radiator cap, releasing a cloud of steam and boiling water. (Shades of Old Faithful). The co-pilot dived into the van, coming out with a five-gallon gas can filled with water, (I hoped) filled up, and off we went. This procedure continued, accompanied by the usual yelling and always present laughter.

Losing the flashlight in the debris on the floor one time, there was quite a delay before getting the radiator cap off. Consequently, when it finally did come off, it caromed off the hood and went sailing out into the darkness. A great search began as we scoured the area for the elusive cap. We were soon joined by a large crowd, residents of an apartment building nearby who greatly enjoyed the show we were putting on, especially as it was free. The missing cap was finally found; it seems a man had stepped on it in his thin sneakers and hurled it down the street, not realizing that it was our quarry. We went through this ritual countless times during the 40-minute ride to the hotel.

Everyone had a good last laugh as the van took off in the Stygian darkness, the co-pilot almost falling out the window waving goodbye to me as they went weaving down the road in the usual erratic manner, so happy that I was the first American to be escorted in their limousine. I went into my hotel, tired but happy and quite complacent even with the turn of the events that got me there. After all, I was in China!



Memorial program has grown

DAYTON, Ohio -- Since 1923, the United States Air Force Museum has offered a place of honor not only to the machines that have struggled to help us maintain our freedom, but also to the men and women who served.

While the museum relates the history and heritage of the Air Force to nearly a million visitors each year, many groups, organizations and individuals want to pay specific tribute to their unit or an individual by establishing a suitable memorial in the museum's Memorial Park. The very first memorial established at the U.S. Air Force Museum occurred soon after the opening of the present museum building in 1971.

It was a commemorative tree and plaque, dedicated Oct. 23, 1972, to those Americans held as prisoners of war by the North Vietnamese and those missing in action during the Southeast Asia conflict.

From that modest beginning many other individuals, organizations, associations and veterans' groups (including the AF Escape and Evasion Society) have established memorials at the museum, assuring the perpetual remembrance of loved ones, friends, family members and war-time buddies.

The Memorial Park Program has grown from that one memorial to over 200 memorials already in place or in the planning stage.

--Photos by Russ Weyland



A wild trip back across Yugoslavia

By CHARLES ESTES
Yazoo City, Miss.

Our story begins at 0430 on March 15, 1945, with the crunching of the orderly's shoes in the gravel walk that led to our tent. It was in Lecce, Italy, where we were assigned to the 415th Squadron of the 98BG.

Officers who shared this tent with me, the pilot, were Bob Swain, the navigator, from Ohio; and John Congleton, the co-pilot, from Kentucky.

We knew we would fly today; it was posted on the operations bulletin board, which also said we would be the lead crew of the 415th. It was our first lead mission.

Our crew had flown 33 missions up to this date and we had made it home all 33 times.

We slipped out of our cots and into our jumpsuits. Then a quick look around the tent to see if everything is OK. Swain bellows out, "Somebody, check the mouse trap!" He's looking me straight in the eye.

"All right, I'll check it." Well, what do you know--in the pail floated a mouse. So I picked him up by the tail and dropped him in the trash can. I then reached down into the pail of water and fished out the mess hall dinner knife. No one is sure who figured out this trap but it sure worked.

I then placed the knife handle back on the table with the blade sticking out over the edge. Just below was the pail of water. Then I put a piece of cheese on the tip of the blade--viola!, the trap is reset. When the mouse crawls up on the handle and out toward the blade tip. . . "kerplash", no more mouse.

Back to my story. . .

Our target for the day was the Schewachat Oil Refinery at Vienna, Austria. Up in the nose of our B-24 is Don Brown, the turret gunner, from Kansas, and Joe Dobbin, the second navigator assigned to our crew for this mission. He is from New York state. Up on the flight deck is DeLois, the crew chief, from Maine. Also from New York state is Gronyca, the top turret gunner and radioman.

Swanson, the bombardier, is from Arizona; James Valant, the radar operator, from Illinois. Then there is Jim Mulligan, the observation officer, from California. Back in the rear of the plane are John Norris, the lower ball turret gunner, from Indiana, and Red Cochran, the waist gunner, from West Virginia.

Today we are carrying ten 500-pound bombs, some fused for a delayed explosion.

Over the target, the wall of flak is so solid a sparrow couldn't find his way through it. I call the observation officer. He tells me everyone is holding in good formation. Just then some flak bursts lift the right wing and the 2nd pilot reports No. 4 engine is loosing power and he is feathering the prop.

As John goes through the feathering procedure, I increase the power on the other three engines. We must maintain speed so the formation won't overrun us. Then comes an explosion under the left wing. Shrapnel was flying everywhere. John reports No. 1 engine going out and he's

feathering. Then a cry goes out on the intercom, "Bombs away!"

John and I know we can't keep the lead. So I call the pilot of the next plane and say I'm relinquishing the lead to him. I say I'll be sliding underneath him and out of the formation. With that done, we look at our situation.

John and I try to sort out what to do. We decide to pull 50 inches of manifold pressure on No. 2 and No. 3 until we reach a lower altitude. That won't be long because we are losing about 500 feet a minute. Our altitude now is about 20,000 feet. Up above we can see the last of our group on their way home. The navigator reports we are nearing Zagreb. Up in front we begin to see the Alps. We are still losing altitude so John and I decide we will have to bail out. I ask Swain if we are in friendly territory. According to his briefing, we are and he reports a small town about 50 miles ahead that might be a good place to jump.

We are at 8,000 feet with no chance to get over the Alps. The little town is coming up. So, I call the crew and tell them to get ready. Now I give the command to bail out.

When my chute opened it popped me like I was on the end of a whip. My fleecy-lined boots took off on their own. But I had on high top shoes and they were still in place. I watched the B-24 disappear in the distance.

I looked around for some sign of the others but all I could see was a field under me and it was coming up fast. When I hit the ground I was 75 1/2 inches tall. After my encounter with the earth I felt I must have lost two or three inches. I just laid back on the ground trying to gather my senses when this voice came wafting across the field. "Oh, my goodness! . . . Oh, my goodness. . . !"

I raised up to see an elderly woman running toward me with her skirt pulled up over her knees and her legs moving like an egg beater. When she reached me she looked down and asked, "You all right?" She held out her hand to help me up. The wrinkled face that looked down at me was one of kindness and concern. I told her she could have the chute.

Swain came down in a plowed field and sprained his ankle. There waiting for him were three soldiers, each with a rifle pointed at him. He pointed to the American flag patch on his jacket. Then they lowered their guns. Swain couldn't walk on his ankle, so the three soldiers carried him into Prenjavor to a hospital.

By this time all 11 of the crew had been brought in. Congleton had come down in a field much like the one I landed in. When he got out of his chute straps he got up and then he heard a sound like a gun being cocked.

He looked around and behind him, sitting on a fence was a boy about 12 years old with a rifle pointed at him. John turned his shoulder to the boy and pointed to the patch displaying the flag of the U.S. The boy jumped down off the fence and ran over to John and hugged his leg. He took John's hand and led him to a cart path that led into the town of Prenjavor in Bosnia.

(Continued on next page)

Into the Blue -- and Down

(Continued)

While John was being led into the little town, my new friend was leading me to the same path that led into Prenjavor and told me how she and her husband had gone to the U.S. They had ended up in Galveston, Texas, where she took in washing and her husband worked as a carpenter. Things were getting better for them until a tidal wave destroyed their house. They had saved enough to book passage on a boat that would take them to back to Yugo-slavia. Now I understood why she could speak English!

After a while we reached a point that I could see the town. We had passed several houses along the way and my friend waved to the people, seemingly to be proud to be with me.

She led me to a building in the center of town and to an office. When I entered the room I saw most of my crew was already there.

The first to catch my attention was John, my right-hand man. He had a glass in his hand with a clear liquid in it. He was hoisting the glass with exuberance. He came up to me and in a slurred Kentucky vocab-ulary, he said, "Well, ole buddy, we made it."

I took the glass from his hand and took a big swallow. It had to be 200-level whiskey or something like it. I looked at John and said, "Ole buddy, you're drunk!" He replied, "Not as drunk as I'd like to be."

Swain was there and indicated I should meet the Communist colonel who was watching our reunion with much interest. I looked around his office. On the walls were pictures of Stalin and General Tito. Swain indicated I was their leader. There were two soldiers standing by the door. The colonel called them to him, said something to them and they motioned for us to follow them. The boy who had brought John to this place was still holding his hand and the old lady that had brought me here was holding on to my arm.

The soldiers took us out to the street and headed toward a large building that turned out to be the hospital. None of our crew needed medical attention so we wondered why we were going there. We soon realized that's where we would sleep that night. Inside we saw a young lady dressed in a soldier's uniform; hanging from her belt were two hand grenades. The old lady went across the room and hugged the girl and turned to me and said, "This is my daughter." The younger one took us over as she would a patient. She was a nurse and took us to our rooms.

After two days rest, they gave us four soldiers to lead us over the Alps. I always wondered why they would go to this trouble. We found out later that the U.S. had offered \$10,000 for every American they returned to a safe haven. The next morning they took us to a horse-drawn wagon. We all loaded on and began our long trip back to our base.

We began to get into snow on the road. The day was coming to a close and the men who were escorting us pulled up to a house. One of the men jumped down off the wagon and went up to the porch of the cabin. After he knocked a man came to the door and they had a short conversation. We were told to get off the wagon.

Inside there was a fire burning under a spit but there was nothing on the spit. Shortly after that one of the men in the house went out to a pen and came out with a goat. He killed the goat, skinned him and cut him up into pieces that could be put on the spit. They put the pieces of goat on the spit, stirred the fire and poured themselves a glass of what they called "rockie"-- a very strong drink made from pear juice, the same drink that did John in.

We were still in the foothills of the Alps. The next morning we started out on foot. We could tell we were getting into high altitude because we were having trouble getting our breath.

As day was coming to an end, we came to a hut. It was like a hostel. We went in and it was like a big barn. There was a pot bellied stove in the corner. One of the guides put some wood into it and lit it. Very soon we had a nice fire.

We came to a place in the Alps that had a rail depot. Our guides went inside and made arrangements for us to board the train.

The train turned out to be like one of the hostels we has stayed in. There was a pot-bellied stove at one end of the passenger coach and a hole in the top of the coach for the smoke to go out. The next thing I recall was getting off the train and being led to an old Dodge truck that I guessed was Lend-leased.

Some of my crew were knowledgeable about old cars and trucks. That turned out to be a big plus. The Yugoslavians didn't know anything about trucks and what made them run. There were three trucks and two of them wouldn't start.

One of my men lifted the hood and removed the distributor cap. He took a knife out of his pocket. He reached down and filed between the points. When the driver tried the starter, it backfired and started to purr like a kitten.

Our crew was looked on as men with magic in our hands. We loaded on the trucks that would take us to the coast.

Before we really expected it we were in the outskirts of a fairly large town. It turned out to be Split on the coast of the Adriatic. We were taken to the English embassy. The people in charge gave us some English cigarettes and a bottle of White Horse Scotch. Then they took us to the American Embassy.

We gave them the information about not being able to get over the Alps, so that they could inform our headquarters that we were OK. The 15th was going to send a plane to pick us up, but weather turned bad and so they ordered the Embassy to make other arrangements. When we checked with our Embassy, they told us that we would catch a boat that would take us to Bari, Italy.

The boat turned out to be a ship load of refugees. They were all equipped with a dog and at least three children.

In Bari we were taken to headquarters of a 15AF group. I was taken to the office of an intelligence officer. It seemed he didn't give a damn about what we had gone through. All he cared about was us bailing out of a B-24 that he said was worth \$460,000.

John and I were assigned to another squadron and flew several flights to distribute blankets, food and other supplies to the Italians in Northern Italy who were suffering from the ravages of the war.

HE FINALLY MANAGED TO ESCAPE

Dan tells of life in Swiss prison

By CLAYTON C. DAVID

March 18, 1944, was the 25th mission for Daniel Culler and the B-24 crew he was flying with in the 66th Squadron of the 44th Bomb Group. Instead of getting back to England and heading home, they had to chose Switzerland as the only safe place they could get to in their badly damaged plane.

They were escorted into an airfield by fighters of the Swiss Air Force to make certain they did land. Armed Swiss soldiers prevented destruction of the B-24 and S/Sgt. Culler became their prisoner. His first effort to escape to Italy was defeated, but he nearly died in the attempt.

He ended up in the nation's worst prison, Wauwilermoos with no regard for the Geneva Accord. The resultant abuse haunts him to this day.

About seven months after landing there, Dan's second attempt to escape

from Switzerland into France with his pilot and co-pilot was a success. It happened under a hail of bullets, ambush style. The pilot got a bullet through his leg and Daniel's sloppy clothes contained bullet holes from the incident. They were befriended by the French and flown back to England.

After General Ronald Fogelman received a copy of Culler's book, *Black*

Hole Of Wauwilermoos. Daniel received a long-overdue Distinguished Flying Cross and Prisoner of War Medal. The V.A. hospital has given him the care which had been neglected for years.

Daniel Culler's name, address and phone number appear in the New Members list in this issue. The 365-page book is available from him for \$20, including postage.

Marcel Cingal supplied papers

Marcel Cingal, French Resistance worker in the Paris area, died Jan. 9, 1997, in his 84th year. The funeral was held in Paris a week later.

A supplier of authentic-looking false papers, Marcel also hid wanted persons in his home and convoyed many to the Free Zone.

In 1983, Ken Woodhouse (Canadian) wrote of him as follows:

"I met Marcel Cingal at a reception that his group, *Federation des Amicales de Reseaux de Renseignement et d'Evasion*, held for those of us who participated in Project '69 in Paris. At that reception, Marcel and I got talking about his work as a *porteur*. He did not apparently know the names of any of the men he aided.

"Almost all of us had many such helpers, *porteurs* who led us around in dangerous places.

"Marcel Cingal, whose official record with the Resistance begins in 1942, was a Police Inspector in Paris. He kept no records of names; but the following story illustrates how he helped airmen in distress:

"At the turn of March-April 1944, he was one of 25 plainclothes policemen sent to the Gare d'Austerlitz for interception of fugitive airmen who would be taking the 9 p.m. train to Irun at the Spanish border. Teams of two or three watched all entrances.

"At around half past eight, a slight young woman with three large individuals in skimpy clothing, whose identities left little to the imagination, made their entrance at the rear of the station. Moving promptly toward the young woman, Marcel told her that she had been betrayed and that the station was full of police. The girl made a smart turn and left with her boys. This story has been confirmed but, to this day, the girl and her airmen remain unknown.

"Farewell, Marcel, on your well deserved trip to the Free Zone."

--From the RAFES (Canadian Br.) Newsletter

AFEES has friend in the VA

"The difficult we do immediately, the impossible will take a little longer." That reflects what it's like to answer the inquiries that come in about men who were helped over 50 years ago. The records that Scotty David has pulled together in the last 12 years have more accuracy and meaning because of the help she has received from one particular person and his staff. That individual is Mr. Carl Adamczyk of the Veterans Administration in Philadelphia, Pa.

The information about a veteran's current status is there if one kept his or her V.A. insurance, there has been contact regarding death, POW status, or service-connected health problems. Through the cooperation of Mr. Adamczyk and his staff, AFEES has been able to learn about the death of many evaders and escapees we've tried to locate for our records and helpers.

That office has also been the conduit through which we could write to a person for whom they have a current address. This is the best service that can be given since providing us the address is not permissible.

During the last six years they have checked on more than 2000 names for Scotty. Of the first 1259 they checked on in 1991, 403 were deceased, 592 no information, for 264 there were good addresses. They then forwarded our letters to that group and 125 replied to AFEES.

The next time you have an unsatisfactory experience with some federal agency or one of its employees, remember, there are those who go the extra mile to help us.

Thank you, Carl Adamczyk and staff!

FOLDED WINGS

MEMBERS

- 15AF Joseph P. Bonczek, Caseville, Mich., 460BG, Jan. 18, '97
 15AF Clell M. Card, Bremerton, Wash., 451BG, Oct. 22, '95
 #1448 James M. Cochran, Plainfield, N.J., 457BG, Mar. 12, '93
 # 83 Wm. F. Crowe, Rancho Cordova, Calif., 323BG, Mar. 11, '96
 #1845 Ed. C. Cury, Deerfield Beach, Fla., 401BG, Oct. 11, '96
 #2312 Donald E. Headrick, Visalia, Calif., 386BG, April 26, '95
 #494 Norman R. King, Delmar, N.Y., 94BG, Oct. 24, '96
 15AF Edward F. Kutch, Lawrenceville, N.J., 459BG, Sept. 7, '91
 RAF Thomas Lowe, Orange, Calif., 83 Grp., March 21, 1996
 # 73 Peter P. Milasius, Las Vegas, Nev., 305BG, April 16, '93
 15AF James R. Mund, Bedford, Tex., 460BG, Sept. 26, '94
 12AF George H. Ogburn, Rockville, Md., 17BG, Oct. 18, '91
 #2960 Charles S. Oldfield, Albuquerque, N.M., 78FG, Aug. 6, '96
 15AF Gerald Rahl, Omaha, Neb., 461BG, Oct. 27, '96
 #803 William O. Ross, Savannah, Ga., 448BG, Sept. 7, '96
 #481 James G. Shilliday, Advance, N.C., 388BG, Sept. 13, '96
 #484 Willis E. Spellman, Jeffersonville, Ind., 93BG, Nov. 29, '96
 #1016 Edward Tappan, Sonoita, Ariz., 801BG, Oct. 10, '96
 15AF Stanley Taxel, Fairview, N.C., 483BG, Dec. 15, '95
 #2138 E.M. Taylor, Williamstown, N.C., 379BG, Aug. 7, '96
 #1400 D. J. Van Horn Sr., Columbus, Ohio, 386BG, Feb. 25, '93

HELPERS

- M. Yvon ABRASSART, Dour, Belgium, September 1995
 Mme. Maya LARDOT, Ramon Tenneville, Belgium
 Mlle. Gaby PARDON, Brussels, Belgium
 M. Pierre ALIOT, Ax Les Thermes, France, Oct. 30, 1996
 Mme. Gisele BARON, La Baule, France, Sept. 2, 1996
 Mme. Louis COSSE, Plouha, France
 Mme. Regine LHERIDAUD, Gaillard, France, Jan. 30, 1997
 M. Louis MERLUZEAU, Louvigne DuDesert, France, Nov. 22, 1996
 Mlle. Alice PERRENX, Samadet Landes, France
 Mrs. Nel BOLLEMAN, Drachten, Holland, Sept. 20, 1996
 Mr. Lambertus BREMAN, Genemuiden, Holland, April 15, 1996
 Mr. Gerrit KOSTER, Diever, Holland
 Mrs. Dorothy PARSONS (Drue Layton-Tartier), Corona del Mar, Calif., Feb. 8, 1997 (Helper at Melum and Barbizon, France)

Bill Spellman bailed out over Germany in 1944

Services for Willis E. Bill Spellman, 72, of Jeffersonville, Ind., were conducted Monday, Dec. 2, 1996, in Jeffersonville. He died Nov. 29 at his home.

He was a native of Jeffersonville. As a radio operator/gunner, he bailed out over Ludwigshaven, Germany, on July 1, 1944, evaded the Germans, walked into France and across the Pyrenees Mountains into Spain.

Jean-Pierre Levy was a recruiter

By ROGER COHEN
 The New York Times

PARIS -- Jean-Pierre Levy, a leader of the French Resistance in World War II, died in Paris on Dec. 16, 1996. He was 85.

Mr. Levy, a reserved man who did not like to talk about his exploits during the war, created and led the Franc-Tireur (Irregular) organization in southern France, one of the pillars of the fight against the German occupation. As early as 1941 he edited a clandestine journal called Franc-Tireur and was active in the recruitment of Resistance fighters.

In January 1942, Mr. Levy met Jean Moulin in Avignon. Moulin, who was later tortured and killed by the Nazis, had been charged with coordinating domestic resistance groups by Charles de Gaulle, the leader of the London-based Free French Movement.

Maintaining links with the British intelligence services and securing weapons through parachute drops by British planes, he organized a number of effective acts of sabotage against the Nazis and their Vichy French surrogates in late 1942.

When the United Resistance Movement was created in 1943, Mr. Levy joined its directorate alongside Moulin. Throughout that year, he worked closely with de Gaulle in London and briefly, Algiers. But in January 1944, he was arrested by the Vichy police.

After six months in prison in Paris, Mr. Levy escaped as he was being transferred from La Sante to the Fresnes jail.

Born in Strasbourg on May 28, 1911, Mr. Levy never sought the limelight. After the war he worked in several industrial jobs, including a term at Renault, before presiding over the National Center for the Exploration of the Oceans from 1971 to 1976. He also contributed to books about the Resistance and helped associations of former Resistance fighters.

For his contribution to the liberation of France, Mr. Levy received several awards, including the Military Cross and the Grand Cross of the Legion of Honor.

From Hollywood to the Resistance

Drue Tartiere Parsons nee Dorothy Elizabeth Blackman was born June 12, 1903, in Somers, Kenosha County, Wis. She died in California Feb. 8, 1997.

Her first marriage to Los Angeles architect Ellis Wing Taylor ended in divorce.

A gutsy, adventuresome blonde, Drue was determined to be an actress. She started as a script girl in Hollywood. She acted in Los Angeles, New York and Cape Cod and worked at MGM and Fox where, in the early 1930s, her stage and film name was Drue Leyton.

Among other adventures, in 1932, Drue drove a Ford alone from Los Angeles to New York. In 1935, while flying solo and low on fuel, she made an emergency landing at the Hearst Castle landing strip at San Simeon. A chauffeur-driven limousine rolled up beside her small plane and despite her protestations that she needed only fuel, drove her to the Hearst castle for lunch with William Randolph Hearst and Marion Davies.

By the mid-1930s, Drue had starred in several Charlie Chan movies. In the mid-late '30s, she made movies in London and Paris. World War II broke out while she was doing a stage play in London. Married to the then well-known French movie actor, Jacques Tartiere, she returned with him to France. Shortly thereafter, he went off to war.

In Paris, Drue joined the *Voice of America* under her stage name Drue Leyton. When the Germans occupied France in 1940, they imposed a death sentence on Drue as a result of her

broadcasts condemning the Nazis. Drue and her colleagues fled to Bordeaux. However, she determined that she could do more for the war effort in France than return to the American stage and films and decided to return to occupied France.

During the war she lived in Barbizon near Paris under the name Drue Tartiere. After America declared war on Germany in 1941, the Germans confined her in a prisoner of war camp for several months. She was released from the camp after feigning illness and persuading the camp authorities that she had a serious medical problem. The Germans did not associate Drue Tartiere with Drue Leyton, the American actress.

She returned to Barbizon and became active in the French Resistance. Over a three-year period, she assisted 42 downed American, Canadian and British airmen to escape through the Pyrenees and into Spain via the underground network. By July 1944, the Allies were crossing France and the retreating Germans had disrupted the underground escape route.

At that time, five Canadian airmen from two B-17s parachuted into the woods near Barbizon. The Resistance brought them to Drue and she hid the two pilots, two navigators and flight engineer in her home at great risk of exposure to the Germans for seven weeks until Gen. George Patton's tanks rolled in to liberate Paris on Aug. 25, 1944.

Drue's husband Jacques was killed in Syria in 1941, early in the war. However, she had no proof of his death until at a celebration following the liberation, a



MRS. DOROTHY PARSONS
... in 1965

British officer who had been with Jacques and was searching for his wife, recounted the circumstances of his death and handed her a letter from Jacques written shortly before his death. The officer had carried it through the war. Stricken, she walked toward the door to depart and was interrupted by Geoffrey Parsons, a journalist and war correspondent for the New York Herald Tribune who asked for an interview for an article on her Resistance experiences.

She left the party immediately, but later he got the interview. In 1945, Geoff and Drue were married. He became editor of the European edition of the Tribune and, in 1957, vice president-international of the Northrup Corporation based in Paris. They divided their time between Paris and Spain until his death in 1984 when Drue moved to Corona del Mar, Calif., where she resided until her death.

Her book *The House Near Paris* (Simon & Schuster 1946) describes her wartime experiences.

For her heroism, the French government awarded Drue the French Legion of Honor. She also was decorated by the American, British and Canadian governments. She was a member of the Escaping Society.

Her ashes will be scattered at sea.

She is survived by a son Ellis Taylor of Santa Barbara and a granddaughter Tracy Taylor Connolly.

Information sought for commemorative stone

Philippe Canonne, a 33-year-old history and geography teacher in Blois, France, says that the maister of the town has agreed to install a commemorative stone honoring the sacrifice of American aircrews in World War II.

Philippe is seeking information concerning two crews who went down in the area. On June 14, 1944, a 384BG B-17 was shot down in the area. Crew members included Robert Summerville, Lt. A. Wiseman and a Sgt. Holt, who escaped.

On June 22, 1944, a B-24 from the 493BG crashed near pres de Chambord. Among the crewmen were 2nd Lt. William Kaplan, 2nd Lt. Kenneth P. Klemstine and Sgt. Robert M. Shokey.

Blois is between Orleans and Tours on the Loire River.

Philippe, who calls himself an American Air Force enthusiast, would like to locate any of these crewmen or members of their families. He can be reached at 2, rue Assolant, 41.000 Blois, France; phone 02.54.21.59.96

Caterpillar Pin is testimony to another life preserved

The tiny gold Caterpillar Pin is awarded by the Irvin Air Chute Company to anyone who saves life by parachuting from a disabled or flaming aircraft. Each recipient of the Caterpillar Pin is living testimony to the life-saving ability of the Irvin Type Air Chute.

The Caterpillar is symbolic of the silk worm which lets itself descend gently to earth from heights by spinning a silky thread upon which to hang. Parachutes in the early days were made from pure silk.

About 1920 Leslie Irvin, a 24-year-old stunt man from California, demonstrated the first "free drop" parachute. He had made the chute himself on a borrowed sewing machine. Flying safety experts were so impressed that the U.S. Army Air Corps and British Royal Air Force promptly adopted the parachute as standard equipment. Irvin then opened factories in the U.S. and England.

The Irvin Company started the Caterpillar Club and the practice of awarding the gold Caterpillar Pin in 1922 because each life saved by a parachute was the result of Leslie Irvin's invention, symbolizing Irvin's dedication to safety in the air.

It is estimated that at least 100,000 persons have saved their lives by Irvin parachutes.

NEW MEMBERS

Vernon L. Baldwin, Jr.
500 Wooded Crest Dr.
Woodway, TX 76712-3268
Ph.: 817-772-5153
15AF, 99BG

Thomas H. Brown
104 Lake Fairfield Drive
Greenville, SC 29615-1506
Ph.: 864-244-8420
15AF, 376BG

Lawrence Caldwell
1507 Roper School Rd.
Hickman, KY 42050
Ph.: 502-838-6880
15AF, 459BG

Daniel L. Culler
750 S. La Brisa
Green Valley, AZ 85614
Ph.: 520-625-5581
8AF, 44BG

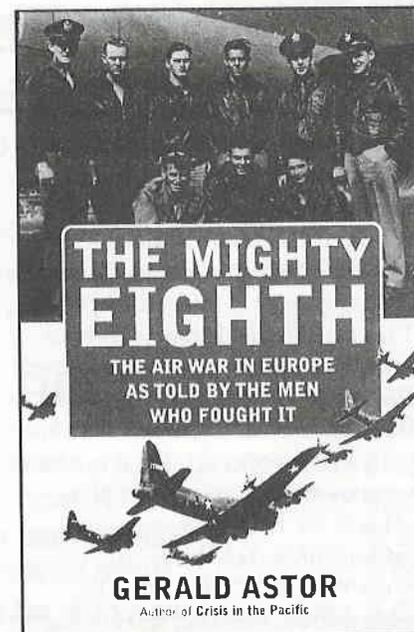
Satiris G. Fassoulis "L"
20 Waterside Plaza
New York, NY 10010
Ph.: 212-689-9644
15AF, 99BG and China

Frank J. O'Reilly "L"
(S) 2 Crescen Blvd.
Millville, NJ 08332
Ph.: 609-825-1216
(W) 1519 Eastlake Ln.
Sebastian, FL 32958
Ph.: 561-589-2436
CBI, 10AF, 1 Ferry Grp.

Frank Tellis
6186 Seascape Tr.
Boynton Beach, FL 33437
Ph.: 561-637-0601
15AF, 463BG
Back on AFEES Roster

Wilbur T. Haugen "L"
2725 Tennessee St., NE
Albuquerque, NM 87110
Ph.: 505-299-0645
#1978, 8AF, 96BG

Lester F. Weaver
1405 Coronado Ave.
Ft. Pierce, FL 34982-3633
Ph.: 561-464-8297
15AF, 463BG



6x9, 480 pages, 16 pages of photographs, Donald I. Fine Books, \$24.95

After the bombing of Pearl Harbor, American men flocked to join the U.S. Armed Forces. Many were selected for the Army Air Corps and assigned to the newly created Eighth Air Force. They were the intrepid souls who flew the four-engine B-17 Flying Fortress and the B-24 Liberator on long-range precision daylight bombing missions over the dangerous skies of occupied Europe and eventually over Germany itself.

In *The Mighty Eighth*, Gerald Astor chronicles the first-hand testimony of the pilots, navigators, bombardiers and gunners who daily put their lives on the line. Their harrowing accounts of flying through a flak barrage at 25,000 feet in an oversized air bus laden with explosives and encounters with attacking enemy fighter planes are nearly as gripping and as tension-driven as the actual missions.

Here, too, are stories of raids on Berlin and Dresden, life in the POW camps, the elation of completing a last mission, and the horror of seeing comrades killed in action. Just as compelling are the colorful personalities of the courageous fliers: Billy Southworth, the cocky bomber pilot whose father coached a professional baseball team; Tommy Hayes, who learned to fly from a barnstormer and went on to become a fighter ace; the legendary crew of the Memphis Belle.

The editor has the last word

WICHITA FALLS, Texas -- Things are shaping up for the 1997 reunion in Dayton the second weekend of May. Information concerning the hotel, along with reservation forms for the reunion and for the lodging, is included in this issue.

I have had several comments from members who are excited about meeting in Dayton, so it looks like a good 'un. Cutoff dates for the registration and hotel are still a few weeks off, but it is time to get serious about making your plans.

This is the final issue of *Communications* before the reunion.

Russ Weyland, chairman of the AFEES raffle committee, reports that 907 books of tickets were mailed to members in early February. This type of Helper fund-raiser was used successfully last year to replace the time-consuming reunion auction. It enables members who cannot attend the reunion to participate and allows more reunion time for socializing and other activities.

Last year, 540 books were sold.

Joe and Kay Turlington of St. Louis sent along a note to tell about their recent visit to the Heritage Museum at Savannah. "The AFEES section is coming along very well and much work is being done to dedicate a tribute to our helpers. The Memorial Garden and the Wall of Valor will be impressive to everyone," so say the Turlingtons.

Rep. Cliff Stearns of Florida has re-introduced his House Resolution to recognize AFEES members in the new Congress. The new H.Res. 50 is the same as last session's H. Res. 37, which went nowhere. Now is the time to contact your congressman and ask him to support the resolution that would provide our members with "recognition for meritorious service."

COB Ralph Patton has sent along a copy of the letter he has written to Rep. Stearns, offering to go to Washington to testify in support of the Resolution, and expressing appreciation for the efforts to gain recognition for our members.

If you would like a copy of Ralph's letter as a model in preparing your own letter, let me or Ralph know and we'll see that you get it. Remember though, a letter in your own words will carry more

weight.

For his "many achievements to advance arboriculture and urban forestry," John W. Andresen of Urbana, Ill., was awarded the National Arbor Day Foundation 1996 Certificate of Merit for Environmental Stewardship. Dr. John was also selected as a forestry advisor to the U.S. Dept. of Defense Environmental Security Board. Congratulations!

He is emeritus professor of Urban Forestry at the U. of Illinois.

Clyde Voss reports that the Windows for Remy project has received 1200 gifts totaling about \$72,000. Gifts have come from veterans, from family and friends of veterans, from WW2 aircrew, from ground crew members, doctors, church members and other citizens. Clyde asks that AFEES members making a donation include a note about what motivated their contribution.

It was interesting to learn that while stories of WFR have appeared in major newspapers across the nation, one veterans organization said it "was done with World War II stuff" and refused to make any mention of the project.

Bob Gibson (405 Fisher Ave., Indiana, PA 15701) was with the 102nd Inf. Div. graves registration unit in WW2. He was involved with the disinterment of airmen killed over Holland from civilian cemeteries and is seeking crew pictures of such KIA.

He is especially anxious to contact Richard Vogel, Leslie Sellers, James Burnett or Wm. Hammer, members of a 448BG crew that was shot down Sept. 11, 1944, and also any friend or family of Ray Miller, 401BG, who was shot down Feb. 16, 1945, and who died in 1983.

Joe Vukovich writes to explain the best procedure to get the Air Medal that you earned by getting out of enemy territory by land or sea rather than by air. He says this contact is better than the one we listed earlier:

Georgia A. Wise, DAFC
Recognition Programs Branch
Promotion, Eval. and Recognition Div.
HQ AFPC/DPPPTA
550 C.Street, West Ste. 12
RANDOLPH AFB, TX 78150-4714

Any airman who was shot down in

combat and who has not already received the Air Medal is eligible. Of course, documentation, such as discharge papers, should accompany any request.

Francois Cadic and Claude Helias, two enthusiasts of history and WW2 in particular, have organized a display in the French city of Quemeneven concerning aviation in Brittany. They would like information concerning Americans shot down over Brittany or who came out of France from the Brittany coast.

They would like to have uniforms and equipment of the USAAC for their museum. Francois can be contacted at Kergoat, 29180 Quemeneven, France.

Members of the 94BG will hold their 1997 reunion at the Hilton in Cherry Hill, NJ, Oct. 7-12. Info from Wade Wilson, 1941 Harris Ave., San Jose, CA 95124-1017; ph. 408-377-4787.

Some of you wheeling down U.S. 287 between Amarillo and Fort Worth might want to stop in Vernon, Tex., at the Red River Valley Museum. The museum has an exhibit, "Victory Field Revisited" showing for another couple of months. Victory Field offered primary flight training from 1941 to 1944.

One of the cadets wrote, "It was a wonderful, exciting time for us. We were learning to fly, we made new friends, we were young and we didn't know what lay ahead of us." Oh, so true!

In the U.S. services, if an evaluation or efficiency report on a junior officer is not filled with hyperbole, the hapless junior's career is dead. No such timidity in the British military; they are refreshingly honest:

"His men would follow him anywhere, but only out of curiosity."

"This officer reminds me very much of a gyroscope--always spinning around at a frantic pace, but not really going anywhere."

"This officer should go far--and the sooner he starts, the better."

"This man is depriving a village somewhere of an idiot."

A WORD OF CAUTION: Before you give somebody a piece of your mind, be sure you can get by on what's left.

That's all for now; see ya in Dayton!

--LARRY GRAUERHOLZ

Another crew put together

Just when the hours get long and we're wondering why we spend so much time on AFEES work, along comes a note that makes it all worthwhile! We liked this one we received recently with a check for a Life Membership.

"I was very elated to hear from Joe DeLuca, our bombgator. He and I left the crash together. We walked into an ambush and ran like hell. I thought he was shot. That was February 22, 1944. Some months back I see his name in AFEES. Have talked to him twice since then. Will really enjoy seeing him in Dayton." From Robert J. Hannan of Healdsburg, Calif.

Robert and three other men from that 303BG crew, Louis Breitenbach, Roy Cheek and James Hensley, have been members of AFEES for years. Joe DeLuca was located and joined in August 1996.

There is another living evader, Salvador Chavez, from the crew who we're trying to round up and get to the Dayton reunion. The pilot, when they crashed landed in Holland, was C. D. Crook. He also evaded, but now is deceased.

--Scotty and Clayton David

AFEES Raffle Book still on your desk?

This is a Helper Fund project and deserves the support of every member.

Please remit at least \$10,
payable to AFEES, to
AFEES, PO Box 376,
Island Lake, IL 60042

Ticket stubs and remittance, as well as any unsold books, should be sent in by April 30, so that leftover tickets can be made available at the Dayton reunion.

AFEES PX PRICE LIST

Ideal gifts for any occasion

Decals

4 1/2 in. Exterior	6 for \$ 2.00
3 1/2 in. Interior	6 for 2.00

Winged Boots

Lapel Pin, 3/4 in. Pewter	\$6.00
Tie Tack, 3/4 in. Pewter, with Chain.....	6.00
Lapel Pin, 1 in. blue shield with boot	6.00
Tie Tack, 1 in. blue shield with boot & chain	6.00
Cloth with metallic thread (dry clean only)	5.00
Cotton Sport Shirt Patch (can be laundered)	2 for 5.00
(Silver on dark blue)	

Blazer Patches

Royal Blue Only	\$10.00
Blue with metallic thread	15.00

A.F.E.E.S. Merchandise

Car License Plate	\$10.00
T-Shirts, sizes S, M, L, XL, XXL	18.00
Lapel Pin, blue and silver	6.00
Quartz Wrist Watch, with AFEES logo	49.95
Clock, Helping Hand logo (with battery)	15.00

Official AFEES Caps

(One size fits all)

Mesh Back, Navy Blue	\$12.00
Mesh Back, White	12.00
Closed Back, Navy Blue only	12.00

The PX has a nice selection of new Souvenir Items, especially appropriate for Helpers, ranging in price from \$2 to \$10. Call or write for items currently in stock.

(Add \$1.50 per order for shipping and handling)

Make checks payable to AFEES and mail to:

FRANK G. McDONALD, PX Manager
1401 Brentwood Drive
Fort Collins, CO 80521

Phone (970) 484-2363



AFEES Membership & Life-Membership Application Form



Regular AFEES membership is \$20 per year, including first year.
Includes all rights and privileges. Life Membership is \$100 with
no annual dues or assessments. Includes all rights and privileges.

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE () _____

Duty Info: GROUP _____ SQDN _____ AIR FORCE _____ CREW POSITION _____

WIFE'S NAME _____ TYPE AIRCRAFT _____ WHERE WENT DOWN _____

WHEN, DATE _____ HELPERS _____

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

Tell briefly the names of crew members and Helpers:

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

Send to Clayton C. David, Membership Director, 19 Oak Ridge Pond, Hannibal, MO 63401-6539, U.S.A.

From AFEES PUBLISHING
19 Oak Ridge Pond
HANNIBAL, MO 63401-6539

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