

THE AIR FORCES ESCAPE & EVASION SOCIETY

Spring 2000 Communications

VOLUME 14, NUMBER 1

WICHITA FALLS, TEXAS 76307-2501

MARCH 10, 2000



In front of the commemorative plaque in memory of Jean Courcel, priest of St. Roch Church in Paris. From left:

JEAN MARIE MOET, Son of Mr. and Mrs. Moet, hosts for Allied airmen. Both were deported with their daughter, Michele. Jean Marie Moet, then age 14, was left on the doorstep.

GENEVIEVE CAMUS SOULIE, Escort mostly in Paris, in charge of finding lodgings, visiting and interviewing airmen, providing clothing and medicine.

PAULETTE PAVAN LEFEVRE, Then aged 20, helped her parents in their underground activity. Paulette's mother, Pauline Lefevre, died recently at age 103.

MICHELE AGNIEL MOET, sister of Jean Marie, active member of the Réseau, deported at age 17.

GEORGES BROUSSINE, Chief of Réseau d'Evasion Bourgogne.

P. LeBERRE and his wife Genevieve Delaye (not shown), devoted escorts across France and to the Spanish border.

GEORGES GULLEMIN, (known as Gilles), an escort to the Pyrenees, arrested in October 1943, tortured and deported.

G. LECLERCQ, an escort to the Pyrenees. Later went to London with a group of airmen and participated in the Allied landing in Normandy.

On April 25, 1998, a commemorative tablet for Father Jean Courcel was mounted in the Chapel (dedicated to internment in concentration camps of World War II) of St. Roch Church, near Concorde Place and the Tuileries in Paris, next to urns containing burial ashes collected in various Nazi concentration camps.

Michele Agniel-Moet is the last French survivor of April 28, 1944, when Father Jean Courcel tried to warn the Moet family that the "milice" was coming. Father Courcel was recognized, arrested, put in prison and finally sent to a camp in Germany, where he died in April 1945.

U.S. AIR FORCES ESCAPE/EVASION SOCIETY

Communications

Published Quarterly

WE WILL NEVER FORGET



Volume 14 -- Number 1

March 10, 2000

CHAIRMAN:

***Ralph K. Patton, 5000 Alden Drive, Pittsburgh, PA 15220-1023;
Phone: 412-343-8570; FAX: 412-343-2296

PRESIDENT:

*Richard M. Smith, 76543 Begonia Lane, Palm Desert, CA 92211;
760-345-2282; FAX 760-345-9908

VICE PRESIDENT:

*Russell S. Weyland, 1117 W. Northeast Shore Drive, McHenry, IL 60050-9211;
Phone (O) 815-459-2075, (H) 815-385-4378

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Phone 404-929-8808

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***Clayton C. David, 19 Oak Ridge Pond, Hannibal, MO 63401-6539; 573-221-0441

RECORDING SECRETARY:

**Warren E. Loring, PO Box 284, Monument Beach, MA 02553; 508-759-3146

OTHER DIRECTORS:

*James J. Goebel Jr., 650 Georgia Park, Conroe, TX 77302-3077; 409-273-2828

**Francis J. Lashinsky, 15 Wychwood Road, Old Lyme, CT 06371; 860-434-2434

***John C. Rucigay, 14 Ashley Dr., Ballston Lake, NY 12019; 518-877-8131

*David Shoss, 5439 Castlewood Road, Dallas, TX 75229-4316; 214-361-0536
Office: 8115 Preston Rd., Suite 240, Dallas, TX 75225; 214-373-1670

PERMANENT REPRESENTATIVE IN FRANCE:

*Leslie A.G. Atkinson, 29 rue des Trouvres, 66000 Perpignan, France;
Phone: 011 33 04 68 55 12 63; FAX: 011 33 04 68 55 12 73

LEGAL COUNSEL:

R.E.T. Smith Esq., PO Box 38, Wahpeton, ND 58074; 701-642-2666

COMMUNICATIONS EDITOR:

**Larry Grauerholz, PO Box 2501, Wichita Falls, TX 76307-2501; 940-692-6700
*Class of 2001 **Class of 2002 ***Class of 2000

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

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

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

Spring 2000

NOW HEAR THIS!

It is absolutely necessary that reservations and payments for the Branson Excursion that follows the AFEES reunion in Columbia be made with Treasurer Paul E. Kenney not later than April 22.

Members asked to share stories in Columbia

The Salute to Veterans Celebration invites AFEES reunion attendees who arrive early in Columbia, Mo., to participate in the "Living History" program in area schools.

The host committee will arrange for an escort to pick you up and take you to a school in the area which has requested a speaker from among reunion groups, Tuskegee Airmen, WASP pilots, U.S. Army Golden Knights and Honored Guests (that's us) who are in Columbia for the annual Memorial Day weekend celebration.

Perhaps an AFEES member and Helper would like to make a joint appearance at a school.

The volunteer escort will make sure you get to the school, will introduce you, and get you back to the hotel. Most presentations are 40 to 45 minutes in length. School groups vary from one or two classrooms, to all-school assemblies.

Last year, some 6,000 school children heard about personal experiences from special guests at the celebration.

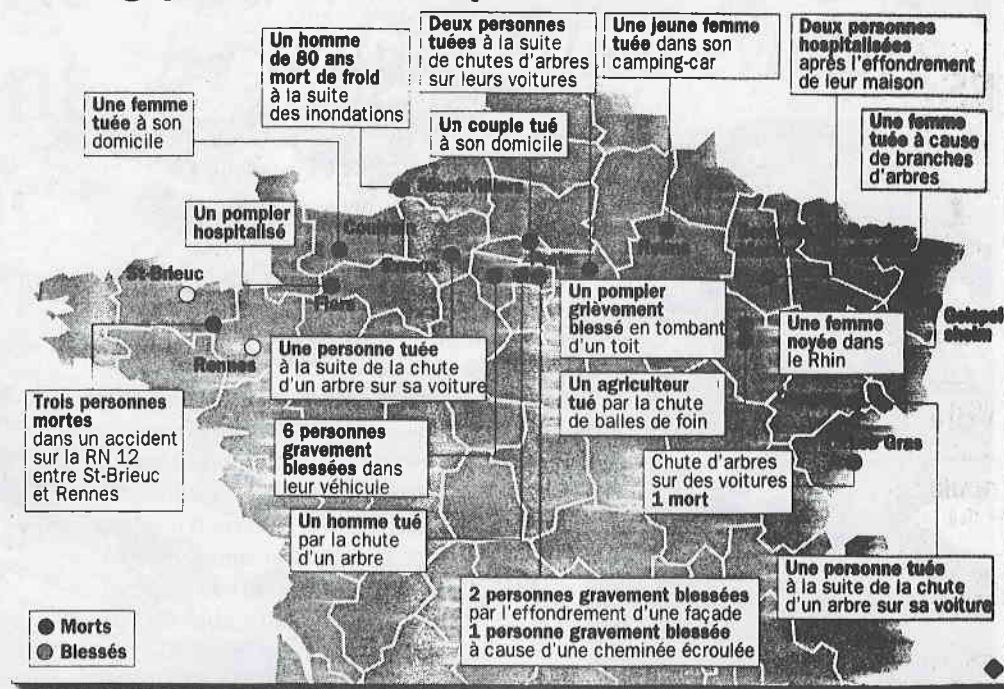
The program is generally on Thursday and Friday during school hours, but some early arrivals might be matched with Wednesday appearances.

If you wish to cooperate in this program, contact Media Chair Annette Sanders, Fax at 573-443-3051, or by mail at 730 Idlewood Ct., Columbia, MO 65203, as soon as possible. Include your military status and a brief description of the subject you would speak on.

Indicate the date you would prefer to speak, plus a home phone number.

Le tragique bilan de la tempête

*Violent
storm
leaves
death,
devastation
in France*



3 million insurance claims . . .

The Killer Wind

By SCOTT GOODALL, Rimont, France

First to hit our region were the great floods of mid-November last year. Fortunately (for us, at least), the worst of it was to the east of Saint Giron and centred in the Aude district. Several rivers burst their banks with devastating effect. Twenty-six people died.

Naturally, several main roads were cut and no one had any water or electricity for at least a week.

Then came December, and the mighty Hurricane. It hit the north of France first on the night of the 26th, sweeping through Brittany and on to Paris. One village in Calvados (Saint-Pierre-de-Dives), shown in picture on next page, was completely destroyed.

Two thousand ancient trees in the grounds of the Palace of Versailles south of Paris (mainly oaks and chestnuts) were uprooted and felled.

The famous Bois de Boulogne in Paris was badly hit and closed to the public for several days. As the Bois is famous for its strolling hookers, I guess they were out of work for the same period of time!

On the night of the 27th, a second hurricane hit US! Winds from the west of more than 100 miles an hour, all this without any real warning of the intensity of the storm. My youngest son had just arrived with his wife and three kids for the millenium celebrations. The kids spent a merry night lying huddled on a downstairs sofa while my son and I tried (in vain) to batten down everything outside.

I lost dozens of tiles on the west side of the roof

and then the top of the chimney (a large and very heavy slab of concrete) flew off and landed on the east side of the roof, causing more damage! Trees were down all along my approach lane from the main road, which meant that we had no phone or electricity for four days.

Everyone in the Saint-Girons area suffered varying degrees of roof damage especially and at least 27 people died all over France. An hour's drive to the north in the Gers and Dordogne, which are both heavily forested regions, the damage was a lot worse. People there were without electricity or water for at least four weeks.

The mother of the head of our Saint-Girons tourist office had a lucky escape. She was trying to drive home through a forest at the height of the gale when a tree fell and blocked the narrow road ahead of her. As she was reversing to turn the car around, a second tree fell behind her.

Branches were raining all over the car as well, so she panicked and fled into the forest. Fortunately, she had a mobile phone and managed to contact her son. By this time, Mum had no idea where she was and the subsequent search by local police and firemen to track her down lasted several hours. However, she was okay in the end!

There are now three million insurance claims pending, so all in all, it was rather a trying start to the year 2000.



An example of the devastation left in Paris by the December storm.

---Photos by courtesy of *La Depeche*, Toulouse



Saint-Pierre-de-Dives in Calvados was one of the areas hardest hit.

France hit by violent hurricane

By **MILLICENT BRILL**
Corona del Mar, Calif.

After the storm in France, we couldn't get through to our friends and neighbors for several days. It was the worst in the west -- between Bordeaux and LaRochele.

The most badly damaged areas were the forests and woods in the countryside -- many of the lovely very old (100+ years) and large chestnut and oak trees were uprooted, some of them falling on houses or outbuildings and/or on neighbors'.

The damage was great in terms of inconvenience to our friends in the Haute Vienne, Dordogne (ours), and Charente areas; some of them had no heat, telephone or electricity for about six weeks. Luckily, most people have propane gas, so they were able to heat some food.

We had some damage to our roof, but we shall see what's left of the trees of the lovely valley facing the back of our house. Our region, the "Green Perigord," is noted for its lovely trees and forests, and we've been told it's been a catastrophe.

Luckily, we know of no one who was seriously hurt, but many of the small merchants in our town -- butchers, greengrocers, bakers, et al -- have been greatly damaged commercially because of the lack of electricity after the storm.

Ironically, when we left last July to return to Corona del Mar, one of our friends said, "You should stay here and not risk those California earthquakes and floods and fires; nothing happens in Nontron except for an occasional small storm."

=====

Millicent and Herb Brill regret that they will not be able to attend the 2000 AFEES reunion. They are committed to attend the reunion of Herb's Maquis group in France in late May.

'Petit Louis' gave his life for aiding Allied evaders

Story as told by **Rene Londo**
(Contributed by Virgil Marco)

On April 23, 1944, Jean Cambron informed his cousin, Rene Londo, also a member of the Belgian Secret Army, that five American airmen were hidden in the area. Two of the Americans were Lt. Joe Pavelka and Lt. Philip Solomon, who had been shot down April 12.

In another patriot's home were Lt. James Goebel and Sgts. Charles Westerlund and Robert Tucker, who had all been downed April 13. Rene came from his home in Gingelom to identify them. When he arrived, he found that the patriots hiding the Americans were anxious not to keep them any longer.

Rene took pictures for false identity cards. It was decided the five airmen would be moved as soon as their cards were made.

Jean took all five plus one of his friends called "Petit Louis," on the night of April 25-26 to Rene's home. Louis (not his real name) was being hunted by the Germans for refusing to work in Germany.

Jean left Rene's home in early morning, drove to his home in Lens-Saint-Remy and went to sleep. At about 0600 the Gestapo arrived to arrest Jean Cambron. They found American cigarettes, chocolate and false identity cards that Rene had made for Russian escaped prisoners of war.

The Gestapo began to beat Jean, demanding to know where the Americans were. Jean never said a word. While he was spitting blood and teeth, his mother urged him not to speak, saying that it would soon be over. The Germans had no interpreter and did not understand what she was saying.

Jean continued his silence so the Germans opened the trunk of one of their Mercedes and asked him if could identify the body in the trunk. Jean said he did not recognize the person. Jean's mother was then subjected to the same questions about the body and she too said she could not identify the dead person. The body was that of "Petit Louis."



Rene' Londo (Belgian Helper)

Louis was asleep that morning when the Gestapo broke into his room at the farm where he was hiding. Having a pistol, he shot and seriously wounded the first German to enter his room.

The next German shot Louis in the head. Then the Germans burned the farm and killed most of the farm animals. They also searched the Cambron family home and surrounded the village so no one could leave before 1000 hours.

At 1100 hours the only member of the Belgian Secret Army there, Fernand Masset, took his 10-year-old son and peddled his bicycle to Gingelom to warn Rene Londo about what had happened while the Americans slept. Rene immediately found new places to hide the Americans.

Then Rene contacted another Secret Army member named Reynaerts, who got in touch with the escape line.

With the help of another Resistance member, Arthur Schalenburg, it was arranged for the Americans to go to Switzerland. After a few days, the five airmen were taken to the St. Croix church in Liege. From there, they headed to France and then to Switzerland.

Jean Cambron was taken to a concentration camp, never to return home. It is believed he was killed in an Allied air raid in Germany, where he had been forced to work in a munitions plant.



EVADERS AND HELPERS NEAR LAVELANET, FRANCE -- Standing in 1943 photo, from left: August Winters, bombardier; William Harnley, B-17 navigator; Mme. Erpelding, helper in Lavelanet; Sgt. McCollum, RAF; Norman Wagner, waist gunner. Kneeling, same order: Joseph W. Cagle, bombardier; Sgt. Scott (?), and Art Steinmetz, navigator. All the airmen successfully evaded and returned to England via Spain and Gibraltar.

A nostalgic trip back to Lavelanet

By **JOE CAGLE**
Southern Pines, N.C.

On Sept. 6, 1943, my B-17 went down near Paris after being crippled by flak and German fighter attacks during a mission to Stuttgart, Germany.

In June 1994 I made a nostalgic trip to France to retrace my steps and to visit the French people who helped me evade and return to England. The visit was made possible mainly through the efforts of Leslie Atkinson in locating and identifying some of my helpers through his research, and by my own memories of my evasion and my helpers, which I gave Leslie at the AFEES Savannah reunion in 1992.

I had remembered a prominent landmark in Paris near a restaurant where I stayed for three days and I gave Leslie an address, which proved to be near the actual address of a family who aided me in the Paris area. I also gave Leslie the name of a family at Lavelanet in southern France who helped me and of a man in that town who owned a bus company and who transported evaders. His name was George P. Bousquet, but he was never located by Leslie.

In May 1992 I received a letter from Leslie telling me that the restaurant was near the Fontaine des Innocents in Paris and

that I stayed with the Moet family in St. Mandé, a suburb, from Sept. 10-23, 1943. Gerard Moet, his wife Genevieve, their daughter Michele, age 16, and son Jean-Marie, age 13, were all members of the Réseau Bourgogne.

I wrote Michele Moet (now Agniel), exchanging information about what happened after I left the Moet home by train for southern France. Michele said that she would go into the countryside to escort Allied airmen to Paris and in Paris, one place to another, and to trains which went to Toulouse and Pau.

Among AFEES members she aided were Wayne Bogard, George Bennett (now deceased), and B. W. Rawlings. Michele was reunited with the four of us at the St. Louis reunion in 1993.

On April 28, 1944, Mr. and Mrs. Moet and Michele were arrested by the French police and sent to a prison near Paris. Then on August 15, Mr. Moet was sent to Buchenwald and Michele and her mother were sent to Ravensbrück. In Germany, they went from Ravensbrück to Torgau and finally to a camp at Königsberg, now in Poland. The camp was liberated by the Russians in February 1945.

The mother was in poor health and weighed only 50

pounds, so they were unable to travel. When they finally were able to return to Paris on June 21, 1945, they learned that Mr. Moet had died or was killed at Buchenwald on April 5, only 10 days before the camp was liberated. His body was never recovered.

By April 1993, I knew the names of all my helpers and where most of the surviving helpers could be located. I believed my plane went down in the vicinity of Poissy.

In early April 1994, Michele invited me to come to France. I arrived for the D-Day ceremonies and prepared to travel with Michele to see other helpers. We left by train for Toulouse and then to Lavelanet, about 50 miles to the southeast. The trip brought back memories of Sept. 23, 1943, when I left Paris with fellow crew members, Lt. Arthur Steinmetz, Lt. Bill Harnley and Sgt. Norman Wagner and also Americans Lt. August Winter, Sgt. Scott and an RAF airman.

We were escorted by Georges Guillemin. I was in a compartment with Winter, Wagner and two others when the conductor asked for our Carte d'Identities. Something was wrong with Winter's card and the conductor began to question him. Winter put on a convincing "deaf and dumb" act for the conductor, who brought in a German officer who also questioned Winter. Then they left and never returned.

In another compartment, Georges skillfully engaged a German officer in conversation, diverting attention from the airmen.

From Toulouse we were taken by bus to Lavelanet, where the seven of us were placed in the home of Mr. and Mrs. Erpelding and their five children. One day two German officers came to the door and we all scurried to hide. However, the Germans only wanted to get Mr. Erpelding, who owned a

garage, to provide a chauffeur for them.

Steinmetz, who had an adequate knowledge of French, told Mr. Elie Toulza, the head of the Resistance in the area, that it was too dangerous for us to stay any longer in the Erpelding home. So, we were taken to a barn in the foothills of the Pyrenees and stayed there for a week or so. Mr. and Mrs. Toulza and their son treated Michele and me royally while we were in Lavelanet and took us to the Erpelding home (now a garage) and to the barn with its very cold hayloft. Mr. Toulza died last June at age 93.

After several abortive attempts to join a group of evaders, we finally linked up with a group for the trek across the mountains. About halfway across, seven of us including Steinmetz, Harnley and myself became separated from the lead guide due to the dark night and one of our seven falling while crossing a railroad embankment. Fortunately, we had an apprentice guide at the rear who took us to another hayloft and arranged for us to join another group.

We then joined another line of evaders and after several nights of climbing some of the highest mountains in the Pyrenees (according to our guide), and passing a German guardhouse with dogs, we arrived at the Hotel Como in Ordino, Andorra.

During the crossing, I became ill with fever and aches and barely made it. In Andorra, I was put to bed with frost-bitten feet and pneumonia and was not able to leave for Barcelona with the others. A British airman and I were later taken to Barcelona, Madrid and then Gibraltar, where I was again hospitalized with pneumonia before leaving for England.

After returning to Paris, Michele gave a dinner party for me and some Resistance friends. She told me I would meet



This the Erpelding home with attached garage in Lavelanet where seven evaders stayed several days in late 1943.

someone I had known years ago; it turned out to be Georges Guillemain.

Art Steinmetz had written his name, rank and home address on a scrap of paper and given it to Georges on the train leaving Paris in '43. The small bit of paper was proof that Art, Georges and I were together on a dangerous journey many years ago.

Georges said that a month after he conveyed us to Lavelanet he was betrayed and arrested. He was sent to several concentration camps, including Dachau, where he was liberated by American troops on April 29, 1945. In a letter to Art in 1995, Georges reported that 42,000 members of the French Resistance were arrested and only 20,000 came back in 1945. In 1995, only 10,000 were still around. Georges and his wife Micheline attended our 1995 reunion in Toronto.

Back to my plane's landing and my initial helpers: Leslie told me that my first helpers were members of the Gaultier family. Michele, through some good detective work, located the surviving Gaultier son, Robert, who confirmed that our plane landed at Orgeval.

The mayor of Orgeval, Bernard de St. Leger, invited the Moets, Robert Gaultier and me to Orgeval, where I was honored with a parade, a banquet at City Hall and a visit to the field where we crash-landed. I told the mayor I was happy to share this memorable occasion and honors with Robert Gaultier, Michele Moet Agniel, Jean-Marie Moet and another helper, Mme. Van Der Meer.

I learned that there really was a German gun battery that I remember shooting at us as our plane descended. Also, I remember the small storage shed where Robert, then 19, hid Norman Wagner and me while the Germans were close behind.

Art Steinmetz was similarly honored when he returned to Orgeval in 1995; he also visited Lavelanet.

Lt. Richard Christenson, our pilot, probably saved our lives with his skill in bringing our plane down. Upon landing, we left the plane singly or in pairs while Chris and our ball turret gunner, Jordan Young, set the plane on fire.

It wasn't long before Norman Wagner and I came upon young Gaultier and we stopped, not knowing whether he would turn us in, and he not knowing if we were Americans or Germans. I showed him the English-French translation sheet from my escape kit and then he indicated he would help us. So he put us in the shed, locked the door, and left.

That night, his father, Captain Gaultier, a WWI officer, came and took us to his home and, the next morning, took us to Paris, about 15 miles away.

Robert came to the Falls Church reunion in 1998 and said that while Wagner and I were in the shed, the Germans came to his home looking for us. A day or so later, they came back and searched his home "from top to bottom." But the Gaultiers were never arrested.

The two people I want to thank most of all for making this visit such a success are Michele Agniel and Leslie Atkinson.

Airman Joe finds his Ariege saviours

From *La Depeche*, Toulouse

June 26, 1994

(A translation)

The ceremonies of the 50th anniversary of D-Day drew numerous American, British and Canadian veterans back to the shores of France. Among them, Joe Cagle, a former aviator with an American bomber squadron whose objective was not a return to the beaches of Normandy, but to the south of France where he escaped after being shot down in September 1943.

Joe's *Chemin de la Liberte*, or Freedom Trail, led him across the Pyrenees and it was there that he met once again his guide and passeur Elie Toulza, who was responsible for saving the lives of many shot-down Allied airmen. Monsieur Toulza was decorated after the war not only by the Americans, but by the then Queen of Britain and now Queen Elizabeth the Queen Mother.

Cagle was an air gunner with a Flying Fortress B-17 bomber. On the 6th September 1943, his aircraft took off for a raid over Germany. Destination: Stuttgart.

There was heavy flak over the target and one of the bomber's engines was hit. This made the aircraft easy prey for the attacking German Messerschmitts, and soon a second engine was put out of action. When a third engine gave out and the plane flew low over the Paris region, there was no more hope of getting back to England.

The pilot then used his intercom to tell the rest of the crew to bale out. "In fact," says Joe, "we were already too low. Flak was exploding all around us and tracer shells were streaming up through the sky. By some kind of miracle nothing hit us. We had chosen to stay with the pilot for an attempted belly-landing. We huddled together in the middle of the fuselage, hanging on tightly to each other. We landed in a field near Orgeval and all ten members of the crew were unharmed!

"Singly or in groups of two, we left the aircraft at a run! I was with Norman Wagner, another gunner. We ran to the nearest wood and then felt the ground shake as the bomber's munitions exploded behind us."

DEAF AND DUMB

Joe and his companion hid for some time in the woods. They had with them, their escape kits, including a silk scarf which had a map of France printed on the reverse side, some money, and a small compass disguised as a button on their flying jackets. Also a message in French which said: "*Je suis un aviateur americain, pouvez-vous m'aider?*" (I am an American airman, can you help me?). Their only hope from then on was to head south and hope to cross into the safety of neutral Spain.

The fugitives met their first Frenchman: Robert Gauthier, a 19-year-old Resistance fighter who hid them. His father, a Captain Gauthier, led them to the Cafe Tartare in Paris, a safe house for would-be escapers. There, Joe met -- among others -- the Moet family, most members of which were deported in 1944. Their guide to the South was a Monsieur Guillemain, who was arrested and deported in October 1943.

The fugitives boarded a train, but things looked extremely grim when one



AT A MONUMENT TO EVADERS AND HELPERS NEAR THE FRENCH-ANDORRAN BORDER -- From left: Mme. Toulza, Michele Moet Agniel, Joe Cagle and Elie Toulza.

evader's false identity card was questioned by a controller. The airman made violent gestures to intimate that he was deaf and dumb and moments later, to everyone's relief, they were waved aboard. But it had been a very close shave indeed.

Gradually, thanks to Bourgogne escape network, Joe arrived at Lavelanet (in the department of the Ariege), and it was there that he met Elie Toulza. Every week the passeur led groups of seven or eight people over the Pyrenees to safety. In Joe's group, there were English and Dutch evaders, as well as Americans. Usually a single night's march would see the men safely through the mountains and over the border into the Principality of Andorra, but this time, from the village of Albies to the safety of El Serrat, the escape took one whole week! At the end of the trip, Joe had frozen feet and pneumonia, as did Arthur Charman, one of his English companions.

Both men rested for a fortnight before setting off for the British Consulate in Barcelona and then the British Embassy in Madrid. At Gibraltar, Joe stayed in the hospital until a plane finally took him

back to England. In January 1944, Joe returned to the United States. He became an instructor at a base in Texas, then Oklahoma and was demobilised in 1945.

Each year, the Toulza family receives a Christmas card from the British Royal Air Forces Escaping Society and also from the American Air Forces Escape and Evasion Society. It was thanks to the latter that Joe Cagle was able to piece together the puzzle of his escape through France. Michelle Moet, daughter of the family mentioned earlier, arranged everything. "He's been lucky," she says, "because many others who have tried to find their former French helpers have discovered that they are all dead. Transported or killed by the Germans."

Joe Cagle didn't recognize Elie Toulza, because today he is 90 years old and at the time of their first meeting, Joe was a mere 21! Joe, voice choking with emotion as he described his wartime experiences, left Lavelanet on the last part of his return journey towards Andorra.

Mr. Elie Toulza died in Lavelanet, France, in June 1999.

Reunion auction replaced by raffle

In the past few years, the AFEES Helpers fund raffle has replaced the annual auction as a fund-raiser.

This provides all members, not just those who attend the annual reunion, a chance to participate.

Frank Lashinsky, AFEES raffle committee chair, requests that members who do not wish to purchase raffle tickets, please return them so that they can be offered for sale at the reunion in Columbia this May.

Obviously, the key to the success of the fund-raiser is the broad base of support from members who take part, either by mail in advance of the reunion, or at the reunion before the drawing.

Raffle tickets are \$2 each, or \$10 for the book of six that were mailed in January.

Cash prizes are \$500, \$250, \$100, \$75 and \$50.

Stubs and checks must be returned to Chairman Frank not later than May 12 to ensure that the stubs are entered in the May 28 drawing.

As this issue of the newsletter went to press, 404 members had responded to the 2000 Raffle Fund appeal. That number represents 50% of those who received letters asking for cooperation in the raffle.

Total donated so far this year is \$5672; last year 491 donors sent in a total of \$7522.

Expenses, including printing, envelopes and postage, amount to about \$500.

Many members include an extra donation with their return. Frank says the average return so far this year is \$15.40, slightly better than last year's average of \$15.32.

Returns should be made to AFEES, PO Box 195, South Lyme, CT 06376-0195.



Fifty-five years after they met on a French field where his P-38 crashed, Jacqueline Briand and Dee Harper meet again in Las Vegas, Nev., to share their story with French students at UNLV. Harper credits Briand for "probably saving my life and making it possible for me to return and fight another day."

French students learn about courage

**From the Las Vegas (Nev.)
Review-Journal, Nov. 1, 1999**

By Natalie Patton
Review-Journal

Jacqueline Briand was 14 when World War II pilot Dee Harper fell out of the sky and crash-landed in a field near her grandparents' home in France.

She didn't give a second thought to grabbing the American's hand and leading him to safety, even though that act of kindness and bravery posed a threat to her family.

Germans occupied France during the summer of 1944, and helping Allied forces was the quickest ticket to trouble.

"She was a very brave little girl to

wave to me to follow her because it was very dangerous for the French to do that," Harper recently told a class of second-year French students at the University of Nevada, Las Vegas. "There were many Germans in the area. There was also a French militia that wasn't friendly to the Allied forces. It was an extremely patriotic and very, very courageous move."

Until last year, Harper didn't know Briand's name and had no hope of ever thanking her for rescuing him. For her part, Briand never thought anything would lift the emptiness she felt not knowing whether Harper had survived World War II.

Then an archaeologist in 1998 connected the two after working on the crash site of Harper's P-38 in the farm town of Concise, less than 100 miles south of Paris.

"This is the first time in 55 years I had seen this young lady," Harper told the French class, both he and Briand beaming about their chance to tell a tale about a war that held memories for no one else in the room.

Briand, 70, came to visit Harper two weeks ago, her first visit to the United States.

Harper, 79, has lived in Las Vegas since 1986. He retired near Nellis Air Force Base after serving 28 years in the

Air Force.

The pair came to the French class at the request of teacher Sylvia Goossens, who helped Briand and Harper understand each another through her translation. Goossens' students listened to the retired colonel's side of the story in English and Briand's side in French.

"She has been haunted for 55 years because she wanted to find him," Goossens said. "She thought when she heard from the archaeologist that she was dreaming. At first, she told him not to joke about it. It wasn't funny, but he told her he really found Colonel Harper."

Briand and Harper, with translation help from children and grandchildren, wrote letters and e-mailed several times before Briand decided to fly to Las Vegas.

"When she knew he was alive, she said she would see him, no matter what," Goossens said. "She regrets today that her parents aren't here to see him."

Her parents took over where Briand left off on July 15, 1944. After she rushed Harper to her grandparents' house, her father found civilian clothes for the pilot to change into and took him fishing. Her mother rushed to notify the Maquis leaders of Harper's crash and his location. They picked him up within 2 hours and delivered him to a detachment of British Special Air Service (SAS)



Jacqueline Briand, center, and two friends in France 55 years ago.

troops. The 'Brits,' operating in enemy territory, were involved in sabotage and intelligence gathering.

"It's hard to believe that everybody doesn't know all the history of World War II because in my generation, it was our whole lives," Harper told the class. "It was probably the most important war in the history of mankind. We were fighting really for your way of life today."

"It meant that we would either live as free people with liberty or you were going to be serfs serving under dictators. That was what the war was all about."

Harper also was shot down during the Korean War, but he spoke most colorfully about his crash in France.

"I was flying P-38s out of England, and we made an approach into southern France, looking for targets of opportunity," he told the UNLV students. "As we broke through the clouds, four of us, well, here's a big ammunition dump, and we decided that was our target of opportunity, so we starting unloading bombs and shooting at it."

"One of the igloos, as I was shooting into it, exploded, and it just took my airplane apart in midair."

He was flying about 400 mph, about 100 feet above the ground. "There were concrete walls being blown 300 feet into the air, so it was like going through a stone wall," he continued. "It ripped the canopy off the airplane, tilted the right engine up, and the propeller on the left engine was broken. Whatever took the canopy off ripped off my helmet, partially



FLAMM "DEE" HARPER during World War II

scalped me and cut off my communications with other members of the flight."

After thinking he was about to die, the next thing he knew he was running away from his fiery wreckage.

Briand remembers clouds of dust, loud noises and branches flying from bushes and trees. Instinct guided the 14-year-old when she rushed Harper to her grandparents' farmhouse. "I may have saved an American, but the Americans saved all of France," Briand said.

This newspaper article was picked up by the Associated Press and published in several papers around the U.S. Also, a lengthy interview was conducted by a television production studio.

Helper and husband think that Vegas is 'The Greatest'

By FLAMM D. HARPER
Las Vegas, Nev.

On July 15, 1944, I crash-landed a crippled P-38 fighter in a small field near the city of Montmorillon, France. The aircraft was badly damaged and on fire and I was nearly blind in the cockpit. I survived a nearly impossible situation.

As I climbed out of the cockpit I noticed a young girl standing at the edge of the field, beckoning me to follow her.

Since no other viable options were available, I followed her to her home. Her father gave me a change of clothes. After I changed into civilian attire, he handed me a fishing pole and the two of us fished our way up Le Gartempe River through the line of German soldiers and French militia closing in on the crash site in an attempt to capture the downed pilot.

Within 24 hours I had been passed on to the French Maquis resistance force and then on to the English Special Air Service detach-

ment operating behind enemy lines in the area -- all this within less than 18 hours of my crash.

Twenty-three days later, I was back in England with my squadron.

On joining the SAS, I was immediately given an English Tommie uniform, issued a Sten machine gun and a 9mm pistol. Once again I was an armed soldier -- back in the battle, this time as a saboteur.

In 1998, I was contacted by a French archaeologist, Christian Richard, for information about my crash landing. I was informed that the girl in the field was Jacqueline Thomas Briand. He also gave me her address which has resulted in lots of correspondence.

The result: Jacqueline and her husband Pierre arrived in Las Vegas last October for a two-week visit for our first reunion.

As Jacqueline and I reminisced, it was amazing how often both of our thoughts and memories dwelled on the impact and worry our situation imposed on our families.

As for me, I knew I was well, healthy and still an active fighting machine. I knew the stress my wife, mother and father were under.

Mother, who was living in Ogden, Utah, had four silver stars in her window. Three of my brothers were in combat in various battle areas around the planet. One, a Marine Corsair pilot, was flying out of Okinawa. Another brother in the Marines engaged in three amphibious landings, including the Marshall Islands and Iwo Jima.

The third brother was a medical corpsman in Guam. I knew my mother sat on the edge of her chair waiting for an unwanted telegram and had now received one. (She received the standard MIA telegram from the War Dept. on July 27).

The experience for Jacqueline was very similar -- a deep concern for the safety of her family. After assisting me, Jacqueline's father did not sleep for three nights, waiting for the Germans to arrest or worse, to kill him and his family for assisting an American airman.

Many of the French people in her village were angry with her because of the possible repercussions from this event. As with me, the concerns of Jacqueline and her father, Henri Thomas, were focused on the safety of their family.

While visiting in Las Vegas last October, Jacqueline and her husband Pierre, were such gracious, vivacious guests that they completely captivated everyone they met. They were treated like royalty as their two-week visit turned into a whirlwind of parties and special events.

You might say they were given the keys to the City of Las Vegas. And yes, they loved Vegas. Both agreed that it is the "Number 1 city in the world." This from a couple of Frenchmen?

Jacqueline and Pierre are now in Guadeloupe for the winter.

=====

Christian Richard and his wife plan to attend the Columbia reunion.

Memorial at border honors wartime *Passeurs*

(Translation of address delivered on Sunday, July 11, at the Borda del Petit on the bank of the Noguera during the Freedom Trail hike across the Pyrenees)

By MARCEL CARRERE
French Escaper and Agent of the OSS, 1943-44

The Association *Chemin de la Liberté*, keeping the memory of the events of World War II and respecting the friendship existing between our two nations, wanted this year to set another memorial on the itinerary of those who fled from occupied Europe and those who led them across these mountains, the *Passeurs*, in the years 1942 to 1944.

Thanks to the understanding and friendly support of the Conseil Comarcal, and those of the local authorities of Esterri and Valencia de Aneu, this memorial is in Spanish territory

Why that choice? Simply because that modest inscription is meant to pay respect and memorialize two courageous men from these mountains, one in the Couserans, the other in Pallars Sobira; one a Frenchman, the other a Spaniard

who fulfilled, in perfect union, the hard, dangerous mission they had chosen in complete understanding

Both were liaison agents of the Intelligence network WIWI, a branch of the Office of Strategic Services.

In 1943 and 1944, they carried precious information through the Pyrenees and Spain to Allied headquarters in Algiers and, reversely, the questions and orders sent by Algiers to the agents working in Southern France and on the Mediterranean coast, from Perpignan to the Italian border.

In summer as well as in winter, with success and without failure, they carried on their mission in that part of Europe that was particularly watched by the

enemy, the area known as the forbidden Pyrenean area, *Pyrennen Sperrzone*, created by the Germans along the Spanish border.

When they decided to meet at a definite place, it was at the Portanecch d'Aourenere they exchanged their secret mail. Sometimes, it was at the Borda del Petit, on the right bank of the Noguera, where they could have a meal and a short rest before returning home.

We must therefore preserve the memory of
Roger Rieu, from Capvert in Couserans, and Manuel Vidal, from Isil in Pallars Sobira, who took a courageous part in the Victory of Liberty over Oppression.

Dutch students ask for your help

Elske and Evelien are two teenage girls in Dordrecht, the Netherlands, who are working on a school assignment about the Liberation of 1945. They are doing research on the experiences of civilians and soldiers during the 1944-45 period.

Members of AFEES who evaded through Holland are encouraged to provide information about their experiences for the project.

If you wish to help, contact Evelien aan de Wiel, Wittenstein 183, 3328 MV Dordrecht, the Netherlands. E-mail: LiberationHolland@hotmail.com

For more information, visit: <http://brein.nl.fortunecity.com/studic/43>

Columbia readies a salute

COLUMBIA, Mo. -- It will be all eyes on the skies, as the 12th annual Salute to Veterans Memorial Day Weekend Celebration gets underway with a spectacular airshow on Saturday and Sunday, May 27-28, from 10 a.m. until 4 p.m. each day.

The two-day airshow will be a feature of the annual reunion of the Air Forces Escape & Evasion Society.

The show opens with the U.S. Army Golden Knights parachute team bringing in the United States flag and a show line jump. Then, warbirds will take to the skies, including two F-86 Sabre Jets, the B-25 Mitchell Bomber "Old Glory," the P-40 Warhawk, an aerobatic flight of the rare F7F Tigercat, and others.

We'll also have a rare Hawker Sea Fury, and a very rare WW I Bristol 2-seater. The Dawn Patrol will have about a dozen of their WW I Neuports; there will be a Vultee, Cobra and Apache helicopters, and the P-51 Mustang.

At noon, AFEES will participate in the airshow "Salute to the Nation" with a short parade to stage central -- led by bagpipers -- to be introduced to the audience. The Star Spangled Banner will be followed by a 21-gun salute (howitzers) and reading of the names of Boone County veterans whose names are on the courthouse memorials.

The airshow resumes as the Golden Knights present their full free-fall parachute demonstration. Then there will be flights by modern military aircraft teams, including the F-15, F-16 and F-18.

Highlighting the afternoon will be the 69th Battalion, an historical reenactment portraying a mission flown by these veteran pilots while in Viet Nam. As they rescue a downed pilot, you will "Feel the Heat and Hear the Thunder" of the five aircraft involved, and witness the wall of flame laid down to protect their own.

Members and guests of AFEES will have a private indoor "Ready Room" at the airport. Several food concessions will be on site, plus vendors with military memorabilia.

The AFEES hotel headquarters will be the Ramada Inn Conference Center, Exit 127 at I-70. For room reservations, call the Ramada at 800-228-2828 and mention AFEES. Rates are \$40 inclusive for a double, with a hot breakfast buffet included.

Registration begins in the North Lobby on Thursday, May 25. That evening, it's the welcoming buffet at the Ramada, a chuckwagon buffet with two bottles of wine at each table.

On Friday, May 26, is scheduled an optional day trip to Fulton, Mo., with lunch at the Westminster College campus and tours of the Winston Churchill Memorial and re-assembled 12th century Christopher Wren Church of St. Mary the Virgin of Aldermanbury, plus a trip to Backer's Antique Car Museum. Cost: \$45. (See Page 18 for details).

Friday night is the AFEES Helpers banquet at the Ramada, a buffet dinner (stuffed chicken/roast beef).

On Saturday evening after the airshow, it's the dressy (suit/tie and cocktail dresses) Salute to Veterans Honored Guests and Volunteers Banquet at Hearn Center on Stadium Blvd. Reservations for this dinner MUST BE MADE SEPARATELY: instructions are listed on Page 17.

The AFEES group will be seated together. Dinner is prime rib buffet, with a stage show and auction of military memorabilia.

Sunday, May 28, is a repeat of Saturday. Sunday night is the time for the AFEES gala banquet at the Ramada. It will be a plated dinner with filet mignon and salmon or shrimp.

Monday, May 29: Board buses to downtown Columbia. We will have our own float(s) or decorated trolleys in the Salute to Veterans parade which begins at 9 a.m.

The parade ends near the Boone County courthouse, where there will be a military ceremony, including a five-minute talk by the ranking military officer present, laying of wreaths, a 21-gun salute, *Amazing Grace* by bagpipers, and echo *Taps*.

Attendees booked on the Branson Excursion will leave from the hotel at about 12:30, with box lunches served aboard.

The \$380 per person fee includes five top shows, two nights hotel lodging, daily breakfasts, two dinners and bus transportation. Details are explained on Page 18.

Current information is available any time on the Salute to Veterans Hotline, 573-443-2651.

ESCAPE!

by Lt.Col. James E. Armstrong, USAF (ret.)
(Soft cover, 228 pages, 89 photos and illustrations)

ESCAPE! is the thrilling escape and evasion story of a young American B-17 pilot shot down over France on Labor Day 1943.

Lt. James Armstrong of the 384th Bomb Group was on his 11th combat mission and had just bombed the target at Stuttgart, Germany when his bomber was attacked by a German fighter.

In the blink of an eye, he and his crew were fighting for their lives as their bomber descended in flames.

His story and safe return to England with help of the French Underground is one of the epic escape and evasion stories of the war.

+++++ Life Member Jim Armstrong expects to be at the AFEES reunion in Columbia with copies of his book for sale. Or, you can order from him now at 2610 S. Pinetree Blvd., Thomasville, GA 31792. The price of \$22.45 includes postage and handling.

2000 Reunion Reservation Form

Ramada Inn Conference Center Columbia, Mo. -- May 24-29

Please detach or photocopy this form, fill in proper information, then return form with check or money order payable to AFEES to:

Paul E. Kenney, Treasurer
1041 North Jamestown Road, Apt. B
Decatur, GA 30033

REUNION PACKAGE includes Thursday evening Welcoming Buffet, Friday evening Helpers' Buffet, transportation to Air Show on Saturday and Sunday, Sunday Gala Banquet, admission to Hospitality Suite, PX and Memorabilia Room. **(Does Not include Saturday night Salute to Veterans Banquet).**

Number
of Persons

_____ Please make reservations for Reunion Package @ \$105. \$ _____

_____ Registration Only (Included in Reunion Package) @ \$25 \$ _____

_____ Thursday Welcoming Dinner Only @ \$28 \$ _____

_____ Friday Helpers' Dinner Only (Free to Helpers) @ \$28 \$ _____

_____ Sunday Banquet Only @ \$37.50 \$ _____

Additional Optional Activities:

_____ Friday Day Trip to Fulton, Mo. @ \$45 \$ _____

_____ Post-reunion Excursion to Branson, Mo. @ \$380 \$ _____

(NOTE: Branson Excursion Fee must be paid by April 22)

TOTAL Enclosed . . . \$ _____

Full refunds will be made for Reunion activities (Optional trips not included) if cancellation is received by May 5, 2000. After that date, refund amount will depend on vendor policies. Please call 760-345-2282 (9 a.m. - 5 p.m. PST) for more information. Your cancelled check will serve as confirmation.

Name Badges: List name(s) as you wish them to appear on badge:

Name (Please Print) _____ Helper? ☐ Yes ☐ No ☐

Spouse's Name _____

Guest Name(s) _____

Address _____ City & State _____

Arrival Date _____ Departure Date _____

Staying at Ramada? Yes ☐ No ☐ Flying? ☐ Driving? ☐ RV? ☐

Reservation Deadline: May 10, 2000

To preserve your copy of the newsletter, photocopy this reservation page

NEW MEMBERS**FREDERICK J. GERRITZ, 'L'**

611 South Fann Place
 Anaheim, CA 92804-2623
 Ph.: 714-772-3923
 E&E #2973, 8AF, 466 BG
 Wife: Lauretta

KEITH R. HAIGHT

PO Box 11
 Winfield, IA 52659-0011
 Ph.: 319-257-6278
 Lib. 8AF, 384 BG
 Wife: Norma

NEW FRIENDS**DON LASSETER, 'L'**

6730 Via Irena
 Stanton, CA 90680-1921
 Ph.: 714-952-2952
 (Writer)

SUSAN C. LIVINGSTON

220 Mackey Drive
 Madison, MS 39110
 Ph.: 601-856-7407
 (Research Student)

PAUL J. PIETROWSKI

702 Minus Street
 St. George, SC 29477
 Ph.: 843-636-9005
 (AF Res. and ANG)
 Wife: Stephanie

BILL WOODROW

1232 Pebble Road
 Ottawa, Ontario
 K1V 8V0 Canada

OZARK AIR LINES**800-264-3309**

**Non-stop flights between
 Columbia and Chicago
 Midway**

From Midway to Columbia:

0800, M-F & Sat
 1245, M-F; 1900, M-F & Sun

From Columbia to Midway:

0635, M-F & Sat
 1100, M-F; 1715, M-F & Sun
 (Flight time, 65-70 minutes)

+++++
**Ozark Air Lines offers three
 flights daily between Dallas,
 Texas, and Columbia, Mo.
 For schedule, consult your
 travel agent or call the toll-
 free number shown above.**

Some you-need-to-know stuff

Two van shuttle companies provide direct service to the
 Ramada from the St. Louis and Kansas City airports.
 (Reservations are advised)

Tiger Air Express, Inc.**800-333-3026****FAX: 573-443-3505****tigerairco@trib.net****Service FROM St. Louis****Lambert to Columbia**

Departures: 0900, 1000, 1100,
 1200, 1400, 1500, 1600, 1700, 1830,
 2000, 2130

Arrives Columbia 2 hours later

Passengers arriving at STL should
 meet the Tiger Express driver in
 the MAIN Terminal at TWA
 baggage carousel M1, or in the
 EAST Terminal at baggage
 carousel E1.

**Service FROM Kansas City
 International to Columbia**

Departures: 0930, 1130, 1330,
 1530, 1830, 2100

Arrives Columbia 2 1/2 hrs. later

Passengers arriving at KCI should
 ride the FREE Airport Shuttle "red
 bus" to Gate 63 in Terminal C to
 meet the Tiger Air Express driver.

**Service TO St. Louis Lambert
 from Columbia**

Departures: 0600, 0700, 0800,
 0900, 1000, 1200, 1300, 1400,
 1500, 1700, 1800

Arrives Lambert 2 hours later

**Service TO Kansas City
 from Columbia**

Departures: 0600, 0800,
 1000, 1200, 1400, 1700
 Arrives KCI 2 1/2 hours later

Base rate each way: \$42.50/\$45.
 Family and Senior discounts
 available.

+++++

**Omega Airport Shuttle, Chicago, Ill.
 (Service between Chicago Midway and O'Hare)**

773-483-6634**www.omegashuttle.com**

Hourly service 7 days a week between O'Hare and Midway,
 6:40 a.m. to 10:40 p.m.

(Leave 2 hours before your flight departure)

Fare: \$17; Senior Citizen, \$16

MOeXpress Service**573-256-1991****Toll free 877-669-4826****FAX: 573-256-1992****www.moexpress.com****Service FROM St. Louis
 to Columbia**

Departures: 0800, 0900, 1000,
 1100, 1300, 1500, 1700, 1900,
 2100

Arrives Columbia 2 hrs. later

Passengers will meet the driver at
 carousel M1 in the Main Terminal
 or carousel E1 in the East
 Terminal

**Service FROM Kansas City
 to Columbia**

Departures: 0900, 1100, 1300,
 1500, 1800

Arrives Columbia 2 1/2 hrs. later

Passengers will meet driver at
 Terminal C, Gate 63. Passengers
 may use the "Free Red Bus" for
 transferring to Gate 63

**Service TO St. Louis
 from Columbia**

Departures: 0500, 0600, 0700,
 0800, 1000, 1200, 1400, 1600,
 1800

Arrives St. Louis 2 hours later

**Service TO Kansas City
 from Columbia**

Departures: 0530, 0730, 0930,
 1130, 1330

Arrives KCI 2 1/2 hrs. later
 Regular Fares: One-way, \$40;
 pre-paid Round Trip, \$75.
 Senior, family and group
 discounts available

AIR FORCES ESCAPE AND EVASION SOCIETY

REUNION RATE: \$40, tax and breakfast included

Wednesday, Thursday, Friday, Saturday, Sunday and Monday,
May 24-29, 2000

To preserve your copy of the newsletter, photocopy this reservation page

Please Reserve _____ Room(s) for _____ People

Arrival _____ Departure _____

Please Indicate Number of Rooms Requested by each of the Following Types:

____ King Smoking ____ King Non-Smoking ____ 2 Doubles, Smoking
 2 Doubles, Non-Smoking

Estimated time of arrival _____

Name _____ Sharing with _____

Address _____

City, State _____ ZIP _____ Phone _____

Credit Card Number for Guarantee _____ Exp. Date _____

(One Night's Deposit or Credit Card Required with Reservation)

Reservations subject to availability if received later than Monday, May 15, 2000

***Please mail this form directly to hotel
(or call 1-800-228-2828 and mention AFEES)***

RAMADA INN, Columbia Centre
1100 Vandiver Drive
Columbia, MO 65202
573-449-0051
Fax: 573-874-8963



Memorial Day Weekend

Salute to Veterans Corporation

Columbia, Missouri

May 24, 25, 26, 27, 28, 29, 2000

1. Make your own hotel reservations by calling the Ramada Inn Conference Center at 1-800-228-2828 and mention you are with the AFEES.
2. For reservations to the Saturday night Salute to Veterans Honored Guests and Volunteers Banquet (\$30.00 per person) send check made out to "Salute to Veterans" to:
Don Landers, CPA 33 East Broadway, Suite 190 Columbia, MO 65203.

3. This form is for our records. Please fill out this form and return to:

Mary McCleary Posner

303 West Boulevard South

Columbia, Missouri 65203

PH: (573) 449-6520

Fax: (573) 443-7117

REUNION GROUP: AFEES

Your Name:

Address:

Telephone:

FAX:

Arrival Date and Time:

*Number of rooms needed:
(double/double or king size)*

☐ WEDNESDAY, MAY 24
☐ THURSDAY, MAY 25
☐ FRIDAY, MAY 26
☐ SATURDAY, MAY 27
☐ SUNDAY, MAY 28

Number of Banquet Tickets needed:

Full names of others in your party:

To preserve your copy of the newsletter, photocopy this reservation page

John and Gil made new contacts some years after the war and they continued to correspond until Gil's death.

VALOR

From **AIR FORCE Magazine**,
January 1999

By **John L. Frisbee**
Contributing Editor

On Aug. 26, 1967, Maj. George E. Day punched out of his disabled F-100F some 35 miles north of the DMZ in Vietnam, opening a saga of unrelenting valor that was to last for more than five years.

If any man could be prepared for the ordeal that lay ahead, it was Bud Day. He had served 30 months in the Pacific with the Marines in World War II. After the war, he earned a doctor of law degree, joined the National Guard, was called to active duty in 1951, and completed pilot training that year. During the Korean War, he flew two tours in F-84s. Later, while based in England, he bailed out of a burning jet fighter at 300 feet, too low for his parachute to open, landed in trees, and survived. He arrived in Vietnam in

early 1967 with a finely trained mind, a wealth of experience in fighters, devout faith in God, and an unshakable devotion to country.

After several weeks of combat flying, Day was picked to organize the F-100 "Misty" Forward Air Controllers, known as Commando Sabre. Their operations were in the hot areas north of the DMZ where slow-moving FAC aircraft couldn't survive. Bud Day was on his 67th mission in the North when communist guns brought him down.

Day landed in enemy territory with his right arm broken in three places, a badly injured knee, and a damaged eye. He was captured immediately, interrogated under torture despite his injuries, and imprisoned in a bunker until the North Vietnamese could move him to a prison near Hanoi.

Realizing that if he were to escape, it had to be now, before he was behind bars, Day tricked his youthful guards into believing he was unable to move. Shortly after nightfall, he worked free of

his bonds, slipped out of the bunker, and began an incredible 12-day journey toward freedom.

Twice in that nightmarish passage he was caught in the midst of B-52 attacks. On the second night an incoming artillery round threw him into the air, ruptured his eardrums, and left a deep gash in his right leg. Violent nausea and dizziness prevented his traveling for two days after that. It was not until the fifth day that he was able to catch his first meal—a frog, which he ate raw. After that, it was only water, a few berries, and some fruit.

Despite frequent periods of delirium brought on by injuries and lack of food, he reached the Ben Hai River at the north edge of the DMZ and swam it with the help of a bamboo log. By that time, his bare feet were cut to ribbons and the wound in his leg had become infected. Then came the most agonizing moment of the escape. A US helicopter landed within half a mile of him, but before he could drag himself through the brush it was gone.

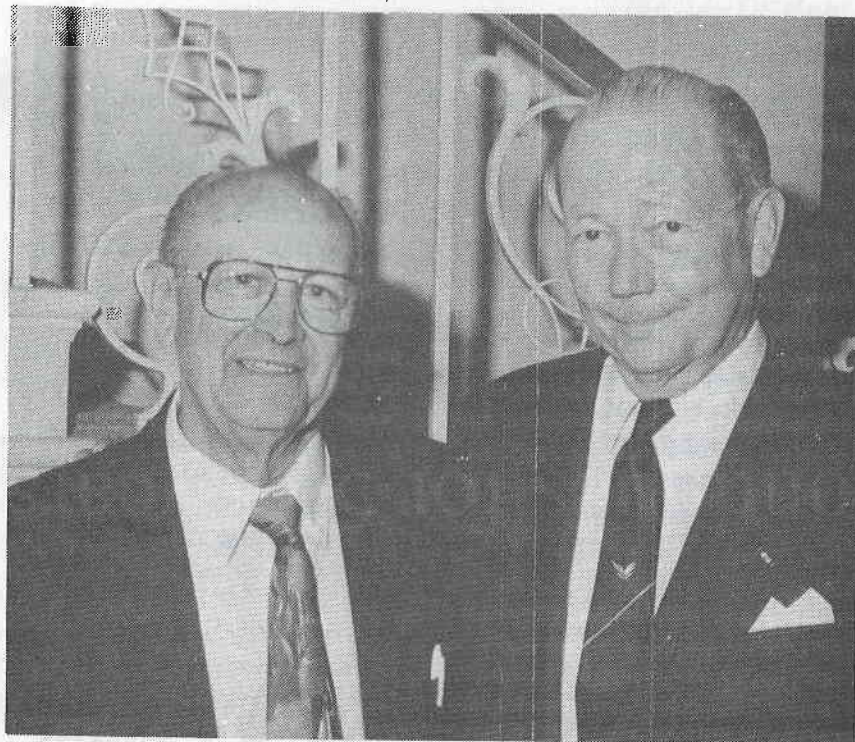
Still fighting his way south, Day was within two miles of the US Marine base at Con Thien when he was recaptured by two young enemy soldiers who shot him in the left leg and hand. The long, painful trek to Hanoi began for the only American POW to escape and make it south to the DMZ.

During the brutal punishment that followed his recapture, Day's arm was broken again. He arrived at "Little Vegas," one of the prisons near Hanoi, completely unable to care for himself but denied medical treatment. Later he was transferred to "The Zoo," a bad treatment camp, where he was the senior officer. As the months dragged by, he was tortured many times for alleged transgressions by officers under his command.

Thirty-seven months of his 5.5-year imprisonment were in solitary confinement.

For his long-sustained heroism, Day, who previously had earned more than 60 decorations, including the Air Force Cross, was awarded the nation's highest decoration, the Medal of Honor.

Day survived with his honor intact and continued to serve his country until retirement from the Air Force as a colonel in 1977, testimony to the unconquerable spirit that dwells in the best of men.



Bud Duerr (left) poses with Helper Fred Gransberg

Helper Fred Gransberg and his wife Coby from the Hague, the Netherlands, spent the Christmas holidays with his evader, Bud Duerr and his family in Munhall, Pa. Bud was a B-24 gunner on his 35th mission when his plane crash-landed in Holland.

The Dutch Underground came to his rescue and took him to Fred in Wassenaar. "I will always remember the wonderful people from Holland who saved my life," Bud says.

Memorial erected to downed crew

From the Abilene (Tex.)

Reporter-News

By Sidney Schuhmann

Staff Writer

Paul Ruska was recently honored by a French-American veterans association for helping raise a memorial to his fellow crew members.

Six of Ruska's nine crew members were killed July 10, 1943, when their B-17 bomber was blown up by German anti-aircraft fire in France. Ruska was one of four survivors.

After parachuting safely into the village of Saint Didier de Bois, a local woman, Andree Dujencourt, brought him to her family home. He lived with the family for five months, but was later captured by the Gestapo and spent 16 months as a prisoner of war.

Fifty-five years later, Ruska and Dujencourt financed a memorial for his

crew members who died.

The memorial, a stone with the words: "To the memory, the aviators of the B-17, died 10-7-43, for our liberty," was erected in a churchyard close to where the plane's fuselage landed.

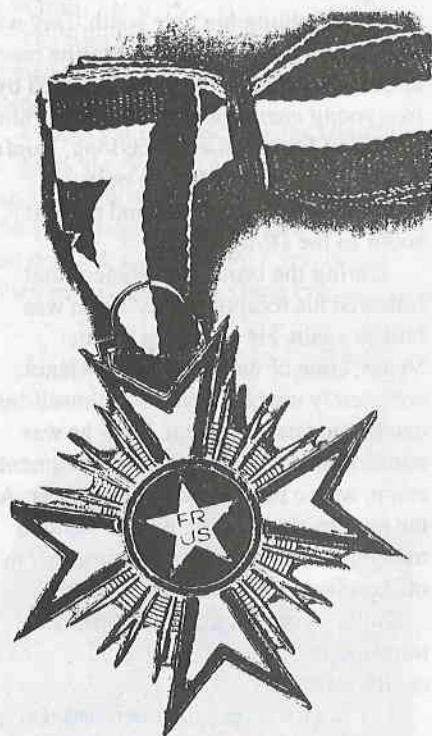
It was Dujencourt's idea to erect a monument.

"She is very patriotic," said Ruska, an Abilene resident. "And she wants to make sure the people of France and the

town do not forget."

A veterans' organization in France honored Ruska and Dujencourt with the Cross of Liberty medal for their efforts in erecting the memorial. Paul Ruska was unable to attend the October 1999 ceremony, but he has a video and pictures of the event.

Ruska and his wife, Julie, have visited France nine times in the past 25 years, and plan to go again.



Member Paul Ruska and Mme. Andree Dujencourt were presented with the Cross of Liberty medal by the *Association des Anciens Combattant Franco-Américains* for financing a memorial in St.

Didier de Bois to honor six American airmen who perished when their B-17 exploded over the village.

+++++ THE AFEES PX IS OPEN and deserves your support!

DECALS, Exterior or Interior 6 for \$2.00 WINGED BOOT EMBLEMS

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	7.50
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).....	2.50

BLAZER PATCHES

Royal Blue Only	\$10.00
Blue with metallic thread	15.00

AFEES MERCHANDISE

Car License Plate	\$12.00
Clock, Helping Hand logo (with battery)	15.00
Southwestern Style Bolo Tie	8.00
Note Pad with Pen (Things to Do)	7.00
Lapel Pin (American Flag & AFEES).....	5.00

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Le sens du mot liberte

(The meaning
of the word:
FREEDOM)



Mr. Fuentes, involved in organizing the exhibition, comments on each panel as they are observed by visiting dignitaries. General Roquejoffre, who commanded French troops in the Gulf War, is at the lower right (with spectacles).

Translated from article
in *LA DEPECHE, Toulouse*,
Nov. 16, 1999

(Concerning a Passeurs exhibition in Pamiers)

The exhibition "On the tracks of the Ariegois Guides" is being held at the Jacobin Complex. A homage to the men and women who fought so democracy can live.

By **HENRY HUBERT**

During the course of the opening ceremonies, General Michel Roquejoffre (Army), member of the National Committee for Remembrance/Historical Information, and Mr. Philippe Zeller, Magistrate of Ariège, evoked in eloquent testimonies the memory of the passeurs (guides). Many of them lost their own lives to save that of escapees in their charge.

General Roquejoffre, also Deputy Mayor of Pamiers, explained the absence of Mr. Andre Trigano, Mayor of Pamiers, called back to Paris to be with his hospitalized brother. (General Roquejoffre was commander of the French troops in the Gulf War.)

Mr. Zeller thanked the many who

contributed to the realization of this exhibition which marks the end of the ceremonies dedicated to the memory of the Ariegois passeurs. Through various documents and testimonials by those who, at times, paid the ultimate price, this exhibition was to make the young generation better understand why their ancestors chose to get deeply involved in order to regain peace and freedom for their country.

In particular, General Roquejoffre deemed it important to honor the memory of two very discreet "Appameenes," (Women of Pamiers). Their courage and efficiency matched their discretion. "Well known to me, Mme. Guichard and Melle Maillat were two friends of my father," he said. They were the Pamiers contact for an escape line. Mme. Guichard's 18-year-old son was executed by the Germans. He faced a firing squad for being a member of a group of young Bordelais students who early on rebelled against the invaders. A street in Pamiers is named after him.

The Guichard ladies, as they were called, having paid their due, could have quietly lived the remainder of that period. However, they did not. Instead, risking their own lives, they got intensively involved with an escape line. They first housed downed airmen. Later on, they

organized the transfer of the men to a subsequent Ariegois contact leading eventually to Spain.

When Liberation Day dawned, they resumed living a quiet life with the knowledge they had served France well. They belong in the "Quiet Fathers" group.

The exhibition, Mr. Zeller said, allowed him to better understand what really happened in the Airege mountains. As Pamiers Magistrate, he again emphasized the role played by the passeurs.

To elude living in occupied France, 30,000 people crossed the Pyrenees mountains with the help of the passeurs. Over 1,000 of them died in deportation; others were seriously wounded or faced firing squads.

The exhibition will close its doors today. Through this venue, said Mr. Zeller, we were able to revive memories and in so doing, instill a feeling of patriotism among the young. It gave us an opportunity to honor those who fought to restore freedom and democracy. Young people need to feel they are heirs to those who fought for freedom.

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The Passeurs Exhibition was to be shown again, in February, this time in Saint Giron.

Slipping between enemy fingers

SECRET WAR: The second part of a series on the secret war of gunboats operating out of the South Devon village of Kingswear

From the **WESTERN MORNING NEWS, U.K., May 25, 1999**

By **COLIN BRADLEY**

Just as the London-bound train prepared to pull out of the tiny riverside station, its carriage doors suddenly flew open and in leapt a dishevelled group of exhausted but relieved passengers. They kept their faces hidden behind drawn blinds as they eagerly sought the sanctuary of the reserved compartments. For them, the sound of the station master's whistle to herald "full steam ahead" was the signal that finally convinced them they were safe at last.

The passengers were no normal fare-payers -- they were secret agents and rescued Allied airmen who just hours earlier had fled occupied France through special escape routes set up by Britain's Secret Intelligence Service (SIS) and the French Resistance.

The final leg of their perilous journey -- the dash across from Brittany to the South Devon coast -- came courtesy of the Kingswear-based 15th Motor Gunboat Flotilla whose officers and crew put their own lives at risk to rescue more than 150 downed airmen and agents in a clandestine war against the Germans during 1943 and 1944.

Today, memorials and plaques stand proudly at villages on both sides of the English Channel to pay tribute to the men who manned the four gunboats --



Motor Gun Boat 502 during sea trials in the Solent

MGB 318, 718, 502 and 503 -- and made up the most highly decorated unit in the Royal Navy during the last war.

When France fell in June 1940, many Frenchmen and women answered De Gaulle's plea to join the Resistance and harass the Germans at every turn. In London, SIS and the SOE (Special Operations Executive) sent in agents to gather military intelligence and Resistance networks organized escape routes for Allied airmen through Northern France.

At first, patriotic tunny fishermen from France allowed their boats to be used for covert operations which returned escapees to Cornwall and the Isles of Scilly, but they were eventually replaced by the 15th flotilla -- a highly-professional outfit which used both the River Dart and the Helford River from which to mount their night-time missions to Brittany.

More than 100 officers and men made up the flotilla and over half of them were showered with medals later at Buckingham Palace.

They worked in cramped conditions under moonless skies and their vessels sped at up over 30 knots to reach carefully-chosen coves and beaches where their tiny specially-made surfboats would be rowed silently ashore to land agents and drop off supplies -- arms, cash, radios, and even British-made Gauloise cigarettes.

And nearly always they battled against sea-sickness as they waited in silence beneath German watchtowers and gun emplacements to collect their crews and

escapees before dawn threatened to break and reveal their presence. Remarkably, only one crew member -- an 18-year-old rating -- was lost in the 18-month series of missions to Brittany when MGB 502 came under fire from three German E-Boats after a successful mission to pick up agents and Allied airmen from the beach at Beg-an-Fry near Morlaix in April, 1944.

By a tragic irony, the same vessel, renamed MGB 2002 after the Kingswear-based flotilla disbanded, was blown apart when it struck a floating mine in May 1945 while on a trip to Gothenberg from its new base at Aberdeen -- just four days after VE Day. Twenty-four officers and men, plus four passengers, were lost, but two sailors were rescued.

One of those who survived was Petty Officer Thomas Sheehan, a close friend of Teignmouth's Frank Jones, now 76, who had served on MGB 502 while she was at Kingswear.

"Tommy is one of the best mates I have ever had -- he took my place on the boat after I had been transferred to the base staff at Kingswear just as the flotilla was disbanding towards the end of 1944," said Frank.

"There were three survivors at first, but they had to spend 2 1/2 days on a float before being picked up. One of them never made it, but Tommy later had to have both his legs amputated and the other chap, Norman Hine, lost all his toes because of gangrene. Tommy still lives in Kent and we regularly keep in touch."

Frank had served as a petty officer

On the next page . . .

Norman Hine and the MGB flotilla of the Royal Navy

second mechanic on board 502 ever since she had arrived at Kingswear in the summer of 1943 from Southampton, where she had been specially fitted out.

"The mechanic on 503 was Tommy Barker, who was awarded the DSM.

"You always had to carry a spare cylinder head because they had a habit of going and you needed to replace it straight away. This Tommy did on the way back from a mission when the sea was really rough. He did it without the gunboat stopping -- it operated on two of its three engines while he was doing the repairs.

"You could leave Kingswear on a beautiful night with the River Dart as smooth as glass. But as you laid off and waited as the surfboat went ashore, you could suddenly get a sea as high as the moon which made for a real rough journey back with most of us being as sick as a dog."

The flotilla's senior navigator was the late Lt-Comdr David Birkin, who during his time at Kingswear took time off to marry Judy Campbell, the singer who in 1940 introduced the world to A Nightingale Sang in Berkeley Square when she performed it on the stage of the London Palladium.

Despite a medical board pronouncing Mr Birkin unfit for any form of military service, Capt Frank Slocum, head of the naval section of SIS who masterminded the flotilla's involvement in the war, turned a blind eye to his recruit's poor health which included bouts of double vision, bleeding lungs, a sinus problem and a tendency to seasickness in the most moderate of sea conditions.

But Mr Birkin was able to chart every rock in each approach to the Brittany beaches and even knew their exact height below or above the tides for every half-an-hour a gunboat was in the area. He made 33 missions to France as a navigator and was awarded the DSC and Legion d'Honneur, the latter being presented by French President Francois Mitterand who, as a lowly lieutenant, had been ferried to France by the Lt-Comdr in a covert operation on board a Kingswear gunboat

in 1944. Mr Birkin, whose daughter is the actress Jane Birkin, died in 1991, aged 76.

Frank recalls: "Birkin was a fantastic bloke. He had an instinct and he really knew his way around. But he used to be as sick as a dog and how he managed I do not know. He showed real doggedness and determination."

Exeter-born Michael Pollard, now 78, was a first lieutenant on MGB 318 when in early December 1943, he got involved in a mission to pick up over 20 airmen and agents from L'Aber Vrac'h in Northwest Brittany which required a trip from the Helston River. Three surfboats were used, but only one, with seven airmen on board, managed to get back to the gunboat as rough weather forced the other two, with their escapees, to return to the French shore.

"It took us all night to get there and it was very cold and wet," said Mr Pollard. "We weighted down the surfboat and the next morning we saw people gathering up seaweed. They took us on a horse and cart to a fishermen's house where we met up with the other surfboat crew.

"The local Resistance was contacted and it included the local policeman who is still alive today. They took us further inland and hid us in various safe houses around the area."

Unfortunately, said Mr Pollard, it was then that he landed in hot water with his superiors back in England, for a senior official involved in the Jade Fitzroy escape network decided to try to send the sailor back home by a Lysander aircraft after taking him and a returning French agent to hide in Paris where they stayed for two weeks.

Fog ruled out the planned rescue mission by air and the men returned to Brittany with more airmen. They travelled by train.

"I was given false papers with a photograph which did not really look like me. The local photographer working for the Resistance must have gone through his records and found something he thought would do. And we all had to

make out we were deaf and dumb labourers who were not expected to speak."

On Christmas Eve the escapees and the two surfboat crews hoped to be picked up by gunboat, but bad weather forced the rescue to be aborted. But on Christmas Day it was back and nearly 30 passengers were safely collected.

Mr Pollard recalls: "When we got back we were debriefed and some of us were sent up to London for further questioning. But when I got back to the flotilla at Dartmouth the edict had gone out that as I knew too much about the organisation in France I should not be allowed to go on any further operations because I would be a security risk if I got caught.

"I could accept that, but in later reports into this it was said that Capt Slocum was furious that I had gone to Paris in the first place and had slung me out. I subsequently tackled the French chap in charge of transportation in the Jade Fitzroy network and he assured me that he had got permission from London to take me to Paris.

"I've never really solved that one, but I never went back to France with the flotilla and I never worked again for them. Local people in Kingswear did not know what we were up to because security in port was pretty good.

"We had a depot ship reserved for us -- an old paddle steamer called the Westward Ho which was moored up in the River Dart and only used by the 15th flotilla. I only got really frightened on my first mission to France when we were rowing in, but after that you got used to it -- in most cases the thing was taken for granted.

"Often it was so rough and awkward just rowing in and back again that it took all your attention.

"You did not think about the enemy -- you were just concerned about finding your way and keeping the boat afloat.

"A lot of people did not meet the Bretons at the time, but they were wonderful people and they saved our lives. Without their help I do not know what would have happened."

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**Coming in the Next Issue:
Village of Kingswear keeps
the memory of heroism alive**

The cruel sea . . .

From a Worcestershire, U.K. newspaper, October 6, 1999

Badly injured in action, Norman volunteered for more frontline service . . . and ended up being blown out of the water

As Second World War heroes go, Norman Hine has been pretty anonymous all these years, which befits a member of a wartime organisation so secret, details of many of its operations were only revealed under the 30 years rule.

In fact, generations of Worcestershire motorists would more easily recognise the ruddy face of Norman as the chap sitting in the driving seat of a road roller flattening new tarmac on the county's highways and byways.

For 44 years he worked in the council highways department, ending up as superintendent.

But before that, Norman Hine, holder of the Distinguished Service Medal, was a member of Britain's "Secret Navy," the cloak-and-dagger seamen who rescued downed airmen and members of the Resistance from the beaches of France.

For his efforts, Norman was shot up and blown up, he has a leg brace and no

toes on either foot, but has only recently taken to using a wheelchair, after a heart attack laid him low in his mid-70s.

As someone of very determined character -- he actually rejoined the war wearing his leg brace -- he finds the chair an inconvenience and, given the chance, potters around his home at Crossway Green, near Hartlebury.

But the eagle eye and sturdy voice of his wife Cynthia, to whom he's been married for 50 years, ensures Norman doesn't go far.

However, he does have time to scoop up books, illustrations and documents, which throw some light on these amazing covert operations.

Despite his seafaring exploits, Norman is Worcestershire through and through.

He was born at Crowle, but his family moved to Sytchampton when he was aged nine.



Norman Hine in the Navy

"I was 14 when war broke out," he recalled, "and had just left school, but I had to wait until I was 18 before I could join the Royal Navy."

After basic training with the Fleet Air Arm, he was moved to motor gunboats, small, fast vessels with about 18 crew, which operated in small flotillas in the North Sea.

They did convoy escort, anti-submarine work and engaged the German equivalent, the E-boats.

Norman had the rank of seaman gunner, firing one of the vessel's twin machine guns.

"It was going all right until we got shot up off the Dutch coast," he said. "I had my leg smashed and shrapnel in my thigh, which put me in hospital for six months and meant I had to wear a leg iron.

"When I was OK to get about, I didn't want to stay in barracks, so I volunteered for a new force which was being assembled in Southampton.

"This used new diesel motor gunboats, bigger vessels with about 30 crew, which were to form a clandestine operation to get our people off the French coast."

Sailing only at night and singly, the gunboats would lie off shore and put down "surf boats", rowed by either two or four men, to approach the beach and bring off the escapees.

Norman, despite his leg brace, was one of the rowers.

"We never knew who we were picking up," he said. "You just took whoever



WITH THE CREW -- Norman Hine is second from the right in this photo taken aboard a motor gunboat of the British Navy.



Norman as he is today, reflecting on the days of his youth.

A man who survived and lived to tell the tale

was waiting. There was room for about four passengers in the surf boat and I think the most we brought out in one night was 39.

"It all depended on the weather, the tides and the phases of the moon. Sometimes we'd go three or four times a week, then we might not go again for a couple of months.

"Most of the people we took off the beaches were American or Canadian airmen. I think by the end of the war our boats rescued 95 altogether. But there were also members of the Resistance, men and women

Ironically it wasn't until the war was over that Norman suffered his worst experience.

Four days after the German surrender, the gunboat was sailing across the North Sea to collect a cargo of ball bearings from Sweden when it hit a mine.

Only being a small vessel, it was blown to bits. Of the 38 crew, only two survived.

"I spent four days on a raft with another bloke before being picked up,"

Norman explained. "There were three of us to start with, but the other chap died. It was sheer luck we were found, because the raft drifted into the path of a Norwegian coaster. I had passed out through the cold and when I came round I was in a hospital in southern Norway."

Norman's fellow survivor had both legs amputated because of frostbite. He was luckier. He only lost his toes.

As well as the DSM, his wartime bravery was also marked by being made a "Citizen of Honour" of the French town Pleumeur Bodou.

Grateful former American and Canadian airmen have also, on several occasions, offered to provide Norman and his family with homes in their country.

But he'd rather live the quiet life in Worcestershire.

Norman Hine was a guest at the 1988 AFEES reunion in Denver. American airmen he is known to have helped evacuate include Robert Sweatt, Keith Sutor, George Buckner, Manny Rogoff and at least 13 others.

***From FAME'S FAVORED FEW,
A WWII Flier Evades Capture
in German-occupied France
CONTINUED FROM LAST ISSUE
The author and his fellow evader
had spent 24 days in Peronne***

Chapter Four OUR TRAIN RIDE

**By KENNETH E. NEFF
Atwater, Calif.**

The little train chugged down the tracks, taking us from Peronne south to a place we learned later was a village named Ham. This train was the same type my Dad had told me about from his experiences in France during World War I.

I sat quietly and acted like I didn't recognize anyone in the car, and the other crew members did the same. Since the roof was open, it would have been nice if just the wind had been blowing through, but the cinders sort of spoiled it.

After about two hours, the train pulled into a station.

Earl and I knew that we were to follow whoever was carrying a magazine that had been picked up from our seat. We saw a Frenchman with our magazine leave the train. That was our cue, so we got up, left the train, and began following him. The Frenchman stopped down the street, began talking to another man, and handed him the magazine.

We kept the magazine in sight and followed the guide into a cafe. The magazine was on the counter.

We went over to a table and sat down. The Frenchman running the cafe came over and poured each of us a cup of coffee.

Soon four boys came in and got coffee. They went over to the other side of the cafe from where Earl and I were and sat down. The oldest boy was facing me from across the room.

Every time I looked at him, he was staring back at me. Finally our eyes met and we kept looking at each other. I saw him reach down with his left hand, take his coffee cup, slide it across the table into his right hand, put his left hand back and very slowly shook his head as if to say "No." Then he reached over with his left hand, pulled his coffee cup over and took a drink.

He had been telling me not to drink with my right hand. People on the Continent use the left hand to drink; they

only use the right to hold a fork while eating. Earl and I changed our cups to our left hands. After we learned the lesson he was giving us, the boy gave us a smile.

We spent the day in the cafe. As evening arrived, the Frenchman in the cafe came over and said for us to follow him. We were taken to the rear of the cafe to a bedroom, the place we were to sleep that night.

Next morning, the same man took us back into the cafe and served us breakfast.

The magazine we had been following was still on the counter.

While we were eating a man came in and picked up the magazine and soon left. We finished our coffee and followed. The man led us back to the train station with a sign that read "HAM." We were now south of Peronne about 30 km.

Our French guide boarded the train and we followed. After we were on board, we saw the magazine on the same seat as the day before!

As the train pulled out, our tickets and magazine were collected just as before. Nearly every seat was full. In the other end of the car were two Gestapo men in their black uniforms. We were not happy to see them, but we felt better when we saw other people between us and them. The passengers seemed to be all men and had bumps under their coats or stiff legs when they walked. They obviously were bodyguards for the evaders on the train.

We knew there were six of our crew aboard, but we didn't know how many more Allied fly boys were in the car.

The train stopped about an hour later. A Frenchman with our magazine got off and headed off down the road; we got off and followed him for about three miles. Our guide kept going until he came to a big house in the middle of nowhere. We followed him into the house and saw a woman and a boy who looked to be about 12 years old.

The woman began to talk to us. We had been warned not to talk to anyone until our guide said it was ok, so we just sat there. Finally, our guide said it was all right to talk.

The woman said, "We have an American here." Earl and I said, "You do?"

The "kid" who had been sitting there said, "What the Hell do you think I am?" My reply was, "I would say from your size you are a ball gunner." He answered, "That's right."

His name was Ogea and he had been living in the house for more than a month. Because of his size, he didn't have much to worry about. He would get on his bike and ride to Nolon, the closest town of any size. He'd ride up and down the street with the Germans.

One day the woman of the house gave Ogea an address and told him to go there and knock on the door. When he did, a woman opened the door and stood there. After a while, she said, "Are you just going to stand there and not say anything?"

That was in English. She was an American who had been in France on vacation when the country was overrun and she couldn't leave. She was in the same boat with us.

Later that afternoon, Earl and I were told it was time to leave. We said our goodbyes and walked to another small town called Lagney. As it turned out, we were to be there quite a while.

In the next issue: OUR STAY IN LAGNEY

AFEES hears from Helpers

Following a long-standing tradition, 625 greeting cards of the season were airmailed to Helpers, Friends and their families in early December.

As this issue of *Communications* went to press, responses had been received from these Helpers and Friends in countries around the world:

AUSTRALIA: Ivanka Benko, Lloyd and Gwen Bott

CANADA: Odette Dumais, Agnes Frisque, Jan Van Etten

DENMARK: Karl Muller, Frede A. Olsen

LUXEMBOURG: Dr. Roger De Pover

SLOVENIA: Danilo Suligoj

SPAIN: Ann Feith

UNITED KINGDOM: Frank and Isabel Dell, Mr. and Mrs. Norman Hine, Philip and Margaret Kaplan, Mrs. Grace Mulrooney, Simon Smith, Roger and Jackie Stanton, Mr. and Mrs. William Webb

UNITED STATES: Charlotte Ambach, Janine Anderson-Onimus, Yvonne Daley, Roger and Yvonne Files, Maita Floyd, Murray Foreman, Marguerite Brouard Fraser, Louis and Blanca Fortin, John and Valarie Greenwood, Glenn Hovenkamp, Vlado Hreljanovic, Maria Liu, Curt Lowens, Lew and Bette Lyle, Dr. Gabriel and Marilyn Nahas, Sherri Ottis, John Pena, George Van Remmerden, Gabriel Sauer, Mrs. John Weidner

YUGOSLAVIA: Dura George Janosevic

BELGIUM: Fernand Bartier, Camille and Lucy Bernier, Mme. Monique Berote, Arnold Bollen, Emile Boucher, Frans Caubergh, Mme. Lucie Chaidron, Rik Craeghs, Roger Cuigneux, Raymond Degene, Mme. Andrew Degive, Mme. Janine De Griff, Mme. Elizabeth Dellis-Beautheis, Jacques De Vos, Lucien Dewez, Mme. Giselle Evard, Albert Gauconnier, Jacques P. Grandjean, Mme. Anne Marie Guilbert, Mme. Charles Guilbert, Mme. Jean Guillane, Mme. Monique Thome-Hanotte, Joseph J. Heenen, Raymond Itterbeek, Roger Jamblin, Mme. Lucienne Keesemaecker, Lucien Kleynnaert, Robert Lintermans, Rene Londoiz, Mme. Henri Malfait, Contess Georges d'Oultremont, Mme. Germaine Sainvitu, Karst G. Smith, Amanda and Marcel Desir-Stassart, Raoul Steyaert, Lucien Terrier, Mme. Marie-Claire Vienne, Andrew Yernaut

Returned: Mme. Maurice Bailleux, Mme. Susan De Poplimont, Andrew Vandenamee

HOLLAND: Mrs. Margaret Albers, Fred Boogaart, Klaas Bording, Dr. Elsa Caspers, Gerit van Ee, Piet Felix, Mrs. Joke Folmer, Mrs. Betsy Fransen Moonen, Mrs. Ellen van Gilst, Mrs. Pieta Geurts-Dreesen, Eugene J. B. v.d. Heijden, Han Hollander, Peter and Mimi v.d. Hurk, Dr. Cornelis E. Jaspere, Mrs. Clara Jongkind-Smeenck,

Adrian De Keizer, Mrs. Til Kenkhuis-Boogaard, Mrs. K. L. Kerling-Dogterm, Jannes Kooster, Mrs. Jeanne De Korte-Huigens, Charles Kroesen, Mrs. P. Kuijsten-De Bruin

And, Mrs. Mia J. Lelivelt, Nico Leons, Mrs. Aca Leyendekkers-Haveman, Mrs. Altije Lichtenberg-De Bruin, Tom Lommerse, Dr. Frits L. Meijler, Bert and Colleen Monster, Mrs. Virrie Oudkerk-Cohen, Mrs. Dirk Jan Pauw, Berts Poels, Albert and Hanneke Postma, Rinus van Rijsbergen, Mrs. Yel v.d. Sande, Gerrit C. Slotbloom, Charles P. v.d. Sluis, John Swillens, Gau Valk, Denis Vanoystaeyen, Piet and Pieta van Veen, Mrs. Annaka Voges, Jacques and Letti Vrij, Wim Willemsen, Peter H. Wolff, Wim Wolterink, Job Woltman

Deceased: Mrs. Gre Lommerse-Heemstede, Aug. 28, 1999; Mrs. Elizabeth Mutter-Bremmers, April 9, 1999; Gerhardus J. Niezink, April 19, 1999; Wim Tensen, April 21, 1997

New Address: John J. M. Swillens, Gevres Deynootweg 690, 2586 B.V. Den Haag, The Netherlands

FRANCE: Mme. Michele Agniel-Moet, Francis Andre, Mme. Josephine Aquirre-Castet, Jean et Paule Arhex, Andre Aubon, Mme. Jean Auvert, Dr. Bernard J. Avignon, Serge Avons, Claude Bacchi, Mme. Loulon Balfet, Gaston and Helene Bastien, Serge and Josette Baudinot, Mrs. Gilbert Beaujolin, Mme. Rosa Berthrand, Pierre Berty, Mme. Jacqueline Besse, Paul Boe, Robert Boher, Mme. Rene Boulanger-Rossi, Mme. Louisette Bouchez, Mme. Odette Bouvier, Max Brezillon, Mme. Liliane Brochet, Alain Camard, Yves Carnot, Bernard Cercus, Mme. Odette Chaput, Rene Charpentier, Mme. Andree Chevreuil, Gilbert and Huguette Combret,

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Also, Mme. Marie Louise Kupp, Albert Lair, Robert and Yvonne Lapeyre, Henri Claude Lauth, Mme. Jacques Lavandier, Paul Le Bot, Mme. Genevieve Rozie Le Bourhis, Maurice Le Clerco, Louis Le Danois, Mme. Jacqueline Le Grand, Mme. Charline Lemoine, Rene and Genevieve Leoiseau, Ernest Le Roy, Mme. Jacqueline Leroy, Mme. Jean Baptiste LeRoy, Mme. Odil LeRoy, Robert Levasseur, Mme. Devin Mahoudeaux, Mme. Jeanne Mainguy, Rene Martin, Mme. Mary Jo Martinez, Mme. Reine Mocaer, Jean Marie Moet, Pierre Montaz, Emile Monvisin, Pierre Moreau, Guy Noel, Marcel Pasco, Mme. Alice Paquelot-Villard,

And, Paulette Pavan-Lefevre, M. and Mme. Jean Pena, Mme. Janette Pennes, Bertrand Petit, Mme. Florimond Petit, Jean Jacques Piot, Dr. Alec Prochiantz, Michel Quillien, Mme. Anne Ropers, Mme. Lucienne Saboulard, Mme. Arlette Salingue-Deslee, Raymond Servoz, Pierre and Yvette Sibiril, Mme. Anne Marie

Soudet, Fernand and Denise Supper, Michel Tabarant, Mme. Jacqueline Tabary-Debailleux, Paul Thion, Elie Toulza, M. and Mme. Jean Trehiou, Andre Turon, Pierre and Michou Ugeux, Jean Voileau

Returned: Mme. Henriette Barnsdale, Pierre Dreau, Mme. Pierre Janeau, Mme. Joebel Marthe

Deceased: George Desclez, Nov. 11, 1999; Mme. Pauline LeFevre, Jan. 18, 2000, at 103 years; Alice Brouard, Oct. 14, 1999

New Address: Mme. Paulette Jauneau, Apt. 191, 13 Rue Victor Hugo Maine, Les Sables, 60600 Clermont, France



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Doors open at 6:30 a.m. sharp tomorrow for the beginning of our unprecedented sale of one Boeing Flying Fortress. A nationally advertised product, this bomber regularly sells for \$300,000. But during the Fifth War Loan only it is specially priced at \$249,999.98. This sale is for women only. All war bonds bought by Boeing women employees through deduction or cash will be credited toward the purchase of this beautiful, huge bomber. Get your war bonds now, and own a share in this Flying Fortress.

**YOU SAVE THE DIFFERENCE WITH OUR
DIRECT FACTORY TO YOU PLAN**

U.S. TREASURY



This ad appeared in a Boeing publication offering a B-17G at a reduced price to Boeing's women employees. It was one of many efforts made during the war to sell bonds to fund America's war effort.

FOLDED WINGS

MEMBERS

- 15AF John Philip Carlson, Alexandria, Va., 460 BG, May 28, 1999
 Intel. Col. Stone Christopher, San Antonio, Tex., Feb. 9, 2000
 #1021 A. Gordon Claytor, Conover, N.C., 381 BG, Aug. 31, 1998
 #1974 Frank M. Deason, Yuma, Ariz., 96 BG, May 30, 1999
 #411 Charles O. Downe, St. Petersburg, Fla., 384 BG, Jan. 31, 2000
 15AF Charles H. Estes, Yazoo City, Miss., 98 BG, Oct. 22, 1999
 15AF Richard L. Felman, Tucson, Ariz., 98 BG, Nov. 28, 1999
 #425 Ernest H. Hugonnet, New York, N.Y., 94 BG, May 9, 1999
 POW Jacques Keshishian, Dover, Del., 94 BG, Oct. 11, 1999
 #2014 Robert H. Johnson, Demopolis, Ala., 303 BG, Sept. 1, 1999
 #1117 Joseph S. McMinn, Austin, Tex., 48 FG
 #2602 Grover C. Nordman, Marion, Iowa, 91 BG, Dec. 12, 1999
 15AF Adrian A. Martin, Mystic, Conn., 465 BG, Feb. 14, 2000
 POW George C. Padgett, Biarritz, France, 379 BG, July 24, 1999
 15AF Charles R. Slingland, Hawthorne, N.J., 450 BG
 15AF Dmitri S. Sweetak, Pottstown, Pa., 460 BG, May 10, 1999
 #760 Maurice S. Thomas, Pueblo, Colo., 305 BG, Dec. 30, 1999

HELPERS

- Mme. Alice BROUARD, Isle of Guernsey, Oct. 14, 1999
 M. Georges DESCLEZ, Noyon, France, Nov. 22, 1999
 Mme. Pauline LEFEVRE, Juvisy, France, Jan. 18, 2000
 Mrs. Elizabeth MUTTER-BREMMERS, Eindhoven, Holland,
 April 9, 1999
 Mr. Gerhardus J. NIEZINK, Wierden, Holland, April 19, 1999
 Mr. Remco ROOSJEN, Roermond, Holland, Feb. 7, 2000
 Mr. Wim TENSEN, Hemmstede, Holland, April 21, 1999

Madame Paulette PAVAN;
 Anne et Christian ZAPARTAS;
 Elisabeth et Denis CROUZET;
 Guillemette;
 Madame Denise PHELIPPOT;
 Et toute la Famille;

One la tristesse de vous faire part du deces de
 (It is with great sorrow we announce the death of)

Madame Pauline LEFEVRE
 nee VERSCHUEREN

Combattant volontaire de la Resistance

Medaille de la France libre -- Croix de guerre 1939/1945 avec etoile

*Medal of freedom with palm -- Honorary member of the order
 of the British Empire -- Member American Air Force*

Escape and Evasion Society

leur mere, grand-mere, arriere-grand-mere, tante et
 parente, survenu le 18 janvier 2000, a l'age de 103 ans.

(Their mother, grandmother, great grandmother, aunt and family
 member, passed away on 18 January 2000; she was 103 years old.)

*Americans aided by Mme. Lefevre include (with E&E
 numbers) 69 T. H. Peterson, 70 J. M. Scott, 109 J. D. Polk,
 258 H. M. Harris, 259 A. J. Zeoli, 301 J. S. Schwartzkopf,
 320 O. Bruzewski, 328 Wm. C. Howell, 403 J. M. Bickley,
 481 J. G. Shilladay, 619 H. H. Hasson, 696 J. R. Landers,
 697 S. A. Sokolowski*

Spring 2000

Col. Christopher highly active in intelligence

Col. Stone Christopher (Ret. USAF)
 died Feb. 9, 2000, in San Antonio, Tex.

He was born in Sweden on July 4,
 1909, and immigrated to the U.S. when
 he was 19. He became a U.S. citizen in
 1935 and enlisted in the Army Air Corps
 in 1942, and was later commissioned.

He served with distinction in the
 Intelligence field where his Swedish
 background and linguistic abilities were
 most useful. Later, he was a staff
 member in the U.S. and in Europe. He
 was assigned to the Joint Chiefs of Staff
 in the Pentagon in the 1950s and retired
 in 1972 with more than 30 years service.

He arrived in England in January
 1944 as an intelligence officer with a
 fighter group. In March he received TDY
 orders to Camp 20, Beaconsfield,
 Buckinghamshire. There he met Col.
 Richard Nelson and soon received orders
 transferring him to MI-9 IS-9.

Much of his work in intelligence
 remains classified.

Col. Christopher married Helen
 Larson on March 20, 1940, in
 Williamsburg, Va. They moved to Air
 Force Village II in San Antonio in 1988.
 Helen died on Nov. 22, 1995.

In accordance with his wishes, Col.
 Christopher will be interred at Arlington
 National Cemetery at a later date.

Gustave Antoine

Gustave Antoine, husband of Nadine
 Dumon Antoine of the *Comete Line*, died
 unexpectedly on Dec. 6, 1999, of a
 cerebral hemorrhage. They had been
 married 52 years.

Gustave was very supportive of
 Nadine's activities as secretary of the
 Comete Line Association. He was with
 her for the start of Operation Home Run
 in Saint-Girons last July.

Andre Trehiau

Andre Trehiau, brother of Jean
 Trehiau, president of the Friends of
 Reseau Shelburne, died in late January.

Andre was active with Shelburne and
 later became a command pilot with the
 French Air Force. He was highly
 decorated for his service to the Resistance
 and to France.

Alice Brouard aided 13 Americans

Alice Brouard, mother of Marguerite Brouard Fraser, Burlington, Mass., passed away Oct. 14, 1999, at age 95.

Up until her 90th birthday, Brouard had visited Burlington, where her daughter had moved in 1977 after marrying the late Thomas Fraser, every year.

Brouard died in Guernsey, one of the English Channel Islands, where she had been born and returned after several years in France during World War II.

Brouard was involved in the Resistance during the war, earning the American Medal of Freedom, the Silver Laurel Leaf from England's King George VI, and a certificate from the French government for her actions.

The Brouard family, Alice, John, Christine and Marguerite lived a life out of the movies during the war.

The family, though of French descent was British. Alice and John moved to a village in Normandy shortly after their marriage so Alice could be closer to her family which was then living there.

Towards the end of 1940, John was arrested and taken away; the family did not learn his whereabouts for three months. The chief of police in Caen, a family friend, advised Alice to take her youngest daughter to Paris where it was safer, further away from the coast and where she had relatives; Marguerite, at age 13, had already gone to stay with them.

Finally, they were allowed to return to Paris. The Brouards ended up moving in with a friend named Maud Couve, who had two young children. Due to her health, Christine was sent to live with her grandparents in Normandy.

One day, Couve was asked by her dentist if she and Brouard would agree to hide Allied airmen who were shot down.

They agreed, and soon had the first two of 13 airmen who would stay in their apartment, usually for a three-week period while waiting for false papers, civilian clothes and arrangements made to get them into Spain.

Marguerite kept in touch with some of them over the years. She, herself, is a member of the Air Forces Escape and Evasion Society, which also presented her with an award for her own wartime actions.

That dangerous time included some



ALICE BROUARD

close calls, when German soldiers knocked on the door of their apartment, and two airmen who were believed to be spies.

The building's concierge reportedly became suspicious about what kind of business Maud and Alice were involved in that so many men were going to their apartment. Getting caught could have meant death, as it did for one of their friends.

The family eventually moved back to Guernsey, where John became a grower and Alice, and also Marguerite, went into nursing.

Bruce (Bud) Walter

Bruce "Bud" Walter, a Life Member, died on March 1, 2000, in Albuquerque, N.M. He had moved there last year from Florida to be near a daughter.

Bud was an RCAF pilot who was shot down on Aug. 16, 1944. Ross Wiens was his navigator.

After the war, Bud flew for Continental Airlines for several years.

Philippe d'Albert Lake passes on

Philippe d'Albert Lake, who, with his wife Virginia, was active in the Comet escape line, died near Paris on Feb. 7, 2000, at age 95. With property just outside Paris and in Brittany, they were in position to justify their movements in the war.

Philippe and Virginia housed evaders in their apartment in Paris and worked to get them false papers. On occasion, they took their guests on tours of the city.

Virginia, an American who met her future husband in France in 1936, was eventually captured by the Gestapo, interrogated and sent to the concentration camp at Ravensbruck. Only 25 of the 250 women in her work detail survived. She died Sept. 20, 1997. Virginia's brother, Franklin Roush of the Washington, D.C. area, died Jan. 15, 1999.

Pearl Harbor to drug wars

THE TIME OF MY LIFE, by **Adrain Swain**, 101 Sandy Hook Road, Sarasota, FL 34242, \$15.95, including postage.

Reviewed by Clayton David

If reading about one person's experiences in one or two wars does not offer enough excitement and intrigue for you, then try this unusual book about one of our 15th Air Force evaders. Adrian's journalistic schooling under the GI Bill prepared him for writing a fascinating book about his life.

He writes about growing up under difficult times in the 1930s. He flew 50 missions as a pilot with the 463 Bomb Group, 15th A.F., was shot down over southern France and rescued by the Free French underground. He was recalled to active duty and flew 41 reconnaissance missions over Korea.

If that's not enough, add intelligence operations with the FBI, CIA, BNDD, and DEA, serving in South Vietnam and Laos and in Thailand covering drug trafficking in the Golden Triangle.

The Time of My Life is about our lives too. It also helps children and grandchildren better understand events that have shaped America from Pearl Harbor to the drug wars in Southeast Asia. The author and his wife and four children lived overseas during his years in intelligence operations. His now-deceased wife's letters, written to her husband and family while living in the Philippines, Laos, and Thailand, are refreshingly sensitive to events as they unfolded in southeast Asia.

AFEES members can order this 640-page book from the author at the above address. Ask him to autograph your copy! His phone number: 941-349-3074.

Friendship continues for 50+ years

**From the Ojai Valley News,
Ojai, Calif., Dec. 3, 1999**

By Lenny Roberts

In the classic tearjerker, "Same Time Next Year," the adulterous characters portrayed by Alan Alda and Ellen Burstyn rendezvous each autumn to reminisce about what could have been had they married.

The title of the movie could also apply to U.S. Air Force Lt. Col. Charles L. Davis (Ret.) and Zvonko Vuckovic, who, for more than half a century, have continued a friendship that was established when Vuckovic headed a resistance factor that saved the lives of Davis and hundreds of others in the hills above Serbia at the height of World War II.

"James," the name selected by Vuckovic when he left his native Yugoslavia in 1948 to work as a mechanical engineer in Chicago, moved to Ojai in 1986 to be closer to his daughter, son-in-law and grandchildren in Carpinteria.

For 39 of the last 52 years, Vuckovic, 83, and Davis, 80, who resides in Falls Church, Va., have seen each other only occasionally and telephoned often. But since Vuckovic came to Ojai, "the nicest town in the world," the two former warriors reunite at this time each year at the Woodland Avenue home Vuckovic shares with his wife. Typically, the two men visit for a couple of days to talk about old times before Davis visits his son in Bakersfield.

The old times began when Davis' B-24 was shot down on June 6, 1944. Davis, part of a crew of 10, was the navigator on the ship which was the only one of 160 planes on that day's bombing mission to be shot down by an aerial attack from German forces.

On the day that would be known as "D-Day," which was two days before Davis' 25th birthday, the Allied forces were targeting the Romanian oil fields, Hitler's source of fuel.

Davis broke his right ankle when he and other crew members abandoned the crippled airplane and parachuted to an isolated area in the middle of war-torn Yugoslavia. There, he was met by Vuckovic who served as major

commandant of two of 10 resistance areas established under the direction of Gen. Draza Mihailovic.

Vuckovic remembers sleeping in a haystack with only his head exposed so he could breathe.

Mihailovic fought for democracy in the region by organizing resistance against Nazi aggression within Serbia, Bosnia and all of Yugoslavia, until executed by Yugoslavian leader Marshal Josef Broz Tito near the end of the war.

Officially listed as missing in action (MIA) when their plane did not return to an Air Force base in Italy, Davis' crew joined 242 other American, 40 Italian, 6 British, 4 French, 4 Soviet and 2 Belgian soldiers who were sheltered in the safety of the hills where Hitler's army would not go because it was inaccessible to vehicles. As other Allied soldiers met similar fates, the group cared for under Vuckovic's command quickly swelled to more than 500.

"The people there saw to our well-being and housed and fed us as much as they could," Davis recalled. "These people and their country had been occupied since 1941 when the Germans took all they had. What little bit was left, they shared with us."

Using good old American moxie, Davis' group managed to locate a Morse code transmitter used by the news media to relay information to Belgrade. On a daily basis, but from different sites, so the Nazi were unable to locate them using triangulation tracking techniques, Davis' group repeatedly broadcast their names, ranks and serial numbers. To their serial numbers, however, they added a single digit that would eventually reveal the coordinates of where they were.

It took two weeks before the makeshift code was deciphered and a response was transmitted back to them.

To be believed, the Americans had to provide information that only they would know. In code, Davis and his fellow soldiers responded by describing the tented officers' club in detail, knowing that no German soldier had ever seen the inside of the new facility.

Within days of receiving and verifying the information that the Davis group transmitted, the Office of Strategic

Services (OSS), the fledgling predecessor of the Central Intelligence Agency, parachuted three soldiers into the area with food, fresh clothing and medical supplies.

The OSS also revealed plans to land 18 C-47 cargo planes, in what would be a daring attempt to evacuate the hundreds of Allied soldiers that were now under Vuckovic's care. All able-bodied Allied soldiers worked feverishly to clear a landing area for the planes which were scheduled to land in three groups of six during the pre-dawn hours. Only one of the planes ultimately did not make the trip when its takeoff was aborted.

To mark the makeshift runway, the resistance and Allied soldiers planned to use the small amount of fuel that remained in discarded P-51 Mustang wing tanks to light the brush that had been cleared and piled on one side of the dirt landing area.

Sixty-six days after their abandoned B-24 went down down, the OSS and Air Force launched the Halyard Mission of rescue and safely evacuated all the Allied soldiers to Italy.

In 1948, President Harry Truman awarded the Legion of Merit medal posthumously to Gen. Mihailovic at the urging of Gen. Dwight D. Eisenhower. The medal is the highest honor given by the United States military to a non-citizen.

In May 1995, marking the 50th anniversary of the end of the war, Davis, along with others who were rescued, returned to Yugoslavia to the site of a monument to Mihailovic. For years, the National Committee of American Airmen Rescued by General Mihailovic, a group founded by Davis, has unsuccessfully lobbied to erect a Mihailovic Memorial in Washington, D.C.

"If Mihailovic were in power at the time, Yugoslavia probably would have been a democracy," Davis said. "Nobody has ever rescued 500 Americans, but Mihailovic did."

For two nights last week, Vuckovic and Davis sipped a bottle of Slivovitz, a 100-proof Yugoslav plum brandy that Davis brings to each visit, and as they do each year, the men celebrated the memories of their first encounter more

than a half-century ago.

They speak as though it were yesterday, remembering most of the names of the American soldiers who spent more than two months as MIA. They also remember those who have since died.

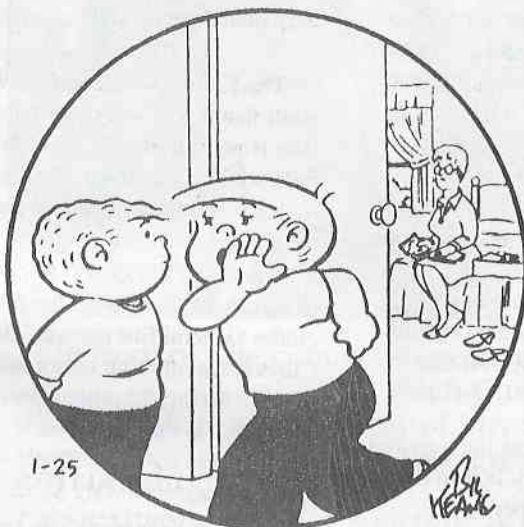
"I kept in touch with eight of my crew members for many years. Two of them disappeared and there are only two alive now, and I'm one," Davis said.

"Of the 252 Americans that were there when we arrived, there's maybe only 15 left. The rest have passed on." Vuckovic added that one of those, Major Richard Felman, of Tucson, died Sunday.

"I was so hoping that he might come and visit while Charlie was here," he said.

+++++
For more about General Draza Mihailovic and the Halyard Mission, see Pages 12 and 13, Summer 1997 issue of Communications.

Family Circus



"Don't ask Grandma about old times if you have anything else to do that day."

You OK, MIA, KIA or ?

By **CLAYTON C. DAVID**, Membership Chair

As we prepare a new roster for AFEES members, helpers, friends and widows living in the U.S., Scotty and I feel some frustration. Perhaps it is like the way relatives felt when their letters to us were not answered.

Were we OK, MIA, KIA, or just slow?

Through this newsletter, we ask you to keep us informed when you have a change of address, new area code, when you take off to the North, South, East or West as the season changes -- and yes, when someone folds their wings and goes Home.

If you have not contacted us within the last six months, please do so ASAP, at least by April 15, 2000. **If you owe dues**, use the form at the bottom of this page to report any change of status. Send the form and your check to Clayton C. David, AFEES, 19 Oak Ridge Pond, Hannibal, MO 63401-6539. If you would like your e-mail address posted in the next roster, please include it on the form.

For Life Members and Widows: Please complete and mail us the form or call us at 573-221-0441 to report in and provide us with your current phone number and mailing address. If we are not home, you can leave a message on the machine. Our e-mail address is: davidafe@dstream.net

Soon we must consider some of you as delinquent MIAs and drop you from the mailing list. If payment of annual dues is a financial burden, let us know and we will keep you on the mailing list for the newsletter if you are still interested in AFEES.

To make the new roster as complete and accurate as possible, we need your help!

Just a reminder: Year-end dues are due!

Please complete and clip or copy this form to send dues or to report changes

(Dues are \$20 per year. Life Membership is \$100. Make check payable to AFEES)

Send checks and changes to Clayton David, 19 Oak Ridge Pond, Hannibal, MO 63401-6539.

Phone: 573-221-0441

All dues or contributions are acknowledged! We are concerned about you, your phone number, and your well being.

Name _____ Amount Paid _____

Address _____

City and State _____ ZIP _____

Phone : (_____) _____ - _____ Comments _____

The editor has the last word

By **LARRY GRAUERHOLZ**
afees44@hotmail.com

WICHITA FALLS, Tex. -- AFEES president Dick Smith probably has a few more gray hairs, but he has put together a really great reunion for the Memorial Day weekend in Columbia, Mo.

At the 1999 AFEES meeting in Arizona, members voted to have the directors choose the 2001 reunion site. Right now, it looks like it will be either Spokane (the home of Fairchild AFB) or Orlando (the home of you-know-what).

Other possibilities include Nashville and Kansas City, both cities with a reputation of being good to veterans.

Heather French, the reigning Miss America, was in Wichita Falls a couple weeks ago to speak at a luncheon meeting of the Iwo Jima Survivors Association Reunion. Heather, the daughter of a disabled Vietnam vet, has adopted the plight of homeless veterans as her platform.

She says that her father's struggles have changed her life forever.

Any Americans who wish to sign up for the 2000 Freedom Trail across the Pyrenees into Spain should contact the organizer, Scott Goodall, promptly. He can be reached at L'Escrabiche, Lescure, 09420 RIMONT, FRANCE.

George C. Padgett is listed in the Folded Wings section of this issue. After evading for six months, he was arrested in Toulouse, sent to a concentration camp and finally on a forced march in front of the Russian army until being liberated on April 29, 1945, by General Patton.

He published his memoirs in a work called *Memories of a War*.

Adam Lynch (2301 Haymaker Rd., Monroeville, PA 15146; adamelle@westol.com) is a historian who is seeking "before" evasion pictures for a national magazine article. That is, photos taken in occupied territory.

Adam is willing to negotiate payment for pictures that might have been taken when an airman was being moved along an escape route.

Jan Tickner of Conroe, Tex., the widow of evader Russ Tickner, plans to be in Columbia with copies of the book she has published on her husband's experiences which she says also should have an appeal to the women on the homefront.

Helper Yvonne Files was the honored guest at the annual military ball in Santa Barbara, Calif., in November.

She was introduced with these comments: "She didn't wear a uniform because she served in the Belgian

underground as part of the resistance. She built bombs in her apartment, carried weapons on her person, kept a safe haven for Allied pilots shot down, and arranged papers to help them escape.

"She was captured, tortured and sentenced to die. Just 10 days before she was to be executed, the Allies liberated the prison. To say it is an honor to meet her is an understatement."

The entire audience of more than 500 persons stood as one to recognize Yvonne's courageous deeds.

Yvonne and her husband Roger won't be able to attend the Columbia reunion; they plan to be in Italy at that time.

The Kansas state Senate has endorsed a bill that would help build the World War II memorial in Washington. The bill creates a check-off, allowing Kansans to donate on their state income tax returns for the next two years.

Kansas sent 215,000 men and women to war in WW deuce. That number includes General Eisenhower, Bob Dole, Clayton David, your editor and 214,996 others. So far, 22 other states have made donations to the memorial.

DEFINITION

SENIOR CITIZEN: One who has seen it all, heard it all and done it all, but can't remember any of it.

From AFEES PUBLISHING
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