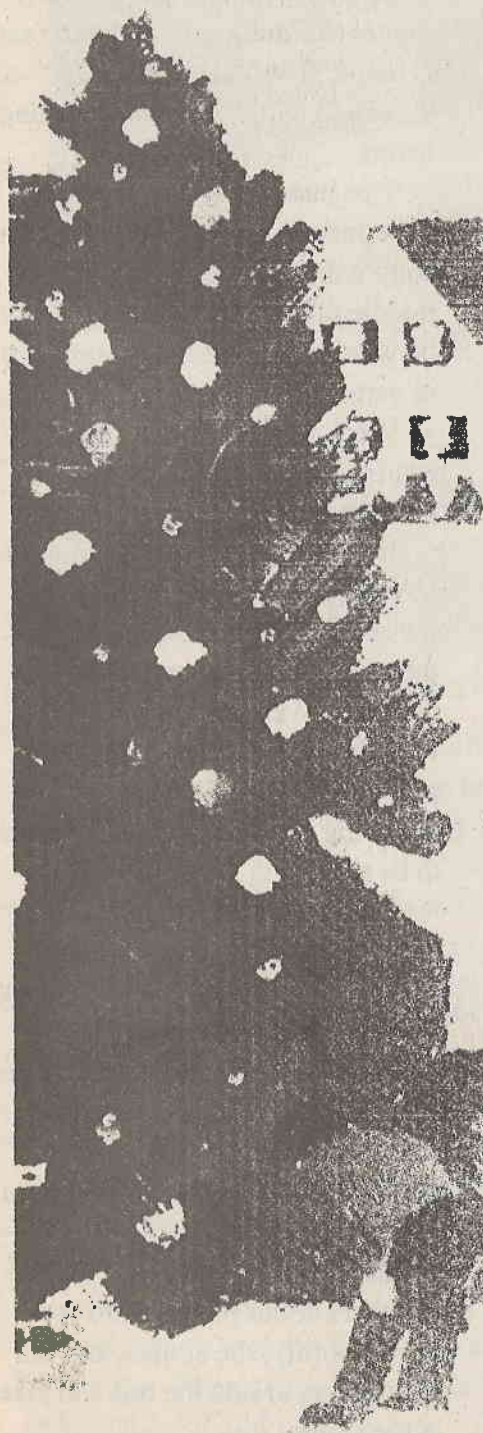


THE AIR FORCES ESCAPE & EVASION SOCIETY Spring 2003 *Communications*

Volume 17, No. 1

WICHITA FALLS, TEXAS 76307-2501

March 7, 2003



To all our Dear Friends of AFEEES
Thanking you all for the Wonderful
time spent with you a Lamha.
looking forward to seeing you all
next Dec Union. A Special thanks to
the brilliant Staff in charge of the
Hospitality Room Great

With loving thoughts
of all of you,
and with special wishes
for the best of everything,
at Christmas time
and always.

Happy Christmas!

From. Helton Billy Webb DSM.
and Gwen who was most grateful
and delighted at her very first
visit to the United States of America
and meeting you all for the first
time
all good Health and God Bless You.

Sincerely,
Billy.

William H. Webb, D.S.M.I.S.M., now lives in Cheshire, U.K. During the war he was on the crew of a Royal Navy gunboat which evacuated evaders from the coast of Normandy, including Operation Bonaparte.

U.S. AIR FORCES ESCAPE & EVASION SOCIETY COMMUNICATIONS

<http://www.cbilinfo.com/afeeslls.htm>

Volume 17 -- Number 1

March 7, 2003

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*Class of 2003 **Class of 2004 ***Class of 2005

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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.

The Prez Sez

By Richard M. Smith

<afeesone@hotmail.com>

It is St. Valentine's Day as I write from Palm Desert in sunny Southern California. So let me say "Happy post-Valentine's Day" to all you "young" and not-so young lovers.

I've just had an eye-opening experience. A friend, who spent a couple days in the water in the middle of the Pacific Ocean before he was rescued, needed some help in getting his VA benefits started.

Week later, another friend, a Marine, needed some help in proving up his VA claim.

It can be depressing to go to the VA and spend hours dealing with the red tape and frustration. On the other hand, a tremendous number of vets are getting help with their health and disability problems. There they are, sitting or pacing, waiting for their number to be called.

They are in wheel chairs, battery-powered scooters and crutches, helped by friends, wives, children, grandchildren.

Some will respond; some do not want to visit. You just have to wonder, where, how, when and how did they survive when an arm or leg was blown off.

It is always great to see the members at our reunions, to see their mobility, the smiles, and the willingness to ride the bus and take in the sights.

Margaret and I hope to see you in Wichita Falls come early May. That should be the time to see the Texas bluebonnets at their peak!



Photo taken from interior of the Eiffel Tower in Paris by Peter van den Hurk

**By PETER van den HURK
Cuijk, The Netherlands**

On Sept. 21, 2001, a heavy explosion took place in a chemical factory in the south of Toulouse, France. There were many casualties, 30 deaths, 3000 wounded with 35 of them critical, 27,000 homes damaged or destroyed, along with many other important buildings.

In all, a tremendous catastrophe.

My grandson, Kees van Dijk, and his partner, Jean Louis Stark, both artists living in Toulouse, wanted to do something for the victims and the community.

They decided to erect a heart in front of Town Hall. They spoke to several wine growers and merchants and the mayor of Toulouse about their idea. Wine growers provided 5,000 flower pots and 5,000 old wine tendrils. The tendrils were placed into pots painted pink, the colour of Toulouse and with them, formed a heart.

Meaning of the heart was, "The Toulouse inhabitants show their heart by buying these pots,"

with proceeds going to victims of the explosion.

The project was such a huge success, that in September 2002, the same sort of floral heart was constructed under the Eiffel Tower in Paris in cooperation with the mayor of the city. It was also a big success.

NOW HEAR THIS!

Some members were interviewed on tape at the Tampa reunion last year. Because of the confusion and background noise in the hospitality suite, the resulting tapes were not of professional quality.

NOT TO WORRY! The Sheppard AFB Audio Visual Department plans to be at the Holiday Inn hotel for three days this year with the proper equipment and attitude to record oral histories.

If you are interested in recording your military history, please bring items to show, such as photographs, maps, diaries and other memorabilia.

The word is that the Hospitality Sweets -- Cindy Bie, Yvonne Daley and Francene Weyland -- will be there too! What a bonus!

Seasonal greeting cards a big hit!

Some 400 seasonal Greetings cards were mailed by AFEES to our friends and helpers overseas in early December. The cards once more expressed the eternal gratitude each member feels to those who made his wartime evasion possible.

This year, each card bore the signatures of each member of the Board of Directors, an effort to make the cards more personal.

The monolingual editor sometimes has problems with spelling in other languages and apologizes for any errors.

Those who have responded to the annual greeting cards as this issue went to press include, by nation:

() indicates names of airmen aided by Helper

AUSTRALIA: Ivanka F. Benko (John Rucigay), Lloyd and Gwen Bott

Returned: Nancy Wake-Forward

CANADA: Mr. and Mrs. Tom Smit (Harry Dolph), Mrs. Agnes N. Frisque (Kenneth Christian), Jan Van Etten

DEMARK: Eric Larson

GERMANY: Dr. Milan Buros (Many crews in Yugoslavia)

ITALY: Returned: Giacomo Rubertelli

SLOVENIA: Danilo Suligoj

SPAIN: Ann Feith (Ashley Ivey and Leonard Pogue)

UNITED KINGDOM: Billy Webb and Gwen, Mrs. Grace MulRooney

YUGOSLAVIA: Miodrag D. Pesic

UNITED STATES: Trica Bodson, Yvonne Daley-Brusselmans, Marguerite Fraser, Mr. and Mrs. Bert (Case) Hanou, Glenn Hovenkamp, Teodor Hreljanovic, Intrepidus, Mrs. Jacqueline Kervizic, Maria Liu, Ignor and Anna Nabelek, John Pena, George Van Remmerden, Mrs. J. T. (Rosalie) Schantz, Mrs. John (Naomi) Weidner

Returned: Mrs. Stephen Galemush

BELGIUM: Mme. Fernard Bartier, Gaston Bastien, Mme. Monique Berote, Robert Boher, Emile Boucher (Harold Kilmer and Henry Wolcott), C. Bernier Camille, Rik Craeghs, Frank Caubergh (Bob Tucker), Roger and Mme. Ann Cuignez, Mme. Andre (Suzy) Degive, Contesse Andree DeJongh, Mr. and Mrs. Salingue Deslee, Mme. Amanda Desir-Stassard (New address: Ave. de Hennisael 14/9, 1150 Bruxelles), Mme. Antoine (Nadine) Dumon, Mme. Simonne DeCorte-Hellboiz (Gil Shawn), Jacques DeVos, Jacques Grand-Jean (Gil Shawn), Mme. Anne-Marie Guillert (Jetty Cook, Clyde Martin, Charles Haupt), Raymond Itterbeek, Roger Jamblin, Lucien Kleynnaert (David O'Boyle), Mme. Lucienne Keesemaecker, Family of Albert Lardont, Mr. and Mrs. Jean Lamond-Gullaume, Mme. George Marchel, Mme. Germaine Sainitu, Raoul and Maria Steyaert, Mme. Marie Claire Vienne-Roiaux, Lucien Terrier, Mme. Monique Thome-Hanotte, Andre Yernout

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Also, Dr. Cornelius W. C. Jasperse, Adriaan De Keizer, Mrs. Tel Kenkuis-vd Boogaard, Jannes Klosster (Clyde Voss), Mrs. J. A. H. de Korte, Mrs. P. Kijstein-de Bruijn, L. Nico Leons (Thomas Wilcox), Mrs. Mia Lelivelt (Ray Pencek, Merl Stinnett), Mrs. Altije Ligtenberg de Bruin (Robert Pipes), Family of Gre Lommerse

Also, Mr. and Mrs. Bert Monster, Mrs. Virrie Oudkerk-Cohen (Thomas Wilcox), Bert Poels, Albert and Hanneke Postma, Mrs. Rinus van Rijsbergen (Claude Murray), Mrs. Yel vd Sande (Gen. R. M. Scott), Gerrit C. Slotbloom, Theo G. J. Teuwen, Mrs. Jan Tuut-Ensing (Fred Gerritz), The Family of Piet Van Veen (Ashley Ivey crew), Mrs. Margret Uilenberg

And, Mrs. Adrian and Corrie van Dansik, Kaas

van Dorsten, Mr. and Mrs. Jacques Vrij (Clayton David), Job Woltman, Peter Wolff (Clayton David), Aircrew Helper Association, The Escape Group

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Also, M. and Mme. Andre Formici, M. and Mme. Pierre Francois (Bob Kelley), Mme. Marie Gicquel (Ralph Patton), Albert Gloaguel (James Quinn), Scott and Judy Goodall, Mme. Rosemary Grady, Mme. Andree Gros (Herbert Brill), Georges Guillemain (Art Steinmetz), Christiane and Marie Rose Guyot, Jean and Dominique deGourcuff, Jean Hallade, (Bernard Rawlings), Mme. Denise Heches (Swenson), Marcel Hennetier (Robert Littlefield), Roger Huguen, Mme. Paulette Jouneau (Richard Smith and Lewis Feingold), M. and Mme. Albert Lair (H. Duberg, E. Hoyt and E. Shaffer), M. and Mrs. Robert Lapeyre, Mme. Jacques Lavandier (James Armstrong)

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Also, Ray and Alice Paquelot-Villard (Herb Brill), Yves Paillard (Warren Loring), Mme. Paulette Pavan (Howard Harris, Jeff Polk), Auguste Pedeboscq (F. Earl Anderson), Jean and Godelieve Pena (William Lessig), Bertrand Petit, M. and Mme. Pierre Philippon (F. Carl and Jim Armstrong), Dr. Alec Prochiantz (Jim Armstrong), Michel Quillien (Henry Hodulik), M. and Mme. Rene Renard (Robert Littlefield), Mme. Lucienne Seboulard, Raymond Servoz (George Michel), Mlle. Anne Ropers (Keith Sutor), Mme. Christiane Rossi-Boulanger

And, Yvette Sibirl, Mme. Anne Marie Soudet, Jean Szumski (Robert Starzynski), Michel Tabarant, Mme. Jacqueline Tabary (William Cupp), Paul Thoin (David Butcher), Jean and Jeannette Trehiou, Jean Voileau (Jack Ilfrey)

New Address: Mme. Ann Marie Beffera, Maison de Retrait, Rue du Bocage 15700 Pleaux (Clayton David and Ken Shaver)

'Operation Gray Eagle' unites airmen, retirees

BUCKLEY AFB, Colo. (AFPN) -- Veterans and new recruits seldom move in the same circles. But that has changed here.

The base has started a trial program, Operation Gray Eagle, which unites veterans living in the Denver area with students in the base's airman leadership school for a session that seeks to pass experience and advice on leadership to young troops.

"Operation Gray Eagle is designed to help capture historical experiences and advice from retirees and veterans and pass it on to the next generation of military people," said Chaplain (Maj.) George Meister, project manager for the program. "If the trial program here is successful, the Air Force will look at implementing it at other airmen leadership schools."

The veterans met with the base commander before spending hours discussing military life with ALS students.

"It was great to hear about the vets' experiences," said Senior Airman Joseph Pudleiner of the 460th Communications Squadron. "Hearing about what they had to go through gave me more appreciation for their sacrifices."

General is impressed by Tampa visit

*From an address presented at
McChord Air Force Base,
Sept. 14, 2002*

**By Lt. Gen. DUNCAN J.
McNABB**

**Deputy Chief of Staff for Plans
and Programs, Headquarters,
U.S. Air Force,
Washington, D.C.**

On Sept. 13, 1947, two short years after World War II, our nation's leaders signed the National Security Act of 1947, creating today's Department of Defense, including our United States Air Force.

Since that time, the men and women of America's Air Force have risen to all challenges and selflessly responded to threats to our great nation.

From the heroic airlift in Berlin to the awesome displays of global vigilance, reach and power in Desert Storm and Allied Force, and from peacekeeping missions in the Balkans to humanitarian operations in Africa, America's Air Force has enabled air and space power to serve the cause of peace and freedom.

That freedom often comes at a price.

On 11 September 2001, the horrible acts of terrorism placed a permanent mark on the history of this nation. September 11 became a defining moment where citizens of the entire world watched in horror as America and freedom were attacked. As tears stung the disbelieving eyes of millions, the shroud of apathy was cast off and the patriotic spirit of every American soared and became resolute.

I was in the Pentagon on that fateful day and as we poured out of the burning building, I, like so many others, had a deep anger. Anger because those were my colleagues and friends who were dying in the rubble. Anger because in that split second it



LT. GEN. DUNCAN J. McNABB
had become personal.

They had attacked our people--innocent men, women and children -- they had attacked America. The horrible acts of cowardice on 9-11 cut short the precious lives of thousands of Americans--Americans I, like you, have sworn to defend.

In the subsequent war we have lost many of our fellow warriors--to a cause that may not soon end. We must commit ourselves to finishing this war.

The "front line" of this battle is not in Afghanistan--the front line is right out there on this flightline--the front line is in the supply shop, in the MX shop, it is in the Wing Building, and at the clinic--the front line is right here at McChord with each and every one of you.

"Warriors are asked to do the extraordinary! Warriors are asked to perform jobs at unprecedented levels. Warriors, giving all of yourself and working together in service to our country--this is what I would call collective heroism.

The other heroes are the Stay At Home Patriots--the families and the loved ones. We can never thank you enough for the sacrifices you

make every day for our nation.

It is you who give up your husband or wife or mother or father--who deploy on a moment's notice or work 16 hours a day during a crisis. Thank you for what you do.

This is our time--our time to step up--just as the "greatest generation" did in World War II. As warriors, we must repair the hole--we must bring to justice the people responsible and ensure that never, never happens again.

One of the greatest honors in life is being part of something larger than ourselves, something we can collectively believe in, something that is truly a noble cause.

The Air Force is just such a calling--we are entrusted by American people to protect their most precious and fundamental right --their freedom.

Recently I was asked to be keynote speaker at a conference of the Air Forces Escape and Evasion Society (Tampa, Fla., May 2002). It was one of the most touching and uplifting events I have ever attended, because it so vividly brought what we do into total perspective.

In World War II, over 55,000 airmen were shot down over the skies of Europe. Many died, many were captured, but many were helped by partisans who helped them to "escape and evade" back to England or to Italy and rejoin the war effort. To return to friendly lines often took months and each "save" was a story in itself.

This annual reunion brings together the military men who risked their lives to save a continent from tyranny with the people who risked their own lives to rescue them. Most of the helpers were women, women because they were not under the same scrutiny from the Gestapo as the men.

Women from France, Belgium, Holland and other countries put themselves at risk to help downed

airmen link up with the Underground. If the airman was captured, he probably became a POW; if the woman was found to be giving aid or assistance to the Allies, she, and perhaps her entire family, risked execution.

What really strikes you at the reunion is that both groups were fully indebted to the other, the Europeans, because the Allies had come to their rescue and preserved their freedom. The airmen, because these people from Europe had perhaps saved them from death and so preserved their "tomorrow."

This tomorrow was embodied in the family members who also attended -- children and grandchildren who literally would not have been without this heroic, courageous, and totally selfless sacrifice.

At the memorial service we offered a prayer for the people who

gave their lives so others might live. The prayer was just as appropriate for those who risked their lives and saved so many others -- warriors just like you who gave, and give today, people and families their tomorrow -- just think about the women in Afghanistan.

This prayer embodies what we mean "by giving their last full measure of devotion" for others:

"They loved their homes, their families, the companions they had chosen for life's journey, their intimates and friends.

"But more than this they loved the virtue that many must live by. The truth was being trampled and vision profaned.

"They loved their honor and their duty; and so fought and so they died.

"They gave us tomorrow. The tomorrow they themselves would not return to share.

"They left us bright dreams. Dreams that for them could not come true; paid for in blood; the blood of youth with pulse and passion; and in the grief on the vainly waiting who were told that those they loved would not come back.

"This was the cost, the cost unspeakable."

That is what we do -- we protect the tomorrow for our Nation and freedom-loving people around the world -- but it is at great sacrifice and great risk of our own tomorrow -- that is what I call a truly Noble Cause--we are the preserver of the flame--you can be so proud of what you do every day.

At the same, our military service allows us the honor to work alongside some of the greatest sons and daughters of our nation -- bonded by their common patriotism

and driven by their desire to serve.

When folks ask me why I serve, I simply tell them "I love what I get to do, and just as importantly, I love who I get to do it with."

I am so very proud of serving with you in defense of our great nation -- it has truly been an honor to be back with you.

God bless each and every one of you, God bless our Air Force, and God Bless America!

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Lt.Gen. Duncan McNabb, an honorary member of AFEES, expects to attend the 2003 reunion in Wichita Falls. He attended high school here and has many friends in the area who are so very proud of him.

Survival school goes high tech

FAIRCHILD AFB, Wash. -- Instructors at the Air Force Survival School here are incorporating Hollywood-style animation techniques into programs used to train students in such skills as navigation and surviving underwater aircraft accidents.

Six years in development, this newest training technology will allow students to "virtually experience" a wide array of terrains and circumstances they may encounter not readily accessible or practical through conventional training methods.

Student critiques indicated there was not enough time to learn navigation skills, using daytime and nighttime sky applications in the field, so the staff created an environmental learning lab, a unique planetarium-like dome to display not only a celestial environments, but also a variety of environmental scenes, from day to night, to mountains to seas.

In this simulator, each seat arm is equipped with responder devices so students can answer instructor's questions or respond to the scenes during the course of instruction.



Lt.Gen. Duncan McNabb speaks at the 2002 AFEES reunion in Tampa, Fla. He discussed recent developments in the field of search and rescue.

Some evaders still have their map

By HELEN LATIMER and RALPH K. PATTON

Although our request for information relative to escape maps was somewhat less than overwhelming, we wish to thank the men who took the time to reply. Since most of you who replied have possession of your escape maps, we suspect that those of you who did not reply do not now have yours and/or do not remember who you gave it to

Replies were received via e-mail, FAX, phone and postal service; they came from Holland, Canada, the states of Washington and Connecticut, and points in between.

"So I planned my own escape route using the escape map," wrote Peter P. Scott of Old Saybrook, Conn.

Scott was one of the readers of the winter issue of AFEES *Communications* (Page 5) who replied to our request for information about the use and disposition of escape maps. Scott described his escape route as casually as if directing readers to Old Saybrook. "I rode the trains from Nancy to Marseille, and finally to Perpignan near the French-Spanish border and the Pyrenees Mountains."

Yes, he still has his map. Almost all respondents do. Exceptions are Edwin O. Learnard, who gave his

What's the difference?

By SCOTT GOODALL

Lescure, France

<ScotGdl@aol.com>

A silk escape map was presented to me three years ago by AFEES 'Friend' John Franklin, ex-644 Squadron Royal Air Force. His Halifax bomber was shot down over Cognac in France (brandy country) in April 1944. He escaped over the Pyrenees near Saint-Girons just two weeks later, ably helped by the legendary Francoise Dissart in Toulouse.

The map is 54 centimetres square (about 21 inches), and shows all of France, Holland, and part of Germany and Switzerland. The key indicates the German Coastal Defence Area, the southern boundary to the *Zone Interdite* and main roads, rivers, railways and canals.

It also shows the boundary between occupied and non-occupied France which was swept away in November 1942 when the Germans took over.

To me, the map appears to be difficult to follow and I'm glad I was not trying to find a way south by consulting a grubby piece of crumpled material at night in the flame of a Zippo lighter!

My RAF friends are eager to know the difference between American escape kits and those of the British. That means maps, money, translation cards, survival food and such. We want to know!

to the daughter of a Helper, and Mike Mauritz, whose escape kit was snatched from him by a German soldier.

The way these maps are used now are as varied as the way they were used in the theater of operations. Joseph C. Vukovich, for example, plans to donate his map to a nephew or to a museum. These days, Vukovich uses it in community lectures and talks with junior and senior high students. "It was a great help to me in knowing precisely where I was shot down and to help the Underground keep me informed as to the progress of the war," he wrote.

Ken Woodhouse was picked up by his Helper, "Almost immediately. I was driven to a hay pile under a shelter." To pass the daylight hours he examined the map and other items in his escape kit. When the Resistance moved him, he left the map in the haystack -- both for the next occupant and to avoid being caught with it during his escape.

Given two maps by his Helper during a return trip in 1994, Woodhouse now keeps them in a safe deposit box.

Harold Cook's map was taken from him by the police chief when Cook was captured in 1944, but in one of the most unusual stories -- the son of the police chief returned it to him during a visit to France that Cook made in 1976.

His map didn't do Cobern Peterson much good, as he emerged from a cloud after bailing out over Belgium on 20 July 1944. He looked down and saw that he was heading directly for the chimney of a house. Fortunately, he landed in the back yard.

He was hidden by the owner until the Allies arrived in September 1944. Peterson remembers using his map to determine his location. His son now has the map which Mrs. Peterson has mounted for display.

William E. Schack was not quite as lucky in his landing. Shot down at 7000 feet around 2 a.m., this Special Forces officer landed on a tree stump in a wooded area. The hard landing did a number on his back and knee, but he was able to crawl to a shed behind a farm house.

He was studying his map in a hayloft when the farmer called him to meet an 18-year-old man, who was the key contact for the Underground. Schack hid in six homes for a month before being captured by the Germans. In 1987 on a trip to Belgium, one of his helpers returned his map to him, which he still has.

Robert L. Scanlon still has his map, even though he did not use it. Owen B. Streeper didn't use his either, but kept it for family use.

Problems encountered by AFEES members because of the scale of their maps, usually 1 to 5 million, are fewer now because the scale has been much improved, about 1 to 200,000 or better.

Another upgrade introduced by

the Joint Personnel Recovery Agency and the National Imagery and Mapping Agency is what maps are printed on. No longer made of silk or rayon, E&E charts are on Tyvek, a synthetic said to be waterproof, weatherproof, and a multi-tasked buddy that can carry water or provide a little warmth.

This mini-survey showed how most members were able to wring information from their maps, both then and now.

Gerard Sonnemans Jr., editor of the Allied AirCrew Helpers newsletter, e-mailed from Holland: "I read in the AFEES

Communications about your research on escape maps. I told my father about it and he told me the story about a British evader who he had helped during the war."

Sonnemans also sent a picture of the British airman and the escape map that his father had kept.

We believe that the escape map was more valuable to Robert Fruth than to any other respondent. A ball turret gunner, Bob didn't pay much attention to what country they were flying over. When the bailout order came, he hit the silk, assuming they were over Holland.

When he passed several farmers wearing wooden shoes (sabots) he was sure that he was in Holland. On meeting up with a friendly farmer, he tried to ask where he was. Making no progress, he whipped out his escape map and with a quizzical look, pointed to Holland on his map. One can only imagine Bob's chagrin when the friendly pointed out that he was south of Paris.

RELATED BOOKS, as recommended by William E. Schack, member of the Fitzpatrick crew that flew ammo and money to the Underground:

**Parachutage de Nuit* by David Chaussee, available in English as *Parachute by Night*.

* New book, now being printed in the U.K. by David Kibble White on the Fitzpatrick crew.

*Recommended by Mike Mauritz, his book *The Secret of Anzio Bay*, reviewed in Winter 2002 newsletter.

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You'll find it at the PX!

(Order now for '03 reunion)

TEE SHIRTS, close out \$ 10

(2 medium, 10 EXL, 11 XXL left)

10-piece Tool Kit with AFEES logo \$8

WINGED BOOT EMBLEMS

Lapel Pin, Pewter, 3/4 in. \$6.00
Lapel Pin, blue shield with boot, 1 in. \$7.50
Cloth, metallic thread, dry clean. \$ 5.00
Cotton, shirt patch, laundry \$2.50
Sterling Silver Winged Boot Lapel Pin,
Imported from France. \$25

BLAZER PATCH

Royal Blue \$10

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Automobile License Plate \$12
Decals, exterior or interior 6 for \$2
Bolo Tie, Southwestern style \$5
Note Pad & Pen, AFEES logo \$3
Lapel Pin with U.S. flag & Afees logo \$2

OFFICIAL AFEES CAPS

Mesh Back, Navy blue \$12
Closed Back, Navy blue \$12
Closed Back, Navy blue (no eggs) \$10

Shipping Charges

Please add \$3.00 per order for Pins, Winged Boots, Emblems;
\$3.50 for Caps

FOR LARGE ORDERS: \$50-\$100, \$4.50; \$100-\$300, \$9.00

Make checks payable to AFEES; mail to

Thomas H. Brown Jr., AFEES PX Manager

104 Lake Fairfield Drive

Greenville, SC 29615-1506

Phone: 864-244-8420

<tbrown104@cs.com>

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The day the stars fell over Texas

By SAM SWEATT

Big Sandy, Tex.

(Son of Member Bob Sweatt)

It was a beautiful Saturday on the first day of February, 2003. The type of day where winter seemed to have lost interest and spring stuck her head in as if to say, "Remember me?"

East Texas was even more wonderful, because it was Saturday. My two boys were up early, riding their go-carts, my wife was cooking breakfast and I was enjoying the morning in bed.

The sonic boom shook the walls and rattled the windows. The cacophony gathered us all in the kitchen and left us asking what in the world had happened! It was then I realized that it must have been the Columbia returning from the 16-day mission with its return flight heading over our part of Texas, and the sound barrier had been broken.

For the two weeks previous, my coworkers and I had watched the shuttle mission. A turn of events had left our satellite reception with only one viewable channel, the NASA network. We usually gather at the office in the morning about 4 a.m., and prepare to leave for our job sites and return in the afternoon.

We discuss how the job went and make our reports for the day.

Work in the East Texas oilfields is satisfying, although tough, and attracts a very opinionated and salty type fellow who generally is never at a loss for words.

I was amazed to find that on several occasions, all eyes and ears were focused on the tv while the shuttle crew explained their job assignments and purposes of the mission. We watched as they received their wake-up calls, passed along status reports and explained experiments to be performed.

Those experiments, their work, and the knowledge gained were a gift to the entire world. It all became part of our daily routine and we became familiar with their crew and their personalities. We marveled at the pictures sent back and at the speed at which they circled the earth.

On Friday, before leaving for home, we all agreed that we would try to watch the shuttle as she made her way home the next morning. It was coming right over us.

With this background, my family and I rushed outside to catch a glimpse of the shuttle as she passed.

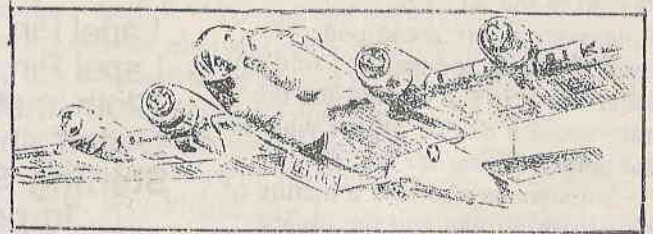
There was something wrong.

Something even a novice could pick out; too many vapor trails. It was only minutes later that we found the extent of the tragedy. As we watched on television the shuttle come apart, a dreaded sense of loss came over us.

There is an American flag in our front yard. My sons and I set the pole, bricked the base, and raised our nation's flag to honor all those before us who had selflessly given their all. Men and women whose sense of purpose was to ensure our liberties and freedoms.

This day it flies at half-mast in honor of those seven who gave their lives for the betterment of all.

Those falling stars may have reached the ground in Texas, but rest assured that the heroic spirit and the goodness that was in all of them, still circles above us, reminding us that, as with all gifts, there is a price.



The Rains of War

By KEITH McLAREN ABBOTT, 2003

The heavy bombers were on their hardstands,
huddled from the rain,
And the beleaguered airmen welcomed a relief
from a mission strain.

There was a subdued euphoria as they stood
together that day
Beneath a darkened sky that looked like a
well-used runway.

If only this heavenly, torrential rain would
forever pour down steadily,
A permanent cessation of all flight operations
would be accepted readily.

Everyone knew it wouldn't last -- dangerous
sorties would be flown tomorrow.
Blue skies would greet the dawn,
and soon would come the sorrow.

Nature rains in their fickle way will,
in the end, prevail.
Over foolishly stubborn men who have an
excellent chance to fail.

The story of Ft. Sill

The site of Ft. Sill, an hour north of Wichita Falls, was staked out on Jan. 8, 1869, by Maj. Gen. Philip H. Sheridan who led a campaign into Indian Territory to stop hostile tribes from raiding border settlements in Texas and Kansas.

Sheridan's massive winter campaign involved six cavalry regiments accompanied by frontier scouts such as Buffalo Bill Cody, Wild Bill Hickok, Ben Clark and Jack Stilwell. Troops camped at the location of the new fort included the 7th Cavalry, the 19th Kansas Volunteers and the 10th Cavalry, a distinguished group of "Buffalo Soldiers" who constructed many of



*Ft. Sill was built during a campaign against South Plains Indians and housed the famous captured renegade, **Geronimo**, in its jail until his death in 1909.*

Exhibits devoted to soldiers and Indians of the era are displayed in the museum's Geronimo

Guardhouse, along with Geronimo's cell. Geronimo's grave is located on the post, a short drive from the museum.

the stone buildings still surrounding the old post quadrangle.

At first the garrison was called "Camp Wichita" and referred to by the Indians as "the Soldier House at Medicine Bluffs." Sheridan later named it in honor of his West Point classmate and friend, Brig. Gen. Joshua W. Sill, who was killed during the Civil War.

In June 1874 the Comanches, Kiowas and Southern Cheyennes went on the warpath. The resulting Red River Campaign, which lasted a year, was a war of attrition involving relentless pursuit by converging military columns.

Without a chance to graze their livestock and faced with disappearance of the great buffalo herds, the hostile tribes eventually surrendered. Quanah Parker and his Quohada Comanches were the last to abandon the struggle and their arrival at Ft. Sill in June 1875 marked the end of Indian warfare on the south Plains.

GERONIMO

In 1894 Geronimo and 341 other Apache prisoners of war were brought to Ft. Sill where they lived

in villages on the range. Geronimo was granted permission to travel for a while with Pawnee Bill's Wild West Show and he visited President Theodore Roosevelt before dying at Sill of pneumonia in 1909.

The rest of the Apaches remained on Ft. Sill until 1913.

THE FRONTIER DISAPPEARS

The last Indian lands in Oklahoma opened for settlement in 1901 and 29,000 homesteaders registered at Ft. Sill during July for the land lottery. On Aug. 6 the town of Lawton sprang up and quickly grew to become the third largest city in Oklahoma.

With disappearance of the frontier, the mission of Ft. Sill gradually changed from cavalry to field artillery. The first artillery battery arrived at Ft. Sill in 1902 and the last cavalry regiment departed in May 1907.

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A day trip to historic Ft. Sill is scheduled for the first day of the 2003 AFEES reunion with lunch at the Ft. Sill Officers' Club.



Ft. Sill has an educational museum complex which consists of several original stone buildings constructed shortly after 1869. Indoor exhibits are related to history of the fort and field artillery.

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M.P.E.C.

Multi-Purpose Events Center
Wichita Falls, Texas



Visitors from all over the world attend events at the Multi-Purpose Events Center, including many international visitors from Sheppard Air Force Base. Sheppard is home to the Euro-NATO Joint Jet Pilot Training Program, whose nations are represented by flags greeting visitors to the MPEC, two blocks from AFEES reunion headquarters in the Holiday Inn hotel.

Spring 2003

AFEES ANNUAL REUNION

REGISTRATION DESK

(Lobby of Holiday Inn)
Hours of Operation

Wednesday, April 3 . . . 1300 - 1800

Thursday, May 1 . . . 0800 - 0900
1600 - 1800

Friday, May 2 0830 - 1000
1700 - 1800

**Late registration on Saturday
and Sunday will be at the
Hospitality Suite, room 301.**

HOSPITALITY SUITE

(Rooms 301-302)
Hours of Operation

Wednesday, April 30. 1300 - 2300

Thursday, May 1 . . . 1500 - 1700
2100 - 2300

Friday, May 2 1700 - 2300

Saturday, May 3 0900 - 1700
2100 - 2300

Sunday, May 4 1200 - 1700
2100 - 2300

**Please Note: These schedules
are subject to revision. Current
information will be posted on
easels at Registration and at
Hospitality.**

Howdy, y'all . . .

AFEES, Helpers and Friends

Welcome to Wichita Falls!

REUNION SCHEDULE

(Tentative)

Wednesday, April 30

1300: Registration Begins in Lobby of
Holiday Inn, Wichita Falls, Tex.

1300: Hospitality Suite Opens

Thursday, May 1

0930: Depart for Ft. Sill, Okla.

1030: Arrive Ft. Sill Polo Field

1030: Field Artillery Half Section
Demonstration

1050: Welcome by Col. Robert Cline, FSCS

1100: Travel to Officers' Club

1115-1220: Lunch (Buffet)

1220: To Museum Visitors Center

1240: Guided Museum tour and Apache
Cemetery

1400: Leave Fort Sill

1930: Chuckwagon Welcome,
on hotel lawn if weather permits
Entertainment, Cash Bar

Friday, May 2

1000: Board busses for tour of Sheppard
Air Force Base

1030: Windshield tour of base

1050: Arrive Officers Club (comfort stop)

1100: General's welcome and mission
briefing

1130: Welcome by commander of 80th

Flying Training Wing (NATO)

1200: Lunch at Officers' Club

1300: Split into groups for rotating tours:

Armaments Training Bldg.,

Weapons Support Training Bldg.,

(life support, parachute packing, egress and
survival)

1400: Comfort Stop in building where tour
ends.

1430: 80th Flying Training Wing (aerospace
and links, T-37s and T38s

(Group divided into three sections)

1600: Officers' Club Social Hour

(Busses to Hotel will leave Club at one-hour
intervals beginning at 1700)

FRIDAY EVENING

On Your Own!

SATURDAY, May 3

0930: Tales and Trails Tour (2 hours)
Lunch on your own

1930: Helpers' Dinner with International
theme at MPEC, cash bar

SUNDAY, MAY 4

0730 -- 0930: Buffet Breakfast

0945 -- 1100: Memorial Service

1300 -- 1430: Annual General Meeting

1900: Seated Banquet

with program, cash bar



Conventioners relax in the atrium at the Holiday Inn Hotel and Suites on Broad Street in Wichita Falls, Texas. The remodeled hotel plays host to many meetings, conventions, reunions and receptions.

After a year and after more than \$3 million spent, the Holiday Inn and Suites in Wichita Falls, Tex.,

has 241 remodeled rooms, a totally revamped lobby and a new concierge level.



WELCOMERS -- Staffers of the Wichita Falls Convention and Visitors Bureau will be doing much of the grunt work at the AFEES 03 Reunion. From left: Jennifer Haisten, Nancy Todd, Kacey Martin, Shirley Givens and Julie Wagner. The CVB office is located in the Multi-Purpose Events Center Exhibit Hall, two blocks from the convention headquarters hotel.

The hotel will be the venue for the AFEES reunion in May.

"Our goal is to provide a level of service that has not been offered in Wichita Falls before," said Tina Ezzell, sales manager. "With the concierge floor, we're offering guests the option of premium services and amenities, such as turn down service, an executive continental breakfast and free evening hors d'oeuvres for what is really a small additional room charge."

The concierge level is on the second floor of the property. Guests requesting this floor will find souped-up amenities in the rooms, mints on their pillows and exclusive access to the concierge lounge overlooking the lobby.

The concierge lounge, which is open from 0600 until 1030 and 1700 until 2200 every day, features a hot-and-cold breakfast bar, finger foods in the evening and free cocktails from 1700 to 1900.

For information on a up grade to the conceirge level or any Holiday Inn services, call 940-766-6000.

The Air Force Song

Off we go into the wild blue yonder,
Climbing high into the sun;
Here they come zooming to meet our thunder,
At 'em boys, Give 'er the gun! (Give 'er the gun now!)
Down we dive, spouting our flame from under,
Off with one helluva roar!
We live in fame or go down in flame. Hey!
Nothing'll stop the U.S. Air Force!

Additional verses:

Minds of men fashioned a crate of thunder,
Sent it high into the blue;
Hands of men blasted the world asunder;
How they lived God only knew! (God only knew then!)
Souls of men dreaming of skies to conquer
Gave us wings, ever to soar!
With scouts before And bombers galore. Hey!
Nothing'll stop the U.S. Air Force!

Bridge: "A Toast to the Host"

Here's a toast to the host
Of those who love the vastness of the sky,
To a friend we send a message of his brother men who fly.
We drink to those who gave their all of old,
Then down we roar to score the rainbow's pot of gold.
A toast to the host of men we boast, the U.S. Air Force!

Zoom!

Off we go into the wild sky yonder,
Keep the wings level and true;
If you'd live to be a grey-haired wonder
Keep the nose out of the blue! (Out of the blue, boy!)
Flying men, guarding the nation's border,
We'll be there, followed by more!
In echelon we carry on. Hey!
Nothing'll stop the U.S. Air Force!

AIR FORCES ESCAPE & EVASION SOCIETY ANNUAL REUNION
AND GENERAL MEETING

WEDNESDAY -- SUNDAY, April 30-May 4, 2003
HOLIDAY INN, Wichita Falls, Texas

Please complete this form and return form with check or money order (No Credit Cards)
by April 10, 2003. Your check is your receipt.
Make check payable to AFEES 03 REUNION and mail to:

AFEES 03 REUNION
PO Box 2501
Wichita Falls, TX 76307-2501
U.S.A.

Number
of Persons

_____ **Reservations for the total reunion package, \$210 per person, which includes Registration fee and all events listed below: \$** _____

If you do not select the total reunion package, indicate events of your choice:

_____ **Registration Fee, \$25 per person \$** _____

_____ **Thursday, May 1, Trip to Ft. Sill, Okla., lunch at OC @ \$25 \$** _____

_____ **Thursday: Chuckwagon Dinner, Entertainment, Cash Bar, @ \$30 \$** _____

_____ **Friday: Sheppard AFB Tour, NATO Briefing, lunch at OC @ \$25 \$** _____

(Friday dinner on your own.)

Saturday Morning: Trails & Tales Tour of Burkburnett, Tex., @ \$15 \$ _____

Saturday: Helpers Dinner with International Theme @ \$35 \$ _____

Sunday: Buffet Breakfast @ \$15 \$ _____

Sunday Evening: Annual Banquet @ \$40 \$ _____

TOTAL ENCLOSED \$ _____

Name Badges: List names as you wish them to appear on badge:

NAME (Please Print) _____

Spouse's Name _____

Guests' Name(s) _____

Your Mailing Address _____

City, State, ZIP and Telephone Number: _____

Any Disability or Dietary Restrictions? If so, please indicate _____

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**IMPORTANT -- Helpers should make hotel reservations with
AFEES REUNION 03, PO Box 2501, Wichita Falls, TX 76307-2501 U.S.A.
<afees44@hotmail.com> or 1-940-692-6700 for information**

HOTEL RESERVATION FORM

**U.S. Air Forces Escape and Evasion Society
ANNUAL REUNION**

Wednesday-Sunday, April 30-May 4, 2003

Holiday Inn, Wichita Falls, Tex.

*Double or Single Occupancy: \$79 plus 13% tax
(Rate also applies two days prior and/or two days following reunion)*

Please Print

Please reserve _____ Room(s) for _____ Persons
Arrival Date _____ Departure Date _____
Estimated Arrival time _____ Departure Time _____
Check-in Time: 4 p.m. Check-out Time: Noon

Please indicate number of rooms for each category:

_____ King Smoking _____ King Non-Smoking
_____ Two Doubles Smoking _____ Two Doubles, Non-Smoking

Name _____
Sharing with _____
Your Mailing Address _____ Phone _____
City and State _____ ZIP _____

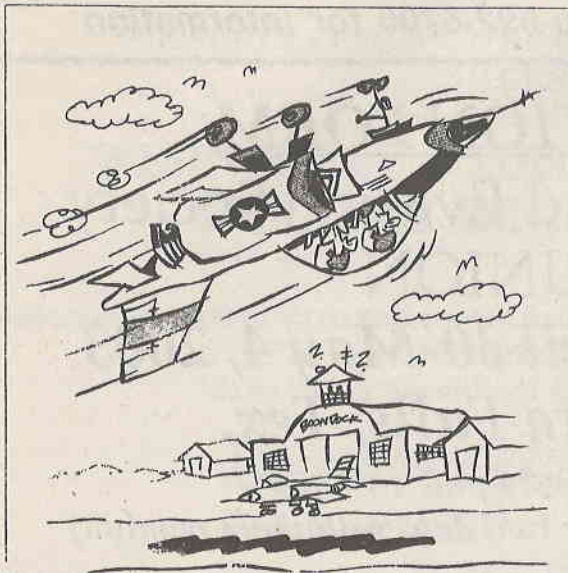
(One night's deposit or Credit Card required with reservation)
Reservations subject to availability if received later than Tuesday, April 8, 2003

**All except Helpers should Mail or Fax this form directly to Hotel
or call 1-940-766-6000 and mention AFEES Reunion**

**HOLIDAY INN Hotel & Suites
401 Broad Street, Wichita Falls, TX 76301
Phone 940-766-6000; Fax 940-766-5942**

Free Shuttle from Wichita Falls Airport; Courtesy Phone in Baggage Claim area.

Jake



"That's not what I meant when I said 'wheels up,'
Cadet Croton."



"All of our gear hasn't come in yet so we had to
borrow some from you guys."

The best of

"JAKE"
SCHOFFER



"The frost is on the pumpkins? Is that the
best weather report you can come up
with, Capt. Dewpoint?"



"What's that; the base has been closed? I
was wondering why nobody comes around
for spare parts anymore."

Wichita Falls: a city faith built

Although Wichita County was organized in June of 1882, the city of Wichita Falls was not recognized as a fully chartered town until September of that year.

But there were visitors to the region well before that. Native Caddos, Comanches, Kiowas and Wichitas knew this region well for millennias before Spanish explorers, hunters, traders and adventurers of all sorts recorded trips through the wilds of what is North Texas, according to records that go back as far as 1542.

According to "The Handbook of Texas," legend has it that the land that includes the original townsite of Wichita Falls was won in an 1837 poker game by J. A. Scott of Mississippi. Scott's heirs had the townsite for Wichita Falls laid out and surveyed. The original map shows a total of 797 acres making up the fledgling city.

Over time, in a flurry of municipal activity and self-promotion, interest in Wichita Falls grew steadily.

With arrival of the Fort Worth & Denver City Railroad in 1882, the townsite was formally opened for sale and Wichita Falls was made available to people from all over the country. All the advertising and promotion paid off when so many came to call this thriving community home.

During the oil boom in the 1920s in the North Texas region, Wichita Falls became a major industrial and trade center. The local economy flourished with the arrival of oilfield equipment manufacturers, oil processing plants and other heavy industry-based manufacturing.

With the discovery of oil in the area, the influx of new people swelled the population figures to more than 20,000 by 1920.

Oil might have attracted them to Wichita Falls, but it was the good schools, modern city amenities and other municipal and educational facilities that kept them here over the following decades.

Yes, there really are real falls in Wichita Falls

More than a century ago, there were falls on the Wichita River. They weren't very high, really just a short rise from one level of the river to another. But the memory lingered long enough to prompt city fathers to build a replica.

"Put the Falls Back in Wichita Falls" was the rallying cry of merchants and local leaders in 1987, anxious to raise civic morale in the midst of a bust oil economy.

With \$400,000 raised from donations, the falls were planned as

sort of larger-than-life public fountain. The sharp drop from the north boundary of River Crest Cemetery to the Wichita River seemed the perfect place to display the city's symbol.

The mayor of Niagara Falls, N.Y., was guest of honor for the dedication on June 5, 1987. He arrived bearing a gallon keg of Niagara water and a one-ton boulder from the more famous falls.

Bands played and crowds cheered as the falls were recreated with the

Today, with its major shopping centers, government facilities, medical institutions, and numerous cultural and educational opportunities, Wichita Falls wears the prestige of being a major hub for North Texas and Southern Oklahoma.

In 1917, Wichita Falls was approved as the site of a two-squadron aviation training school, Call Field. The field trained more than 500 pilots during its short life, and was closed shortly after the end of WWI.

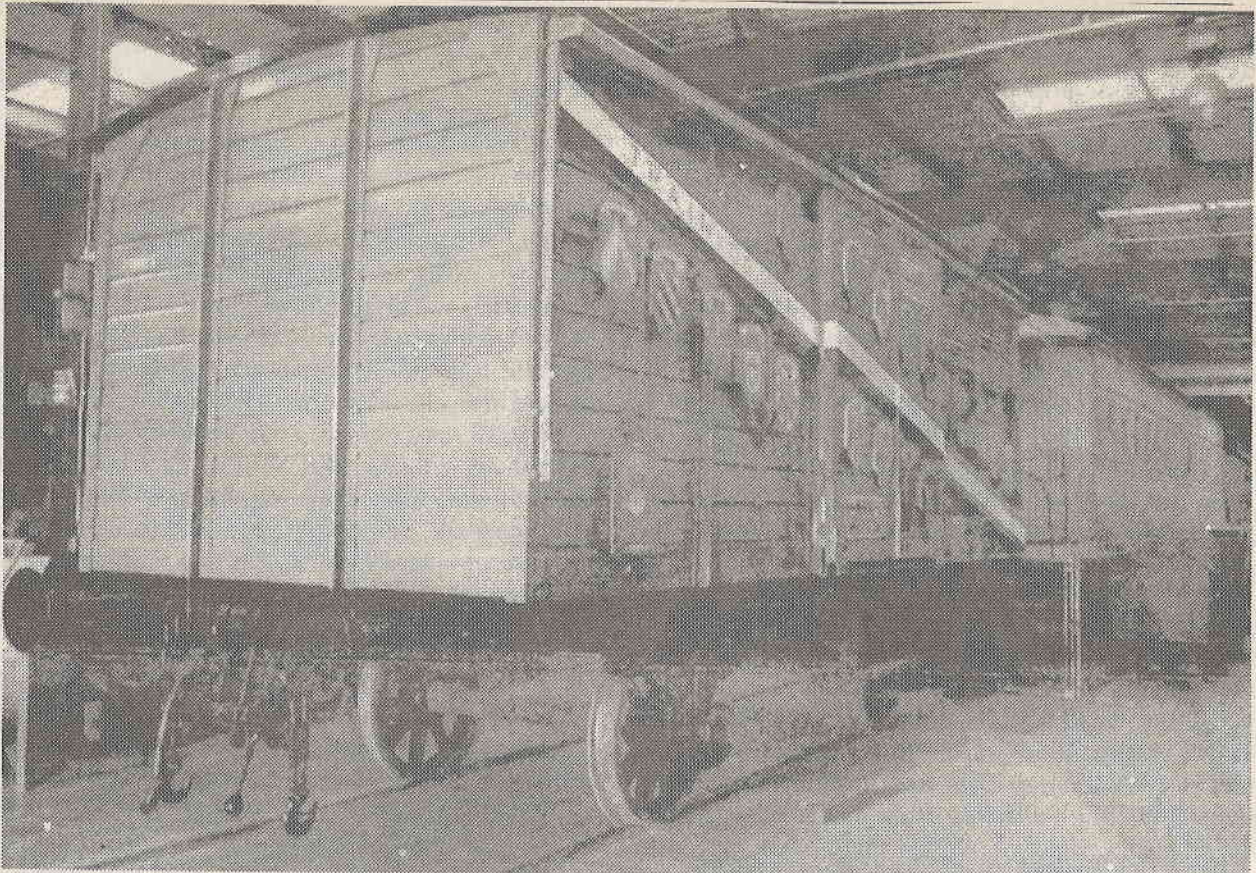
In 1940, city fathers again approached the federal government with the idea of locating a military base in Wichita Falls. The result was the creation of Sheppard Air Force Base, named for Sen. Morris Sheppard. Sheppard now ranks among the top military bases in the nation, and is home of the prestigious NATO flight training program.



turning of a tap.

Originally intended to run on water from the Wichita River, city maintenance crews noticed that silt from the river could make the falls look like a massive spill of a chocolate beverage and clog the pumps. Now the falls run on river water when the Wichita's flow is calm; on city water when it is dirty.

The falls is easily visible to motorists approaching downtown Wichita Falls on I-44 as they approach the river.



MISSION ACCOMPLISHED -- Restoration of the Merci boxcar is completed and the World War II survivor is on display at the Nevada State Railroad Museum in Carson City.

Nevada 'Merci' boxcar looks like brand new

From the Reno (Nev.) Gazette-Journal, Saturday, Nov. 16, 2002

By Andy Bourelle
Reno Gazette-Journal

Touring the Nevada State Railroad Museum, Ken Gobrecht recognized a familiar train car on display -- a "40 and eight" French boxcar.

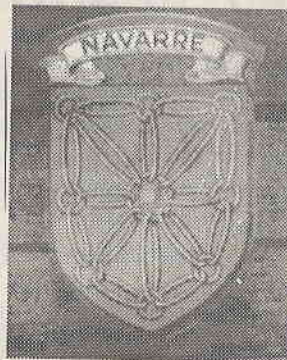
The 76-year-old Reno resident had ridden in the same type of boxcar while in the Army Air Corps in Europe in World War II.

But this boxcar at the Carson City museum looked brand new because officials earlier this week finished an eight-week, \$5,600 restoration of the historic train car.

"That's beautiful," Gobrecht said, looking at the freshly painted

gray train car, one of 49 "Merci" Trains -- or Gratitude Trains -- given to the United States from France in 1949.

Decorated with the coats of arms from French provinces, the trains



COAT OF ARMS: One of the shields that decorates the 'Merci' boxcar in Nevada.

DETAILS

- The Nevada State Railroad Museum, 2180 S. Carson St., Carson City, is open 8:30 a.m. to 4:30 p.m. daily.
- Information: 687-6953.
- Information about the Merci Trains is available on the Web at: www.rypn.org/Merci

were gifts for each of the 48 states, plus an extra one to be shared by Hawaii and Washington, D.C.

France gave the United States these trains because the same kind of boxcars had been used earlier to distribute American donations to war-torn French communities.

"They came to be symbolic of the Allied effort in Europe in World War II," museum curator John Ballweber said. "They also symbolized America's generosity to provide food and supplies to France after the war."

The small boxcars were called "40 and eight" because they could hold either 40 men or eight horses.

"We all couldn't lie down," said Gobrecht, who once spent three days in one of the cramped boxcars. "A lot of people don't believe they would hold 40 people, but they did."

The 49 Merci railroad cars were shipped across the Atlantic in 1949, and were loaded with 250 tons of gifts that ranged from toys to rare paintings.

Several of the donated items from Nevada's Merci Train are on display at the Nevada State Museum.

The boxcar itself was displayed outside the state museum for many years and was later relocated to the

railroad museum.

Sparks resident David Parsons, another Army Air Corps veteran who rode the boxcars, found out in the mid-1990s that the Merci Train was deteriorating.

Since 1995, Parsons has raised money to restore the boxcar.

"Some of us had ridden in those, and I thought it would be nice to restore it for future generations," said Parsons, 78. "I thought it would be nice to restore it for Nevada military history."

"I took on this little job, and I'm proud I did it," he added.

Carson City residents Steve

Watson and Tod Jennings have since joined the effort, and are raising funds to construct a structure on museum property to display the historic boxcar.

Several companies have pledged more than \$60,000 in supplies and labor, but organizers still need some help, Watson said.

Meanwhile, the boxcar will remain on display inside one of the museum's warehouses.

"It really does look perfect," Ballweber said. "When this was completely fixed up and brought to Nevada in 1949, this is the way it looked."

Pilots hone survival skills in Utah

By Airman Madelyn Waychoff
388th Fighter Wing Public Affairs

HILL AFB, Utah (AFPN) -- Out among unknown landscape, pilots scramble to evade potential captors by hiding under bushes and trees until they can escape



1st Lt. Greg Cloer, an F-16 pilot, checks to make sure the area is clear of enemies during combat survival field training at Hill Air Force Base, Utah.

enemy territory. It will take all their survival skills not to get caught, even if this is only an exercise.

About seven times a year, pilots are brought together here for a refresher course in combat survival training. Students begin the day reviewing academics for three hours before being sent out into the field for their real task, survive, evade, resist and escape.

Pilots are required to take the class every two years. During their initial pilot training, they go through a 17-day combat survival-training course at Fairchild Air Force Base, Wash. The initial course is more in-depth than the refresher, said 1st Lt. Greg Cloer, F-16 Fighting Falcon pilot, because students not only have to evade and survive, they are also captured and interrogated.

The refresher course, though lasting only a day, is still extremely important, said Capt. Andrew Caggiano, an F-16 pilot.

"Not only do we need to worry about survival in enemy territory, but also in everyday flying," he said. "If our plane malfunctions and we have to eject out over the desert, we need to know how to survive until we can get rescued."

Students get most of the same gear they would carry during flying operations, including a vest with a compass attached to it, a map of the territory, a global positioning system tracker, water, a whistle and a radio.

During the academic portion of the course, students review survival techniques, learn how to make animal traps and fishing poles, and are taught to perform an edibility test on unknown vegetation.

Self-aid and buddy care are also emphasized during the class, not only for review, but also in case a pilot sustains an injury during the field training.

Following the classroom lessons, the class moves outdoors to review map reading and landmark-

recognition skills. The pilots are taken to a drop-off point and briefed on the location of the rescue point and how much time they have to get there. The location is programmed into the pilot's GPS system, which they use with the map and compass to find their way.

The students are divided into teams of two, briefed on the rules and released. Moving quickly, they look for a secluded area to apply camouflage face paint, then continue on, dodging and ducking.

After giving the pilots a head start, the instructors comb the area on foot and in vehicles, searching for

the evading students. The search simulates, as closely as possible, the situation a downed pilot would face in hostile territory.

If a team is caught, the pilots are sent to a waiting area until the end of the exercise. Once the designated time runs out, students receive feedback from the instructors on their performance.

While pilots must receive the training periodically, every Air force member should know something about survival techniques because they can be needed in many situations, Caggiano said.

(Courtesy of Air Combat Command News Service)

The Caterpillar Club Story:

'Bless You, Brother Irvin!'

John Neal has worn the emblem of the Caterpillar Club on his lapel almost since the day he earned it over France.

This is the introductory chapter of the story he is writing, called "Bless You Brother Irvin," a title taken from a New Zealand airman who wrote it in a thank-you letter to Leslie Irvin.

By JOHN A. NEAL
Calgary, Alb., Canada

Thousands of airmen, and a few airwomen, number among the most highly treasured souvenirs of their service lives is a tiny caterpillar badge. It is their passport to one of the most famous flying clubs in the world: The International Caterpillar Club, all of whose members have saved their lives by parachute.

One evening in the early 1920s, Leslie Irvin, inventor of the modern parachute, sat talking over a drink at McCook Field, Ohio, (near the site of Wright-Patterson AFB) with two American pilots--the first two airmen ever to save their lives with parachutes of his design.

"You know, Leslie," remarked one of the pilots, "we ought to start a club for guys like us. As time goes by, more and more fliers all over the world will owe their lives to your

'chutes, and it should be quite a thing in years to come."

Today the walls of an office of Irvin Industries factory at Letchworth, Hertfordshire, U.K., are lined with steel filing cabinets containing the records of tens of thousands of airmen of many nations who escaped death by jumping with an Irvin parachute.

Files of the American and Canadian members are kept at an Irvin Industries plant in Fort Erie, Ontario, and a count taken in 1977 showed a membership of 11,332 men and 12 women.

Each has been given a gold Caterpillar Badge and membership in the International Caterpillar Club, honouring the pledge which Leslie Irvin gave to those first two fliers who had saved their lives with his parachutes many years ago.

The caterpillar is symbolic of the silk worm which lets itself descend gently to earth from heights by spinning a silk thread upon which to hang. And the silk worm was responsible for producing the fibre from which early parachutes were made.

The first World War had been ended only a few months when Leslie Irvin, a 24-year-old film stunt man from California, demonstrated his first "free-drop" parachute. He had made the 'chute himself on a borrowed sewing machine and so impressed were the flying safety experts of the U.S. government that they immediately adopted it as

standard equipment for their military aircraft. Five years later, the Royal Air Force followed suit and Leslie Irvin formed his British company with headquarters at Letchworth.

Before the British factory swung into production, the first life-saving jumps were being made in America and from all over the States applications started to come for the little gold caterpillars. By the end of 1925, club membership stood at 28 and included the famous Charles A. Lindbergh, then a cadet in the Air Corps Reserve. Lindbergh, incidentally, saved his life by parachute four times before he made his great solo crossing of the Atlantic in 1928.

By 1938, Caterpillar Club membership had risen to 4,000 and included fliers from China to Peru and nearly 50 countries in between. Among the famous personalities wearing the treasured badge were America's General Jimmy Doolittle, who bailed out three times and once cabled Leslie Irvin, "Airplane failed. Chute worked," Germany's ace, Ernst Udet, Britain's Lord Douglas Hamilton and a score of test pilots including Alec Hersaw, Geoffrey de Havilland and John Cunningham.

Until the outbreak of the Second World War, Leslie Irvin and his clerical staff at Letchworth were able to cope comfortably with the steadily growing membership of this unique club. A few dozen names were received each month and these were inscribed on a roll of honour

on a wall of the largest room of the factory. But as the RAF and the Luftwaffe clashed in the great battles over Britain and the Continent, the monthly few dozen increased to several hundreds and by the end of the war, it would have needed every wall in the factory to record the names of those who were accepted into membership.

Into the trays of the filing cabinets went the names of some of the greatest air aces of the war -- "Cobber" Kain, Sir Douglas Bader, "Blues" Truscott, "Pathfinder" Don Bennett and hundreds of others. In each individual's indexed folder went stories of escape, some so amazing that to read them makes the adventures of James Bond seem almost like child's play.

Some fliers were blown bodily out of their aircraft during combat, some floated safely to earth and with parachute canopy ripped by enemy bullets, some jumped at 30,000 feet, others at 200 feet -- or less.

More than 13,000 RAF officers and airmen wrote from prison-of-war camps to apply for badges after parachuting from crippled bombers and fighters.

Official membership of the Caterpillar Club is only a fraction of the total number who are eligible. It does not include, for example, the thousands of Americans who parachuted safely in the Pacific war, nor the Luftwaffe airmen, most of whom carried an Irvin-designed parachute made at a factory which was bought out by the Nazis in 1936.

Altogether, it is estimated that at least 100,000 persons, enough to fill the Rose Bowl or Wembley Stadium, have saved their lives by Irvin parachutes.

Up to the time of his death on Oct. 9, 1966, Leslie Irvin had been honorary secretary of the Caterpillar Club since its inception.

Despite the fact that he made more than 300 parachute jumps, he did not become eligible for membership -- he never jumped to save his life.

COMMEMORATIVE DAYS - GRAND ASSEMBLY OF AMERICAN AVIATORS AND FRENCH RESISTANTS

September 7, 2002, at Sainte Anne sur Vilaine

Inauguration of memorial stone near the village of Le Tertre Pluon

Dinner party and friendly evening

September 8, 2002, at Messac

Meditation at the memorial of dead of all wars

Apertif Concert

Lunch party at the Salle Polyvalente, near the river, La Vilaine

SEPTEMBER 16, 1943, IS THE DATE BEING REMEMBERED BY THIS
COMMEMORATION

On Sept. 13, 1943, bomb groups stationed in England had a mission to German-held Nantes, targeting a ball bearing plant, the harbor and railway station. Four B-17s on this mission crashed in close proximity to each other, east and south of Rennes at Champeaux, Erce-en-la-Mee, Messac and Sainte Anne sur Vilaine.

The planes were "Helles Belles" -- Pilot Johnny Butler; "El Diablo" -- Pilot Floyd Jamerson, "Battlin' Bobbie" -- Pilot Elton (Pete) Hoyt, "B17F-29901" -- Pilot Walter Euwer.

Of the 40 crew members, 11 were killed, 13 escaped and 16 were taken prisoner.

The four municipalities arranged *COMMEMORATIVE DAYS*, a time for American airmen and their families to visit with members of the French Resistance who helped them. Jean-Claude Bourgeon was coordinator of the event.

French memorialize four downed crews

By LILLY MILLER
Denver, Colo.

I am the widow of Bill Miller, a waist gunner on the crew of "Battlin' Bobbie," one of the 13 airmen who escaped, with a lot of help from many of the Resistants.

Bill returned to England by way

of the Pyrenees into Spain, a nine-month trip. He died in 1994.

When the invitation to the commemoration arrived, I was very impressed and felt that if these people planned such a program almost 60 years after the event, they should be recognized. My niece

and her husband, Amy and Ryan Roberts, accompanied me.

The printed program on the previous page was merely an outline of activities. There was so much interaction between the people of each village and the 17 Americans who were guests. There was laughter, tears, smiles, hugs, kisses and handshakes, as well as an amazing ability to understand even though language was often a barrier.

Seeing the crash sites and the surrounding countryside and talking with individuals increased our awareness of the many risks taken to care for our men.

For entertainment, we shared receptions, lunches and dinners with about 200 villagers, listened to music by a local band, as well as an accordion group of 15 musicians, and watched three men make perfect parachute landings.

Highlights of the celebration for Amy, Ryan and me were visiting with those who were so helpful to Bill in his escape. We met Pete Hoyt (E/E409), pilot of "Battlin' Bobbie," and his wife for whom the plane was named.

He shared information about the crew with us. Imagine his surprise when a belt and a wallet of his were

returned to him during the celebration. The grandson of Pete's helper brought them to him.

We also met and visited with Lucienne Georges, who watched Bill as he parachuted to the ground. Her father was the first one to reach Bill, took his parachute to dispose of it, and hid Bill in a ditch until he could be moved to shelter after dark.

Janine Folllea and her husband, Maurice, spent time with us. We talked about her mother, Aimee Pansart, a very active and much-honored member of the Resistance. She aided Bill and many other airmen by transporting them to and from her home in St. Malo and hiding them on the premises.

Amy's report

Amy, who is one of the younger generation, had this to say about the Commemorative Days event:

"Growing up I heard many personal "war stories" since my great uncle, two grandfathers and grandmother had all been in the Air Force. I was always interested and tried to imagine their experiences as we looked through photo albums full of black-and-white pictures. I felt so fortunate to have the opportunity to attend a Commemorative

Days celebration in France, where my Uncle Bill had been shot down and hidden by the Resistance.

"Experiencing the very places and meeting some of the original people who had kept my uncle and other American soldiers safe was a truly meaningful and moving event for me.

"As I listened to the numerous stories of these resistance fighters and the airmen, my understanding evolved. I had a new appreciation for their courage and the enduring friendships they have shared for nearly 60 years.

"Furthermore, the sheer number of participants from the towns, young and old alike, was impressive. If there was one thing I could have changed in the entire duration of Commemorative Days, it would have been to have my uncle Bill there with us. In some way, I think he was."

New Members

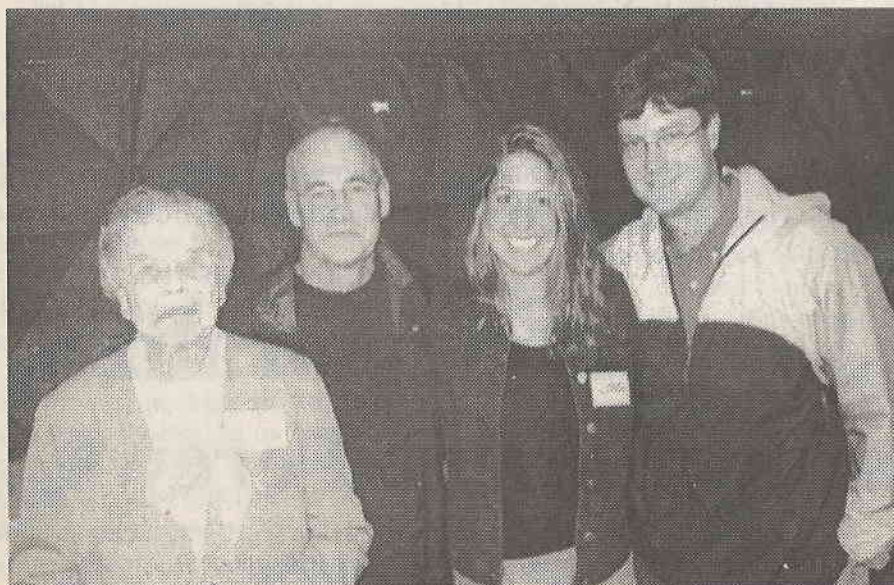
THOMAS J. FAHEY,
308 Grove Street
Randolph, MA 02368-2923
15 AF, 97 BG
Ph.: 781-963-3278
Wife: "Rosemary"

CLIFF C. MABRY
6300 Fox Run Road
Wilmington, NC 28409-2210
15 AF, 376 BG
Ph.: 910-791-0302
Wife: "Marty"

WALTER J. MAYER "L"
4409 S. Sunny Creek Circle
Spokane, WA 99224
8 AF, 303 BG
Ph.: 509-456-7928

New Friend

RICK DRISKO
7346 East 59th Street
Tulsa, OK 74145-9311
(Son of William Drisko)
Ph.: 918-665-6544
<F104C@prodigy.net>
Wife: "Janet"



During the Commemorative Days celebration, Lilly Miller (at left), Amy and Ryan Roberts visited with Pierre Mahe, a French writer knowledgeable about the Resistance.

Pierre attended an AFEES reunion several years ago.



The Collings Foundation, based in Snow, Mass., tours the U.S. with aircraft that played an important role in World War II. For more than 12 years and in over 1,200 cities thus far, they have toured a B-17 and a B-24. Purpose is to educate future generations in remembering the stories of their fathers, grandfathers and uncles so they may not be forgotten.

Collings' B-17 is a part of Bob's medal presentation

(From the 306th Bomb Group Newsletter, October 2002)

Robert J. Starzynski, a 367th tail gunner (E&E 1356 and member of AFEES) has received several honors recently, principally as a result of his escape and evasion in France.

Beginning 17 Jun 44 when he bailed out of Virgil Dingman's a/c on a trip to Noyen, France, his efforts to escape capture and return to freedom were classic.

He has now been recognized with the U.S. Army Commendation Medal, the presentation being made at the Milwaukee Airport near Chicago on 28 Jul 2002. The B-17 of the Collings Foundation was a part of the medal festivities.

Bob has also this year received the Jubilee of Liberty Medal in recognition of "dedicated service

during the liberation of France and Europe."

A fragment of Bob's story is quoted here: "Bob was finally put in touch with the Resistance and was under their protection for three months. Eventually the Canadians liberated him at Quilebeuf and Bob was instructed to leave with them.

"They wanted me to hop on their tank and leave the area, but I could not because I had to get my dog tags and money back from the Underground. I sent word to the fellow who had them. He turned out to be the mayor and at first refused to hand the money over to me.

"The Canadians suggested I tell him that if he did not hand it over, they would drive a tank right through his house! That did the trick and I was given my dogtags and money."

From then on, Bob was sent to a small unit that dealt downed airmen and eventually he was sent back to England.



ROBERT STARZYNSKI

Miodrag describes the Chetnik story

OPERATION AIR BRIDGE, by Miodrag D. Pesic, English Translation 2002. Published in Belgrade, Yugoslavia, 290 pages, ISBN 86-82235-12-9

By JIM DOWNS

Miodrag Pesic, now 77 years old, has written a stirring account of the Yugoslavian Chetniks in World War II. All members of the 15th Air Force and their descendants should own and read a copy of this book.

Few men who flew in the 15th did not know of at least one crew in their respective bomb group who crashed over Yugoslavia in 1944-45. More than 600 American airmen were rescued by the Chetniks and returned to Italy with the aid of the American Office of Strategic Services (OSS) and British Special Operations Executive (SOE) intelligence teams in Yugoslavia.

The 15th continually flew over Yugoslavian air space to bomb Ploesti, Blechhammer, Odertal and other strategic targets. Hundreds lost their lives.

The Chetniks, a guerrilla force opposing German occupation, were commanded by General Draza Mihailovic and were loyal to the Yugoslav monarchy of King Peter. Operating at the same time in Yugoslavia were the Partisans, a Communist organization led by Joseph Tito. Although the figure is in some dispute, several hundred American airmen also were rescued by Partisan units.

While the Chetniks and the Partisans were fighting the Germans, they also were fighting each other, and it was clear the winners in their conflict would wind up ruling Yugoslavia following the war.

In retrospect, the tragedy in this conflict was the decision made by the British and the Americans to side with the Partisans and cease all aid to the Chetniks.

The British were influenced in large part by SOE Major John Klugman in Cairo, who was a

brilliant individual, but unfortunately, a Marxist-Leninist and a Soviet agent. He was an intimate colleague of Soviet agents Kim Philby, Guy Burgess and Donald MacLean and other members of their circle.

This author has interviewed former airmen loyal to both camps. Don Rider, a former OSS agent in Yugoslavia and later a career CIA agent, told the author several years ago he admired Davidson although he knew him to be a Communist.

"We embraced everyone who was killing Germans," Rider told me.

However, Eli Popovich, another OSS-CIA veteran, who is pictured in Pesic's book, told me in 1996 that he was declared persona non grata by Tito because at Tito's headquarters, he asked one day how the Chetniks could be traitors to the Allies when they were rescuing so many airmen.

Be that as it may, the Chetniks were left high and dry.

Pesic's book contains fascinating accounts written by downed American airmen and also by OSS agents, notably Nick Lalic, who

recently passed away.

Many U.S. veterans protested in Washington over our government's seeming inaction over the Mihailovic trial.

There are in-depth analyses in the National Archives in College Park, Md., reports written by OSS agents Rex Deane, Holt Green, Don Rider and others who describe the difficulties of working with the Partisans.

Sadly, these reports were not brought to the attention of people in Washington in any meaningful way. Unsophisticated political leaders in both Washington and London failed to see the postwar significance of Communists coming to power in Europe.

Meanwhile, the issue of how well the Chetniks treated most American airmen during the war is put to rest by Miodrag Pesic in this book which every veteran and student of the Balkans should read.

Author Miodrag Pesic expects to attend the AFEES reunion this year and will have a supply of his books available for sale.



Miodrag Pesic (left) and AFEES member Robert Wilson of Peoria, Ill., meet during the 2000 reunion in Columbia, Mo.

BOOKS

WORLD WAR II: OSS Tragedy in Slovakia, by Jim Downs. Available through <Amazon.com> or from the author for \$14.95 at 1303 Crestridge Drive, Oceanside, CA 92054.

By IAN D. W. SUTHERLAND
Jackson, Mo.
(Lt.Col. (Ret.) U.S. Army
Special Forces)

Jim Downs recounts with great clarity and detail the ill-fated OSS Special Operations Mission *DAWES* that was air landed by two 15th Air Force B-17s at the Tri Duby airfield south of Banska Bystrica, Slovakia, in September 1944.

Dawes was sent to Slovakia to assist the uprising against German occupation and to coordinate the recovery of downed Allied airmen. It began with a six-man team commanded by a Reserve Naval Officer, Holt Green, and later several other OSS personnel arrived in Slovakia to join the mission.

Unfortunately, the uprising was quickly crushed, suffering the same fate as the French Maquis on the Vercors Plateau in 1944.

The personnel of Mission Dawes, accompanied by an interesting variety of others, including a war correspondent, took to their heels with the hope of evading the German *Ratissage* (Rat Hunt). Dawes made its way into the mountains of Slovakia where they were exposed to crippling winter conditions in their attempt to escape the relentless pursuit of the German anti-partisan units. Eventually, their luck ran out when a special anti-partisan unit skilled in mountain warfare ran them to ground.

Unlike OG Mission Justine on the Vercors Plateau, most of the men of Mission Dawes were captured. After a series of misfortunes, they arrived at the

Mauthausen Camp in Austria, where they were brutally interrogated and ultimately executed.

In the history of World War II, the execution of Allied Special Forces operational personnel under provisions of the *Kommandobefehl* (Commando Order) that was issued in October 1942 after the Allied debacle at Dieppe who were captured by the Wehrmacht, was not a common experience.

Often officers of the German armed forces were humane in the treatment of prisoners of war and OG Mission Ginny in Italy and SAS Mission Bulbasket in France were an exception rather than the rule.

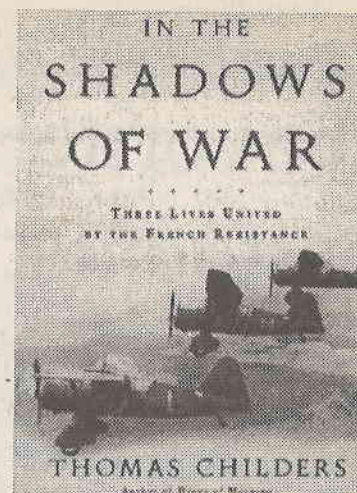
Dawes unfortunately fell into the hands of members of the *Totenknopf* unit that administered the Mauthausen concentration camp. The personnel of these units were notoriously brutal and cold-blooded killers when dealing with anyone that fell into their clutches.

Even in the face of certain death, Dawes acquitted themselves with great distinction and Holt Green and another member of the mission were awarded the Distinguished Service Cross

Jim Downs' carefully researched book provides a wealth of information about an obscure OSS Special Operation and is an exceptionally valuable addition to the history of the OSS.

Ian Sutherland served with the Army Special Forces for about 15 years, beginning in 1952. He later served with the CIA and other units in Vietnam, 1966 to 1972. He conducted the last U.S. POW recovery operation in South Vietnam in 1972 as a member of the Joint Personnel Recovery Center.

After retirement he earned a law degree at the University of Missouri and is now Assistant Prosecuting Attorney for Cape Girardeau County, Mo.



THREE LIVES UNITED BY THE FRENCH RESISTANCE

In a small village in France during the fateful summer of 1944, three disparate lives converged in an unlikely secret alliance. Just after D-Day, Colette Florin hid downed American bomber pilot Roy Allen in her rooms above the tiny girls' school where she taught.

While concealing him not only from the Germans but from her neighbors in the small village, she was drawn deeper into the clandestine world of the regional underground. There she met the local leader of the resistance: Pierre Mulsant, a young Frenchman trained by the British secret service who had parachuted into France in the spring of 1944.

Drawn from extensive interviews, letters and archival documents in Britain, France, Germany and the United States, *In the Shadows of War* tells their interrelated stories, following these three fascinating people from their Resistance activities in rural France, to Paris and captivity by the Gestapo, to Germany and Buchenwald concentration camp. It is a story of love and loss, of courage and sacrifice by ordinary people who did not make policy or formulate strategy but whose lives were profoundly altered by war.

Thomas Childers is a professor of history at the University of Pennsylvania. He is the author of four previous books on World War II.

Double Pulitzers

Favorite cartoonist is gone

WASHINGTON (AFPN) -- World War II soldier-cartoonist Bill Mauldin, creator of the classic "Willie and Joe" characters, died Jan. 23 in a nursing home in Newport Beach, Calif.

Mauldin, 81, was weakened by Alzheimer's disease and died of pneumonia.

During World War II, then-Army Sgt. Mauldin earned fame for the cartoon exploits of his two unshaven, weary, but wry, infantrymen as they fought Hitler's Wehrmacht across Europe.

One of Mauldin's cartoons of the time shows a soldier pointing his .45-caliber automatic pistol at the hood of his Jeep, which has a flat tire.

Much beloved by rank-and-file troops, Willie and Joe made regular appearances in *Stars and Stripes* newspaper and other military publications.

In 1945, the 23-year-old Mauldin earned a Pulitzer Prize for his wartime work, "Up Front," in which Willie and Joe played starring roles.

Fourteen years later, he won another Pulitzer while working at the St. Louis Post-Dispatch for his Cold War-era cartoon depiction of imprisoned Soviet novelist Boris Pasternak questioning another prisoner: "I won the Nobel Prize for Literature. What was your crime?"

Mauldin was born Oct. 29, 1921, in Mountain Park, N.M., and studied art in Chicago. He later joined the Arizona National Guard just before World War II. The Guard was federalized in 1940, and Mauldin became a soldier.

"He's Gone"



BILL MAULDIN
1921 ~ 2003

MAULDIN
JOE ORRILL
UP FRONT
- WITH MEMORIES
AND THANKS TO
BILL MAULDIN

An army of admirers for beloved cartoonist

a wartime compilation of his cartoons in 1945, Mauldin described the infantry soldier for whom he drew:

"If he is looking weary and resigned to the fact that he is probably going to die before it is over, and if he has a deep, almost hopeless desire to go home and

It began with a call to arms from one soldier to others: help one of their own fight Alzheimers by writing of memories from another great battle.

The letters came by the thousands.

Some were personal notes, sharing stories of survival and redemption with a man they never met. Others offered thanks to a man who brought laughter in dark times.

The letters were to cartoonist Bill Mauldin, who became the voice of the World War II soldier with his characters Willie and Joe.

From 1940 to 1945, Mauldin drew the two disheveled riflemen who lampooned the military for *Stars and Stripes* and other military journals. Mauldin also fought alongside soldiers, earning their respect as one of their own.

In the introduction to *Up Front*,



Two-time Pulitzer Prize-winning cartoonist Bill Mauldin smiles during an awards ceremony in 1996.

forget it all; if he looks with dull, uncomprehending eyes at the fresh-faced kid who is talking about all the joys of battle and killing Germans, then he comes from the same infantry as Joe and Willie."

Mauldin enlisted in the Army in 1940 and started drawing cartoons when he was assigned as a rifleman to the 180th Infantry.

With Willie and Joe, Mauldin turned the foot soldier's miseries and the horrors of war into humor.

In 1945, at 23, Mauldin won his first Pulitzer -- for Willie and Joe.

He won the second in 1959 for an editorial cartoon in the *St. Louis Post-Dispatch*. His best-known postwar cartoon came on Nov. 22, 1963 -- the day President Kennedy was assassinated: in it, a grieving Abraham Lincoln covered his face with his hands at the Lincoln Memorial.

But for old soldiers, it was Mauldin's Willie and Joe that reverberated through the years.

It started with 77-year-old Jay Gruenfeld, who spent years wondering what happened to the man who had made him laugh in a foxhole under fire.

More than five decades after the war, Gruenfeld mentioned Mauldin's cartoons in his self-published memories, and tried twice to send his book to Mauldin. Twice it was returned. Finally, he located the cartoonist's son, Dave Mauldin.

"When he called," the younger Mauldin said, "I had to tell him Dad was not doing well."

His father was suffering from Alzheimer's, he said, living in a care home in Orange County, Calif.

"I heard that and said, 'Well, I have to go see him,'" said Gruenfeld. He spent hours with Mauldin, telling stories about the war and the life after.

Gruenfeld returned home from that trip last spring with an idea: Get other veterans to write letters and visit.

He wrote to veterans organizations and contacted newspaper columnists. The word spread. Soon Mauldin was receiving hundreds of letters a day.

A close call for two Americans

The Winter issue of AFEES Communications (Pages 22-23) included an account of the evasion experiences of Pete Clark (E&E 1674) and Bob Augustus (E&E 2068).

Pete died in 1990 and Bob died in May 2002.

After the war came a letter from a French patriot who had a key role in their successful evasion.

By HENRI OZANNE

5 rue Mehul, GIVET

Ardennes, France

(Date Unknown, c. 1947)

I hope Mr. Peter Clark of Lakeville, Conn., is still alive. I will tell you his tale.

On April 12, 1944, he and his friend (Bob Augustus) jumped from their big Fortresses above Liege, Belgium. They both landed safely and came to Ham sur Meuse, a little village 3 miles from Givet, Ardennes that they reached on April 17. That is to say, five days later.

Nobody in the village understood English but myself, so around 5 p.m.

somebody phoned me, saying, "Mr. Ozanne, can you come to Ham today?" I reply, "No, it is raining."

The man says, "We need you!"

I jump on my bike and 20 minutes later I was on the railroad bridge where I found two German soldiers. They stop me and ask, "Where are you going?" I tell them, "To Ham, the village down there. I come to get some eggs for my dinner."

They say, "Well, pass."

Another minute and I was at riverside. The bridge has been broken in 1940 so we use a small boat to cross the river.

In the village at Mr. Renverses' home are two men. We don't know if they are English, American or German. Mr. R said, "You speak a little English. Try to find out. If you believe they are German, you bring one to us. We put a rope around his body with a big stone and another round his neck and throw him in the river."

The two Americans were pretty close to death!

They spent one night and left the next afternoon.



PRETTY AS A PICTURE --Washington--Air Force Chief of Staff Gen. John P. Jumper (left) looks on as artist Mickey Harris (center) and Brent W. Perkins, executive director of the Memphis Belle War Memorial Foundation, unveil Harris' painting of the Memphis Belle during a ceremony in the Pentagon on Jan. 6. The painting of the B-17 Flying Fortress was dedicated to the Air Force Art Program on behalf of the Memphis Belle Memorial Association and the foundation.

-FOLDED WINGS-

MEMBERS

- #1031 Rudolph Augarten "L", Seal Beach, CA, 371 FG, 2000
 8 AF Roger W. Buckholz, Bloomington, MN, 492 BG, Feb. 9, 2002
 9 AF Lt.Gen. Earl C. Heduland, Annandale, VA, 474 FG, #2230 James L. Kendall, Columbia, SC, 371 FG, Nov. 1, 2002
 12 AF Homer J. St. Onge, Lubbock, TX, 350 FG, June 1, 2000
 #109 Jefferson D. Polk "L", Tulsa, OK, 94 BG, Nov. 11, 2002
 #1808 Clell B. Riffle, Tallmadge, OH, 389 BG, July 25, 2002
 #1165 William A. Thurston "L", Spokane, WA, 358 FG, Oct. 2002

HELPERS

- M. Paul-Francois Campinchi, Cap Ferret, France, Feb. 21, 2003
 Marcel Colleze, Sarnia, Ontario, Canada, Oct. 19, 2002
 Charles Guibert, Leopoldsbuurg, Belgium, Dec. 31, 2002
 Eric Larson, Denmark, Feb. 11, 2000
 Marcel Albinet, Bagnolet, France, April 2002
 Majo Marie-Josephine Perdereau, Dangu, Normandy, France
 M. Guy Noel, Ruen, France, Jan. 18, 2003
 Marcel Servant, France, December 2002

Our raffle is the chief fund-raiser; get those ticket stubs turned in!

The Helpers fund raffle has replaced the auction as the primary AFEES fund raiser. The key is the broad base of participation of members, not limited to those who are able to attend the reunion.

Of course, every member is encouraged to attend the reunion, to be held this year May 1-4 in Wichita Falls, Tex. But sometimes family obligations, health problems, or other circumstances make such attendance impossible.

If, for any reason, you do not wish to enter the raffle, please return unused tickets so they may be offered for sale at the reunion. The raffle committee includes Paul Kenney, Frank Lashinsky and Richard Smith.

Ticket stubs and checks should be mailed to AFEES, PO Box 115, Cornwall, PA 17016-0115 not later than April 15, 2003. Raffle tickets are \$2 each, 6 for \$10.

Prizes are \$500, \$250, \$100, \$75 and \$50. You need not be present to win. The drawing will be part of the Sunday night program at the reunion.

Historic .38-cal. goes to museum at Dayton, Ohio

LOS ANGELES (AFPN) -- A .38-cal. Smith & Wesson service revolver used by a World War II hero to shoot down a German attack plane is to be on display at the Air Force Museum at Wright-Patterson AFB, Ohio.

The family of retired Tech Sgt. Paul Posti Sr., who died in December at age 89, donated the weapon to the museum during a tribute to the hero in Santa Monica on Feb. 4. His leather bomber jacket was also donated to the museum.

As a B-17 tailgunner, Posti shot down a Messerschmidt ME-109 with his revolver in 1942.

Officials disputed the achievement until a few days later when Capt. Clark Gable presented proof of the kill. Gable, who left his movie career to become an aerial photographer with the Army Air Force, took Posti into a darkroom and ran off a strip of movie film. The captain had operated a gun camera aboard another bomber during the mission and filmed the German plane in its death dive.

The kill was the only feat of its kind in World War II and has not been repeated since. The achievement helped the Boston native earn a Silver Star, the nation's third-highest decoration for heroism.

Donating the historical items to the museum was a long-time dream for Posti.

Posti "said on many occasions that he wanted the gun and jacket to be donated to the museum for everyone to see after he passed away, instead of being tucked away in the corner of the closet," said his wife, Irene. "In my heart, I know he's celebrating this occasion."

Updates for '01 Roster

(Changes are in **Boldface** type)

(Includes new Postal addresses, corrections, telephone changes, new e-mail addresses.)

1. Mrs. Bobby E. Barker "W", **709 Toliver Drive, Mollala OR, 97038-7353.** (postoffice change.)
2. William L. Cupp "L", "**S**" **626 Zanmiller Drive, Northfield, MN 55057-1207; Phone 507-663-7928**
"W" 1201 Eighth Avenue W. F55, Palmetto, FL 34221, phone 941-729-0568
3. Howard R. DeMallie, Phone **585-720-9135**
<demallie@frontiernet.net>
4. Robert K. Fruth, **cancel Florida address; at Napoleon, OH address all year.**
5. Laurie S. Horner, Akron, OH, correct phone: **330-864-4895**
6. Hans C. Johansson, "**W**" **2000 Presidential Way #202, West Palm Beach, FL 33401-1512**
7. John Kapteyn "H", Portland OR. Phone **503-226-1159 <KAPTEYN-2309@msn.com>**
8. Clarence L. Larrew, **239 So. Elm Street, Apt. A, Fruita, CO 81521-2621; Phone 970-858-8979**
9. Donovan B. Manifold "F", Camarillo, CA **93010-3311**
10. George F. Messick <**FMessick@netzero**>
11. Capt. Jacob J. Muller
<**captJake@mailstation.com**>
12. John Neal, **Apt. 804, 9600 Southland Circle S.W., Calgary, Alberta T2Y 5A1 Canada**
13. **Rita St. Onge "W", 1604 Lohman's Crossing, Apt. 311, Lakeway, TX 78731; Phone 512-608-6940**
14. Evelyn H. Rawls "W", **3002 West Kent Drive, Carbondale, IL 62901; Ph. 618-457-2459**
15. Ernest C. Skorheim, <**ecskorm@softcom.net**>

16. Mrs. Kate Spinning "W", **3250 Walton Blvd., Apt. 222, Rochester Hills, MI 48309-1281**

17. David Troup, Mishawaka, IN
New area code: **574-255-3758**

18. Leroy R. Winter "L", **761 Coronado Blvd., Sacramento, CA 95864-5209 (Same Phone)**

19. Mrs. Elta L. Word "W", **12401 Trail Oak Drive, Apt. 218, Oklahoma City, OK 73120**

Your Attention, Please!

If the person to whom this newsletter is mailed has moved, made his or her last flight home, or no longer is interested in the contents, the AFEES membership chairman needs to know.

It is the objective of the Society to keep members, friends and helpers informed and to honor those who have passed on to their reward. To achieve that objective, information must flow both ways.

If changes in address and/or telephone take place concerning those to whom this newsletter is addressed, please be considerate and notify Clayton and Scotty David at 19 Oak Ridge Pond, Hannibal, MO 63401-6539. Phone: 573-221-0441,
<davidafe@packetx.net>

You may use the form at the bottom of this page to help update the records of AFEES. Clayton and Scotty make every effort to keep the roster current and they certainly deserve our support!

Remember: "WE WILL NEVER FORGET!"

Moved recently? New Area Code? New ZIP?

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

(Dues are \$20 per year. Life Membership is \$100. Make checks payable to AFEES)
Send checks and changes to Clayton C. David, Membership Chair, 19 Oak Ridge Pond,
Hannibal, MO 63401-6539, U.S.A.

Name _____ Amount Included _____

Mailing Address _____

City and State _____ ZIP _____

Phone: (____) _____ E-Mail (Optional) _____

Comments _____

The editor has the last word

By LARRY GRAUERHOLZ
<afees44@hotmail.com>

OR

<archerco@wf.quik.com>

WICHITA FALLS, Tex. -- Ya 'bout ready to saddle up and head for the home of oil wells, mesquite trees, friendly folk, a few sore heads, and Sheppard AFB? Read all about the 03 reunion May 1-4 in the center part of this newsletter.

The agenda includes tours of two major military installations and you are reminded that since Sept 11, 2001, new Force Protection measures are in effect.

Everyone entering either installation must be able to show a photo ID (driver's license).

AFEES has never been rank conscious, but the protocol officer at Sheppard needs to be advised of colonels and above who are visiting.

K. R. Wood of Austin, Tex., is keeping Texas' heritage alive. He has put together a "Fathers of Texas" program that will be part of the entertainment for the chuck-wagon dinner welcoming night of the reunion. He tells the story of the state through music and poetry.

James E. Jones (7865 Tara Dr., West Chester, OH 45069; 513-777-

0799) is a military historian and private collector of WWII uniforms.

He is prepared to pay cash for items he can use. He needs all kinds of uniform items, hats, jackets, military paperwork, insignia.

Something to consider when you think about what will eventually happen to your gear.

Item in the news the other day that will stir some memories: After a protest by animal rights folks, limited feeding of pigeons in Trafalgar Square in the heart of London is again allowed.

A U.S. postage stamp commemorating the 100th anniversary of powered flight will be issued May 22 at the Air Force Museum at Wright-Pat AFB in Dayton. A similar event will be held the same day in North Carolina.

The sterling silver winged boot lapel pin available at the PX is proving to be a popular item. Manager Tom Brown recently received an order from a member who wanted two more pins, remarking that "this little pin has class. People constantly compliment on that little thing and

ask me what it is for."

Ian McLachlan, a British aviation historian/author, has been commissioned to produce a sequel to his *Eighth Air Force Bomber Stories*. He is searching for aircrew accounts, including E&E stories not yet published.

One story he is especially interested in involves the courage of Belgian civilians. On Jan. 29, 1944, a 385th group B-17 (42-30354) was lost on the Frankfurt raid. The crew bailed out near Lobbes.

The pilot, 2 Lt. Ralph Palmer, was sheltered in a farmhouse that was raided by the Germans. The farmer and his wife were taken out and shot in front of the pilot. Ian is seeking the identity of the helpers.

Reach him at
<ianm385bg@btopenworld.com>

THE SAGE SAYS

By the time a man realizes that maybe his father was right, he usually has a son who thinks he's wrong.

And this from Member Al Lea:

Three old pilots are walking down the ramp. First one says, "It's windy, isn't it?" Second one says, "No, it's Thursday." Third one says, "So am I; let's go get a beer."

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From AFEES PUBLISHING  
19 Oak Ridge Pond  
HANNIBAL, MO 63401-6539  
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'03 REUNION  
at the Texas Falls  
*Be there,  
or be Missed!*

Mr Bruce C Bollinger "F"  
12704 Butterfly DR  
Nevada City CA 95959