

THE AIR FORCES ESCAPE & EVASION SOCIETY  
**SPRING 2004 Communications**

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WICHITA FALLS, TEXAS 76307-2501

March 4, 2004

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**Fortresses and Liberators in the Skies over Belgium**

By **JACQUES P. GRANDJEAN, Saive, Belgium**

*Translated by Yvonne Daley-Brusselmans, 2003*

Just like silver stars in the blue immensity, O' what long ago memories of a past time,  
We still hear the humming of the powerful motors of the U.S. Army Air Corps  
planes flying over our country.

How often we raised our eyes, with an anguished heart when seeing these minuscule  
gleaming points, both bombers and fighter planes, as they left behind  
snowy contrails. A huge sense of gratitude filled our bruised hearts.

Air Force pilots, always on alert, reviving our hope, soothing our misfortune.  
You were close to us, coming from England and yet still too far to hear our words  
of encouragement, our roars of joy, see our eyes tear up.

High up, under the blue canopy of heaven, you were our avengers.  
All through the days, the weeks, the months . . . especially in 1943.

More often than not, it was like a rendez-vous we all waited for.

We were counting -- 40-50-60 and then sometimes even more The spectacle  
was formidable; you were going by as if on parade without fear  
of the German fighters that, to save face, dared attack you.

The flak could not reach you while filling the skies with a multitude of white puffs.

Fairy-like, gigantic, it was quite a show to watch.

We knew you were on your way to attack and kill, and we were glad  
for during that period too much suffering was happening in Belgium  
. . . and a never-ending war was still being fought.

You paid a heavy price to free us. Upon your return we searched the sky to count your  
losses -- perhaps black smoke could be seen at the back of several of your  
bombers. Others could not make it back to their bases and would crash  
somewhere near us. So often in horrible blazing fire.

And yet, you persevered with ardor in your fight to allow us our freedom so  
courageously endured which, sometimes these days,  
is forgotten by an ungrateful few who forget who they owe their freedom to.

Let us never forget these "guys" who sacrificed themselves for us, and let us educate  
our children about the horrors of a war so they can better understand what  
the word "Peace" means.

--- *Written in 1984*

*(For original French language version of this message, see Page 3)*

U.S. AIR FORCES ESCAPE & EVASION SOCIETY  
COMMUNICATIONS

Volume 18 -- Number 1

March 4, 2004

SPRING 2004

The Prez Sez

By Richard M. Smith

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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.

Sorry I missed all you good folk in the winter issue. I must clarify a comment that our editor had in his column.

Although he has the "Last Word," he was mistaken when he reported that I had surgery on BOTH feet. He was 50% right!

Maybe being half right is not so bad for a former B-17 navigator!

Actually, in late October I had an ankle replacement. Not a popular operation, but my doctor in Sioux Falls has done some 2,000 of them. More men with bad ankles are having them replaced.

I am well into recovery, and free of pain. One perk of the surgery: I received a lot of Get Well cards.

I thank you one & all.

We returned to the desert about six weeks late -- airlines don't like stretcher cases.

Saw General Tommy Franks at a round-table discussion the other night. He would make a good politician. Can answer questions without really answering them.

Things are pretty well in place for the Valley Forge Reunion. It appears that we will have a large turnout, due to the location and program. The Philadelphia area is very, very historical.

We had hoped that we would have Leslie and Renee Atkinson at the 2004 reunion. But they have been forced to change their plans because of health problems. We know they will be with us in spirit!

## FORTRESSES EN PLEIN CIEL

Telles des étoiles d'argent dans l'immensité bleue,  
 O, souvenirs lointains d'un passé revolu,  
 Nous entendons encore vrombir les moteurs puissants,  
 Des avions de l'U.S.A.A.F. survolant le pays.  
 Que de fois, nous avons levé les yeux le cœur angoissé,  
 En voyant ces minuscules points brillants, bombardiers et chasseurs,  
 Laissant sur leur passage des sillons floconneux, aux traces si parfaits,  
 Une immense gratitude remplissait nos cœurs meurtris.

Pilotes de l'Air Force chaque jour sur la brèche,  
 Revivant notre espoir, soulageant nos misères,  
 Vous étiez près de nous venant d'Angleterre,  
 Et pourtant, trop loin encore pour pouvoir entendre,  
 Nos encouragements, nos cris de joie, voir nos yeux pleurer.  
 Très haut, sous la voûte azurée, vous étiez nos vengeurs,  
 Pendant des jours, des semaines, des mois . . . surtout vers 43,  
 C'était l'après-midi surtout, l'heure du rendez-vous  
 Nous l'attendions avec grande impatience.

On comptait, 40 ... 50 ... 100 ... plus encore même,  
 Le spectacle était formidable, vous passiez comme à la parade,  
 Sans vous soucier des quelques chasseurs allemands,  
 Qui, pour sauver les apparences osaient vous attaquer.  
 Les canons de la Flak ne pouvaient vous atteindre,  
 Mais parsemaient le ciel d'une multitude de boules blanches  
 Féerique, gigantesque, c'était un spectacle.  
 Nous le savions, vous alliez détruire et tuer et nous en étions heureux,  
 En ces temps-là, trop de souffrances meurtrissaient la Belgique,

Et cette guerre qui n'en finissait pas.  
 Vous avez payé un lourd tribut pour notre délivrance,  
 À chacun de vos retours, nous constatons vos pertes,  
 Des traînées de fumée noire suivaient certains de vos bombardiers,  
 D'autres encore ne regagnaient jamais leur point d'attache et  
 Tombaient chez nous. Parfois dans d'horribles flammes.  
 Vous avez cependant persisté dans l'ardeur des combats,  
 Pour nous rendre la liberté si durement retrouvée,  
 Et que parfois, de nos jours, des ingrats oublient à qui ils doivent  
 D'être libres.  
 N'oublions jamais, ces gars qui se sont sacrifiés pour nous,  
 Et instruisons nos enfants des horreurs de la guerre.  
 Pour qu'ils apprécient mieux, ce que veut dire la PAIX.

-- Jacques P. Grandjean, Saive, Belgium, 1984  
 U.S. Army WWII Interpreter, 1944-45



*Jacques P. Grandjean, author of the message on this page and translated on Page One, is shown in his uniform with the Maquis des Houlpaix in September 1944. He is recognized by AFEES and by the RAFES as a Helper.*



*Jacques Grandjean was awarded the Cross of Liberty on May 8, 1996, in Michery, France. The presenter was Major (Ret.) John Rodgers, commander of the Association des Anciens Combattants, Franco-Américains.*



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January 2004

To: Air Forces Escape and Evasion Society Members  
Subject: Helpers Raffle — Valley Forge Pennsylvania— May 2, 2004

Dear Colleague:

The Helpers fund raffle, has replaced the auction, as our income source. The key to this achievement, has been broad base participation, of those who attend the reunion, and those who contribute also, but for various reasons, can not attend. Every contribution, regardless of the amount is important as our roster dwindles. **Fulfill our pledge, "to never forget those who helped us evade".**

This is the Fortieth Anniversary of AFEES. We encourage everyone to attend this milestone reunion. We recognize that family obligations, individual's health, and other considerations will bar some from coming to Valley Forge. In any event, your participation in this fund-raiser is vital to defray reunion expenses of our guest Helpers.

If, on the other hand, finances or other hardships bar you from donating to this fund, we understand. However, please be courteous and return the unused tickets. We reuse them at the reunion.

**The suggested donation is \$2.00 per ticket, or \$10.00 for the book of six tickets.**

**You can also include, as many do, an extra donation to the HELPERS FUND.**

**DO NOT INCLUDE DUES. MAIL DUES DIRECTLY TO CLAYTON C. DAVID.**

The winners awards are as follows:

1<sup>st</sup> \$500.00    2<sup>nd</sup> 250.00    3<sup>rd</sup> 100.00

Please return your stubs, with your check, **no later than April 15<sup>th</sup>, 2004** to insure that your stubs are included in the award drawing on **May 2<sup>th</sup>.**

**Better yet, fill out the stubs and return them today.**

**Hope to see you in Valley Forge Pennsylvania!**  
Francene Wayland, Frank Lashinsky, Richard Smith, the Raffle Committee



*Dedicated to WW2 Helpers*

# British Society preserves history

By **ROGER STANTON**  
**Secretary, WW2 Escape Lines**  
**Memorial Society**  
**North Yorks, England**

The WW2 Escape Lines Memorial Society began in September 2002. I have been organising events for escape line causes and helpers since 1989 and now have seven trails on the go, an annual reunion in England and am building an escape lines archives.

Many people, evaders, escapers, helpers and other people throughout the world have offered support.

The ELMS was formed with Sir Lewis Hodges as the first Patron. We now have representatives in 26 countries, including the U.S. and Canada.

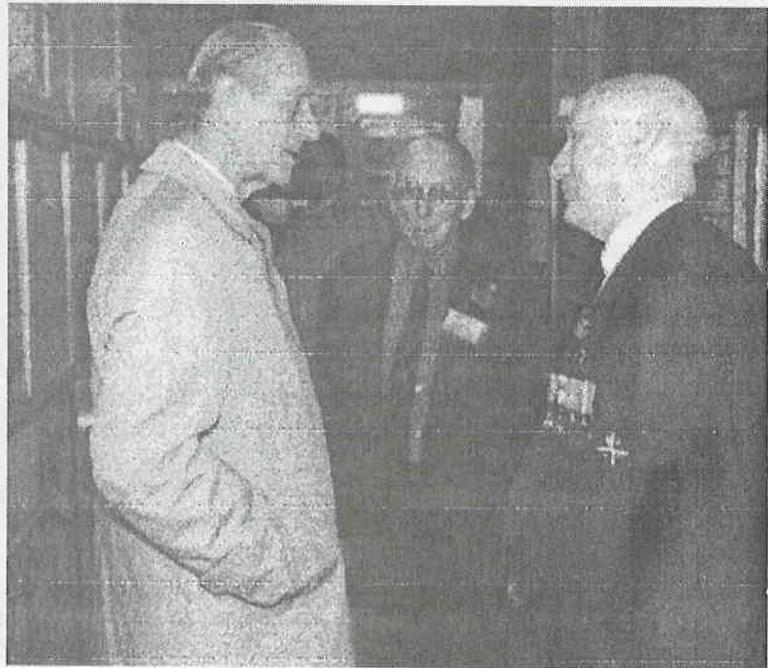
The U.S. Air Forces Escape and Evasion Society is an "affiliated" member, along with many other organisations such as RAFA Brussels, RAFA Amsterdam and many others. Members of these groups can join as individuals by contacting me and asking for a membership form.

Our representative for the USA is Sherri Ottis of Clinton, Miss., and representative in Canada is Susan McLarty of Ontario.

We are involved with many annual Freedom Trail walks throughout Europe. Three new walks are beginning in 2004 -- Denmark, Holland and Shelburn.

The Shelburn Trail should be of interest to many Americans. It will be based on Plouha, a six-day event, four-day walk, about 110 km. It will pass many Shelburn pickup points and safe-house areas along the coastal area and finish at Plouha.

Our annual reunion continues at Eden Camp WW2 Museum, which houses our Escape Line Museum. It is now several years since Ralph Patton and Dick Smith attended the reunion, and a number of improvements have been made.



*HRH Prince Philip, husband of the Queen, visited the escape and evasion section of the Escape Lines Memorial Society Eden Camp museum in North Yorkshire in 2002. Here he is shown talking with John Franklin, RAF radio operator who was shot down over France and evaded through Spain. (See related story, Page 20.) In the middle is Roger Stanton, founder and secretary of the ELMS.*

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***For more information about the WW2 Escape Lines Memorial Society and/or a membership application form, contact Hon. Sec. Roger Stanton, 5 Tansy Road, Harrogate, North Yorks HG3 2UJ, U.K., Tel/Fax -- 01423 508667***

\*\*\*\*\*

# Gil plans return for dedication of monument

Life Member Gil Shawn won't be at the 2004 reunion. He will be spending the entire month of April in Europe: a week in England, a week in Belgium and two weeks in Portugal.

Gil writes from his home in Florida:

"I was shot down in the town of Perwez (Belgium) on April 12, 1944, and the mayor has been in touch with me. They will commemorate the day and place a monument there. The mayor and his staff of 40 people will attend.

"I am inviting four people who were directly involved; two of them are alive and active; two of them are the widow and daughter of my prime helpers.

"The monument will list the entire crew. Two were KIA, three were taken prisoner, and five evaded.

"I will be the only crewmember able to make the trip. I will be going with my friend and neighbor, Herman Staudt, who has attended a couple of AFEES meetings. He served under President Ford as Under Secretary of the Army.

"I will be sorry to miss the Philadelphia meeting, but I am sending a Toodle-Loo to all members of AFEES!"

+++++

## The VA Health Care Program may have benefits of interest to members of AFEES.

For information regarding the Uniform Benefits Package, call 1-877-222-8387 of visit this site on line: <[www.va.gov/health/elig](http://www.va.gov/health/elig)>

# Les convois de Jean Trehiou (The convoys of Jean Trehiou)

From OUEST-FRANCE, Sept. 24, 2003

*Jean Trehiou, a symbol of the Resistance in Brittany, was one of the main figures in the Shelburne Network, the repatriation of Allied airmen back to England.*

Jean Trehiou, 83 years old, is one of those men history wrote about. This short, bouncing retired paratrooper officer with a talent for machinegun-type elocution, remembers how he often played tricks on the Germans right under their noses.

Through the Shelburne network, he managed to help 135 airmen and 15 agents escape capture. These events occurred during eight missions between January and August 1944. Since the very start of the war, Jean put up a stiff resistance against the enemy.

"I was protecting the rebels." Very soon an escape line to evacuate such much-needed talented airmen had to be established. They were being shot down everywhere in Brittany.

The Oak Tree network of Saint-Quay Portrieux was dismantled in 1943. Two Franco-Canadians, Lucien Dumais and Raymond Labrosse -- a radio operator -- were put in charge of restoring the network.



JEAN TREHIU

They found a lot of support in the area with the help of 30 or so people. Job Mainguy, Pierre Huet and Francois Le Comec became the nucleus of the organization.

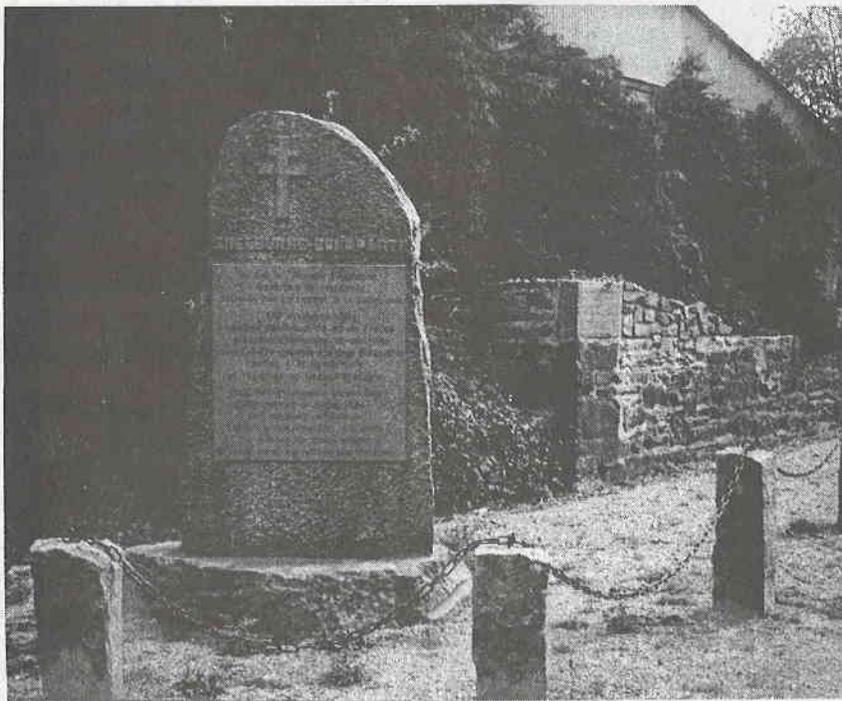
Thanks to the discretion, audacious experience of these men and women, the Bonaparte Beach, nestled between two rugged cliffs became what the British nicknamed the "Channel Bus."

As soon as there was a sufficient number of airmen ready to cross the Channel, they were hidden in the *La Maison d'Alphonse*.

"A message was sent to London and when the 'Good day to all at the Alphonse house' was heard on the BBC, we knew a MGB would be on its way.

"All that remained to do was to go down the cliff in Indian file. At the agreed time, everybody got on board and we unloaded arms and funds for the Resistance."

Simple, but not without risks. Miraculously, no one was ever arrested. Not even Jean and Marie Gicquel, owners of the *Maison d'Alphonse* which was set on fire and burned down by the Germans 10 days before the liberation of Plouha.



Close to Bonaparte Beach at Plouha, a memorial commemorates the House of Alphonse, from where many Allied airmen were evacuated by boat to England. The ruins of the House are in the background. For more on *Reseau Shelburn*, see Pages 20-21 of *Winter Communications*.

The inscription on the memorial:

“Here was the House of Alphonse  
an important place of the Resistance  
destroyed by the occupying forces on 24 July 1944.

135 Allied airmen  
shot down over France  
were gathered and checked here  
before being escorted to Bonaparte Beach  
handed over to the Royal Navy  
and taken back to Great-Britain.

Eight operations took place  
from January to July 1944.

These dangerous missions  
were carried out at night  
through minefields  
closely watched by the enemy.”

Plaque on the wall of the House of Alphonse:

“The House of Alphonse  
was in 1944  
the home of  
Jean and Marie Gicquel  
members of the Shelburne line”

## Shot down in WW One

Friend Member Bruce Hooper and his wife Eileen are deeply involved in the planning for the 2004 Philadelphia reunion.

For example, they are hosting the Friday luncheon at the Union League Club. Many members have asked why the Hoopers have such an interest in AFEES.

It's mostly because his father, Thornton Dayton Hooper, flying a DH-4, was shot down by the Germans in World War One!

Thornton Hooper joined the U.S. Army in the spring of 1917 in Paris, France. Pvt. Hooper went through aviation training with the French aviation school at Tours.

He had been captain of a sailing ship and this, along with some personal recommendations from the U.S. diplomatic corps, got him into aviation. He was 25 years of age.

On Sept. 1, 1918, during the Battle of San Mihiel, his plane and four others were shot down by Fokker D-7s of the old Richtofen squadron. Four men were killed; the other six were wounded and taken prisoner.

Thornton was badly wounded and not able to leave the area, did not enter the POW system. His parent were told that he was killed.

After the Armistice he spent several months in hospitals in France, returning to the U.S. in the summer of 1919.

His left foot was amputated and he received a medical discharge from Walter Reed Hospital in September 1920.

He married one of his army nurses, 2nd Lt. Elizabeth Margaret Spotten in September 1921. They had five sons. All served in the military; two were naval aviators.

Thornton died Oct. 10, 1973, at the age of 82.

*A book entitled The First Team, America's First Bombing Squadrons includes the Thornton Hooper story*

# Jetty had a rope around his neck!

Jetty Cook (E&E #2145) was born 29 September 1924 on a "dry dirt" cotton farm near Coahoma, Texas, the youngest of seven children. Within a few years, the Dust Bowl, coupled with the Depression, forced his parents to move to nearby Big Spring, Tex.

It was there that Jetty and some friends went to a theater to see the classic movie "Sergeant York."

On leaving the theater, Jetty and his friends learned that Pearl Harbor had been bombed a few hours earlier.

Jetty enlisted in the Army Air Corps one year and a day later, soon after his 18th birthday and was called to active duty in March 1943. After nine months training, he was assigned to a combat crew as flight engineer/top turret gunner.

Three months later, the crew ferried a B-17 to England and was assigned to the 92nd Bomb Group.

On July 19, 1944, they had flown nine combat missions, including Augsburg, two to Munich and longest to date: Peenemunde.

At crew debriefing, word was passed that there would be a three-day stand-down so the ground crews could perform some much-needed maintenance on the planes and the air crews could get a little rest.

That evening in the Quonset hut, someone picked up Radio Berlin and heard Lord Hee Haw say: "You Yanks of the 92nd Bomb Group had better get a good sleep tonight as Field Marshal Goering is going to have quite a surprise for you tomorrow when you arrive over Leipzig."

This got quite a laugh from the men who shouted, "This is one time you got it wrong, you SOB!"

About 0300 the CQ turned on the lights and yelled: "Out of the sack, you guys -- mission briefing in one hour." When the blanket was removed from the route map, the crews saw the line to the target was Leipzig!

Early the morning of July 20, they took off, climbed to assembly

altitude and turned toward Leipzig as the sun rose in a brilliant, cloudless sky.

Their plane "Berlin Special" was severely damaged by flak only seconds after bombs away over the target at Kothen, Germany, near Leipzig. They lost No. 1 and 4 engines, radio, oxygen and hydraulic systems.

After two hours of struggling to maintain altitude by ditching guns, ammo, ball turret etc., another engine caught fire and the crew was forced to bail out.

After Jetty's chute opened at about 800 feet, he heard gunfire and saw muzzle flashes on the ground where it seemed he would land. So he pulled on one of the risers, dumped the air from the canopy and free-fell until he was about 200 above the ground. He released the riser and the canopy blossomed again and he hit the ground seconds later.

He hid in a small bush from where he helplessly watched as the Germans took John Kocon (R/O) captive about 100 yards to the east. Jetty remained there about eight hours until sunset and, seeing no Germans in the area, he began to walk westward.

About midnight, very tired, thirsty and hungry (he had last eaten

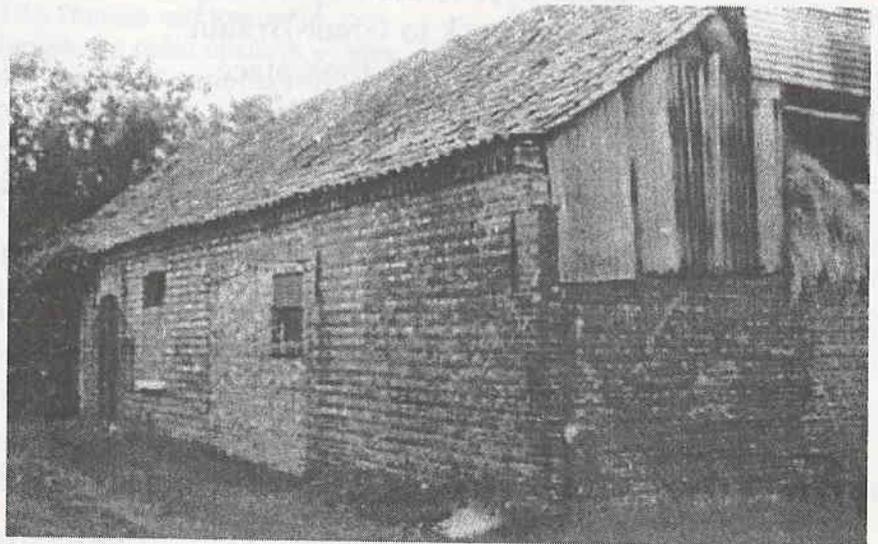
about 20 hours earlier), he knocked on the door of a small farm house and, not knowing whether he was in Germany, was ready to run if he got a hostile reception.

After a few minutes, the door opened, Jetty said "American" two or three times and a man pulled him inside.

Next day the farmer contacted the Resistance who questioned Jetty at length to assure he was an American, not a German plant. Jetty learned from his interrogator that he had landed in an area called *De Schietvelt* or "Shooting Field" near the village of Leopoldsburg in Limburg Province in northeast Belgium.

A few days later, a blond lady brought Jetty his false Belgian ID card and civilian clothes. Later, he would learn he had been given the last suit of her husband, a Belgian army major who had been a POW since 1940.

Jetty followed her into Leopoldsburg where she hid him in her apartment above a bar frequented by German soldiers. A few days later, she answered a knock on the door and when she opened it, Jetty was startled to see a man in the black uniform of a German SS officer! Jetty was greatly relieved when he was assured the man was



*The farm house where Jetty Cook first found refuge.*

with the Resistance.

The man took him through the bar where 10 or 12 German soldiers came to attention and gave the Heil Hitler salute. Both his escort and Jetty returned the salute.

His escort had a motorcycle and motioned Jetty to get in the sidecar. After a three-hour ride, and passing unhindered through three German checkpoints, they arrived at Waremmme, several miles west of Liege.

Jetty was hidden in various places in and near Liege for about a month. During that time, he had several close encounters with Germans, especially on one occasion when he was involved in a firefight while assisting the Resistance in sabotage of a railroad bridge.

Once while following about 50 yards behind his escort through an industrial area, one of five Germans guarding the entrance to a steel mill hailed him and gestured that he wanted a light for his cigaret. Jetty took his trusted Zippo from his pocket, which fortunately worked on the first try, lighted the cigaret, the German said "Danke" and Jetty moved along.

Jetty's final refuge before liberation was with M. and Mme. Jean Colleye and their 8-year-old daughter, Jeannine, in the Liege suburb of Seraing when M. Colleye was a policeman.

After three weeks with the Colleye family, Jetty got a welcome surprise -- Mel Crouch, the crew's tail gunner, was brought to the Colleye home! Jetty asked M. Colleye if it would be safe for them to take a short stroll. M. Colleye said, "Yes, if you stay away from the main highway."

As the two evaders strolled in a business area, three cars of young Belgians stopped and accused them of being Germans who had stolen civilian clothes in an attempt to escape. Despite loud protests by both men, ropes were placed around their necks and they were pulled to a lamp post.

As the ropes were placed over the lamp posts, a young girl heard Jetty repeating the Colleye name



*From the left: Jeanne and Arthur Schalenborgh and Jetty Cook. Photo taken at reception in City Hall, Leopoldsburg, Belgium, September 1994.*

and stopped the imminent lynching. She had heard that the Colleyes were hiding an American and convinced the men to telephone M. Colleye, which they did.

When they learned the true identity of Jerry and Mel, wine and beer appeared from everywhere and the celebration began.

The young girl who saved the life of the evaders was Mlle. Rosa Grosjeau who lived at Rue Rotheux No. 49 in Seraing. She and the Colleye family were the only people whose names Jetty learned while evading.

#### POSTSCRIPT

It would be 48 years later before Jetty would learn not only the farmer's name, Peter Stessens, but also the names of all other Resistants who helped him evade capture. They would include Jan Vrys, his interrogator the day after he was shot down; Elisabeth Vanparijs-Cox, the blond lady; and

Arthur Schalenborgh, the man in the SS uniform who was a leader in the Comet and Bayard lines.

When Jetty parachuted on 20 July 1944, Victor Berckmans, 9 years old, watched from nearby woods. After the Germans ceased searching for Jetty, Victor found his parachute in a bush where it had been hidden.

In 1994 Jetty Cook and Mel Crouch, with their wives, returned to Belgium for a reunion with their helpers which was hosted by Leopoldsburg Burgemeester Steyaert.

And Victor was their guide to the sites where they had landed, and various places where they were subsequently hidden in the Leopoldsburg/Hechtel-Eksel area.

The Cooks and Crouches then traveled to the Liege area where they visited Jeannine Colleye and her husband, Joe Mistic. They still live in the home where Jetty and Mel were hiding when liberated.

### *Marie Louise Kime: daughter of Resistant*

Marie Louise Kime, who edited this manuscript, lives near Washington, D.C., where she works for the International Monetary Fund. She is the daughter of Elisabeth Vanparijs-Cox, the Resistance fighter who helped not only Jetty Cook and some of his crew mates, but many other Allied evaders.

In 1947, Mme. Vanparijs-Cox gave birth to Mme. Kime in the same room in which she hid Jetty in 1944.

Mme. Vanparijs-Cox, who will be 93 in 2004, resides in a nursing home in Momalle.



*Three veterans returned to Southwest France recently for ceremonies marking the 60th anniversary of being shot down. Posed in front of a marker honoring nine 392nd Bomb Group airmen who died on Dec. 31, 1943, from left: Herbert Brill (E&E 1372), Norbert Laurentz (POW), and Coleman Goldstein (E&E 542).*

## After 60 years, these U.S. aviators discover warm welcome in France

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

On Dec. 31, 1943, during a raid to the Bordeaux-Cognac area of France, 10 B-17s and B-24s went down in the department of Charente-Maritime.

On Dec. 31, 2003, the 60th anniversary of that event, AFEES members Coleman Goldstein and Herb Brill of the 92nd Bomb Group, 407th Squadron, as well as Norbert Laurentz (POW), of the 94th Bomb Group, returned to France to attend ceremonies hosted by members of French communities near the sites where the planes were shot down or made forced landings.

They were accompanied by family members as well as French friends.

At the ceremonies in the area where Goldstein's and Brill's plane made a forced landing, special guests were the U.S. Consul-General at Bordeaux, the Honorable Nancy Cooper; as well as General Robert

Bresse, director of the Army Museum in Paris; Consul-General Mr. Gilbert Festal, and representatives of the Police and Fire Brigades.

Also present was a large group of members of the *Association for the Conservation of U.S. Military Vehicles and Equipment*, dressed in authentic U.S. uniforms of the World War II period.

The event was organized by Messieurs Bruno Albert, mayor of Montlieu la Garde, and Bernard Ballanger, who is writing a book about the 1943 mission.

A special mass was said at the church in a village nearby, then wreaths were laid at the grave of a local woman who was killed that day by debris from one of the planes, as well as at a monument with the names of the nine members of the crew of a B-17 piloted by Lt. Thomas R. McKee of the 578th Squadron, who

were killed. This was followed by a reception at Town Hall and lunch at the home of the mayor.

Two days later, a special commemoration was held in Saintes, at the home of Mr. Pierre Morel, not far from where Norbert Laurentz' plane went down. A tree was planted, and the airmen helped.

This was followed by a very special dinner, with many of the drinks that France is famous for!

Should anyone have doubts about how the French people feel toward Americans, both during the war and now, it must be said that everyone at the ceremonies and festivities was most eloquent in expressing their appreciation for the help we have given them since World War I, and their admiration for our country.

This was also the case in Paris, among several acquaintances, as well as strangers.

This year there will be many ceremonies in France to mark the 60th anniversary of D-Day and other events, and AFEES members and friends are urged to attend if possible.

Bernard Ballanger, the historian/author, is working on his book on the events of Dec. 31, 1943, and would like have stories (in English) from anyone who participated. You may contact him at:  
4, rue de Belfort, 33600 PESSAC, France;  
e-mail: <barnard.ballinger@free.fr>

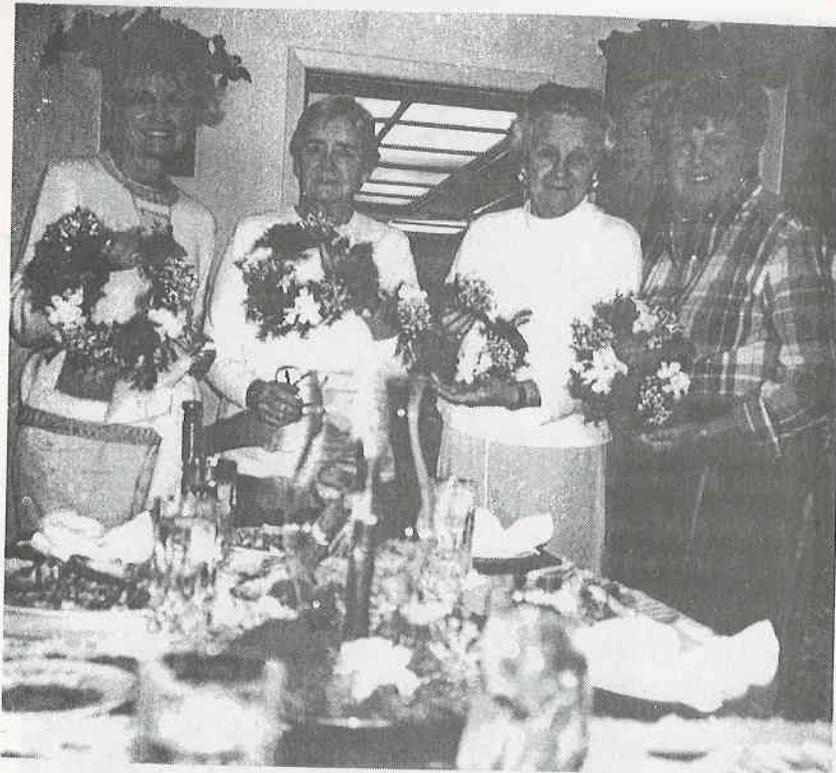


*Coleman Goldstein (left) and Herbert Brill manage to hold onto the shovel while helping plant a tree during a ceremony near the site where a 94th Bomb Grp. plane went down Dec. 31 1943.*



*Bruno Albert, mayor of Montlieu la Garde, holds a street sign honoring airmen who were downed on Dec. 31, 1943. At the right is the U.S. consul-general at Bordeaux, Nancy Cooper.*

*On the left are a French officer and Cyril Franc, president of the Souvenir Français Association, which is in charge of maintaining monuments of U.S. military personnel in France for the French government.*



## Philadelphia Airport Shuttle serves the Hilton

Upon arrival at the Philadelphia International Airport, reunioneers should claim their baggage and then proceed to the ground transportation desk which is in the baggage-claim area.

Then Dial 19 on the phone and you will be advised where to board the airport shuttle. It is best to make reservations for arrival and for departure.

To do so, call 1-800-559-2040.

### Shuttle Fares

To Valley Forge Hilton Hotel, payment by cash is \$21 One-way; \$37 Round Trip.

For Credit Card users, it is \$26 one-way, \$41 RT



## OSS Society to meet at May dedication

The OSS Society and The OSS-101 Association will hold a reunion in Washington, D.C., over Memorial Day weekend (Thursday-Sunday, May 27-30) to coincide with the dedication of the National World War II Memorial. The reunion will mark the 62nd anniversary of the founding of OSS in June 1942.

The reunion will be staged on the National Mall from 3rd to 7th Street, NW, between the Smithsonian Air & Space Museum and the National Gallery of Art.



## Decorating for the AFEES Reunion banquet

A group of ladies met at the Tampa home of Yvonne Daley last month to spend several hours making 17 arrangements for tables at the AFEES banquet in King of Prussia. Which proves once again, that when you want a job done right, let the women do it.

TOP PHOTO: from left, Cindy Bie, Ellen Spearel, Yvonne Daley and Francene Weyland.

LOWER PHOTO: from left, Cindy Bie and Kay Harmon.

# A road map to the Air Force future

WASHINGTON, D.C. (AFPN) -- Air Force officials have put the finishing touches on the "Transformation Flight Plan," which spells out the future direction of the Air Force.

The TFP, a 176-page document, can be accessed through a link on the Air Force Internet home page at <www.af.mil> or on the office of force transformation web site at <www.of.t.osd.mil>.

"Transformation is using new things and old things in new ways, and achieving truly transformational effects for the joint warfighter," said Lt. Gen. Duncan McNabb, Air Force director of plans and programs.

In conjunction with joint partners, the Air Force is transforming by making capabilities-based changes in its operational concepts, organizational structures and/or technologies to expand the nation's military capabilities, the general said.

"The flight plan digs down into each of these areas in some detail, then links them all together to

present a clear picture of where our Air Force is going in support of combatant commanders," General McNabb said.

Since the flight plan is a "living document," officials plan to update it annually. This version is the second, superseding the one published in May 2002.

"Transformation is a process, a journey, not a destination," said Col. Allison Hickey of the Air Force plans and programs directorate's future concept development branch. "Transformation describes how we change and adapt our military to meet the new challenges of our changing world, as well as taking advantage of the dramatic advances in technologies."

Officials hope the flight plan will help Air Force people gain a perspective on the kind of skill sets and abilities they need to develop to help the service achieve its transformational goals.

"The flight plan can help all airmen, as well as our civilian members, understand where we are

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*Lt. Gen. Duncan McNabb, an honorary member of AFEES, expects to attend the 2004 reunion in King of Prussia. He also is involved in the planning for the reunion.*

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going and where the Air Force leadership believes emphasis must be placed in the future, said Lt. Col. James McCaw, from the plans and programs directorate's transformation branch. "It is the one unclassified document that presents an overarching picture of Air Force transformation. It will help the reader understand where the Air Force is going, and why we chose this path."

Because the plan is an update to the 2002 document, action officers within the future concept development branch were able to incorporate several "lessons learned" from operations Enduring Freedom and Iraqi Freedom to the new edition.

## *Eglin people deliver valentines to veterans' homes*

EGLIN AIR FORCE BASE, Fla. (AFPN) -- Valentines' Day came early for some local veterans.

The veterans were recipients of "Valentines for Vets," thanks to a program initiated by former Air Force Chief of Staff Gen. Ronald Fogleman, as an offshoot from the National Salute to Hospitalized Veterans Week, fittingly Feb. 8-14.

Instead of red, Air Force blue was the color of the day as volunteers from across the base visited local retirement communities. They delivered valentines, hand-made by students at local elementary schools and Eglin's after-school youth program, to show support and gratitude to those who served before them.

Veterans in 18 area assisted-living facilities received valentines, said M/Sgt Bob Branham of the 96th Communications Squadron and project organizer.



**FORT WALTON BEACH, Fla. -- Volunteers from Eglin Air Force Base hand out valentines to veterans in a local assisted-living residence.**

"The volunteers were members of units from all the wings on base," Sergeant Branham said. "The response from the school principals and the youth center director was excellent."

# *Valley Forge wants you!*

## At the AFEES Reunion

Philadelphia, Pa.

April 28 -- May 2, 2004

Valley Forge Hilton, 251 DeKalb Pike, King of Prussia, PA 19406

**Rate: Single or Double, \$91 inclusive -- Free Parking**

All times and events are subject to change!

Daily schedules will be posted at Hospitality Room and Registration Table

### WEDNESDAY, 28 APRIL

Registration and Hospitality Suite open at 1300 hrs.

Board of Directors Meeting, 1700 hrs.

### THURSDAY, 29 APRIL

#### TWO OPTIONAL TOURS

Option One: Amish Country, 8 hours  
(Leave hotel 0845; return 1645)

--OR--

Option Two: Army War College, 8 hours  
Lunch with faculty and students  
(Leave hotel 0900; return 1700)

Welcoming Buffet at the Hotel  
(Reception 1815; Dinner 1900)  
Cash Bar

### FRIDAY, 30 APRIL

City of Philadelphia Tour  
(Leave hotel 0900; return 1615)  
Luncheon at Union League Club  
Dress Code: Blazer/Sports coat (no tie)  
Appropriate attire for Ladies  
Afternoon: Resume City Tour

FREE EVENING

### SATURDAY, 1 MAY

Valley Forge Military Academy Tour  
With box lunch at Eisenhower Hall  
on Valley Forge grounds.  
(Leave hotel 0845; return 1530)

#### ANNUAL BANQUET

Reception 1815; Dinner 1900  
Cash Bar

### SUNDAY, 2 MAY

Buffet Breakfast, 0700 -- 0900  
Memorial Service, 0930 -- 1045  
Annual General Meeting, 1100 -- 1230  
HELPERS' DINNER  
(Reception 1815; Dinner 1900)

### POST-REUNION TOUR

#### MONDAY, 3 MAY

WORLD WAR II MEMORIAL SITE  
Washington, D.C.  
(Leave hotel 0845; return 1730)  
(Extra Charge, \$38 per person for tour and lunch)

### IMPORTANT MESSAGES FOR HELPERS

The Monday trip to Washington and the extra night at the hotel are not included in the account which AFEES provides for your hospitality.

You will be responsible for that portion of your time in Philadelphia.

Should a Helper require an aide because of physical handicap, AFEES will cover that person's room and reunion Package. Additional members of the Helpers' party will be attending at their own expense.

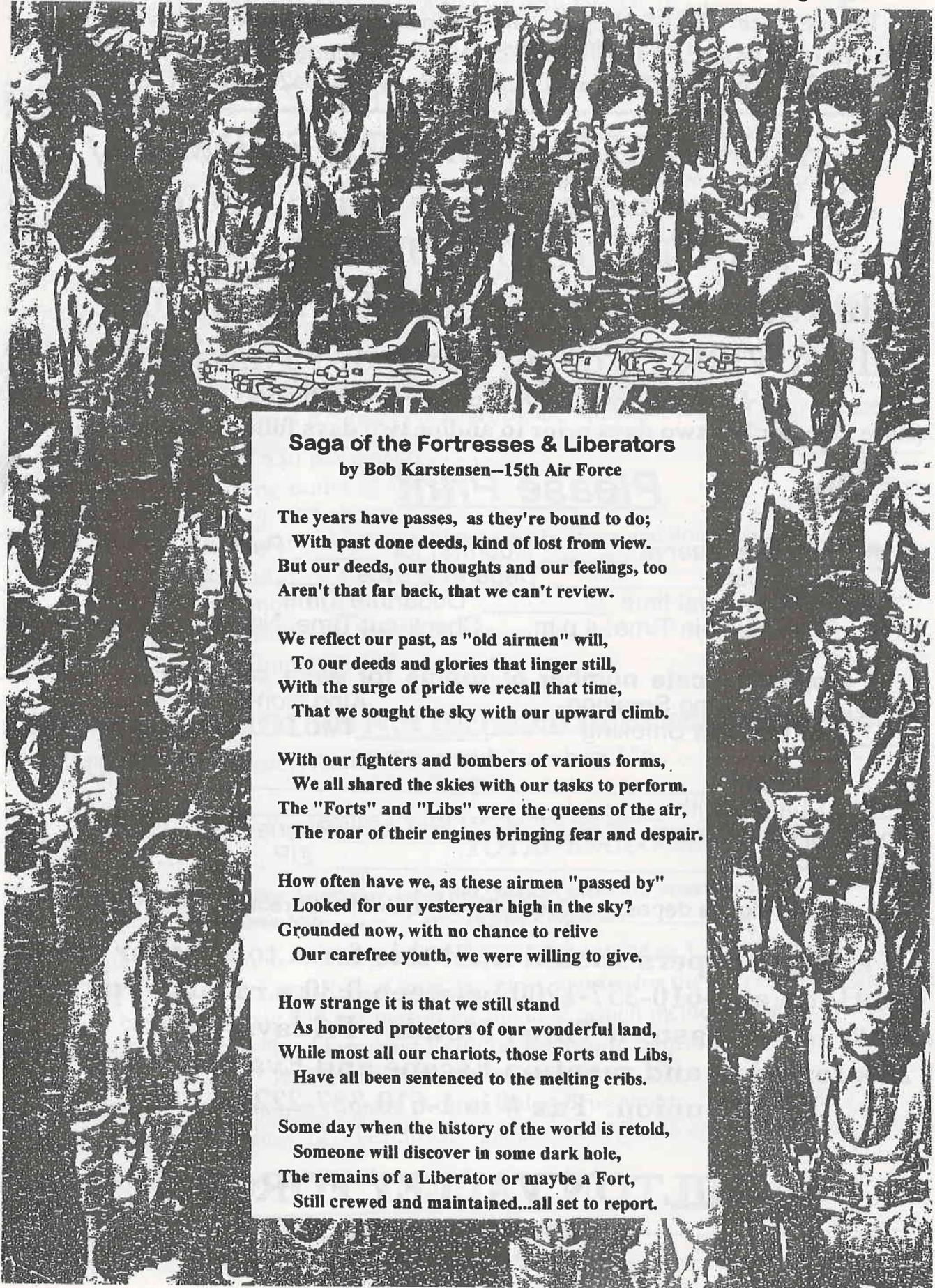
As usual, AFEES will cover both the Helper and Spouse.

### FOR MORE INFORMATION, CONTACT:

Yvonne Daley, 1962 Brae-Moor Drive,  
Dunedin, FL 34698; Phone: 727-734-9573

OR

Francene Weyland, 11644 SW Egret Circle,  
Unit 101, Lake Suzy, FL 34269-8732,  
Phone: 941-624-2646



**Saga of the Fortresses & Liberators**  
 by Bob Karstensen—15th Air Force

The years have passes, as they're bound to do;  
 With past done deeds, kind of lost from view.  
 But our deeds, our thoughts and our feelings, too  
 Aren't that far back, that we can't review.

We reflect our past, as "old airmen" will,  
 To our deeds and glories that linger still,  
 With the surge of pride we recall that time,  
 That we sought the sky with our upward climb.

With our fighters and bombers of various forms,  
 We all shared the skies with our tasks to perform.  
 The "Forts" and "Libs" were the queens of the air,  
 The roar of their engines bringing fear and despair.

How often have we, as these airmen "passed by"  
 Looked for our yesteryear high in the sky?  
 Grounded now, with no chance to relive  
 Our carefree youth, we were willing to give.

How strange it is that we still stand  
 As honored protectors of our wonderful land,  
 While most all our chariots, those Forts and Libs,  
 Have all been sentenced to the melting cribs.

Some day when the history of the world is retold,  
 Someone will discover in some dark hole,  
 The remains of a Liberator or maybe a Fort,  
 Still crewed and maintained...all set to report.

Please Note: AFEES Helpers should make Hotel reservations for Philadelphia with AFEES REUNION 2004, c/o Francene Weyland, Treasurer, 11644 SW Egret Circle, Unit 101, Lake Suzy, FL 34269-8732 U.S.A.

**HOTEL RESERVATION FORM**  
**Air Forces Escape & Evasion Society**  
**ANNUAL REUNION & AGM**  
**Thursday-Sunday, April 29-May 2, 2004**  
**Hilton Valley Forge, King of Prussia, Pa.**

Double or Single Occupancy: \$91 inclusive  
(Rate also applies two days prior to 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)

All except Helpers should mail this form to hotel or call the Hotel at 1-610-337-1200 between 8:30 a.m. and 5 p.m. Eastern Time, Monday-Friday.

Ask for Kim, and mention Escape and Evasion Society Reunion. Fax # is 1-610-337-2224.

**HILTON VALLEY FORGE**

251 West DeKalb Pike  
King of Prussia, PA 19406  
Phone: 610-337-1200

AIR FORCES ESCAPE AND EVASION SOCIETY

ANNUAL REUNION AND GENERAL MEETING

THURSDAY - SUNDAY, April 29-May 2, 2004

Valley Forge Hilton, King of Prussia, Pa.

Please complete this form and return form with check or money order (No Credit Cards) to arrive not later than April 16. Your check is your receipt.

Make check payable to AFEES Reunion and mail to

Francene Weyland, AFEES Treasurer, 11644 SW Egret Circle, Unit 101, Lake Suzy FL 34269-8732; Phone 1-941-624-2646

Reservations for the total reunion package, \$230 per person, which includes Registration fee and all events listed below . . . . . \$ \_\_\_\_\_

If you do not select the total Reunion Package, please indicate events of your choice:

- \_\_\_\_\_ Registration Fee @ \$30 per person . . . . . \$ \_\_\_\_\_
- \_\_\_\_\_ Thursday Welcoming Buffet @ \$30 pp . . . . . \$ \_\_\_\_\_
- \_\_\_\_\_ Friday, City Tour @ \$40 pp . . . . . \$ \_\_\_\_\_  
(Includes Luncheon at Union League Club hosted by Eileen and Bruce Hooper)
- \_\_\_\_\_ Saturday, Valley Forge Academy Tour with lunch @ \$40 . . . . . \$ \_\_\_\_\_
- \_\_\_\_\_ Saturday Night Banquet @ \$42 . . . . . \$ \_\_\_\_\_
- \_\_\_\_\_ Sunday Breakfast Buffet @ \$16 . . . . . \$ \_\_\_\_\_
- \_\_\_\_\_ Sunday, Helpers Dinner @ \$32 . . . . . \$ \_\_\_\_\_

**OPTIONAL TOURS Not included in Reunion Package**

\_\_\_\_\_ Thursday, Lancaster/Amish Tour, with Lunch @ \$56 . . . . . \$ \_\_\_\_\_

--OR--

\_\_\_\_\_ Thursday, Army War College with box lunch @ \$38 . . . . . \$ \_\_\_\_\_

**TOTAL ENCLOSED** . . . . . \$ \_\_\_\_\_

**SPECIAL NOTICE:** For Saturday banquet, please indicate your choice of Entree, Prime Rib \_\_\_\_\_ or Stuffed Flounder \_\_\_\_\_

A post-reunion excursion to Washington, D.C., on Monday, May 3, is not included in the reunion schedule. At hotel registration time, you may register for the tour. Participants are expected to pay \$38 per person for the tour, which includes lunch.

(Helpers should send both Hotel form and Reunion Registration form to Francene Weyland, AFEES treasurer, at above address.)

For Reunion information, contact Yvonne Daley-Brusselmans, 1-727-734-9573; Cell Phone, 727-415-3803; <gadabout127@msn.com>

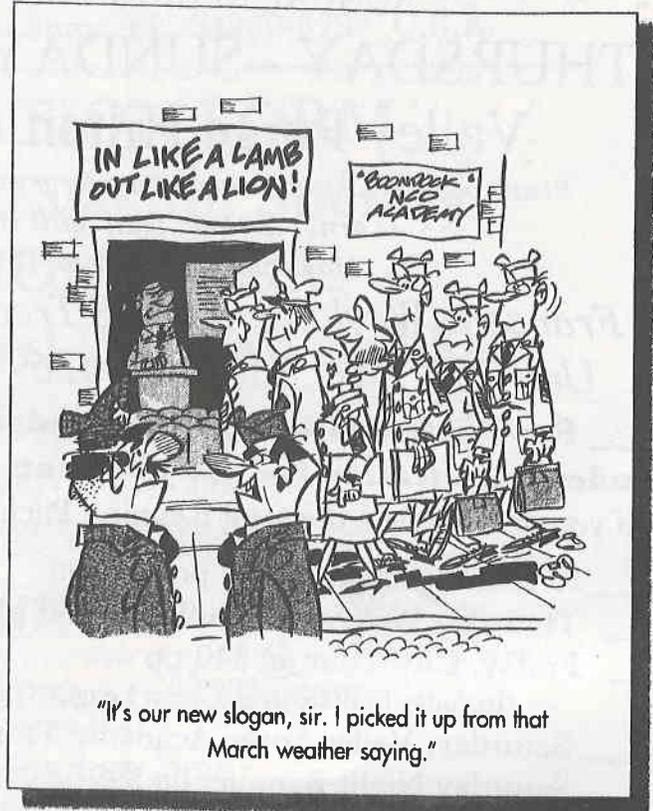
**NAME BADGES:** List names as you wish them to appear on badge:

NAME (Please Print) \_\_\_\_\_ Service Unit \_\_\_\_\_  
 Spouse's Name \_\_\_\_\_ Guest(s) Name \_\_\_\_\_  
 Mailing Address \_\_\_\_\_

# He's Jake

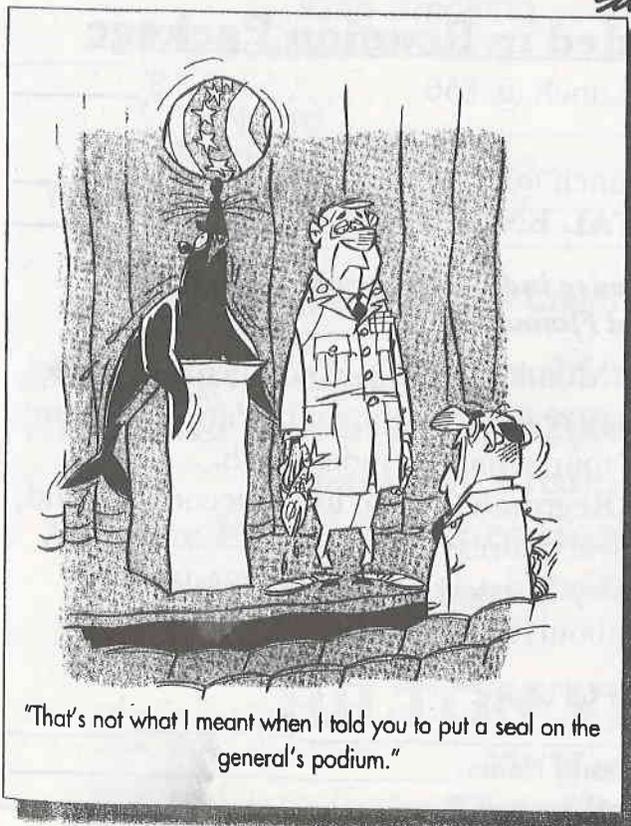


"We've got to get rid of those camouflaged fatigues, sir. Every time I need a detail, I can't find anyone."

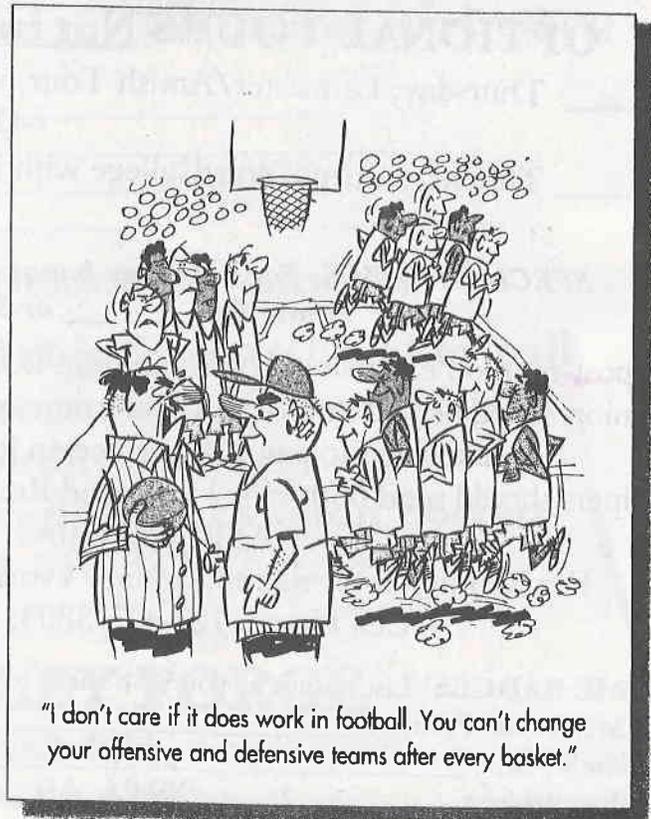


"It's our new slogan, sir. I picked it up from that March weather saying."

The best of  
"JAKE"  
SMUFFERS



"That's not what I meant when I told you to put a seal on the general's podium."



"I don't care if it does work in football. You can't change your offensive and defensive teams after every basket."

# *Visit to Washington to cap reunion*

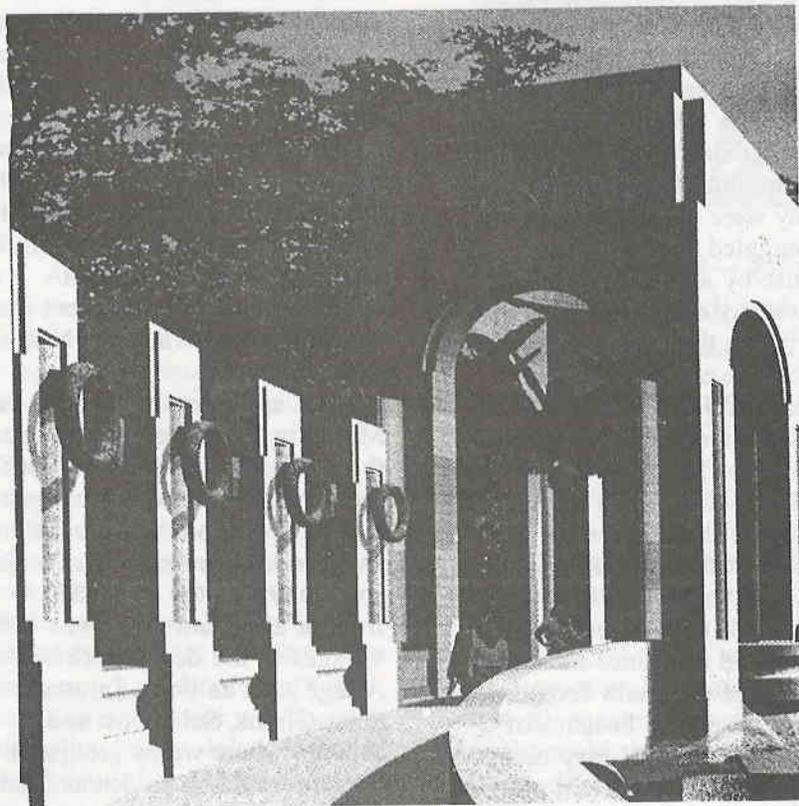
Following the 2004 AFEES reunion in King of Prussia, Pa., an excursion to two feature attractions in Washington, D.C., is slated for Monday, May 3.

Our tour group first will visit the Women in Military Service for American Memorial, and then will make a 10-minute drive to preview the National World War II Memorial, due to be dedicated on May 29.

President Richard Smith has been assured by the Public Affairs Office at the WWII memorial that AFEES members and guests will receive a warm welcome.

Construction on the WWII memorial began in September 2001 and is to be completed in March. The memorial will then be open to the public.

Michael Conley, associate executive director of the American Battle Monuments Commission, said opening the memorial before the May 29 dedication will allow more veterans to view "their memorial."



**The National World War II Memorial is on the National Mall, between the Washington Monument and the Lincoln Memorial.**



## **Womens' Memorial visit slated**

The Women's Memorial is located at the entrance to Arlington National Cemetery.

The AFEES group is scheduled to arrive at about 1130 hours, have lunch, watch a 12-minute film and take a windshield tour.

The Women in Military Service for America Memorial Foundation maintains and operates the Memorial Education Center, manages a world-class archive of documents, artifacts and memorabilia related to women's service in defense of our nation, conducts a world-wide education program for children and adults, operates a speakers bureau, and hosts activities at the memorial.

In addition, a primary mission of the foundation and a major continuing effort is to identify and register the more than 2 million women who have served or are serving in all branches of the U.S. armed forces.

Some 250,000 women, about 13% of those eligible, have registered or been registered.

Total cost of building the memorial was \$22 million. Support came from federal grants, proceeds from the sales of commemorative silver dollars, and donations.

# To Spain and Gibraltar and liberty

*F/SGT John Franklin, RAF, is a reader of the AFEES newsletter. His evasion story parallels that of many AFEES members.*

Flight-Sergeant John Franklin found himself dangling from a parachute 1,000 feet above the misty plains of the Charente region of southwestern France. It was 0300 hours on 6 April 1944.

As a wireless operator with 644 Squadron RAF, John was part of a six-man Halifax crew that had taken off late the previous evening on a Special Operations flight over Occupied Europe.

An important role for the Halifax was to fly unescorted sorties over enemy territory at low level in order to drop arms, ammunition and explosives to Resistance groups.

John Franklin and his comrades were on such a mission when they ran into trouble in the wee hours of April 6. The Halifax was at 2,000 feet and a drop zone for the arms and explosives was to be marked by flashing lights from the ground.

The lights never appeared and after circling the area several times, Pilot Frank Cleaver turned and headed for home.

The course towards the Atlantic coast took it within range of German AA batteries protecting an airfield on the outskirts of Cognac. A ring of heavy guns opened up.

Hit by a barrage, the starboard engine caught fire and, unable to maintain altitude, Cleaver gave his crew the order to bail out.

John landed safely in a field. After burying his chute, he found Flight Engineer Ray Hindle, dazed by the low-level jump but unhurt.

Navigator Norman Wyatt and Bomb Aimer Alan Matthews also managed to successfully bail out. Matthews landed in the River Charente and was rescued by a local Maquis group. Wyatt was soon captured and spent the rest of the war as a prisoner. Pilot Cleaver

stayed at the controls, crash-landed in a field and escaped seconds before the plane exploded.

Like so many downed Allied airmen before and after them, John and Ray knew that a successful escape and return to England depended on two things: help from the local population -- and a helluva lot of luck!

The luck that Franklin and Hindle so desperately needed seemed to be holding when the following day they approached a local farmer and were able to swap their RAF uniforms for civilian clothes.

The real breakthrough came on April 9. Eight miles south of Perigueux in the department of the Dordogne, they reached the village of Marsaix and were directed to the house of the parish priest.

He was in contact with a Maquis group whose members were also working for the Pat O'Leary line which specialised in funneling civilians and servicemen south to the Pyrenees and into Spain.

After a check to make sure they were not German spies, John and Ray were issued false papers and smuggled southwards to Toulouse by a variety of means and a variety of girl couriers who were risking their lives daily. It was now the end of April and Franklin and Hindle had been on the run for more than three weeks, but it was in Toulouse that the men were at last able to rest a few hours and prepare themselves for the mountain challenge that lay ahead.

Formed in May 1940 to help thousands of British servicemen still stranded in France after the evacuation of the main Expeditionary Force from the beaches of Dunkirk, the Pat O'Leary escape line was originally centred on Marseille and the Mediterranean coast, but in 1943 the network was penetrated by a French traitor known as Roger le Legionnaire who was working for the Gestapo.

As a result, dozens of 'helpers'

and 'safe houses' were betrayed and many of the line's leading members arrested, tortured and deported. Several were to die later in German concentration camps.

One prominent figure in the O'Leary organisation, however, did manage to escape detection. Her name was Marie-Louise Dissart (code name Françoise), surely one of the most doughty, pugnacious and resourceful women ever to serve with the French Resistance. Ex-school teacher and First World War nurse, 63-year-old Françoise was running a dressmaking business in Toulouse when Hitler and his stormtroops began to goose-step all over her beloved France in May 1940.

Her hatred for the Nazi and Vichy French regimes soon boiled up into a constant and a consuming passion. By December 1942 she was a vital link in the O'Leary network and it was she who took control of the shattered remnants of the line when it was betrayed in 1943.

Françoise trusted no one except her pet cat Mifouf, was thought by her immediate neighbours and the local Gestapo agents to be slightly mad, and it was probably a combination of the two that saved her from arrest when the Nazis pounced.

Her apartment in the Rue Paul-Meriel in Toulouse became one of the most important safe houses in the south of France, a final rest and recuperation centre before the dangerous 60-mile journey to *la zone interdite*, the forbidden frontier zone and the towns and villages in the department of the Ariège such as Foix, Tarascon, Saint-Girons, Seix, Oust and Sentein, where weary groups of evaders would be hidden and fed.

In Dissart's Toulouse apartment, John Franklin and Ray Hindle rested and slept until they were literally shaken awake on the night of May 1-2 by an RAF attack on a local aircraft factory.

John remembers the incident well. "I heard the sound of Mosquitoes across the rooftops, flying low. At that time I believed the railway system was the target, because of the chaos at the main station next morning when Ray and I left for the Pyrenees accompanied by a courier."

The night raid proved to be a blessing in disguise. With the station unserviceable, lorries were laid on to ferry passengers to and from the train which was waiting down the line and therefore well away from the usual military checkpoints. The journey south took less than three hours. When the train stopped it was at a small station in the foothills of the Pyrenees. John Franklin is still not sure of the exact location but thinks it could well have been Saint-Girons.

The courier then directed his charges toward a battered old bus waiting in the station yard. The windows were broken and boarded up and all the seats had been removed.

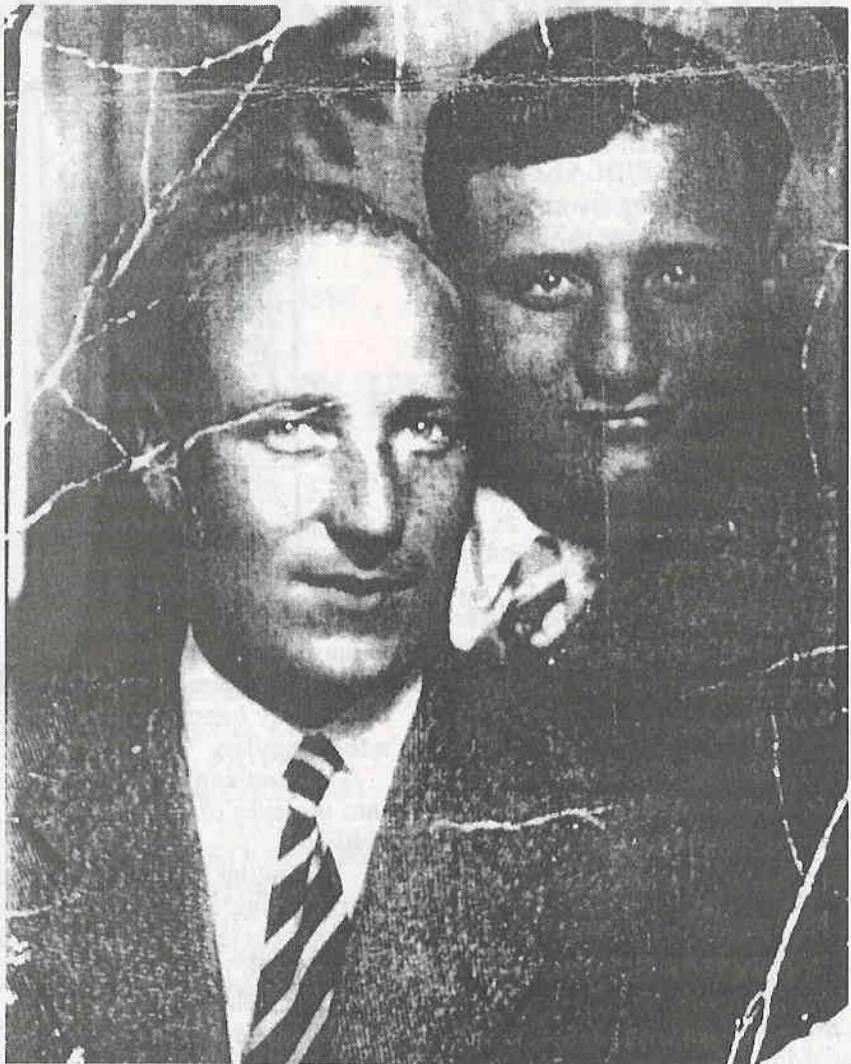
Other evaders then began to appear mysteriously from various directions and soon a large group had formed.

There was one other RAF man; the rest were downed American fliers. As the bus moved off, the men were ordered to lie flat and face-down on the floor until they had reached the small town of Saint-Gaudens, about 40 km to the west of Saint-Girons.

There, a Basque guide was waiting to lead them into the mountains.

On Day 2 they reached a remote mountain hut where the guide left them, saying that he'd return early the next morning. For some reason he did not return and when a German patrol was spotted in the valley below, John, Ray and an American named John Betollati decided to split from the main group and strike out for the border on their own.

By dusk on May 4, 1944, they were working their way along the side of a gorge 500 feet above the



**SPANISH PHOTO -- John Betollati, USAF, and John Franklin, RAF, (in foreground) had a coin-in-the slot photograph taken in a chemist's shop in Lerida, Spain, after their escape in May 1944.**

River Garonne as it foamed and rushed along between Spain and France. The men knew they were getting close to the border but the question was, how close?

John Franklin again: "We were edging our way cautiously along in the darkness when we were suddenly faced with a vertical slope at the top of which we could make out a tall, square shape which we thought could well be an enemy pillbox. We monkeyed our way towards it and found to our delight (and relief) that it was a giant billboard saying VIVA FRANCO ... ESPANA, in big bold letters. We'd made our escape! We were on Spanish soil!"

The three men actually had crossed the frontier high above Le Pone du Roi, or King's Bridge, which spans the River Garonne. Deciding to play it safe, they stayed out of sight until they had reached the town of Vielha, another 26 km to the south. There they were arrested by the *Guardia Civil* and handed over to their respective Consuls.

On June 6, 1944, John Franklin and Ray Hindle found themselves taking off from Gibraltar in a RAF Dakota bound for England.

*John Betollati (E&E 709), a bombardier with the 384th BG, now lives in Danbury, Conn.*

# 'Der Var Was Over' for Ross

From the Scott AFB Retirees  
Newsletter, Winter 2001

By ROSS BLAKE

The first morning I walked out to the flight line at Drew AFB, Fla., to begin B-17 transition and training, and saw those B-17s lined up in rows, I thought, "What have they done to me? How does anyone get those big monsters off the ground?"

I soon met my crew and our combat training began. After training was completed, we received orders for the 8th Air Force in England and to the 385th Bomb Group.

Nothing in the peacetime lives of thousands of young American Army Air Corps troops had prepared them for the violence that lay ahead. Average life expectancy of an 8th AF B-17 bomber in late 1943 and early 1944 was 11 missions.

Of the 12,000 B-17s built, the Eighth lost 4,754. To those who flew in the B-17, it was part of their life.

On our 11th mission, a bomb run to marshaling yards and factories at Paris, France, we encountered heavy flak. I could feel the shaking and flak hits we were taking.

Once off the target, the control wheel went free as the left aileron was shot away. I looked through the windshield and saw bright flashes from 20mm cannons.

Two FW-190s headed straight for us, both passing under the left wing. I looked down and saw a huge hole in the fuselage with sheets of fire streaming from it.

No. 4 engine was on fire; the bomb bay and parts of the nose section were on fire. An order to bail out was given.

I took my parachute from under the seat, snapped it on, and crawled down to the hatch. The plane was in a steep spiral; I checked my leg straps and rolled out. The chute opened at about 12,000 feet.

With a loud "whump" I hit the



ground and rolled over, finally ending up on my back. I tried to get up but my injured groin and several cuts on my hands kept me quiet for a few minutes.

Then looking up, I was staring into the eyes of four French civilians.

Having taken French for two years in high school, I attempted to find out where I was and were there any German military around?

One of the Frenchmen who seemed to be in charge checked around my neck for evidence of "dog tags." He saw that I had them. He then took my side arm pistol, the escape kit that crew members carried, which included a large amount of French money, gold coins, a silk map of France, compass, chocolate and numerous pills.

He took everything, including my parachute, Mae West, and one of the two wrist watches I was carrying.

Within minutes, the Frenchmen had me up, inside an old wood burning car, and out of the area to a distant farmhouse.

Once inside, I was given some food and drink, but no information.

That evening I was joined by a British pilot and we were informed that we were now in the company of a French underground movement.

This underground organization,

besides other clandestine operations, moved down Allied airmen out of France into neutral countries. They also received supplies and were financed by the allies.

The next evening both the RAF pilot and myself were outfitted in civilian clothes. Nothing fit and everything reeked of wine and sweat.

They managed to move us every night farther south to various safe houses. Traveling by truck and car, we finally arrived at the town of Perpignan. Here we waited for three days until a mountain guide would become available.

Early one morning while passing through the railway station, there was a sudden burst of activity. A German patrol with dogs and guns drawn surrounded us. I presume we had been betrayed to the German military for the reward.

My heart and spirits sank.

I was in civilian clothes with no identification except my military dog tags.

Taken in custody by a German patrol, I soon was informed that now I had the dubious distinction of being a Prisoner of War of the German Government. It was then I realized that this was the end of the road.

"Der Var was Over" was a familiar phrase. Put on a troop train, we arrived next day in Paris and were taken to the famous prison fortress of Fresnes, 7 miles south of Paris. This prison was built in 1700s and was used to incarcerate wartime political prisoners, family members of the French Resistance, and Allied military personnel captured or taken into custody.

After 27 days of confinement, I along with three other Allied airmen, were transported to the East railroad station in Paris. From there we were placed on a troop train which embarked on a long rail trip to Dulag Luft, the central Luftwaffe Interrogation Center at Oberusel, Germany.



# Paris hotel harbored evaders

George Morin, a veteran from WWI, between 1942 and 1944, hid 130 American and British airmen inside the Ivaldes Hotel in the center of Paris before they left for Brittany or the Pyrenees.

He, his wife and their daughter were arrested by the Gestapo and he died at Dora deportation camp on Dec. 26, 1944.

Information is available on:  
<archives.premier-ministre.gouv.fr/jospin\_version3/fr.>  
--From Roger Cornevin-Hayton

## NEW MEMBERS

**ARTHUR A. FLORES**  
1826 Wood Street  
Fortuna, CA 95540  
E&E #2891,  
8th AF, 306th BG  
Wife: "Blanche"  
Phone: 707-725-5586

**DALE G. HULSEY**  
3901 Westerly Road  
Benbrook, TX 76116-8585  
15th AF, 98th BG  
(Downed in Yugoslavia)  
Wife: "Velma"  
Phone: 817-244-2631

## NEW FRIENDS

**IDA K. BAKKER "FFL"**  
9797 Mount Vernon Road  
Auburn, CA 95603  
(From Holland)  
Phone: 530-888-7015

**JAMES V. PISINI**  
13 Island Pond Road  
Cumberland Foreside, ME  
04110-1433  
Phone: 207-781-8696  
Wife: "Margaret"

**GEORGE J. BAXTER "FFL"**  
103 Warwick Road  
Yardley, PA 19067  
(Intro. by Don Reihmer)

**Col. DON W. SPEAREL "FFL"**  
2981 Kenilwick Drive, South  
Clearwater, FL 33761-3317  
Phone: 727-796-0611  
<dspearel@tampabay.rr.com>  
Wife: "Ellen"

**OWEN W. EDGINTON**  
20688 East 375th Avenue  
Flat Rock, IL 62427  
Phone: 618-586-2129  
(Ret. AF M/Sgt.)

**BOB VANDEBERG**  
5343 West Bald Eagle Blvd.  
White Bear Lake, MN  
55110-6410

**PETER & CONNIE LONCKE**  
19343 Springfield Road  
Groveland, IL 61535  
(Friends of Julie Troup)

**DEAN WEST**  
PO Box 235  
Flat Rock, IL 62427-0235  
Phone: 618-584-3216  
(Son of the late Lowell West)  
<ldw45@ftrci.net>

**ADAM LYNCH**  
2301 Haymaker Road  
Monroeville, PA 15146-4325  
(Ret. Tv reporter and friend  
of Ralph Patton)

Beetle Bailey



May Peace,  
 Hope and Love  
 be with you  
 Today, Tomorrow  
 and Always



FROM THE MEMBERS  
 OF THE  
 AIR FORCES ESCAPE & EVASION SOCIETY



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

## Once again, we get mail!

Following a tradition established many years ago, year-end greeting card folders went out from AFEES President Richard Smith in early December to several hundred helpers and friends in many nations.

This year, cards cementing the eternal bond that exists between Helpers and those they saved from capture, or perhaps worse, went to countries from Australia to Serbia.

To add a personal touch, the cards again were signed by members of the Board of Directors.

Many of those receiving the messages were courteous enough to reciprocate and in many cases, took the time to include a personal message expressing best wishes to members of our society.

Those who had responded by the time this issue went to press included:

**FROM AUSTRALIA:** Ivanka Beniko, Lloyd Bott, Frank and Isabel Dell, Jim Free, Bob Horseley

**CANADA:** Mrs. A. N. Frisque, the Van Ettens

**UNITED KINGDOM:** Mrs. Grace Mulrooney, Roger and Jackie Stanton

**SERBIA:** Miodrag D. Pesic

**SLOVENIA:** Danilo Suligvj

**SPAIN;** Ann Feith

**UNITED STATES:** Yvonne Daley-Brusselmans, Marguerite Fraser, Glenn L. Hovenkamp, Teodor Hreljanovic, Intrepidus, Ida Kuipers-Bakker, Rene and Aime LeCren, Ely D. Manion, Ignor Nabelek, George Van Remmerden, Rosalie Schantz, Mr. and Mrs. Henry Verlinden, Mrs. John (Naomi) Weidner, Rene and Aime LeCren

**BELGIUM:** Mme. Gerand Bartier, Camille Bernier, Emile Boucher, Charles Busselen, Frans Caubergh, Rik Craeghs, Mme. Simonne DeCorte-Herrebois, Mme. Andre Degive, Mme. Janine De Greef, Mme. Amandas Desir-Stassard, Mme. Lelia DePont, Mme. Andree "Nadine" Dumon, Jacques P. Grandjean, Mme. Anne Marie Guilbert, Raymond

Itterbeek, Roger Jamblin, Mme. Lucienne  
 Keesemaecher, Lucien Kleynnaert, M. and Mme.  
 Jean Lamand-Guillaume, Family of Albert Lardot, Fr.  
 Roberti Lintermans, Georges Machal, Mme.  
 Germaine Sainvitu, Raoul Steyaert, Lucien Terrier,  
 Andre Yernaut

**FRANCE:** Mme. Michelle Agniel-Moet, Mme.  
 Francis Andre, Jean and Paule Arhex, Leslie and  
 Renie Atkinson, Andre Aubon, Jean Jacques Auduc,  
 Serge Avons, Mme. Loulon Balfet, M. and Mme.  
 Serge (Josette) Baudinot, Pierre Bert, Jean Pierre  
 Benier, Mme. Jacquelain Besse, Paul Boe, Robert  
 Boher, Mme. Christine Boulanger-Rossi, Mme.  
 Odette Bouvier, Mme. Muriel Brest, Max Brizillon,  
 Mme. Liliane Brochet, Pierre Caille, Alain Camard,  
 Yves and Anne Carnot, Mme. Odette Chaput, Rene  
 Charpentier, Babled Christian, Richard Christian,  
 Louis Coum, Andre Couture, M. and Mrs. Paul  
 Cresson-Doctobre (New Address: 12 Rue Du Vieux  
 Marche, 62760 Pas En Artois)

ALSO, Max and Isabella De Broissia, Mme.  
 Arlette Salingue Deslee, Jean Dedit, Mr. and Mrs.  
 Jean Delery, Fermin Declerq, Colette and Michel  
 Diot, Mr. and Mrs. Raymond Durvin, Mme.  
 Jacques Flahou, Mme. Maria Foiret, Claude  
 Fontaine, M. and Mme. Andre Formici (New  
 Address: 696 Boulevard des Lucioles, 83530  
 Antheor), Pierre Francois, Mme. Marie Gicquel,  
 Albert Gloaguen, Scott and Judy Goodall, Jean and  
 Dominique de Gourcuff, Mme. Rosemary Grady,  
 Mme. Andree Gros, George Guellemin, George G.  
 Guillon (New Address: 2 Rue Jules Ferry, 24110  
 Saint Astier), Jean and Theresa Hallade, Mme.  
 Denise Heches, Mme. Paulette Journeau,

ALSO, Mme. Paulette Journeau, Albert Lair, M.  
 and Mme. Robert Lapeyre, Paul Le Bot, Marcel  
 Ledanois, Ernest Le Roy, Mme. Jacqueline Leroy,  
 Mme. Odile Le Roy, Rene Loiseau, Mme. Devin  
 Madhaudeaux, Mme. Jeanne Mansion, Mme. Mary  
 Jo Martinez, Rene and Bridget Mocaer, Mme. Reine  
 Mocaer, Pierre Montaz, Emile Monvision, M. and  
 Mme. Pierre Moreau, Bernard Neuville, Mlle.  
 Genevieve Noufflard, Ray and Alice Paquetot-  
 Villard, Yves Paillard,

AND, Mme. Paulette Pavan, Jean and Godelieve  
 Pena, Mme. Jeannette Pennes, Bertrand Petit, Pierre

Philippon, Dr. Alec Prochiantz, Maurice Quillain,  
 Rene Renard, M. and Mrs. Vienne Roiseaux, Mlle.  
 Ann Ropers, Mme. Genevieve Rozie-LeBouris,  
 Mme. Lucienne Saboulard, Raymond Servoz, Mme.  
 Yvette Sibiril, Mme. Anne Marie Soudet, Michel  
 Tabarant, Paul Thion, Andre Turon, Mrs. Roger  
 Vallee, Jean Voileau, Pierre and Michou Ugeux  
 (Deceased: Mr. Roger Vallee, 93, April 24, 2003;  
 Mme. Jacqueline Tabary, March 2003).

**HOLLAND:** Mrs. Margaret Albers, Bill Bolhius,  
 Fred H. Boogaart, Dr. Elsa Caspers, The Escape  
 Group, Piet Felix, Drs. Hanneke Folgering and W. B.  
 deGroot, Mrs. Joke Folmer, Fredrik Gransberg,  
 Roelof ter Heide, Han Holllander, Peter vd Hurk, Til  
 Kenkhuis-vd Boogaard, Mrs. P. Kuijsten-de Bruijn,  
 Mrs. Mia Lelivelt, Nico Leons, Mrs. A. Ligtenberg-  
 de Bruin, Family of Gre Lommerse,  
 AND, Bert and Colleen Monster, Mrs. Verrie  
 Oudkerk-Cohen, Albert and Hanneke Postma,  
 Charles Roesen, Renies van Rijsbergen, Mrs. Zel vd  
 Sande, Gerrit C. Slotbloom, T.G.J. Teuiven, Mrs.  
 Jan Tuut-Ensing, Mrs. Marga Uilenberg, Mrs.  
 Pietje, Pia Van Veen and Remco. Klaas Van Dorsten,  
 Jacques and Letti Vrij, J. de Volk, Air Crew Helpers  
 Association

(Deceased: Wiet Abercrombie, Nov. 7, 2003; G. L.  
 Ottens, 1999; Mrs. G. L. Ottens (92), 2002).

## You're in the Army - Ow!

The following is advice from various U.S. Army  
 journals and instruction manuals:

- \* When the pin is pulled, Mr. Grenade is not our friend.
- \* Five-second fuses only last three seconds.
- \* A slipping gear could let your M203 grenade launcher fire when you least expect it. That would make you quite unpopular in what's left of your unit.
- \* Any ship can be a minesweeper once.
- \* "Aim towards the enemy." (Printed on a rocket launcher.)
- \* Cluster bombing from B-52s is very accurate. The bombs are guaranteed to always hit the ground.
- \* It is generally inadvisable to eject directly over the area you just bombed.



## Halifax Society houses Maloney Collection

The Maloney Collection at Pier 21 Society in Halifax, Nova Scotia, is comprised of the research materials gathered by Joseph Maloney, tail gunner in a 98th Bomb Group B-24 that was shot down over Slovenia in 1944.

Joe and his fellow aircrew were rescued by Partisans and extracted from the midst of wartime Yugoslavia. Among their benefactors was Maj. William Jones, a Canadian serving with the British SOE.

In 1993, nearly 50 years after the initial events, Joe and his wife Flora-Ann returned to Slovenia to visit the area where he was shot down.

Joe and his wife have meticulously assembled an extensive body of historical photos, artifacts, maps, written works and newspaper clippings about these events.

Joe says, "We felt Pier 21 was an appropriate home for information pertaining to my war experience. Many cruise boats and tourists from around the world come through Pier 21 each year and our display has already attracted a great deal of attention and has prompted many inquiries and interest."

The Pier 21 Society Resource Centre is located at 1055 Marginal Road in Halifax. Telephone is 902-425-7770; Fax, 902-423-4045.

## Allied airmen rescued and guided to freedom by the Resistance in the Sector Neerpelt of Belgium

This is a partial list of the 75 evaders aided by the escape line of which Charel Willekens was a leader. His was a section of the Comet Line.

1. SGT FRANK HUGO, RAF
2. SGT WILLIAM COLE, RAF. Both were shot down near Achel on 22 Jun 1943, taken in by the widow Spelters and brought to Lujik/Liege on 23 Jul 1944.
3. SGT STANLEY WILLIAM, RCAF. Parachuted on 21 Jul 1943 near Utrecht and found between Hechtel and Melchteren. Taken in hand by Sector Neerpelt in the woods of Lindel-Hoeven and brought on 23 Jul 1943 from the hotel in Overpelt-Fabriek to Alfons Bergmans in Bree.
4. WASSY SIMISTER PIPE, RAF, Sate Market, Drayton Salop, England. Rescued on 17 Sept 1943 in the woods of Lindel-Hoeven; taken to the widow Spelters and from there to Alfons Bergmans in Bree.
5. SGT REGINALD WALLACE, RAF. Pilot of a Halifax, shot down near Osnabruck, Germany, on 19 Sept 1943. Taken to Alfons Bergmans in Bree.
6. JOHN ANDERSON, USAAF, from Waltham, Mass. Downed near Neerpelt on 12 Aug 1943, taken to the widow Spelters and from there to Alfons Bergmans in Bree.
7. LT DWIGHT A. FRY, USAAF, Richmond, Va. Taken to his home by Mr. Wijnen on 14 Oct 1943; taken to Bert Spooen, then brought to Antwerpen by Charel Willekens.
8. F/O GERALD LORNE, RAF. Found at Lozen near Hamont by customs officer Snyckers; taken to Bert Spooen in Overpelt; to Antwerpen on 19 Oct 1943 by Charel Willekens.
9. F/O EDWARD G. JOHNSON. Hidden on 25 Oct 1943 by Mr. Wijnen in Hamont, then by Bert Spooen in Overpelt. Taken to Antwerpen by Charel Willekens on 11 Nov 1943.
10. LT DONALD O. MILLS, USAAF. Picked up on 9 Nov 1943 near Eksel, brought to Antwerpen by Charel Willekens.
11. F/O JAMES PAUL ELLIOT. Was in a Lancaster and taken first to Mr. Wijnen, then to Michel Spooen in Overpelt. Taken to Antwerpen by Charel Willekens 11 Nov 1943.
12. F/O ROBERT SINCLAIR CLEMENTS. Taken to Mr. Wijnen, then to Michel Spooen in Overpelt. Brought to Antwerpen by Charel Willekens on 11 Nov 1943.
13. F/O EDWARD C. JOHNSON. Sheltered by Mr. Wijnen and Michel Spooen, taken to Antwerpen 11 Nov 1943.
14. ALLEN V. McINTOSH. Taken to Mr. Wijnen, then to Michel Spooen in Overpelt. Brought to Antwerpen 11 Nov 1943 by Charel Willekens.
15. CHESTER LISIEWSKY. Taken to Mr. Wijnen, then to Michel Spooen in Overpelt. Brought to Antwerpen by Charel Willekens on 1 December 1944.
16. JOHN CLIFFORD MATTHEY. Taken to Mr. Wijnen, then to Michel Spooen in Overpelt. Brought to Antwerpen by Charel Willekens on 3 Dec 1943.
17. ROBERT E. SHEEHAN, USAAF. Taken to Mr. Wijnen, then to Michel Spooen in Overpelt. Brought to Antwerpen by

Charel Willekens on 6 Dec 1943.

18. NICHOLAS JOSEPH MATICH, New Zealand. Picked up at Mr. Wijnen on 2 Dec 1943; taken to Michel Spooren in Overpelt, brought to Antwerpen by Charel Willekens on 6 Dec 1943.
19. STANLEY MUNNS. Taken from Mr. Wijnen to Michel Spooren on 2 Dec 1943 and brought to Antwerpen by Charel Willekens on 6 Dec 1943.
20. Lt. Col. THOMAS H. HUBBARD, USAAF. Picked up at Mr. Wijnen and taken to Bert Spooren. Brought by Marcel Royers to Brussels under the name Pierre on 4 Jan 1944.
21. Lt. ROBERT G. GILCHRIST (or Gilerest), copilot, USAAF. Picked up at Mr. Winen and taken to Michel Spooren on 7 Dec 1943. Brought to Antwerpen by Charel Willekens.
22. Lt. PAUL E. GREGORY and S/Sgt CHARLES J. HIGGINS, both USAAF. With Robert Gilchrist from the same plane that was downed over Soligen, Germany. Coming from the Netherlands into Belgium, they were sheltered by Mr. Wijnen and on 3 Dec 1943 were taken to Michel Spooren. On 7 Dec 1943, Charel Willekens took them to Antwerpen.
23. FRANCIS J. DERMOTTAMM. Taken from Mr. Wijnen on 5 Jan 1944 to Michel Spooren and hence to Antwerpen on 7 Jan 1944 with Charel Willekens.
24. NORMAN HUNTLEY, RAF. Came from The Netherlands on 5 Jan 1944 to Mr. Wijnen, then to Michel Spooren the next day, brought to Antwerpen by Charel Willekens on 7 Jan 1944
25. FREDERICK EDWARD ALLEN. Sheltered by Mr. Wijnen on 9 Jan 1944 and later by Michel Spooren. Taken to Antwerpen by Charel Willekens on 10 Jan 1944.
26. MAX GOTTLIEB. Sheltered by Mr. Wijnen on 9 Jan 1944 and later by Michel Spooren. Taken to Antwerpen by Charel Willekens on 10 Jan 1944.
27. ELMER G. GILCREAS. Stayed with Mr. Wijnen and Mother Spelters. To Antwerpen by Charel Willekens on 10 Jan 1944.
28. PAUL WILLIAM APPELBY. Stayed with Mr. Wijnen and Bert Spooren. Taken to Antwerpen by Charel Willekens on 10 Jan 1944.

## *B-2 bomber joins the ranks*

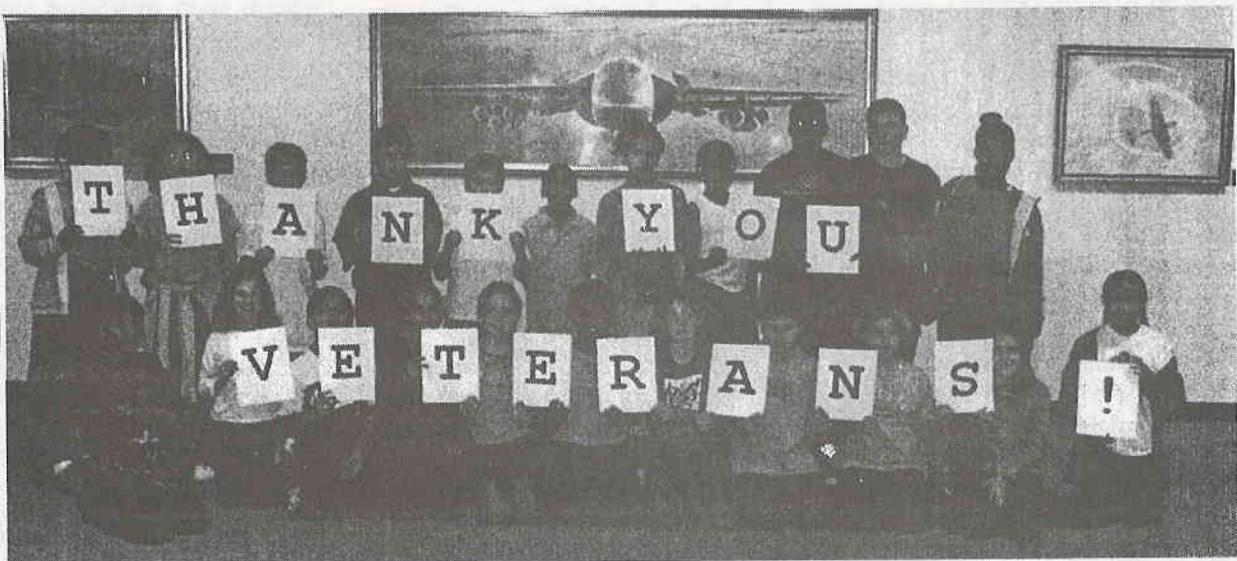
WRIGHT-PATTERSON AIR FORCE BASE, Ohio (AFPN) -- U.S. Air Force Museum officials formally inducted a B-2 Spirit stealth bomber into the institution's aircraft collection last Dec. 16. The Air Force national museum is the first place to permanently exhibit the stealth bomber to the public.

During the dedication ceremony, officials christened the bomber by removing a red drape from one of the aircraft's landing gear doors to reveal the name, "Spirit of Freedom."

The B-2 will help the museum better inform the public of the Air Force's current capabilities and the importance of air power to national security, said Charles D. Metcalf, director of the museum.

The B-2 originally arrived from Palmdale, Calif., in seven separate C-5 Galaxy shipments. Never built to fly, the aircraft had to be disassembled for shipment to the museum's restoration facility here.

Originally, it served strictly as a ground-based test article to evaluate the airframe's integrity in varying degrees of stress.



The 5th grade students of Waldo Pafford Elementary School in Hinesville, Ga., spelled out a message when they visited the Mighty Eighth Air Force Museum at Savannah, Ga., recently. They were among the 14,000 school children who visited the museum in 2003.

# Hommage a des aviateurs americains

From OUEST-FRANCE,  
May 9, 2003

*Next Sunday, a headstone in homage to the crew of a USAF B-17 bomber will be dedicated at the spot where it crashed on 17 May 1943. The site is identified as Kerampres.*

*A homage but also a token of gratitude to the inhabitants of Chateauneuf-du-Faou, Landeleau and Plonevez-du-Faou who helped the crew during World War II.*

*Local veterans' organizations from three towns want to be part of the ceremony.*

Both Louis Blanchard of Landeleau and Roger Canevet of Chateauneuf witnessed the tragic events and recalled as follows:

At noon on 17 May 1943, an American bomber nicknamed *Boot Hill* from the 3rd Air Division was hit by flak over Lorient.

Pursued by the Luftwaffe, it finally crashed at Kerampres.

Living in the area, I immediately ran towards the crash site, using shortcut paths. On my way, I came face to face with an airman (SSgt. William Martin), riding a bike. Disguising him, I took him first to Cleuziou and then at night escorted him into town.

Dumen, a garage owner in Plonevez, recovered five crewmembers and thanks to the Jean-Louis Berteleme resistance network, they eventually were brought to Landeleau.

The six members of the crew saved and sheltered were then driven to Carhaix in the evening of 18 May, and hidden under bundles of sticks in a truck right under the nose of the Germans.

From there they eventually escaped through Spain and 20



*Yves Quere de l'UTL, Roger Canevet, Jean Hourmant and Louis Blanchard with the memorial dedicated to the crew of Boot Hill.*

August they were back in England. Of the 11 men on the bomber, six evaded, three were captured and two died in the plane, as recounted by Louis Blanchard, 20 years old at the time.

It was the crew's third mission. They all were around 23 years old.

Eventually, Louis Blanchard made a career in the air force. On Sunday (May 11, 2003), he will read messages from the only two survivors of the crash, Glen Wells and Louis Lafayette Haltom.

## INSTINCTIVE RESCUE

In their message, the two Americans express their gratitude towards the French. "Thanks to your generosity, we are alive."

They also wrote of the honor to have a headstone erected on the site where they crashed. They promised to return to thank their hosts.

Yves Quere, member of the *Devoir de Memoire* organization, stresses the unique character of the rescue. "What strikes me is the instinctive reflex to go and help without worrying about the danger. After all, Germans were stationed in

the Chateauneuf town. Also, the plane happened to crash at the precise time school children were let out; in Plonevez, two weddings were taking place."

Roger Canevet, 14 years old at the time, was first to reach the crash site. It's with great emotion these men who worked in the shadows of the time reminisce the events.

Sixty years later, an imposing bloc of armorican sandstone (from Brittany) is a reminder that the Bretons have not forgotten their American friends' sacrifice.

On Sunday, several veterans will be present for the dedication. Among them, the president of *La France Libre*, Alexis Le Gall.

*For more about the crash of Boot Hill, see Pages 12-13 of Fall issue of Communications.*

## DIDJA KNOW?

The phrase "rule of thumb" comes from an old English law which stated that you couldn't beat your wife with anything wider than your thumb?

MANUEL ROGOFF, 1917-2003*Manny bombed heavy water plant*

From The Jewish Chronicle,  
Pittsburgh, Pa., Jan. 8, 2004

By JO MARKS RIFKIN  
Staff Writer

Badly burned and nearly blinded after bailing out of his downed plane into German-occupied France, Manuel Rogoff was surprised to be alive. But here he was, a Pittsburgh-area Jew, a fox in the Nazi's hunt, during World War II.

Rogoff, a modest man with vivid stories, died on Dec. 22, 2003, in Scottsdale, Ariz., from complications of Alzheimer's disease. He was 86.

In spite of his modesty, in spite of his decades of silence, Rogoff will be remembered by many as the World War II lieutenant bombardier who destroyed Hitler's atomic capabilities and helped liberate France.

The French government awarded him the *Diplome D'Honneur De L'Amitie Francaise* for his efforts and built a small museum at the site of his landing. The British royal family invited him to Buckingham Palace to bestow their thanks.

It all began in England in 1943, where Lt. Rogoff was stationed with the Army Air Corps. It was here that he and his crew were briefed and shown pictures of a hydroelectric power plant in Rjukan, Norway. His mission: bomb the plant, which provided Hitler's only supply of heavy water needed to manufacture atomic bombs.

Rogoff and his crew accomplished the mission under dense fog and without other air support. Because of frigid temperatures and failing automatic controls, Rogoff had to open the plane's bomb doors by hand before a dozen 500-pound bombs destroyed the plant.

Rogoff flew six more missions.

His last mission caused the destruction of a chemical plant



inside Germany.

His success was short lived. On the return to England, Rogoff's plane was shot down. Four crew members were killed immediately; Rogoff and his navigator were forced to run through a wall of flames before parachuting into the French countryside.

About 30 kilometers south of Paris, a 12-year-old girl discovered the badly burned Rogoff. Her father helped the injured soldier remove his Jewish dog tags.

A month later, after the infection and burns caused by the crash were somewhat under control, the Resistance put him on a train for Paris.

In Paris, he stayed at the home of Maurice and Margot Cavalier for six weeks. The couple was later captured and shot for aiding in Rogoff's escape.

Rogoff was next led to a train bound for Brittany and hidden there for a few days by townspeople. But he continued -- toward the coast and across the English Channel, crossing

minefields in total darkness and rolling down 150-foot cliffs.

In 1960, Rogoff and his late wife, Irma Schaffer Rogoff, returned to France, so the American hero could thank the people who helped him there. It was the first time that Irma had any indication of her husband's heroic acts.

There, in the French countryside, was a small museum with a statue of Rogoff. His boots, flight suit and dog tags adorned it. In a nearby cemetery were the six crewmen who died in the raid.

"He was a quiet kind of guy, proud of his exploits but rather reticent (in their telling)," said Rabb Stephen E. Steindel of Beth Shalom Congregation.

Rogoff, a synagogue member, spoke at Beth Shalom services in 1994 on the 50th anniversary of D Day.

Survivors include two children, Lawrence and Lisa Rogoff of Scottsdale, and Cynthia and Richard Abrams of Pittsburgh, and four grandchildren.

*Manny Rogoff, Keith Sutor and Robert Sweatt were honored near the crash site on Jan. 10, 2004, the 60th anniversary of their plane being downed.*

*Robert Sweatt was the only crewman able to attend. Other crewmen were represented by family members.*

### ROLL CALL, 2004 Style

When you were in the military service, roll call was used to verify information for Daily Report and it worked. You knew if someone was on TDY, in the hospital, on leave, AWOL or MIA.

Keeping that information current on more than 1,000 people scattered world wide is more difficult. We use feedback from the postoffice when newsletters are returned, seasons' greetings, raffle mailings and other notices to keep up a current roster.

If you haven't had contact with us during the past year, or if you have made a recent change without telling us, please listen up!

Please verify your current address and phone number. You can reach us, Clayton & Scotty David, 19 Oak Ridge Pond, Hannibal, MO 63401-6539; Phone 573-221-0441, or <davidafe@packetx.net>. Thanks!

# **-FOLDED WINGS-**

## **MEMBERS**

9th AF James C. Adkins, Grand Island, Fla., 332 BG, Dec. 26, 2003

#2206 James K.D. Becker, Leesburg, Va., 94 BG, July 20, 2003

#215 Joseph W. Cagle, Southern Pines, N.C., 92 BG, Dec. 31, 2003

15 AF Neil F. Daley, Bronxville, N.Y., 301 BG, Dec. 1, 2003

15 AF Harvey K. Dominick, Springfield, Ill., 461 BG, Sept. 9, 2003

#1452 L. Ray Jones, Wadley, Ala., 457 BG, March 2003

#587 Raoul A. DeMars, Spring Hill, Fla., 96 BG, Jan. 20, 2004

#455 Manuel M. Rogoff, Pittsburgh, Pa., 389 BG, Dec. 23, 2003

## **HELPERS**

M. Henri Claude LAUTH, Toulouse, France

Mme. Jacqueline TABARY, La Neuville-St. Pierre, France,  
March 2003

M. Roger VALLEE, Nancray Sur Rimarde, France, April 24, 2003

Mr. G. L. OTTENS, Amersfoort, Holland, 1999  
Mrs. G. L. OTTENS, Amersfoort, Holland, 2002

Mr. Danilo SULIGOJ, Bovec, Slovenia, Feb. 6, 2004

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### **Joe Cagle, 92 BG, was a reunion regular**

Joseph W. Cagle Jr., 81, died Wednesday, Dec. 31, 2003, in his home at Southern Pines, S.C.

He was a retired geologist and was a hydrologist for the U.S. Geological Survey from 1949 to 1980.

He had been a member of AFEES since 1991 and a regular at the annual reunions since then.

A member of the 92nd Bomb Group, he was a gunner on a B-17F that crash landed about 20 miles northwest of Paris on Sept. 6, 1943.

He contacted the FFI immediately and was taken to Paris. He went to Toulouse by train and crossed the Pyrenees into Andorra, where he stayed for medical treatment for frost-bitten feet, before being taken to Barcelona.

## **VA sets priority for disabled vets**

WASHINGTON (AFPN)--Jan. 9, 2004 -- Veterans Affairs officials want to send veterans with service-connected medical problems to the front of the line when it comes to receiving medical treatment at VA facilities.

Anthony J. Principi, VA secretary, has issued a new directive to all VA medical facilities requiring that "priority access" be given to qualifying veterans seeking appointments for treatment.

The directive covers hospitalization and outpatient care, and does not apply to veterans seeking care for medical problems not related to a service-connected disability.

Priority access means that when qualifying veterans come to a VA treatment facility for inpatient or outpatient care, they will receive an appointment within 30 days, Mr. Principi said.

"It's really as simple as that," he said. Veterans seeking treatment need only let the administrative clerk or nurse know of their service-connected disability status, Mr. Principi said.

"I've always felt that it is important to give veterans with service-connected disabilities a priority for care," Mr. Principi said. "I want to make sure that those who have a disability related to military service have a high priority for health care, whether it is inpatient or outpatient, and this new priority scheme is to assure that those who are disabled go to the front of the line."

More than 25 million veterans are in the VA health-care system, and the department reports the number of veterans seeking medical care has risen significantly, from 2.9 million in 1995 to nearly 5 million in 2003.

The VA operates more than 1,300 medical facilities, including 162 hospitals and 800 outpatient clinics,

# 2001 DIRECTORY UPDATES

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# The editor has the last word

By LARRY GRAUERHOLZ  
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WICHITA FALLS, Tex. -- It

just seems that our reunions are getting better! This year's event in a Philadelphia suburb should rank right along with the best.

We are getting great cooperation from the folks at McGuire AFB.

We are counting on them for the banquet night honor guard.

President Richard Smith has invited his congressman to meet us at the WW2 Memorial site on May 3. He suggests other members invite their U.S. senator or representative to meet us at the memorial.

Details of the reunion are included in the center section of this issue. A word of caution: Treasurer Francene Weyland needs reunion reservations at least **BY APRIL 16**.

Lynn, the ambitious son of Clayton and Scotty David, filmed the entire Freedom Trail walk across the Pyrenees in 1999. Now he has another project!

He plans to trace his father's escape route on the 60th anniversary of Clayton's evasion. And he wants to do it right, at night and in the snow.

Scott and Judy Goodall, our buddies in the St. Girons area, are

helping plan Lynn's adventure.

It all reminds me of what I have often told my family: Good thing we crossed the mountains at night in early '44. That way we couldn't see what was ahead.

Many veterans are heading back to Europe for the 60th anniversary of the D-Day landing and various ceremonies.

John Neal of Calgary reports that he is one of 60 Canadian vets invited to several events on the beaches and in military cemeteries, June 1-11.

Holland-America plans to take tribute cruises to the beaches and coastal towns of Normandy. Also included is a visit to the cemetery at Colleville-sur-Mer, where thousands of white crosses stretch across immaculate lawns.

The February issue of *Airman* magazine contains a six-page story about the evasion of Life Member Robert Sweatt. Lots of good color photography, including a 2-page shot taken at his ranch home in South Texas.

Bob's B-24 went down Jan. 7, 1944, after bombing Ludwigshafen.

A member who flew in Korea wants to know why the newsletter

does not publish more stories from the Pacific war. It does seem that the 8th and 15th air forces get most of the newsletter attention.

There were many more evaders in Europe, compared to other theatres. That said, the editor would be pleased to have evasion stories from other parts of the world. I can only print what I receive!

With the clock running out on the WW2 generation, it is high time to have your war adventures documented. Let me hear from you.

I have received word of the recent passing of Bryan Morgan, former press officer of the RAFES. Our sympathies to Diana and the others in the family.

Some of us Yanks are amused at the manner in which our English cousins corrupt the mother tongue. Friend Scott Goodall, possessing a good Scottish heritage, insists that the applicable verb form related to tilling the land is spelled PLOUGH, not plow.

Scott, I can live with COLOUR, HONOUR and TYRE, but Plough is too much!

And from the *Scandal Sheet*: "By the time you find out what makes the world go around, you're too dizzy to care."

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