

THE AIR FORCES ESCAPE & EVASION SOCIETY
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Bit of Pyrenees headed for U.K.

The project is to excavate a huge rock from the Pyrenees Mountains and ship it to Great Britain for a memorial to be erected to wartime helpers at Eden Camp Museum in Yorkshire.

(From an article prepared for the British Escape Lines Memorial Society)

**By SCOTT GOODALL
Rimont, France**

The idea is a good one, first proposed by ELMS secretary Roger Stanton almost a year ago.

To carve a chunk of rock (and a BIG chunk at that, possibly more than two metres high), from a peak in the Pyrenees and transport it to England to be erected as centre-piece of a proposed new Helpers Memorial Garden to be inaugurated in the spring of next year at Camp Eden Museum.

As we all know, the Pyrenean mountain chain was the last and certainly the most forbidding barrier to be crossed if escape from Nazi-occupied Europe was to become a reality.

During the second World War, thousands of French men and women, Jews of many nationalities, downed Allied airmen and escaping military personnel, were led to and guided across the high peaks by a countless number of civilians who were prepared to risk their own lives and those of their families for the cause of freedom.

In other words, they were "The Helpers," and it is in their honour and to their memory that "Operation Rock" is beginning to swing into action!

I have lived here in the town of Saint-Girons close to the French-Spanish border for 23 years, but it is only quite recently that I uncovered a story closely connected to our annual *Chemin de la Liberte* escape route which provides an even more important reason for transporting our "Pyrenean Rock" to England.

One of the roads leading south from Saint-Girons

(and where Le Chemin de la Liberte starts) was renamed after the war as "l'Avenue des Evades," in honour of the hundreds of young Frenchmen who passed that way in the spring of 1943, all heading for the Spanish frontier in an attempt to escape the dreaded S.T.O. ("Service du Travail Obligatoire") decree, which had come into force in February of that year. In other words, the deportation to German labour camps of all able-bodied males over the age of 20.

One of those "called-up" for his S.T.O. was Jean Soum, a young man whose family owned a large quarry three kilometres south of Saint-Girons on the left bank of the River Salat and adjoining what is now known as "l'Avenue des Evades."

In May 1943, Jean, like so many other young men who lived in the region had already taken the decision to cross the mountains into Spain and find a way of joining General de Gaulle's Free Forces in North Africa.

But by this stage of the war, networks of escape lines had been set up along the entire length of the Pyrenean chain and because Jean knew the mountains of the Ariege so well, he volunteered to act as a guide and lead a party of more than 40 people up and over the soaring massif of Mont Valier to safety in Spain. Hidden in various barns in the mountains near Saint-Girons, the evaders were given food and water by Jean's sister, while he himself tackled the difficult and hazardous task of coordinating the exact time and date of the night ascent to the frontier via the high mountain refuge at Estagnous.

Amazingly, all went well! The route that Jean Soum followed on June 2, 1943, is exactly the same as our "Chemin de la Liberte" or Freedom Train event which is celebrated the second week of July

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

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

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

SPRING 2005

The Prez Sez

By Richard M. Smith

<afeesone@hotmail.com>

Greetings to everyone

from Southern California:

There is no news on the Medals Program as discussed in the Winter issue of the newsletter.

I have heard nothing about my own personal request. And I have had calls about Veterans' Service Officers who are not familiar with Form 180.

Loma Linda, Calif., is one of the largest VA hospital and service installations in the country. I had an interesting talk with a service officer there and he indicated that he would investigate and get back to me. That was two weeks ago.

Men, it is no secret that our ranks are thinning out. I lost a good friend and original navigator, Murray Ball, in early February.

You will find all you need to know about arrangements for our New Orleans reunion in the mid-section of this issue.

No long bus trips, but plenty of time to kick back and socialize.

I have had several suggestions that we consider Albuquerque, N.M., as site for the 2006 reunion.

Be prepared to make the decision in New Orleans, whether it should be Kansas City or the New Mexico city, which is home to Kirtland AFB. Closest airbase to KC is Whiteman.

If you will be unable to be with us in New Orleans, let me have your vote on next year's site, by snail mail or e/m. I will keep tab.

Take care, God bless, and see all of you in the Big Easy!

--- DICK SMITH, President



The AGM of the RAF Escaping Society, Canadian Branch, held in Kingston, Ont., last September, included a photo session for the group present. From left, seated: James Moffat, Stefan Bjarnson, Warren Loring (AFEES), Norman Reid, Ray Depape, Frank Harmsworth, Fred Rein, Robert Charters. Standing: Donald McIntyre, Robert Johnson, Donald Fulton, William Robertson, William Cunningham, Donald McLarty, Jean Jacques Piot, Raymond Sherk, Roy Brown and Gordon Stacey.

---Photo by James Moffat

(From Page 1)

each year. Of the 40 people in that wartime escape group, there were at least three evading British aircrew, whose names are unknown.

Also included was an American named Harry E. Roach Jr., navigator of a B-17 bomber (303rd Bomb Group), which had been blasted out of the sky above a German submarine base at Saint-Nazaire on the Atlantic coast less than four weeks before.

Of the bomber's 10-man crew, Roach was the only member still at large. Six of his comrades were dead, the remaining three prisoners of war. Thanks to the Pat O'Leary escape line, Roach was smuggled south via Agen and Toulouse and arrived at the station in Saint-Girons with dark glasses and false papers which described him as a deaf, dumb and blind pilgrim bound for the town of Lourdes. The object of his visit was to "pray for a miracle cure!"

Instead, Harry Roach Jr. was met off the train by Jean Soum and escorted into the mountains to join the other members of the 40-plus escape group. Three days later everyone was safe in Spain, although "safe" for Jean Soum meant six months in a Spanish jail before being released at last to serve with de Gaulle's

Free French Forces. Trained in America as a pilot, Jean returned to Saint-Girons after the war, inheriting his parents' mountain quarry and becoming not only a successful businessman, but also a well known organiser of European rugby matches between his native town of Saint-Girons and teams from England and Wales, notably Cardiff and Oxford and Cambridge universities.

Jean Soum owned and ran the quarry until his death in 1998 so it will be a fitting tribute not only to the wartime Helpers of France as a whole but also to the memory of Jean Soum and the local people of Saint-Girons that the Memorial Stone due to be erected at Eden Camp next year will come from this very special part of the Pyrenees. The plaque itself, suitably inscribed, will be made of British Portland Stone, thus emphasising the strong links between our two countries and of course our everlasting "Entente Cordiale."

EPILOGUE: Harry E. Roach Jr. died nearly 10 years after the war while serving with the American Air Force, this time as a pilot.

He was killed when his jet aircraft crashed on a cross-country flight in 1954.

'It's a girl, what's she doin' 'ere?'

Marjorie Lawson Steinmetz is a Helper member of AFEES. She served as a volunteer in the British WAAF, trained as a meteorological assistant and as an undercover member of Special Operations Executive because of a talent for memorizing codes.

As a courier, she was dropped by parachute into France after D-Day, with a group of about 30 men.

She has written an account of her service.

By MARJORIE LAWSON
STEINMETZ
Former WAAF 2115395
St. Louis, Mo.

I was born in a small town about 15 miles west of Glasgow, where my father was teacher at an elementary school. In high school, my curriculum included five years of French and two years of German. Of course, I did not realize at the time that such fluency would become important.

In the late summer of 1942, I received two telephone calls, one from the recruiting office of the Woman's Naval Reserve, and the other from the Woman's Royal Air Force. It was a difficult choice, but the Royal Air Force won and soon I was on my way to the medical exam and basic training.

After training in meteorology, I was eventually assigned to a base on the Isle of Man, a semi-tropical island between England and Ireland known for its Manx cats.

My next assignment was in the Wash area, at a new field called "Strubby." One day I received a cryptic message to the effect of being ready in a day, with a change of clothing. I knew then that my

Exactly fifty women were sent to France as secret agents by the Special Operations Executive during the Second World War.

Of those, thirty-six survived the war.

The other fourteen gave their lives.

--From the dedication of JACKDAWS, a novel by Ken Follett, 2001.

"special assignment" was at hand.

As the sun went down, a covered truck came to pick me up, and off we went, stopping at several airfields to pick up other men. I had the privilege of riding in the cab with the driver.

At one point we were given black bandages and told to cover our eyes -- very mysterious.

Finally, we turned into a gravel road and stopped. We were at our destination. We got out and were led single file into a house where we could remove our blindfolds.

We were in a large country home with a winding stairway. The men were taken outside, but my billet was at the top of the stairs in a comfortable room with bathroom down the hall. A bulletin was to be put under my door early morning with the day's activities.

The next few weeks consisted of lectures and of watching the men take target practice. I was given a chance to shoot, but was excused immediately as it became obvious that I had no talent for this.

So the pleasant days passed. One of the more interesting activities was climbing up a huge old tree where a shelf with a harness was erected. I was told to jump down to practice landing on a bed of straw. I learned later that jumping from a moving plane is different than a cold jump from a tree!

Then, the training apparently over, we were told to be ready to leave that night. We were driven to a neighboring airfield and suited up in harness and parachute. I had

been given a uniform of an officer, "in case of being taken prisoner." This uniform would afford me better treatment, they said.

Then came the lift-off, and as we roared into the night, my stomach became queazy. I worried to myself, "What have I got myself into now?" But on we went, until the dropmaster came down saying, "Drop in 10 minutes."

We stood up, hooked our lines to the drop line, and gradually moved forward to the open door.

We were not very high in the air. Then came my turn, and as I stood looking out into the dark, the jumpmaster said, "Want a push, dearie?" and out I went, screaming at the top of my lungs. I counted to 10 as instructed, but I felt the pull of the parachute opening and then I drifted down slowly.

I landed last, on account of my light weight, and the leader took my parachute to be buried. He asked me if I knew what to do, and nodding that I did, suddenly all the others had disappeared. I was alone in the middle of the field.

My instructions were to get down and move forward, alligator fashion, in the compass direction I had been given. The ground was muddy, and the earth was shaking with heavy gunfire. I knew now the reason for ear plugs. Inching forward through a hedge, I suddenly felt my shoulders being lifted and I landed in a rough dugout surrounded by men, British by the sound of their language.

"It's a girl, now what's she doin' "

'ere?" I heard, as they pulled off my helmet. So I had reached my destination.

To check on me, they called for a fellow named "Jock" who quizzed me on the pronunciation of a certain district of Glasgow, a puzzler that no one would know who did not have a close knowledge of the area.

Satisfied that I was who I claimed to be, they took me farther down the dugout where I was led into a sort of office where several men sat at a table with a dim light to work by.

I insisted that I could give my memorized message only to a certain officer, so such a person stepped out from the darkness. Repeating my long series of digits, he gave the message to the men who proceeded to pull out books.

I had no ideas what the message meant. Soon a cup of hot tea was provided, and then they said I would be taken to a safe house. At the farmhouse were waiting a silent family grouped round a candle for light. They all seemed to know what had to be done; that was to hide me.

I ate hungrily some farm bread and cheese with a glass of milk. The next stop was to the loft in a barn where I was shown a concealed cot to sleep on.

The next clear memory is of being hidden in the false bottom of a small wagon filled to the top with cabbages, and being pushed past various German soldiers. I could hear the raucous laughter of the enemy, making fun of my Maquis rescuer, as he spoke gently to his "petite chou"--reassuring me that he was there.

The whole cart was pushed onto the back of a wagon, and off we went, under the noses of those who would have undoubtedly gladly shot me.

In this manner we traveled by night until we reached La Manche, the body of water separating France from England. Like clockwork, as we waited under a hedge, a light appeared on the water, and my friends signaled also.

At the small jetty was a 15-foot boat manned by a very English-sounding man. Off we went into the night to the other side.

Soon we could make out the shape of land, where a van was waiting for us, and I was carried through 5 to 6 feet of water "not to get wet."

We then drove back to base where the whole training crew was waiting, including the cook, who had hot chocolate for all. What a welcome! I was told that the rest of the crew who had gone with me were OK -- but no more.

Next morning was debriefing,

and I recounted as thoroughly as I could all the details of what had happened to me. It was a completely successful venture, with everything dovetailing.

The trip back to base camp was uneventful, and I was met in my old hut with disbelief.

"We thought you had been transferred to another airfield, and there are your things," they said, crowding around, and sure enough, all my bags were stacked in the corner. I was amazed when I asked what month it was, and found that I had lost track of time by at least two months.

A return to SOE saboteur school brings back so many memories

By MARJORIE LAWSON STEINMETZ

St. Louis, Mo.

Toward the end of the war, I married and prepared to emigrate to the United States. Over time, the memory of events recounted here gradually faded from my mind until revived much later, about 1975, when I became involved with a People-to-People organization.

On a trip organized by this group, our destination was England. I and a friend were billeted with a likable couple who had a comfortable home south of Guildford, not far from London.

Our hosts took us to church one Sunday morning. After the service, our host, a former boxer, was anxious to show us a certain country home where he said saboteurs were trained during the war. As we approached the home, I heard the sound of pebbles on the rough road. I had the feeling of *deja vu* and we got out to view the home.

The owner was at the gate, and asked us courteously what we needed. I told him roughly my story, and he invited us in.

There was the spiral stairs, leading to what had been my room with the bathroom down the hall. Nothing had changed.

His wife invited us to have tea, English fashion, and we sat out on the patio, eating the excellent cake she provided. There was the wall and the open backyard with the huge tree from where we practiced parachuting. It was so amazing.

The new owners, a family by name of St. James, said they were used to people coming by and inquiring about the purpose of the home.

"Last month, two Canadian men came, and they stood in the hall and cried as they recalled some of the daring things they had done, having been trained at this home."

About 15 years ago, my memory was again given a prod when I read Colonel Maurice Buckmaster's book *They Fought Alone -- The Story of British Agents in France*, published in 1958 by W.W. Norton & Co.

The book gave me some insight, which was lacking before, as to what sort of undertaking I had been involved in, albeit in only a small way, back in 1944.

Dutchman puts together story of B-17 crash

From 96th Bomb Group Newsletter, August 2004

In the village of de Bilt, The Netherlands, a terrible air crash occurred on the 20th of October 1943 that took the lives of eight people. At 1445, an American B-17 bomber crashed into two houses on the Soestdijkseweg numbers 15 and 19.

Three civilians and five U.S. airmen died; the two houses were destroyed.

A 7-year-old boy, Co de Swart, living in De Bilt, was a witness of the disaster.

The B-17, returning from a mission over Duren, Germany, already crippled by loss of an engine and non-closing bomb doors, dropped out of formation and was attacked by a German fighter at 20,000 feet. Five crew members bailed out over Brabant in the south of Holland.

One who bailed out was 2nd Lt. bombardier Donald Mills, E&E 279. He was, via Gibraltar, back in England on Dec. 5 of the same year.

According to Social Security records, he died on April 15, 2003. His last known address was in Fredericksburg, Tex.

The other four who bailed out became POWs until the liberation of Stalag Luft 1 by the Russians in April 1945.

A rumor circulated that the German fighter pilot had been seen at the crash site in De Bilt shortly after the B-17 went down. But as the war ended, this story was practically forgotten.

In the year 2000, the once 7-year-old boy, now



Steve Surdez, son of Paul Surdez, speaking with the U.S. Ambassador in the Netherlands Clifford M. Sobel and his wife. Looking on is Colonel Kos of the Royal Netherlands Air Force.

retired, started to investigate the crash.

After a 3-year search he found the name of the Luftwaffe pilot involved: Oblt. Erich Burkert, 7/JG 26, and the still-living co-pilot of 42-3439, former 2nd Lt. Robert Paul Surdez, now 81 and living in Palm Springs, Calif.

After 60 years, the Dutchman Co de Swart initiated a Memorial Day at the crash site on Oct. 20, 2003.

Present were the U.S. Ambassador in the Netherlands, Mr. Clifford M. Sobel; his air-attache, Col. D. McDaniel, the German Defense Attache, along with regional and local officials. Also represented was the International Fighter Association by a German delegation.

The Dutch government was represented by the Royal Dutch Air Force, not only on the ground but in the air. Two "warbirds" in several low passes gave a salute over the monument. Unveiled at 1445 sharp, exactly 60 years after the B-17 went down, those present were stunned and thrilled.

Another thrilling moment was the hand-shaking by two children of the Luftwaffe pilot and Steve Surdez, son of the co-pilot, and his wife, brought together by Co de Swart.

Paul Surdez Sr., the former warrior, could not make the trip to the Netherlands, but spoke to those present via a videoed personal message.

Frank Cauberg, a Special Friend!

By RICHARD A. SMITH, AFEES President

It has always bothered me that some really nice people are not remembered or honored until it is too late. So I want to dedicate a few words to Frank Cauberg, a Belgian Helper who has been a true and faithful friend of AFEES for years.

He is not in the best of health.

I have known him for some 20 years, and have come to consider him a special friend and always eager to serve AFEES. In addition, he has attended many of our reunions.

For years he has placed AFEES wreaths at American cemeteries in the Ardennes. He has volunteered to attend many memorial dedications to downed crews and has represented us on many occasions in Europe.

He has earned a special *Merci Beaucoup* from all of us in AFEES!

AIR FORCES ESCAPE AND EVASION SOCIETY

FINANCIAL STATEMENT

(Cash Receipts and Disbursements)

For Year Ending Dec. 31, 2004

[illegible]



Maj. Jeff Wenberg, USAF, (in jump suit), piloted this 52-year-old Soviet airplane, an Antonov II, over part of Slovakia with his group of American visitors. It is the largest single-engine plane in the world. There is one in the March Field open-air museum.

Americans drop in, again

By JIM DOWNS
Oceanside, Calif.

Sixty-three Allied aircraft went down over Slovakia and Moravia in 1944-45. Dozens of American crewmen wound up in the hands of the Slovaks or hiding with private citizens. As in Yugoslavia previously, the Office of Strategic Services (OSS) opted to send in a team of agents to assist in the rescue of the airmen and expedite their return to their Italian bases.

Twelve OSS personnel subsequently were captured by a German Abwehr commando unit and sent to Mauthausen concentration camp in Austria. There they were interrogated, tortured and shot.

This was after 40 Americans had been rounded up and sent home.

The story of the gallant Americans and their courageous Slovak helpers largely was suppressed for 45 years during the period of the Communist rule of Czechoslovakia. After the Velvet Revolution, the facts of the American and British operations in Slovakia began to surface.

In 2002 I published a book, *World War II: OSS Tragedy in Slovakia*, about this one mission.

Last spring the U.S. State Department arranged to print 2,000 copies of the book in the Slovak language. I was brought to Slovakia to make six presentations about the

OSS mission and the sacrifices both the Americans and British made, not only for the wartime mission of their nations, but also for the freedom of Slovakia.

Receptions were held in Bratislava and also in Banska Bystrica in which I able to present copies of my book personally to the president, prime minister, and speaker of the parliament of the Slovak government. I was twice interviewed on Slovak national television as well as by representatives of the print media.

As my wife joked, most people get 15 minutes of fame, and I lucked out and enjoyed four days in the limelight.

I was able to accompany Jean Arnett, for example, to the mountain village of Divancy, where her late husband and other members of his B-17 crew went down in October 1944.

It was the first visit of Americans to that obscure area in 60 years. The local residents were as thrilled as we were and turned out in their native dress and old Partisan military uniforms to greet us. We arrived in a large Mercedes bus, out of which piled the U.S. embassy personnel, WWII veterans, and tourists.

Overall, the American ambassador, Ron Weiser, and his staff were thrilled that the whole program went so well and was so widely reported in the Slovak media. I am happy to report, we still have plenty of friends in Slovakia as well as in others parts of Europe, people who remember vividly the sacrifices made by the Allies for their freedom.

The embassy scheduled a reception on Aug. 27 at the Carleton Hotel in Bratislava which

was spectacular. The hotel is owned by a man from Chicago, and with his contribution and also that of other American corporations, the reception was lavish. Slovaks certainly know how to produce elegant and delicious dishes. The ceremony, led by Scott Thayer, the embassy Charge d'Affairs, was a "book launch."

Slovakia, having no navy, launches new books with a bottle of champagne. This means you stand there in front of the congregation and pour a bottle of champagne over a copy of the book on a tray.

We did that a second time at the SNP museum in Banska Bystrica.

I also made two short presentations at a historical symposium at the museum in BB.

We also visited the family who hid Capt. Edward Baranski in 1944. (Details are in my book.)

Kathy Baranski Lund, who was 4 years old then, was with us. The family is so proud to have played a role in the Uprising in which they aided Americans, although this experience ended badly.

I also met a former Partisan who recalls being trained by the OSS in the use of the bazooka. He didn't remember Lts. Bill McGregor or Ken Lain, but he had a great photo of himself and a comrade holding machine guns which had been given them by the OSS. The comrade was arrested and executed by the Communists in 1950 and this gentleman, now 80, spent 10 years in prison.

The embassy arranged for our party to visit Divancy, north of Levice, near where Lt. Jack Shafer's B-17 crashed in October 1944. It was their 13th mission on Friday the 13th.

The entire crew survived. Shafer and his radioman, Theron Arnett, and his flight engineer, Edwin Zavisla, parachuted out in the Divancy area.

Five villages had a joint celebration in a hunting lodge near Divancy on August 28. They were surprised six weeks ago when they were informed a bus load of Americans, including the widow of Theron Arnett, would show up for the ceremony.

It was a thrilling event, high in the hills in beautiful country. There were old Partisans in uniform everywhere, each wearing rows of medals on both sides of their tunics.

One of our group called them "walking wind chimes."

The mayor was beside himself, and of course, they had prepared an exquisite hors d'oeuvre lunch for us. The whole event was absolutely wonderful.

On August 29, there was a huge gathering at the BB museum where the president, prime ministers and the 32-year-old prime minister of the Czech Republic spoke. We had perfect weather and the crowd was particularly enthusiastic.



Patsy Downs, Ambassador Ron Weiser, and Jim Downs pose in the embassy at Bratislava.

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*Jim Downs, author of "World War II: OSS Tragedy in Slovakia," can be contacted at 1303 Crestridge Drive, Oceanside, CA 92054; 760-439-3573, <downs24@cox.net>*



# Crash de Saint-Cyr-de-Valorges:

## 60 ans apres, les resistants se souviennent

*An important episode of the World War in the region is the crash of an American plane while on a parachute drop of containers for the Tararienne resistance on 28 April 1944. 60 years later, on the eve of the official commemoration, four underground members who witnessed the event accept the opportunity to recount their testimony.*

Translated from a Loire region newspaper dated May 2, 2004

The ascent is steep but the willingness is there even if legs have trouble climbing. The monument dedicated to the five American airmen who died in the crash is not all that accessible.

The mission was to drop arms, transmitters, food to the resistance in the region. Hence the decision to place a replica below on the side of the road. Yet to commemorate the event of 60 years ago, on the exact same date it happened, our four "maquisards" will eventually make the climb for a photo op.

On the night of 27/28 April, 1944, Jean Lucien, Remy Giroud and Paul Chambost, together with fifteen other members of the resistance from Tarare, were in place.

A message "The parasol is yellow" from Radio London had announced a drop for that night. The agreed site of the drop nicknamed "Timbale" was about 100 meters from the Saint Cyr de Valorges village, a vast field favorable for this particular operation. Today it is a forest.

### BAD LUCK FOR THE CARPETBAGGERS

Having found a team that would take care of marking the field with beacons, it was not until one o'clock in the morning that they finally spotted the first plane, a B-24 Liberator from the American unit called the "Carpetbaggers"

based in Harrington, UK.

The drop was successful and containers drifting down under their parachute reached the ground without any damage. Inside the containers were transmitters, food and arms intended for the local resistance. Freedom combatants soon arrived on the site and quickly transferred the containers inside the trucks they were driving.

Later a second plane could be seen. Its low altitude concerned the men on the ground. It did one flyover the field but aborted landing. Instead it circled a nearby hill in an effort to reposition itself and that's when problems arose.

What followed only took seconds. The plane's left wing hit the hill; the crash, the explosion

and finally the plane was on fire.

On board, 8 men; 5 died on impact. Panic set in and we could not immediately make it to the plane to see if there were survivors.

Our leaders gave the order to complete the mission. At risk was the concern the explosion could have alerted Germans who were stationed a number of kilometers away. "That is the reason we were unaware that in fact of the eight airmen, three did not perish in the accident," they said.

### LUCK WAS WITH MEMBERS OF THE RESISTANCE

Time was of the essence. One had to unload precious merchandise from containers and this was done





at the Chateau de Bascouard on the Saint-Clement road in Tarare.

Early in the morning two of the team decided to return to the crash site just to see if they could recuperate any valuable instruments still intact after the crash and why not also see if any survivors could be located.

Using a bizarre mode of transportation, Remy Giroud rode a motorbike with Jean holding a rope with one hand, pulling a trailer borrowed from Jean's brother Lucien behind him.

They were able to recuperate some equipment which they hid in the trailer under a sack of potatoes. Good idea since on the return trip they met up with a German convoy.

"The convoy went by without any trouble and even moved to the side to let us through," says Jean. Luck was with them as it was with Paul Chambost when a container landed on the tip of his shoes!

However, luck was not on the side of the crew of the second plane. Five of them perished on impact and their names are inscribed on the monument erected in their memory soon after the war ended: G. W. Ambrose, Charles M. Wilson, A. B.

Pope, Robert H. Redhair and Peter Roccia.

Three of their comrades located in the tail of the plane, though seriously hurt, managed to escape the inferno. For example, Jim Mooney, badly wounded, managed to crawl out of the plane and found refuge in a nearby farm where his wounds were treated. Not able to be evacuated, he eventually was captured and ended up as a POW.

After the war, he returned to his native country, the USA, where he died in 1994.

On the other hand, James Heddleson and George Henderson, who tripped and fell in a shallow pond, sustaining minor injuries, were probably treated in Sainte Commesur-Gand. They found refuge there at the farm owned by Madame Boyer, a member of the resistance near Saint Germain-Laval.

They remained with her for two months after which they were repatriated to London in July 1944 with a certain Jacques Chaban-Delmas as a traveling companion. (Chaban Delmas became quite a political figure in France.)

### JAMES RETURNS

A tragic story as are so many others during this wretched period. The outcome certainly demon-

strates the mutual bond between men and in forging lasting friendships. The lone survivor, an American, James Heddleson, never forgot members of the underground in Tarare who were present that night when the plane crashed.

Neither did he forget the many who treated his wounds, hid him, and saved him from capture in the Loire region.

For his part, George Henderson passed away sometime in the fifties.

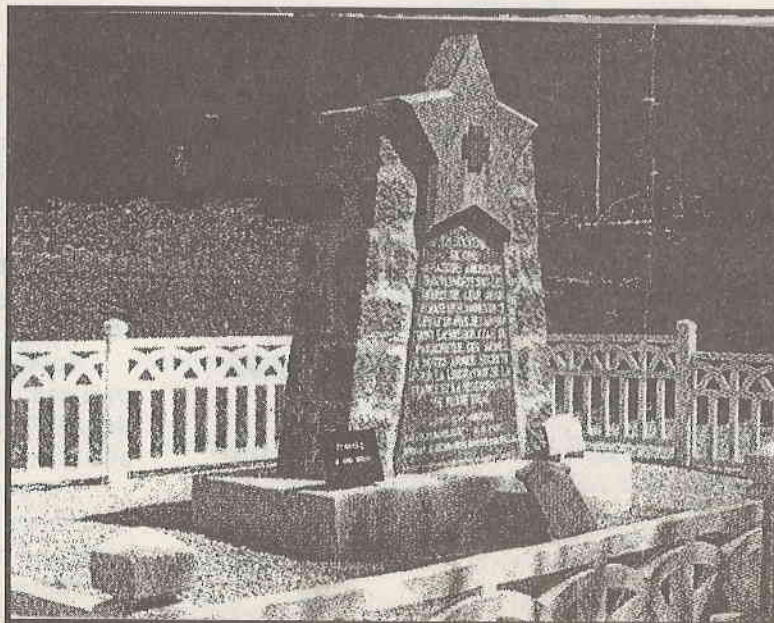
The monument erected on the Saint Cyr hillock in 1945 is the symbol of that fraternal fight for freedom as is the plaque naming the main square of Saint Cyr "James Heddleson," nicknamed "Jimmy."

Jim Heddleson, now living in Louisville, Ohio, made several return visits to see his French friends, taking time to spend a few moments to remember his comrades who died during that moonless night.

Unfortunately, he will not be present during the commemoration scheduled for May 2nd, 0930 hrs, at the site of the monument. He did promise to return next September to again be reunited with his friends to emphasize both the fraternity and freedom which brought them together in April 1944, a day in spring that was announcing the return of hope.



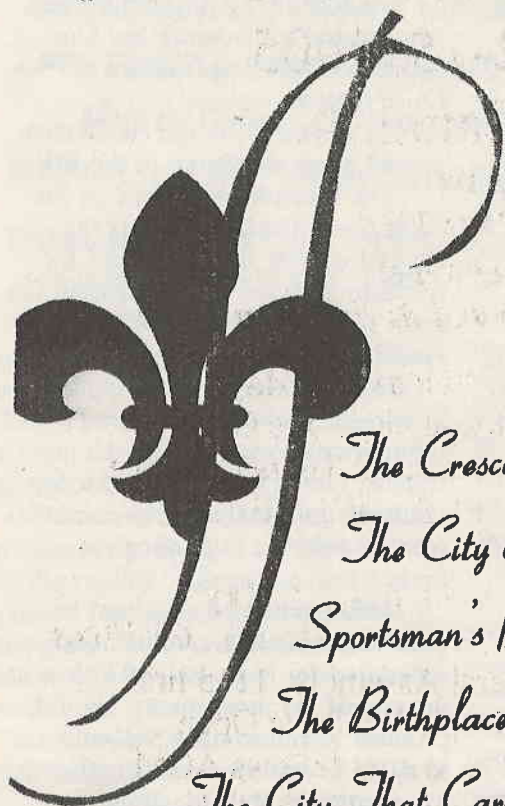
**AFEES member Jimmy Heddleson, survivor of the Carpetbagger B-24 which crashed near Saint Cyr.**



**Memorial to the Carpetbagger crew who crashed 60 years ago.**



# New Orleans



*The Crescent City.  
The City of Chefs.  
Sportsman's Paradise.  
The Birthplace of Jazz.  
The City That Care Forgot.*

*It's hard to define New Orleans;  
she has so many divine personalities it  
is a challenge to know where to begin.  
Rich in Culture and History.  
Gifted in Music and Cuisine.  
Immersed in Art and Architecture.  
Lavished in Celebration and  
Beauty. New Orleans has so much  
to offer.*

+++++  
**For information on New Orleans  
attractions and favorite restaurants,  
contact the Convention Hospitality  
Service at 1-800-233-2628, ext. 711,  
<<http://www.conventionhospitalityservices.com>>**  
+++++



**A crowd gathers inside the National D-Day  
Museum in New Orleans for last year's  
observance of the 60th anniversary of the  
invasion of the Continent.**

One of the new attractions in New Orleans is the National D-Day Museum at 945 Magazine Street

Shuttle service will be provided from the reunion hotel to the museum on Thursday, Friday and possibly Saturday. AFEES tours will be by groups of 20 from the hotel. Each day at the registration table, a sign-up sheet will be available. Each group will get a short briefing from the museum staff and then be released to tour on their own.

Anyone who wishes to visit the museum on their own can do so by purchasing individual tickets from the AFEES concierge. The shuttle will not be available for individual museum visits.

The National D-Day Museum explains the hometown link of New Orleans-built Higgins landing boats and liberty ships.

Though the focus of the museum is the historic invasion of June 6, 1944, it also provides an overview of the course of the war.



# *New Orleans!!!*

## **Annual AFEES Reunion & AGM**

**New Orleans, La., May 12-15, 2005**

**Park Plaza Hotel, 1500 Canal St.**

**Reunion Room Rate: \$90 inclusive**

**(Reunion Registration Form on Page 17)**

*All times and events are subject to change!*

*Daily schedules will be posted at Hospitality Room and Registration Table*

## **REUNION PROGRAM**

**Wednesday, 11 May 2005**

**Registration opens near Praline Restaurant**

(Hours of operation will be posted on easel at

AFEES Registration Desk)

**Hospitality Suite Opens at 1500 hrs.**

**Thursday, 12 May**

**Hospitality Suite Open**

**at Mimosa Room, 2nd Floor**

**(Personal Concierge on Duty in Hospitality**

**Suite during Reunion)**

**D-Day Museum Tours begin**

**(Sign up at AFEES Desk)**

**Board of Directors Meeting, 1700 hrs.**

**WELCOMING BUFFET DINNER**

**(Reception 1815 hrs., Dinner 1900 hrs.)**

**Cash Bar**

**Friday, 13 May**

**Hospitality Suite Open**

**D-Day Museum Tours Continue**

**EVENING FREE**

**Saturday, 14 May**

**Memorial Service, 0945 hrs., 6th Floor**

**General Assembly, 1115 hrs.**

**Hospitality Suite Open**

**BOD Meeting follows AGM**

**FREE AFTERNOON**

**ANNUAL BANQUET**

**(Reception 1815 hrs.; Dinner 1900 hrs.)**

**Cash Bar**

**Sunday, 15 May**

**Farewell Breakfast Buffet, 0730-0930 hrs.**

### **Attention, All AFEES Helpers**

Extra nights at the Park Plaza Hotel are not included in the account which AFEES provides for your hospitality. You will be responsible for more than three nights at the hotel.

Should a Helper require an aide because of physical handicap, AFEES will cover the aide's room and reunion package.

As usual, AFEES will cover both the Helper and spouse. Additional members of the Helpers' party will be expected to handle their own expenses.

### **For Reunion Information, Contact:**

**Yvonne Daley, 1962 Brae-Moor Drive,  
Dunedin, FL 34698, Ph. 727-734-9573**

**OR**

**Francene Weyland, 11644 SW Egret Circle,  
Unit 101, Lake Suzy, FL 34269-8732**

**Ph.: 941-624-2646**

**(FAX picks up after 5 rings.)**

**McHenry, Ill., FAX: 815-459 0435**



## **AIRPORT SHUTTLE RESERVATIONS**

**FOR ARRIVALS, May 10-11-12, 2005**

From Airport to Park Plaza Hotel  
**RESERVATIONS MUST BE MADE  
 in advance by calling  
 1-800-374-8352.**

Leave message if after hours and include name,  
 phone number, flight number and time.

**All passengers must pay driver \$10, cash only.  
 AFEES REUNIONEERS WILL BE MET AT  
 BAGGAGE CLAIM AREA.**

**FOR DEPARTURES, May 15-16, 2005**

From Park Plaza Hotel to Airport  
**All must call in Flight Number in Advance.  
 Passengers must pay driver \$10, cash only**

## **GLOBE TOURS**

<GlobeTours@aol.com>

## **PARKING**

***Park Plaza Hotel valet parking  
 is \$16 per day.***

A parking lot is across the street from  
 the hotel, marked with a large sign that says  
**HOTEL PARKING.**

The rate is \$12 per day, come and go. Lot is  
 lighted, fenced, with attendant on duty 24/7.

## **LOTS FOR RV PARKING**

**Joe Spinato Parking on Canal St.**

**\$55-65 per day, 504-512-5043**

**Canal Street Parking**

Across from Park Plaza Hotel  
**\$55-65 per day, 504-529-5708**

## **OPTIONS IN THE AREA**

KOA Hammond, Ph. 985-542-8094

KOA Chef Mentur Hwy., Ph. 985-643-3850

Judes Travel Park, Ph. 504-241-0632

Mardi Gras RV Park, Ph. 504-243-0433



**PLANNING SESSION --** Reunion coordinator Yvonne Daley got her team of Tampa Daedalians together to get things organized for New Orleans. Facing the camera are, from left: Zig Ziegler, Yvonne, Cindy Bie, Jerry Harmon, Cappy Bie (in cap), Ellen Spearel, Kay Harmon and Steve Mac Isaac.



**AIR FORCES ESCAPE AND EVASION SOCIETY ANNUAL REUNION****May 10, 2005 -- May 17, 2005****RESERVATION REQUEST FORM****GROUP RATE: SINGLE: \$90.00 \_\_\_\_\_ DOUBLE: \$90.00 \_\_\_\_\_****TRIPLE: \$90.00 \_\_\_\_\_ QUAD: \$90.00 \_\_\_\_\_****Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_****ROOM TYPE REQUESTED**

|                          |                       |
|--------------------------|-----------------------|
| Smoking _____            | Deluxe King _____     |
| Non-Smoking _____        | Standard Double _____ |
| Wheelchair Access. _____ | 1 Bedroom Suite _____ |
| Deluxe Double _____      | 2 Bedroom Suite _____ |

**Number of Guests in Room: \_\_\_\_\_ Total Rooms Requested \_\_\_\_\_****NAME \_\_\_\_\_****Address \_\_\_\_\_****City, State and ZIP Code \_\_\_\_\_****Telephone \_\_\_\_\_ Contact \_\_\_\_\_****CREDIT INFORMATION**

|                                        |            |
|----------------------------------------|------------|
| _____ Hold for Late Check-in at _____  |            |
| _____ Guarantee to Credit Card # _____ | Exp. _____ |
| _____ Comments _____                   |            |

**(Credit card reservations will be accepted over the telephone.)**

**CANCELLATION POLICY:** Reservation must be canceled 72 hours prior to arrival  
or you will be charged for one night's room and tax.  
Cancellations carry penalties and non-refundable restrictions.

**Please FAX or MAIL the completed form to:**

Park Plaza, New Orleans  
1500 Canal Street  
New Orleans, LA 70112  
Phone: 504-648-1366  
Fax: 504-522-3622

***Reservations must be received by April 28, 2005. Reservations received after that date will be based on availability and are subject to an increase in room rate.***

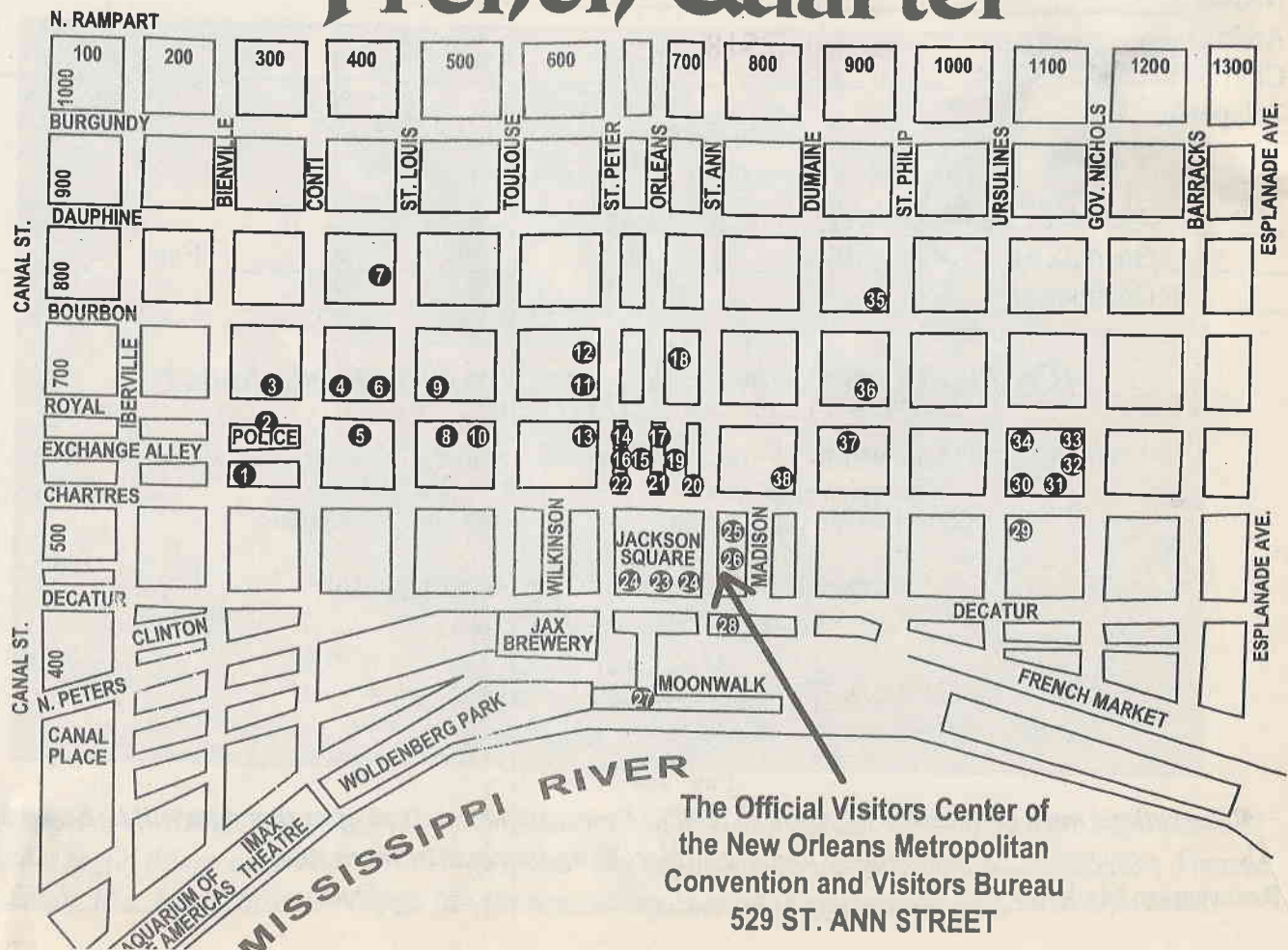
**Reservation Made by \_\_\_\_\_ Date \_\_\_\_\_**





*New Orleans is said to have the nation's oldest continuously-operating streetcar line.*

## French Quarter





**AIR FORCES ESCAPE AND EVASION SOCIETY  
ANNUAL REUNION AND GENERAL MEETING**

**Thursday-Sunday, May 12-15, 2005**

**Park Plaza Hotel, 1500 Canal St., New Orleans, La.**

*Please complete this form and return form with check or money order (No Credit Cards) to arrive  
not later than April 20. 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 total reunion package, \$140 per person, which includes  
Registration Fee and events listed below ..... \$ \_\_\_\_\_**

*If you not choose the total reunion package, please indicate events of your choice:*

|                                                             |          |
|-------------------------------------------------------------|----------|
| _____ Registration Fee @ \$30 per person .....              | \$ _____ |
| _____ Thursday Welcoming Buffet/Helpers Dinner @ \$32 ..... | \$ _____ |
| _____ Friday D-Day Museum Visit @\$15 .....                 | \$ _____ |
| _____ Saturday Banquet @ \$45 .....                         | \$ _____ |
| _____ Sunday Buffet Breakfast @\$18 .....                   | \$ _____ |

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

***Special Notice for Saturday Evening Banquet: Please indicate your choice of entree --  
Beef \_\_\_\_\_ Chicken \_\_\_\_\_***

***IMPORTANT: Helpers should send BOTH Hotel and AFEES registrations  
to Francene Weyland at above address, who will make Hotel reservation.  
(Please, no third parties involved.)***

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:**

NAME (please print) \_\_\_\_\_ Service Unit \_\_\_\_\_  
Spouse's Name \_\_\_\_\_ Guest's Name \_\_\_\_\_  
Mailing address \_\_\_\_\_  
\_\_\_\_\_



# Here's Jake



JAKE  
KNUFFERT





# Herb is awarded *Legion d'Honneur*



*The National Order of the Legion of Honor, founded by Napoleon Bonaparte, recognizes eminent service to the Republic of France.*

*Recipients of this honor are named by decree signed by the President of the Republic.*

**By DON LASSETER**

**Author of *THEIR DEEDS OF VALOR*, Xlibris, 2002**

Herbert Brill, a member of the Board of AFEES, has been named a Knight of the Legion of Honor by the French government. Formal presentation of the medal will be held sometime this summer. The award, authorized by French President Jacques Chirac, recognizes Brill's work with the Resistance during the nine months he spent evading after a forced landing near Experimont on Dec. 31, 1943.

On their fourth mission with the 407th Squadron, 92nd Bomb Group, Brill's B-17 was part of a large formation targeting enemy air bases at Merignac, near Cognac. Ten bombers were lost on the raid.

After Brill's Fortress was crippled by flak and enemy fighter attacks, pilot Lt. Coleman Goldstein (AFEES) conferred with co-pilot Shirley V. Casey (AFEES deceased) and navigator Brill about the possibility of making it over the Pyrenees. It looked hopeless, so Goldstein eased the ship down and managed a perfect three-point landing in an open field. The grateful crew split up in two-man teams and scattered. Brill was teamed with Sgt. Bill Weber.

Within a few days, Brill found himself in the hands of an underground resistance group which later became the Section Speciale De Sabotage (SSS). Prior to a dangerous operation one night, the leader asked Brill, "Do you want to come out with us?"

"Of course I did," Brill later explained. "They'd been feeding us and helping us, so of course we wanted to help them if possible." His decision led to a series of adventures fighting the German invaders.

Brill was issued a false identity card as a quarry worker, "Jacques Robert Litaud." One of the key battles took place in July 1944. The group received word that Nazi troops planned to attack through the village of Javerlac, then move on to destroy Nontron and wipe out a Resistance hospital.

A short time earlier, a similar raid had taken place in the village of Oradour-Sur-Glane in which the entire civilian population had been slaughtered.

Posting themselves on hills above narrow winding roads, the underground fighters waited for the German onslaught. Said Brill, "Shooting down into their midst, we fought guerrilla style all day, touch and go. After they'd lost 56 men, they retreated. We lost eight men." Nontron was saved. A few weeks later, Brill participated in the battle to liberate the city of Angouleme. He returned to England in September 1944.

Today Brill and his wife Millicent leave California each year to spend several months in their second home located in the beautiful, quiet town of Nontron. They often visit several of his surviving helpers, some of whom have attend AFEES reunions in the U.S.

The Brills also work as volunteers in the Angouleme museum of the Resistance and Deportation.



**Herb Brill wearing French Resistance armband.**



# From Stalag 3-B to Paris, to Spain

**From *Stars and Stripes Magazine*,  
Saturday, Nov. 17, 1945  
(With permission  
of the War Department.)**

## **Stalag 3-B May Have Been an Impossible Place from Which to Flee But Not for One Irrepressible PW Who Smashed His Way to Freedom**

By ROBERT M. MCGREGOR  
*Stars and Stripes Staff Writer*

STALAG 3-B was as unlikely a place for an American to escape from in 1943 as could be imagined. Almost in Poland, at Furstenburg-on-the-Oder, Stalag 3-B, was far from England or the Allied lines below Rome.

Furthermore, as an anti-escape measure, guards punctured all the cans in Red Cross packages so that they could not be taken along as provisions.

But Cpl. Raymond Sarant, who had been captured after four days of wandering behind German lines in the Afrika Korps counter-offensive at Faid and Kasserine Passes in February, was determined to try.

He found that the guards, lacking many of the things that came in those Red Cross packages, could be bribed, and knowing French and assuming that the French would

have had more time to work out escape techniques, he bribed his way into the French compound at the Stalag.

Ready to go with him on this venture were Cpl. Roberts and Sgt. Mace who had been in the same antitank company of the 168th infantry, 34th Division, in which Sarant had been a corporal-gunner.

The French had greater liberty than Americans or British since the Germans figured that there was little incentive for them to escape. After accumulating supplies, Sarant and his friends staged a dry-run one Sunday when they went with French PWs on a swimming excursion. By the next Sunday they had sent their supplies to a labor camp 25 miles away from which French "trusties" worked surrounding farms.

Their names had been put on the excursion list and with false identity disks they got past the gate. Without any trouble they made the camp, and the following night, garbed in civilian clothes provided by the French, the three Americans reached some rail yards and hopped a freight for Leipzig.

In Leipzig they found a freight car marked "Cologne," and two days later they reached the Cologne yards. Their luck was amazing, for on another track was a train headed for Brussels. There were no open cars, and they had to break a seal to get in, but there was a ventilation

port on the top of the car, and Roberts climbed through it to fix the seal.

As he climbed back, he unknowingly led a German to the three Americans. Not the last of the talents Cpl. Sarant had for such an escape was his ability in languages; he could speak German too.

He had the Nazi guard almost in tears as he told a sob story and offered a handsome bribe. The German was ready to accept when another guard rounded the car, and the first became suddenly rough and unflinching. The soldiers were taken back to Stalag and given two weeks solitary confinement.

This had been Sarant's second attempt to escape. The first endeavor was made in April, when he was at Stalag 5-B in the Black Forest and not too far from the Swiss border, for which he hoped to head. It was to be a "sneak job" and no civilian clothes were necessary.

With wire cutters obtained through bribery, they planned to cut their way through two high fences and then use a board to cover the accordion barbed-wire between.

Watching the guards round a latrine, the three made their break with several Frenchmen. Two, including Sarant, were out when the board broke under the third with a crash. Sirens blew and lights went on.

At a challenge, Sarant's hands went up into the air. He was beaten up, but only because he laughed when the Camp Kommandant reprimanded his guards.

Undaunted, Sarant prepared a third attempt. But it wasn't until October 24 that he was able to gather the necessary supplies, and by this time the cold weather made few willing to join him.

The method was the same as the second time. Sarant was almost caught twice, when he ran into a German patrol and was shot at, and later when he walked into an





antiaircraft gun.

Sarant got to the French camp, but his foot was injured and had become infected. He was bedridden for seven days, attended by a French doctor who was one of the prisoners there, but the Germans never knew of his presence.

Five weeks later on December 2, he was able to leave with a Frenchman wanted by the Gestapo, dressed in civilian clothes.

They arrived in Leipzig on the night of the first great RAF bombing. For 40 minutes, 800 heavies dropped their loads, and they found their only refuge in gutters and hope. It was impossible to find the civilians they had been told could help them, and for the next few days, like any bombed-out civilians, they wandered the streets eating at emergency kitchens. Finally they found anti-Nazis and were put in a sealed car heading for France.

When Sarant was sure they were in France, he cautiously slid open the door and called a workman over. Immediately the man understood and smuggled the two out of the yard to a resistance camp. After a couple of days Sarant was given money and food and put into a

caboose for Paris.

In Paris he was unable to find the individuals he had been told to contact, so he headed south to the home of the Frenchman who had come from Germany with him. Here he was put in touch with an organization and by March 4, 1944, he was in England.

With the exception of a flier, Sgt. Lee Gordon, who beat him there by six days, he was the first American to return from a PW camp. Sarant has since achieved the rank of lieutenant.



*The Stars and Stripes  
Museum/Library honors the  
history of the Stars and Stripes  
newspapers, published in theaters  
of combat in recent U.S. wars.  
Open every day except Tuesday,  
the museum in just south of  
Bloomfield on Highway 25 in  
southeast Missouri.  
Address is PO Box 1861,  
Bloomfield MO 63825;  
Phone 573-568-2055  
<stripes@semo.net>*

### **Comments from Editor Larry Grauerholz**

The signature of Ray Sarant (E&E #451) is on my Short Snorter.

We met in Toulouse, where Mme. Francoise (Marie-Louise Dissart) took over. She sent our group that included Americans, RAF, French and one South African to Spain via Carcassonne and Perpignan and to the British consulate in Barcelona. From there it was by diplomatic limo with the Union Jack on the fender to Madrid where the U.S. military attaché took over.

I always felt that we got special treatment from MI-9 because Ray was an early prison escapee and certainly had a lot of "inside information." He told us that he finally made it on the third try. He never gave up; he would spend his time in the cooler and then start working on the next escape plan.

He not only spoke several languages, but knew the cultures and could easily pass as any nationality. He told us that the worst of it was living in a potato car for nine days and having nothing else to eat.

Ray died June 6, 1977. A son and a daughter live in the New York City area.

## **New 'Friend' Members**

DR. VIRGIL P. BENOIT

Assoc. Prof., U.N.D.

PO Box 8198

Grand Forks, ND 58201

Phone: 701-777-4659

DAVID DUERR (FFL)

3504 Thornwood Drive

Bethel Park, Pa., 15102

DOUGLAS DUERR (FFL)

2722 Tischler Road

Bethel Park, Pa., 15102

Phone: 412-854-5448

ROBERT DUERR (FFL)

9 Pleasant Street

Salem, Mass., 01970

SUSAN KAUFOLD (FFL)

345 Carlton Road

Bethel Park, Pa., 15102-1658

Phone: 412-835-1308

(Last four new Friends are three sons and a daughter of Elmer and Fanny Duerr.)

## **T-Birds to visit 29 states in 2005**

NELLIS AFB, Nev. (AFPN) --

The U.S. Air Force Air Demonstration Squadron, known as the Thunderbirds, is scheduled to perform more than 70 public shows in 29 states, Canada and Central America this year.

Based at Nellis AFB, the Thunderbirds are an Air Combat Command unit comprising eight pilots (including six demonstration pilots), four support officers, four civilians and about 120 enlisted airmen in more than 29 Air Force specialties. The team flies the F-16 Fighting Falcon.

During the off season, officials train new members of the team.

For more:

<[www.airforce.com/thunderbirds/](http://www.airforce.com/thunderbirds/)>



# The chow was great at the Legrys

**Kenneth A. Brower (E&E 2019) was a B-26 navigator, flying out of Bury St. Edmonds. He was part of the air cover for the D-Day invasion on June 6, 1944, and was downed about a month later on a night mission.**

**He has written an account of his experiences for the Veterans History Project. Here are excerpts:**

**By KENNETH A. BROWER  
LtCol USAF (Ret.)  
Fort Worth, Tex.**

On my 46th mission, we were lead crew and I was operating the G Box. As we reached the pre-initial point, the flak stopped and the searchlight had us locked in. The pilot tried to break the lock, but the ME-410 set us on fire the first pass.

I jumped out the nose wheel door. While I was going down, I saw the plane explode. I learned later that everyone got out.

Co-pilot Ken Bayles walked into town in daylight and was taken prisoner by the Germans. The pilot and the bombardier were turned over to Germans as they were badly wounded.

Upon landing about 0230 July 8, I hit the side of a hill and sprained both ankles so that I could not walk.

I could see a lot of traffic up and down the road as if they were looking for someone. At dawn some rain fell. Water I found in a cup in a rock was oh so good!

At dusk, traffic slowed down and I crawled down to the road. I saw a French boy about 15 years old and I signaled to him. He told me to wait and within 30 minutes, his father and brother brought a bicycle and we went into town and met a Catholic priest, the only one who could speak English.

I was taken to a barn loft. After

a day, someone in the underground, Dr. Jean Carton, determined that I was OK. He took me to the butter merchant, August Legry. Mme. Legry was a real good cook and her husband had good connections, so we had the finest of food.

About two weeks later, I was taken to a bar and Doctor Carton was sewing up a gash in Edwin Blakely's forehead. He was a P-47 pilot on his first mission, firing rockets. He had been hit and crashlanded.

Ed surely helped me as he had three years college French and was my interpreter the rest of the time.

They would not let us go out with the Maquis. We pasted ration stamps for Mr. Legry; we cleaned guns that were dropped to the underground. I gave my .45 to Mr. Legry's nephew Roger.

Dr. Carton and another doctor would come to our place every Friday and play bridge. Benard, a nephew 14 or 15, would play pitch with us. He learned to be quiet about us in school.

While Ed and I were with the

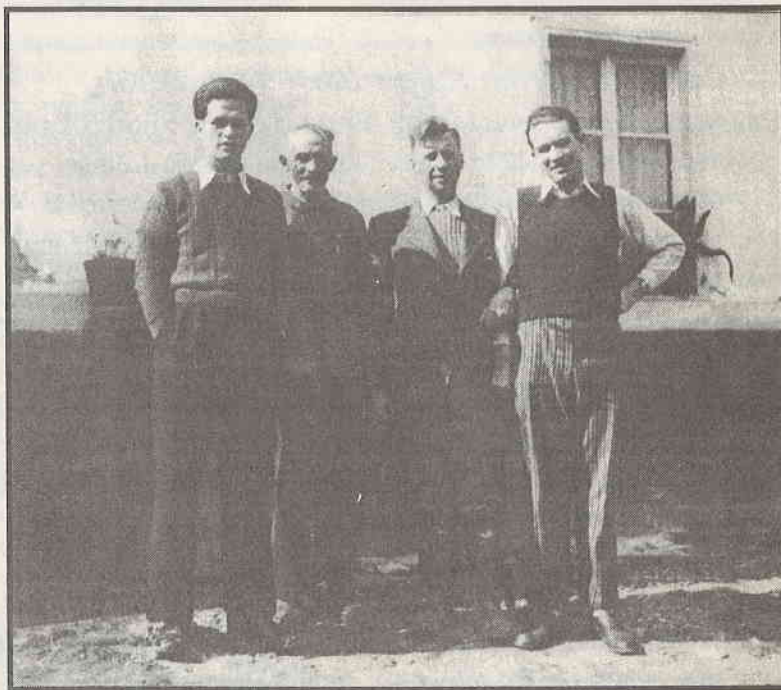
Legrys, we saw Germans move 88 mm. cannon down to the road intersection and soon a formation of B-26s was flying over. We saw one go down, no chutes.

Two days after being liberated by the English, we had a party at Flixecourt, about ten miles south of Bettencourt. That is where an American major attached to the British gave me about 25 ID tags and told me to take them to London.

Next day after the party, Eddie and I walked to Amiens. On the way we saw several German bodies along the road. At Amiens we got in a small English plane and flew to Paris.

I then flew to London, was given a new uniform and several days of debriefing. Then I was sent to Ireland. From there, about 16 evaders and a plane load of V-mail flew back to LaGuardia in a Navy PB2Y2.

I was recalled to active duty Dec. 27, 1951, and flew 29 missions in a B-29 to North Korea. I retired in 1968.



*From left: Edwin Blakely (P-47 pilot), August Legry, Dr. Jean Carton, and Ken Brower.*



# Badly wounded, pushed from B-17

By A.B. SMITH  
West Monroe, La.

Archie Cothren is a mellow and robust 88-year-old Eighth Air Force veteran who had a remarkable experience: Badly wounded, he was dumped out of a B-17 with a opened parachute and lived to tell about it.

A native of Dierks, Ark., Archie's service goes back to the earliest days of the USAAF in England. In 1942 the Luftwaffe was absolute ruler of the skies over Europe, where raiding Allied planes were promptly greeted by cannon fire.

Archie was sworn in Dec. 4, 1941, three days before Pearl Harbor was bombed. He went off to radio school at Scott Field, Ill.

In May 1942 he had completed school and reported to the 92nd BG at Sarasota, Fla. In August the group was ordered to England via Westover Field, Dow Field, Gander Field and Prestwick.

Bovington, Station 112, became home of the 92nd. It was from this field that the first 8th AF mission of WWII was flown. A sister group, the 97th, bombed a target at Malza, France, on Aug. 17, 1942.

On Oct. 9, 1942, the target for Archie's crew was an industrial plant just across the English Channel. The squadron swept over Lille at 25,000 feet and dropped the bombs. Turning for home, their luck changed; FW 190s were ready.

As Archie manned the left waist gun, a explosive shell struck between the left window and the left wing, severely wounding him and setting No. 2 engine on fire.

His oxygen mask was shredded and his face, left arm, side and leg were wounded by shrapnel.

The ball gunner left his turret and prepared to bail out. He found Archie semi-conscious and unable to put on his chute. Oscar Billings, the ball gunner, clipped Archie's chute to his harness and dragged him to the escape hatch.



**Archie Cothren and Ruby Smith, wife of AFEES Member A. B. Smith, laugh about stories of growing up in Dierks, Ark. Ruby recalls when Archie was shot down over France in 1942 and became a prisoner of war for nearly three years.**

Archie explains: "Fliers say you can't pop your chute in the plane and then jump," he said. "But that's just what Oscar did. He opened my chute and then threw me out. And it worked."

On the ground, he was helped by two Frenchmen as well as by German soldiers. He was loaded on a truck and carried to a civilian hospital at St. Omer. He required treatment for 17 separate wounds, plus casts for his left arm and knee. He remained in St. Omer for 10 weeks.

Surprisingly, the rest of the crew stayed with the plane and nursed it back to England.

Archie was to see Billings again: on May 13, 1943, he showed up at the prison where Archie had been sent. "Archie," Oscar greeted him, "if you need anything, let me know and I'll give you another push."

Although Archie was considered a hospital patient during his entire prison stay, he was active in organizing sports among the able-bodied prisoners.

Archie was liberated on May 12, 1945, after nearly three years as a POW. He lived the last 17 months at Stalag 17. That prison became famous because of a book by two of Archie's fellow inmates, Don Bevan and Ed Trzcinski. William Holden won an Oscar for the movie.

After the war, Archie returned to Dierks and established a successful insurance business. He continued to be active in sports and is considered the dean of high school sports officials in the area.

Archie has no ill will toward the Germans for his long imprisonment. He says he was treated fairly and the food he received was not all that different from that served to the German troops.

"Those Red Cross packages we got sure helped out though," he says.

And was the German Luftwaffe a worthy opponent? "There were 12 radio operators in the 407th Squadron," he said. "I had six of them in prison with me."



# Polish memorial honors those KIA

From North American Aviation  
RETIREES BULLETIN, Fall 2004

By ED RUSINEK

It has been over 50 years since American aircraft flew over a Europe suffering under the Nazi reign of terror. The fierce and bloody aerial battles that raged in the skies above have vanished long ago into the shadows of the past.

However, in Poland on the road from Warsaw to Biala Podlaska near the town of Woroniec, one shadow remains. The shadow -- the American Airmen Memorial -- is a full-scale B-17 outline that honors the 41,802 USAAF airmen who died over Europe during WWII.

The memorial was unveiled on Sunday, July 5, 2000. The location is symbolic. It is within a kilometer of a B-17 crash site that is the farthest from any American base in Italy or Britain. It represents the reach of the USAAF offensive and the price the Americans had to pay to destroy the Nazi war machine.

Standing over the shadow outline of the B-17 is a full-size replica of the *Flying Fortress* vertical fin bearing the markings of the aircraft that was shot down near the site on June 21, 1944 -- the B-17G, A/C No. 42-38202 *BTO in the ETO* -- of the 452nd Bomb Group, 8th Air Force. The bomber was shot down during the first bombing "shuttle" mission from England to Russia.

The crew of the *BTO in the ETO* was luckier than the thousands of young men commemorated by the memorial. All 10 bailed out of their burning aircraft and while descending on their chutes an intensive race began on the ground to intercept them, between the German army and members of the *Zenon* unit of the Polish Partisan 34th Infantry Regiment, AK (Home Army).

Three of the Americans were captured by the Germans and spent the rest of the war in a POW camp. The other seven were rescued and participated in pitched battles against the Germans as part of the Polish *Zenon* unit for six weeks until they could be transferred to the Russians who secured their return to Britain.

The names of the crew -- 1st Lt. Louis R. Hernandez, Pilot; 2nd Lt. Thomas J. Madden, Copilot; 2nd Lt. Alfred R. Lea, Navigator; 2nd Lt. Joseph Baker, Bombardier; T/Sgt. Anthony Hutchison, Engineer; S/Sgt. Herschel Wise, Waist Gunner; S/Sgt. Robert Gilbert, Waist Gunner; T/Sgt. Jack P. White, Radioman (POW); S/Sgt. William Cabaniss, Turret Gunner (POW) and S/Sgt. Arnold G. Shumate, Tail Gunner (POW) -- are engraved on one side of the rudder. The other side bears a dedication of gratitude

in English and Polish to all the 41,802 American airmen who gave their lives in the cause of freedom for Europe. It reads as follows:

1942      1945

TO THE MEMORY OF THE FORTY ONE  
THOUSAND EIGHT HUNDRED AND TWO  
AIRMEN OF THE UNITED STATES ARMY  
AIR FORCE , WHO WERE KILLED BRINGING  
FREEDOM TO THE OCCUPIED EUROPEAN  
COUNTRIES AND DESTROYING  
SUCCESSFULLY THE THIRD REICH  
MILITARY POTENTIAL.

AS TESTIMONY OF GRATITUDE AND THE  
COMMEMORATION OF THE  
POLISH PEOPLE

By summer 1944, the Red Army had advanced to the banks of the Wisla River across from the Polish capital of Warsaw. The Soviets were encouraging the Polish Home Army (AK) to wrest the city from the relatively small German garrison. The Polish partisans, however, were troubled because as the Soviets "liberated" eastern Poland, they left in their wake a pro-Communist civil authority.

Hoping to establish a non-Communist post-war government in Poland, the decision was made by the Polish Home Army to attack the Germans in Warsaw in advance of the Red Army with the understanding that Soviet reinforcements would be available if needed. Indeed, the Red Army entered the Warsaw suburb of Praga, across the Wisla River late in July 1944.

On August 1, the Home Army with a force of 40,000 partisans, joined by the citizens of Warsaw, took control of most of the city. However, the Germans sent reinforcements including S.S. police units, a brigade of Russian ex-prisoners and a brigade of ex-convicts noted for their excessive brutality.

During the 63 days of desperate fighting, the Red Army, encamped on the other side of the river, never attempted to provide any assistance.

When the western allies approached the Soviet command with the request that planes bringing arms to the partisans be permitted to land behind the Soviet lines after the drops, they were met with refusal.

When the Soviets finally granted the allies permission on Sept. 10 to land in Russia after a relief mission to the partisans, it was too late. The Polish forces in the city had become fragmented and isolated.



So, much of the equipment dropped during a massive rescue mission conducted by the USAAF on Sept. 18 fell into German hands.

When hostilities ceased, 85 percent of the city was razed and the Polish Home Army was annihilated. The Germans deported the remaining population. On Jan. 17, 1945, when the Red Army entered the city and defeated the German rear guard, there were no forces left to oppose the installation of a Soviet puppet government.

Years later in 1981, with the Polish Communists removed, the Polish Parliament instituted the Warsaw Uprising Cross medal to be awarded to all military and civilian participants of the Warsaw Uprising and to

also be conferred on all foreigners who gave their support. Al White is one of the USAAF participants who was presented this award from a grateful nation.

FOOTNOTE: AFEES Member Alfred Lea of Houston, Tex., was wounded in the leg while participating with the partisan Zenon unit attacks on the rear of the German Wehrmacht fighting the advancing Red Army. In what must be the most unusual circumstance for a USAAF aviator, he was awarded the Purple Heart medal for his wound received in action as a temporary member of the Polish Partisan 34th Infantry Regiment, AK.

For related story on 1st Lt. Louis R. Hernandez, see Page 10 of Fall Communications

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## The PX is selling out! Closing-Out Sale! Now or never!

### Official AFEES Merchandise

|                                                  |            |
|--------------------------------------------------|------------|
| Pewter Boot with chain/tie pin, 7 left . . . . . | \$3.00     |
| Auto License Plate, 15 left . . . . .            | 9.00       |
| Decals, 200 left . . . . .                       | 5 for 1.00 |
| Bolo Ties, 5 left. . . . .                       | 2.00       |
| All Caps, Mixed styles, 42 left . . . . .        | 9.00       |
| Jacket Logo, metallic thread, 2 left . . . . .   | 15.00      |
| Tool Kit, with AFEES Logo, 7 left . . . . .      | 3.00       |
| Pewter Lapel Pin (Boot), 4 left . . . . .        | 4.00       |
| 40th Anniversary                                 |            |
| Money Clip, 21 left, Postage Paid . . . . .      | 5.50       |

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

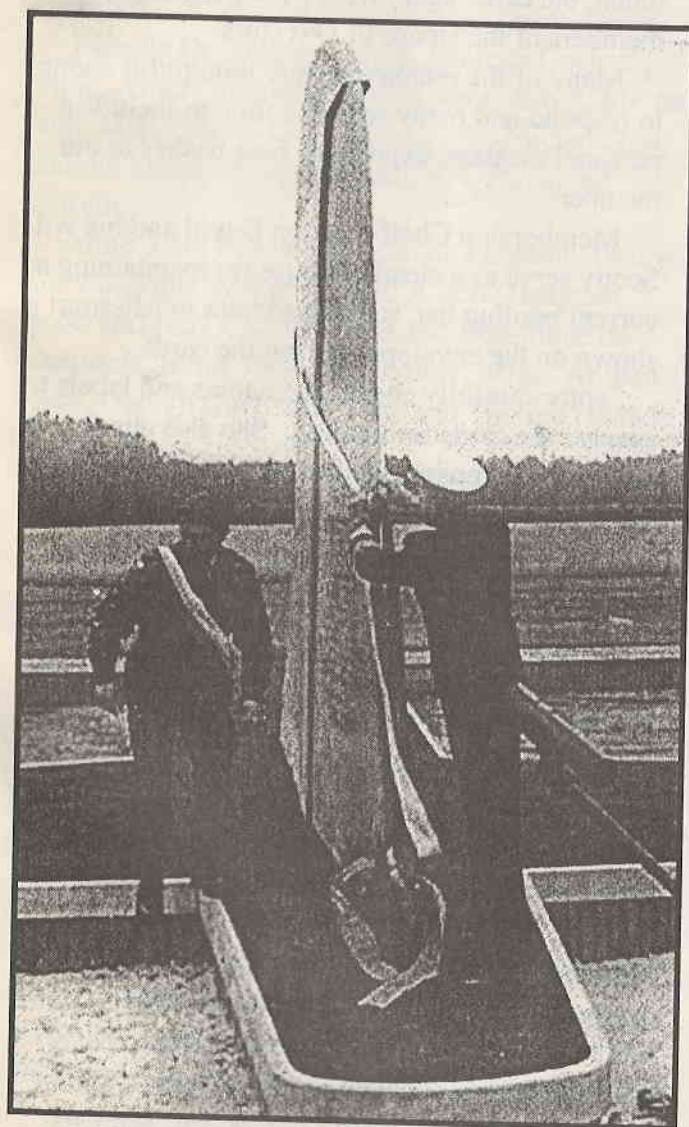
### FOR LARGE ORDERS:

\$50-\$100, \$4.50; \$100-\$300, \$9.00

Make checks payable to AFEES  
and mail to:

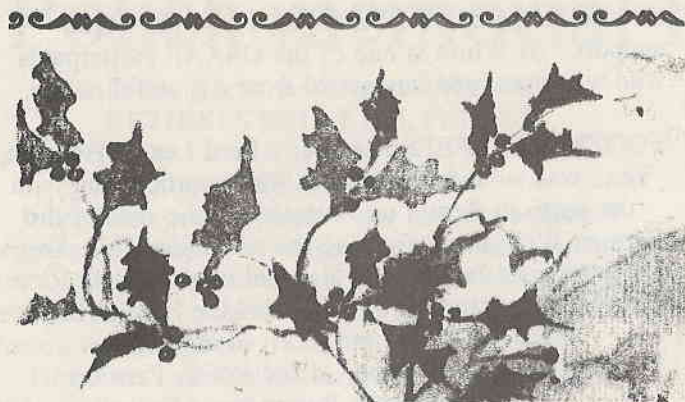
Thomas H. Brown Jr., P X Manager  
104 Lake Fairfield Drive  
Greenville, SC 29615-1506  
Phone: 864-244-8420  
<tbrown104@cs.com>

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*Cdr. Stanley Golanka, USN, representing the U.S. Embassy in Warsaw, unveils the memorial on Sunday, July 9, 2000, honoring the 41,802 American airmen killed in the liberation of Europe.*





*May the quiet beauty  
of this lovely season  
bring you deep joy and warm memories  
to cherish throughout the coming year.*



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

## Greeting cards trigger responses

Perpetuating an AFEES tradition, more than 300 year-end greeting card folders went into the mailstream in early December.

The annual cards are intended to cement the bond that exists between our members and the Helpers who made our evasion possible. To add a personal touch, the cards again were personally signed by members of the Board of Directors.

Many of the recipients were thoughtful enough to respond and many took the time to include a personal message expressing best wishes to our members.

Membership Chair Clayton David and his wife Scotty serve as a clearing house for maintaining a current mailing list, so their address in Missouri is shown on the envelope bearing the cards.

Scotty carefully checks the names and labels to prepare the cards for mailing. She also checks the replies and prepares the list for publication in the newsletter.

The editor considers Scotty to be a walking memory bank of information concerning AFEES members, helpers and associates.

Those who had responded to the 2004 mailing by the time this issue went to press include:

**BELGIUM:** Camille Bernier, Frans Caubergh, Rik Craeghs, Mme. Roger Cuignez, Mme. Simonne De Corte-Hellebois, Mme. Duzy Degive, Janine De Greef, Mme. (Amanda) desir-Stassasrt, Mme. Leia De Pont, Jacques DeVos, Mme. Andree (Nadine) Dumon, Mme. Anne-Marie Guilbert, Jacques P. Granjean, Raymond Itterbeek, Roger Jamblin, Mr. and Mrs. Lucienne Keesemaecher, Mr. and Mrs. Jean Lamond-Guillaune, Family of Albert Lardot, Robert Lintermans, Rene Londo, Mr. and Mrs. Vienne (Marie Claire) Roiseaux, Mme. Germaine Sainvitu, Raoul Steyaert, Mme. Monique Thome-Hanotti, Andre Yernaut

**FRANCE:** Emile Adam, Mme. Michelle Agniel-Moet, Mme. Francis Andre, Jean and Paule Arhex,



Andre Aubon, Serge Avons,

Claude Bacchi, Mme. Loulon Balfet, M. and Mme. Serge (Josette) Baudinot, Josiane and Jean-Pierre Benier, Mme. Rosa Bertrand, Mme. Jaquelain Besse, Paul Boe, Robert Boher, Mme. Christine Bolanger-Rossi, Mme. Odette Bouvier, Mme. Muriel Brest, Mme. Jacquie Thomas Briand, Max Brizillon, Mme. Liliane Brochet,

Pierre Caille, Alain Camard, Yves and Anne Carnot, Mme. Odette Chaput, Rene Charpentier, Richard Christian, Marcel and Alice Closset, Louis Coum, M. and Mrs. Paul Cresson-Doctobre, Gilbert Crombez,

Isabella De Broissia, Mme. Paulette Declercq, Mme. Arlette Salingue Deslee, Jean Deduit, Mr. and Mrs. Jean Delery, Guy De Rouville, Michel Diot, Emond Dureniseaud, Mr. and Mrs. Raymond Durvin,

Mme. Petit Florimond, Claude Fontaine, Georges Gervas, Mme. Marie Gicqel, Albert Gloaguen, Scott and Judy Goodall, Jean and Dominique de Gourcuff, Mme. Rosemary Grady, Mme. Andree Gros, George Guellemin, Jean and Theresa Hallade, Mme. Denise Heches,

Mme. Paulette Journeau, Albert Lair, M. and Mme. Robert Lapeyre, Paul Le Bot, Marcel Ladahois, M. and Mme. Jacques Lavandier, Mme. Helene Le Fevre, Christian and Jacqueline LeGrand, Ernest Le Roy, Mme. Jacqueline Leroy, Mme. Odile Le Roy, Rene Loiseau,

Mme. Devin Madhaudeaux, Mme. Jeanne Mansion, Rene Martin, Mme. Mary Jo Martinez, Rene and Bridget Mocaer, Mme. Reine Mocaer, Pierre Montaz, Emile Monvision, M. and Mme. Pierre Moreau, Berand Neuville, Mlle. Genevieve Noufflard,

Ray and Alice Paquelot-Villard, Yves Paillard, Mme. Paulette Pavan, Jean and Godelieve Pena, Mme. Jeannette Pennes, Bertrand Petit, Pierre Philippon, Dr. Alec Prochiantz, Maurice Quillain,

Rene Renard, Mlle. Ann Ropers, Mme. Genevieve Rozie-LeBouris, Mme. Lucienne Saboulard, Mme. Adrienne Selas, Raymond Servoz, Mme. Anne Marie Soudet, Michel Tabarant, Mme. Jacqueline Tabary, Paul Thion, Mme. Elie Toulza, Jean and Jeannette Trehou, Andre Turon, Jean Voileau, Pierre and Michou Ugeux

**HOLLAND:** Mrs. Margaret Albers, Bill Bolhius, Fred H. Boogaart, Dr. Elsa Caspers, Henk and Yvonne Dobber, The Escape Group, Piet Felix, Drs. Haneke Folgering and W. B. deGroot, Mrs. Joke Folmer, Fredrik Gransberg, Roelof ter Heide, Han Hollander, Peter vd Hurk, Til Kenkhuis-vd Boogaard, Jannes Klooster, Jeanne de Korte, Mrs. P. Kuijsten-de Brun, Mrs. Mia Lelivelt, Nico Leons, Mrs. A. Ligtenberg-de Bruin, family of Gre Lommerse,

Bert and Colleen Monster, Mrs. Verrie Oudkerk-Cohen, Bert Poels, Albert and Hanneke Postma, Charles Roesen, Renies van Rijsbergen, Mrs. Zel va Sande, Gerrit C. Slotbloom, T.G.J. Teuiven, Mrs. Marga Uilenberg, Mrs. Pietje, Pia Van Veen and Remco, Klaas Van Dorsten, Jacques and Letti Vrij, J. de Volk, Air Crew Helpers Association.

**UNITED STATES:** Ida Bakker, Yvonne Daley-Brusselmans, Marguerite Fraser, Bert and Case Hanou, Glenn L. Hovenkamp, Teodor Vlado Hreljanovic, Intrepidus/George Baker, Maria Liu, Gen. Lew and Betty Lyle, Frances Millar, Ignol Nabelek, Olga M. Puglish-Hakim, George Van Remmerden, Tom and Rose Schantz, Mrs. John (Naomi) Weidner, Friends of the AF Academy Library.

**AUSTRALIA:** Ivanka Benko, Frank and Isabel Dell

**CANADA:** Mrs. Agnes N. Frisque, John Van Etten, Gordon and Craig Stacey

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

**SERBIA:** Miodrag D. Pesic

**SPAIN:** Anne Feith

**WORTH REPEATING**



"I find the harder I work,  
the more luck I seem  
to have."

—Thomas Jefferson  
(1743-1826)  
U.S. president



## *A sampling of responses to the 2004 greetings*

*From Mme. Lucienne Saboulard, Bayonne, France:*

"60 years -- December 1944 I remember. Since for months I was in a concentration camp (Comete). And you are fighting in the terrible battle des Ardennes for peace and freedom.

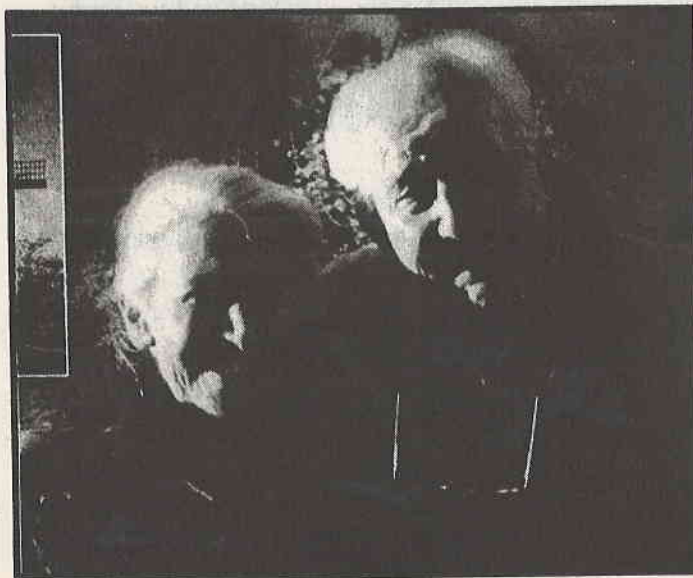
"We knew that. Even in Hell it was difficult to hide -- true. We were waiting in confidence. I too, I'll never forget your heroic help."

*From Robert Lintermans, Brussels:*

"Thank you so much for your greetings. Like it is in Belgium, I suppose that also in the U.S.A., the number of surviving members of your association must decrease. We have for the moment the visit of U.S. veterans from the battle of the Bulge.

"When they will go back to the States, ask them how they were received here. It will give you an idea of the profound feeling of gratitude the people of Belgium have toward your country.

"Do listen to the people, not to the politics. Best wishes to you -- We Will Never Forget!"



**CONNIE AND PETER van den HURK**

*From Connie and Peter van den Hurk, Cuijk, Holland:*

"End of 2003 our queen lost her husband Prince Claus. March 2004 she lost her mother Princess Juliana and December 4th her father Prince Bernhard died at the age of 93. A great guy. He used to be my commander (1945-48) when I was a captain in the Dutch army.

"After Mimi's death February 2001 I met a nice

widow at Christmas 2002. We got married Oct. 31, 2003, and she is living with me in Cuijk now. We are very happy together and we hope the Good Lord is willing to let our marriage last many more years.

"You always thank us what we did for the AFEES we helped, but we think you all deserve more credit for giving us back our freedom and that we are allowed to say whatever we like."



**From left: Marcel (86), Andre (84) and Louis (80)**

*From the Ledanois Brothers, France:*

"With warmest thoughts and Christmas wishes to the last veterans of Air Force. We will never forget!"

*From De Corte Hellebois, Belgium:*

"Thanks so much for your lovely card. We had the joy to receive at our home, Lt. Col. Gil Shawn in April -- same age as me -- 83 years old! Emotions, memories, champagne, good meal with Belgian friends. Happy to make acquaintance with Gil's friend Herman Staudt.

"For you all, our best wishes for a marvelous Christmas time and lots of happiness all along the year 2005 with the deep hope of peace for everyone in the world."

*From Albert Postma, Holland:*

"I said good bye to HRH the Prince on the 8th of Dec. in the Old Royal Palace in The Hague and in the Royal remembrance book. I also signed for AFEES members and for so many who died during WW II, also for our Freedom.

"Clayton, you and your Scotty and son Lynn were the last official guests to meet his R.H. Prince Bernard."

*From Nicole and Jean-Marie Moet, Noisy le Grand, France:*

"Thank you very much for your good wishes. In our turn, we send ours to all AFEES members and their families. May 2005 bring them all they may wish and hope."



# 'Zvonko' led Halyard Mission

**Zvonimir (Zvonko) Vuckovich,  
Captain in the Yugoslav  
Resistance, died Dec. 12, 2004,  
in Ojai, Calif.**

**by CHARLES L. DAVIS  
Falls Church Va.**

**Chairman, National Committee  
of American Airmen Rescued by  
General Mihailovich, Inc.**

There are more than 300 American airmen and their families who owe an enormous debt of gratitude to Major Zvonimir Vuckovich, one that we can never repay.

I was a bombardier/navigator on a B-24 Liberator based in Italy during WW II. We had to traverse Yugoslavia on bombing missions to Rumania, Hungary, Bulgaria and Yugoslavia.

In early 1943 and on into 1944, the attrition rate was over 50%. Many Americans had to parachute from their crippled aircraft over Yugoslavia.

Yugoslavia Minister of War General Dragoljub Mihailovich's CETNIK resistance forces and more frequently, the marvelous Serbian citizens, spirited us away upon landing and thus kept us from being captured by Nazi forces. Zvonko commanded the 1st RAVNA GORA Corps.

My crew and I (ten in total) were forced to parachute on June 6, 1944. We all landed safely in Zvonko's area of responsibility. His Chetnik soldiers and Serbian citizens immediately evacuated us.

I later found out that Zvonko had watched my crew descend. He was on the other side of a hill. This was our first meeting, though I did not know who he was.

We remained under Zvonko's supervision and care until Aug. 10, 1944. Many more American airmen besides our 10 were in Zvonko's territory and became his responsibility to safeguard, arrange feeding and lodging (frequently in haystacks) and general care.

Zvonko looked in on us every 4 or 5 days.

In the wee morning hours of Aug. 2, 1944, three members of the American OSS parachuted in the dark of night and landed near Zvonko's headquarters. This was named the "Halyard Mission," whose purpose was to arrange for the return to Italy the U.S. airmen in General Mihailovich's care. This number turned out to be 252 Americans, 2 Canadians, 4 British, some Italians and some Russians.

From mid-1943 to late December 1944, Gen. Mihailovich rescued about 500 American airmen. Zvonko participated in the

evacuation of most of them.

The Halyard Mission was commanded by Capt. George "Guv" Musulin who had worked with Zvonko in Yugoslavia. Together they located a field large enough to accommodate American C-47 aircraft for landing and take-off.

Being the top of a hillock, the landing strip was not level and the pilots landed slightly uphill and taxied slightly downhill. The take-off, loaded with airmen, tested the pilot's skill to the max.

Six C-47s arrived at 11 p.m. on Aug. 9 and departed at 1:00 a.m. on Aug. 10. It was Zvonko's task to arrange for the airmen to be brought together at the airstrip at Pranjani, provide security en route and at the airstrip, and collaborate with Guv on identifying the "runway."

This was done with a row of bon fires arranged by Zvonko. Through his heroic efforts and leadership, this unprecedented evacuation succeeded as planned.

Eleven more C-47s arrived and departed immediately after daylight.

Zvonko was commissioned by Gen. Mihailovich to be his liaison officer to the commanding general of the 15th Air Force in Italy. Accordingly, Capt. Musulin put Zvonko on the last aircraft to leave Italy on Aug. 10, 1944.

## Professor visits France to research evasion experience of AFEES Member Jim Tronson

Virgil P. Benoit, associate professor of French at University of North Dakota at Grand Forks, spent some time recently in France, researching the evasion story of Jim Tronson, E&E 1973, 94th BG.

Jim went down April 20, 1944, in the Pas de Calais area.

Dr. Benoit will present his findings on April 20 at the U. of N.D. He says that anyone interested in the dynamics of hamlet life in occupied France, spring of 1944, from the perspective of descendants of families who kept Jim safe might want to attend, if possible, or follow information posted on the project entitled "US Airman hidden in Bellifontaine, 1944," at website <www.ifmidwest.org>

The program will be in Clifford Hall at UND. Dr. Benoit can be contacted at 701-777-4659, or at <virgil.benoit@und.nodak.edu>

In 1949, Zvonko (also known as James) emigrated to the U.S. and worked as an engineer in South Chicago, Ill., an area with a high Serbian population.

His book, *A Balkan Tragedy ... Yugoslavia 1941-46, Memories of a Guerrilla Fighter*, is available (in English) in the U.S. through Borders or Waldens stores.

His son Charles is a major general in the U.S. Army. His father Aleksandar was an officer in the Yugoslav Royal Army.



# **-FOLDED WINGS-**

## **MEMBERS**

- POW Ralph M. Barnes (FFL) Perrysburg, Ohio, 463rd BG
- #1590 John J. Bradley (L), Newhall, Calif., 92nd BG, Feb. 5, 2005
- # 307 Edward L. Burley Jr., Clearwater, Fla., 94th BG, Sept. 7, 2003
- # 759 Jack Ilfrey (L), San Antonio, Tex., 20th FG, Oct. 15, 2004
- # 1876 Harold C. Kornman, Beaver, Pa., 490th BG, Mar. 6, 2004
- #2638 John M. Mead, New Orleans, La., 801st BG, Jan. 27, 2005
- # 1934 George Powell (L), St. Louis, Mo., 390th BG, Nov. 19, 2004
- 15th AF Robert W. Rose, Ft. Worth, Tex., 464th BG, May 31, 2003
- # 830 William E. Schack, Bay Village, Ohio, 482nd BG, Jan. 20, 2005
- # 2981 Richard M. Scott (L), Lancaster, Pa., 364th FG, Jan. 2, 2005
- #2327 Donald C. Toye, Roseburg, Ore., 445th BG, Feb. 28, 2001
- # 655 William Wolff (L), Tobaccoville, N.C., 303rd BG, Nov. 8, 2003
- RCAF R. P. "Bob" Lindsay, Cloyne, Ont., Canada, Jan. 21, 2005
- Mrs. Ada Goldfeder (W), Bethlehem, Pa., Feb. 15, 2005

## **HELPERS**

M.P.B. van't Rood, RM HENGELLO, The Netherlands, Oct. 24, 2004

### **William E. Schack, Carpetbagger**

William E. Schack, age 82, of Bay Village, Ohio, passed away on Jan. 20, 2005. He served as a member of the 8th Air Force, 492nd Bomb Group.

S/Sgt. Schack was tail gunner on the Ernest Fitzpatrick crew that went down May 30, 1943. Bill bailed out near Hannut, Belgium.

He was helped by the Rene Londoos family and by other members of the underground. Bill and Joe Lasicki were arrested while traveling on a tram about a month later. He was eventually liberated by the Russians and moved by B-17 from Germany to France, and from Camp Lucky Strike to the U.S. by ship.

He retired in 1986 as vice president of a chain of clothing stores.

### **Gen. Richard M. Scott**

**Former Mayor  
of Lancaster, Pa.**

Richard M. Scott (E&E #2981), mayor of Lancaster, Pa., from 1973 to 1979 and active in local and state politics, died Jan. 2, 2005. He was 86.

"He devoted his life to his work and his community," said former mayor Arthur Morris, who worked for Scott as public works director. "He was a fabulous human being with a great amount of history."

Born in 1918, Scott graduated from high school in 1936 and went to work for the former Armstrong Cork Co.

In 1938, he entered the Military Academy at West Point and went on to earn his pilot's wings.

Capt. Scott, a P-38 pilot, 364th FG, out of Huntington, U.K., went down near Baren, Holland on March 15, 1944.

Mr. and Mrs. Langelann Baarn provided him with food and shelter and contacted the Dutch underground. He stayed with a couple in Amsterdam and then was moved to Brussels.

On July 8, he was captured by the Gestapo and sent to St. Giles for about a month. Then he was sent to Stalag Luft III. He escaped three different times and was recaptured twice. The third time he made it through enemy lines and reached Allied control on April 17, 1945, at Nuremberg-Land Wasser, Germany.

Throughout his life, Richard kept in touch with those who sheltered him during that perilous time. His Dutch friends visited him in Lancaster, and he went to Holland to see them.

After the war, he filled several assignments with the Air Force, including commanding squadrons in Taiwan and Japan in 1954-55.

He retired from the Air Force as a brigadier general in 1970 after 28 years of service.

He married Flora Anne Fonneman on May 29, 1942. They had three children, including a son who died in 1997.



## **Membership changes (in Boldface type) from AFEES 2001 Directory**

1. William R. Allison (L), **1323 Atascadero Rd., Morro Bay, CA 93442-1803**  
**Phone: 805-772-8834**
2. Peggy L. Bernath (FFL), **3605 W. 122nd St., Leawood, KS 66209-2109.**  
**Phone: 913-814-8983**
3. **Barbara Bradley (W), 24229 Crosswinds St., Newhall, CA 91321-3563.**  
**Phone: 661-255-6346**
4. Col. James S. Brown, 3930 Spruce Dr., Lewiston, MI 49756-8619. **Phone: 989-786-2060**  
(Year around address.)
5. **Mrs. Edward R. Burley (W), 805 Maximo Ave., Clearwater, FL 33759-3616.**  
**Phone: 727-726-0617**
6. Maj. Ned A. Daugherty, **440 Blue Bell Ln, Apt. 206, Roanoke, VA 24012.**  
**Phone: 540-366-3512**
7. James E. Frolking, 18675 Parkland Dr., **Apt. 301, Shaker Heights, OH 44122-3401.**  
**Phone: 216-752-1829**
8. William H. Gardner III, 1074 **Los Jardines Cir., El Paso, TX 77912. Phone: 915-585-3416**
9. **Mrs. Harold C. Kornman (W), 845 First Colonial Rd., Apt. 256, Virginia Beach, VA 23451-6164. Phone: 757-474-2086**
10. John A. Kupsick (L), 1545 SW 223rd Ave., **Apt. 140, Gresham, OR 97030-2545.**  
**Phone: 503-661-1780**
11. Capt. Howard E. Melson, **32756 Ballast Point Rd., Dagsboro, DE 19939.**  
**Phone: 302-537-1808**
12. John A. Neal, **#3, 2024 Palermo Way SW, Calgary, Alberta, Canada T2V 3P1.**  
**Phone: 403-873-1353**
13. Anthony Ones, **3441 Vincent CT, Rocklin, CA**
14. L/C William R. Patterson, **243 Morpheu Rd., Hot Springs, AR 71913**
15. Joseph M. Perry, 2211 NW Nickernut Ct., Redmond, OR 97756-7696.  
**Phone: 541-923-5482. Cell: 541-771-6605**
16. **Dolores Powell (W), 8105 Wanda Ave., St. Louis, Mo 63123-4840.**  
**Phone: 661-298-7024**
19. Kenneth E. Ruppert (L), **4034 Hamilton St., Hyattsville, MD 20781.**  
**Phone: 301-277-1163**
20. Paul H. Schlitz (L), **Park West Plaza, 505 S. Maize Rd., Apt. 8, Wichita, KS 67212.**

### **John J. Bradley, Ghost Train Survivor**

John Bradley, Life Member of AFEES, passed away Feb. 3, 2005, at his home in Newhall, Calif.

He was born in 1917 in Carteret, N. J., and married Barbara Donnell on Oct. 11, 1941. He enlisted in the Army Air Corps in January 1942, "because of Barbara's cooking," he would joke.

He graduated from navigation school and was one of the select few to crew the experimental YB40, a modified B-17 which acted as escort for B-17s in England.

He was shot down over Holland on his 24th mission and evaded for eight months before being arrested. He was taken to St. Giles prison in Brussels where he was detained for two months. He and other airmen were on their way in box cars to Germany to be shot as spies when British forces approaching Brussels allowed them to escape.

This harrowing experience can be seen on the History Channel program, "History's Mysteries, The Nazi Ghost Train."

After the war, he completed his education and worked for American Airlines as a controller for 25 years before retiring in 1978.

After retiring, John became an avid horseman, and often could be seen riding in the hills around his home in Newhall. He would work cattle round-ups and brandings with his neighbors.

Survivors include his wife Barbara, two sons and a daughter.

***Now hear this: annual AFEES membership dues are due for '05!***

*Dues are \$20 per year. Life Membership is \$100. Make checks payable to AFEES.*

**Send dues payments and changes to Clayton C. David, Membership Chair,**  
**19 Oak Ridge Pond, Hannibal, MO 63401-6539, U.S.A.**

NAME \_\_\_\_\_ Amount Enclosed \_\_\_\_\_

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COMMENTS \_\_\_\_\_



# The editor has the last word

By LARRY GRAUERHOLZ

<afees44@hotmail.com>

OR

<archerco@wf.quik.com>

WICHITA FALLS, Tex. -- Park Plaza Hotel is located in the heart of downtown New Orleans. For those who are driving and coming in on I-10, take the Canal Street exit and head south. The hotel will be on your right.

The mini-map in the next column may help.

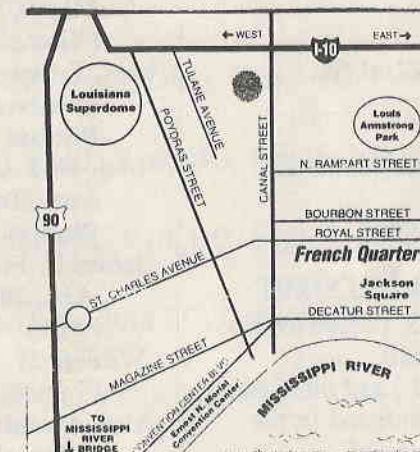
Member Ashley Ivy has found a new helper in Holland. In November 1944, Helene Barege, then just 19, led Ashley's co-pilot Harvey Walters away from the crash site on her bicycle to a Dutch Resistance safe house.

Helene and her son may attend the New Orleans reunion.

We are sorry to report the passing of Ada, widow of Member Milt Goldfeder, on Feb. 15.

She had attended many reunions and was with us on the Alaskan cruise a few years ago.

Lt. Gen. E. G. (Buck) Shuler, a valued friend of AFEES, has retired as chairman of the board of trustees of the Mighty Eighth Museum in Savannah. He had been chairman



for the past eight years.

Buck will continue to serve on the executive committee and as a member of the Mighty Eighth Foundation Board.

Mr. and Mrs. Bert Hanou, Dutch helpers who now live in Colorado, went back "home" for an extended visit last summer.

While in Beverwijk they joined the KTR (Keep Them Rolling) group, individuals who restore American WWII military vehicles. The group went to Normandy for the commemoration of the D-Day landings.

Bert reports that there were 145 vehicles in the camp, from bicycles to Sherman tanks.

Raffle Chair Frank Lashinsky

reports that returns are coming in from the mailing of raffle tickets early in the year.

Average donations so far this year are running \$17.25, about 2% less than last year. For several years, the raffle has been the prime fund raiser for AFEES.

Proceeds go toward hosting our helpers at reunion time, as well as for other expenses.

The History Channel on television is worth watching. With the 60th anniversary, recently it has offered a good diet of WWII action.

The movie *Shot from the Sky*, story of an airman shot down, sheltered by the French but later captured and sent to prison, has been shown several times recently.

Leslie Atkinson, our co-founder and representative in France, is slowing down. (Like most of us!)

His wife Renee says Leslie is not able to read well and cannot walk very far. If you would like to call and perhaps cheer him up, speak slowly (in English) and he can understand.

Of course, just a card or note would let him know how much AFEES owes him.

His address is on Page 2.

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