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# THE AIR FORCES ESCAPE & EVASION SOCIETY SPRING 2006 *Communications*

Volume 18, No. 1

WICHITA FALLS, TEXAS 76307-2501

MARCH 9, 2006

## *Helpers risked abuse when caught*

By **CLAYTON C. DAVID**

**Hannibal, Mo.**

Most of today's enemy POWS and terrorists held by the U.S. are getting the best food and have the best living conditions they have ever experienced. This is in stark contrast to how members of the Resistance and POWs were treated by our enemies during WWII.

My helper, Jacques Vrij of Holland, avoided the firing squad by escaping from prison, with two of his fellow prisoners, the night before he was to be executed. Word of his escape was sent to his parents to flee their home and hide because the home was ransacked the following day by a search party.

This is Jacques story as translated from the *Royal Dutch Publication 1998*. It provides insight into how many of our helpers were treated, if caught.

By **JACQUES VRIJ**

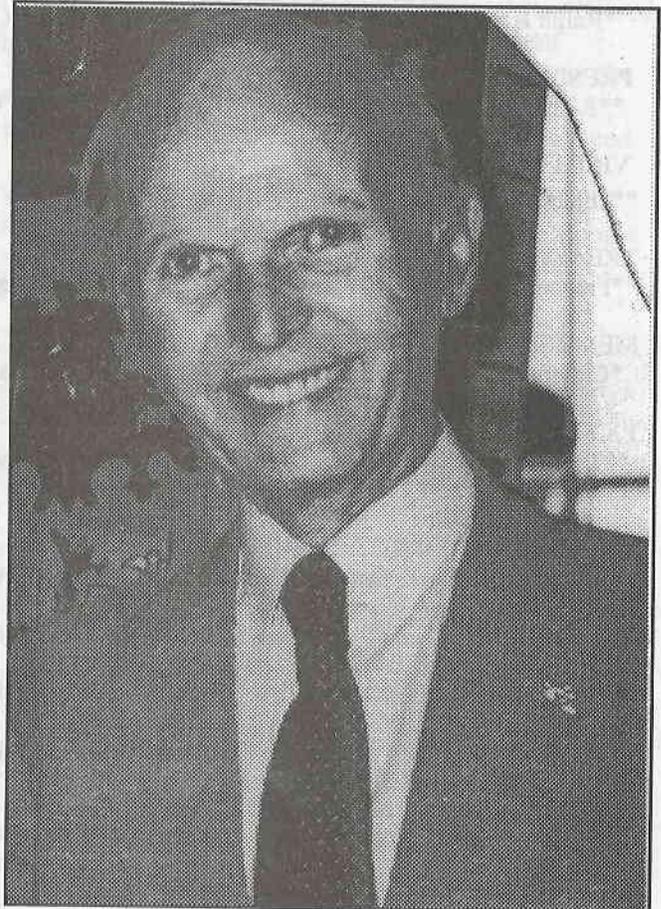
Regarding my struggle with the German Security Service (SD), I personally experienced severe physical abuse. The enemy always wanted to have more victims.

I remember as if it happened yesterday, what Nitsch, a member of the SD, shouted at me at the moment of my arrest: "Van den Brink, dein spiel ist aus." So he knew my codename and knew who was hiding behind this name.

In the SD office, Nitsch asked me straightaway where I was taking the pilots whom I met at the square of the railway station in Maastricht. He wanted addresses. He asked me with whom I hid the pilots; then punched me and struck me several times with his knee.

My first reaction to Nitsch's question was denial. I didn't know from whom I received the pilots and to whom I should deliver them. I didn't know the directions in Maastricht,

But Nitsch didn't want to listen to this 'rubbish.' Then he punished me again. He wanted to know with whom I was hiding the pilots, while I absolutely did not want to give those names -- Van Geldern, Hoenen,



**JACQUES VRIJ**

Lamberts, Musters, Nijs, v.d. Noordaa, Pinkas, Rademakers and Ummels.

Some days before my arrest I made an appointment with Remko Roosjen from Roermond about receiving another pilot. It turned out to be the day of my arrest!

When Remko arrived at the square of the railway station, he didn't see anyone. He found this strange so, leaving the pilot with his travelling companion, he set off for an address in the Frankenstraat.

The address was well known for people who sent me the pilots.

Before ringing the bell, he looked around and saw a woman opposite in the street, making clear to him with hand movements that he should leave. Away! Away! Understanding that something was wrong,

*Continued on Page 3*

# U.S. AIR FORCES ESCAPE & EVASION SOCIETY COMMUNICATIONS

<<http://www.rafinfo.org.uk/rafescape/afees-usa.htm>>

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

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

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

## The Prez Sez

By Richard M. Smith

<[afeesone@hotmail.com](mailto:afeesone@hotmail.com)>

PALM DESERT, Calif., 2006

Just a note, and perhaps a bit of information from your *hard-working and highly-paid* president.

(Ed. Note: Have I got news for Dick about the *highly-paid* part. His salary is the same as mine: zero!)

Some time ago, one of our Texas members contacted me for possible help. The member is 92, and is well aware of what goes on with the VA. He went down on the Swiss-French border and the French underground spirited him into Switzerland.

He has been told that he is entitled to POW status because he was not allowed to leave Switzerland. Several VA people in Texas thought he might have a case.

The VA processed the case until someone in higher authority said, "NO!" T.S., as we used to call it.

If you ever get to Grand Forks, N. Dakota, take time to visit the University and ask for a tour through their flight training facility. You would be surprised! The flight school there trains pilots and traffic controllers for 14 countries around the world.

The school has 13 flight simulators. You can crash a primary trainer, then crash a 747 or an F-18, then get out and walk away!

To help you along the way, before you crash, they have air traffic control simulators, and to refresh your navigation, they have a radar training site. Among other devices, the school has a suborbital research platform and an atmospheric sciences research jet.

The North Dakota flight school is the most advanced, comprehensive facility in the U.S. Stop by Grand Forks and check it out!

Maybe one of our future reunions could be held at Grand Forks in January or February. Everyone could bring their own snow shovel.

In the meantime, see ya in New Mexico! --DICK SMITH

MORE HELPERS, from Page 1

Remko left and returned with his pilot back to Roermond.

Things became more difficult for me when Nitsch started speaking in more threatening terms. It didn't take long before admitting to helping pilots. After considering my response, which I still rejoice to this day, I came up with a real life but fictitious helper.

Eventually, as mentioned, I confessed that they were delivering pilots to me at the railway station and made up a story about how these pilots were walking behind me, my bike in one hand through the city towards the border with Belgium. Then I turned up my fictitious helper who took over my pilots and smuggled them across the border.

I described my fictitious helper at the border in as much detail as possible. Height, colour of his hair and eyes, the shape of his nose, everything. Nitsch, as an experienced policeman, inquired for more details.

My story made such a big impact on him that he started showing me pictures with the question whether I recognised one of them as the "Kerl" at the border. Because of this, I started feeling more assured and better armed against his interrogation.

Nitsch didn't indicate whether he believed my story. I think he was impressed by the precise way I described this *porteur*.

This show did not last long. Nitsch shouted at me that I had given assistance to the enemy and that he would bring me to trial at the "Schnellstandgericht Herzogenbusch."

Nitsch focused on the shelters of Maastricht. In so doing, he omitted to inquire, for example, about my helpers Tonny Gielens and Eugene Smits. Nitsch didn't ask for them and did not inquire after our border helpers, Marianne Spiering and Pieke Souren.

I didn't experience the highest grade of torture, but Nitsch mauled

me and I won't forget that memory of him.

In hindsight, I dare say that we, as members of the underground, had a too simple idea about an arrest by the SD. We simply said to each other: "Nobody knows what those bad people will ask, but of course never mention names."

In those years of occupation and oppression we did not discuss much in the event of being arrested. For this reason, methods of the German SD frequently led to a feeling of helplessness and bewilderment, even fright.

In a confrontation with the SD, your defense mechanism was enduring, suffering too much. A more efficient preparation for an

**Herman's Book Available**

***The Role of the Local Resistance***

*Herman Dodson was born in Belgium but became a naturalized American citizen in 1966.*

*He died in 2001. His widow, Tinca, expects to be in Albuquerque with a few books for sale at a discount.*

*She can be contacted at HC 71, Box 13, Taos, NM 87571*

This book examines one of the major resistance operations of World War II and reveals history through the eyes of the individual.

This volume deals specifically with escape and evasion in the Netherlands, Belgium and France, an operation in which the author was directly involved. With particular attention to historical accuracy and detail, the author discusses the role which lines of escape played in the lives of airmen who were forced to bail out over enemy territory.

He describes the risks the often nameless patriots faced, such as the danger of exposure and the threat of traitorous infiltration.

Specific lines are traced geographically and their main participants discussed. Special emphasis is placed on the role of

arrested person should have consisted of thinking of one or more fictitious helpers.

During the years 1940-45, we spoke about codenames and hiding places, helping a lot of people. But deceiving the enemy could play a more prominent part in critical circumstances.

In our country we had many intermediaries. However, we missed introducing to a large extent another 'intermediary,' that is the fictitious helper.

Certainly, it would have reduced the number of arrests, thus benefiting the Jews, the pilots and the persons in hiding: all the people to whom we dedicated ourselves.

**Downed Allied Airmen and Evasion of Capture: The Role**



**of Local Resistance Networks in World War II**

**HERMAN BODSON**

*Foreword by Colonel J.W. Bradbury*

women in resistance operations.

Throughout the book, the reader benefits not only from the author's personal recollections but also from his later on-location research.

The final chapter concludes with statistical information related to this aspect of World War II.

Appendices includes lists of the airmen helped by the resistance.

**224 pages, \$29.95 plus S&H, softcover. McFarland & Co., publishers, Box 611, Jefferson NC 28640; 800-253-2187**

# Joe salutes his swashbuckling hero

*From The Daily News,  
Halifax, Nova Scotia,  
Sunday, Nov. 13, 2005*

**Maj. William Jones  
Born Bear River, N.S., 1895  
Died Wellandport, Ont., 1969**

**By JOHN SOOSAAR**

A Nova Scotian whose wartime exploits behind enemy lines in the former Yugoslavia have largely been forgotten remains an inspiration for an American flyer who owes him his life.

The story of Maj. William Jones and Joe Maloney of Yarmouth, and their brief encounter in Nazi-occupied territory in 1944, when Jones saved the lives of 81 airmen, remains an ever-present memory for Maloney.

The native of Norfolk, Conn., has spent years researching the life of the swashbuckling Jones, and has donated his material to the Pier 21 Society Resource Centre in Halifax.

According to Canadian archives, Jones was a member of Britain's Special Operations Executive (SOE), a clandestine service whose mandate, in the words of Winston Churchill, was to "set Europe ablaze."

A veteran of the First World War in the Black Watch, he was wounded five times and lost an eye, but returned from hospital in England to fight at Vimy Ridge in April 1917. He was awarded the DSM with bar for bravery.

When the Second World War broke out Jones tried to enlist again, but his age and partial sight disqualified him, so he signed on as a merchant seaman and headed for England, where he worked as a demolition labourer.

Through perservance and good luck he managed to receive a commission in the Royal Air Force, eventually becoming a member of the SOE. He was parachuted into Croatia to link up with Tito's partisans fighting the Germans.

In Yugoslavia there were two rival guerilla parties within the resistance movement: a right-wing group called the Chetniks, led by Draza Mihailovic, and a communist partisan group led by Tito. The Allies eventually supported Tito's partisans.

"Maj. Jones won the hearts of the partisans," writes the author of *Parachute Pimpernels*, a story of the SOE behind enemy lines. Described as a picturesque figure whose whole personal courage was only equalled by "the violence of his enthusiasms" he landed in Croatia wearing an eye patch and the Black Watch tam-o'-shanter. Now in his 50s, he was an unlikely guerilla. But he gained a reputation as one of the most enthusiastic supporters of Tito's partisans' cause.

Enter Joe Maloney.

## Hit by groundfire

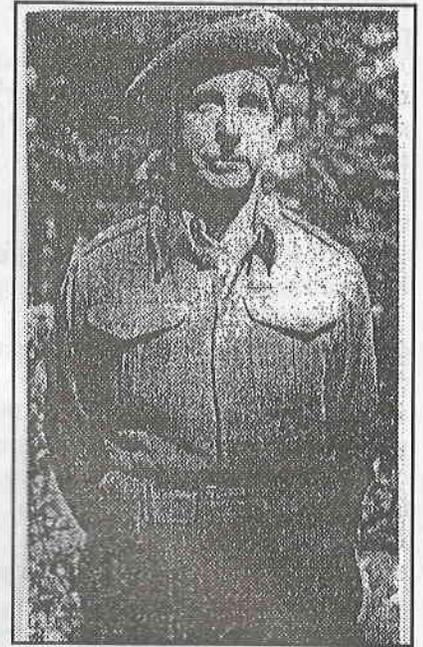
In April 1944, Maloney was a tail gunner in an American B-24 bomber flying out of Italy when the plane was hit by groundfire and the crew bailed out over Slovenia.

Maj. Jones, by now the senior British representative, and Yugoslav partisans guided the crew -- eventually 81 Allied airmen, all of whom had been shot down behind enemy lines -- through German lines to a field in Bosnia, from where they were flown back to Italy.

After the war, Maloney returned to his home in the U.S., vowing never to pick up a gun again. He worked as a real estate broker and appraiser. After 21 years, he and wife Flora-Ann retired to Yarmouth county and became Canadian citizens.

It was a fateful move. In 1990, at a St. Patrick's Day party, he met Ana Broderec of Zagreb, Croatia, who was visiting her son Ivo, a local doctor.

She had been a partisan during the war, and when they compared stories, she contacted an author in



**MAJ. WILLIAM JONES: Saved 81 Allied airmen who'd been shot down over Nazi-occupied territory in 1944.**

Yugoslavia who has written about Joe and his American bomber crew. Joe, his wife, and journalist Ray Zinck of Yarmouth flew to Slovenia in 1993.

It was the beginning of Joe's research into the life of his hero, Maj. Jones. Only later did he learn Jones was a native of Bear River, only a short distance from Yarmouth.

His extensive research revealed that Marshall Tito, who became Yugoslavia's leader after the war, honored Jones by naming a street in his honor in the capital, Belgrade.

Zinck wrote a biography of Maloney and his wartime exploits,

As a final tribute he has purchased a brick to be inscribed with Jones's name and placed in the Wall of Remembrance at Pier 21. Recently he learned that the Pier 21 Society has also purchased a brick, and it will be inscribed with Joe's name and placed alongside that of his hero.

*Joe Maloney was a member of the 15th Air Force, 98th Bomb Grp*

## How to survive:

### It's not a game at SERE school

By Marc Stewart  
Of the Journal of Business  
Spokane, Wash.

U.S. Air Force survival school Staff Sgt Christopher Keel smirks like a New York gourmet food critic when asked how wild rabbits, berries and crickets taste.

Rabbit tastes like chicken. Some berries taste good, but don't eat any white ones because they can be poisonous.

Insects and other creepy crawlies like worms are mostly edible, although they aren't very delectable, he says.

"It's the rule of sixes," Keel says. "If it has six legs or less, it's fine (to eat). You don't want to mess around with those things with 18 legs or spiders."

Keel and thousands of Air Force aircrew personnel aren't afraid to eat what most people would find disgusting because they have been through the survival school at Fairchild Air Force Base.

"We teach how to survive in the wilderness," says Major Steve Roark, chief of plans and programs at the school. "We teach how to survive a crash landing or a parachute landing. We teach how to survive on plants, insects, and wildlife. We teach how to get water, make fire, and how to make a shelter. We teach how to navigate, and find rescue. We also teach how to evade and resist the enemy."

The survival school teaches Survival Evasion Resistance Evacuation, or SERE training, to about 10,000 mostly Air Force personnel annually, including some instructors. Other individuals designated by the Department of Defense also take the course. Navy and Army pilots and special operations units receive similar training at those service's own facilities.

The grade for the survival school is pass or fail. There are about 400 instructors assigned to the Air Force

school at Fairchild AFB, the 336th Training Group, which is the Air Force's only survival school.

Five of the seven courses are taught here and in the rugged mountains of the Colville and Kaniksu National Forests. The other courses are taught at the Naval Air Station in Pensacola, Fla., and Eielson Air Force Base in Alaska.

*A visit to the SERE school at Fairchild AFB was on the agenda for the 2001 AFEES reunion in Spokane.*

## Vet's son capturing WW2 oral history

Mark Mosher, who operates an interactive media company in Louisville, Colo., has launched a series of audiobooks using computer technology to preserve memories of World War II pilots.

He has both a professional and personal stake in the project: his father, Capt. George Mosher, enlisted in the Army Air Corps in 1942 at age 19 and recorded his experiences on audiocassettes before his death in 2002.

"He really believed in the idea of oral history so that this wouldn't be lost," Mark Mosher said.

For more information, visit  
<[www.wwiiaviator.com](http://www.wwiiaviator.com)>

## Escape Lines Memorial Society Calendar 2006

For information on any of these Commemorative Walks, contact the  
ELMS Secretary, Roger Stanton, at 5 Tansy Road, Harrogate,  
North Yorkshire, HG3 2UJ, U.K.; Phone 01423 508667

25 April - 02 May	ELMS Reunion week	Social/Visits	York/Malton
28 April - 30 April	ELMS Memorial W/E	Parade/Dinner	York/Malton
07 May	Nidderdale Walk	Moderate	North Yorkshire
19 - 21 May	Aircrew Evaders	Meeting/Dinner	Stratford Upon Avon
23 - 30 May	Cretan Freedom Trail	Difficult/Severe	Crete
May*	Italian Freedom Trail	Moderate	Barrea Italy
June 19 - 23	Dutch Freedom Trail	Moderate	Arnhem Holland
June 19 - 23	French Freedom Trail	Difficult/Severe	St Girons France
June*	Rossano Freedom Trail	Difficult/Severe	Rossano, Italy
July*	The Frankton Trail	Moderate	Bordeaux/ Ruffec
6 - 9 July	French Freedom Trail	Difficult/Severe	St Girons France
August*	Danish Freedom Trail	Moderate	Seaby Denmark
August*	Shelburn Freedom Trail	Moderate	Brittany France
7 - 12 September	Belgian Freedom Trail	Moderate	Pays Basque
20 - 22 October	ELMS/Comete Memorial W/E		Brussels Belgium

Filmed by French camera crew

# Strolling around in wartime Paris

By CLAUDE HELIAS  
Plomelin, France

Thanks to the AFEES database and information provided by Mr. Laurent Viton, a fellow aviation researcher in Normandy and a former Friend Member of AFEES, the three Allied airmen who performed in the film *Reseau X* (Communications, June 2004, pages 4-6) have been identified.

They were:

- \* E&E 1036, 1st Lt Alfred H. Richter, USAAF
- \* E&E 1511, S/Sgt Robert W. Peterson, USAAF
- \* F/O James A. Stewart, RAF

Lt. Richter actually hailed from Tampa, Fla., not Chicago, as Albert Mahuzier believed. He was navigator of B-24 41-29468 *Peg O My Heart*, 487th Bomb Group, 838th Sqdn., and S/Sgt Peterson was the tail gunner. Robert Peterson died on 12 Dec. 1994.

Their plane was shot down by flak and crashed near Bretoncelles (Dept. of Orne, Normandy) on 11 May 1944.

F/Lt Stewart, a 609 Sqn pilot, was shot down by flak near Rouen on 13 May 1944 while flying a rocket-firing Typhoon.

Two other members of the B-24 crew also became evaders:

- \* E&E 939, Lt. Col. Beirne Lay Jr.
- \* E&E 940, 2nd Lt Walter A. Duer

Colonel Lay was CO of the 487th BG based at Lavenham. He told the story of his evasion in a book titled *I've Had It* which was first published in 1945 and reissued in 1981 as *Presumed Dead*.

Laurent Viton has been in contact with Jim Stewart, who sent him a copy of an article which appeared in the *Movies* page of *Newsweek* dated 29 July 1946:

## "Americans in Paris

A unique glimpse of French underground activity during the war, boldly filmed by French cameramen under the noses of the Gestapo during the occupation will soon reach American screens. *Operation Underground*, probably the only film of its kind made during the war, was brought to this country by Telenews Productions of New York and prepared for American showing with assistance of the editors of NEWSWEEK.

Thousands of Allied fliers downed in France were rescued by the French underground, housed, given

civilian clothes, provided with forged papers, and transported to safety. The desire to record some of this work -- and incidentally of their own part in it -- led a group of French newsreel men to the feat of filming three of these airmen while they were waiting in Paris to be shipped out.

The greater part of the film as it has since been edited, is a French documentary report on how the rescue network was organized and how it operated. But its high point is a sequence showing two young American fliers and a British fighter pilot, first in an apartment in Paris, and then, of all things, on a sightseeing tour.

With the camera cranking from a following car, the group sauntered along the Seine bookstalls, around the base of the Eiffel Tower, and in one astonishing shot they are shown on the steps of the Trocadero in the midst of a group of German soldiers also sightseeing in the conquered capital.

According to Robert Gudin, who now heads the Arts Techniques Cinematographiques in Paris, the cameramen were equipped with a forged permit to show in case they were questioned. But the shooting came off without a hitch.

The two Americans who cooperated in this bizarre



A clip from Paris Presse of 27 March 1946

film junket were Al Richter, Liberator bomber navigator now back in Chicago, and Robert Peterson, tail gunner, now learning to be a tile setter in Minneapolis. Richter, who looks a little like Van Johnson, is handling express at Union Station in Chicago while preparing at night school to enter Northwestern in the fall. In a sequence added to the film for the American showing, the two young men tell their story to Fred Vanderschmidt, NEWSWEEK managing editor."

## Gestapo Agent Jacques Desoubrie (known as Pierre Boulain or Jean Masson)

Jacques Desoubrie was born in Tourcoing, a French town near the border with Belgium. He was the illegitimate son of a Belgian doctor and a French mother. He was abandoned at a young age by his mother.

In the spring of 1943, Desoubrie was employed by the Comet line as a courier between Brussels and Paris. He successfully delivered two parties of evaders to Paris. But then Desoubrie showed his true face.

He was responsible for the arrest of Frederic de Jongh, father of "Dedee" and chief of Comet since the capture of his daughter, in Paris on 7 June 1943.

Mr. de Jongh and two other members of Comet were caught with five RAF airmen and an American. Desoubrie was supposed to hand over to them. The airmen went into captivity; Mr. de Jongh was shot on 28 March 1944.

Desoubrie continued his infiltration work. He was involved in the capture of another key Comet member in Paris. This event led to the arrest of baron Jean-Francois de Nothomb (Franco), leader of the Comet line and MI-9 agent Jacques Legrelle in January 1944.

Desoubrie then turned his attention to the Burgundy line and operated in the Chartres area west of Paris during the summer of 1944. With a partner in crime called Guy Marcheret, he collected about 150 airmen who were taken to Fresnes prison. Marcheret betrayed F/O Stewart on 8 July 1944. He led the RAF pilot into a trap near Fresnes prison where he was promptly thrown into a cell.

Another accomplice of Desoubrie was Mme. Orsini, described as a red-haired woman. Desoubrie was arrested after the war and tried by a French court. He was sentenced to death and executed on 20 December 1949.

## Journey to Hell

Four crew members of B-24 41-29468, 1st Lt Frank Vratny (pilot), S/Sgt Arthur J. Pelletier (engineer/gunner), S/Sgt Lawrence A. Heinerman (ball), S/Sgt John P. Watson Jr (waist) were also

betrayed. Sgts Pelletier and Watson were free 69 days; both were turned in by a Frenchman working for the Gestapo.

Since they were wearing civilian clothes when captured, they were incarcerated in Fresnes prison until 15 August 1944. At dawn, the 169 Allied airmen detained there were ordered out of their cells for roll call. They were herded onto buses and trucks and taken to a station. The airmen were packed in box cars with some 2000 Frenchmen.

Late on 15 August 1944 the train left Paris. No one had any idea of the destination. Progress was slow; the train often stopped due to damage caused by Allied planes. Two RCAF airmen and a number of French were able to get out of their box car through a hole in the floor.

The escape was spotted by one of the guards. Only one of the Canadians escaped; the others were rounded up. One of the French was executed.

The grim journey continued deep into Germany. After six days and five nights, the train stopped at Weimar. Box cars containing the airmen and Frenchmen were connected to a local train which came to a halt at the Buchenwald concentration camp. The prisoners were kicked out of the train by SS guards. Unknown to them, all airmen had their record card marked *Dikal* (short for *Darf in kein anderes Lager*: not to be transferred to another camp) which meant they would be executed sooner or later.

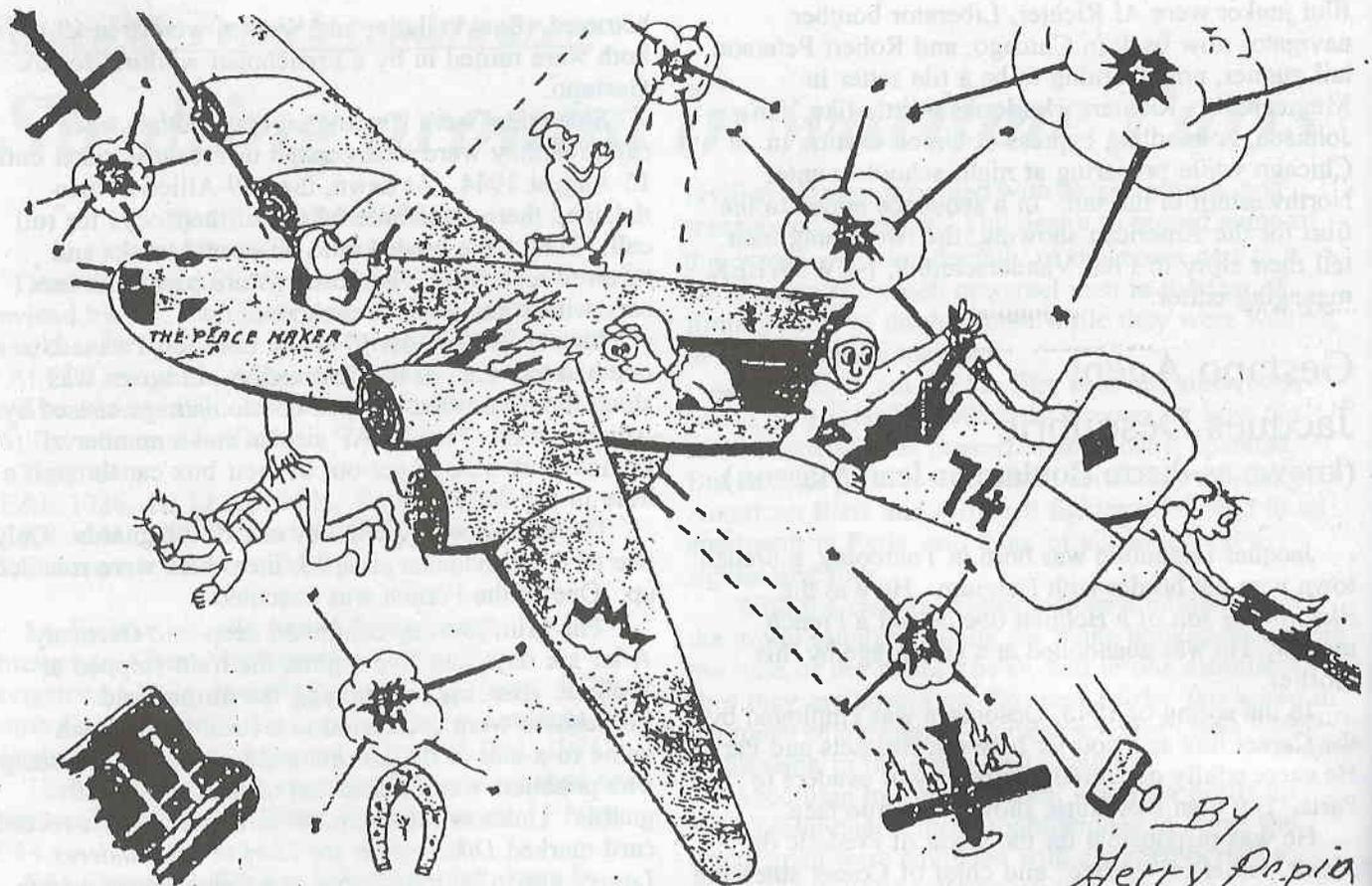
In the beginning of October, the senior airman, S/Ldr P.J. Lamason, a New Zealander, was told bad news by a German communist. The camp commander had received orders from Berlin to kill all the airmen. Lamason was able to contact two British agents held at Buchenwald: S/Lt F.F.E. Yeo Thomas and Christopher Burnay. They put Lamason in touch with the resistance committee run by German communists.

They arranged for a prisoner who worked at a Luftwaffe airfield nearby to give a note to an officer. The message that 168 airmen were being held at Buchenwald reached Luftwaffe headquarters in Berlin. Eventually, the SS agreed to hand them over to the Luftwaffe.

When they arrived in Stalag Luft 3 on 21 October 1944, they told stories of torture, public hangings, gas chambers, mass murder, crematoriums, which were hard to believe for the POWs. "It was paradise to become just plain Prisoner of War," said Jim Stewart.

If Lt Richter and S/Sgt Peterson had the unusual experience to play in a film made by French Resistance in occupied Paris, it is worthy of note that the co-pilot of B-24 41-29468 took up a career in Hollywood as a screen writer after World War II.

Beirne Lay's first book was an autobiography of his three-year spell with the Air Corps as bomber pilot in 1932-35. This book, titled *I Wanted Wings*, later became a movie. Lay was hired by Paramount to work on the script.



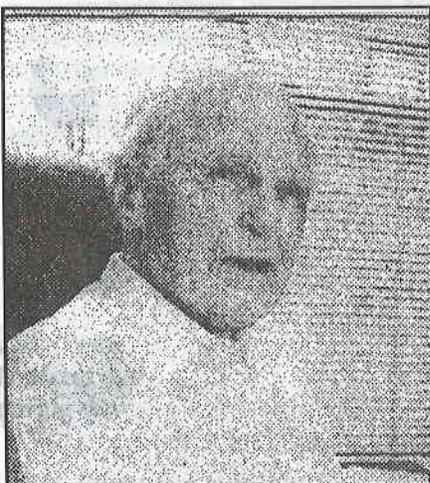
12-17-1944 target Odental Oil Refinery - Ser# 41-28982 Fighters shot down Lt William V Richards crew - Battle # 79 7K3 Sqn 455<sup>th</sup> BG.

Gunner 743 Sqn - Richards crew

# Fred says 60 years is a 'great gift'

From the Wednesday Journal,  
Oak Park, Ill.  
Dec. 22, 2004

Fred Czerwionka (455th BG, 732 Sqn.) spent three Christmases



**FRED CZERWIONAK**  
He landed in the Danube in mid-December -- and survived

during World War II away from his Chicago home. But it was the last one in 1944, that was most memorable. More exactly, it's the series of events in the week leading up to that Yuletide that Czerwionka remembers most vividly.

Sixty years ago last week, on Dec. 17, 1944, the B-24 Liberator bomber in which Czerwionka was a turret gunner went down amidst a heavy German fighter attack and flak while in a bombing run over Nazi oil fields near Budapest.

One engine went out, which wasn't that serious. But the propeller started "windmilling," creating a drag and pulling the aircraft sideways into an area heavily filled with anti-aircraft fire.

"It felt like a canoe on a rough river," he said of the explosive concussion. "We were so lucky the plane didn't blow up."

The pilot dove the plane to maintain a semblance of control, while everyone alive bailed out.

"I landed in the middle of the Danube River," Czerwionka recalled. He inflated half his life preserver and tried to shed his parachute harness. Unfortunately, releases on both of his hips were stuck tight. Afloat in the middle of the frigid Danube, with his parachute straps pinning one arm, all he could do was wait and hope. And pray.

"I said my prayers. I was ready to go," said Czerwionka. "It was so cold."

Hope, though, arrived in the form of Russian troops in a small motor boat. They pulled him in and took him to a farm house, where he was wrapped in a type of feather-filled blanket to help warm him. He was then taken to a hospital, where

he was treated for exposure.

In the course of making his way to Bucharest with dozens of other rescued Allied pilots, Czerwionka stopped a while at the Palace Hotel, directly across a square from the Hungarian National Palace.

Finally, on Dec. 22, he and his fellow airmen arrived at a boys' boarding school outside Bucharest. There was snow on the ground and Christmas music, he recalls. But he doesn't remember what he ate, or the title of the movie he saw later.

What he does remember is ice skating. Each airman carried \$50 in cash on bombing missions, and Czerwionka took his and brought a pair of ice skates. The American airman, who a week before nearly died in the icy waters of the Danube, celebrated Christmas by skating safe and dry on the frozen surface of a Bucharest lagoon.

He also recalls being grateful that he and his colleagues had survived. He thinks of all the others he knew back then who didn't make it back. It underscores, he says, the blessing he ultimately received during that trying Christmas season, so long ago in a distant land. He considers his 60 years of life after being shot down "a great gift."

++++  
*In addition to Fred, two other members of the William Richards crew are living: Harvey Hewit and Elden Amundson. Once a year, the survivors have a telephone meeting.*



## Hommage aux aviateurs américains

From QUEST-FRANCE, Jan. 2, 2006

For the seventh ensuing year, a memorial ceremony to the memory of two American airmen killed when a B-17 Fortress crashed took place late on the afternoon of Dec. 31 at the site in Kerancreach, where a monument was erected in their memory.

On 31 December 1943, the Black Swan, a USAF B-17 from the 91st Bomb Group was attacked by an enemy fighter plane. It crashed where the monument now stands. Two airmen, 1st Lt Stuart Mendelshon and Sgt Richard G. Hensley, were killed during the combat.

Both French and American flags were raised in a particularly emotional tribute to the two men whose names are etched on the monument. The B-17 was on its return flight to Britain after a mission to the Cognac region.

About 50 people attended the ceremony, among them various patriotic organizations and elected dignitaries. The mayor, Jean Pierre Sinquin and Yves Carnot, pioneers in the erection of the monument, each laid a wreath at the foot of the monument. A minute of silence followed a flag salute. A group, in 82nd Airborne Division uniforms of the era, also paid homage to the men.

## Evasion in Vietnam was different from WWII

By CLAYTON DAVID  
 Hannibal, Mo.  
 Membership Chair

Most AFEES members evaded or escaped from capture during WWII. However, we have some from conflicts that have occurred since that time. The brief comments from Capt. Richard C. Fairlamb, one of our most recent members from the Vietnam war, reflect a different time.

"March 15, 1968. Air to Ground combat mission in Laos. 500# selectable bombs; C/Line 20mm Gun Pod. Ho Chi Minh Trail major road/trails intersection.

"Shot down by 12.7mm/14.5mm /23mm AAA. Right engine blew up/on fire. Ejection, about 13 mi

west of target. Gib/back seater ejected first. Trapped in jungle canopy about 200 ft. above ground. Used parachute tree lowering device; jammed; dropped last 25 to 30 feet. Evaded up hillside, away from personnel trails.

"Camouflaged behind some trees with 38 cal. Special for about 1 1/2 to 2 1/2 hours. Picked up by Jolly Green Giant HH-3 from Danang."

Both Captain Fairlamb and 1st Lt. P. E. Hubler were rescued. They were on their third pass on the target.

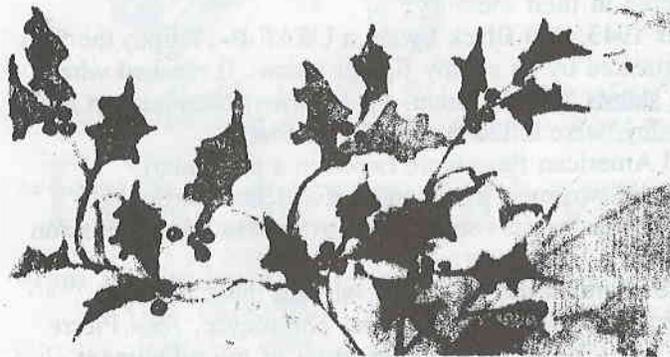
While most of us who went down during WWII would have appreciated such a quick rescue, the risks and trauma are still much the same. The results of not succeeding today may be even more drastic.

# Helpers respond to greeting cards at holiday time

The annual AFEES year-end greetings cards went into the mail in early December, addressed to our helpers and friends around the world. The cards are intended to cement the eternal bond that exists between our members and those who helped make our escape and/or evasion possible.

Membership Chair Clayton David and wife Scotty maintain a current mailing list, so their residence in Hannibal, Mo., is displayed as the return address on envelopes containing the cards.

Scotty checks the labels to prepare the mailing.



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



She also processes the responses and prepares the list for publication in this issue of the newsletter.

Those who had responded to the 2005 mailing by press time include:

**BELGIUM:** Camille Bernier, Emile Boucher, Rik Craeghs, Mme. Simonne DeCorte-Hellebious, Mme. Duzy Degive, Janine De Greef, Contesse Andree De Jongh, Mme. (Amanda) desir-Stassarst, Jacques De Vos, Mme. Andree (Nadine) Demon, Joseph Descuyffeleer, Jacques P. Granjean, Raymond Jtterbeek, Roger Jamblin, Mr. and Mrs. Lucienne Keesemaecher, Mr. and Mrs. Jean Lamond-Guillaune, Simone Kieckens, Robert Lintermans, Mr. and Mrs. Vienne (Marie Claire) Roiseaux, Mme. Germaine Sainvitu, Raoul Steyaert, Mme. Monique Thome-Hanotti and Andre Yernaut

**FRANCE:** Emile Adam, Mme. Michelle Agniel-Moet, Mme. Francis Andre, Roger Anthoine, Jean and Paule Arhex, Mrs. Renee Atkinson, Andre Aubon, Serge Avons, Christian Babled, Claude Bacchi, Mme. Loulon Balfet, Mr. and Mrs. Serge (Josette) Baudinot, Jean Pierre Benier, Mme. Rosa Bertrand, Pierre Berty, Mme. Jaquelian Besse, Paul Boe, Robert Boher, Mme. Muriel Brest, Mme. Jacquie Thomas Briand, Max Brizillon, Mme. Liliane Brochet,

Also, Alain Camard, Mrs. Gordon Carter, Mme. Odette Chaput, Rene Charpentier, Marcel and Alice Closset, Louis Coum, Mr. and Mme. Guy-Andre Couture, Mr. and Mrs. Paul Cresson, Gilbert Crombez, Mrs. Isbella De Broissia, Mme. Paulette Declercq, Mme. Arlette Salingue-Deslee, Michel Diot, Mr. and Mrs. Raymond Durvin, Jacques Flahou, Mme. Petit Florimond, Claude Fontaine, Andre Formici, Mme. Marie Gicquel, Albert Gloaguen, Scott and Judy Goodall, Jean and Dominique de Gourcuff, Mme. Rosemary Grady, Mme. Andree Gros, Mme. Marcelle Guillerm,

Also, Jean and Theresa Hallade, Mme. Denise Heches, Mme. Paulette Journeau, Mr. and Mrs. Robert Lapeyre, Paul Le Bot, Mr. and Mrs. Jacques Lavandier, Louis Ledanois, Mme. Raymond Legenvre, Ernest Le Roy, Mme. Jacqueline Le Roy, Odile Le Roy, Rene Loiseau, Mme. Devi

Madhaudeaux, Mme. Jeanne Mansion, Mme. Mary Jo Martinez,

Also, Mme. Reine Mocaer, Jean Marie Moet, Emile Monvision, Mr. and Mme. Pierre Moreau, Berand Neuville, Mlle. Genevieve Noufflard, Mme. Virre Oudkerk-Cohen, Ray and Alice Paquelot-Villard, Yves Paillard, Mme. Paulette Pavan, Mme. Jeannette Pennes, Mme. Bertrand Petit, Dr. Alec Prochiantz,

And, Christian Richard, Mlle. Ann Ropers, Mme. Genevieve Rozie-Le Bourhis, Raymond Servoz, Mme. Anne Marie Soudet, Jean and Bernadette Szumski, Michel Tabarant, Mme. Jacqueline Tabary, Paul Thion, Mme. Elie Toulza family, Jean and Jeannette Trehiou, Andre Turon, Pierre and Michou Ugeux, Van-Laere-Pena Families and Jean and Christiane Voileau

**HOLLAND:** Allied Air Crew Helpers Association, Mrs. Margaret Albers, Bill Bolhuis, Fred H. Boogaart, The Escape Group, Piet Felix, Drs. Haneke Folgering and W. B. de Groot, Mrs. C. De Valk, Mrs. Joke Folmer, Fredrik Gransberg, Han Hollander, Peter v.d. Hurk, Til Kenkhuis v.d. Boogaard, M. Kerling Dogterom, Jannes Klooster, Adriaan De Keizger, Mrs. Mia Lelivelt

And, Nico Leons, Mrs. A. Lightenberg-de Bruin, Mrs. Helene Nauta-Barge, R. A. van Nunen, Bert and Colleen Monster, Albert and Hanneke Postma, L. D. (Bert) Poels, Renies van Rijsbergen, Mrs. Corrie Van Dansik, Gerrit C. Slotbloom, Gerard L. Sonnemans, Mrs. Marga Uilenberg, Mrs. Pietje, Pia Van Veen and Remco, Klass Van Dorsten, R. Van Velzel, Jacques and Letti Vrij

**U.S.A.:** Ida Bakker, Mrs. Herman Bodson, Yvonne Daley-Brusselmans, Glenn L. Hovenkamp, Maria Liu, Frances Millar, Marguerite Fraser Miller, Ignor Nabelek, Olga M. Puglish-Hakim, George Van Remmerden, Gabriel Sauer, Tom and Rose Schantz, Mrs. John (Naomi) Weidner

**AUSTRALIA:** Ivanka Benko

**CANADA:** Mrs. Agnes N. Frisque

**GERMANY:** Dr. Milan Buros

**U.K.:** Mrs. Grace Mulrooney, Roger Stanton, Bill Webb

**SPAIN:** Ann Feith



*Richard van Nunen at the monument in De Bilt, Holland, for the five KIA members of the 96th Bomb Group B-17 crew. (October 2005 photo.)*

## ***Dutch Helper honored 60+ years after event***

Jacobus de Swart, a Dutch researcher, has located a WWII helper, Richard van Nunen, now 82, who on Oct. 20, 1943, brought two members of the B-17 42-3439, to safety. They practically landed on his head while he was working in his field.

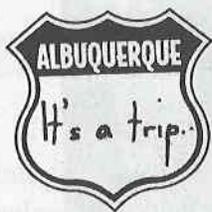
They were Lt. William F. Doherty, the navigator from Boston, Mass., and S/Sgt Frank J. Killarney from the Bronx, N.Y.

The two crewmen evaded for 17 days before being captured.

Richard van Nunen hid the two Americans, gave them civilian clothing and wooden shoes and handed them at night over to the Otten brothers in Erp where they stayed for two nights in the famous Pyama House. From Erp they were transferred to the town of Rilburg, where they were arrested on Nov. 7, 1943, after leaving Aunt Coba's safehouse that had been under surveillance by the Germans for some time. They were prisoners for the rest of the war.

On Jan. 19, 2006, an AFEES *Certificate of Appreciation* was presented to Richard van Nunen of Veghel, Holland, thanking him for his courageous action on October 1943 in occupied Holland. Those present included the mayor of Veghel, a Dutch representative of AFEES, Bert Monster, and the U.S. Air Attache from Holland, R. D. Miller.

# Albuquerque Is Calling!



## Annual AFEES Reunion & AGM

May 11-14, 2006

MCM Elegante Hotel & Event Center

2020 Menaul Blvd., Albuquerque, N.M. 87107

(Reunion Registration Form on Page 17)

*All times and events are subject to change!*

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

### 2006 Reunion Schedule

#### Wednesday, 10 May

Registration Begins  
AFEES Tour Desk Opens  
Hospitality Suite Open, 1300-2300 hrs.  
Board of Directors Meeting, 1700

#### Thursday, 11 May

Registration Continues  
Hospitality Suite Open, 0800-2300  
AFEES Tour Desk Open  
Sandia Peak Tramway Tours,  
0930 - 1230 and 1230-1530  
Santa Fe Trip (on your own), 0900-1530  
Golf

#### WELCOMING BUFFET DINNER

Reception 1815; Dinner 1845

#### Friday, 12 May

Kirtland Air Force Base Tour  
with Luncheon, 0900-1500  
EVENING FREE

#### Saturday, 13 May

Memorial Service, 0945 - 1045  
Annual General Meeting, 1100 - 1230  
BOD Meeting Follows  
Hospitality Suite Open, 1230 - 2300  
AFTERNOON FREE  
Sandia Peak Tramway, 1300 - 1600  
Golf

#### ANNUAL BANQUET

Reception, 1815; Dinner, 1845

#### Sunday, 14 May

Complimentary Hot Breakfast in main  
dining room  
Santa Fe Unaccompanied Tour, 0900-1500  
Sandia Peak Tramway, 0930 -1230  
(Tickets available if signed for in advance.)

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#### ATTENTION, HELPERS!

As usual, extra nights at the MCM Elegante are not included in the account which AFEES provides for your hospitality. You will be responsible for more than four nights (May 10, 11, 12, 13) at the hotel.

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

AFEES will cover the Helper and spouse. Additional members of the Helper's party will be expected to handle their own expenses.

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#### For Reunion Information, Contact:

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

# Tour of Kirtland set for Friday, May 12

Things are still in the planning stage as this spring issue of *Communications* heads to the printer, but an exciting day is planned for our visit to Kirtland Air Force Base during the 2006 reunion at Albuquerque, N.M.

The theme will "60+ Years of Air Combat Rescue Progress."

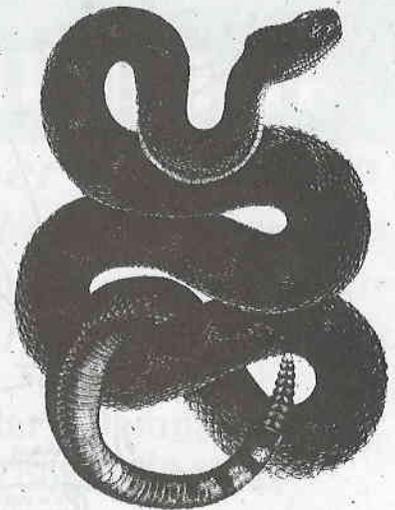
There will be static displays at the base of all current Air Force combat rescue aircraft.

The tentative program includes a briefing of the Para-Rescue Officer's School. Speaker for the luncheon will be Col. Tom Trask, 58th Special Operations Commander, and Silver Star holder from duty in Iraq. Officers and enlisted crew members of the combat rescue aircraft will be present for the luncheon.

The editor believes that combat rescue has come a long way from 1943-45. Back then, a few evaders were evacuated via a Lysander, but most of us made it by land or by sea.



## RATTLESNAKE MUSEUM



The Rattlesnake Museum in Old Town, Albuquerque, is an exciting and educational experience for the entire family. This animal conservation museum reveals the hundreds of ways that rattlesnakes and other "less desirable" animals influence our lives.

Examples are given through artifacts, memorabilia, and the largest collection of different species of live rattlesnakes in the world. In fact, the Rattlesnake Museum hosts more different species than the Bronx Zoo, the Philadelphia Zoo, the National Zoo, the Denver Zoo, the San Francisco Zoo and the San Diego Zoo, all combined!

Species from North, Central and South America are presented in beautifully recreated habitats. Myths are explored, phobias cured and mysteries revealed at the must-see museum of the Southwest.

It's a wonderful way to share in this fascinating, mysterious and misunderstood corner of the animal kingdom.

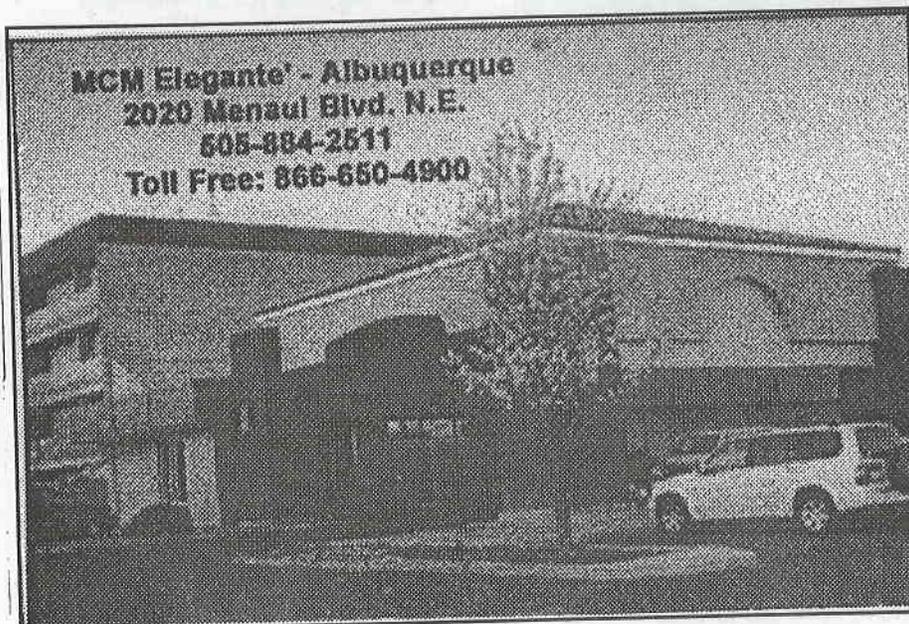
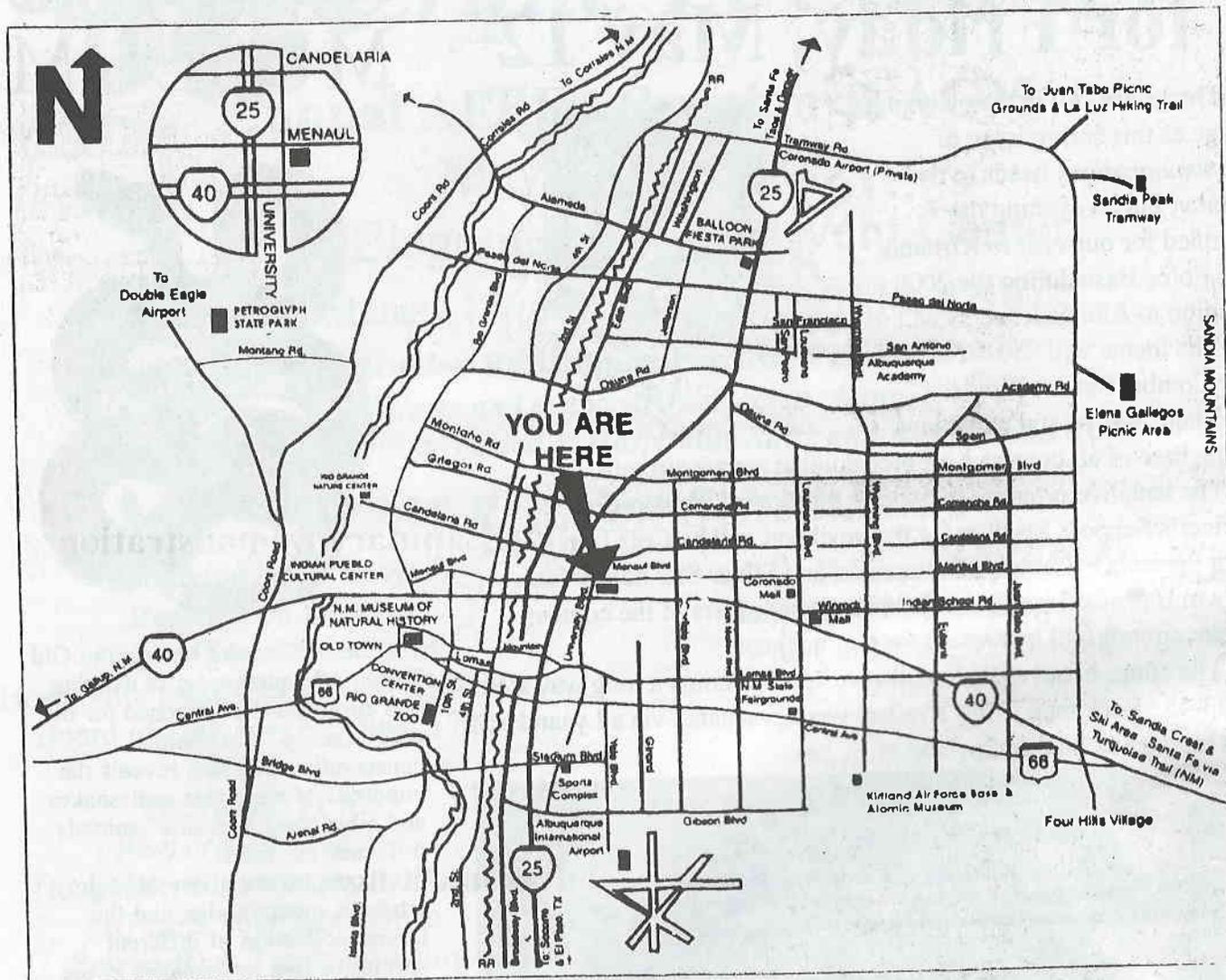
*All survivors receive a Certificate of Bravery!*



*The editor found himself in the company of three charming ladies in Florida a few weeks ago. It was billed as a planning session for the Albuquerque reunion, but it was mostly a Scrabble tournament in which the editor graciously finished in the cellar.*

*From the left: Larry the Scribe, Spouse Ruth Grauerholz, Francene Weyland and Yvonne Daley, Reunion coordinators.*

# MCM Elegante Hotel & Event Center



**MCM Elegante<sup>®</sup> - Albuquerque**  
 2020 Menaul Blvd. N.E.  
 505-884-2511  
 Toll Free: 866-650-4900

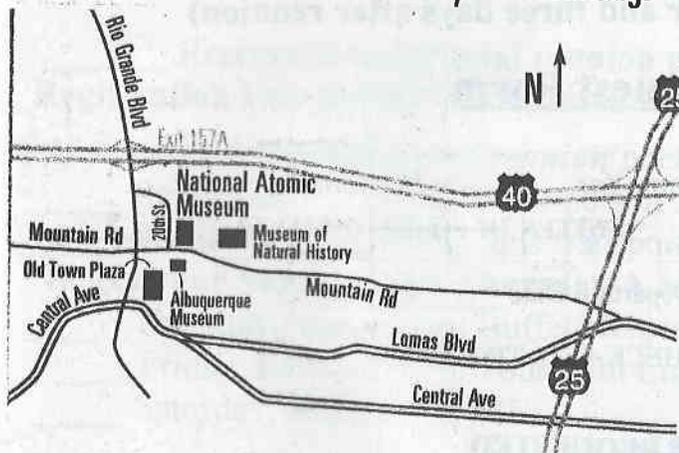
**New Member**  
 RICHARD C. FAIRLAMB "L"  
 6209 Ponderosa St.  
 Colleyville, TX 76034-6012  
 Vietnam 7th AF, 12th TFW,  
 557th TFS  
 Ph.: 817-488-5049  
 Wife: Sylvia

**New 'Friend'**  
 Ms. KELSEY McMILLAN 'F'  
 1905 Avenue D  
 Katy, TX 77493-1658  
 Ph.: 281-391-6946  
 <hethell1944@houston.rr.com  
 Historian for 389th Bomb Grp.

*Albuquerque has a lot to show you!*

# The National Atomic Museum

A museum so interesting, you won't even care that you're learning.



### Attractions

The National Atomic Museum is an intriguing place to learn the story of the Atomic Age, from early research of nuclear development through today's peaceful uses of nuclear technology. The Museum's permanent displays and its constantly changing special exhibits present history, science applications, and future developments of nuclear energy. Adults and children alike will be fascinated by this important part of New Mexico's history. Explore for yourself how nuclear science continues to influence our world.

- ♦ Madame Marie Curie Exhibit - See how one woman shaped and influenced science by her lifetime of work with radioactive materials.
- ♦ Nuclear Medicine - Observe how the use of nuclear materials in medicine has evolved, from the Navigator to the high tech Gamma Camera.
- ♦ Manhattan Project - Learn about the secret cities, the scientists and personnel who worked to help end World War II. Learn about the science experiments happening around the world that helped to develop "The Gadget" and its test in New Mexico.
- ♦ Waging Peace - Explore issues our world faced during the Cold War such as civil defense and arms control treaties. Check out atomic popular culture.
- ♦ ZOOMzone - Young and old will enjoy time in the popular ZOOM area, where inquisitive minds can try their hand at science activities or develop their own experiments. Based on the popular PBS show ZOOM.

Take time to shop the one-of-a-kind museum store, Up 'N' Atom, or check out one of the many video presentations in the Mystery Theater.

### Museum Hours

Monday - Sunday 9:00am - 5:00pm

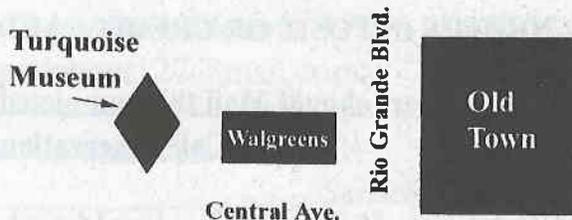
1905 Mountain Road NW, Albuquerque, NM 87104

# Turquoise Museum

*Discover Turquoise*  
Learn all about turquoise from miners, lapidaries and authors. Five generations.

- Daily Lapidary Demonstration
- Collection Room/60 Mines
- History
- Mineralogy/Geology
- Mining
- Hands-On For Kids
- Lapidary
- Silversmithing

Hours: Monday-Saturday  
Museum 10am-4pm  
Gift Shop 10am-5pm  
Admission Fee: \$4 adults  
\$3 senior/children/AAA



**Turquoise Museum**  
2107 Central Ave. NW  
Albuquerque, NM 87104  
505-247-8650

**AIR FORCES ESCAPE AND EVASION SOCIETY ANNUAL REUNION AND AGM**  
**Thursday -- Sunday, May 11-14, 2006**

**MCM ELEGANTE HOTEL & EVENT CENTER**

**2020 Menaul Boulevard, NE**  
**Albuquerque, NM 87107**

**Reservation Toll-Free Phone Number: 1-866-650-8900**

**Direct Line Phone Number: 505-884-2511**

**Reunion Code: AFEES**

**(Room rate applies three days prior and three days after reunion)**

**Reservation Request Form**

Please reserve \_\_\_\_\_ Rooms for \_\_\_\_\_ Persons  
**DOUBLE OR SINGLE: \$73.00 Inclusive** \_\_\_\_\_ **SUITES (if available) \$111.62** \_\_\_\_\_

Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_

CHECK-IN TIME: 3 p.m. CHECK-OUT TIME: Noon

**ROOM TYPE REQUESTED**

King Smoking \_\_\_\_\_ Two Double Beds, Smoking \_\_\_\_\_  
King Non-Smoking \_\_\_\_\_ Two Double Beds, Non-Smoking \_\_\_\_\_  
Wheelchair Access. \_\_\_\_\_ Suite \_\_\_\_\_  
Total Rooms Requested \_\_\_\_\_

NAME \_\_\_\_\_  
Mailing Address \_\_\_\_\_  
City, State and ZIP Code \_\_\_\_\_  
Telephone \_\_\_\_\_ <e-mail> (not required) \_\_\_\_\_

**ONE NIGHT'S DEPOSIT OR CREDIT CARD NUMBER REQUIRED FOR RESERVATIONS**

**All except Helpers should Mail this completed form to MCM Elegante Hotel at above address or Call Reservation Number listed above.**

**PLEASE NOTE: Helpers only should make Hotel Reservations for Albuquerque with :**  
**AFEES Reunion 06, c/o Francene Weyland, Treasurer**  
**11644 SW Egret Circle, Unit 101, Lake Suzy FL 34269-8732, U.S.A.**  
**Telephone: 1-941-624-2646; <frannyB24@aol.com>**

***Reservations must be received by April 26. Later reservations will be subject to availability.***

**REUNION RESERVATION FORM**

AIR FORCES ESCAPE AND EVASION SOCIETY

**Thursday-Sunday, May 11-14, 2006**

**MCM Elegante Hotel, Albuquerque, N.M.**

*Please complete this form and return form with check or money order (No Credit Cards) to arrive not later than April 26. Your check is your receipt.*

**MEMBERS: Make check payable to AFEES REUNION and mail to:**

**AFEES, c/o Yvonne Daley-Brusselmans, 1962 Brae-Moor Drive, Dunedin, FL 34698**

**HELPERS ONLY: Send both Hotel Reservation Form and Reunion Reservation Form to:**

**AFEES, c/o Francene Weyland, Treas., 11644 SW Egret Circle, Unit 101,**

**Lake Suzy, FL 34269-8732; Phone 1-941-624-2646; <frannyB24@aol.com>**

\_\_\_\_\_ Reservations for total reunion package, \$129 per person, which includes  
**Registration Fee and all events listed below . . . . . \$ \_\_\_\_\_**

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

\_\_\_\_\_ Registration Fee @ \$30 per person . . . . . \$ \_\_\_\_\_  
\_\_\_\_\_ Sandia Peak Tramway, bus transportation @ \$16 pp. . . . . \$ \_\_\_\_\_

**Select your Sandia Trip: Thursday A.M. \_\_\_ Thursday P.M. \_\_\_ Saturday \_\_\_**

\_\_\_\_\_ Thursday, Welcoming Buffet/Helpers' Dinner @ \$30 . . . . . \$ \_\_\_\_\_

\_\_\_\_\_ Friday, Kirtland AFB Tour with Lunch @ \$18 . . . . . \$ \_\_\_\_\_

\_\_\_\_\_ Saturday, Banquet @ \$35 . . . . . \$ \_\_\_\_\_

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

*For Saturday Banquet, please indicate choice of entree: Beef \_\_\_ Chicken \_\_\_ Fish \_\_\_*

**OPTIONAL REUNION DAY TRIP: To Santa Fe, N.M., Lunch on your own, offered Thursday and Sunday, 0930 to 1500 each day. Estimated cost: \$30.**

**If interested in Santa Fe trip, please so indicate: Yes \_\_\_ No \_\_\_**

**When registering, check with Nancy MacIsaac at Events Desk to sign up for tour you want to take.**

**See the AFEES Tour Desk to arrange the following events on your own or by use of the Hotel Shuttle:**

**Atomic Museum, \$3; Balloon Museum, seniors \$2; Sandia Casino, Free pick up**

**For Reunion information, contact Yvonne Daley-Brusselmans, 1-727-734-9573; Cell Phone, 727-804-3664; <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 \_\_\_\_\_

City, State and Zip Code \_\_\_\_\_

**IMPORTANT: Emergency Contact (Name and Phone Number):**

## REGULATIONS FOR FLIGHT ENGINEERS

If the Flight Engineer will kindly observe the following rules. It will be a hell of a lot easier for the rest of the crew. Regulations are listed in their order of priority.



1. Keep the navigator awake.

2. Don't get smart with the crew -- remember your pilot is still learning to fly and he is more scared than you are.

3. Wake up the navigator.

4. Don't ask embarrassing questions of the crew, such as:

a. Where are we?

b. Where are we going?

c. What time will we land?

d. Is that a German fighter outside my window?

5. Tell jokes, but don't interrupt the radio programs.

6. Pour coffee and give a cup to the navigator to help him keep his eyes open.

7. Don't use the relief tube, use the sextant opening.

8. You just woke up the navigator.

9. Don't ask for the comic book from the Reverend-Sir-In-The-Front-Seat until he has finished it. Where are your manners?

10. If the left engine fails, discuss it quietly with the navigator before telling the pilot. You may scare him.

11. Take notes of anything you see. It will help your case before the board.

12. Check the navigator.

13. Brace yourself for every landing, you could get airsick after the first bounce.

14. When leaving the aircraft, bow to the East and give thanks.

15. Go back and wake up the navigator.

# ... a multi-national mystery man

By Catherine RamogninoThorpe  
Salt Lake City, Utah  
<donothorpe@gmail.com  
891-582-6019

During the Second World War there were many everyday heroes who risked their lives to help the allied forces in Europe. There were the helpers who hid allied soldiers in their homes. There were the passeurs who guided escapees to freedom -- often over perilous mountains into Spain.

There were members of the French Resistance who worked with the helpers and the passeurs and fought against the Germans. There were special agents for the British and the Free French who worked undercover in many different types of missions, and of course there were the foot soldiers and paratroopers who aided the allied advance into France and Europe.

Amazingly, one man filled all these roles. That man was my grandfather, Gilbert Ramognino, a Frenchman with an Italian name. He was decorated by the French, English and American governments.

While stationed in London under Charles de Gaulle, he volunteered to join a liaison mission to France with a British unit. He was 44 years old at the time. For his actions with

this unit he received letters of commendation from his British colonel. He also served as an English/French interpreter for the British government.

Gilbert became a member of the Free French Forces, joining the *Reseau des Druides par l'Alliance* (French Resistance) between 1940 and 1943.

During this time his apartment in the Montmartre district of Paris was a meeting place for the British and American escapers.

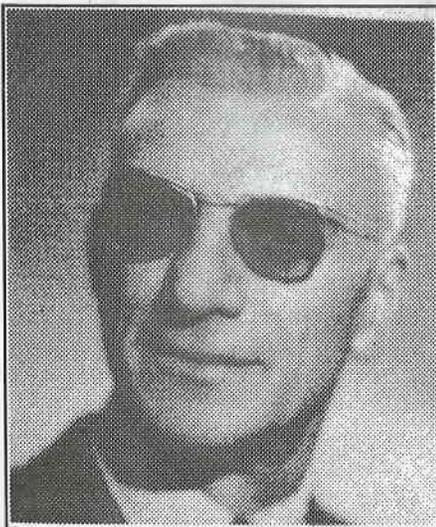
He carried eight wounded British and American airmen over the Pyrenees into Spain. While crossing the Spanish border he was arrested in Bossost and taken to a prison in Sort and then transferred to Lerida (January 1944). He was carrying British papers and was liberated by British services.

In February 1944, under direction of the BCRA, Gilbert was sent to Gibraltar, where he joined the first group of French commandoes. He returned to France with his unit and participated in the South Landing Operation in southern France as a paratrooper..

If anyone has knowledge or any information about my grandfather, I would greatly appreciate it.

I have a list of American and British prisoners who were incarcerated with Gilbert at Sort in Spain. They are (American) Reuben H. Eckhardt, Artur K. Enders, Russell M. Jevons and Glen A. Mecabe; (English) Thomas Bright. If anyone knows any of these individuals, please contact me.

I am especially interested in learning more about the decoration Gilbert received from the U.S.



**GILBERT RAMOGNINO**  
Anyone recognize him?

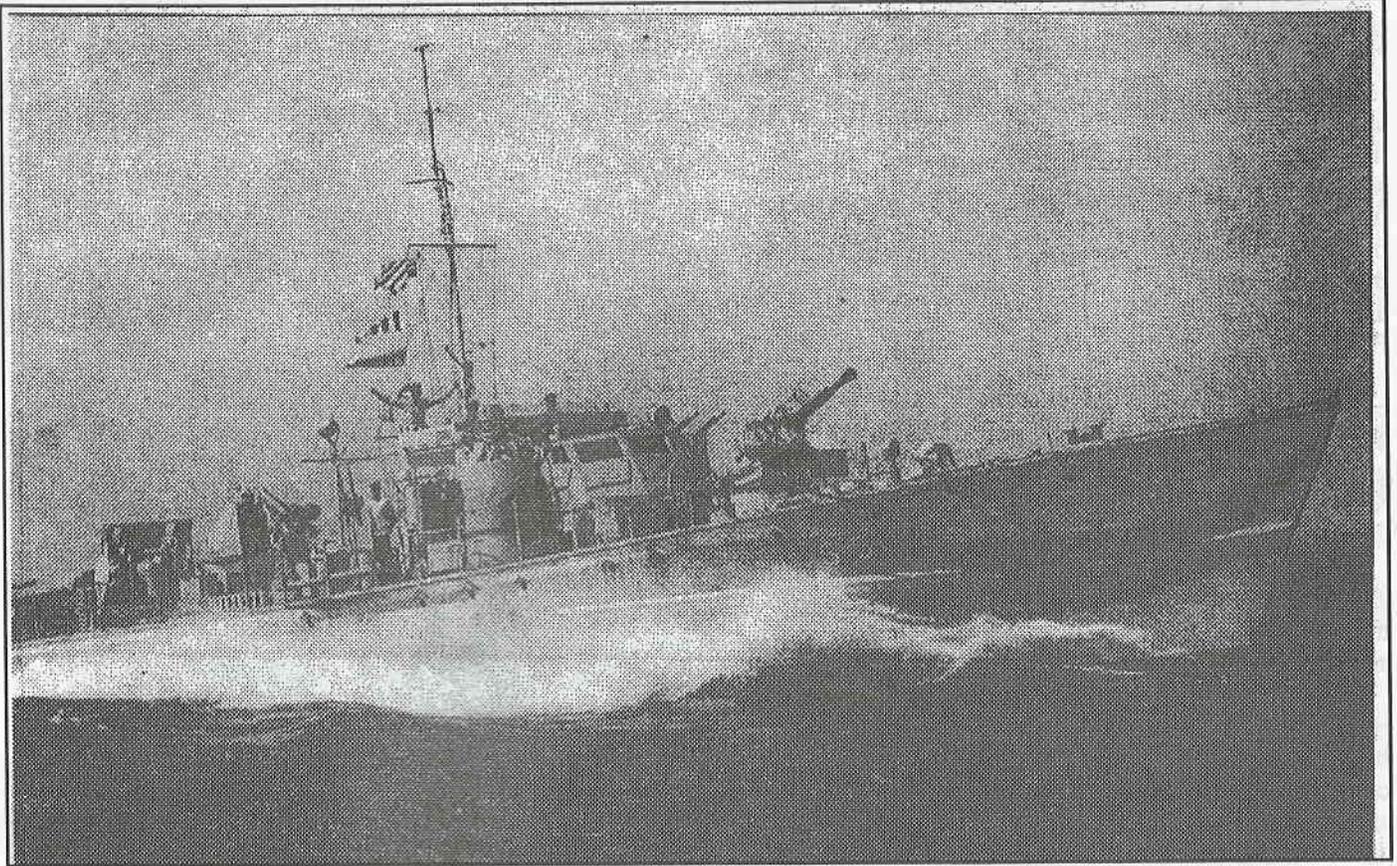


A large rock from the Pyrenees Mountains south of Toulouse has been shipped to Great Britain in two pieces and is being installed at the Eden Camp Museum in Yorkshire. An account of the project was published in the Spring 2005 issue of *Communications*.

Unveiling of the Helper Memorial is scheduled for the weekend of the annual Eden Camp reunion, April 28-30.

In this photo, workers make adjustments to position the second rock before inserting blocks of ice between the two, providing a temporary space which allows the lifting chains to be removed before the ice melts and the two rocks are united.





**GREYHOUND: MGB during sea trials**

# Flotilla played a vital role in helping downed airmen

From the *Western Morning News*,  
Plymouth, Devon, U.K.

Thursday, Nov. 24, 2005

By COLIN BRADLEY

The moon was well hidden by a mass of angry clouds as three French agents stepped from the Royal Navy surfboat which had silently rowed them ashore to the Brittany beach, codenamed Bonaparte. After a four-hour journey across the Channel on a Kingswear-based gunboat from the 15th Flotilla, they were back on their native soil for a secret mission to gather intelligence and help evacuate escaping downed Allied

airmen.

Throughout the crossing they had never uttered a word about their impending ordeal, which could cost them their lives. But as they clambered ashore near the village of Plouha, their suitcases crammed full of clothes, weapons, money and radio transmitters, they briefly exchanged whispers of *bon chance* to the three British oarsmen who had brought them -- and disappeared into the darkness.

It was June 1944 -- days after D-Day -- and an Allied air raid was under way at St. Malo, 25 miles to the southeast. But as the surfboat turned around to head back out to sea for the three quarters of a mile

"pull" to rendezvous back with the gunboat, the mission suddenly went wrong.

The gunboat's anchor dragged, its walkie-talkie link with the surfboat crew failed to work, and the two vessels missed each other in the gloom.

With dawn rapidly approaching, neither could afford to be seen by German lookouts on the cliffs, so the gunboat commander reluctantly gave the order to head the vessel back to the safety of the River Dart. Its specially quietened engines could still be faintly heard across the water by the crew of the surfboat as their colleagues retreated and the frustrated rowers knew they had no

chance of chasing after their "mother" craft.

Instead, they headed back to the beach, where, despite exhaustion, they hid their own weapons and sank their tiny vessel by piling it full of rocks -- one of which broke a finger belonging to Guy Hamilton, then the gunboats's first lieutenant, and later a director of the James Bond movies.

The three had just enough energy left to clamber up the cliffs above the beach and hide in the gorse, but the next morning they found themselves in the middle of a German minefield.

They gingerly made their way out and, traveling by night, decided to try to contact the Resistance, while avoiding German patrols.

After two nights, during which Hamilton added a broken nose to his fractured finger when he dived for cover into a ditch, the officer and his crewmen were spotted crossing a main road by a man working nearby. He led them to a pit in an adjacent field, where he hid them. The man turned out to be a Resistance contact, but leaders in the local group, who operated the Shelburne escape line for fleeing Allied airmen, regarded the trio's unexpected arrival as a Gestapo trap.

Then up stepped Marie-Therese Le Calvez, who at only 18 was rapidly becoming one of the most influential members of the Resistance in the area.

Already she had been a veteran of five missions to get airmen out of the area after meeting them at her local railway station, taking them to safe houses, including her own, and then later leading them through the cliff-top minefield to meet the returning Kingswear gunboats, which she would always greet by wading into the sea with a torch to help guide in their surfboats.

She and her widowed mother Leone helped over 140 American and Canadian airmen, plus a string of escaping agents.

Later decorated, along with her mother, by the French, British and



**MARIE-THERESE LE CALVEZ**

*(photo The Yorkshire Post)*

the Americans for her bravery, she eventually became a nun. But before her death in 1991, she talked about her exploits, including her meeting with Hamilton.

She told how she had brushed aside her fellow Resistance workers' fears about the trio of British sailors and volunteered to go to the pit in the field to check them out. Crying out "Hello there," she jumped down without waiting for a reply.

She recalled: "I just managed to avoid them and they very surprised. One of them said, "Well done, madam" in French which was accentless. But what had I jumped into?"

"The man who had spoken was a tall young chap with a ginger beard covering his cheeks. He had bright green eyes which showed no sign of

any fear. There was something about him which stopped me from being anxious and I felt confident in him at once.

"I whispered into the officer's ear that my name was Marie-Therese. He did not let me go on. A great smile lit up his face as he explained, "I thought as much, you are well known at Dartmouth in England, you know."

After reporting back to her group, Marie-Therese returned to collect the trio after nightfall and took them to her mother's home. Later the three men were switched to stay at a deserted farmhouse, before being moved to another safe house, where they were kept hidden for 20 days.

Hamilton recalled his time in Brittany when he flew from his

home in Mallorca six years ago to attend a reunion in Kingswear.

He said: "At first the Resistance were very suspicious because the Germans had been in the habit of getting very good English speakers to pose as shot-down pilots. We were also suspicious because we knew there were people around who were anti-Resistance. The great turning point for us came when we were taken to the safe house for 20 days. The blackout curtains were made of rubberised canvas -- the same material we had used to wrap up the stores we had delivered by boat to the Resistance. When we saw the curtains, we knew we were in a safe place."

Paris-born Hamilton's ability to speak fluent French led him to an unexpected meeting with German soldiers in a cafe.

"Three members of the Resistance decided to take me with them to the cafe where they had a bowling alley, but the place was also popular with the Germans," he recalled. "We had to wait our turn to use the alley when we got there because the Germans were actually

using it.

"I was horrified to see the Germans there, and the Resistance even bought them a round of drinks. They thought it was hilarious, but I considered it very unfunny. Thank God that only happened once. But, very simply, if it was not for the Resistance I would not be alive today. And I owe my life to Marie-Therese."

Marie-Therese, who worked at the local Ministry of Agriculture office in Plouha, had insisted in being involved from the beginning in what became known as the Shelburne escape line. She joined it to gain revenge against the Germans after one of her five brothers, George, a pilot, disappeared while returning from a bombing mission with the Free French.

Her parting words to Hamilton, as he and his crew, with 12 Allied airmen and two agents, left Bonaparte beach in July 1944 on another Kingswear-based gunboat, was a request to find out what had happened to George. Hamilton returned on another mission weeks later, and Marie-Therese ran into

the sea to ask for news. Hamilton jumped out, lowered his head, and as he held her shoulders he told her that George was dead.

Hamilton was awarded the Distinguished Service Cross after completing eight missions to France on the gunboats, and another four later to Norway.

More than 100 officers and men served with the 15th Motor Gunboat Flotilla, which in an 18-month period from 1943 rescued over 150 downed airmen and agents in night-time missions mounted from the Dart and Helford Rivers.

Memorials and plaques stand in villages on both sides of the Channel as tribute to the men of the gunboats -- MGB 318, 718, 502 and 503 -- and their Resistance helpers.

Kingswear's, at the Lower Ferry slipway, can largely be attributed to the work of one man -- former parish council chairman Dick Parkes, who organised the reunion six years ago and helped found the 15th Motor Gunboat Flotilla Association, of which he was secretary. Sadly, he died this month (November 2005), age 82.

## *Missions were strictly 'hush-hush'*

At least seven flotillas operated from the Dart estuary during the war, but the gunboats of the 15th were the most secret of all and their exploits were not known until years later.

One was a motor torpedo boat unit manned entirely by the Free French naval forces, whose ranks included General de Gaulle's son, Philippe. Most of the others were British MTB, gunboat and motor launch units, but there was a Dutch MTB flotilla and three gunboats manned by Polish forces.

Crews used the Royal Dart Hotel to let their hair down, but few visitors who drank there realized that some of the service personnel were members of the elite 15th Flotilla.

The unit's four high-speed gunboats made over 100 "hush-hush" missions to northern France, and returning agents brought back vital information about German defences in the run-up to D-Day and plans of bunkers near Calais, which contained the German V2 rocket sites.

A petty officer motor mechanic serving on one of the 15th flotilla's boats (MGB 502) was Frank Jones, who lives in Teignmouth. The 82-year-old recalls: "The agents just looked like ordinary people and

would stay at local hotels and come aboard about an hour before we set off. We were never allowed to talk to them.

"Every fortnight we would be mustered on the foredeck and given a pep talk about keeping our mouths shut, otherwise there would be trouble.

"A young lad did open his mouth once by saying something in one of the pubs in Dartmouth and was reported by a Wren. The next day somebody asked where he was, but he was not around -- we never knew where he had been moved to."

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

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



## A taste of glory: 15th AF tail gunner remembers

Reviewed by Clayton and Scotty David

This book is full of reality from beginning to end. Older people can relate to life as it was as a teenager. The Great Depression, the joy of sports and the willingness to help defend our country at war.

The author's vivid memory and ability to write about his experiences of entering the Army Air Corps and his training is as if you were there with him.

The missions as tail gunner on a B-24 of the 460th Bomb Group out of Italy are very descriptive. His bail-out on Dec. 11, 1944, into Slovakia and becoming a Slovak civilian is something that many AFEES members can relate to.

Being arrested by the Gestapo, escaping, and becoming a part of the Slovak Resistance compounds a hair-raising experience.

He maintained contact with several who helped him. In addition, his good helper and friend Stefan Bachar moved to Canada and then to the United States after the war. This proved beneficial when he returned to visit his Slovak friends in 1998.

Readers, especially those from the 15th Air Force, will find familiar names and places woven into Gene's accountings. Throughout the book, family and friends are included and appreciated.

The 308-page book is available from Gene Hodge, # 4 Arnold Dr., Texarkana, AR 71854;

Price, \$19.50 + \$3.00 postage.

Phone: 870-772-4723 <NHodge8527@aol.com>

### *Evaders to Switzerland*

Roger Anthoine, Belgium-born, helper, author and pilot, spent more than eight years researching and writing *AVIATEURS-PIETONS vers la SUISSE*, published in French in Switzerland.

The book contains some 200 pictures and maps, with a detailed index of names, subjects, places, dates and raids.

Roger points out that history refers mostly to the Allies who landed their damaged planes in Switzerland and were interned. However, there were 350 airmen, including some of our members, who evaded into Switzerland. Among them were 147 identified Americans. If you read French, the book should be a must for you. For others, and especially those who have any connection to the 147 special people, names, dates and pictures, the book will be of interest.

Contact Roger Anthoine at Genevrays Hauts, F-01630, PERON, France. The price is \$35.00 American, plus \$8.00 postage.

NOTE: If you spent time in Switzerland, Roger would like to hear from you. He is now working on a new book, *The USAAF and Neutral Switzerland*.



**SILAS M. CRASE**

**Patron, Indian River County Post 506**

## Evader helped Jews escape in Slovakia

Silas M. Crase of Ft. Pierce, Fla., 15th Air Force, 97th Bomb Group, was shot down in his B-17 over Germany in August 1944. He was a ball turret gunner.

He parachuted into German territory but eluded capture and eventually made his way to Slovakia where he became part of an underground network that assisted Jews who were escaping death camps and persecution until mid-1945. He estimates that he took part in helping 125 Jewish refugees escape Nazi-occupied lands.

Silas recalls how the refugees were shuttled into farm houses only at night to prevent detection. He said he could only see their eyes by candle or lamp-light during their two-hour rest before moving on.

He was listed as MIA for more than 11 months before he finally returned to the U.S. in the summer of 1945. He said he had to pose as a deaf mute to get out of Slovakia after the Soviets occupied the country.

Only then could he get a fake passport to Czechoslovakia, a country divided at the time, where he reached the U.S. Embassy and was shipped home.

Silas says the most haunting effect his war experience has on him is his questions surrounding the Jewish refugees he helped. He knows what happened to his friends and comrades from his plane. Many were captured and survived and some died.

But he often wonders if the refugees made it and, if they did, where they are today.

# A long walk in footsteps of the brave

Article in *Lloyds List*, Oct. 28, 2005

From *Escape Lines Memorial Society  
Newsletter*, Harrogate, North Yorkshire, U.K.,  
Autumn 2005

*By Roddy Langley*

"Pugna Quin Pecutias" (fight without arms), the motto of the Second World War escape line Comete, looks at first glance to be an oxymoron. But there is nothing contradictory about the achievements of the Belgian-run organization which ensured that over 770 people -- some say more -- mostly aircrew, were returned to Britain to fight another day.

Having been shot down over occupied Europe and evaded capture, the airmen were spirited away and passed down the line by Comete helpers from Brussels, through France and over the Pyrenees into Spain, a distance of nearly 700 miles.

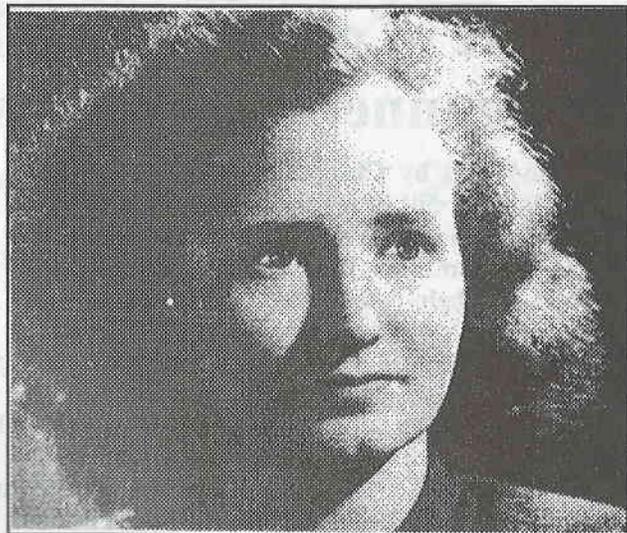
British consulates in Bilbao and Madrid then arranged for the airmen to be transported to Gibraltar, where the Royal Navy or RAF ferried them home.

My mother, Peggy van Lier, was 24 years old at the outbreak of war, and joined Comete when she met Baron Jean Greindl (codename Nemo). He secretly used his job of running a Swedish Red Cross canteen as cover for the Brussels end of the line, and she helped bring airmen into the capital from outlying places before taking them by train to Paris.

Comete blossomed -- from July to October 1942 they brought out 54 airmen -- but its success could not last. Word had reached German Air Force chief Hermann Goering, who knew only too well the value of returned airmen, and in November 1942, the Luftwaffe police infiltrated Comete and made numerous arrests. My mother was among them, but showing signs of innocence, and speaking excellent German, she won over her Luftwaffe Police interrogator, and was released.

While fiercely independent, Comete had contact with MI9 in London and Nemo informed them the Luftwaffe police might still suspect Peggy of involvement, and that she must flee immediately.

MI9 concurred. and with two other Belgians, cousins Georges and Edouard d'Oultremont, she left



*Peggy Langley smuggled downed airmen*

for Paris, continuing along the same route the airmen took with Comete to St. Jean de Luz, a small fishing port in the shadow of the Pyrenees.

It was here that Comete had secured the services of a tough Basque smuggler called Florentino Goicoechea, who was to become the most trusted and resourceful Pyrenees guide.

(After the war, when he was awarded the George Medal at Buckingham Palace, King George VI asked him what he did for a living. "I'm in the import-export business," Florentino replied.)

Overnight, without any lights or hiking equipment, only espadrilles on their feet, Florentino took my mother and her companions up and down the French side of Pyrenees, guided them to wade across the freezing cold River Bidassoa into Spain, up another steep climb before descending to a safe farmhouse where they collapsed, exhausted.

I had always wanted to retrace my mother's footsteps and research on the internet led me to the website of the ELMS who organise the Comete walk as one of their Second World war 'Memorial trails' they run every year.

With approximately 350 members, ELMS is a non-aligned organisation dedicated to the helpers of the escape lines, masterminded by its ex regular army secretary Roger Stanton, from a converted garage at home at Harrogate.

Quite unpaid, ELMS has located over 60 helpers in Europe through its local country representatives who, in keeping with their motto -- "*We Remember*" -- keep in regular contact with the helpers. ELMS also sends the helpers cards and food hampers at Christmas, and most importantly, provides financial assistance if any of them fall upon hard times.

So with my friend Ian Harrison, and 106 other walkers from seven nationalities, nearly all family members of helpers or escapers, watched over by a handful of RAF veterans who had done the walk for

real over 60 years ago, we laid our first wreath at the grave of Florentino (who died in 1980) in a beautiful ceremony overlooking the sea.

Then the walk began in earnest, 26 miles over the next two days, led by Basque guides chirping away in their unique language, up and down 1500-ft. twice, blazing hot weather the first day as we climbed the 'broad sunlit uplands,' to almost monsoonal the second.

A tap on my arm at the first lunch stop organised by our brilliant Basque hosts, an introduction, and I was embracing fellow walker Brigitte d'Oultremont, daughter of Georges, who had accompanied my mother in 1942. We walked the rest of the day together, wondering aloud how our parents would have felt, and crossed the river to be greeted by a white-suited RAF veteran on the Spanish side. The delicious barbecued sardines and potent local cider lifted our spirits further.

At the end of the two days, everyone gathered for a final celebration lunch in a restaurant in the Spanish town of Renterria. The Basque contingent sang after the meal. Prompting one of our RAF veterans to lead some British singing in a slow, faltering voice: "Daisy,

Daisy," "Bless Them All" and a "Long Way to Tipperary."

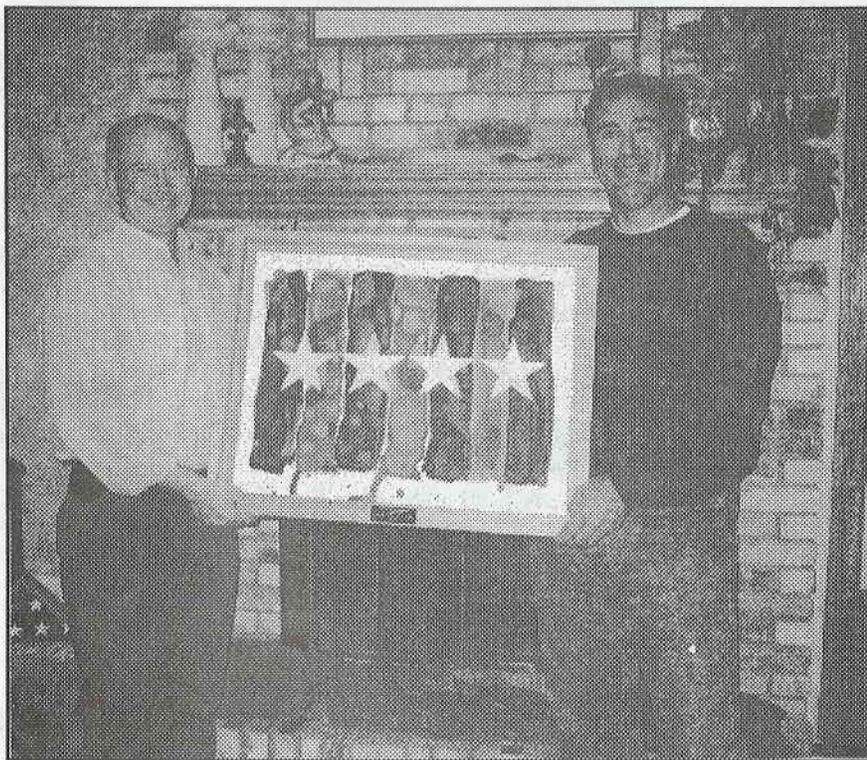
It was for me, a defining memory to the courage and spirit of Comete. This is what they fought for, without arms, and not without cost. Recorded total Comete losses during the war were 216 people executed, died under torture or in concentration camps. A fairer estimate, perhaps, is that for every successful evader, a Dutch, Belgian, French, or Basque helper gave his or her life.

Peggy van Lier reached Gibraltar, and was flown back to England by the RAF.

She was met off the plane by an MI9 officer from Room 900, the small unit responsible for escape and evasion lines in occupied Europe. He was ex-Coldstream Guards officer Jimmy Langley, who had himself escaped from France after being wounded and captured at Dunkirk in 1940.

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*Peggy and Jimmy Langley were married in 1943. After the war, they settled near the Suffolk coast, where they raised four sons and a daughter. Jimmy died in 1983 and Peggy passed away on July 20, 2000, at age 85.*



*General Duncan McNabb, honorary member of AFEES and currently CO of the Air Mobility Command at Scott AFB, was in Wichita Falls in early January to attend a retirement ceremony at Sheppard AFB. The general (at left) and the honoree, high school friend Kenneth Cluley, display a 4-star painting by Kenny's daughter, Erin*  
**The inscription reads: General Duncan McNabb, American Patriot, From the 363rd Training Squadron, 6 Jan 06**

## **New Mexico Tech to build on Kirtland**

KIRTLAND AFB, N.M. -- The Air Force has conveyed more than eight acres of base land to the New Mexico Institute of Mining and Tech-nology. The agreement is designed to stimulate business efficiencies and technological advancement through the construction of new facilities.

The land conveyance, a first for Air Force Materiel Command and the Air Force, is the result of an agreement called an Enhanced Use Lease. Under a provision of federal law, the lease allows underutilized military properties to be leased to public and private entities. In this case, educational and research facilities will be built and operated there.

The 377th Air Base Wing and the Air Force Research Laboratory will develop Kirtland Technology Park on 300 acres of land located on the west side of the base.

The park can accommodate 4 million square feet of office space, laboratory and light industrial space for high-tech businesses, employing up to 15,700 workers.

**MEMBERSHIP DIRECTORY UPDATES**(Changes are in **BOLDFACE** type)**SHARE YOUR LEGACY**

Did you know World War II veterans aren't automatically listed in the World War II Registry of Remembrances?

Veterans must submit their names -- or loved ones may do it for them -- to this national electronic registry of Americans who helped with the war effort.

To add a name, go to [wwiimemorial.com](http://wwiimemorial.com) or call 800-639-4992.

In a separate effort, the Veterans History Project is preserving veterans' stories from World War I, World War II, the Korean War, the Vietnam War, the Persian Gulf War, and the Afghanistan and Iraq conflicts.

The project, supported by the U.S. Congress and Disabled American Veterans Charitable Service Trust, is part of the Library of Congress' American Folklife Center. For details, go to [loc.gov/vets](http://loc.gov/vets) or call 888-371-5848.

1. L/C J. W. Bradbury "F", **Air Force Village II, #2003, 5100 John Ryan Blvd., San Antonio TX 78245, Ph.: 210-677-8042**
2. Robert Brill "LF", **264 Seneca Pl. NW, Renton WA 98055-1110**
3. James D. Conrad "L", 236 Franklin St., Wrentham, MA 02093;  
**Ph.: 508-384-7339**
4. Mable L. Cramer "W", **PO Box 611, Hopkinsville KY 42241-0611**
5. Stanley R. Chichester "L", **32401 Lake Point Blvd., Apt. 172, Sarasota FL 34231; Ph.: 941-377-3097**
6. Col. Glendon V. Davis "L", **16 Maui Way, Napa CA 94558-1525; Ph.: 707-996-2161**
7. Samuel Deutsch "L", **7046 Kester # 242, Van Nuys CA 91405; Ph.: 818-908-3243**
8. Kenneth P. Dunaway "L", **3509 W. 95th St., Apt. 28, Shawnee Mission KS 66206; Ph.: 913-642-3124**
9. L/C Reuben Fier, **6391 NW 24th St., Boca Raton FL 33434-4317; Ph.: 561-218-2954**
10. John E. Hennessy "L", **365 Grand Concourse, Miami Shores FL, 33138-2746**
11. **Mrs. Faye Hensley, 1502 Baxter St., Johnson City TN 37601-3308; Ph.: 423-928-4359**
12. L/C Ashley Ivey "L", **4772 Rose Arbor Dr., NW, Acworth GA 30101-8354; Ph.: 770-974-9421**
13. Glenn B. Johnson "L", **4490 Mesa Dr #137W, Oceanside CA 92056-2646**
14. Colin N. Jones "L", **1100 Grand Blvd., Apt. 317, Boerne TX 78006-9261; Ph.: 830-816-4567**
15. E. Robert Kelly "L", **1448OB Center Fork Rd., Red Bluff, CA 96080-9200; Ph.: 530-529-5825**
16. Fred Kreisberg, **488 Briarwood Circle, Hollywood FL 33024-1394; Ph.: 954-961-3400**
17. **Mrs. Alfred R. Lea "W", 5330 Indigo St., Houston TX 77096-1208; Ph.: 713-664-1915**
18. **Mrs. Charles M. Lowe "W", 1100 Elmwood Drive, Colonial Hgts. VA 23834-2907; Ph.: 804-526-2824**
19. Archie A. Macintyre, **821 Cambridge St. Apt. 189, Midland MI 48643-4636; Ph.: 989-837-6747**
20. **Mrs. Margaret McKillop "W", 265 Avens Rd. NE, Palm Bay FL 32907-5503; Ph.: 321-951-8877**
21. **Mrs. Kathleen R. Schack "W", 28116 W. Oviatt Rd., Bay Village, OH 44140-2147; Ph.: 440-835-1226**
22. Owen M. Sullivan, **San Miquel Villa, 1050 Sam Maquel Rd., Concord CA 94518; Ph.: 925-609-7423**
22. **Mary Alice Wells "W", 9100 Westbrooke Dr., Overland Park KS 66214; Ph.: 913-888-3416**
23. Kenneth R. Williams, **10 Skyton Lane, Pittsfort NY 14534-1812; Ph. 585-381-0670**

## Last Comanche code breaker dies

Charles Chibitty, 83, the last of the Comanche World War II code talkers, has died. He was one of the 17 Comanches from the Lawton, Oklahoma area who were selected for special Army duty to provide the Allies with a secret code the Germans could not decipher.

The Comanche recruits created their own 100-word vocabulary of military terms. The code created was unique.

Because there was no Comanche word for "tank," Chibitty and his fellow code talkers used their word for "turtle." "Bomber" became "pregnant airplane."

"It's strange, but growing up as a child I was forbidden to speak my native language at school," Mr. Chibitty said in 2002. "Later my country asked me to. My language helped win the war and that makes me very proud."

## A tribute to Scotty Rendall

It is with sorrow and the pain of loss, that I must inform you that William A. (Scotty) Rendall "folded wings" recently. He succumbed to a painless illness that lasted a brief period of time and the family was with him at the end.

He died as he lived -- with honor, courage and no complaints. He always has been and always will be the man I loved and respected the most. I once told him he was a hero and was reprimanded with a terse reply, "All the heroes are buried under white crosses in Europe."

All you members of the "Greatest Generation" that joined the great fight that protected my freedom and honored this wonderful country, are to be saluted. If you don't mind accepting one from an old Marine "ground pounder," I salute you all. SEMPER FI!

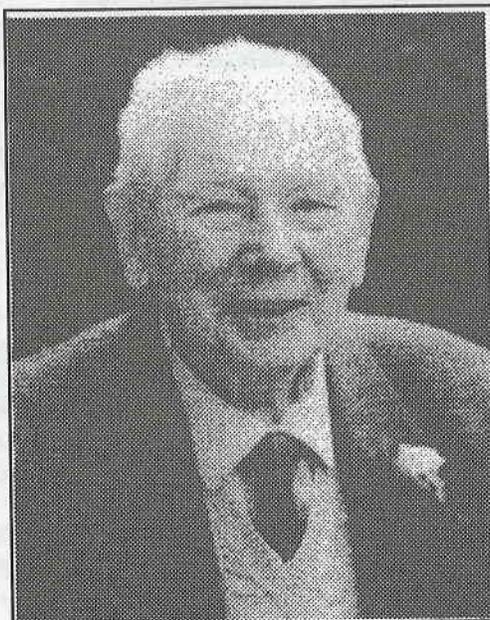
--RICHARD RENDALL, USMC (Ret.)

## Cornelis Lof, Dutch Underground Helper

Cornelis Lof, age 94, a coordinator of underground activities in the Barneveld and Erie area of Holland, died Jan. 19, 2006.

He was a repairman for gas and electric appliances.

AFEES Member Ray Kubly lived with him from Dec. 2, 1944 until March 1945. Ray says, "He was a great man who took a lot of risks helping American, English, Canadian and Dutch servicemen. I think all the veterans he helped are now deceased except for me."



COR LOF

## OBITUARY



*Caroline Julia Amari's linguistic skills helped her in the Italian resistance. She is shown in Verona, Italy, in the late 1930s.*

Caroline Julia Amari, professor of Italian for the University of Colorado from 1964 to 1981, died of natural causes in Boulder, Colo., on Nov. 10, 2005. She was 89.

At 19, Amari left the United States with her mother for an extended stay with relatives in Italy. While she was there, in 1939, Italy entered World War II. Amari and her new husband, Jonny Capra, a native Italian, fled to the Dolomite Mountains in northeast Italy, where they joined the resistance.

Amari was the only woman in the group and her gender proved valuable, allowing her greater freedom of movement. She would travel to nearby villages and farms to bring back food for the resistance groups and Allied soldiers, as well as books in English for the British soldiers.

She spoke German, French, Spanish, Italian and English, and her ability with languages allowed her to escape the scrutiny of the Germans and Italian forces, her son said.

Her work with the underground earned her a commendation from the British government after the war.

# **-FOLDED WINGS-**

## MEMBERS

- # 539 George Buckner, S. Eculid, OH, 92nd BG, Dec. 24, 2005  
8th AF James H. Hensley "L", Johnson City, TN, 303rd BG,  
Dec. 27, 2005
- # 923 Alfred R. Lea, Houston, TX, 452th BG, Dec. 30, 2005  
8th AF Charles M. Lowe "L", Colonial Hgts, VA, 92nd BG,  
May 2005
- 12th AF Michael Mauritz, Turtle Creek, PA, 79th FG, Jan. 2, 2005  
8th AF William R. McKillop, Palm Bay, FL, 306th BG,  
Sept. 25, 2005
- # 671 Bernard W. Rawlings "L", Chocowinity, NC, 303rd BG,  
July 19, 2004
- 8th AF William "Scotty" Rendall "L", Grapevine, TX, 44th BG,  
Sept. 19, 2005
- # 79 Glenn Wells "L", Overland Park, KS, 96th BG, Dec. 31, 2005  
# 2421 Walton E. Wiggins "L", Morgan Hill, CA, 453rd BG,  
September 2005

## HELPERS

- John Van Etten (Dutch Helper), Edmonton, Canada, Mar. 23, 2005  
Cor Lof, Holland
- E. B. Mason (Maquis/SOE teams), Canada, June 14, 2003  
Jenne Mainguy, Binic, Brittany, France  
Paul Paillard, Jars, France, July 8, 2005  
Tina Wilhelmina Zeydner de Vries, Holland, Aug. 17, 2005

## Flying Ace, General Robert L. Scott

*By The Associated Press*

WARNER ROBINS, GA. -- Retired Brig. Gen. Robert L. Scott, the World War II flying ace who told of his exploits in his book *God Is My Co-Pilot*, died Monday, Feb. 27, 2005. He was 97.

His death was announced by Pal Hibbitts, director of the Museum of Aviation at Robins Air Force Base, where Gen. Scott worked.

General Scott rose to nationwide prominence during World War II as a fighter ace in the China-Burma-India theater, and then with his best-selling 1943 book, made into a 1945 movie starring Dennis Morgan as Gen. Scott.

Gen. Scott won three Distinguished Flying Crosses, two Silver Stars and five Air Medals before he was called home to travel the country giving speeches for the war effort.

He shot down 22 enemy planes with his P-40 Warhawk, though he recalled some were listed as "probable." He said, "We didn't have gun cameras in China. I actually had 22 aerial victims, but I only had proof of 13."

He worked with the Flying Tigers, Gen. Claire Chennault's volunteer force of pilots who fought in China.



**Alfred R. Lea**

### **Houston architect**

Alfred R. Lea, E&E # 923, a Houston architect involved in the design or remodeling of some of the city's landmark buildings, died Friday, Dec. 30, 2005. He succumbed to a heart attack following a brief bout with pneumonia.

Lea's best known projects were civic endeavors, the Sam Houston Coliseum, the Houston Children's Zoo and the remodeling of City Hall.

Lea was a 452nd Bomb Group navigator whose experience was recounted in an article in *The Saturday Evening Post*. Shot down over occupied Poland on the first England/Poland shuttle raid, he and six of his fellow B-17 crew members evaded capture when they were rescued by members of the 34th Regiment of Polish Underground Army and harbored as Polish citizens.

Forty days later, they were turned over to Russian troops under Allied control.

Lea was awarded a Purple Heart for injuries suffered during the incident, as well as Poland's Cross of Valor and an ETO ribbon with three stars.

In retirement he devoted his time to the Commemorative Air Force, gardening, model railroading and the Boy Scouts of America.

He is survived by his wife Dorothea, whom he met while stationed at Ellington Field after returning from combat, a son Steven, and two granddaughters, Laurene and Christopher.

**Roderick (Roy) Scott**

*Well known in AFEES*

Roy Scott, as he was known, past president of the RAFES, Canadian Branch, passed away on June 28, 2005, in Toronto, where he had lived most of his life.

In 1940 he joined the RCAF and took pilot training at Ft. McLeod, Alberta. In 1942 he joined Special Duty Squadron 138 to do low level flying in a Halifax at night to deliver spies, food canisters, medicine and arms to the underground.

On Aug. 12, 1943, his plane with a crew of seven was shot down in Normandy, France. He and his dispatcher made contact with the resistance.

Three months later, after being passed from safe house to safe house, walking over the Pyrenees and spending three weeks in a Spanish jail, he returned to Britain.

With a strong sense of gratitude for his survival, he came back determined to make the most of his life. After the war, he became a teacher and retired after 22 years as a school principal.

He and his wife Betty had attended many AFEES reunions and had traveled to Europe with our members

**James (Jim or J.H.) Hensley**

***Captured after evading 126 days***

James H. (known as Jim or J.H.) Hensley Jr., 83, died Tuesday, Dec. 27, 2005, at Johnson City, Tenn., where he had lived most of his life. He was a member of the legendary "Erwin Nine," a group of men from the Erwin community who were captured at various times, but wound up together in a prison camp.

A member of the 303rd Bomb Group, Jim was tail gunner on a plane that was hit from fire from a swarm of Messerschmits on Feb. 22, 1944, while on a mission to a German aircraft factory. The plane crash-landed inside the border of Holland and Hensley was protected by the Dutch underground for 126 days before being captured by Germans in a door-to-door search.

He spent 292 days as a POW.

Another member of the "Erwin Nine," Dick Franklin, said, "We had grown up about a block away from each other and had played together as kids." Although he was later moved to another location, Franklin was placed in the same compound as Hensley after arriving at Stalag Luft IV in August 1944.

"J.H. was an artist," Franklin recalled, "which ran in his family. One of the things we had the most of in the camp was soap, and he carved a beautiful chess set out of it." Hensley even dissolved laxative pills to color half the chess pieces brown.

When the Allies closed in near the end of the war, the Germans began moving the prisoners. Hensley, Franklin and others became part of what was a death march for many American troops. The three-month forced march, during Germany's coldest winter in a half-century, had covered nearly 1,000 miles by the time the men were liberated.

After returning home, Hensley used the GI bill to go to New York to learn to blow glass and make neon signs. He later founded the Hensley Sign Co. in Johnson City.

Survivors include his wife, the former Faye Phillips, and a daughter, Becky Hensley of Johnson City.

AFEES has no insurance checks to pass out, but we would appreciate knowing when a member or helper passes on. It provides us the opportunity to update the records and make proper acknowledgement in the newsletter. Too often we receive a change of address or "No Forwarding Address" notice from the postoffice. Many relatives are considerate about reporting changes, but if the mail goes to an office or business, we seldom get a notice.

*Friends like to know when we've completed our missions here on Earth.*

***Your address or phone # changed? Let Clayton know!***

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

***Send payments and changes to Clayton C. David, AFEES Membership Chair,***

***19 Oak Ridge Pond, Hannibal, MO 63401-6539, U.S.A. <davidafe@adams.net>***

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

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ZIP Code \_\_\_\_\_ - \_\_\_\_\_ PHONE \_\_\_\_\_ E-MAIL (Optional) \_\_\_\_\_

COMMENTS \_\_\_\_\_

# The editor has the last word

By LARRY GRAUERHOLZ  
<afees44@hotmail.com>

OR

<archerco@wf.quik.com>

WICHITA FALLS, Tex. -- If you look at the annual financial report on Page 24, you will note that the AFEES raffle is the main source of income for our society.

Raffle Chairman Frank Lashinsky says that, due to declining membership, returns this year are down so far, but that the size of individual donations is up. If you still have the raffle tickets around, turn them in. That's an order!

Of course, if for any reason you do not wish to participate in the raffle, please return the booklets to Frank so they can go on sale at the reunion in May.

The raffle revenue helps pay for entertaining our helpers at reunions and for printing and mailing the newsletter.

There seems to be some confusion on early reservations for the reunion. The Total Package includes the tramway trip to Sandia Peak. If you plan to make the tram ride, please indicate your choice of the three planned trips.

If you do not wish to make the trip to 10,000+ feet, do not sign up for the Total Package.

And a reminder that Albuquerque is about 5,000 feet above sea level. Members with severe pulmonary or cardiac problems might want to check with their health care provider about how to handle the altitude. Best advice is just to not over exert and drink plenty of liquids -- water, that is.

Once upon a time, we did not even go on oxygen until we reached 10,000 feet, but hey, we used to do a lot of things we can't do now.

Dr. Walter Brown, now CEO of the 8th AF Museum in Savannah and editor of the 8AFHS journal, found his way to Wichita Falls for the 2003 reunion, and I hear that he

plans to join us in Albuquerque.

Ol' Doc Brown, as he is called, will be most welcome!

Tom Brown still has a few items for sale in the PX. He says he will ship until April 22 and then he will box up the remainder for shipment to the reunion. Plans are to dispose of the remaining stock, one way or the other, at Albuquerque.

Tung-Sheng Liu, who now lives in California, will be an honored guest at the 18th annual Columbia, Mo., Salute to Veterans Celebration, May 26-29.

Mr. Liu, an honorary Doolittle Raider, rescued the late Col. Travis Hoover, No. 2 pilot on the Doolittle raid on April 18, 1942.

Scotty and Clayton David could use some help in maintaining the AFEES list of helpers, as well as of members who seem to move around.

It is suggested that when you go through the list of Helper responses to Holiday greeting cards on Pages 10-11 in this issue, that if you fail to spot a helper who you know is alive and you have a recent address for them, that you notify Clayton.

The Davids do a terrific job of maintaining an accurate record of our membership, and would really

~~~~~  
From  
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U.S.A.

## Change Service Requested

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

appreciate any help you might be able to provide.

Our webmaster Frank Haslam, who has provided us with a link to the RAF website, has received a query from a researcher in Slovenia who is seeking info on an evader named David Holdsworth, the sole survivor of a crew lost Nov. 22, 1944, returning to Italy. The damaged plane was flying low and couldn't clear the Alps.

Anyone able to help?

The AFEES link has attracted nearly 6500 hits since July 04 and we appreciate Frank's cooperation in spreading the word about AFEES.

Scott and Judy Goodall, our Southern France buddies, have been goofing around in New Zealand for the last few weeks. (Actually, they have been visiting a daughter there.)

Scott, who thinks everyone should have an English accent, thought our American accent was difficult, but he's found that understanding Kiwi is next to impossible.

TODAY'S REMINDER: George Burns said that by the time you are 80, you've learned everything you need to know. You just have to try to remember it.

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