

THE AIR FORCES ESCAPE & EVASION SOCIETY

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The Balkans, then and now

From the (Phoenix) Arizona Republic,
East Valley Edition,
Sunday, April 25, 1999

By ART THOMASON
Republic Columnist

They escaped the clinking of cocktail glasses and noisy chatter among comrades, fleeing to a small room in a Mesa resort to tell their stories.

Stories that are aging like the warriors who recite them. Stories of the early '40s so relevant today.

So timely that all of us should listen.

The stories are about a land called the Balkans, during World War II.

The storytellers are airmen who were shot down over that land and evaded capture by German troops who occupied it.

The storytellers are American heroes who know the land's farming villages and its towns, all of the places that our bombs are now destroying.

They have lived with the people of that land. People who protected American airmen from death. Or from torture. People who hid our warriors from a monster called Adolph Hitler.

People who were our fathers' protectors. People who are either being slaughtered by another monster who rules their land or by the indiscriminate NATO weapons of mass destruction.

The storytellers have studied the Balkans like cartographers. Some have walked the land, miles of it, in pitch darkness.

They have crawled in its mud, climbed its hills, smelled it, eaten from it and left their blood on it.

Airmen like tail gunner Frank Lashinsky of Old Lyme, Conn., have been under it.

"When I hit the ground," Lashinsky recalled, "I was in the bottom of a sinkhole covered by huge ferns."

Lashinsky bailed out of a B-24 over Yugoslavia. The bomber was hobbling back to Italy after enemy fire struck it 23,000 feet above synthetic-oil refineries near Auschwitz, Poland.

Like the harrowing experiences of his comrades, Lashinsky's story of survival should be preserved for

history, repeated for our children and heeded by those who are bent on annihilating the people who saved him.

"We have no business in Yugoslavia," he says with cold facial expression, of NATO airstrikes and the possibility of sending American ground troops into the ravaged land.

"I watched President Clinton urging people to get out a map and study the terrain over there. The president ought to get out a history book and learn what the Serbs over there did for American troops during World War II."

Many of Lashinsky's WWII colleagues agree. But the opinion is far from unanimous among the 200 members of the U.S. Air Forces Escape and Evasion Society who met last weekend at the Arizona Golf Resort in Mesa.

Even among the 10 Army Air Corps fliers shot down over Yugoslavia and the three nurses who eluded capture by the Germans in Albania, there is no complete accord.

"There are a lot of mixed feelings," says John M. Yandura of East Vandergrift, Pa.

Yandura was on his 39th bombing mission aboard a B-17 when the plane's tail section was ripped off. Flying blind in dense fog, another bomber in the group got too close.

"It sounded like a buzz saw ripping through cardboard," Yandura recalls of the propeller hacking through the rear fuselage.

Nothing short of a miracle allowed Yandura to bail out. The bomb bay doors were closed, and the waist gunner exits were jammed.

After the tail section fell off, prop wash sucked Yandura out of the spinning bomber.

With four holes in his parachute, he descended rapidly, his bomber, carrying its arsenal of incendiary bombs, diving below him to meet the earth.

Although he landed in the midst of German troops, it was anti-Hitler partisans who saved him. Partisans who nursed his wounds and fed him before they ate.

"I love those people," Yandura said, his eyes misty. "But they're mixed up right now. It's terrible what is happening to them."

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**U.S.
AIR FORCES
ESCAPE/EVASION
SOCIETY
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WE WILL NEVER FORGET



Mesa 'sold' the reunion

The following press release on the AFEES reunion was prepared and distributed by the Mesa (Ariz.) Convention and Visitors Bureau.

MESA, Ariz. -- Long before the current conflict in Yugoslavia and Albania erupted, the United States Air Force battled over the skies of that region over 55 years ago. Many were shot down, most were captured by the enemy, but some evaded capture and eventually made it back to England or the U.S.

Some of these brave men and women will reunite, a few for the time since the 1940s, at the 30th annual U.S. Air Forces Escape & Evasion Society Reunion, April 22-26 at the Arizona Golf Resort in Mesa.

Of the 300 attendees, 10 U.S. airmen who evaded enemy capture in Yugoslavia and three Air Force nurses who evaded in Albania, will be in attendance. Other attendees evaded capture in Holland, Belgium and France. Helper members -- European resistance who aided the downed flyers -- will also be at the reunion.

"The helpers were the real patriots. They didn't have to help us, but they risked their lives to save us. It will be very emotional to see," said reunion planner Claude Murray of Sun City.

Notable guests include Siebe van der Zee, honorary consul of the Netherlands, and Reginald Winssinger, honorary consul of Belgium.

"Our society is a unique World War II veterans association because we all were shot down, evaded the enemy and made it to safety," added Murray. "I was on a farm in Holland for seven months, milking cows, wearing wooden shoes and acting deaf and dumb to hide from the Germans until the war ended.

Many members of the society attended a similar reunion in Europe, where they were received by Queen Elizabeth of England, the Crown Prince of Holland, the Mayor of Paris, and the King and Queen of Belgium.

Motto of the society is:

WE WILL NEVER FORGET!

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May 28, 1999

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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.

Rene J. Defourneaux is doing research on the Air Ground Aid Service (AGAS) which operated in Indochina during WW II.

The organization was responsible for the escape or evasion of American airmen shot down by the Japanese in what is known now as Vietnam. Initially, prior to March 9, 1945, they utilized only French nationals living in the area.

After that date, as all French helpers were locked up by the Japanese or had escaped to China, AGAS was forced to utilize local natives -- including one who was to become famous -- Ho Chi Minh!

Rene would like to hear from members who may have information about the AGAS, its organization, its records and related documentation.

He can be contacted at 6651 Discovery Drive South, Indianapolis, IN 46250; 317-576-0546; Fax, 317-849-8652; e-mail, eldoctor@compuserve.com

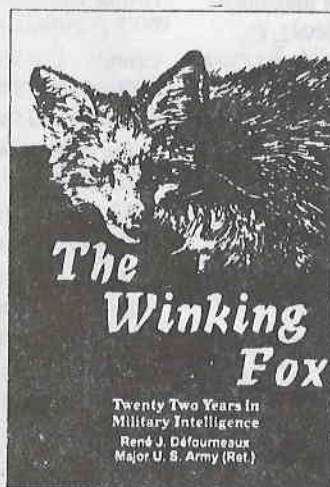
OSS agent shares memories of work in France, in Asia

THE WINKING FOX, Newly published remembrances of an OSS and Military Intelligence agent, by Rene J. Defourneaux, \$16 plus \$4 postage, from the author. Make check payable to: The Fox; mail to author at address shown above.

"The Winking Fox" is the self-account of an Army officer, who as a young Frenchman shortly before WWII, came to the United States. In 1943, he joined the U.S. Army. Trained as an intelligence specialist, he went to England to join a unit as an interrogator. There, recruited by OSS, trained as an agent by SOE, he parachuted alone into occupied France to organize and train French Resistance groups.

After the liberation of Paris, he transferred to Asia, and as second in command of a team, parachuted into Japanese-held French Indochina in support of a group assembled by Ho Chi Minh and Vo Nguyen Giap.

Defourneaux presents a unique and personal account of 22 years in the intelligence community. From nighttime parachute drops into Nazi-occupied France



to the Vietminh jungle training camps of southeast Asia and the earliest American involvement in Vietnam, the story is compellingly told.

Contains 400 pages, including more than 60 photos, illustrations and documents, many of them newly declassified.

RAF navigator's logbook could hold clue to Glenn Miller mystery

By the Associated Press

LONDON -- An American fan of bandleader Glenn Miller paid \$35,000 on April 13 for a military logbook that may hold a clue to Miller's mysterious disappearance aboard an airplane during WW II.

William Suitts, a 76-year-old businessman from Boulder, Colo., bid for the book by telephone to Sotheby's auction house. "From the time I was about 18 years old, I've always been a great fan of his," Suitts said, adding that he served in the Army Air Forces during WWII.

Glenn Miller was at the height of his fame when an airplane carrying him disappeared over the English Channel on a foggy December day in 1944.

One theory was that the plane went down because of weather, but a flight log belonging to late Royal Air Force navigator Fred Shaw suggested that Miller's plane may have been blown out of the sky by bombs jettisoned by an RAF squadron returning from an aborted raid on Germany.

Video describes Schweinfurt raid

HOT SEAT ON A BOMBER AND SCHWEINFURT, Advanced Video, 48 minutes.

The late Ken Stone taught 5th and 6th graders for 34 years. He wanted to let children know about the Army Air Corps and World War II.

So he developed a slide program about the B-17 and the 8th Air Force to present to 5th grade through college level students.

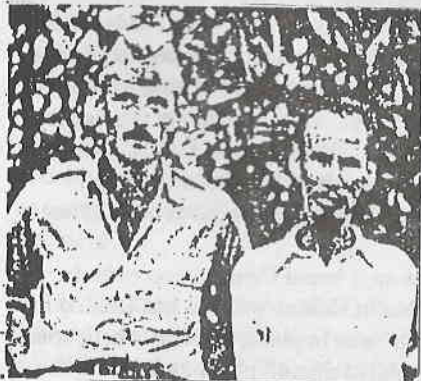
He also showed it to groups such as B-17 Combat Crewmen, Southern California and Arizona chapters of the 8th AFHS and at reunions of the 381BG.

Later on, he transferred the program to video cassette.

The first part covers training and flying in the B-17. It includes personal experiences on the first Schweinfurt mission, Aug. 17, 1943. The final 14 minutes is the official AAF combat film of the Schweinfurt-Regensburg mission, which cost the 8th AF 60 bombers.

Ken was an original member of the 381st Bomb Group, 532nd Squadron. He kept a diary of his experiences, which makes the video an authentic documentary. Ken died in 1994.

The video can be ordered from Florice Stone, 12112 Arkley Drive, Garden Grove, CA 92840. The price of \$22 includes shipping/handling. California residents should add \$1.45 sales tax.



Dee field-tested E/E skills in Korea

By Lt. Col. FLAMM D. HARPER

Chairman, F-86 Sabre Pilots Association

LAS VEGAS, Nev. -- June 28, 1953. It started as did almost every other day during the closing months of the Korean War at K-55 -- BUSY! At the 18th Fighter Bomber Group Combat Operations Center, we were in the final stages of planning a strike against a railroad bridge on the Haeju Peninsula.

The mission we were planning was a skip bomb strike by four aircraft as part of a special project assigned to the 18th FBG. Because we were the first USAF wing to be assigned F-86F-30 aircraft, equipped with hard points for ordnance loads, we were to conduct tests of the F-86 as a fighter bomber. This was done under combat conditions, which was very unusual.

On my last combat mission in a P-38 during WW2, I joined up with 1st Lt. Robin Olds' flight as No. 3. While strafing an ammo dump, I flew through a major explosion that

**See "Dee Harper got some OJT . . ."
Page 19, Fall 1998 Communications**

demolished my aircraft. My bullet-proof windscreen had been scraped off the fuselage and my leather helmet ripped away as I flew through the debris.

I made a crash landing in south central France without any visual reference to the ground. My vision was impaired by the slipstream, smoke coming from the right engine, and blood from scalp wounds. I just rode it out until I hit something and stopped. No talent was involved! It took me 22 days to return to my outfit.

Here in Korea, I had no idea that the on-the-job training gained from my MIA experience in Europe would be field tested before this day was over.

Over the target we went into train formation. Each aircraft made individual attacks. As I came off the target, I passed



Maj. Dee Harper in the cockpit, Korea, 1953

over a small marshaling yard and noticed some tracers from a quad 23mm gun curling up towards me. I heard two dull clanks in the front of the aircraft and pulled up to 7,000 feet to check out my bird. Everything appeared normal.

At about 16,000 feet, I noticed a high frequency vibration in the front. I advised the leader of my problem, reduced power and leveled off. About then, the compressor exploded, ripping the throttle out of my hand to the idle position.

The necessary May Day calls were made and an SA-16 air-sea rescue aircraft was moving into position to meet me at the coastline. With about 5 miles to go, a second explosion occurred. This one really shook me around. Flames were coming from the wing trailing edges and the cockpit was filling with smoke. It was time to go!

I positioned myself in the ejection seat and blew the canopy. I made a free fall about 8,000 feet to avoid being spotted from the ground and pulled my rip cord when I could see leaves in the trees. My chute blossomed and collapsed as I made contact with the side of a rocky cliff, plunging into boulders at the base. The impact completely paralyzed me. All I could think of was, "What a way to die -- draped over a boulder in a North Korean canyon!"

Only airmen who have been downed in enemy territory truly understand the meaning of the word *Lonely*! The feeling is so intense that it often immobilizes an individual. While evading in Europe, I remember every time I came to a bend in the road, I was sure there was a whole division of enemy troops lined up with every gun aimed at me.

From my European evasion OJT I knew that my actions in the next 24 hours might very well determine the outcome of my current predicament. Within 12 hours of my crash landing in Europe, I joined up with a detachment of the British 1st Division, Special Air Service. Without this experience, I doubt I would have had the mental toughness to take the actions necessary to recover from my Korean problems.

Back to the Haeju Peninsula. After several minutes the paralysis wore off and I rolled off the boulder. I knew I had at least a few broken ribs.

Apparently, no one had spotted me during the jump. All enemy action appeared to be on the other side of the hill where the aircraft had impacted. I hid my parachute, but kept the dinghy and started for the coast. I wanted to get into position where I could plot a course to the sea before dark. I intended to be in my dinghy paddling out to sea before sunrise.

After traveling about a half mile, a flight of F-84s arrived on the scene -- things were looking up! They began making passes over the wreckage of my aircraft. The base leg for their passes took them right over me, so I grabbed my emergency radio and attempted to contact them -- no luck. I had survived the hard landing; the radio hadn't. The only remaining signaling device was my parachute and I headed back as fast as I could move.

Approaching its location, I heard Oriental voices and moved in slowly. Two North Korean soldiers had located my chute. I knew the "rescap" was in place, and that a helicopter probably was nearby. I pulled my .45 pistol and started to

AFEES goes coed!

Thanks to a U.S. Army nurse who evaded in Albania, along with several other nurses and a Med Evac crew in 1944, AFEES has gone coed.

New member Agnes Jensen Mangerich, who now makes her home in California, attended the 1999 reunion in Mesa, along with another nurse, Eugenie Wilkinson of Phoenix, and Mrs. Wilkinson's daughter, Lee C. Whitson.

During the reunion, Agnes autographed copies of her book, "Albanian Escape, the True Story of U.S. Army Nurses Behind Enemy Lines."

It was on Nov. 8, 1943, that Nurse Agnes Jensen stepped out of a cold rain in Catania, Sicily, into a transport plane. But she and 12 other nurses never arrived in Bari, Italy, where they were to transport wounded soldiers to hospitals farther from the front.

A violent storm led to a crash landing in a remote part of Albania, leaving the nurses, their team of medics and the flight crew stranded in Nazi-occupied territory.

What followed was a dangerous nine-week game of hide-and-seek with the enemy, a situation President Roosevelt monitored daily. Albanian partisans aided the stranded Americans in the search for a British Intelligence Mission, and the group began a long and hazardous journey to the Adriatic coast.

Albanian Escape is the story of the only group of Army flight nurses to have spent any length of time in occupied territory during WW II.

Agnes Jensen Mangerich can be contacted at 7450 Olvieta Ave., La Jolla, CA 92037; ph. 619-450-5350.



A Marine H-19 chopper transported Dee Harper from the 121st Air Evac Hospital to his K-55 base. The reception committee as he was unloaded, left to right: Col. Marty Martin, the 18th FBW flight surgeon, Lt. Col. Carroll Stanton, and Col. Glen Stell.

---Photos Courtesy of Dee Harper

move in. After I shot the two soldiers, I gathered my chute, ran to a nearby clearing, and spreading it on the ground, sat down in the middle of it.

The first F-84 to pass spotted me. He reversed his turn and passed directly above. Shortly, the most beautiful bird I had ever seen, an H-19 helicopter, popped over the hill.

The F-84s did a great job pinning down the enemy as the chopper moved in and dropped its sling. When I was in the sling, the pilot pulled up to about 3,000 feet and I was reeled in. I noticed a movie camera attached to the cable boom, taking pictures of my rescue. Even though my fingertips could barely touch the edges of the door, I yanked myself into the cabin onto my feet.

The pilot inquired if I was OK, and I answered, "I have a few broken ribs, but OK." He returned to Chodo Island to refuel.

I was almost completely immobile, and couldn't move from a prone to standing position. I later was diagnosed with broken ribs and severe contusions to the spinal column. The latter injury still gives me problems.

In the morning, the helicopter delivered me to the 121st Air Evacuation Hospital in Seoul. I didn't realize that I had flown my last combat mission. The Korean War ended 27 July 1953; I wasn't back on flying status until 28 August 1953.

The film taken during my rescue was broadcast on national TV about four days later. Not the best way for your family to be notified of your latest escapades. I have a letter from the USAF Escape & Evasion Society which confirms that I am probably the only living airman who has successfully evaded the enemy in two different wars. Not a record that one strives to achieve.

The late Col. Robert M. (Bud) Ryan Jr. also evaded in two different wars. He went down in a P-47 in northern Italy in July 1944, and in an F-80 in North Korea in September 1951.



Agnes Jensen Mangerich autographs a copy of her book at the AFEES reunion in Mesa.

CRANKSHAFT

By Tom Batiuk and Chuck Ayers

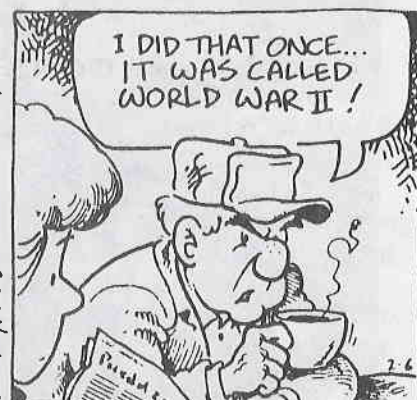


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Batiuk & Ayers



Raffle adds to the kitty

1999 RAFFLE WINNERS

First Prize, \$500: Louis Feingold, Emerson, N.J.
Second, \$250: Adrian Martin, Mystic, Conn.
Third, \$100: W. R. Williams, Rugby, N.D.
Fourth, \$75: Leonard Pogue, Bloomfield Hills, Mich.
Fifth, \$50: John Semach, Poland, Ohio.

OTHER DONATED PRIZES

Vera Lynn Tape: Robert Sweatt
Calavados: Alex Moran
Souvenir Plate: Brian Morgan

This year's fund-raising raffle netted AFEES slightly more than \$5400, according to a final report from Frank Lashinsky, raffle committee chairman.

A total of 491 members responded to the appeal to raise funds for the Helpers Fund. This figure represents nearly 60% of members who received the letters.

The average donation was \$15.32 as many contributors added a supplemental amount in addition to the \$10 for the book of raffle tickets.

Gross proceeds of the raffle were \$7522.50. Printing was \$286; postage was \$266, and prizes amounted to \$900. Interest gained on the short-term deposits contributed nearly \$35 to the total revenue.

Proceeds of the raffle are used to defray the costs of recognizing our Helpers at AFEES reunions.

AFEES PX PRICE LIST DECALS

4 1/2-in. Exterior or 3 1/2-in. Interior6 for \$2.00

WINGED BOOTS

Lapel Pin, 3/4 in. Pewter 6.00
 Tie Tack, 3/4 in. Pewter, with Chain 6.00
 Lapel Pin, 1 in. blue shield with boot 6.00
 Tie Tack, 1 in. blue shield with boot & chain 6.00
 Cloth with metallic thread (dry clean only) 5.00
 Cotton Sport Shirt Patch (can be laundered) 2.50

(Silver on dark blue)

BLAZER PATCHES

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 Blue with metallic thread 15.00

AFEES MERCHANDISE

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 Lapel Pin, blue and silver 6.00
 Clock, Helping Hand logo (with battery) 15.00
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 Lapel Pin (American Flag & AFEES) 5.00

OFFICIAL AFEES CAPS

(One size fits all)

Mesh Back, Navy Blue \$12.00
 Mesh Back, White 12.00
 Closed Back, Navy Blue only 12.00

Add \$2.00 per order for shipping & handling

Make checks payable to AFEES; mail to:

THOMAS H. BROWN JR., PX Manager
104 Lake Fairfield Drive
Greenville, SC 29615-1506
Phone: 864-244-8420

CONSULAAT DER NEDERLANDEN

Consulate of the Netherlands
7150 E. Camelback Rd., Suite 300
Scottsdale, AZ 85251
Phone: (602) 957-8848
Fax: (602) 957-4834

May 5, 1999

Mr. Claude Murray
16810 Boswell Blvd.
Sun City, AZ 85351

Dear Claude,

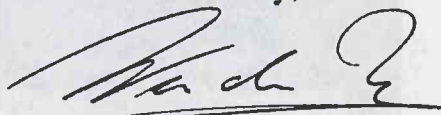
I would like to express my heartfelt thanks for inviting me to the Arizona reunion of the Air Forces Escape & Evasion Society. It was a very enjoyable evening. I was impressed by some of the stories that were told but more than that, I felt very humble to be amongst this special group of individuals.

I am very much aware that The Netherlands in its current consistency would not exist if it were not for the bravery and persistency of people like yourself.

It is merely a fitting coincidence that I am writing you this letter on the same day, May 5th, the Dutch still commemorate the liberation of The Netherlands by the Allied Forces.

Again, Claude, thank you very much and please let me now if I can be of any assistance to you in the future.

Sincerely,



Siebe K.J. van der Zee
Consul of the Netherlands



Josef Skalosh from Polomka, a member of the 4th Parachute Brigade, who lost a leg on Dukla Pass.

MORE ---

at the memorial to the U.S. soldiers in the middle of the village. They were accompanied with the local partisans and the villagers led by the mayor, Anna Provotiaková.

Inhabitants of this picturesque village in the upper region of the river Hron at the same time as the 54th anniversary of the SNP also celebrated the 100th anniversary of the local fire department and 75th anniversary of the Slovak literary foundation.

Due to his strong roots, 73-year-old Frank Horvath didn't forget his native tongue and village after he followed his parents and older brother Joseph to America. "My brother was very popular in our large Slovak community, he was the first deacon and was remembered for many years after the war. We have never forgotten him and I am glad that you remember him also," said Frank Horvath to his compatriots.

It was Josef Horvath who brought the frost-bitten and exhausted men from the military mission in mid-December to the lumberjack cabin above his native village.

The hill Homolka (a Cone) on the ridge of the Lower Tatras was their last free place. On Dec. 26, 1944, they were attacked by a special SS penal unit and dragged to the concentration camp Mauthausen. Their fate was fulfilled on Jan. 24, 1945, with their execution.

Their names will never be forgotten by free people in the U.S.A. as well as in Slovakia.

Slovakian Partisan attends reunions after meeting some U.S. evaders

One of the special overseas guests at the Mesa reunion in April was Dr. Milan Buros, a former Partisan in Slovakia. After meeting some American evaders who visited his country in 1997, Dr. Buros made arrangements to attend an AFEES reunion.

Dr. Buros, who is fluent in several languages, including English, aided four or five Canadian airmen in 1944. He did not take their names, but now is anxious to learn their identity.

He now has offices in Slovakia and in Munich.



Milan Buros (standing, left) wears a flight jacket given him by a pilot he aided in Slovakia. Photo shows a group of Partisans in the woods in the winter of '44.



Dr. Buros was able to visit with several 15th AF evaders at Mesa. From the left: Roy Madsen, Neal Cobb, Dr. Buros, Tom Thomas.

As Ed Spevak recalls . . .

The guides knew one word: 'Allez'

Ed Spevak went down May 17, 1943, on a mission to Lorient, France, after his B-17 was shot up by Focke-Wulf 190s. With most of the plane on fire, he ordered the crew to bail out.

**By Lt. Col. (Ret.) Edward Spevak
Watertown, S.D.**

I hit the ground pretty hard, cracking my left ankle and two ribs. I was scratched and bleeding around my face. I may have been wounded by the glass as a 20mm. shattered the windshield.

I was near the village of Finistere-Le Cloître, 10 km south of Morlaix. I was no sooner on the ground than a bunch of French peasants started toward me. Two small girls soon hid me and brought me a French-English dictionary, some wine, bread and butter.

The French are wonderful people. I will always remember an elderly woman who cried when my waist gunner and I left the next morning. With the Germans hunting us, one morning we went into hiding in the church steeple. At one point, the people staged a mock funeral in the church and hid three of us in caskets covered with a shroud and a wreath of flowers while the Germans were searching for us.

Co-pilot Don Nichols, Sgt. Parks and I decided to head southeast. I had lost my money and escape rations when I jumped, so we all three lived on Nichols and Parks' rations. All through France and Spain, we were under a nervous tension. It was cold at night, but as long as we

Duxford to get B-24 in trade with Dayton

The Imperial War Museum, Duxford, England, is set to acquire a rare example of a WW II Liberator bomber. The Consolidated B-24, once a common sight in the sky over wartime Britain, will come to Duxford from the U.S. Air Force Museum in exchange for a Spitfire.

The B-24 will arrive at Duxford this year. It will take two years to restore.

The Lib, Serial No. 44-51228, is probably the last B-24 to fly with the U.S. Air Force.

kept walking, we could stay warm.

Later on, we were taken to St. Briec, where an American Countess lived in an old chateau. Upstairs she had 17 of us boys hidden. Here we stayed for two weeks, which seemed like two years. We stayed upstairs all day but came down to the library at night to listen to the radio.

About July 1, we were ready to go to Paris. It took us 12 hours on the train, which was crammed with French people so that we had to stand all the way. When we got to Paris, we learned that the leader had been caught by Germans in Bordeaux, so things were shakey for all of us. The organization was receiving money from Britain by plane to buy food and cigarettes on the black market.

What I saw of Paris wasn't bad. Germans and Gestapo everywhere, and here we were, young men walking around boldly.

Finally, after several weeks, we were ready to leave for Spain. A lady took us to the railway station, where we were to meet others in a park. There were four of us with two guides. The train was packed and we had to stand in the aisle where I knew we looked suspicious. When we got to the demarcation line, a German officer looked at our identity cards and just grunted. Finally, we stopped and shifted to a small electric train and went into the Pyrenees to a town called Ferra. As we rode along, we could see German installations, airfields, etc. Quite a sight.

After reaching our destination, a truck picked us up and to another town we went. All around were police, because this was right on the border. We waited until night when our guides came to take us through the mountains. There were two of them with six smugglers. Our objective was Andorra.

It took us eight agonizing days, sometimes walking 16 hours at a time and at times, no food. There were about 25 of us in the party, including the guides, French and the smugglers. I remember it took us eight hours to get up the side of one mountain.

All the guides would say was, "Allez," or continue. We would freeze in the night and roast in the daytime.

By the time we got to Andorra, we really were tired. As we went down the mountains, we reached a town about 10 miles from the city of Andorra, where we stayed for a couple of hours and had some wine and chocolate. It really tasted good.

Pretty soon one of the guides came back with a car and we rode into Andorra. There we stayed in a hotel for a day and had some food and a chance to clean up. We met some other men who were escaping. Now the objective was to pass the Spanish guards. We had to follow the guides as we did not know where we were and what direction to take. Several times the British and American boys were ready to give up. It took eight more days to reach Barcelona and the British embassy.

They had everything organized. First, we took a shower and got new clothes. What a luxury! Then we had something to eat at a place the embassy kept for all of us coming through. Here we met the rest of the men who caught the train ahead of us. We stayed three days; the food was good. We were given some pesetas by the embassy and were able to buy fruit and ice cream.

On the fourth night, we prepared for a trip by car from Barcelona to Madrid, a 12-hour trip. A couple times, guards stopped us but the British envoy told them he was with the embassy, so the guards let us go. We stayed in Madrid for a couple weeks while papers could be arranged for our continuation on to Gibraltar.

We boarded a train and started on the way to Gibraltar, about 500 miles to the south. We left the train at Algeciras and hired a taxi to take us to the border. Once on the other side, we were met by a major and a medical officer. They gave us GI clothes.

In a few days, we were flown back to London where Intelligence took over.

Ed Spevak (E&E 59), his co-pilot (now deceased) and the navigator were able to evade. One waist gunner was killed; the other crew members were captured. This account is part of a report Ed prepared while at a rest camp in Castle Hot Springs, Ariz., in the fall of 1943.



On Dec. 7, 1998, Dr. John W. Andresen of Urbana, Ill., was invited to Washington by Ambassador Rupel (at right in photo), to receive four military awards from the Republic of Slovenia. John also visited six other East European Embassies to interview military attaches concerning the DoD Joint Contact Team Program.

Eastern European awards made

On the 1998 anniversary of Pearl Harbor Day, AFEES Life Member John W. Andresen was honored by Slovenia Ambassador Dr. Dimitrij Rupel at a ceremony in Washington.

Awards in recognition of Andresen's military service to the Republic of Slovenia included the Slovenian Partisan Silver Plaque presented by Gen. Ivan Dolnicar, president of the Union of Associations of War Veterans and Participants of the National Liberation Struggle of Slovenia. In part, the citation read "... for his committed comradely cooperation with Slovenian Partisans during 1945, and for his contribution to the affirmation of Slovenia's independence in 1991."

Slovenia's Minister of Defense, the Hon. Alojz Krapez, conferred the Gold Medal of the Slovenian Army "... for extraordinary accomplishments, unselfishness and endeavor in the contribution to the Ministry of Defense. Never forget!" In closing the ceremony, Defense Attache Mitja Miklavc presented Andresen with an honorary set of Slovenian Air Force Wings and the Slovenian Air Force Medallion.

Andresen was invited to Bela Krajina, Slovenia, in June 1998 for the presentation of the Slovenian Medal of Liberation. AFEES Director John C. Rucigay was awarded a similar medal.

Back in Washington in December 1998, Andresen was honored for WWII services at the embassies of six other former USSR-dominated nations, Bulgaria, The Czech Republic, Hungary, Poland, Romania and The Slovak Republic.

Andresen now serves as military urban forestry consultant to the Ministry of Defense organizations of the above-mentioned seven nations. In 1993, the U.S. Dept. of Defense initiated a Joint Contact Team Program to assist 14 Central and Eastern European nations develop and installationize democracy after being under communist dictatorship for more than 40 years. He is emeritus professor of urban forestry at the University of Illinois.

Intrepidus films groups at Mesa

SANTA MONICA, Calif. -- Intrepidus completed another successful round of interviews for *The Evaders* documentary during the 1999 AFEES reunion in Mesa, Ariz.

Two separate groups were invited to participate in round-table discussions that were recorded for audio only. The audio will be used in writing narration for the documentary and as side-bar quotes in the companion book.

"We decided to try a new approach to the audio interviews we have been conducting," said Kristine Pike, research coordinator for the project. "In the past, we have had good results interviewing helpers and evaders individually. The purpose of these sessions was to get different stories and viewpoints in an environment where everyone could discuss their similarities and differences together. We had great success with these discussions, as they made for an interesting and lively forum."

The Intrepidus company was to leave May 17 for Brittany, France. They were to work with Dick Smith, Ralph Patton and others to chronicle the memories of their experiences, while filming the picturesque and rugged coastline where these evaders were eventually evacuated to England by Motor Gun Boat.

The company planned to attend a ceremony presenting the Legion of Honor to Yvette Sibiril, well-known and respected Resistance member. "It's always moving to go back to where it all happened; to be able to experience it through the veteran's eyes," said George Woods Baker, chairman and CEO of Intrepidus. "The chapter relating to the Shelburne Line was the first one I wrote for the companion book, so I have been looking forward to this trip for some time. I have a feeling I'll have many new aspects to add to that chapter when I get back to work on the book."

Intrepidus' website dedicated to evaders continues to evolve. A new and expanded version will be on-line in June. Purpose is to collect and distribute information regarding all aspects of the project. It can be reached at <http://www.evaders.com>.

Vets guaranteed funeral honors

By The Associated Press
April 22, 1999

WASHINGTON -- The Pentagon says that it will guarantee military funerals to all qualified veterans and expects close to half those eligible will want the honor.

The new policy, which must be approved by Congress, would mean a flag ceremony and the playing of "Taps" at the funeral of any veteran who served honorably. The request must come from the veteran's family.

The guarantee follows complaints from families and in Congress that the military sometimes did not accommodate valid funeral requests.

The Pentagon plans a toll-free number for funeral directors to make arrangements for military honor details, and a World Wide Web site with details, said Gail McGinn, deputy assistant secretary of defense for personnel support.

"We believe that is going to drive up the demand" for services, to 45 percent of eligible families from 9 percent, she said at a Pentagon briefing on the new policy.

Up to now, the individual services handled funeral requests ad hoc -- sending representatives when they could but also turning down about a quarter of the 37,000 annual valid requests for funeral honors, Ms. McGinn said.



THE 15th AIR FORCE MEMORIAL WALL AT MARCH 15th Air Force Memorial Wall dedicated at March Field Museum

The 15th Air Force Memorial Wall, 150 feet long with some 600 square feet of area, was dedicated at a special ceremony at March Field Museum, located near March Field Air Reserve Base on I-215 near Riverside, Calif., last October 29.

Dedicated to the men and women of the 15th Air Force and in particular its World War II heroes, the wall, in the courtyard of the museum, will be adorned by plaques honoring units of the 15th.

Fifteenth Air Force was headquartered at March AFB until 1993. The Fifteenth Air Force Association, which provided funds for the memorial as well as the bust of Gen. Jimmy Doolittle, was a sponsor of the dedication. Considering the long and glorious history of the 15th AF at March, it is fitting that the March Field Museum be the site of the memorial. March Field is within a one-hour drive on interstate highways for 7 1/2 million people.

The cost of placing a plaque will be a one-time charge of \$850 to the March Field Museum Foundation, Inc., covering the cost of perpetual care of the wall and plaques, and mounting the plaque on the wall. Cost of the plaque through independent contractors is about \$600.

94th to hold last reunion

Members of the 94th Bomb Group -- the big square A -- will their last and final reunion Oct. 4-10, 1999, at the Doubletree and Guest Suites in Seattle, Wash. Former members and lost souls can contact: Wilbur Richardson, 1850 Fairway Drive #98, Chino Hills, CA 91709-2268; phone 909-597-4474.



It was chow time at the Anzio Landing restaurant near the Champlin Fighter Museum for this group of AFEES members and guests when they visited the museum as a day trip at the Mesa reunion.

Le Chemin de la Liberte (The Freedom Trail)

By RALPH K. PATTON
AFEES Home Run Coordinator

When it was first suggested that AFEES participate in "Operation Home Run," it was anticipated that two or three members might wish to travel to France this summer to hike the "Le Chemin de la Liberte" (The Freedom Trail) into Spain. We were pleasantly surprised when more than 25 persons of widely divergent ages expressed interest. Some were unable to arrange their schedules to permit them to join the group this year, but some of the second group say they will consider the hike in 2000.

As of May 15, we have 18 persons who have paid their advance fees to walk the Freedom Trail and six others who intend to go to France to join the festivities and bid a *bon voyage* to the hikers as they leave Saint Giron, France, to cross the Pyrenees. The non-hikers will go to Spain by bus to greet the hikers when they arrive.

The Joint Services, SERE agency of the U.S. military, had expressed a genuine interest in the project, but the Kosovo situation is keeping them otherwise occupied. They had anticipated that as many as four of them might join the group.

Intrepidus, the California company preparing a documentary film on evasion, is expected to have a crew along.

Registered hikers who are fully committed, having paid their fees and purchased airline tickets to France are: Lynn David, son of Scotty and Clayton; Sue Ellison and Mary Grauerholz, daughters of Larry and Ruth; Michelle Nahas and husband Arno Hausman, daughter and son-in-law of Dr. Gabriel Nahas; Sherry Ottis and mother Claudette Delaney; William Ross and daughter, son and granddaughter of AFEES evader William Ross, deceased; Jean Pena, son of Helpers M. and Mme. Jean Pena; Gordon McCoy, Friend of AFEES; Stephen Leavel, Friend of AFEES; Bette Patton and son Geoff Patton; Beverly Patton Wand, husband John, son Christopher, and daughter Elizabeth.

Non-walkers who expect to travel to Saint Giron to take part in the festivities include: Scotty and Clayton David, Larry and Ruth Grauerholz, Ralph Patton, Janet McCoy and Dr. and Mrs. Gabriel Nahas.

The French organizers report that more than 100 hikers are expected to challenge the Pyrenees. Holland, Belgium, England and France will be represented. A large contingent will represent the Comete Escape Line.

There still is time for a few more venturesome souls to accept this once-in-a-lifetime challenge. The AFEES group plans to arrive in Saint Giron, France, on Tuesday, July 6, for orientation and acclimatization. The hikers depart St. Giron early in the morning of July 8, and arrive in Spain on July 11, returning by bus to Saint Giron early in the morning of July 12.

If you have a flicker of interest, call me at 412-343-8570.



We keep getting NEW MEMBERS

CHAUNCEY H. HICKS "L"

1739 Fairmont Drive
Redlands, CA 92373
Ph.: 909-793-5237

E&E 515; 8th AF, 91st Bomb Grp.

Wife: Virginia

DENNIS C. JONES

2443 E. Acoma Drive
Phoenix, AZ 85032
Ph.: 602-971-2145

13th AF, 5th Bomb Grp.

Wife: Annie Ruth

GARY L. LOCKS

1061 Cottage Ct. Dr.
Fairborn, OH 45324-5753
Ph.: 937-879-2140

Vietnam

Wife: Deborah

AGNES JENSEN MANGERICH

7450 Olivetas Ave.
La Jolla, CA 92037
Ph.: 619-450-5350

807 th Air Evac. Sqd.

RICHARD N. SCHADE

400 N. Plaza Dr.
Apache Jct., AZ 85220
Ph.: 602-983-2323

15th AF, 2nd Bomb Grp.

Wife: Eleanor

WILLIAM F. SCHAIDT

8500 Old Spanish Trail, No. 19
Tucson, AZ 85710-4317
Ph.: 520-885-5795

15th AF; 451st Bomb Grp.

Wife: Wanda

JOSEPH P. NORMILE "L"

10401 Grosvenor Pl., No. 1620
N. Bethesda, MD 20852-4643
Ph.: 301-530-1889

E&E 58; 8th AF, 351st Bomb Grp.

Wife: Patricia

JOHN S. WHITEMAN

490 Bleeker Ave., Apt. 5N
Mamaroneck, NY 10543
E&E 739; 8th AF, 401st Bomb Grp.

NEW 'FRIENDS'

Ms. TEDDY N. GOODLING

8910 W. Flora Ave.
Tampa, FL 33615
Ph.: 813-885-4264

Paul Goodling was E&E 1931,
8th AF, 390th Bomb Grp.

GLENN GORE "L"

510 Grayling Lane
Monroe, LA 71201
Ph.: 318-325-8269

DORICE B. LINDSEY "L"

708 Misty Pine Drive
Venice, FL 34292
Ph.: 941-485-7478

Dyersburg AFB home of air show

Every year since 1993, Halls, a town of 2600 north of Memphis, Tenn., has presented an air show. Dates this year are Aug. 28-29 at the former Dyersburg AFB, which phase-trained B-17 crews.

Last year, the crowd was estimated at 30,000.

The Seventeen is to be there, of course, plus other bombers and several fighter a/c including P-51s, the Spitfire, and a P-40. There may even be a Russian fighter present. For info: Pat Higdon, 719 W. Main, Halls, TN 38040.

Air Forces Escape & Evasion Society FINANCIAL STATEMENT For Year Ending Dec. 31, 1998

RECEIPTS:		
ANNUAL DUES	3,130.00	
LIFE MEMBERSHIPS	2,100.00	
GIFTS	7,338.12	
POST EXCHANGE	1,981.05	
RAFFLE - NET	6,293.61	
INTEREST	800.58	
TOTAL RECEIPTS		21,643.36
DISBURSEMENTS:		
NEWS LETTER	4,280.11	
MEMBERSHIP	704.65	
POST EXCHANGE	3,911.70	
FRENCH HELPER EXPENSES	2,000.00	
GIFTS TO HELPERS	1,308.62	
CHRISTMAS CARDS & POSTAGE	984.64	
ROLL OF HONOR PLAQUE - SAVANNAH	2,956.34	
HELPER EXPENSES AT REUNION:		
HOTEL	17,099.23	
OTHER	13,012.58	
MISCELLANEOUS	466.07	
TOTAL DISBURSEMENTS		46,723.94
EXCESS OF RECEIPTS (LOSS)		(25,080.58)
CASH BALANCE - BEGINNING		51,600.67
CASH BALANCE - ENDING		26,520.09
SUMMARY OF ENDING CASH BALANCE		
CHECKING ACCOUNT	2,714.74	
CHECKING ACCOUNT	11,892.83	
CERTIFICATES OF DEPOSIT	11,912.52	
TOTAL	26,520.09	



Ralph Patton and Dick Smith, representing the U.S. Air Forces Escape and Evasion Society, prepare to place a wreath, in honor of our Helpers, at the memorial stele at the entrance to Eden Camp, North Yorkshire, U.K. The ceremony was part of a Service of Thanksgiving and Remembrance on May 15.

AFEES represented at Eden Camp

Ralph Patton and Dick Smith were warmly welcomed as they represented AFEES at a Service of Thanksgiving and Remembrance on Saturday, May 15, at Eden Camp, near York, England, about 200 miles north of London.

More than 200 Helpers, evaders, families and interested visitors were present for an impressive ceremony under a cloud-spotted sky on a beautiful day in England. Moving ceremonies included the unveiling of a plaque dedicated to those who lost their lives while serving in the Nursing Corps associated with Special Operations Executive, the British spy/sabotage agency.

A second plaque was dedicated to the Colditz escapers.

The Eden Camp museum is one that all WW II veterans who served in the European Theatre of Operations would find interesting. Patton and Smith found the escape/evasion exhibit most informative. At least four or five hours would be necessary to read all the information contained in the E&E exhibit.

All major escape lines are described. These include the Comete Line, the Dutch-Paris Line, the Pat O'Leary Line, the Shelburn Line, the Danish Escape Line, the Francois Line, and the Norwegian Escape Lines.

For Patton and Smith, meeting the dozens of Helpers from Holland, Belgium and France, plus a

number of evaders from England, was a highlight of the two-day event. Among Helper friends of AFEES present were Sir Lewis Hodges, president of the RAFES, London; Joke Fulmer from Holland, Nadine (Dedee) Antoine Dumon from Belgium and Dr. Gabriel Nahas of Toulouse, France and New York City, plus more than 25 others.

From York, Patton and Smith went to France via the Chunnel to attend a ceremony at Plaza Bonaparte near Plouha where Yvette Sibiril was to be made an *Officier de la Legion d'Honneur*.

Patton and Smith returned to the U.S. on Tuesday, May 25.

Eden Camp is only Modern History Theme Museum of its type in the world.

Eden Camp was built in 1942 to house the steady flow of enemy prisoners captured in North Africa. Italians were at the camp from 1942-1944; then Germans from 1944-1948. Prisoners worked on local farms under control of the War Agricultural Officer.

In 1986, a local businessman, Stan Johnson, discovered that POW camp 83 was still generally intact and that 35 of the original huts were almost in the same condition as when the last of 1200 inmates left in 1948. He bought the site and initially invested funds to create the theme museum.



JAY WILLIAMS
... Korean evader, 5th AF



FRENCH HELPERS, (from left)
Pierre Francois, Marguerite Brouard Fraser, Alice Paquelot

Many photos of the 1999 Mesa reunion were taken by Scotty David, our semi-official photographer. Other photos by Tom Thomas, Ashley Ivey, Bob Starzynski, Stanley Stepnitz, Gil Shawn, Claude Murray and some who failed to put their names on the back of the pictures! Thanks to all of you!



Harold Killian (left) and Dr. George Starks
met for the first time since 1944.
Both returned to Allied control at Grenoble.



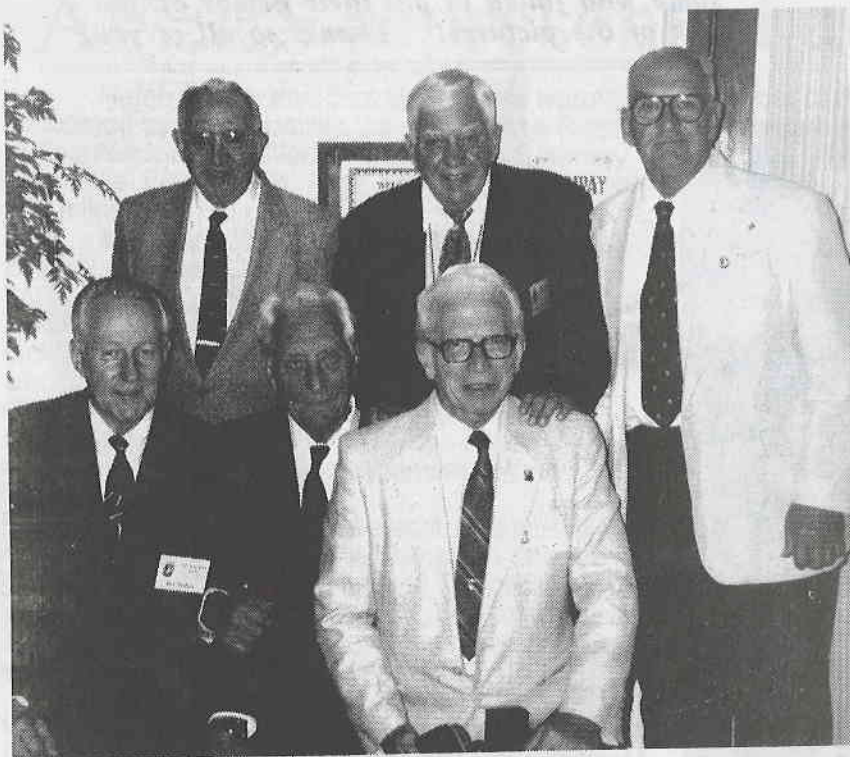
Member Tom Thomas appears not to be having much success in striking up a conversation with the Silent Captain of the Dolly steamboat. The manikin was so life-like that many persons were momentarily baffled at his refusal to return their greeting.



THEY PULLED IT OFF!

For a while, it looked like AFEES would have to meet in a Big Mac playroom in Phoenix. But the local committee planned and produced one of the most pleasant and rewarding reunions ever. Much credit goes to, from left: Jim Cater, Jerry DeChambre, Claude Murray, President Dick Smith, and Bill Martin. Thanks, Guys, for a job well-done!

More Mesa pictures in next Newsletter!



THE CZECH GROUP

Standing, from left: George Fernandes, Neal Cobb, Tommy Thomas; seated, Roy Madsen, Dr. Milan Buros, Hugh McCabe



DR. CORNELIUS JASPERSE
... he made hundreds of I.D.'s for airmen.

Ro
Ch
br



DUTCH HELPERS

From left: Glenn Hovenkamp, George van Remmerden, Elly Manion, Jacques Vrij, Joke Folmer, Mia Lelivelt, Fred Boogaart, Albert Postma.



Roger and Yvonne Files of Riverside, Calif., and Chairman Ralph Patton pose for the camera during a break in the reunion action at Mesa.



George Powell, radio operator, and John Harms, navigator, were members of a 390BG crew that went down Jan. 21, 1944.

Canyon trip capped Mesa reunion

Tour included Sedona break

By The Editor

A busload of AFEES members and guests enjoyed a two-day post-reunion trip to the Grand Canyon in northern Arizona.

The bus departed Mesa following the traditional Memorial Service with a tour guide aboard to provide a running commentary on scenery and points of interest.

Gradually gaining altitude, the bus rolled along I-17 until a late lunch stop was made in Sedona, a chic resort in the famous Red Rock Canyon.

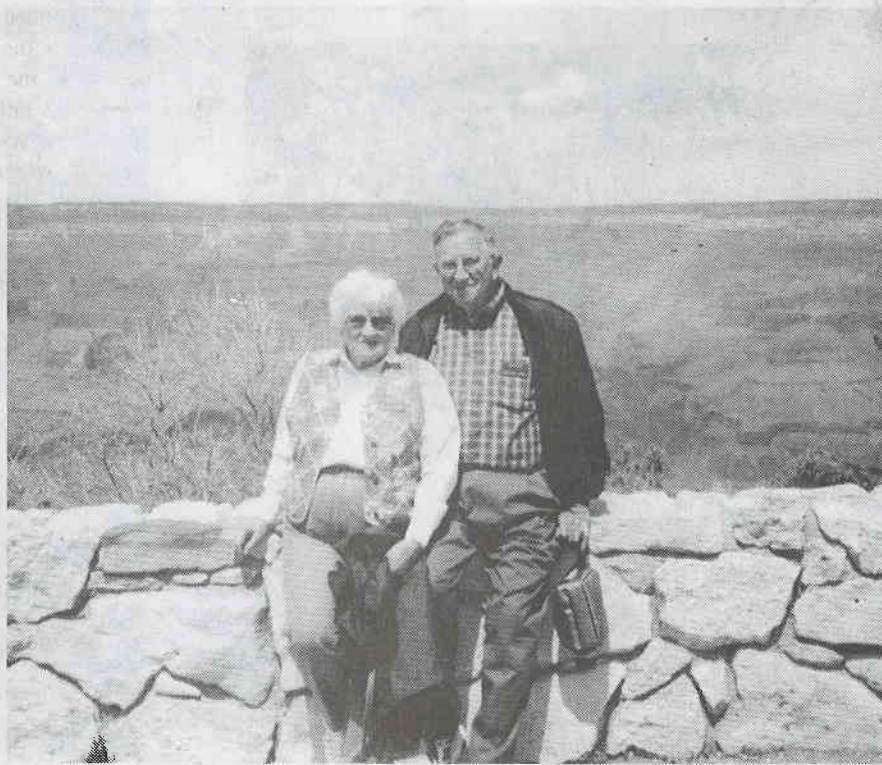
The group was joined for lunch at the Sedona Golf Club by Marianne Catterton, the widow of an Air Corps pilot killed during the war. Now making her home in Sedona, she has maintained her interest in the service and is a member of the Air Force Association.

The overnight stop was made in Flagstaff, where tour members had a chance to become acclimated with the 8,000-ft. elevation. Next morning they boarded the bus again for the trip to the canyon, one of the world's premier natural attractions. There they enjoyed an I-Max movie of the canyon, lunch at Grand Canyon Village, sight-seeing on a bright clear day, and then headed back to Mesa, tired but grateful to President Dick Smith for arranging the tour.

Aboard the bus: Mr. and Mrs. Herb Brill, Mr. and Mrs. Ray Paquelot, Mr. and Mrs. Louis Feingold, Mr. and Mrs. Larry Grauerholz, Liz Lockett, Fred Boogaart, Albert Postma, Dick Smith, Mr. and Mrs. Ashley Ivey, Dorothy McMichael, Ellie Manion, Mr. and Mrs. Bryan Morgan, Mr. and Mrs. Bud Duerr, Mr. and Mrs. Jacques Vrij, Mr. and Mrs. John Yandura, Margaret Fricke, Elizabeth Carlson, Stanley Stepnitz, Dr. Cornelius Jasperse, Mr. and Mrs. Leonard Pogue, Mr. and Mrs. Frank Ramsey, Mr. and Mrs. Tony Onesi, Janine and Richard Anderson, Gil Shawn, Herman Staudt, Ada and Carol Goldfeder, and Mr. and Mrs. Robert Lorenzi.



Leonard and Millie Pogue, who spend their summers in Michigan and the winters in Florida, were part of the AFEES tour group that visited Grand Canyon National Park in Arizona after the Mesa reunion.



Ruth and Ashley Ivey of Acworth, Ga., were brave enough to perch on a rock wall overlooking the Grand Canyon while their picture was being taken. Notice that Ashley was hanging on.

Grandson gets a tour!

Tom Wilcox has sent along a letter he recently received from Egbert de Mulder, the son of Cisca de Mulder, one of Tom's Helpers. Tom's grandson Mark visited Holland in December and was escorted on a tour of places relative to Tom's experiences there in 1944.

Egbert's letter tells the story:

"My eldest son, Pieter, who is interested in our family history, accompanied us. First we drove to Venlo, the rail emplacement you tried to destroy on 23 Sept. 1944. Then we drove to Kaldenkirchen, Germany, passing the German airfield at Venlo. I explained to Mark about the circumstances our people lived under in 1944.

"Next we visited Melderslo, where you and Mac (R.E. McNeil, the bombardier) came down and met Harrie van der Pas. Harrie died last year. Then we went to the barber, Herman Clabbers, in Broekhuizenvorst.

"Next stop was the Mooren family at Megelsum. Ton showed us the first place you and Mac stayed. On to Tienray, where I showed the house of the family van de Voort with the memorial placard and statue expressing three Jewish children.

"Then we went to the convent. There were still three nuns there who were there when you were, but they did not know that you and Mac were hidden behind the oven. After drinking coffee and eating a fruit pie with the nuns, we drove to Swolgen. Cisca's farm was nearly empty because we have sold it and the transfer should happen within a week.

"We met there my brother Guus and my sister Nelleke with her husband and their children. I told them what happened there during your stay -- the house being searched by German soldiers and twice "Inkwartierung" by the Wehrmacht, occupying the room next to where you were hidden.

"Mark crawled in the small space between the roof and the wall of the room to learn the stress of October 1944.

"On the way back to Waalwijk, we stopped at Meterik where the "Ill Wind" crashed and we also visited the largest German war cemetery in the Netherlands at IJsselstein.

"After a typical Dutch meal with our family and discussing the different ways of life in the U.S. and Europe, Mark departed for Rotterdam.

"Mark's visit has made this period of our mother's life again actual at the moment our family leaves Swolgen."

**ONE MAN'S DESTINY, by Thomas C. Wilcox,
5086 Sherrer Dr., Acworth, GA 30102-2461**

Shot down behind Nazi lines in German-occupied Holland, Thomas Wilcox recounts this significant time in his life. Anti-aircraft flack struck his B-26 Marauder while flying deputy lead on his 67th mission over Europe, the day before a replacement crew was scheduled to take over. It became his longest mission.

Recognition and thanks is given to the courageous and resourceful men and women of Holland who risked their lives while serving in the Dutch Underground resistance against their Nazi occupants.

6x9 paper, 223 pages, with photos, illustrations, and index. Available from the author for \$10, postpaid.

Part of the AFES group on a lunch break at the Sedona Golf Club, en route to the Grand Canyon



Hommage aux marins de l'ombre

(Homage to the sailors of the shadow)

From Quest-France, Douarnenez, Dec. 7, 1998

There was a large crowd Saturday morning on the Square Victor Salez. Free French veterans, former Underground members, some elected officials, those Douarnenistes contemporaries of those clandestine journeys, and many more much younger. All had come to salute the courage of the men of the Trebouliste, the La Brise, the Ma Gondole, the Dom Michel Nobletz, the Petite Anna, the Dalc'h Mad, the Moise, the Ar Voulach'h, the Law Perouse, and the Breiz Izel.

"The bitter lessons from the past must be relearned unceasingly," said Einstein. "The plaque unveiled on this day, will remind the good role that our young people played in the fight for honor and liberty."

It is with these words that Jocelyne Poitevin began her speech, after having requested a minute of silence for the memory of Xavier Trelu, one of these sailors who left clandestinely for England and the fight for freedom. Jocelyne Poitevin continued: "There were 150 Douarnenistes, Treboulistes, Ploaristes, Pouldavistes who took to the sea to reach the camp of freedom because that's what it was all about, first and foremost.

"A few of them understood that, by reasoning or by instinct, and great was their merit; not so much to leave the seaboard in the face of the invader, but to stay, in spite of everything, and everyone, in the only place where it was still possible to fight in the worst and improbable conditions, and, behind a practically unknown general."

Joel Perot then retraced the story of the ten clandestine boats in front of a contemplative crowd. For all, the monument of the Square Salez will be a well-deserved homage to the courage of those 150 clandestine sailors, many of whom perished on the battlefield.



Mayor Jocelyne Poitevin unveils a marker in Douarnenez, honoring the French sailors who evacuated Allied airmen by fishing boat.

Translation of Text on Plaque

**"FRANCE HAS LOST A BATTLE
FRANCE HAS NOT LOST THE WAR"**
Ch. de Gaulle 18 06 1940

Here was the former harbor of Treboul. During the occupation, Victor Salez co-organized clandestine departures of members of the Resistance and fighters by fishing boats to keep on the fighting and liberate France.

So the
DALC'MAD - MOISE - LA PEROUSE - BREIZ-IZEL
left from this place.

And from the Rosmeur harbor in Douarnenez the:
PETITE-ANNA, AR-VOULAC'H

Others had already left for England in June 1940:
TREBOULISTE - LA BRISE -
DON MICHEL NOBLETZ - MA GONDOLE
before the Germans arrived

EVASION FROM DOUARNENEZ AND TREBOUL

**Moises (Moses), skipper Joseph Marec,
22 men aboard**

Set sail from Treboul on August 19, 1943. Fourteen passengers picked up at Pors Lanvers cove during night of August 23-24, 1943. The *Moise* reached Newlyn in Cornwall on August 25 after a 36-hr. trip
USAAF Evader: Sgt. Cecil E. Bell (E&E 85) 433 Group

**La Perouse, skipper Germain Pouchous,
22 men aboard, including two USAAF men.**

Left Douarnenez on October 2, 1943, reached Penzance in Cornwall two days later.

**Breiz Izel (Lower Brittany), skipper Gabriel Cloarec, 31 men aboard the 12-meter boat,
16 Frenchmen including crew of five, one
British agent and 14 airmen.**

Left Treboul on January 22, 1943, at 0300 a.m.
Reached Falmouth on January 23 after 36-hr. trip.
USAAF Evaders: 1st Lt. Jim Armstrong (E&E 339), pilot, 384BG; T/Sgt. Robert Giles, 100BG; T/Sgt. Carroll F. Haarup (E&E 333), 100BG; T/Sgt. Thomas R. Moore, 381BG; S/Sgts. Harry H. Horton Jr. and Edward F. Sobolewski, both 381BG; S/Sgts. Joseph M. Kalas and Leonard J. Kelly, Sgt. Ardell H. Bollinger (E&E 335), 384BG; 1st Lt. Dwight A. Fisher, 95BG.

France '44: a view from the ground

By DORICE BARROUX LINDSEY
708 Misty Pine Drive
Venice, Fla.

In 1944, I was 14, living in the town of Chatou, about 10 km from Paris, France, when during one of our frequent air raids, our eyes were, as usual, riveted toward the sky and our excitement reached a crescendo as we saw Flying Fortresses in the distance, heading our way. They would bomb Villacoublay airfield, factories or rail centers not far from us.

We had been under German occupation for four long years and looked forward to being liberated.

Across the street from us was an R&R home for SS troops who had been wounded on the Russian front. My father had been arrested by the Gestapo and after having spent eight months in Fresnes prison near Paris, we were told he was in the concentration camp of Buchenwald, where he was allowed to write us in German once in a while. We knew he was alive but had no idea Buchenwald was an extermination camp. The Germans across the street told us that he was in a "work" camp, and was well treated.

He came home weighing 80 pounds, a living skeleton, and spent months in bed after his return. Reason for his arrest:

1. A German general was found floating down the river Seine.
2. Theft of documents from German offices in Paris, where my father worked as an interior decorator.
3. Treason against the "Great Reich."

After his liberation from Buchenwald, he was made Commander of the Legion of Honor for services to the Allies.

Because he stole the plans of the Luftwaffe and forwarded them to the Allies, he was credited with saving the lives of many Allied pilots. My father had unlimited access to the German occupied airfields to make black-out curtains for the windows of the Luftwaffe barracks, and was able to count planes and gather information. He always said he did it because it was his duty, and never wanted credit for it.

We begged him to write his story, which he finally did, a couple years before his death in 1986 and called it: "I Stole the Plans of the Luftwaffe" by Jacques Barroux.

During an air raid, instead of seeking cover we would quickly run outside to our garden and look for the first planes to arrive. It would not take long to spot them with their contrails behind them, before the German AA all around us would begin their action. We watched in horror as a plane was hit one day, a wing broke off and slowly circled to earth, while men jumped from their plane. Some airmen had their chutes deployed; some didn't. Our hearts broke as we witnessed these sights. I still am haunted today by these scenes.

I remember seeing two bodies plunge to the ground without chutes opening. I saw one airman come down with his chute deployed, and watched in horror as the Germans machine-gunned him. His head tipped down all of a sudden, and we knew he was gone. Another parachuted to safety on an island across the Seine from us. He was so close, we could watch him wrap up his chute and hide it, about 150 yards from us, then disappear.

Suddenly the Germans from across the street rang our doorbell and wanted to borrow our small sailboat, to go to the island to find this crew member from one of the B-17s. We told them this was impossible for it was a sailboat and it would take a long time to get it ready and there were no oars.

They left, disgusted, but could realize that the boat would not be of much use to them. Then they noticed our motorboat on blocks in our garden. We explained that the motor was not working and we had no gas anyway. The nearest bridge to the island was about five miles from our house and we found out later that the Germans had blocked it to prevent French people from trying to rescue the airman.

The Germans went in and never found him.

Late that night our doorbell rang. Cautiously, my mother opened the window. It was our town's assistant mayor. He knew my mother was American and wanted to know if she could come and speak to this airman. Knowing the Germans across the street watched all our moves, and my mother being alone with my sister and me, she offered money and food, but would not leave us, as tempted as she was to go see her first American soldier. (The Underground had crossed the river at night, found the pilot and brought him back in a rowboat at the far end of the island and to the town hall.)

We would like to know who he was. We were told he was sent back to England via Spain a few weeks later. He landed on the island of Chatou, about 10 km from Paris, directly in front of our house.

A few months later, on Aug. 26, 1944, we heard rattling noises in the street. I ran outside to the gate to see what the commotion was about. German tanks were retreating; they were going home. I opened our gate to take a better look and they immediately pointed machine guns at me. You never saw a 14-year-old close a gate so fast!

The next day we found out that these same troops had murdered 18 Frenchmen, making them dig their own graves, shooting them and pouring water into their grave to drown those who were not quite dead. There is a memorial at that spot in Chatou.

Dorice Lindsey has lived in the U.S. since 1951. Her mother died in 1995 at age 93.

Service memorializes the missing

The traditional Memorial Service at the conclusion of the AFEES reunion at Mesa, Ariz., was conducted Monday morning in a beautiful outdoor tent with all of Nature present.

This solemn ceremony is dedicated to the memory of loved ones and former comrades no longer present, but who are with us yet in spirit.

The introduction was by Thelma Loring and Margaret Smith. The memorial candle was lighted by Carol Goldfeder.

Readers were Francene Weyland, Herb Brill, Leah Feingold, Dorothy Rucigay, Dorothy Lashinsky and Richard Smith. Closing and benediction were presented by Thelma Loring. Each person who wished to participate in the candle-lighting ceremony came forward and had the option of announcing the name of the person they were memorializing.

Americania po 54 rokoch opat na Slovensku (Americans after 54 years again in Slovakia)

From "WORK," Banska Bystrica,
Slovakia, Sept. 5, 1998

By ANTON FILLO

On Aug. 28, 1998, the city hall in Banska Bystrica was overflowing with guests from overseas. An emotional voice was sounding into the solemn ambience: For the great merit in helping the Uprising armies in their fight against German Naziism and for their personal valor during the SNP we are bestowing the title of the honorary citizen of Banska Bystrica in memoriam on Capt. James Holt Green, the commander of the U.S. military mission and on the war correspondent of the Associated Press, Joseph Morton.

Mimi Gosney-Morton could hardly listen to the cordial words of the Mayor Igor Pesperin because of the veil of tears when he handed her the certificate of honorary citizenship. Her father wrote the last letter to his wife Letty on Oct. 7, 1944, that he was pursuing the biggest story of his life.

She never saw him again. He was, as the only U.S. reporter during WWII to be executed, died on Jan. 24, 1945, in the

concentration camp Mauthausen along with 13 other members of the U.S. military mission under the command of Capt. James Holt Green, and four members of the British mission under the command of Maj. H. M. Sehmer. Mimi was two weeks old on the day her father was executed.

Five rescued American airmen received SNP medals from Lt. General Jan Husk, chairman of the anti-Nazi organization. They came back to places where they jumped off their burning planes in their parachutes 54 years ago.

HELL ON THE GROUND, HELL IN THE AIR

The skies were shaking almost daily from spring to winter of 1944 above Slovakia. In this manner the 15th Air Force was announcing its presence. Hundreds of the Liberators B-24 and the Flying Fortresses B-17 were taking off daily from 7 bases in Italy. Their targets were first of all armament factories, industrial conglomerates in Silesia, Germany, Austria, Rumania and also in

Slovakia. During the raids there was hell raging below the planes on the ground. For example, the 464th bomber wing bombed 19 times the steel works in Silesian Blehamer, 13 times the oil fields in Rumania by Ploesti and 12 times the armament complex in Vienna.

"We paid dearly for the destruction of the economic potential of the enemy. In our wing alone, we lost 113 planes and 359 airmen. Our military chaplain had written 998 letters to the parents that their son was either dead or MIA. Such a notice was also received by my mother," remembers Lt. Neal Cobb, bombardier on a B-24 who will never forget July 7, 1944.

Their plane got hit several times, three engines were gone and both pilots had literally sacrificed themselves in order to save the rest of the crew. The stout Neal Cobb threw off his wounded buddies at about 600 feet and jumped himself in the last moment above Dolne Leskovo-Belusha. Four of them died, but six survived.

"I owe my life to Neal," says John Schianca with a trembling voice, the rear gunner from the hit Liberator, when he stands with his buddies on the place of the catastrophe after 54 years. He can't help it and visits also the local hospital in Trencin where his leg was treated. He is deeply touched when he falls after more than half a century into the arms of Frantisek Sekeresh. It was he who brought them, after they escaped the camp in Grinova, to the center of the Uprising, Banska Bystrica.

THE BLACK DAY OF THE U.S. AIR FORCE

July 7, 1944, has become known as the black day for 37 U.S. planes. On that day came down also the Liberator from the 454th wing where the bombardier was Lt. George Fernandes. He wasn't as lucky as his two previous buddies who flew off in the U.S. planes during the S.P. from the airstrip Tri Duby. He spent the rest of the war in POW camps.

Same fate was dealt to 1st Lt. Jack Kellogg, 2nd pilot of a Flying Fortress



American veteran airmen visit a memorial site next to a cabin under "Homolka," where they reminisced events of 54 years ago.



Americans meet in front of the cabin under "Homolka" where the Germans captured members of the U.S./British military mission. From left: B-24 gunner Roy Madsen, Mimi Morton Gosney, the daughter of AP correspondent Joseph Morton; B-17 pilot Jack Kellogg, and Frank Horvath, a brother of Joseph Horvath, member of the U.S. military mission.

from the 2nd wing.

The plane crashed near the village of Cerova-Lieskova. Jack was hiding in the woods seven days, got very sick, and received help from an unknown young Slovak. He got all the way to the POW camps in Germany where he was until April 28, 1945, when they were liberated by the U.S. Army of General Patton.

Roy Madsen was armorer gunner on a Liberator that went down on Sept. 13, 1944, above Zahori by Sobotiste. One crew member was killed; another was captured by the Germans. The rest were helped by local people to reach the Partisans, and stayed with two guides in the mountains to keep away from German patrols. After three weeks and 150-plus miles they reached Banska Bystrica, to be evacuated on Oct. 7, 1944, from Tri Duby back to Italy.

"This extraordinary event has had such a deep impact on me that I have returned after the war into free Czechoslovakia and served 2 1/2 years as a missionary preacher. And now after half a century, I am here again for the eighth time to reminisce about the milestones of my life up to this point," confesses Roy Madsen.

HONORARY INSIGNIA

The early evening in the House of the Army is the most interesting one for the

enthusiasts from the Club of Aviation History in Trencin under the leadership of Stefan Androvich. Well, they have in front of them heroes in flesh and blood about whom they know almost everything from archives and books.

They have visited dozens of times the crash sites of the American planes, gathered the wreckage and fragments and with the help of the local village populace, they erected small memorials. No wonder that they listen to the incredible stories of the American airmen almost till midnight.

The Air Force veterans were received the next day by the commanding officer of the Slovakian Army and Air Alliance of Gen. Stefanik, Lt. Gen. Stefan Gombik. He gave the veterans, for their contribution in the fight against Naziism and their personal valor, honorary insignia of the pilot in the Slovak Airforce.

MISSION TO RESCUE THE PILOTS

That was the foremost goal of the U.S. military mission under the command of Navy Capt. James Holt Green, who arrived in two Flying Fortresses from Italian Bari on the rebel airstrip Tri Duby. The skies above on

that day, Sept. 17, 1944, were very hot and dense. The planes of the combined rebel forces were coming back from a bombing sortie, and nearby were landing the first fighter planes from the USSR and into all this came two American B-17s with a large escort of Mustang fighter planes.

From the Fortresses, which didn't even turn off their engines, came six men, members of the OSS. They were: Capt. J. Holt Green, Sgt. Joseph Horvath from Polomka, radioman Robert Brown, graduate from Charles University in Prague Sgt. Jerry Mican, radioman Charles Heller and Sgt. John Schwartz, alias Jan Krizhan.

To board the planes came 17 downed airmen. Among those was John Schlanca. The first part of the American mission was accomplished.

Members of the American military mission were right away sucked into the vortex of the rapidly developing events of the Uprising. Capt. Green accompanies several times Gen. Golian around units on the front and sends encoded intel to command in Italy about the latest developments and requests aid for the rebels.

It came on Oct. 7, 1944. Six Fortresses landed at Tri Duby to bring 14 more members of the OSS and 16 tons of arms and ammo. The returning Fortresses take along 30 downed Allied airmen, among them Neal Cobb and Roy Madsen, five Frenchmen and a delegation of the Slovak National Council.

On the airstrip remains the civilian reporter Joseph Morton, who is finishing under the wing his last report to his press agency. During the hour at Tri Duby, he figures that on this chunk of land in the heart of Europe are unfolding monumental events worthy of a reporter's presence. He stays behind.

IN POLOMKA AND UNDER HOMOLKA

The streets of Polomka were filled with the tones of the funeral march. The delegation of the U.S. Embassy in Bratislava, the first secretary Keith Jacobson, military attache Lt. Col. John Markowicz, along with American veterans and survivors, laid down a wreath

(Continued on Next Page)

MINUTES

AIR FORCES ESCAPE & EVASION SOCIETY Annual Membership Meeting Mesa, Ariz., April 25, 1999

President Richard Smith called the Annual Meeting to order at 9:30 a.m., and declared that there was a quorum present (about 100 members). Minutes of the 1998 Annual Meeting had been distributed. Motion was made by William Davis, seconded by Jefferson Polk, to approve the minutes as printed. Motion carried.

The Board of Directors present were introduced: Clayton David, Larry Grauerholz, Frank Lashinsky, Warren Loring, Ralph Patton, John Rucigay, David Shoss and Russel Weyland. Unable to attend: Leslie Atkinson, James Goebel and Paul Kenney.

COMMITTEE REPORTS:

Nominating: At present there are no vacancies on the Board of Directors. Three-year terms up for reelection are: Paul Kenney, Frank Lashinsky and Warren Loring. The President asked for nominations from the floor. Motion to close nominations was made by Fred Platt; it was seconded and motion carried.

Financial Report: Report had been prepared by Paul Kenney and was given by Ralph Patton; to be published in the newsletter.

Raffle: Frank Lashinsky reported that 838 letters had been sent and 59% had responded; \$5,650.00 had been collected prior to the Annual Meeting.

Membership: Clayton David reported there are problems in maintaining current 9-digit Zip codes, area telephone codes, and not being notified when a member becomes deceased. He urged members to please inform them of any changes.

He reported 811 active members, 63 Friends, 41 widows, 28 Helpers residing in the U.S., plus Canadian and other English-speaking people overseas. We have 22 new members, which includes the first female member; 13 new Friends plus 2 members who joined at this reunion. Scotty David reported there are 48 first-time attendees at this reunion.

Publicity in local paper was an interview with Frank Lashinsky and John Yandura, two of our members who went down in the Yugoslavia area.

Newsletter: Larry Grauerholz explained general method of preparing the newsletter. He announced that there will be space in the next issue for registering Fax numbers and e-mail addresses. He would like to have accounts of evasion.

President Smith asked for a round of applause for a job well done for Larry and his wife, Ruth.

Francene Weyland encouraged the men to speak to school groups about their experiences and send the account to Larry.

PX: Due to the death of the PX Manager, the inventory was sent to Dick Smith, who brought it to the reunion for display and sales purposes. He has appointed Tom Brown of South Carolina as new PX Manager.

Christmas Cards: Dick Smith explained the Kenney routine for the Christmas Greeting cards, which are designed by Dorothy Kenney. Scotty David announced that 635 cards were sent in 1998 to Helpers in 20 countries and that 280 have responded to date.

OLD BUSINESS

Intrepidus Project by George Baker: Hopes to have it finished by November 2000, showed examples of book that will be published in conjunction with the TV series planned for PBS. Also discussed a planned 3-hour video, and said that eventually a film would be made.

Home Run: The walk over the Pyrenees, as reported by Ralph Patton, will take place July 8-11. There will be 20 people representing AFEES, including several children and grandchildren of members. Spain is hosting a reception at the end of the trek.

Eden Camp, England: Near York is a POW camp that has been restored. One barracks is devoted to Escape and Evasion. Dick and Ralph will be our representatives at the dedication in May.

Plaques in WWII museums in Europe: Dick reported that perhaps a plaque in each area would be more feasible rather than in the numerous Resistance museums; no decision made.

NEW BUSINESS

2000 Reunion: AFEES has been invited to be the honorees at the annual Memorial Day weekend celebration in Columbia, Mo. Last year, the Tuskegee airmen were honored. The host committee hopes that some members will arrive early and tell their stories in the schools.

Shuttle busses from the St. Louis airport and Kansas City to Columbia will be provided, and economical hotel rates will be available. Details in future issues of *Communications*.

2001 Reunion Site: Two areas were suggested and discussed, Orlando and Seattle. Show of hands indicated that the Northwest, either Seattle or Spokane, would be considered.

Future trip to France, and possibly other countries, was suggested for 2000.

1999 Reunion was originally scheduled by Armed Forces Reunions, Inc. Unable to hold it as planned in Scottsdale and not able to reach agreement with other area hotels, they were unable to accommodate AFEES. Local members then organized and planned the reunion in Mesa; a show of hands approved the decision.

Future reunions will be planned by another group that now organizes bomb group meetings.

Letter from Bob Cupp requested a donation for restoration of bells in a small Belgian church; established policy has been to avoid contributing to such projects.

Donation was received from Frederick DeMatteis, a Life Member who went down in northern Italy. Motion made by Frank Lashinsky, seconded and carried to send \$500 of the donation to The Monte San Martino Trust, which takes groups of Italian students to London for their education.

Speakers Bureau: Suggestion made to organize such a bureau; no decision made.

Adjournment: There being no further business, the President declared the meeting adjourned at 11:30 a.m.

Warren E. Loring, Recording Secretary



AIR FORCES

ESCAPE & EVASION SOCIETY

Richard M. Smith
President

Summer
RR# 2 Box 222
Battle Lake, MN 56515
Phone 218-495-2106
Fax 218-495-3000

May 26, 1999

Dear Members and Friends of AFEES:

The 1999 Reunion is behind us, and I must say that it was a really, really good one! With excellent help from our local committee, Jim Cater, Jerry DeChambre and Claude Murray, we were able to do a fine job and it seems that everyone had a really good time.

I must compliment the wonderful staff of the Arizona Golf Resort and Conference Center. The entire staff seemed to take pleasure in offering their help and guidance. Without them, the '99 Reunion would not have been!

Some highlights of the Reunion were: Beautiful table decorations, fantastic food, and excellent service. This, mixed around a wonderful trip and lunch to a mountain lake up in the Superstition Mountains, plus a steamboat ride. We had a great trip to the Fighter Museum; planes from WW I, WW II and today. Really educational and interesting, and a great lunch.

Also did a trip, especially for the ladies, to a new LARGE Outlet Mall. Had some good reports on that trip. Then, as an added extra, we took 46 people to the Grand Canyon. Did the IMAX theatre, so we had the whole history of the Canyon. So, all in all, it was a busy and most satisfying time.

I especially want to thank those AFEES members who so graciously changed their Saturday *Dolly Steamboat* trip to Friday, so that ALL attendees who wanted to, could make the trip. Without your cooperation, that one would have been a disaster!

Next year we will be honored guests of the Columbia, Missouri, Salute to Veterans committee. They make a full week of the Memorial Day celebration. You will hear much more about this in future newsletters. But right now, reserve Memorial Day weekend 2000 for our annual reunion in the heart of the Show Me State.

The 2001 reunion site is up in the air. We have strong interest in both the Far Northwest and the Orlando, Florida, area. Be assured that the Board of Directors will carefully investigate both potential sites and seek to choose the one that will offer the most for the least. I have the feeling that the great bulk of our membership will be pleased with either selection.

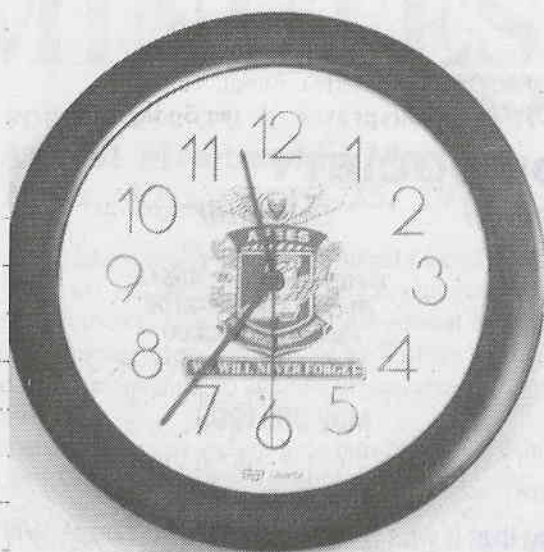
If the site is Seattle or Spokane, how about a post-reunion cruise to Alaska by the Inside Passage; about \$1600 per person for seven days. Let me know if there is any interest.

Ralph Patton and I have been on a European trip in May. A full report later.

Many thanks for the positive comments on the Mesa reunion. The AFEES family is a wonderful bunch; I am more convinced of it every day.

Best wishes for an enjoyable summer, wherever you are!

RICHARD M. SMITH, President



Gift for our Helpers attending the Mesa reunion was a high-visibility wall clock bearing the AFEES insignia and slogan. The traditional gift is provided by Life Member David Shoss of Dallas, Tex.

Stamps can help veterans

Stamps for the Wounded (SFTW), founded in 1942, provides stamps and other collectables to Armed Forces veterans, who use them to occupy their time productively, to develop goals that keep up interest in the hobby, and in life itself.

SFTW serves more than 11,000 individual in-and-out patients, and 56 organized stamp clubs in Veterans Hospitals and Convalescent Centers nationwide.

Stamps of all kinds, covers and philatelic literature and supplies of any type, in any quantity, are needed.

Both the American Red Cross and the Department of Veterans Affairs recognize SFTW as an agency accredited to serve the needs of hospitalized servicemen.

Stamps for the Wounded is an authorized non-profit organization, operating under sponsorship of Lions International. Donations may be sent to SFTW, PO Box 1125, Falls Church, VA 22041. Donations for which a tax receipt is requested should include a rough inventory or listing with a valuation according to catalog value, or on some other reasonable basis.

For more information, contact John M. Hotchner (703-820-5449) at the Falls Church mailing address, or e-mail: jmhstamp@ix.netcom.com.

AFEES member Dr. John Andreson of Urbana, Ill., has received a commendation for his contributions to SFTW. He recently donated his United Nations stamp collection of more than 5,000 First Day Covers and 20,000 mint stamps valued at \$21,000. He believes that SFTW is a valuable endeavor to provide stamps for our less fortunate buddies who are in need of a recreational pastime.

Mesa reunion drew a crowd

68 first-timers enjoy desert hospitality

Approximately 300 members, friends, relatives and special guests attended at least some part of the 1999 AFEES reunion activities at Mesa, Ariz. There were 68 persons attending their first AFEES reunion, according to the register prepared by Scotty David.

The * before a name identifies first-timers.

Members, Friends, relatives and guests:

- ATKINS, Mary; Hemet, Calif.
- ALFORD, Gaston and Dorothy; San Antonio, Tex.
- ANDERSEN, Lester and Margaret; Springfield, Mass.
- ANDERSON, Janine and Richard; Greenwich, Conn.
- *AUGARTEN, Rudy and Arlyn, Seal Beach, Calif.
- BAKER, George and Christina and Kristine Pike, Santa Monica, Calif.
- *BOBICK, Lt. Erica; Burlington, Mass.
- BRADBURY, J.W. and Roberta; San Antonio, Tex.
- BRILL, Herbert and Millicent; Corona del Mar, Calif.
- CAGLE, Joseph W.; Southern Pines, N.C.
- *CAPRON, William; Mesa, Ariz.
- CARLSON, Elizabeth; Morris, Minn.
- CARNEY, Regis and Elizabeth; Greensburg, Pa.
- *CARUSA, Lt. Nicola; Burlington, Mass.
- CASEY, S.V. and Faye; Midland, Tex.
- CATER, Jim and Fran; Sun City, Ariz.
- CLIFTON, Leroy and Rita; Cibola, Tex.
- COBB, Neil T.; Carmel, Ind.
- *COSS, Wesley and Annette; Rancho Palos Verdes, Calif.
- DAVID, Clayton and Scotty; Hannibal, Mo.
- DAVID, Lynn; Sunset Hills, Mo.
- DAVIS, Bill and Doris; Ormond Beach, Fla.
- DeCHAMBRE, Jerry and Midge; Peoria, Ariz.
- DELGUIDICE, Louis and Alberta; North Haven, Conn.
- DeMALLIE, Howard and Nancy; Rochester, N.Y.
- DUERR, Elmer and Fanny; Munhall, Pa.
- FEGETTE, Lee; Red Oak, Tex.
- FEINGOLD, Louis and Leah; Emerson, N.J.
- FERNANDES, George; Bellevue, Wash.
- FISHER, Charles and Betty Jean; Greensburg, Pa.
- FRICKE, Margaret; Fridley, Minn.
- GOLDFEDER, Ada and Carol; Bethlehem, Pa.
- GOLDSTEIN, Coleman; Amherst, Mass.
- GRAUERHOLZ, Larry and Ruth; Wichita Falls, Tex.
- GRIMES, Bob and Mary; Fairfax, Va.

HARMES, John and Elizabeth; Temple Terrace, Fla.
 *HAUGEN, Wilbur and Hazel; Albuquerque, N.M.
 *HAUPT, Chuck and Pat; Sun City, Ariz.
 HEEKIN, Francis; Cincinnati, Ohio
 *HICKS, Mr. and Mrs. Chauncey; Redlands, Calif.
 HOGAN, Peter and Mary; Springfield, Mass.
 IVEY, Ashley and Ruth; Acworth, Ga.
 KELLEY, E. Robert; Shasta Lake City, Calif.
 *KERR, Robert and Alvera; Mesa, Ariz.
 KILLIAN, Harold
 *KOMPAARE, Mary; Chicago, Ill.
 KOSINSKI, Anthony and Jean, and *Lana Laux,
 Chicago, Ill.
 KOSSEFF, Bill and Bea; Hatboro, Pa.
 LASHINSKY, Frank and Dorothy; Old Lyme, Conn.
 *LEE, Dale and Alice; Sun Lakes, Ariz.
 LINCOLN, Joe and *Stephanie Lincoln-Biorn; Erie, Pa.
 LINDELL, Ernest and Connie; Moses Lake, Wash.
 *LORENZI, Robert and Paula; Spokane, Wash.
 LORING, Warren and Thelma; Monument Beach, Mass.
 LUCKETT, Liz; Jackson, Miss.
 MADSEN, Roy; Salt Lake City, Utah
 *MANGERICH, Agnes Jensen; La Jolla, Calif.
 MARCO, Virgil, Bobbie and *R. Rodden; Dallas, Tex.
 *MARTIN, Bill and Tyleen; Sun Lakes, Ariz.
 MAYS, Howard and *Dolores; Mesa, Ariz.
 McCABE, Hugh and Charlotte; Virginia Beach, Va.
 McMICHAEL, Dorothy; Minnetonka, Minn.
 MILLER, Edward and Genevieve; Sedona, Ariz.
 MURRAY, Claude and Shirley; Sun City, Ariz.
 O'BOYLE, David; Denver, Colo.
 OLIPHINT, John and Etta; Colorado Springs, Colo.
 ONESI, Tony and Marge; Niagara Falls, N.Y.
 PALENCIA, Max and *Dorothy; Peoria, Ariz.
 PATTON, Ralph and Bette; Pittsburgh, Pa.
 PLATT, Fred; Houston, Tex.
 POGUE, Leonard and Millie; Port Charlotte, Fla.
 POLK, Jeff; Tulsa, Okla.
 POWELL, George and Dolores; St. Louis, Mo.
 PUNCHES, Joel and Margaret; Santa Maria, Calif.
 RAMSEY, Frank and Wilma; Gaffney, S.C.
 RHODES, Joe and Olevia; Locust Grove, Va.
 ROGOFF, Manny; Pittsburgh, Pa.
 *ROGOFF, Larry and Lisa; Scottsdale, Ariz.
 RUCIGAY, John and Dorothy; Ballston Lake, N.Y.
 SCHAEFFER, Frank; Montello, Wis.
 *SCHAI DT, William F.; Tucson, Ariz.
 SCOTT, Dr. Carl; Columbus, Ohio
 SCOTT, Peter and Helen; Old Saybrook, Conn.
 SHANDOR, Mary; Cresson, Pa.
 SHANDOR, Richard; Cresson, Pa.
 SHAWN, Gilbert; Longwood, Fla.
 SHERWOOD, Mort and Renee; Las Vegas, Nev.
 *SHIELDS, Hugh and Betty; N. Redington Beach, Fla.
 *SHIELDS, Peter; Arlington, Va.
 SHOSS, David and Doris; Dallas, Tex.
 *SHUMWAY, Willis; Phoenix, Ariz.
 SMITH, Dick and Margaret; Palm Desert, Calif.
 SNYDER, Howard and Ruth; Sedona, Ariz.

*SOBIE, Edward and Helen
 SOLOMON, Phil and Claire; Las Vegas, Nev.
 SPRINGER, Dutch and Bertha; Burke, Va.
 STARKS, George and Betty Jo; Winter Springs, Fla.
 *STARZYNSKI, Paul and Phyllis
 *STARZYNSKI, Ray and Joan
 STARZYNSKI, Robert and Louise; Chicago, Ill.
 *STAUDT, Herman; Longwood, Fla.
 STEPINITZ, Stanley; Upper Marlboro, Md.
 SWEATT, Robert and Mary; Burton, Tex.
 THOMAS, Tommy; Morris Plains, N.J.
 TITUS, Robert and *Walter Nielsen; Columbus, Ohio
 *TRIPP, George Jr. and Nora; Springwater, N.Y.
 *VAN DER ZEE, Siebe and wife; Phoenix, Ariz.
 VUKOVICH, Joe and Georgia; Medford, Ore.
 *WERNER, Ace; Arlington, Va.
 WEYLAND, Russ and Francene; McHenry, Ill.
 *WHITBY, Ray; Sun Lakes, Ill.
 WILCOX, Tom and Mary; Acworth, Ga.
 *WILLIAMS, Burt K.; Stow, Ohio
 *WILKINSON, Jean Rutkowski; Phoenix, Ariz.
 *WILLIAMS, Jay and Mary; Overland Park, Kan.
 *WINSSINGER, Reginald and Lela, Phoenix, Ariz.
 *WYLDER, John and Kay; Seal Beach, Calif.
 YANDURA, John and Ethel; E. Vandergrift, Pa.

CANADIAN FRIENDS

*LeBLANC, Michael; Acton, Ont.
 LINDSAY, Bob and Lynne; Don Mills, Ont.
 MORAN, Alex; Windsor, Ont.

UNITED KINGDOM

*MORGAN, Bryan and Dianna

HELPERS

BELGIUM:

CAUBERGH, Frank and Lea Sparmont; Vise

FRANCE:

*FRANCOIS, Pierre
 *FRANCOIS, Henri
 *PAQUELOT, Ramond and Alice, Mitry-Mory

HOLLAND:

*BOOGAART, Fred
 FOLMER, Joke; Schiermonnikoog
 JASPERSE, Dr. C.W.G.
 LELIVELT, Mia; Lichtenvoorde
 *POSTMA, Albert; Steenbergen
 ROZENDAHL, S.P.
 VRIJ, Jacques and Letti; Rijswijk

*WIEGMAN, M.

SLOVAKIA:

*BUROS, Dr. Milan

UNITED STATES:

DALEY, Yvonne Brusselmans, (Belgian); Dunedin, Fla.
 BODSON, Herman (Belgian) and Catharine; Taos, N.M.
 FILES, Yvonne (Belgian) and Roger; Riverside, Calif.
 FRASER, Marguerite Brouard (French),
 Burlington, Mass.
 HOVENKAMP, Glenn (Holland); Colorado Springs, Colo.
 MANION, Elly (Holland); Minnetonka, Minn.
 VAN REMMERDEN, George (Holland); Seal Beach, Calif.

Belgians honor crew, 50 years after

From the 96th Bomb Grp Newsletter, Aug., 1994

By BOB GRIMES

Fairfax, Va.

We were on the fifth mission to a target in west Germany. Over Belgium, the aircraft developed engine trouble, we were jumped by fighters and a fierce air battle resulted. My crew knocked down two fighters before our tail was shot off. As I began to lose control, I sounded the bail-out alarm. Three crew members were killed in the aircraft and the co-pilot, Arthur Pickett, died when his parachute failed to open properly. The other six crewmen, although some like myself were injured, landed in various areas of Mons and Ath.

When Jim McElroy and I were attending an Air Forces Escape and Evasion Society meeting in Savannah, Ga., in 1992, Jim met a Belgian named Jan Van Laere and in course of conversation, Jim mentioned that he would like to find some of the Belgians who helped him or other members of my crew that were shot down in October 1943.

When Jan returned to Europe, he placed an article in the Mons newspaper, seeking information. He contacted another retired Belgian Para-Commando, George Lhots, a military historian. They found that most of the activity had been centered around the Ath area, particularly near the towns of Harchies, Quevacamps, Jurbise, Stanbrudges and Silly.

Soon the local bourgemestres became interested and wanted to be involved. So in early 1993 the Belgians decided that they should honor the crew, especially those who had died in the battle on Oct. 20, 1943. They decided that the 50th anniversary would be an appropriate time for a commemoration of the event.

Jim McElroy, the man who started this story by asking some questions, died of a heart attack in April 1993. Although the Belgians involved were saddened by Jim's death, they decided the commemoration should be carried out.

After contacting next of kin of deceased crewmen and the other survivors, I learned that only Linnette, the widow of



Bob Grimes and Linnette McElroy place flowers at Square named for Arthur Pickett by citizens of Harchies, Belgium.

Jim, her daughter and my wife and I would be the only ones able to attend.

My wife and I landed in Paris and were met by Jan Van Laere and Jean Pena of Roye, France. Linnette McElroy and her daughter, Nancy, arrived in Brussels and were met by Mme. Louise Marie Moulin of Erbioelul, daughter in the family that had first helped Jim when he landed near Jurbise.

Our group then headed for Silly, known for its famous beer and near the area when I landed. In Silly, I was greeted by Yvonne and Louise Carlier, children of the family who aided me the first night in Belgium. I had not seen these people for 50 years. We all went to the town hall and met the mayor and other dignitaries. We received welcoming speeches, flowers and gifts and then were served the famous Silly beer at a reception. Several people showed me memorabilia, including a WWII parachute which may have been part of mine.

After the ceremonies in Silly we headed out to the farm where I had first received assistance from the Carlier family. This was another emotional high for me as I realized now how much this family had risked when they took me in that first night. I had a bullet in my leg and was unable to travel farther. They took me in, provided me with food and medicine and realizing their efforts, I resolved to avoid capture.

Now, 50 years later, I entered the dining room of the farm house and the Carliers showed me the kitchen where they had put me the first night. Louis also told me that although I hadn't known it, his grandfather had been standing out of sight with a shotgun just in case I was someone who might bring harm to the family. The next thing I noticed was a large photo of myself, complete with leather name tag they had taken from my flight suit and placed at the bottom of the picture. The photo was an enlargement made from a small escape photo which I had given them in 1943.

Soon more villagers arrived, bringing cakes, pastries and champagne. We spent the afternoon telling stories and making new friends. Later they took me to the spot in the field where I had landed and showed me where my parachute had been hidden in a culvert under the road.

Early the next morning we were taken to a reception by the mayors. Representatives of ambassadors, military attaches,



Bob Grimes (center) poses with Louis and Yvonne Carlier, children of the family who helped him the first night after he landed.



Place de Arthur Pickett, named after the co-pilot whose chute failed to open properly.

political personalities of the region, and individuals from patriotic societies were present. I could not believe the large crowd waiting for our appearance. I noticed an American color guard from SHAPE headquarters, a Belgian color guard and a small band. After speeches, refreshments were served.

On our way to the the next stop, Jan Van Laere took us by a village named Stanbrudges and showed us the house where Chuck Carlson, my bombardier, had been hidden.

Then we were taken to a crossroads near the small village of Quevaucamps. I was told by the bourgemestre of Beloeim that this was the closest crossroad to the spot where my plane had crashed. He was 11 years old at the time and was in school.

After speeches and after the American and Belgian National Anthems, the bourgemestre and I unveiled a granite marker to honor members of the crew who had been killed.

The next event was breath-taking. A Belgian family, father, daughter and three sons, all parachuted from an aircraft, one at a time, landing on a panel marker in the field next to the memorial. This represented my crew bailing out, one at a time. This was the first time the family had all jumped together.

After leaving the crossroads, we joined the crowd and drove to the town of Harchies. We soon noticed that each house along the street had a large picture of Arthur Pickett in the front window.

In Harchies, my co-pilot Art Pickett had hit the side of a building when his chute failed to open properly. At the corner of the building, townspeople had place a street sign, naming the square for him. After a speech by the mayor and the National Anthems, a plaque entitled Place de Arthur Pickett was unveiled by Linnette McElroy.

The group then went to a home where the local doctor had attended Art Pickett and where he remained until German military personnel came and took his body away. A plaque had been placed on this building to honor the spot.

As we walked down the main street, a woman came out of the crowd and showed me an aluminum shoe horn that her husband had made from a part of my plane. She insisted I keep it; it is my favorite souvenir of my visit. We continued down the street to a memorial that honored our dead from the two world wars. After a ceremony there, we went to a small shop across the street to meet Mme. Maximilienne Style, who had attended Art Pickett on the day he died. We presented her a citation from the Air Forces Escape and Evasion Society. She was so pleased to be honored again for an event so long ago.

After ceremonies in the square, the group went to the town hall where the meeting room was set for formal ceremonies. After speeches by local dignitaries and presentation of colors, we presented citations to many citizens who had been active in the Resistance and had helped American airmen.

Linnette McElroy and I were presented with many gifts. She received her husband's flight suit from Madame Moulin, who had preserved the suit since 1943. I received a medal from the Veterans of Belgium and an oil painting depicting the air battle of my B-17. I gave each of the bourgemestres a large framed photograph of a painting which represented the air battle between my bomber, *Shack Rabbit II*, and German fighters. The painting was entitled "The Rabbit and the Wolves" and was done by S/Sgt. Steve Doyle, an artist with Airman magazine.

I made a brief speech in French to thank the citizens for their hospitality and the honors they had bestowed on us.

After the activities in Belgium and visiting sites in France, we followed my 1943 escape route to Bordeaux and Bayonne.

Although I was caught twice by the Germans, each time I managed to pass as a good Belgian or a Frenchman. My companion, Jim Burch, was swept down the Bidossa River and drowned. Although I too lost my footing, somehow I recovered and made it across the river into Spain where I was captured.

Some of our Belgian and French friends who helped me and my crew were later captured and killed, yet six of our crew survived and lived to return to their families.

Escape and Evasion, by Ian Dear. Arms & Armour

From Special Forces Club Newsletter

Plain tales from the escape lines in Axis-occupied Europe and Asia, calmly and clearly set down, with most useful maps.

As Dear edited the Oxford Companion to it, he fully understands the course of the world war; this book shows how well he can cope with anguished personal detail as well. He covers both the British and American escape organizations, MI9 and MIS-X; the main lines that crossed France; the Rome-centered system for moving escapers round Italy; and BLUE, the extraordinary group that ran men out of Hong Kong.

He takes in Werra's escape from Canada back to Germany, and the disastrous tale of the Japanese mass escape from Cowra, New South Wales, in August 1944.

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OBITUARY

Dave Osborne survived crash in Yugoslavia

From the San Diego (Calif.)
Union-Tribune, Feb. 20, 1999

By JACK WILLIAMS
Staff Writer

David B. Osborne was flying a bombing mission in World War II when cannon shells from German fighter planes disabled two of his B-24's engines.

Lt. Col. Osborne, in charge of a 10-man crew, weighed his options: bail out or crash land.

"I reminded myself that if you make mistakes, you die," he told *The San Diego Union* nearly 45 years later. "I said a little prayer and headed for a plowed field."

There, after dislodging two injured crewmen from the wreckage, he dashed into the woods of German-occupied Yugoslavia. With the help of Yugoslav guerrillas, he and his men escaped truckloads of German troops.

Col. Osborne, whose 27-year military career spanned three wars, died of cancer Tuesday in his La Mesa home. He was 82.

His B-24 Liberator was shot down on June 6, 1944, D-Day on the beaches of Normandy.

Col. Osborne's crash landing began a 66-day odyssey that culminated when American C-47s flew in from southern Italy to rescue him and several hundred down U.S. fliers.

Based in southern Italy during WWII, Col. Osborne flew the San Diego-designed B-24 Liberator on 10 bombing missions to Germany, Bulgaria and France. Then came the raid on Ploesti.

Describing his crash landing, he said, "I clipped off treetops. The tail dug into the plowed field. Dust flew. We slammed to a stop. We didn't catch fire.

"I don't know how I did it. But I did it."

The plane landed 35 miles south-southwest of Belgrade. Later, at a mountain hideout village, Col. Osborne and his crew met 120 other downed U.S. airmen being protected by the Chetnik guerrillas.

FOLDED WINGS

MEMBERS

- #1939 Dwight F. Alverson, Rohnert Pk., CA; 405 FG, September 1997
- # 298 Glyndon D. Bell, Fayetteville, NC; 385 BG, March 12, 1999
- Lib. Lawrence Dissette, Ft. Lauderdale, FL; 355 FG, Feb. 22, 1999
- #1504 Daniel E. Dunbar, Tucker, GA; 305 BG, Oct. 1, 1997
- POW Kenneth L. Haines, Claire, MI; 388 BG, March 16, 1999
- # 363 Robert J. Hamrick, Terre Haute, IN; 94 BG, Jan. 16, 1996
- Switz. Eugene J. Metz, Springfield, LA; 92 BG, Feb. 21, 1998
- #1863 William F. Neal, Coldwater, MS; 379 BG, 1993
- 15 AF David B. Osborne, La Mesa, CA; 98 BG, Feb. 16, 1999
- #1062 John S. Vitkus, Las Vegas, NV, 381 BG, Dec. 11, 1998

HELPERS

M. Adolphe CLEMENT, Ostiches, Belgium, 4 March 1999

Mme. Lucienne GOSSE, Suzoy Noyon, France, 1998
M. Pierre HUBY, L'Agile, France, 12 Feb. 1999

Mr. Arnold DOUWES, Utrecht, Holland, 7 Feb. 1999

Mr. Stephen GALEMBUSH, Endicott, NY, OSS Agent, 3 Jan. 1999

Pierre Huby

John Valley reports that M. Pierre Huby, in his 94th year, died in a rest home in Bernay on Feb. 12, 1999.

M. Huby will be remembered by Dave Kilpatrick's crew and especially by Charles Holt and Roland Holwegner of the 490th Bomb Group. They were sheltered in his home for several weeks. On the opposite side of the landing, two German soldiers occupied a similar bedroom for a few days.

One son and one daughter survive.

Alexander Ledieu

Paul Kenney, AFEES treasurer, has been notified of the death on April 20, 1999, of his first French Helper.

Alexander Ledieu, who was about 17 at the time, found Paul in his barn three days after Paul went down. With his mother and aunt, they ran a farm near Haussy in the Department du Nord. The farm had been stripped by the Germans, leaving the family with a bare living.

Even so, they fed Paul and his pilot food they needed themselves and provided the evaders with clothing and shelter.

Updates to AFEES 1996 Membership Directory (Changes are in **BOLD** type)

- Elton Hoyt III, OH; New AC **440-255-2757**
- Russell N. Jevons, Wakefield, KS; New AC **785-461-5829**
- L. Ray Jones, Wadley, AL; New AC **256-395-4335**
- Victor R. Prescott "L", **215 Merrymac Lane**, Olga, WA 98279
- Lavonne Paxton *W*, **Address for Feb.: 709 Maralyn Ave., New Smyrna Beach, FL 32169-2931. By June it will be: 411 Hannah Jeanne Circ., Smyrna Beach, FL 32169**
- Don W. Vogel, **288 Prospect St.**, Brandon, VT 05733-**8992**
- James L. Wagner, **50010 E. 90 Rd.**, Miami, OK 74354-9530
- Col. George R. Weinbrenner, San Antonio, TX ; New AC **210-650-3873**
- Edwin West "L", *W* **4450 Gulf Blvd., Unit 408, St. Pete Beach, FL 33706; Ph.: 727-360-1636. *S* PO Box 2054, New Castle, NH 03854-2054; Ph.: 603-430-0921**
- Thomas R. Westrope, **2227 Havenridge Dr.**, Colorado Springs, CO **80920-6201; Ph.: 719-594-0389**
- Burt K. Williams, Stow, OH; New AC **330-929-7798**

Missing Poem report -- who can help out?

A member has asked for help in locating the missing second page of the following poem, an adaptation of an American Yuletide classic. The poem may have originated in the 464th Bomb Group. The editor needs to know more.

(Author Unknown)

'Twas the night before Christmas and all through the group
All the big wheels and wigs were grinding out Poop.
The bombers were parked on their hardstands with care
Waiting for armament soon to be there.
The fliers were nestled all snug in their beds
While visions of milk runs danced in their heads.

When out of the darkness there came quite a knock
We cursed the OD and looked at the clock.
"Briefing will be in two hours," he said.
Time marches on and the minutes fly by.
So it's out of the sack and make with the flying.
We rushed to the mess hall quick as a flash
Where we ate powdered eggs with hideous hash.

Then a long bumpy ride to the group briefing room
Where the bigwigs reside and dish out our doom.
The target is told and the first six rows faint,
For lo and behold, Vienna it ain't!
The brain has slipped up, oh my poor aching back,
We're bombing a place that throws up the flak.

So it's back in the truck and off to the line.
The road is now smooth and the weather is fine.
The crew is at stations -- the check list is run,
The engine runs smoothly as we give 'em the gun.
????????????????????



The Pipers were there!

Entertainment at the Sunday night AFEES banquet in Mesa included a rousing performance by the Mesa Caledonian Pipe Band, named Champion of Champions in 1997 by the Western U.S. Pipe Band Association. The band performs about 50 concerts a year and reaches about 25,000 people with those performances.

They plan to go to Scotland in August 2000 as the U.S. participant in the World Pipeing and Drum Championships in Glasgow.

Registration for Fax numbers and e-mail addresses

Many members now have home Fax machines, are on-line and have e-mail addresses. If you would like your Fax and e-mail connections published in the newsletter and possibly in a future membership directory, complete and mail this form.

**Send form to AFEES Editor, PO Box 2501, Wichita Falls, TX 76307-2501,
or e-mail to afecs44@hotmail.com**

Please make any needed corrections to Name and Mailing Address shown in mailing label on other side of this page. (Please include 9-digit Zip).

Home Fax number _____

E-mail address _____

(Returning this form will be considered as permission to publish this information)

The editor has the last word

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

WICHITA FALLS, Tex. -- A lot of people had their fingers crossed, but the Mesa reunion went off remarkably well, thanks to the manner in which the local committee and the hotel staff put the shoulder to the wheel.

Remember that we were booked for the Safari in Scottsdale. Then, without warning, the property was sold out from under us; Armed Forces Reunion could not work out arrangements with another hostelry and so things looked pretty grim for awhile.

The Arizona Golf Resort is a delightful place. Accommodations were relatively inexpensive, the arrangements and service -- and the food -- were all that could be asked for. Sales manager Mary Muchka and her staff just seemed anxious to make our reunion an error-free event!

Tom Brown, our new PX Manager, is ready for business from his home in South Carolina. You will find a listing of his inventory on Page 6. He has many items ideally suited for personal use or for gifts to Helpers -- or friends or relatives.

Tom is past president of the 376th Bomb Group Association, a B-24 group which operated out of Italy 1943-45.

The 485th Bomb Group will hold its

35th annual reunion Sept. 15-19, at the Denver (Colo.) Marriott. For more information: Joe Cathcart, 510 Old Hickory Blvd., Apt. 304, Nashville, TN 37209; Phone: 615-352-9540.

Bistrot Belgique Gourmande is the only Belgian restaurant in the Washington D.C. area and one of a few on the eastern seaboard. They have a Brussels Reunion Page which posts information on reunions and such.

Proud Hailer, a magazine about veterans, is dedicated to Ernest C. Tessier, U.S. Army, the father of Publisher Donna Tessier Smith, St. Petersburg, Fla. At the Mesa reunion, Yvonne Daley gave me some recent issues of the 24-page publication which carries articles and stories about veterans and their experiences.

Those of you in the Tampa--St. Pete area can contact Donna at 727-526-8726.

J. W. Bradbury of San Antonio has prepared a list of web sites of possible interest to AFEES and others interested in Special Operations.

The list contains some 40 sites, including the E&E story of Dee Harper.

The list of sites may be published in this newsletter soon, but if you can't

wait, contact Brad at 210-677-8042 (e-mail afv2sfso@aol.com) and he probably would forward you a copy post haste.

If your kids/grandkids haven't yet shamed you into getting on-line and joining the world of e-mail, it probably won't be long.

Even this Old Geezer is hooked up to e-mail: afees44@hotmail.com

May 5 is National Liberation Day in Holland. Citizens of Muiden have a Commemoration for the Dead the night of May 4. Then the entire town walks to the cemetery where they parade in front of the graves of nine RCAF airmen shot down there. An AFEES member who has participated several times calls it "a very touching ceremony."

The USAAF uniform of Hollywood actor James Stewart has been acquired by the Imperial War Museum Duxford near Cambridge, U.K.

The Good Old Days

Officer: "Are you happy in the army, private?"

Soldier: "Yes, Sir!"

Officdr: "What were you before you joined the army?"

Soldier: "Much happier, Sir!"

From AFEES PUBLISHING
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Permit No. 16

Definition of a "Senior Citizen"

I've been there, I've done it, I've seen it--
BUT I don't remember where or when.

Mrs Mary K. Akins "W" "L"
862 Evergreen
Hemet, CA
92543