

# THE AIR FORCES ESCAPE & EVASION SOCIETY

## Fall 1995 *Communications*

Volume 8 -- Number 4

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September 1, 1995

## *Belgian Helper lists his souvenirs*

Dear Friends,

My name is Frank Caubergh. I am a Helper from Belgium and in this respect had the honor and the great pleasure to be your guest a number of times these last ten years.

You also gave me the opportunity at the last evening banquets to say a few words about our existence during four years of German occupation, about those young boys who got into clandestinity and were chased by the Gestapo because they refused to go working for the German industry; about the resistance and the underground and the contribution of some to find clothes, food and shelter for the Allied airmen who had been shot down and were eventually evaded to safety.

It is not my purpose to recall once again these war events of which we just celebrated the 50th anniversary. Many others have done that better than I could and some of your members-- Clayton David, Harry Dolph and others-- have written interesting books of their own experiences with their Helpers of Holland, France and Belgium.

What I would like to do is evoke my post-war souvenirs. Those I gathered from my visits with the AFEES and consequently to the States. Sure, to enumerate them all would need pages and would be trying your patience. Only those which are engraved in my mind and will stay as long as I live.

LET'S GO!

1986: (Atlanta) My first visit. A tall cowboy had picked us up at the airport. It was also my first meeting with some of those young boys I had accompanied to France in May 1944 and had not seen again for more than 40 years. We visited the Stone Mountains.

But after this first meeting the cowboy drove us through Georgia, Alabama and Mississippi to his homestead at Conroe, Texas. Next day he flew us over the oilfields of Texas to Laredo and I had the privilege of seeing from above the Uniroyal Test Track where I used to send tires when I was a member of the Uniroyal Cy Europe. Meanwhile you have found out that I am speaking of Jim Goebel. He also reserved us an unforgettable reception at his oldest son's hacienda at Laredo, with a visit to the other side of the border. A first visit-- a memorable one.

1987 (San Antonio) A meeting with American history with David Crockett, Jim Bowie and other brave men. The Riverwalk, the Paseo del Rio, the Mexican sauces.

1988 (Denver) The snow on Buffalo Bill's tomb reminded me of the books I devoured of this American legend when I was a young boy. The dedication of the plaque of the AFEES mounted on the memorial wall at the Academy cemetery.

1989 (Pittsburgh) An example of how a new and modern city was created after industrial decline. In our country the decline occurred but not the rebuilding. After the meeting Jim Goebel brought us to a hotel at Niagara Falls and requested rooms where had spent his honeymoon. An anecdote I will always remember: at the airport my luggage was searched for a dangerous device. In spite of my resistance, I had to open and they found the plaque souvenir saying: "We will never forget". Everybody started laughing and the girl said "Frank, you will never forget me!" Her name was Barbara.

1990 (Memphis) The educated ducks at the Peabody Hotel. The lunch

on the Memphis showboat. The Memphis Belle and Elvis Presley's tomb at Graceland.

1991 (Irvine) The Universal Studios--a dream for a European! The lunch on the Queen Mary. The Spruce Goose. My meeting at the Dome restaurant on Sunset Boulevard with one of my compatriots who succeeded in making the American dream come true.

1992 (Savannah) The lunch at the Pirate's House where I once had lunch with my now deceased wife just 10 years before. But there was also our emotional meeting at Fort Stewart with the American heroes of the Gulf war.

1993 (St. Louis) This was my sabbatical year.

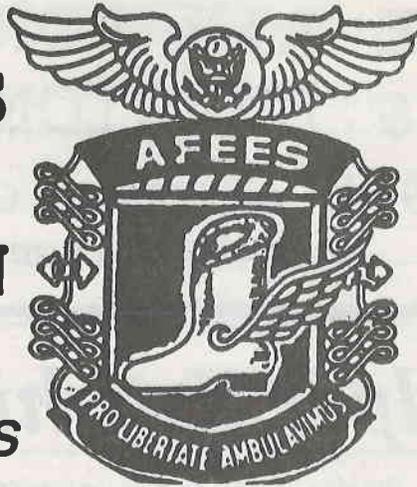
1994 (Fort Worth) Once again a great reception and again a number of souvenirs to stock. One disappointment, we had a date with J. R. and Bobby Ewing at South Fork Ranch in Dallas but they did not show up. Jim and his wife, Joan, took care of us just as they had eight years ago. They have shown us a number of places we would have missed otherwise.

These are the souvenirs I owe to the AFEES. During the ten times I was in the States, I saw such beautiful places and met wonderful people--that is my great pleasure.

When I look up from my paper my eyes fall on the plaque Ralph Patton once gave me. It mentions "We will never forget." I will finish in the same way, saying "I shall never forget" what you did for us 50 years ago, and I shall never forget your kindness.

FRANK CAUBERGH  
VISE, BELGIUM

# AIR FORCES ESCAPE & EVASION SOCIETY *Communications*



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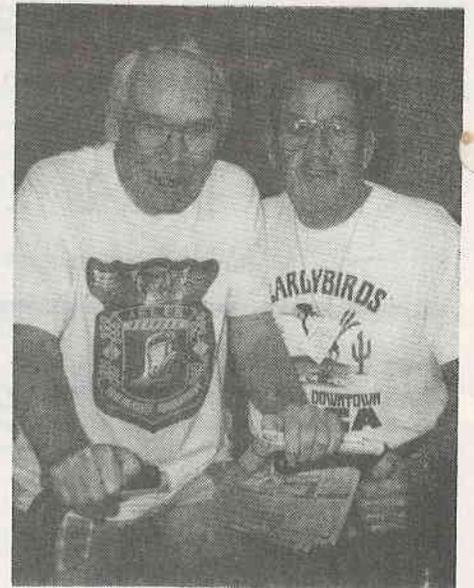
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**AFEES COMMUNICATIONS IS THE OFFICIAL JOURNAL OF THE AIR FORCES ESCAPE & EVASION SOCIETY.**

**AFEES IS A TAX-EXEMPT VETERANS ORGANIZATION UNDER IRS CODE 501(C)(19). IT WAS FOUNDED IN 1964 AND IS CHARTERED IN THE STATE OF GEORGIA. 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 FULL MEMBERSHIP, OTHER CATEGORIES OF MEMBERSHIP ARE: HELPER MEMBERS, AND FRIEND MEMBERS.**



*KEEPING FIT -- Jim Cater (left), evader in France, and Claude Murray, evader in Holland, are shown in the Sun City, Ariz., exercise room where they work out nearly every morning. (So they say).*

## Thanks! 24 more of you sign up for life

Since last January 1, 24 more of our members have become Life Members when they paid their dues. We are grateful for their support and the way dues have been coming in.

Dues are still \$20 a year and Life Memberships are just \$100. No tax, no P&H, no service charge!

**If you are not a Life Member, Helper, or Widow, please check your membership card. To be current, your card should read "Paid to 1996."**

Special contributions to our Helpers Funded are welcome at any time. Make your check payable to AFEES and mail it to Clayton C. David, 19 Oak Ridge Pond, Hannibal, MO 63401-9554. Your payment will be acknowledged.

Every time Clayton hears from you gives him and Scotty an opportunity to verify your address and phone number.

We AFEES are like an extended family; we are interested in each other and pledged to help one another in any way possible. The bond that holds us together goes back more than 50 years; let us hear from you!

*A gentle reminder for the Toronto meeting . . .*

## **BRING AN AUCTION ITEM (or two) . . . and your checkbook!**

Most of our members realize that the auction at our annual meeting is our most important fund-raiser for our Helper fund.

While there are no firm ground rules for auction items, it helps if items are useful or decorative, like new or nearly so. They should have a retail value of at least \$20.

Call Russell Weyland at 815-385-4378 if you have questions.

## *Rudy has flown P47s and 109s*

Rudy Augarten of Seal Beach, Calif., has had quite a varied career as fighter pilot. He flew P47s with the 9th Air Force in Europe and later on, flew ME109s and Spitfires in the Middle East.

In a recent letter, he tells about it:

The past year has been a period of sweet memories from me. In May 1994 my wife and I joined AFEES in the tour of France and the pre-D Day anniversary celebrations.

I was a P47 (Thunderbolt) pilot who was hit by flak on June 10, 1944, and parachuted about 10 miles behind the front lines. I spent 61 days (9 as a prisoner) wandering around Normandy before getting back to Allied lines. By that time my squadron was in Normandy (St. Mere Eglise) and I resumed flying combat with them.

After the AFEES regular tour, I rented a car in Paris and headed back to Normandy to look for friends who helped me 50 years earlier. I had con-

tacted some before the tour began and when I met them, I was surprised to also meet cameramen from ABC and the French TV network.

We visited areas of my 1944 wanderings and it appeared on ABC and French television the next day.

In April of this year, one of my helpers, Georgette Closier (nee Souty) and her husband George stayed with me for a few weeks at my home in California. It was their first trip to this country and we had a grand time showing them around.

Last March I was inducted into the American Fighter Aces Association. Although I had shot down only two German planes in WW2, I scored four more victories (Egyptian) when I joined the Israeli Air Force in 1948. A recent change in the AFAA bylaws allowed them to be counted toward the minimum of five victories.

The ultimate anomaly is that I shot down ME109s in France and flew the 109 (as well as the Spitfire) in Israel.

## *A review: a story about U.S. evaders in Switzerland*

In World War II, neutral Switzerland, in the heart of German-occupied Europe, had to cope with two kinds of US aircrews. The majority -- and the most well-known --- had arrived by air, bringing with them 167 aircraft.

The second category was made up of walking evaders--airmen shot down over Nazi-held countries and walking their way to Swiss asylum and safety. Those men--there were only some 350 of them including 147 identified Americans with

your AFEES President James Goebel--were either never captured or had escaped from German hands and camps. They or their helpers had chosen Switzerland as primary stopover (rather than Spain) on their way back to duty in Great Britain.

Their ordeals have been reconstructed in depth by Belgian-born helper-author, Roger Antoine in a new book being published in Geneva, Switzerland. His "Aviateurs-Pietons en Suisse" will soon be available in French.

The book contains more than a hundred photographs and maps and an extremely detailed index.

It is available from the publishers: EDITIONS SECAVIA, P. O. Box 166, CH-1217 Meyrin (Geneva), Switzerland.

Or the author: ROGER ANTHOINE, Genevrays Hauts, F-01630- Peron (France) who will attend the AFEES - Toronto reunion this fall in his capacity of former Belgian helper.

# AFEES-RAFEES

## (Canadian Branch) JOINT MEETING

### Royal York Hotel, Toronto Canada

### SEPTEMBER 21,22,23, 1995

# *Toronto: you just can't see it all!*

**By Jim Goebel  
AFEES President**

Our September date in Toronto draws near and for those unfamiliar with Toronto and what it has to offer, let me fill in some of the blanks.

Toronto is one of the most sophisticated cities in the free world. Along with skyscrapers, shops, gigantic malls and excellent, numerous restaurants, you'll find quaint neighborhoods with diverse peoples of 80 ethnic groups. Italian Canadians number over 500,000; 300,000 immigrants from all 25 Caribbean islands; 350,000 Chinese, 100,000 Greeks; 80,000 Polés and 45,000 Koreans; not to mention the many thousands of Hungarians I helped to fly there when I worked for Eastern Airlines.

There are more than 60 synagogues. The second largest Chinatown, after San Francisco, in North America exists there, concentrated along Dundas Street, where no graffiti, no litter, no signs of deep poverty or street crimes exist. The boardwalk dates back to the 19th century.

A walking tour map is available at the hotel for the asking. A two-hour tour aboard an Olde Town Trolley or a red London-style double decker bus is available to fill your hours away from AFEES affairs.

You can't see it all since Toronto encompasses 244 square miles and some 3.4 million people, but there's something grand for all. One of the best subway and surface transportation systems makes it easy to explore to your heart's content.

Underground walkways link most downtown hotels and include many eating/drinking places to delight your palate. You gotta see Cyberspace in the 3-D Virtual Reality Center at the CN Tower that rises some 1,815 feet in the air with views both beneath your feet and of the surrounding area. If the elevator doesn't please you, you can always use the 2570 steps to take you to the top! The zoo along with the

Royal Ontario Museum could keep you busy for a week, not to mention joining the one million people who parade through Eaton Center and its 350 shops and restaurants. The world's largest bookstore awaits your browsing. I once spent a day there locating six copies of a book that was long out of print! Only New York and London offer more major musicals and plays. The SkyDome is adjacent to the CN Tower.

Taxi and bus service is available from Pearson Airport to downtown. Discount tokens along with single and multiday fares can save you money.

Special hotel room rates are available by contacting the Metropolitan Toronto Convention and Visitor's Bureau with contacts at more than 64 hotels; simply call 800-363-1990 to request an RSVP

brochure. Underground City Tours call 905-886-9111.

Self-guided tours call 416-392-7410 or pick up a copy at Toronto Planning and Development, located at the city's publication center on the main floor of City Hall.

Memory fades too fast but I delighted in eating at Ed's Warehouse, a group of old movie theaters that were redecorated into restaurants that had marvelous food and drink at moderate prices. They were on King's Lane and I hope they still exist, not too far from the CN Tower. I don't know if they still require jackets or not; everything being more casual these days.

American, Continental and Air Canada provide flights from the States to Toronto. Native-born Americans should carry a voter's registration card, a birth certificate or a valid passport. Toronto is one of the cleanest, safest and one of the most enjoyable cities to visit in the world. Average rate of exchange is 73c U.S. to \$1 Canadian; convert at home, the hotel or the airport.

A delightful time awaits you; see you there!

*With thanks to Harry Shattuck of the Houston Chronicle*

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Several AFEES members were among the guests for the annual Allied Aircrew Helpers meeting in Holland on May 2. Standing, from left: Hank Sietsma, president of Air Crew Helpers, Bob Murphy of the

82nd Airborne, Elmer Duerr, Clayton David, Richard Stones, John Carmichael (Canadian), Leonard Pogue, Ashley Ivey, Edwin West and David G. Alford.

## Members help Dutch to celebrate

By CLAYTON C. DAVID

On May 7, 1945, the unconditional surrender of all German Forces was signed at General Eisenhower's headquarters in Rhiems. On May 8, 1945, the German surrender was signed at Soviet headquarters in Berlin and was thus proclaimed as V-E Day.

While May 8, 1945, marked 50 years from the date declared V-E Day, various cities and areas in Holland for example, had celebrations this year with the first days in May marking the final days of liberation. Joke Folmer and Jacques Vrij were Dutch helpers who assisted me in my evasion from Amsterdam to Spain in 1944.

**They also were among the group of 45 helpers from Holland who visited Canada and the U.S. in 1978.**

We met them in Pittsburgh for our first reunion since 1944. I felt there was nowhere else for me to be but in Holland to join in their celebration of 50 years of freedom.

On May 1, the ESCAPE group in Holland held a special dedication and book signing of the new book they sponsored, "*Schhakels Naar de Vrijheid*" by Bob de Graff. It records many of the activities of the Resistance during the war and books about their success. The dedication and signing was held at the Luchtvaart Militaire Museum at Soesterberg, Holland where we saw many of our Dutch friends.

On May 2 at Alphen aan de Rijn, the Allied Aircrew Helpers held their annual meeting and entertained eight Americans and at least one Canadian whose life was saved or drastically affected by the underground helpers during WW2.

The VETZETSMUDRUM in Amsterdam has a special exhibit set up for this summer and fall depicting the work the Resistance movement. Time spent in the E&E part of the exhibit revealed a number of our helpers and some of our pictures used for identification purposes 50 years ago. Among the pictures was one taken of me in a downtown Brussels department store in February 1944.

It was exciting to attend the Queen's Celebration in the center of Amsterdam. The following night, May 5, the Queen was in prominence at the opera house where there was a musical presentation by several bands and a presentation well done by Frank Dell of the Royal Escaping Society. Frank gave a brief resume about getting from Germany into Holland.

It was an honor to have tickets into the church and opera house with the queen present, but it was equally enlightening to see the Queen move openly in the midst of thousands at events both evening.

The Canadian ground forces were present in large numbers to again liberate Amsterdam. We know AFEES member Thomas Applewhite was honored at Roermond, Holland, in April.

# Bringing Helpers and flyers together

AT RIGHT:  
Clayton David, left,  
Jacques Vrij and Joke  
Folmer meet at the rail  
station in Maastricht,  
Holland, where Joke  
passed Clayton to  
Jacques in 1944.



By CLAYTON And SCOTTY DAVID

The task of establishing contact between helpers and the flyers they helped is much of what AFEES is all about. Ralph Patton, Leslie Atkinson and others have been working at it since the society began in 1964. They started with a known list of evaders that came off the coast of France and many of the same helpers were involved with airmen in that part of Normandy. The task has grown considerably since it all

began and the effort continues.

By using a couple of Clayton's helpers from Holland we can present a picture that should assist helpers and airmen alike to understand the difficulty in bringing people together. Joke Folmer passed airmen, she called "rabbits", from many parts of Holland to several different helpers in an effort to get Allied airmen and others into Spain or Switzerland. She delivered Clayton to Jacques Vrij who was

(Continued on Next Page)

## HELPED BY JOKE FOLMER AND/OR HER FAMILY IN HOLLAND

- |                     |                       |
|---------------------|-----------------------|
| Gerald D. Binks     | Howard B. King        |
| Robert B. Blackburn | William J. Koenig *   |
| Harold W. Bonekat * | Earl S. Lambert *     |
| Harold M. Booth     | Clement F. Leone      |
| Bill B. Boyer *     | Clyde J. Martin       |
| John R. Buckner     | Loral J. Martin       |
| Donald H. Crawford  | Clyde L. Mellin *     |
| Leroy E. Croy       | Charles P. Miller *   |
| Clayton C. David    | Herman D. Morgan      |
| Everett G. Ehrman * | Donald A. Porter      |
| Norman Elkin        | Omar E. Roberts *     |
| Victor Ferrari      | Samuel V. Roberts NFA |
| George Finley *     | Henri V. Schultz      |
| Angelo Gambini      | Donald Schumann *     |
| Robert L. Garrett * | Kenneth D. Shaver     |
| Henry H. Gladys *   | Walter Snyder         |
| Charles Haupt       | David R. Talbott      |
| Roy A. Haydel       | Woodrow W. Tarleton   |
| Eric J. Hilditsch   | Fred O Twitchell      |
| Odell Hooper        | Sydney H. Willig      |
| Thayer Hopkins      | Alan R. Willis *      |
| Carl E. Jackson *   | (*) are deceased      |
| Harold J. Killian   |                       |

## HELPED BY JACQUES VRIJ OF HOLLAND

- |                      |                        |
|----------------------|------------------------|
| Stanley Alukonis     | Frank McGlinchey       |
| Lindell Bauer        | Nicholas Mandell *     |
| Clarence W. Brown    | Loral J. Martin        |
| John R. Buckner      | Gordon Mathews         |
| Donald H. Crawford   | Clyde L. Mellin *      |
| Leroy Croy           | Herman D. Morgan       |
| Clayton C. David     | Charles H. Mullins *   |
| Norman Elkin         | James V. Newton        |
| Victor Ferrari       | Max Palenica           |
| Angelo Gambini       | Howard E. Richardson * |
| Henry H. Gladys *    | Alvis D. Roberts       |
| John F. Graney       | Henry V. Schultz *     |
| Kenneth G. Griesel * | Donald Schumann *      |
| Charles L. Gurney    | Raymond A. Slomowicz   |
| Harold J. Killian    | Walter R. Snyder       |
| William J. Koenig*   | Albert Stern           |
| William Kosseff      | Woodrow W. Tarleton    |
| Harry D. Kratz       | Vance E. Travelstead * |
| Earl S. Lambert *    | Cleo White             |
| William B. Lock      | Valleau Wilkie         |
| Dean O. McCall *     | Alan R. Willis *       |
| W. H. McDonald       | (*) are deceased       |



Jean and Paule Arhex, Clayton David and George Guillon pose in front of George's home at Bretigny Sur Orge, France, where Clayton and Kenneth Shaver were hidden in 1944. Two days after this picture was made, the Intrepidus crew filed Jean and Paule where they helped Clayton and Ken at the foot of the Pyrenees.

## **MORE ABOUT . . . *Bringing Helpers and Flyers***

(Continued from Page 6)

successful at locating safe houses in the Maastricht area where men stayed en route to Belgium and Paris. While Jacques was not the only contact for Joke, neither was she the only person passing airmen and others to him. Before they were both arrested, for different events and at different locations in the spring of 1944, they had assisted hundreds of people.

Joke was arrested for helping five English flyers early in her resistance efforts. She was condemned to death, but the Germans moved her from prison to prison too often for the final execution papers to catch up with her. As a result she survived and was liberated by the Russians from her final prison. After that it took her and three others six weeks to escape from the Russians and get to Belgium.

Jacques Vrij was arrested in his government office in Maastricht. There was never a formal trial, but he was sent to prison where executions were carried out on a regular basis. Jacques and two other men managed to escape from prison the night before he was scheduled for execution. Through friends he got word to his parents that he had escaped and that they should leave home immediately. It was fortunate they did. The Germans ransacked the house the next

day They all went into hiding until the war was over.

If you look at the accompanying list of Americans helped by Joke and Jacques you find several of the same names on both lists, but the majority were helped by one and not both. While there are a number of current AFEES members on each list, many on each list are now deceased. Several became POWs after being helped and some we have never located.

Both Joke Folmer and Jacques Vrij are well known in Holland and among the members of AFEES who attend our reunions regularly. They will both see men they helped when they attend the reunion in Toronto, but put yourself in their shoes and those of other Helpers when you look at this list of the men they almost gave their lives for helping. Too many they have not seen and others will not be seen again on earth.

It's no wonder we keep having Helpers ask the question, "Whatever happened to my American flyer?" We hope people understand why the answers are not easy. Too often we do not know and can't find out regardless of how hard we try, but success comes often enough to keep up the interest and all of us working to be helpful. Freedom was and still is our common cause.

# Heritage center begins to take form

SAVANNAH, GA. --A work crew began erecting the steel superstructure of the Mighty Eighth Air Force Heritage Museum here on Aug. 1.

"We took another giant step today toward completion of the Museum," said Lt. Gen. E. G. Shuler, Jr., chairman and chief executive officer of the museum. "A lot of people have looked forward to this event for a long time."

Shuler expects to have the outer shell of the museum completed by the end of 1995. Exhibit builders will then move in to do the interior work in time for the Heritage Museum grand opening on May 11-14, 1996.

The Heritage Museum is being built on a 12-acre tract at the intersection of U.S. 80 and Interstate 95 west of Savannah. It is being built as a living memorial to more than one million men and women who have served in the Mighty Eighth Air Force since its creation in Savannah in January 1942.

The Eighth has served America continuously since then and today is part of the Air Force's Combat Command.

Officials expect the \$15 million facility to be a major tourist attraction offering activities and events that will educate, entertain and motivate all who enter.

## They met Major Bill Jones

By JOE MALONEY

My crew and myself first met Major Bill Jones near Mitlika, Slovenia, April 12, 1944. This was 10 days after we bailed out near Nova Mesto, Slovenia.

We were hit over Styer, Austria, and only got this far back trying to reach our base in Lecce, Italy.

Major Jones was a Canadian born in Bear River, Nova Scotia, about 50 miles from where I now live. At the time he was a member of the Black Watch Imperials and his code name was Lawrence of Yugoslavia. He parachuted into Croatia, Yugoslavia, on the moonlit night of May 19, 1943. He also fought and was wounded in the 1st World War. He was 49 years old when I saw him in 1944.

The German high command listed Jones as a marked man and had composite pictures made into posters placed on poles and trees. These posters offered 10,000 gold marks reward to anyone who turned him in. I personally saw these pictures and posters while there in 1944 while trying to escape.

Major Jones and Tito's partisans led us (about 80 Allied airmen and soldiers) to Drvar, Bosnia, where Tito had his headquarters. It was at Drvar where we also met Randolph Churchill--Winston's son--and other British and American officers who had parachuted in with radio equipment. They used those radios to contact the 15th Air Force headquarters in Bari, Italy, and to tell them we were going to Bosan, Petrovoca--about a half day's walk--where there was an airstrip that C-47s could land to fly us out. It was the night of April 28th for me.

There is no doubt in my mind that I would not be alive to tell this if it were not for the Partisans, Major Jones, Colonel Churchill and other brave people. Major Jones died Sept. 1, 1969. He was the recipient of many honors and medals both here and in Yugoslavia.

## NEW MEMBERS AND FRIENDS

MR. ROGER W. BUCKHOLZ  
7122 Oak Pointe Curve  
Bloomington, MN 55438  
Ph: 612-943-0244

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Binghamton, NY 13903  
Ph: 607-724-0755

MR. MICHAEL A. FITZGERALD  
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Harmon Cove, NJ 07094  
Ph: 201-865-3429

MR. EDWARD TAPPAN  
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Ph: 520-455-9249

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Salt Lake City, UT 84109  
Ph: 801-466-6832

MR. HOWARD H. THORNTON  
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Ph: 602-895-9219

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Oceanside, CA 92054  
Ph: 619-439-3573

MR. PAUL G. PETERSEN  
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Madison, WI 53717  
Ph: 608-831-9698

MR. JOHN F. KELLOGG  
2117 Camino Cantera  
Vista, CA 92084-2830  
Ph: 619-758-1601

# Museum is building an E&E exhibit

SAVANNAH, Ga.--The Mighty Eighth Air Force Heritage Museum is seeking photos and artifacts to feature in the escape and evasion exhibit of the Museum when it opens to the public in May 1996.

"The history of the Eighth Air Force would not be complete without including the magnificent story of escape and evasion particularly the role of the heroic Helpers, said Lt. Gen. E. G. Shuler Jr., Chairman and Chief Executive Officer of the Museum. "And we will feature that story in a primary stand alone exhibit in the museum."

Shuler said the basic concept of the escape and evasion exhibit is coming into focus with the guidance and counsel of Ralph Patton, Chairman of the Board of Air Forces Escape and Evasion Society. "We are determined to make this exhibit the very best ever on this subject and one which every member of the Society will view with immense pride. But to do that we must have the support of Society members."

A key feature of the escape and evasion exhibit will be a wall inside the Museum dedicated to the "Helpers." Shuler said it is vitally important that the Museum receive good quality photos or negatives of Helpers from Society members and from other sources where they might be available. The photos and negatives can be copied and returned to the owners if necessary.

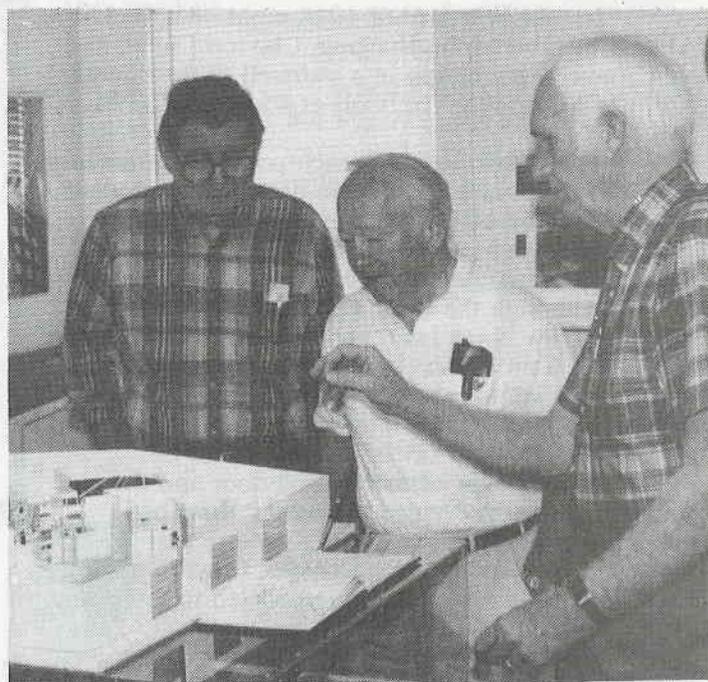
The museum also needs quality artifacts that represent the escape and evasion experience, for example, clothing, identification papers, maps, drop cannisters, and a radio used to communicate with London.

Shuler said he and Ralph Patton are urging Society members to take stock of what they have and share those items with the museum so that coming generations can be reminded of the escape and evasion story. Photos, negatives and artifacts should

*Years ago, when the Heritage Center was but a dream of Gen. Lew Lyle, Ralph Patton actively supported and encouraged the project. As the museum approached reality, Ralph suggested that AFEES members would pledge \$100,000 toward the project.*

*Ralph says AFEES always have supported projects where honoring Helpers is concerned, as the Heritage Center exhibit will be designed to do.*

*AFEES funds will not be contributed to the Heritage Museum. If we want a good museum exhibit, it must be done with member contributions. When you make your donation, be sure you mention your AFEES connection so that we will receive credit.*



Ralph Patton, center, and Paul Kenney, left, of the Air Forces Escape & Evasion Society receive a briefing about the Mighty Eighth Air Force Heritage Museum from Lt. Gen. E. G. Shuler Jr., chairman and chief executive officer.

be sent with a complete description to Gary Miller, Museum Director, The Mighty Eighth Air Force Heritage Museum, P. O. Box 1992, Savannah, GA 31402. For UPS, FEDEX, or other parcel delivery services items should be sent to Miller at: The Mighty Eighth Air Force Heritage Museum, 1020 East Highway 80, Pooler, GA 31322. If you have questions call Miller at 1-800-421-9428.

Shuler also expressed his appreciation to the Escape and Evasion Society for its continued strong financial support of the Heritage Museum. "We are in a fund raising campaign right now and the Society has pledged \$100,000 to insure the success of this noble project. I take this opportunity to express my sincere appreciation for the more than \$15,000 that E and E members have already given and urge them to continue their generosity so that we can reach our mutual goals as soon as possible."

The Heritage Museum is being built to honor the more than one million men and women who have served in the Mighty Eighth Air Force since it was created in Savannah in January 1942. The 90,000 square foot facility will include an artifacts museum, Eighth Air Force library, archives, gift shop, book store, snack bar and meeting facilities. It will be located at the intersection of U.S. Highway 80 and Interstate 95 and is scheduled for grand opening in May 1996.

# Saved by a sign in a Paris school V-

In mid-February of 1944 eight men, including AFEES members John Buckner, Clayton David, and Ken Shaver were hiding in a stairwell of the "Ecole Normale Superieure" (school) at 45 Rue D'ULM in Paris.

The Germans and French police were making a search of the school and were deterred by a locked door at the head of the stairway. The door was locked and a danger sign placed on it because it led to the heating system and power generators of the building.

Although the Germans and French police returned a few hours later, and demanded the door be opened for a more thorough search, it gave time for the school's janitor and Father Superior of the adjoining church to move the eight men to an unused area on the top floor of the church.

The thought of that locked door and the danger sign that prevented an instant arrest had remained in Clayton's memory for more than 51 years. At the same location in 1985, Clayton was told the school building had been remodeled to the extent their old hiding place could not be found.

In May of this year, while there with the filming crew from INTREPIDUS, Clayton found a more receptive administrator and she recruited two of the building's maintenance men.

Together they searched different spots for about an hour. The search finally ended in success! The maintenance men were so excited over the events that they removed the sign which is no longer needed and presented it to Clayton in one of the school's envelopes with the English translation on the outside, "HIGH VOLTAGE--DO NOT ENTER--DANGER OF DEATH." A 51-year-old memory of how a sign on a locked door saved the group from arrest is now a possession, not just a memory.



Two weeks after the narrow escape, Father Superior, the janitor and his wife were all arrested for having 'black market' food. The janitor's wife was the only one of the three to survive prison and she died within a few years of being liberated.

Alerted by Brother Robo Mathurin of the church, the eight men walked out of their hiding place in the church and took to the streets. The next day four, including John, were arrested and became POWs/ Clayton David and Ken Shaver evaded across the Pyrenees Mountains while Charles Mullins and William Lock got out via "Operation Bonaparte."

Brother Robo Mathurin was arrested later and lived until 1986. The school, church, and other buildings in that confined block had previously provided safe hiding for a number of evaders en route to Spain.

## Friends of Resistance Network "Shelburne"

### JEAN TREHIOU IS THE NEW PRESIDENT

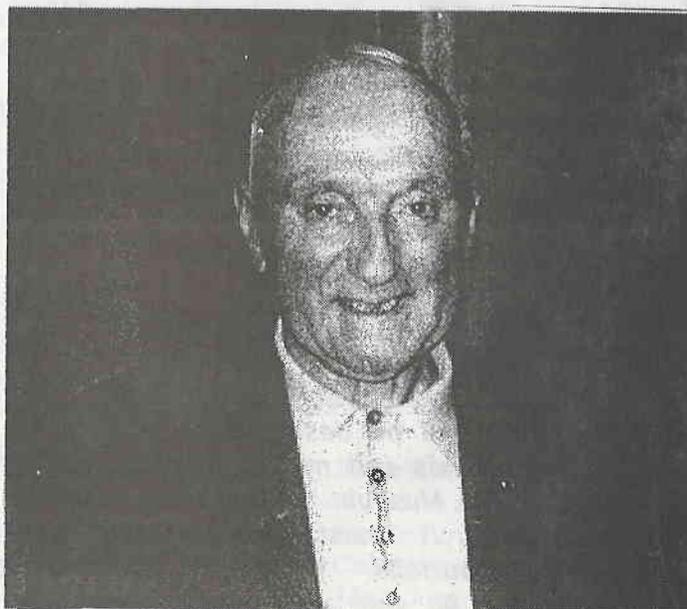
PLOUHA, France--After the resignation, for health reasons, of Herve Monjaret, the Friends of the Resistance Network Shelburne have elected, unanimously, Jean Trehiou president of their association.

Herve Monjaret is the honorary president. Job Mainguy and Germaine Couffon are honorary vice presidents.

Aide Mahe and Reine Mocaer were elected vice presidents.

Jeannette Trehiou became secretary-treasurer of the association and Pierre Siriril and Andre LeBervet were elected auditors.

--from West France, July 22-23, 1995



In 1944 Jean Trehiou actively participated in the operations of Resistance Network Sherburne on Bonaparte Beach.

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# V-E Day hangar party jogs memory

BY LINDA P. CAMPBELL

Fort Worth Star-Telegram

FORT WORTH — Retired Air Force Col. Bill Cramer of Bedford can talk about it now, about being shot down over Belgium on his 37th mission as a B-17 bombardier/radar navigator and falling into German hands with a piece of flak embedded in his forehead Dec. 23, 1944.

About trying to escape and see-

ing his co-pilot shot in the face by a German guard.

About spending four months bound and blindfolded, and finally fleeing his German captors after they pulled out two of his teeth because he would not divulge secrets.

About being smuggled through the Belgian and French undergrounds until he reached an American hospital, had his wound tend-

ed to and returned to his Cincinnati home for recuperation.

He was only 19.

"When I got home, I still could not legally buy a drink, I couldn't vote, and my grandmother still called me junior," he recalled last night while attending a V-E Day commemorative dance at the Vintage Flying Museum in north Fort Worth.

"I wondered what you had to do to be a man."

More than 300 people — veterans, military personnel, spouses, children and grandchildren — turned out to honor Cramer and his World War II comrades and the 50th anniversary of the end of fighting in the European theater.

The threat of bad weather forced cancellation of an earlier ceremony that was to include a flyover of warplanes, a 21-gun salute and a B-24 flower drop.

But the throng that showed up at the Meacham Airport B-29 hangar last night enjoyed barbecue, the music of Glenn Miller and peaceful night skies in the shadow of a B-17 Flying Fortress.

Cramer published his memoirs, *Air Combat With the Mighty Eighth*, a few years ago. Writing about his experiences helped him talk about them, he said.

One of the highlights of Cramer's military service was being an instructor to Clark Gable in gunnery school after the actor joined the Air Force briefly to make a morale-boosting movie called *Combat America*.



## AWARDS CONTINUE FOR JOKE FOLMER

Joke Folmer and Wyb Jan Groendijk, center, recently were decorated by Hans Boekhoven, the Burgemeester of Schiermonnikoog, Netherlands. Nel Lind, a wartime friend and colleague of Mrs. Folmer, is at Joke's side in the left of the picture. Joke and Nel are both members of the war resistance group "Fiat Libertas".

From America, Joke has the Medal of Freedom with gold palm; from England--the George Medal; from France--the Croix des Combathants de l' Europe; from Holland--Bronze Lion Resistance Medal and this most recent one is "Knight in the order of Orange Nassau". This was awarded for her social, cultural, and church work, plus her work on National Boards of War Organizations.

Both Joke and Nel had active parts in the development of the E&E section of this summer's Resistance movement exhibit at the Verzetsmudrum museum in Amsterdam. With that and many other 50-year projects behind them, Joke and Nel will be with us in Toronto.

## IRMA ROGOFF PASSES

Word has been received of the death of Irma Rogoff on Sunday, Aug. 13, in Pittsburgh, Pa. She and her husband Manny are known to many AFEES members, who extend their sympathies to the family.

# JSSA handles E&E operations now

What is JSSA? Why, it's the "Joint Services SERE Agency"! Cutting through the acronyms of today's military is sort of like working a crossword puzzle, every solution leads to another question.

The Joint Services SERE Agency stands for "The Joint Services, Survival, Evasion, Resistance, and Escape Agency." It is headquartered at Fort Belvoir, Va. and is under operating control of the Director of Operations, Hq. US Air Force.

JSSA serves as the Department of Defense's executive agent for three areas: Joint Chiefs of Staff Operational Evasion and Escape matters, DoD Code of Conduct/SERE training, and the DoD POW/MIA program.

Under its E&E charter, JSSA is responsible for working E&E operational matters with command planners and operators to ensure that tactic, procedures, equipment, and training are adequate and consistent with Joint Chief of Staff policy. JSSA support to Operation Desert Storm included mobile training teams, production of a Mideast SERE guide, evasion charts, blood chits, E&E aids, and SERE update materials. Also,

assistance to CENTCOM and the Rescue Coordination Center in Saudi Arabia with E&E planning and coordination, help for the Joint Staff in analyzing evasion and recovery information, and management of the debriefings of returned American POWs.

In the past year, JSSA has developed SERE products for USEUCOM's use in Yugoslavia and USCENTCOM's in Somalia and is developing SERE products and training programs for USSOUTHCOM use in counterdrug operations. JSSA has responded to numerous requests for assistance and information by the Senate Select Committee on POW/MIA Affairs.

JSSA has a special training division, with 19 personnel, responsible for providing advanced instruction and running exercises for selected high risk of capture personnel in the Army, Navy and Air Force. This program includes in-depth hostage survival courses for Defense Intelligence Agency (DIA) military attaches and enlisted support staffs. The training division instructs personnel in residence and via mobile

teams worldwide. It also interviews selected returnees and hostages to improve DoD training programs, policies, and guidelines. DoD has tasked the Air Force with inspecting the five approved SERE schools, researching training and SERE experiences to recommend improved training, and maintaining a DoD library and archives of Code of Conduct and Prisoner of War materials. The assistant secretary of defense for International Security Affairs tasked the Air Force (and JSSA) to be the DoD Executive Agent for the drafting and coordination of a DoD Directive on POW/MIA Affairs.

AFEES has been in contact with, and received the cooperation of, this unit for more than 20 years, but never actually knew its name or its mission. They tried to help us in Col. Wayne Eveland's quest for the Army's Commendation Medal for Evaders.

## 390BG PLANS REUNION

The 390th BG Veterans Association, 8thAF, will hold its annual reunion in Tucson, Ariz., Oct. 18-22. Contact Tom McCall, 6000 E. Valencia Road, Tucson, AZ 85706, phone 520-574-0287.

# Chief says rank has been earned

By RONALD H. FOGLEMAN  
*Air Force chief of staff*

Our nation's Air Force is composed of active-duty members, retirees, reservists, guardsmen and civilians. All are valued members of the broader Air Force team that defends our nation with ready air and space forces. Each member of our professional team deserves to be treated with respect and courtesy.

More than 620,000 Air Force retirees are still active and valuable contributors to our Air Force. Some now work for the Air Force in civilian positions. Others support education programs and provide forums for the exchange of ideas that further the goals of airpower.

More than 1 million volunteer to help in our medical facilities, libraries,

child development centers, and community activity centers.

The retired officers and non-commissioned officers of all services earned their ranks through hard work and determination. They endured hardships, made sacrifices and often risked their lives in serving our country.

Our Air Force retirees laid the foundation for the world's premier air and space force. And they remain eligible for recall to active duty in times of national crisis. In fact, during Desert Shield and Desert Storm, many volunteered to re-enter active duty to meet Air Force needs and they served admirably.

We owe these dedicated professionals, who have given so much to our nation, the courtesy of using the rank they earned. So it is appropriate to use

rank when addressing retired officers or NCOs who introduce themselves by rank when coming into the clinic for medical or calling the military personnel flight for assistance.

As a course of habit, I encourage it because it accurately reflects the esteem with which we hold our retirees.

While some may consider this a small thing, it is an important concern for retired Air Force members and it is important to me. Our retirees believe they earned their rank for life and should be addressed accordingly--and I agree with them.

So, I urge all Air Force people to realize that military retirees from every service deserve to be called by their military rank. It is rightfully theirs because they earned it...for life.

# The Air Medal, 50 years later on

Claude Murray, AFEES Evader for seven months in Holland in 1944/45, is on the 91st Bomb Group mailing list and he noticed an interesting item in the January 1995 issue of the Ragged Irregular newsletter. The son of a 91BG KIA wondered why his father had never received a decoration or award.

Replies to his initial personal queries indicated his father was ineligible because he did not finish five missions prior to his downing. The matter was eventually pursued by 91st BGMA Historian BG Earl G. Pate, (USAFR, Ret.). After extensive research it was learned the the Army Air Force's World War II awards policy was to make an appropriate flying award to AAF personnel who had been killed, shot down in action or taken prisoner before receiving a decoration in recognition of acts performed in serial flight regardless of the number of missions flown.

This newsletter item caught the interest of Claude, who was shot down on his fourth mission and therefore was never awarded any decoration.

Although most 3 1/2 mission evaders received no medals and no decorations, Murray is an accredited and documented member of the following honorary organizations: the Caterpillar Club (Switlik Parachute Company), Caterpillar Club (Great Britain), the Sea

Squatter's Club (Walter Kidde & Company, New York), and the Goldfish Club (London, England). In spite of reports to the contrary, no American airman was awarded the British Honorary "The Winged Boot" for "walking out," although Murray did walk out of Holland along with three bomb group evaders.

Claude made quick contact with Arizona U.S. Senator John McCain, himself an 8-year Viet Nam ex-Pow, to enlist aid in cutting through the AAF red tape. With Claude's Escape and Evasion report and some interrogation reports in hand, Senator McCain went to our National Records Center in St. Louis and then to the Office of the Legislative Liaison, department of the Air Force. After a total elapsed time period from May 18, 1995 to July 11, 1995, the president of the United States of America, authorized by executive order, awarded the Air Medal to 2nd Lt. Claude C. Murray Jr. on July 11, 1995, for "Meritorious Achievement While participating In Aerial Flight August 14, 1944 to June 20, 1945."

We now know that for those who have proper documentation, medal award requests should be sent to: HQ AFMPC/DPMAS, Attn: Ch. Recog and Spcl Prgrms Div, 550 C Street West, Ste 12, Randolph AFB TX 78150-4714

## Art Steinmetz receives report on Helper's work

Back in September 1943, Art Steinmetz, now of Brooklyn, N.Y., wrote his name on a little piece of cigaret paper and gave it to George Guillemain, a French helper who led Art and several others on the train ride from Paau to the foot of the Pyrenees.

Last March Art received a letter with information concerning George's work during the remainder of the war.

Quoting from the letter:

I carried on some more missions in September and October 1943 and was arrested by the Gestapo on Oct. 29, 1943, in St. Girons on account of treachery, sold out by a phony guide. I spent six months in jail in Toulouse and in Paris, a very difficult period. Nothing happened to the *reseau* which carried on its work.

In April 1944 with other members of the Resistance, I was deported to Germany. We arrived in Birkenau on May 1, but we were not selected for the gas chamber.

Ten days later, we were sent to Buchenwald. After a few weeks there, I

was dispatched to Flosseburg, a concentration camp about 80 miles east of Nuremberg. I worked there in a Messerschmitt plant, building parts of the 109 fighter and later, the V-1.

It seems that my "performances" were not appreciated and during the winter, I was sent to the stone quarry, the hardest part of my experience. Later I was sent to a disciplinary camp in Silesia. When the Russian troops arrived, we were evacuated by train to Dachau. Fortunately, the American 3rd Army arrived and liberated the camp on April 29. I was back with my family three weeks later.

After a year recovering from tuberculosis, I joined the Paris Airport Authority.

I retired in 1986 and now work in a veterans association gathering members of the French Resistance who were deported to Germany. You may know that 42,000 members of the Resistance were arrested; only 20,000 came back in 1945. We are now less than 10,000.

## COURAGE AND AIR WARFARE A study of the human factor in the US Eighth Air Force and RAF Bomber command

Mark K. Wells, USAF Air Force Academy

There have been many books over the years on the human reaction to war on land, but until now no detailed study has been made of man's reaction to combat in the air.

In this comparative analysis of the US Eighth Air Force and RAF Bomber Command during the combined strategic bombing offensive against Germany, Colonel Mark Wells examines many facets of the subject, including the first detailed examinations of morale and the official and unofficial policies on the emotive question of "Lack of Moral Fibre".

The author also examines how the aircrews were recruited and trained and how they were led, as well as the nature of the stress to which they were exposed and their reactions to it.

Cass Air Power Studies Book No. 2 is published by Newbury House, Essex. U.S. orders can be sent to ISBS, 5804 NE Hassalo St., Portland, OR 97213-3644, telephone 800-944-6190

# French rolled out the carpet for Jim

James E. Armstrong, 1412 S. Pinetree Blvd., Thomasville, Ga., writes an interesting account of his visit to France last fall:

On my Sept.-Oct. 1994 return visit to France, I learned of several new things about my WWII evasion. One of these may prove interesting to other evadees.

At a reception given in honor of me by the mayor of Drancy (NE suburb of Paris) a historian presented me with the photo used on my WWII false "carte d'identite". Historian Sylvie Zaidman found it in the file of a now deceased Drancy photographer. Of course I was elated!

Here is another discovery. I found in Normandy Mme. Majo Perdereau, a WWII school teacher, secretary to the mayor of Dangu, and the secretary of the Resistance. She was of the corps "Vengeance" to which I was attached in Drancy. I believe she stamped my false paper.

Mme. Perdereau, now living in the Normandy village of Noyers, next to Dangu, is worthy to be recognized by AFEES, for she hid in the schoolhouse at Dangu some 22 Allied airmen and young Frenchmen.

The Americans were: Walter L. House (deceased), my radio operator; Sam Pennel (deceased), (his son lives in Smith, Ala); Joseph Atkinson, Du Bois, Pa.; Tom L. LeMond Jr., Lubbock, Tex.; Bill Mauk, Kenton, Ohio; Douglas M. Chessir, Arcadia, Tex.; and Steve Pecus, Leechburg, Pa., Also a Canadian, M. V. Hoffman of Ladner, B.C. (near Vancouver.)

I have a photo showing Mme. Perdereau, a widow since 1940 when her soldier husband was killed, standing in front of the engraved quote on the school house at Noyers, Dangu. "Jesus said to his disciples: 'Let the little children come unto me', Matthew 19:14." The plaque above her head tells of her hiding 22 men and was presented to her August 1944 on the day the French government honored her with the Croix de Guerre.

The photo published with this letter shows me



Jim Armstrong visited with Helper Mme. Majo Perdereau of Noyers on a trip to Normandy last September. Her first "baggage" was Jim's radio operator, S/Sgt. Walter L. House.

standing with Mme. Pedereau in front of her house in Noyers. A photo of me, Philippe and Virginia d'Albert Lake was taken in their home in Pleurtuit in October 1944. a few days before Virginia fell and broke her right wrist. My son and I, in spite of her injury, were warmly welcomed in their home "Cancavel."

Truly my 1994 return to France was a love trip as the 'red carpet' was rolled out for me and my son by my French friends.

Virginia's brother in St. Petersburg, Dr. Franklin Roush, has her book about her prison life, and is having it translated.

## FOLDED WINGS

15 AF Glenn F. Blackburn, Quincy, IL	464 BG	Mar 24, 1995
15 AF Glenn A. Mitchell, Bremerton, WA	98 BG	
EE 373 Joseph Shandor, Cresson, PA	100 BG	May 22, 1995
Evader Charles Stevenson, Tacoma, WA	460 BG	May 30, 1995
EE 190 Arthur T. Whalen, Brewster, NY	94 BG	Apr 9, 1995

### HELPERS

Mme. Marcelle Ney, Baslieux, France	Oct 10, 1994
M. Jean Ney, Baslieux, France	Feb 13, 1995
Martje Maria Verselewel de Witt Hammer Kruiger - Holland	
	May 3, 1995

# WWII officer trainees fought like they sang – well

'They say  
the food in  
the Air Force,  
they say it's  
mighty fine,  
but Mom, this  
morning, it  
killed a friend  
of mine. Oh,  
Mom, I wanta  
go, yes, Mom,  
I wanta go,  
please, Mom,  
I wanta go  
home.'

By Don Williams

Knight-Ridder Newspapers

Wherever and whenever they marched, the young men training to be officers in the Army Air Corps would sing. The streets around my house in Miami Beach, Fla., would resound with their music long before dawn. I didn't mind, since I was only 12 and full of hero worship for the marchers. Their songs impressed me enough that I still remember most of the words, not that they were memorable of themselves. It was the first full year of World War II, and I knew that for some of the men, the songs were the only breathing part of them that would survive the next few years.

I would be fishing for jack crevalle in one of the saltwater canals and a distant sound would swell as a squad marched nearer: "I've got sixpence, jolly, jolly sixpence, I've got sixpence to last me all my life." The verses went down the line, and by the time the squad was out of hearing the song would be getting low on money: "I've got tuppence to spend and tuppence to lend and tuppence to send home to my wife, poor wife."

When I was walking to school with no one near, I tried the songs in my changing voice. But I mumbled at strategic points so as not to utter forbidden words, as in, "When this war is over we will all enlist again, we will, like hell, we will." I had the same problem with the last stanza of "She Wore a Yellow Ribbon," at least the way the Officer Candidate School sang it: "Around the block she pushed a baby carriage, She pushed it in December and in the month of May, And when I asked her why the hell she pushed it, She pushed it for her lover who was down in OCS."

The candidates took every opportunity to get OCS into the songs, and never mind the rhyme. One song with an Ivy League sound to it – I have forgotten most of the words, unfortunately – ended like this: "We'll smash the Axis, Hirohito, Schickelgruber and Benito, Hail to OCS,

Hail to OCS."

Not all the songs were rousing. Heading in at the end of a day, the marchers would give a haunting rendition of "Show Me the Way to Go Home." A little guy in one platoon had a baritone that rang out expressively over all others, especially in that song. Everyone in town must have known his sound. I wonder if he survived the war and found his way to a larger audience.

Officer trainees still sing, I was told a while back by Maj. Jeff O'Leary, commander of the Basic Officer Training Squadron at Maxwell AFB, Ala., though O'Leary, being only 39, didn't know the World War II songs I named to him on the phone. Trainees' songs today, he said, express "pride in the Air Force and their unit and what they're accomplishing." He also volunteered that "we're always very careful to make sure there's nothing in what they sing that has, you know, sexual references or innuendoes."

But don't they sing anything that's just fun? Sure, he said, and with a little coaxing he sang a sample into the receiver: "They say the food in the Air Force, they say it's mighty fine, but Mom, this morning, it killed a friend of mine. Oh, Mom, I wanta go, yes, Mom, I wanta go, Please, Mom, I wanta go home."

Better, better. True, the song has a Boy Scout ring to it – but after all, airmen aren't necessarily much more than boys. Some of the singers I used to hear may have been jerked right out of Scout troops back in 1942 by the activities of Hirohito, Schickelgruber and Benito.

Well, as the song said, hail to OCS. Hero worship has a long life, and though those men would seem like kids to me now, I haven't lost my youthful admiration of them. I'll bet they fought just as well as they sang.

*Williams is a columnist for the Wichita Eagle, 825 E. Douglas Ave., Wichita, Kansas 67202.*

# A true hero

## Scott O'Grady earned his celebrity status

By MIKE BARNICLE  
Written for the Boston Globe

When Scott O'Grady stepped on to American soil Sunday, June 11, he said practically the same thing he said after Marines swept through the dawn mist in Bosnia to rescue the young pilot: he thanked God.

Trying to answer the question of why he wasn't captured or killed by the missile that shattered his F-16, he simply replied, "God, He protected me.

Capt. O'Grady raised the issue of faith in a country where God was sued right out of public school classrooms. And he spoke of his pride in being an American in a nation where most kids don't even know the Pledge of Allegiance.

Capt. O'Grady was one of four men who dominated the news the past few days, President Clinton, Newt Gingrich and O. J. Simpson were the other three.

All have attained celebrity status. And at different times, different groups of people have conferred the weight of "being a hero" on their shoulders.

But make no mistake: Scott O'Grady is the only legitimate hero of the four. And not simply because he had his plane shot out from under him, ate bugs, squeezed drinking water out of his socks, avoided and evaded armed Serbs for nearly a week and lived to talk about it over lunch at the White House.

He is a hero because he is us. He represents more of the spirit of America than any first-round draft choice, major league pitcher, degenerate pop singer, egotistical movie star or pandering politician.

"I'd like to thank God," Capt. O'Grady said.

He didn't sound like some born-again holy roller, either. It didn't appear his words were contrived or something he had gone over with his handlers prior to bounding onto the

flight deck of a Navy ship. You know, "Go out there and put the Jesus spin on them, Scott. They'll love it on Larry King."

So how come it takes something as vivid as a young pilot's near-death experience in a war-ravaged country before we recognize what is in front of us every single day of the week: the anonymous heroism of those who act selflessly over and over again. And how come we give them only momentary recognition?

Some guy with a glandular disorder becomes 7 feet tall and can stuff a basketball through pieces of twine but can't write his own name, yet we fall down on the floor over him and watch as he makes \$10 million a year. We do that at the same time we complain that teachers don't deserve a pay raise because, after all, they get summers off.

We pay money to listen to mental midgets with great singing voices or see total perverts who appear in movies, but we won't take even a moment to thank those who care for babies just born or the elderly lingering near death.

Think about the people we couldn't do without: police, firefighters, ambulance attendants, emergency room nurses, day care providers, medical researchers looking for cures to all types of diseases, utility workers who come out in a storm to restore power, all kinds of men and women who bang it out every day to no applause.

Given the foolish cultural infatuation we have for those who touch the rail of fleeting fame, it isn't a big mystery that a lot of us don't know there is a difference between heroism and celebrity. One is earned, the other is obtained and sometimes cheaply, too.

Scott O'Grady earned his the hard way. And then, spontaneously and with great feeling, he did something else, something too few of us do: He thanked God.



# AIR FORCES

## Escape & Evasion Society

5000 ALDEN DRIVE      PITTSBURGH, PA 15220

(412) 343-8570

RALPH K. PATTON  
Chairman of the Board

June 12, 1995

Captain Scott F. O'Grady

Alexandria, VA. 22304

Dear Captain O'Grady:

On behalf of all of the members of the Escape & Evasion Society I welcome you as the newest member of what is probably the most exclusive of all Air Force organizations or Societies.

Like you, we the members of AFEES have experienced the trauma of having our airplane shot out of the sky, and the exhilaration of having a white canopy open above us and gently lower us to the ground. Upon landing, we also thanked our god for our being alive, but then we asked ourselves, "what do I do now". Our families and loved ones received the terse M.I.A. telegram and sweated out days, weeks and in many instances months of uncertainty while we struggled to stay out of the hands of a ruthless enemy.

We salute you for the skill and courage you displayed in using the knowledge you were taught in your E & E training courses. You are indeed "The Cream of the Crop". Although medals are not awarded for Escape & Evasion you can take great satisfaction in a superior performance of duty.

Fraternally yours,

Ralph K. Patton

### PART OF A LETTER OF TRIBUTE

"The loss of every Allied plane shot down over Europe was a tragedy — every member of a crew that was found and saved and sent back to us brought joy to all his comrades. To everyone who joined in this great work and to each member of his family and to all who shared, in those days, his risks and dangers I send assurances of my deep and lasting gratitude."

Sincerely,

DWIGHT D. EISENHOWER

## Dave Alford locates some of his helpers

Dave Alford of San Antonio, Tex., while attending the 50th anniversary celebration of the Pilot Helpers of the Netherlands last May 2, was able to locate the families that had kept him and Floyd Stegall from falling into Germans hands. He did it with the help of one of our helpers who regularly attends AFEES meetings: **Roger Jamblin of Lierneux, Belgium** (formerly of Liege).

Dave writes:

When I received the invitation to attend the meeting of the Dutch Pilot Helpers, I resolved that I would try to find some of those brave Belgians who put their life in jeopardy to help us. So I wrote to Roger Jamblin and requested his help. He found many family members and arranged meetings with them.

In the 50 years since the war, I had been unable to accomplish this.

First, when Floyd Stegall and I left the St. Peter's caves south of Maastricht our transportation was a delivery truck that moved between Maastricht, Holland, and Liege, Belgium, with the permission of the occupying Germans. The man's name who owned the truck was: Du Moulin Fernand and he was caught by the Germans in July 1944. However he was still plying his route in June 1944 and in the early morning drove his truck into a garage and loaded four American flyers into the false compartment which was a space behind the driver's seat. The four Americans were: Lou Breitenbach and Robert (Bob Hannan (shot down on the same plane) and Floyd Stegall (a fighter pilot) and David Gaston Alford (B-17 pilot) who were traveling together. All four are members of AFEES!

First, Roger found members of the de Lairesse family of Leige, Belgium. These were the people who took all four of us into their home for a week after we arrived in Belgium. Fernand took us out of his truck at his factory at Herstal and then drove us to the Gaston de Lairesse



*David G. Alford, center, visited with Roger Jamblin, left, and Frank Caubergh of Vise, Belgium, in the apartment of Mrs. de Lairesse and Simone de Lairesse in Liege, Belgium, on April 27 of this year.*

apartment near the center of Liege. They kept us for a week.

They lived in the second floor of a building that had been owned by a Jewish family that operated a store on the ground floor. The Jewish family was arrested and taken away and I presume the building was confiscated by the Germans. Since the Jews had occupied other floors in the building, it was possible to put the four evadees on the fourth floor and the family fed us on the second with them. In retrospect, I am wondering how they had enough food for four extra people in their household.

Roger Jamblin contacted the widow of Gaston de Lairesse (his first wife died in 1946 and he remarried) and she in turn, advised two of the de Lairesse daughters, Simone and Lillian, who also lived in Leige, of our wish to visit them. They invited us to their home and Roger, his friend, Frank Caubergh of Vise, Belgium, who also comes to our AFEES meetings, and my wife and I spent the day with Simone de Lairesse and Mrs. Gaston de Lairesse. It was wonderful!

Further, Roger Jamblin, through some miracle, was able to find the children of an English nurse of World War I who had married a Belgian and lived in Barvaux-Condroz. She had intercepted Floyd and me three days after we left Liege walking along the highway heading south for France (and U.S. troops).

Mrs. Pirson, the English nurse, had a report from the Belgian Underground that there were two foreigners in the area that had been walking in the woods for two days and she found us and walked up to us singing "On the Road to Mandalay." We were most fortunate to have made this contact. Mrs. Pirson led us to a nearby farmer's place and he took us to our hiding place where we remained until September 9 when we were picked up by Americans who were fighting the Germans nearby.

Not only did he locate Marie Beatrice Pirson, now a widow, living in Engis, Belgium, but also her brother, Pierre Pirson, living in Neupre, Belgium, near the American cemetery. Also located was a Mr. Hubert Thirion who was a member of the Secret Army of Belgium at the time Floyd Stegall and I were there and a Mrs. Gaston Marchall, a widow also known as Orpha Antoine, whose husband had worked with the Secret Army during the time that they had hid and fed us. We met all of these people and had a delightful day trying to reconstruct the events, names, dates and places of our visit there.

I do not know how Roger Jamblin was able to accomplish this, but we are truly grateful to have had the opportunity to finally have some contact with the families of those brave Belgians that risked their lives to keep us from the Germans.

# RAF Escapers lay up the colors

The Royal Air Forces Escaping Society, founded in 1945 by Marshal of the Royal Air Force Viscount Portal of Hungerford, has laid up its colors for the last time. It will continue as a charitable fund with members remaining as Friends, until at least the year 2000.

Early in June, a party traveled to Paris via the Channel Tunnel -- "A somewhat symbolic choice of route, bearing in mind the association of tunnels with escapes," says Mrs. Elizabeth Lucas Harrison -- to place one standard in the British Embassy there. Another will rest in Lincoln Cathedral, in the heart of the county from where so many bombing missions flew, and memorabilia will be displayed in a hangar museum in East Kirby, Lancashire.

The three days of celebrations and meetings for the termination of most RAFES activities were of great interest and very emotional, according to a report from Leslie Atkinson, who was involved with the affair.

In his report, Les relates some of his impressions of the ceremonies in Paris:

"We met them Friday, June 2, at 5:45 p.m. at the corner of Champs-Elysees and Avenue de Friedland where we had rendezvoused before the Rekindling of the Flame at the Arc de Triomphe.

"We walked in procession behind the Flag of RAFES and the Flag of Aircrew Association while the police maintained a traffic block in this upper part of the Champs-Elysees. The march in row of four was correct with the men and less perfect with the ladies.

"Capt. F. H. Dell and Mr. Raoul Duval, 'Compagnon de la Liberation', rekindled the Flamme, many wreaths were laid by officials and presidents of associations with the usual proceeding, the music, the flags of the associations facing the Flamme, the men with their decorations in row on each side and the top officials who came with the wreaths, standing facing the Flamme on the other side.

"After that we went by coaches to the British Embassy, 35 rue du Faubourg, Saint-Honore, for the 'laying up of the Standard' as RAFES honored France and her Helpers by depositing her flag forever here, in the main stair of the Embassy, in a little loggia, in the view of all visitors. The ceremony was short but very moving.

"We were received afterward on the terrace of the garden by his Excellency the British Ambassador Sir Christopher Mallaby and Lady Mallaby, both speaking perfect French, and members of the staff. We were given a very friendly reception. We left rather late, delighted.

## Saturday, June 3

"Renee and I didn't go to the Cemetery of Clichy at 9:30 where the group had a ceremony at the graves of 248 RAF Airmen shot down in the Paris area. We went directly to the Foundation Maginot's meeting, 24 boulevard Saint-Germain, for a 'Vin d'honneur' with the French veterans and



Resistance associations. There were 50 or more people and when the 150 persons of the British group arrived the room was full. Mr. Fernand Supper, President Federal of the Fondation Maginot made a well appreciated address on the RAFES activities and gave medals to Capt. Dell, Mrs. Harrison and other gentlemen.

"The one for Sir Lewis Hodges was presented by Capt. Dell. There were many speeches and congratulations.

"But the most important one was that our old friend Jean-Jacques Piot, representative of RAFES in France, received the 'Croix de Chevalier de l'Ordre National de la Legion d'Honneur' from the hand of M. Louis Dalin, president of 'Union Nationale des Evades des Guerre'. The speech by M. Dalin on the merits of Jean-Jacques was perfect and we gave a warm ovation.

"We had lunch, traveling by coaches to the restaurant of Austerlitz RR Station. We enjoyed very good food and wines; we talked and danced until late afternoon.

## Sunday, June 4

"The group visited the Musee de l'Ordre National de la Liberation at 9:30. We rejoined them at 11 o'clock in the 'Chapelle de l'Hotel National des Invalides', a magnificent church, I can't describe here. The Mass was said in English and in French. The sole comment I dare to make is that it was a great moment for us, full of solemnity.

"We went later to the 'Cercle National des Armees' 8 Place des Augustins, for a luncheon given by the Federation des Reseaux de Renseignement et d'Evasion de la France Combattante' represented by President M. Raoul Duval and Mrs. Letty Mouroux, secretary. Delicious food, warm meeting, many talks, speeches and exchanges of friendship.

"When we left, Capt. Dell told me that he will come to Toronto with Mrs. Harrison.

"Our British friends returned to England via Eurostar, from Gare du Nord to Waterloo Station Monday morning.

"I met: Mrs. Anita Hartman-Lemonnier, Mr. and Mrs. Gordon Carter, Mr. and Mrs. Jean Hallade, Mr. and Mrs. Sergr Baudinot, and Mr. Brian Morgan."

# Inks' Liberator crew gets Texanized

LLANO, TEX.--It all began on July 28, 1944, when crews and planes of the 776th Bomb Squadron of the 15th Air Force in Italy were ordered on a bombing mission to Ploesti, Romania.

Hitler had oil at Ploesti, and his tanks and planes could not move without it. So the Army Air Corps was assigned the task of destroying these oilfields in extremely dangerous daylight bombing raids.

On that day, Llano native 2nd Lt. James M. (Jim) Inks was preparing to go on the raid. It was to be his 43rd bombing mission.

His book, entitled "Eight Bailed Out," is a description of his 10 months behind German lines in Yugoslavia with seven of his crew who bailed out after their B24 Liberator was disabled in the Ploesti raid.

Several weeks ago, he entertained the other five living crew members here in Llano for a 50th year reunion. They included:

- Lt. Lewis Perkins of Waynesboro, Miss., the pilot,
- 2nd Lt. Lloyd Aclan of Jacksonville, Fla., co-pilot,
- Sgt. Willard Griffin of Fredericksburg, Va., ball turret gunner,
- Sgt. Robert McCormick of Spokane, Wash., nose turret gunner,
- Sgt. James Shuffert of Alexandria, Va., radio operator and waist gunner, who was on his 50th mission.

The group was royally entertained by Inks with tours of Buchanan Dam and the vanishing Texas River Cruise, a gourmet dinner at Horseshoe Bay, another memorable dinner at the Badu House, a tour of Inks' exotic game ranch and a huge barrel of crawfish and a Sunday afternoon of "Texanizing" at Inks' ranch home near Echanted Rock.

The five were made honorary citizens of the city and county, presented with resolutions from both houses of the Texas Legislature, and were presented with Honorary Texan certificates from Gov. George Bush and "Admirals in the Texas Navy" certificates from the governor.

Inks, in his book, tells what happened on July 28, 1944:



**Jim Inks of Llano, Tex., recently entertained the other five surviving members of his crew. They went down July 28, 1944, on a raid to the Ploesti oilfields. From left, back row: Lloyd Aclan, Jake Shuffert and Jim Inks. Seated are Willard Griffin, Lewis Perkins and Robert McCormick.**

"An enormous explosion lifted the plane, filling every crack, every crevice, with licking tongues of fire, threatening to tear the aircraft apart. Shivering, the plane seemed to stop in midair; it dropped, then wobbled, finally lurched ahead. There was the smell of burning.

"Ripping off my earphones, oxygen mask, flak suit, I picked up the parachute and headed for the bomb bays. I was beyond fear. When I reached the catwalk, I saw the pilot and co-pilot both fighting the controls, struggling to keep us upright. White and tense, neither showed signs of panic.

When I reached the nose, the gunner was still in his turret, pale, taut, and silent. "What happened?" I asked.

"One of the ships ahead of us began changing positions. It slid right under a ship that had just dropped its load. It caught one bomb right on the top turret. The plane just suddenly became a ball of fire. We flew right through the

middle of it."

The number one engine quit and the plane fell behind the formation on its way home to their base in Italy. They became aware that they would not have enough fuel to make it all the way back. They started stripping the B-24 of everything that wasn't welded down.

They still were losing altitude.

Number two gave up and the crew knew they had to bail out. Two of the crew had bailed out moments following the initial blast. That left eight who bailed out, including Inks.

They landed in an area where Chetnick guerrillas were active. Inks and his crew were fortunate to be found by the guerrillas before the Germans did.

What followed was a 10 1/2 month struggle for survival by these airmen. They were hidden from the Germans by the Chetniks, and on many occasions actually were part of the German retreat across Yugoslavia before trying to escape to Allied lines.

# A remembrance . . .

## 'Straighten Up' crew feted in Holland

On the morning of Nov. 2, 1944, the Robert Proudfit crew of the 863rd Bomb Squadron took off on their 6th combat mission with the 493rd Bomb Group: the target, Merseburg. Over the target their "STRAIGHTEN UP AND FLY RIGHT", was hit and severely damaged. The crew managed to limp back out of Germany, but ultimately was forced to make a wheels-up crash landing in Holland. Being well behind enemy lines, the crew received help from the Dutch Underground.

The ball turret gunner had been wounded and was captured by the Germans when the Underground attempted to get him to a doctor. The other eight crewmen remained in the hands of the underground and stayed hidden until finally crossing into Allied hands on March 18, 1945.

After the war the, the crew navigator, Ashley Ivey, became a member of the Air Force Escape and Evasion Society (AFEES), and as a member of this society, was invited to attend the 50th anniversary celebration of the Dutch Liberation day, May 5, 1995. The following story is Ashley Ivey's account of that glorious celebration.

Sparked largely by efforts of AFEES Dutch Helper Piet van Veen, the area of Jacobswoude, including the villages of Leimuident, Bilderdam and Rijsaterwoude, put larger cities to shame with a weeklong celebration of their Liberation Day. A local committee worked for almost one year on their plans, with the cooperation of everyone in the area.

Surviving members of the B-17 "Straighten Up and Fly Right," which did a wheels-up crash landing near Leimuident on Nov. 2, 1944, were invited as special guests. Navigator Ashley Ivey and his wife, Ruth, and Bombardier Leonard Pogue and his wife, Millie, were present for the entire week. Ball turret gunner Richard Stones, and who had been wounded was the only crew member to become a prisoner of war, was present for three days. Also as guests were an Australian Spitfire pilot, John Carmichael, who crashed in the local area, and his wife Mary.

Opening ceremonies at the exhibit hall on April 29 included the village band and speeches by the burgemeester and other dignitaries. All the pews had been removed from a local church to exhibit WWII memorabilia. Items on display included uniforms, weapons, posters, pictures, a wedding gown and a christening gown and bonnet made from a parachute by Piet van Veen, a B-17 engine, and much more. Ivey and Pogue displayed their false identification papers from

1944-45.

One day was devoted to some 150 or more school children of the area who viewed the exhibits and then had question-answer sessions with the American and Australian flyers. Their teachers brought them in small groups and the returned flyers spent the day from 9 a.m. until 3 p.m. with the children.

A boat trip on the Rijn (Rhine) River and the canal system to include lunch was enjoyed by a large group, including members of the Dutch Resistance from many areas of the country and the returning Allied flyers and their wives. Another day included visits to the crash site and areas where various crew members had been hidden.

Two books, primarily highlighting our crew's activities until we escaped to Allied control in South Holland on March 18, 1945, had been published: "De Amerikanen Komen," and Amerikanen Ondergronds.

On the evening of May 4, after a memorial service at a local church, the airmen joined people of the area and walked to the sound of muffled drums to their liberation monument, where wreaths were laid by the burgemeester and his wife, by a Dutch committee member, and Ivey, Pogue and Carmichael. Children then filed past with each placing a flower at the monument.

Friday was the big day. A grand parade was held which included about 45 WWII American and Canadian vehicles of the Dutch group "Keep Them Rolling". Citizens lined the roads, waving and applauding as the airmen rode past. The parade was led by a Jeep from the 82nd Airborne, driven by the chairman of the committee who was wearing a vintage U.S. corporal's uniform. Ivey, Pogue and their wives had the honor of riding in the second vehicle, a one and a half ton truck, in the company of the burgemeester and his wife.

Afterwards, a reception at the church/exhibit hall was attended by thousands. Ivey met people from seven of the nine locations where he had been in hiding for his 4 1/2 month stay. Some of the people he met while in hiding he had never really known, including the farmer to whom he traded his flying suit and boots for overalls and wooden shoes.

Never before had Ivey been so overwhelmed as by the generosity and wholehearted participation of the people in this rural area near the tulip bulb region. Ivey and Pogue were wined, dined and feted as if they were heroes. The Dutch people were the true heroes and these airmen know they can never repay them for saving their lives.

After leaving Holland, Ashley and Ruth Ivey went to London where they were present to celebrate V-E Day.

# THE EDITOR HAS THE LAST WORD

WICHITA FALLS, TEXAS -- The big news this time is that your faithful editor has ventured a bit further out onto the information superhighway. NOW, you can Fax your insults to me at 817-696-0075!

One of America's best-read newspaper columnists, Dear Abby, recently testified to the gratitude of the Belgian people for their 1944 liberation. She reported that in 1971, a group of Americans landed in Antwerp with 148 Airstream trailers for a three-day stay before beginning a tour of the Continent.

One of Abby's readers wrote, "The welcome we received from the Belgians was unbelievable. They invited us to lunches and dinners in their homes, and greeted us on the streets and in the stores with such warmth, saying, 'We'll never forget the Americans'."

That was only 27 years after the liberation; as many of our members know from first-hand recent experience, they still are grateful. And believe me, we AFEES are plenty grateful for the help they gave when our butts were on the line!

Phil Newhouse of Corona, Calif., reports the dedication of a plaque honoring evadees at March AFB Museum in July. From the newspaper account that Phil sent, it seems that Switzerland was the goal of most evadees. Of course, most of the airmen who reached Switzerland were interned for the Duration. Some evasion!

While on the subject of evadees, one of our alert readers (note the Dave Berry style) informs us that there aint no sech werd as EVADEE. Both Websters Unabridged and the Oxford English dictionaries show: evader, escaper and escapee, but NO evadee. Just to keep from displaying our ignorance, we will try to keep that bit of information in mind, but no promises!

Who sez this newsletter isn't educational, anyway.

The latest word on the status of H. Res. 37, which would authorize an official commendation for escapers and evaders, is that it remains bogged down in the House Subcommittee for Military Personnel. As a political observer for many moons, I can assure you the

measure is going exactly nowhere unless some heat is applied to Subcommittee Chair Bob Dornan of California and other members of the panel. (See Page 7 of Summer Communications for complete list of subcommittee members.)

Many of our members have been good enough to forward copies of letters they have written to the national media and to members of Congress. I regret to say that most of them report little, if any, response.

My Broadway spy reports that there is our kind of show at the The Blue Angel, 323 West 44th St. It's called Swingtime Canteen. The place is set up like a canteen of the 1940s and you can hear the oldies of that era, including Don't Fence Me In, Rum and Coca Cola, and others. How about some of you Big Apple readers checking it out, huh?

One of my relatives who surfs the Internet turned in an item concerning B-17 Nine-O-Nine, which is owned by the Collings Foundation. While on the recent X-country tour, the landing gear collapsed while taxiing, bending a prop and damaging a wing tip.

Like many of us at the time, Tom Yankus, now of Palm Bay, Fla., wasn't much concerned about documentation of his records while in service. After retirement in 1988, he went to work to get the paperwork corrected and finally received the Purple Heart a few weeks ago. The AF Military Personnel Center at Randolph AFB, Texas 78150-4714 determined that Tom's injuries were the result of a forced bail-out after a bombing mission.

The Air Force states, in a letter



"I've been rich and I've been poor, and believe me, rich is better."

—Sophie Tucker  
(1884-1966)  
U.S. entertainer

"In war there is never any chance for a second mistake."

—Lamachus  
(465-414 BC)  
Athenian general

to Tom, that "Members of the armed forces who served during World War II, whose injuries incurred (do they mean occurred?) as a result of a forced bail-out are entitled to the Purple Heart."

Most of our members once jumped out of an airplane in an effort to stay alive. But Mrs. Elizabeth Lucas Harrison, former Resistance worker and now secretary of the RAF Escaping Society, did it just for kicks last spring. She choose to celebrate her 72nd birthday by leaping from a plane in a parachute. This amazing lady is to be a guest at our Toronto meeting with the Canadians.

From all reports, the Toronto meeting will be the best yet. There may be as many as 200 European helpers present, which would make it the largest collection of helpers ever to meet on this side of the Atlantic. President Jim Goebel, who became quite familiar with the city while flying with Eastern Airlines, has provided us with a tourism guide to the city, and promises that you can't see it all!

Somebody goofed and there was no mention of the reunion benefit auction in the brochure you received from the travel agency. For many years, the annual auction has provided the main means of support for our Helper Fund and your support is needed this year more than ever.

You too can be a Friend of the American Fighter Aces Association, even if you didn't rack up five kills during the war. All it takes is 20 bux a year to join so you can attend the meetings and get on the mailing list. Write or call the association at 4636 Fighter Aces Drive, Mesa, AZ 82515, 602-854-7170, for info.

## JOKE FOR THE SEASON:

Husband: "Why do you weep and sniffle over the woes of people on the soap operas, people you've never met?"

Wife: "For the same reason you scream and yell when a man you've never met runs 50 yards for a touchdown!"

My sincere thanks to all of you who have sent items of interest for the Communicator. I can't fill up the 24 pages without plenty of help!

Now, it's time to pack the bags for Toronto!

--LARRY GRAUERHOLZ

## Still time to order items from the PX

Frank McDonald, our PX manager, has recently undergone by-pass surgery and says he will not be able to join us in Toronto.

Frank still is able to serve as PX manager and is ready to accept orders that might be sent to him in Fort Collins. If you need any AFEES souvenir items for your Helpers, there still is time to order before the Toronto meeting.

Frank reports that he is well on the road to recovery after surgery and expects things to be back to normal within a few weeks.

## Bert Stiles found freedom in P-51

By ROBERT FLOYD COOPER  
Reviewed by Clayton David

Have you ever reminisced about your teenage days and your thoughts, about being your own person, living your life, making your own decisions, and having to decide what you were going to do about WW II? And then saying to yourself, "I never took time to put it in writing."

Bert Stiles put it on paper and had the talent to do it well. He chose the Army Air Corps and flew in the copilot seat of a B-17 with the 91st Bomb Group. He made time to continue writing professionally and to family and friends. His search for more personal freedom was the seat of a P-51 and he found it in the 339th Fighter Group where he got his final set of wings on Nov. 26, 1944.

In the book, "Serenade to the Blue Lady," the story of Bert Stiles, Robert Floyd Cooper has captured many of the original thoughts Bert had put to pen and organized them in a manner everyone can relate to, especially those who have prepared for and flown combat. It can also help one understand the restlessness of a teenager seeking a future.

A moving biography, the book can be obtained from Pan Pacific Press, P.O. Box 72090, Davis, CA 95617.

# AFEES PX PRICE LIST

## *Ideal gifts for any occasion*

### Decals

4 1/2 in. Exterior .....	\$2.00
3 1/2 in. Interior .....	2.00

### Winged Boots

Tie Tack with chain, 3/4 in. Pewter .....	\$6.00
Tie Tack with chain, 3/4 in. Blue .....	6.00
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Cloth with metallic thread (dry clean only) .....	5.00
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(Silver on dark blue)	

### Blazer Patches

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T-Shirts, sizes S, M, L, XL, XXL .....	18.00
Lapel Pin, blue and silver .....	6.00
Quartz Wrist Watch, with AFEES logo .....	49.95
Clock, Helping Hand logo (with battery) .....	15.00

### 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

### Books by AFEES members

<i>The Evader</i> by Harry A. Dolph .....	\$18.95
<i>In the Footsteps of a Flying Boot</i> By Art Horning .....	13.00

### Make checks payable to AFEES and mail to:

(Please add \$1.50 for shipping and handling for each order; add \$2.00 per order for books)

FRANK G. McDONALD, 1401 Brentwood Drive,  
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Phone (303) 484-2363



# AFEES Membership & Life-Membership Application Form



Regular A.F.E.E.S. membership is \$20.00 per year, including first year. Includes all rights and privileges.  
Life-Membership is \$100.00 with no annual dues or assessments. Includes all rights and privileges forever.

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE ( ) \_\_\_\_\_

Duty Info: GROUP \_\_\_\_\_ SQDN \_\_\_\_\_ AIR FORCE \_\_\_\_\_ CREW POSITION \_\_\_\_\_

WIFE'S NAME \_\_\_\_\_ TYPE AIRCRAFT \_\_\_\_\_ WHERE WENT DOWN \_\_\_\_\_

WHEN, DATE \_\_\_\_\_ HELPERS \_\_\_\_\_

**NOTE:** Use extra sheet of paper if necessary. Give all the details you can.

Tell briefly the names of crew members and Helpers:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Enclose check or Money Order, a **TAX DEDUCTIBLE** contribution for paid up dues.

**Send to: Clayton C. David, Membership Director, 19 Oak Ridge Pond, Hannibal, MO., 63401-9554 U.S.A.**

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