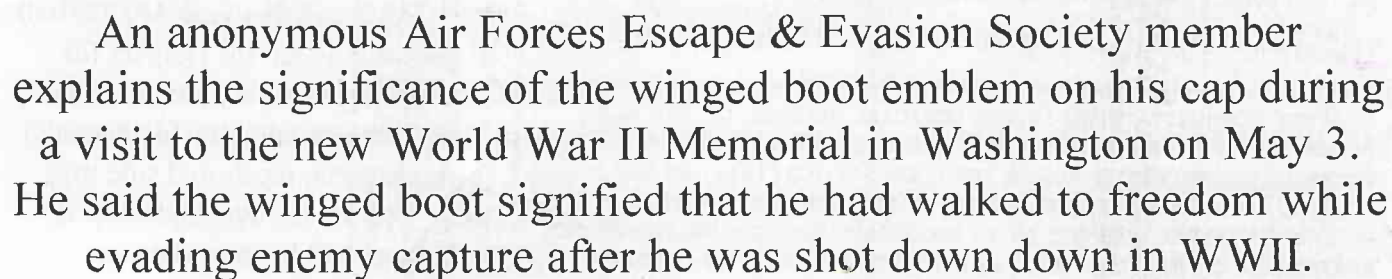


Sept. 2, 2004



A row of twenty small, stylized five-pointed stars.

Next Reunion: New Orleans, May 12-15, 2005

U.S. AIR FORCES ESCAPE & EVASION SOCIETY COMMUNICATIONS

<http://www.rafinfo.org.uk/rafescape/afees_usa.htm>

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

FALL 2004

The Prez Sez

By Richard M. Smith

<afeesone@hotmail.com>

BATTLE LAKE, Minn.

August 2004

Dear Members & Friends:

Normally, I would greet you all from some place where it is nice and warm and with a bit of sunshine.

This summer in northern Minnesota has been cool and wet.

I think we will be ready to head for the California desert about mid-October! Some of that sunshine would be welcome right now!

About the AFEES money clips that were distributed to Helpers at the Philadelphia reunion: I have mailed out 36 clips to Life Members. Any of you Lifers who requested a clip and failed to receive it should contact me. They were all mailed first class.

The tentative schedule for the New Orleans reunion is printed on the next page. You will note that the schedule is condensed somewhat from previous reunions.

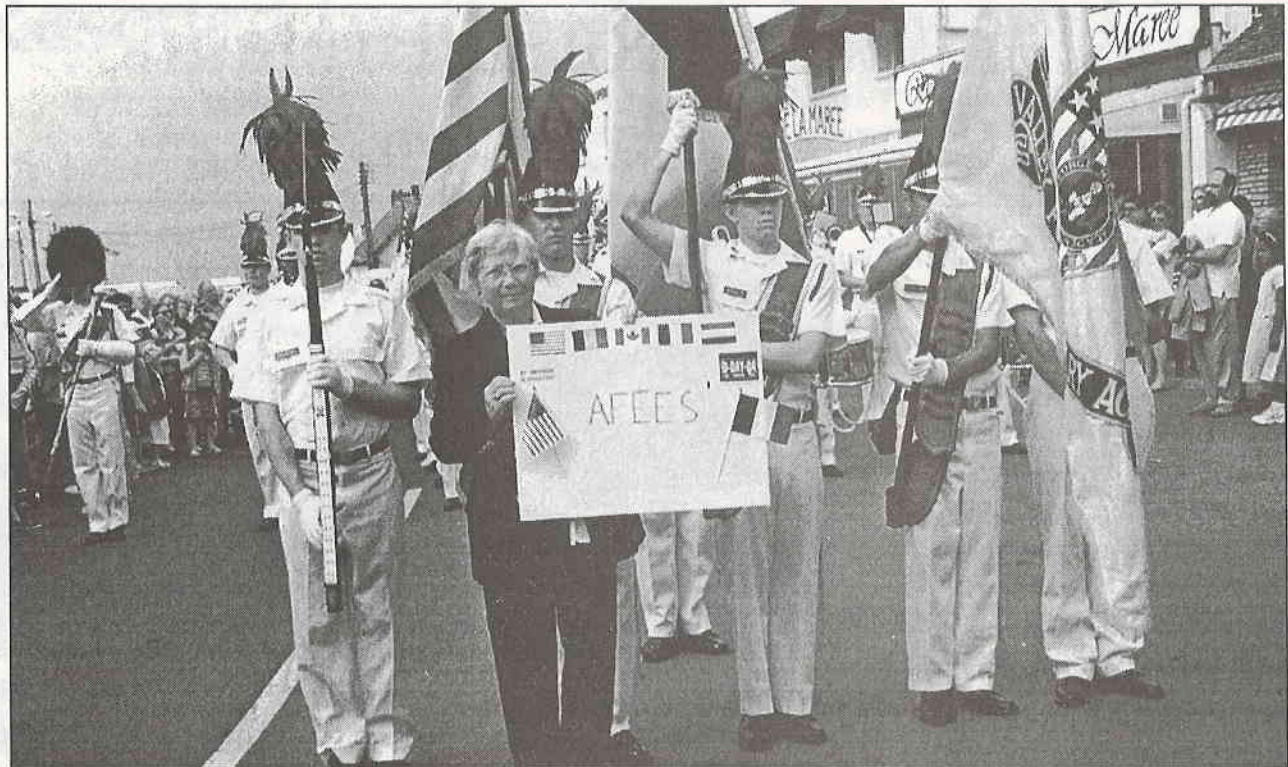
No long bus rides, and less stair-climbing and exertion.

As usual, this year AFEES will pick up the tab for Helpers for three nights at the reunion. This will include hotel (no incidentals), registration, meals and side trips.

Escorts for the handicapped helpers will be treated as our guests. Perhaps they can share a room. Details later.

Until we meet again in the Bayou country next May,

RICHARD SMITH,
President



French Helper Mme. Godlieve Pena somehow this year was able to obtain a pass to the D-Day ceremonies at the American Military Cemetery at Pointe du Hoc. She even managed to get a picture of herself holding an AFEES poster in front of the parade formation. In her letter, she reports that "the grandeur of the ceremony was truly impressive; no one was indifferent to the ceremony, they sang, with fervor your American hymn; many had tears in their eyes. The view of all those white crosses (at the cemetery) was very emotional for everyone."

(During the war, Mme. Pena helped several Americans, including Carl Mielke, William Lessig, Dean Tate and J. B. Armstrong.)

Tentative schedule for '05 reunion in New Orleans, La.

Thursday, May 12

Registration, Hospitality Room open, Welcoming Buffet,
Board Meeting.

Friday, May 13

D-Day Museum visit, probably in afternoon.

Saturday, May 14:

Memorial Service, AGM, Board Meeting, Annual Banquet

Sunday, May 15:

Farewell Buffet Breakfast and So-Longs
until Kansas City in 2006!

Since some members are not quite as agile as they were 60 years ago, this and future reunions will be simplified. They will involve less on-and-off bus boarding, stairs, and long bus rides.

★★★★★★★★★★★★★★★★

A few copies of the book,
*Stepping Stones to
Freedom*, are still
available.

The supply is limited!

*To receive a copy, send a
\$10-check, for handling
and mailing,
to Clayton C. David,
19 Oak Ridge Pond,
Hannibal, MO
63401-6539.*

*If the supply is exhausted,
your check will be returned.*

★★★★★★★★★★★★★★★★

Evasion: pourquoi la Bretagne?

(Escape -- Why Brittany?)

From Ovest-France,
Sept. 24, 2003

A chief question is why, after the onset of the war and Spain was chosen, escape lines decided to concentrate on Brittany? Several interpretations are detailed by Jean-Jacques Monnier.

Its geographic location, relatively closer to the British coast, though not as wide as other coastal regions in the North is the main attraction. Brittany's coastline is so uneven (ragged), hence hard for the enemy to control.

Military reasons also have to be taken into consideration. There is less concentration of the German army in Brittany than in the North-West regions (Normandy-Picardie)



Some of the members of the escape line from Guimaec, taken in 1984, in front of the cafe Jacob. From left: Aristide Sicot, the three Jacob sisters, his wife Raymonde, Alice and Germaine with Captain Jules of Plestin. The 500m sign with trailer symbol indicates that a trailer camp is 500 meters away.

with a wider coastline. Brittany, considered a maritime harbor, entertains frequent business relations with Great Britain.

At the start of WWII, half of the Commercial State sailors and fishermen are Bretons. The occupying force is more of the

landowner type without any knowledge or practice when it comes to dangerous sectors.

The coastal population with its firm solidarity played a great role in this situation, not forgetting the knowledge of the Breton language.

Here the Vichy regime has little popularity. A Prefectorial Report transmitted to the Vichy government in 1940 stated:

"The Breton population is 99% anglophile. They wait and hope Britain wins . . . Even in Lorient where heavy bombing by the RAF inflicts devastating damages, the people remain pro-British.

"Listening to the BBC increases this solidarity between Bretons and Brits. Patriotism, hate of nazism, German repression create an anti-nazi sensibility which facilitates the task of the 'passeurs.'"

Finally, the population's discretion vis a vis acts of courage by the passeurs as if heroism was a *fait accompli* not worthy of mentioning comes to mind.

This is why perhaps some brave accomplishments remained mute later on.



At Philadelphia, Jean and Godelieve Pena of France posed with their son John and his wife Judy, of York, Pa.

Rescued by the Red Army in China

By **GLEN BENEDA**

Lompoc, Calif.

**14th AF, 23rd Group,
76th Fighter Squadron
(Flying Tigers)**

On May 6, 1944, the 14th Air Force sent up the most planes for one mission since its formation: B-24s, B-25s, P-40s, P-51s and P-38s.

The target was Hankow, a large Japanese base in central China. I was with the 23rd Fighter Group led by Tex Hill (P-40s and P-51s). The 40s flew close cover for the bombers and the 38s and 51s were top cover. I was flying a P-51.

About 5 miles from the target, we were attacked from above by a number of Zeros. The 51s and 38s engaged the Zeros, allowing the bombers and P-40s to continue the mission.

The Zeros shot down three P-38s and one P-51; I was in the P-51 that went down.

I bailed out and landed in a rice paddy near a small village. With the help of my Pointe-talkie, I asked the village leader to get me to the Chinese guerrillas, which they did.

One of the P-38 pilots shot down was Lee Gregg of the 449th Sqdn. Lee was able to bail out and was picked up by Chinese guerrillas. The other two P-38 pilots were apparently KIA.

About a month later, Lee and I were united by the guerrillas. We spent about two months with the Red Army, who treated us very well. We had several encounters with Japanese patrols but we evaded most of them. The Chinese would inform us of the location and if they were close, we traveled at night.

The Nationalists and the Communists were both fighting the Japanese, but they also were fighting each other.

The Red Army solved the problem by paying a local war lord to have his people take us over a "No Man's Land." They were pretty rugged-looking and Gregg and

I wondered whether we would make it to the other side.

The Nationalist took us by truck to a nearby auxiliary airfield, where we were picked up by a B-25 and returned to our squadrons. The Red Army was very good to us, treating us well. They gave us various gifts including a Nambi pistol and a Japanese ceremonial sword they said had belonged to a Japanese major general. They asked us to present it to General Chenault, which I did.

GOING BACK IN 2002

In May 2002, I went back to China with my wife Elinor and son Edward. The trip was sponsored by a Chinese-American Foundation. In Beijing, we attended a symposium for Chinese and American veterans who had fought the Japanese in World War II. The veterans took turns, telling about their experiences.

A Chinese retired general told of his unit saving six American pilots who had been shot down. When his talk was translated for the Americans, the interpreter called out the names of the pilots, and my name was the first mentioned.

Someone at the table said, "Lieutenant Beneda is sitting over there." As a result, the general and I had a nice reunion after nearly 60 years.

A few days later, a Chinese lady came to our hotel and wanted to meet me. Apparently she had heard about my reunion with the general on television or in the newspapers. She said she was from the village where I had landed in the rice paddy, and the gentleman who had helped me was her grandfather.

He had told her about the American flyer who fell out of the sky and needed help!

Excerpt from Official Squadron History, dated 28 June 1944:

"This evening Lt. Beneda rejoined the squadron. Beneda was really given a rousing greeting on his miraculous return. Given up for dead, he was rescued by the Red

Army of guerrillas and brought back from the Hankow area.

"He went down 60 miles southeast of Hankow, went around the N E of Hankow, recrossed the railroad and came back the same way.

"He met Lt. Gregg of the 449th and they came back together, bringing with them a Japanese Sumarai sword, pistols, a photo album, flags, other souvenirs and a thrilling tale to be retold many times in the future. Prayers of thanksgiving were offered up by one and all for Glen's safe return."

LATER: Through the Los Angeles Japanese Consulate, in November 1958, the family of the photo album was contacted in Nagasaki and it was returned.

French historian is asking for help

Philippe Canonne, an associate member of AFEES, is a French researcher. He would like information concerning certain World War II airmen shot down over France and rescued by French families and FFI Maquis.

His list of downed airmen:

Frank Trowbridge, 489th Bomb Grp., MIA 24 July 1944, died 1980
Frederick T. Marston, evaded for months, then captured and became POW. He now lives in San Diego, Calif.

S/Sgt. Einos Asiala, 94th Bomb Grp., 14 July 1943, POW

S/Sgt. Richard H. Lewis, 94th Bomb Grp., 14 July 1943, POW

Sgt. Taylor D. Harrison, 92nd Bomb Grp., MIA 6 September 1943, died July 1974

1st Lt. William H. Banks, 474th Fighter Grp., MIA 27 July 1944

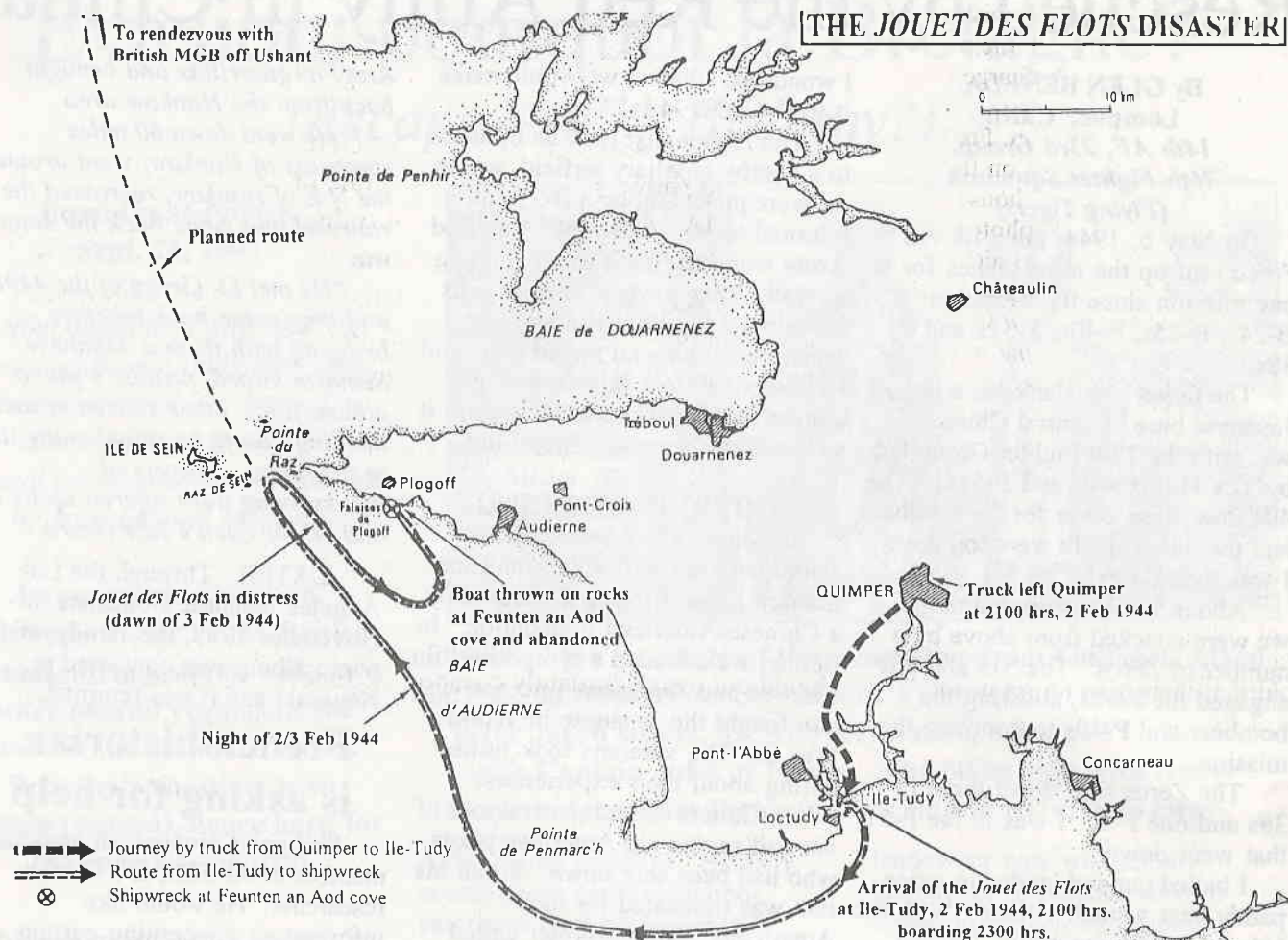
Philippe Canonne is 41 years old and teaches history and geography in Tours. He can be contacted at:

1 rue Balzac, 37

700 Ville -- aux

DAMES, France

<canonne.phil@wanadoo.fr>



The wreck of the *Jouet des Flots*

By CLAUDE HELIAS
Plomelin, France

(Quotations from *World War II Experiences and Adventures of Lt. Roy Grady Davidson Jr., U.S.A.A.C.*)

An American pilot, 2nd Lt. Roy G. Davidson Jr., survived the shipwreck of the *Juet des Flots* at Plogoff, on 3 February 1944. Dr. Davidson gives witness to this tragic episode in the story of the French Resistance and his ill-fated evasion.

On the evening of 2 February 1944, the fishing boat *Jouet des Flots* set sail from Ile-Tudy. The operation had been organized by Yves "Fanfan" Le Henaff, a 30-

year-old French Naval officer who was the chief of the Dalthia/Curacoa Mission.

Le Henaff was parachuted near Spezet, Finistere, Brittany, during the night of 14/15 June 1943 with his radio operator, a French Canadian named Robert Vanier. The latter had been wounded and captured on the Dieppe raid of 19 August 1942. He escaped from a hospital train bound for Germany and made it to Spain with the Pat O'Leary line.

The Dalthia Mission arranged several successful Lysander landings and pickups but Le Henaff's maritime operations were plagued by bad luck. Two were canceled for various reasons before the *Jouet de Flots* operation was organized.

The *Jouet des Flots*, a 46-ft. fishing boat, had a crew of seven

and 25 passengers on board, including resistance workers, volunteers eager to reach Great Britain and join General de Gaulle's fighting French forces, secret agents and Allied evaders.

Two leading figures were among the Resistance members: Emile Bollaert (a former prefect, delegate of the *Comite general francais de liberation nationale*) and Pierre Brossolette, whose mission was to introduce Bollaert to the Resistance organization in occupied France.

The *Jouet de Flots* was to rendezvous with a Royal Navy motor gunboat off Ushant.

2nd Lt Roy G. Davidson was one of six Allied evaders taken in charge by the Dalthia Mission. A Flying Fortress pilot with the 94th Bomb Group, Davidson had to make a belly landing near Epernay on the

way back from Schweinfurt on 14 October 1943, his fifth mission. Roy Davidson and three members of his crew were taken in charge by local Resistance workers.

Roy Davidson and Sgt. Fred Krueger, flight engineer on the crew, were taken to the house of a family in Epernay. A photographer made pictures of the two airmen for forged ID cards: *When I got the ID card a day or two later, it was ironic that the name given to me was Pierre Glass, since Glass was my mother's maiden name,*" says Davidson. A few days later, a guide took them to Paris by train. They were supposed to be handed over to an evasion line which would organize their journey to the Pyrenees Mountains and Spain. Unfortunately, after two days in Paris, Davidson and Krueger were told that there was no room for them on the next trip to Spain.

So it was back to Epernay for them. The two airmen were taken to Fromentieres, a small village in the vicinity of Epernay, in the beautiful farmhouse of Rene Charpentier, a wealthy gentleman farmer and Resistance leader. But the German police arrested some members of the underground in Epernay and Charpentier decided it would be safer to shelter Davidson and Krueger in another farmhouse several miles away. This was the house of the Montchausees, a poor hard-working family. Charpentier was arrested only a few hours after the two airmen arrived in their new hiding place.

Their second attempt came when a man arrived at the farm and explained that he would escort them to Quimper in Brittany. *"This man did not stay in the compartment with us for his own protection but looked in on us from time to time from the aisle. This was a long and tiring trip for it was two nights and one day getting there by train. The most difficult part again was trying to keep people from talking to us. I pretended to sleep the entire time but had a hard time for some children kept wanting to talk to me. Once a German officer came to*

Allied passengers on *Le Jouet des Flots*, Feb. 2/3, 1944

*2nd Lt. Roy G. Davidson Jr., pilot, 94th Bomb Grp, B-17 42-30453, crashed-landed at La Chappelle-sous-Orbais, Marne, on 14 Oct 1943, second Schweinfurt raid

*E&E 434, Sgt. Lee "Shorty" Gordon, air gunner, 305th Bomb Grp., down on Wilhemshaven raid of 26 Feb 43, escaped from Stalag VIIA. After the *Jouet des Flots* disaster, returned to Paris, evacuated to England via the Shelburne line, night of 26/27 Feb 44.

*E&E 1246, T/Sgt. Ralph Hall, flight engineer, 94th Bomb Grp., shot down at Kergrist-Moelou on 5 Jan 44, evaded, stayed in Douarnenez from February to 22 August 1944, returned to England from Rennes by plane

*Fred Krueger, flight engineer, 94th Bomb Grp., captured with Davidson

*F/O J. G. Pilkington, RAF navigator, 161 Sqn, Halifax, crashed near Nogent-le-Rotrou, Eure-et-Loir on 11 Nov 43, captured and sent to Stalag 3A

*F/O John H. Watlington, RCAF pilot, 400 Sqn, Mustang, baled out over Normandy coast on 22 June 43, returned to England via Shelburne line, (or captured and repatriated on 23 May 44)

*Sgt. Shah Zaman (or Shazaman), Indian Army. Escaped from Stalag at Rennes on 23 Nov 43, captured and taken to prison in Rennes and then to the Stalag again, later taken to another POW camp near Nancy. Escaped again on 1 Sept 44 and made contact with U.S. Army when the area was liberated.

*Lt. Charles Guelette (or Guerlette), alias Gal, Belgian secret agent, evaded capture but later arrested while trying to cross the French/Spanish border

inspect and asked for identification cards in our compartment. I pretended to be very sleepy and just handed him mine, which he soon returned. The train was very crowded from Paris to Quimper and people were jammed in the aisles. I was lucky to have a seat in which to feign sleep. Once I had to go down the aisle to a restroom. The aisle was so crowded that a person had to squeeze by each passenger. By then I had become so confident and unafraid that I got a kick out of wondering what a young German cadet in uniform would think if only he knew that an American pilot had just squeezed past him. At Quimper we followed our guide and were taken by truck to a large house at the edge of town. Here we spent the day with other airmen, Frenchmen

going to join de Gaulle and a few spies." But that evening, a broadcast from the BBC announced that the operation was canceled.

Next day, Davidson and Krueger were sent back to Paris by train. They were taken to the home of Mme. Quenot in Bobigny, a suburb of Paris. Eventually, a new evacuation was set up. Davidson and Krueger returned to Quimper by train. This time, the operation went on as scheduled: *"Shortly after dark the BBC secret code came over the radio that the mission was on. A feeling of excitement permeated the air for in a few hours we would all be in England. I had worried about my folks during all this time and began making up the appropriate words to say in my cablegram just*

as soon as I could send one."

The men were put in a truck to Ile-Tudy. They were told they would walk down a beach to get to the boat. The beach was mined; the guide said they must carefully follow his footsteps.

Soon the *Jouet des Flots* set sail from Ile-Tudy. At first, all was quiet at sea. *"It wasn't too long, however, until the waves became very large and the boat rolled and bobbed like a cork on the water. Before long someone became seasick from all the motion."*

"More and more people began to get seasick, even the experienced sailors. I soon joined the others at the rail. That was the sickest I had ever been and everyone on board had ceased to be happy about our escape."

The bottom started leaking and the engine quit when it was flooded. Some of the passengers started bailing water to keep the craft afloat.

One of the problems faced by the crew and passengers was that the skipper, a merchant navy captain, had no experience with a wooden fishing boat such as the *Jouet des Flots*. Emile Le Bris, a Resistance worker and experienced fisherman, took over but it was too late. He decided that the only thing left to do to save the company was to run aground.

The spot chosen was a small cove called Feunten-Aod near the village of Plogoff. The crew and passengers split up into small parties.

Davidson and Kueger started up the coast on a path but they were stopped by a German soldier. He arrested them and took them to his barracks. *"By now we really didn't care for we were so thankful just to be alive. We were in civilian clothes, of course, and the bicycle-riding guard who captured us didn't know who we were. When we got to his headquarters and told someone who could speak English that we were American airmen, he became so excited and started screaming so loudly that he hardly needed the telephone to report to*

his superiors."

They were taken by train to Rennes. Davidson spent two or three weeks in the prison at Rennes and then in another prison at Fresnes, a suburb of Paris.

He was not tortured or beaten but he was threatened to be treated as a spy if he didn't talk. *"And you know what happens to spies,"* the Germans would say. Davidson invented a story so vague that none of his helpers could be captured by it. *"All my answers were vague and described average people and apartments (all of which looked alike to me), but I knew no names and addresses."*

Eventually he was sent to Wiesbaden in Germany and kept in

another prison for three weeks. After one last interrogation, the Gestapo were convinced that he was truly a USAAF pilot and he was handed over to the Luftwaffe to be taken to the Dulag Luft near Frankfurt.

"What a relief it was to get there and be called a prisoner of war and hear the Germans say in the heavy accented English, 'for you, zee war is ofer.'"

Davidson was a kriegie in Stalag Luft 3, Sagan, from April 1944 to 23 January 1945 when the camp was evacuated by the Germans because the Red Army was moving west. Liberation day at last came on 29 April 1945 in Stalag VII B in Moosburg, Bavaria.

AFEES is on the Web, thanks to the RAFES

By FRANK HASLAM JR.

Leatherhead, Surrey, U.K.

<haslam@leatherheadweb.org.uk>

The Royal Air Forces Escaping Society formally closed down in 1995 after 50 years of aiding helpers and keeping members among the 2803 British and Commonwealth aircrew who made it back in touch with each other. Some of them still meet annually as the Air Forces Escaping Society (in Stratford-upon-Avon in May 2004) for a dinner.

As editor of the RAFES website, I am pleased to add a section for the U.S. Escape & Evasion Society.

The web address is

<http://www.rafinfo.org.uk/rafescape/afees_usa.htm>

My father was shot down on June 21-22, 1944, and hid with a Belgian family for 13 weeks, the last of which had him hiding upstairs in a farm at Wiemesmeer near Genk, Limburg, while the Germans used a room downstairs as a rest room for a radio control point they had established in outbuildings during their retreat.

The RAFES website has links to the RAF Ex-Pow Association site, which I also edit. And now, there is an AFEES page!

Another site which might be of interest to Americans is ELMS, the Escape Lines Memorial Society: <<http://www.escapelines.com/>>

ELMS is dedicated to helpers of escape lines who assisted Allied escapers and evaders in WW2. ELMS seeks to foster relationships between nations and second and third generation escapers, evaders and helper families.

Letter to the Editor

DALLAS MORNING NEWS

JUNE 6, 2004

By **PIERRE LEBAHAR**

Strasbourg, France

June 6 is a special day. As a Frenchman, I would like simply to thank the American people for what happened 60 years ago.

Indeed, thank you for D-Day, which gave us hope and contributed to our escape from darkness and horror.

Thank you for this total involvement in the war, no matter what could be the cost in human life in the U.S. Army.

Thank you, in the aftermath, for the Marshal Plan, which helped both the European Allies and the forces of the Axis to rebuild themselves, and to find strength to live together in spite of the rancor of the past.

Thank you again for the umbrella you offered us with the North Atlantic Treaty Organization. By the way, thank you, Ronald Reagan, and Cap Weinberger, for this poker game which made the Iron Curtain collapse. And, again, thank you for your help in Bosnia, where Europe was not able to solve a disaster in its back yard.

Thank you for reaction you had after 9-11, because you understood that the Free World was once again in danger.

And thank you, above all, because in a world where so many people pretend to be right, you just try not to be wrong.

+++++

This letter was published from a grateful Frenchman on the anniversary of D-Day and was forwarded to the editor by Life Member Bill Rendall of Grapevine, Tex.

Bill evaded in the Marne area from 30 Dec. 1943, to 19 June 1944, when he was arrested. Of the 13 persons arrested, one French woman, one RAF sergeant and Bill survived imprisonment. Seven members of his crew made it back to England.

He says, "We have not forgotten the thousands of people of occupied countries who made the supreme sacrifice along with our men on the beaches and in their parachutes for the liberation of Europe. I was liberated by men of the 14th Armored Division on April 29, 1945, and when they took down the Swastika and raised Old Glory, I saw ten thousand men cry."

**Official symbol of the U.S. Air Force**

WASHINGTON -- The Air Force symbol is now official, four years after the service first applied for trademark protection.

"I'm proud our symbol is now an official part of our heritage," said Air Force Chief of Staff Gen. John P. Jumper. "It represents our storied past and links our 21st Century Air Force to our core values and capabilities."

The decision to designate it as the official symbol of the Air Force demonstrates the service's conviction to preserving the symbol's integrity and should ease concerns that it is temporary or remains a test.

Miodrag tells about the Halyard Mission

Miodrag D. Pesic, Chetnik helper during the war, and now an author/historian, has published a new book about the Halyard Mission, the World War II operation that evacuated airmen from the Balkans. The 360-page, hard-cover book should be available in the U.S. soon.

Although the text is in the Serb language, an 102-page appendix presents copies of diplomatic messages in English and many photos of downed airmen, with the dates they were evacuated.

For example, rescued on May 9, 1944, were Richard Bernice, Edmund Flanagan, and Raymond Green.

There are dozens of photos in the book, including some taken at the 2003 reunion in Wichita Falls, which Miodrag attended. (He planned to be in Valley Forge this year, but had a date with the gall bladder surgeon instead.)

Any AFEES member downed in the Balkans, especially anyone evacuated by the Halyard operation, will find many familiar names in this book -- probably his own.

The editor does not yet know the price of the book in American dollars, but suggests you contact the author:

MIODRAG D. PESIC
11233 RALJA, P.R.
Serbia/Montenegro

REVIEW

Book is focused on Bob Grimes

*From the Library Journal,
May 1, 2004*

Eisner, Peter. **THE FREEDOM LINE: the Brave Men and Women Who Rescued Allied Airmen from the Nazis during World War II.** Morrow.

May 2004, 352 pages.

This is a highly readable, gripping, and inspirational account of a little-known aspect of resistance history: the story of a band of Basque, Belgian and French freedom fighters who conducted a secret rescue operation to lead downed Allied airmen to safety along the French-Spanish border during the height of the war years.

Award-winning investigative journalist Eisner, deputy foreign editor for the *Washington Post*, was first drawn to the dramatic narrative because of his own family ties to the Basque region. He has used both archival sources and personal interviews with survivors and operatives to re-create the heroism and courage of those involved in the so-called Comet Line.

Using a complex network of personal contacts, safe houses, and support services and without counterinsurgency training, these young men and women rescued approximately 800 American, Canadian and British airmen and took them to safety across the Pyrenees.

Focusing the narrative on the experiences of 20-year-old American Lt. Robert Grimes, shot down over Belgium in October 1943, Eisner's tale is note-worthy for two reasons; it reveals the role played by women in these operations and yields insights into Basque tradition.

In the words of one survivor, "It was a beautiful time...it was the proper fight."

EVADE!

Evasion Experiences of American Aircrews
in World War II

*(Now available to Members; see ordering
information on next page)*

Main movie, 54 minutes. Includes interviews with evaders Clayton David, Alfred Lea, Edward Miller, Ralph Patton and Robert Sweatt and is directed to cadets of the Air Force Academy at Colorado Springs, Colo.

Major sections deal with timeless experiences of evaders: injury and illness, psychological and physiological stress, concealment, navigation, and working with underground helpers.

SPECIAL FEATURES

Evasion as Seen by Underground Helpers

16 minutes. Includes interviews with Yvonne Daley-Brusselmans of the Belgian Underground and Marguerite Brouard-Fraser of the French Underground. They tell how they became involved in helping Allied fliers, how they dealt with the threat of enemy moles and collaborators, how they interrogated Allied evaders and taught them to avoid detection, and why they persisted in this extremely hazardous activity.

Origins of the Air Forces Escape and Evasion Society

5 minutes. How evaders found each other after World War II and how they joined together to honor and preserve the memory of Underground members whose sacrifices and courage helped more than 3,000 airmen evade the enemy and return safely to their homes.

Slides from Patton Collection at the Academy Library

6 Minutes. Show includes 105 images grouped into sections dealing with experience (19 slides), underground helpers (9 slides), evaders' false identities (6 slides), Eighth Air Force in combat (19 slides), aircrew instructions (48 slides), and armed forces newspapers (4 slides).

The Ralph Patton Evasion Story

12 minutes. Includes a narration by Ralph Patton of his 72-day evasion experience. How he was shot down over northern France, made contact with the Underground, and eventually escaped to England on a British gunboat.

Free, for members & Friends ... an evasion DVD or video

For more than a year, several AFEES members have been working with Friends of the Air Force Academy Library and Word One Productions Inc., to produce a DVD on evasion.

The first 54 minutes of the video disk includes interviews with several AFEES members and is directed toward freshman cadets at the Academy.

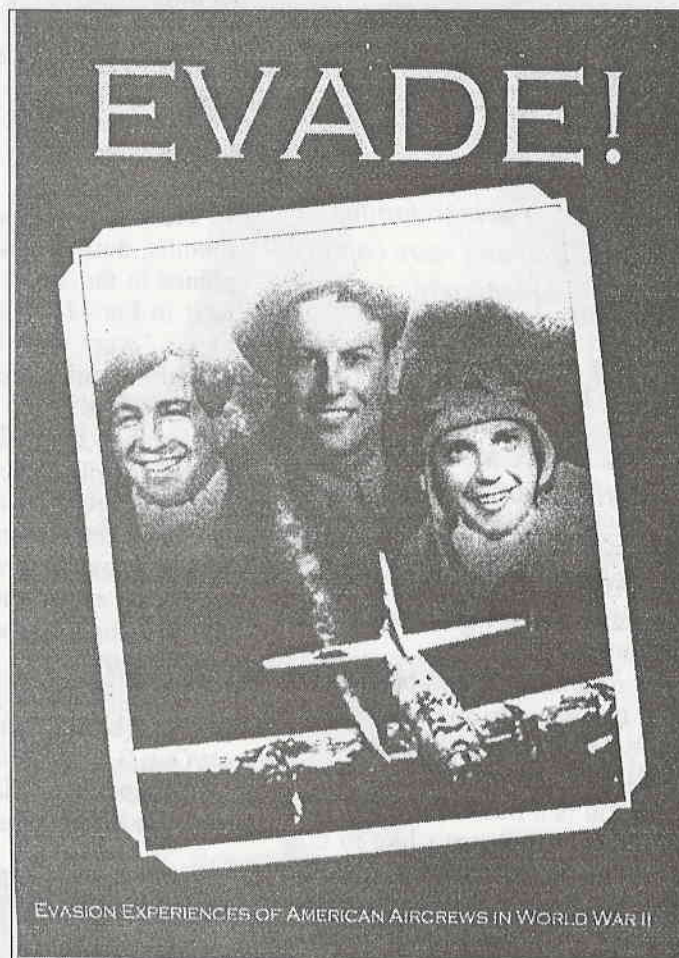
The next 12 minutes presents the history of the U.S. Air Forces Escape and Evasion Society.

A Free DVD or Video Tape is available for all current members and Friend members.

Here's all you need to do:

- 1) Be sure your AFEES dues are paid, and*
- 2) Let Clayton David know whether you want a DVD or a Video tape.*

The DVD is more flexible and has better color resolution, but the Video tape is available to those without a DVD player.



=====

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Shepherd led John to Allied lines

1st Lt. John W. Martin, B-25 co-pilot with the 445th Squadron, 321st Group, went down at Placenta, Italy, after being hit by AA fire on a mission to the Gallate Road Bridge. His was the lead plane. All his other crewmen landed in a populated area and were captured immediately.

From the Delaware County, Pa.,
Daily Times, April 26, 2004

By JOHN M. ROMAN

John W. Martin, 84, of Drexel Hill, Pa., will always remember the fateful day in 1944 when, as an Army Air Corps pilot, he parachuted out of his disabled bomber over Italy.

He says he'll always be grateful to the Italian partisans who saved his life during World War II, when he was 25 years old.

Martin is a mild-mannered gentleman. He doesn't like to brag and he doesn't consider himself a hero. He's quick to point out he wasn't wounded and never became a prisoner of war.

"Many other people of all wars have been subjected to much more than myself," Martin said.

Martin, a retired mechanical engineer, will be among the members of the Air Forces Escape and Evasion Society attending their annual reunion April 29-May 3 at the Valley Forge Hilton in King of Prussia.

Martin's unforgettable experience during World War II began with his enlistment in the Army Air Corps in January 1942, after graduating in 1939 from high school.

He started basic training in Montgomery, Ala., as an aviation cadet. Martin spent about six months in Alabama in training. His first overseas assignment was

to a staging area in North Africa and then Lecce, Calabria, in southern Italy, from which he moved around to different bases. He then was transferred to the island of Corsica in the Mediterranean Sea, off the northwestern coast of Italy, in 1944.

He was in Corsica about 10 months, during which time about 30 planes in the 340th Bomb Group next to his 321st Group, 12th Air Force, "were wiped out completely at night about 10 miles from where we were," he said.

He then learned his unit's major objective was to destroy the Gallate Road Bridge, a strategically-located span that the Americans had tried to knock out several times. Martin explained each time they did, "the German engineers would come and rebuild it.

"We had the objective to finally get that (bridge) out," in a bomb run on Oct. 3, 1944," he said.

Shrapnel and flak from an 88 mm gun hit his plane. A gunner was

wounded. He didn't know if anyone else was injured -- "they bailed out so fast."

Larry Russell, the first pilot, gave the order to bail out.

"We all bailed out."

It was broad daylight, mid-afternoon in the blazing sun, with not a tree or bush in sight.

"I got caught in my parachute and almost landed on my head," he said. "Larry was coming down a quarter-mile from me and landed in a village and was captured."

"I was lucky, an Italian man came over immediately and conducted me right out there," Martin said. "Walked as fast as we could about three miles to get up in the hills.

"I don't know why in the world they (the enemy) never saw us."

His rescuer, whose name he later learned was Carlo Picchi, turned him over to the Italian partisans -- a group of civilian guerrilla fighters covertly trying to drive out occupying German troops and Mussolini's army.

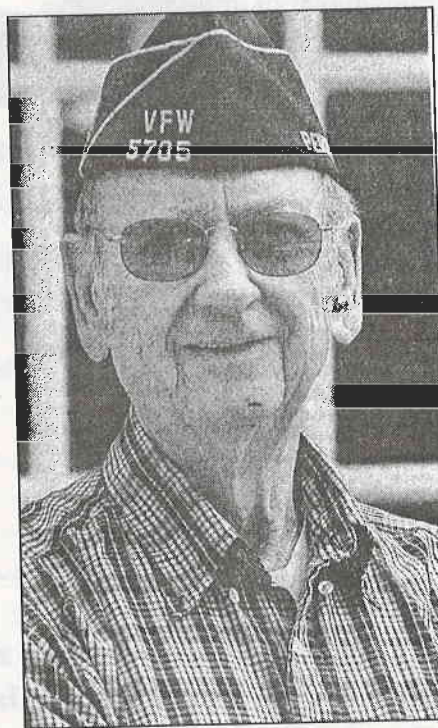
"They were harassing the Germans," he said. The guerrillas were "very colorful people, all had colorful names," including their leader called "Americano" because he was born in Brooklyn, New York, and moved back to Italy when he was two years old.

The rest of his B-25 crew were all captured by the Germans and moved to a prisoner of war camp.

The rescued airman spent about two weeks with the partisans in Santa Margherita before efforts were made to sneak him through enemy lines back to members of the Office of Strategic Services, or OSS operatives.

An Italian shepherd, about 70 years old, who knew every part of the countryside and mountains, then briskly led Martin and four other American airmen under the cover of darkness. "Not a word was spoken," he recalled.

By 6 a.m., in the distance they



JOHN W. MARTIN
... with his VFW cap

could see American troops of the Fifth Army. The shepherd then waved at Martin and the others, grinned and quietly said, "Viva La Victoria" (long live the victory).

"He was in risk of being shot, but he went back to his village somehow," he said. "He was a real hero to every one of us."

The rescued airmen then met with members of the Army's 92nd Division and were interrogated by Army intelligence.

Martin regrets that he never had a chance to return to Italy to offer his gratitude and affection. His partisan guardian angel was in his 50s when he rescued him and is surely deceased by now.

At the AFEES reunion, he'll be able to share memories of his life-threatening experiences during World War II.

And also, he says, he will express his appreciation for the Italian people and others who risked their lives to assist American airmen while enduring many hardships during the war.

"I was lucky to fall among friendly people -- like I had a 'big brother' like Carlo and the other airmen didn't have. They came down in the wrong places."

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Thomas H. Brown Jr., AFEES PX Manager

104 Lake Fairfield Drive

Greenville, SC 29615-1506

Phone: 864-244-8420

<tbrown104@cs.com>

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Alberta Del Guidice displays a special souvenir presented to her at the 2004 reunion by Fred Boogaart, Dutch helper. It is a boxed spoon decorated with a Dutch windmill.

Membership Updates

(Changes are in **BOLDFACE** type)

1. Lawrence W. Babcock "L", 509 E. Minor Drive, Apt. 101, Kansas City, MO 64131-3668; Phone: 816-942-2456
2. Albert E. Beauchemin, 1 Berkshire Square, Apt. #206, Adams, MA 01220-1033; Phone: 413-743-7419
3. Russell S. Bodwell "L", 2 Alpine Court, Oronom, ME 04473-3464; Phone: 207-866-3151
4. Robert Brill "L" "F", PO Box 1405, Vashon, WA 98070-1405; Phone: 206-463-6121
5. Lynn A. David "F", 923 S. Mason Road, Town & Country, MO 63141; Phone: 314-205-1196
6. Douglas R. Drysdale "L", (Summer Address: PO Box 1021, Emigrant, MT 59027-1022)
7. Mrs. Maita Floyd-Branquet "L", 10015 W. Royal Oak Road, #310, Sun City, AZ 85351; Phone: 623-875-7920
 <eskuald@extremezone.com>
8. David W. O'Boyle Jr., 10200 E. Harvard Ave., Apt. 435, Denver, CO 80231-3953; Phone: 303-755-9696
9. Paul J. Pietrowski "F" 1704 NE 16th Loop, Battle Ground, WA 98604-4665; Phone: 360-666-0755
 <SPietrol22@aol.com>
10. Paul M. Schlitz "L", 505 North Maize Road., Apt. 222, Wichita, KS 67212-4670;

Frank tells his story

By **FRANZ CAUBERGH**

Vise, Belgium

Fifty-one years ago I had contact with The Voice of America. It was an interesting and instructive experience. I mailed my questions, generally about what was going on in Europe at the time.

The next Saturday took place the opening of the mail bag and then a voice came on the radio-wave into my room and said, "Here is a message for Frank Caubergh" and I received answers to all my questions.

That was in the year 1953.

Then one day I told them that "Ten years earlier, in 1943, we were in a very crucial moment of WWII. The Germans were losing the war and losing many men on the Eastern front who had to be replaced. So by decree they obliged in all the occupied countries the boys about 20 years old, to join the steel industries in Germany."

I got my railway ticket for Brandenburg near Berlin, but I got off the train and became what was called a "refactory" or work refuser and started a life of running and hiding and forged papers and the danger of being caught.

It was also the time that thousands of planes crossed our skies day and night with the aim to destroy Nazi Germany and bring us liberty again. But it was also the time that thousands of aircraft were blown out of the sky by German flak and aviation.

I was a member of the Resistance with a group that was involved in the hiding and repatriating of downed airmen and I mentioned the names of some of the boys I had known and helped. Some time later I heard that one of them, Joe Ventimiglia, had been interviewed. Joe was crew member of a B-17 shot down above the Belgian Ardennes.



Former Royal Navy crewman Billy Webb seems to have captured the attention of Air Force Secretary James G. Roche during the AFEES visit to the new World War II Memorial in early May.



We are always delighted to have a good representation at reunions from our helper/friends from Holland. This group includes most of the Dutch contingent at Philadelphia. From left: George Van Remmerden, Gene Sauer, Pietje Van Veen, Frederick Gransberg, Jacques Vrij, Joke Folmer and Anne Feith.

He was hiding in a barn with four other members and brought into our group.

So he came on the program named *ON YOUR ACCOUNT* by Erwin Elliot, CBS, 485 Madison Ave., New York City. He must have related about his stay in the resistance and his evasion to Switzerland. We should not forget that Joe told the story in 1953 which had taken place in 1943-44.

The fact is that after the interview hundreds of cards and letters of thanks from mothers, father, sons, daughters from all over the States were sent to Mr. Erwin Elliot, *On Your Account*. I still have them all with their 2- or 3-cent stamps.

I have never had any news of Joe Ventinglia or of Mr. Elliot since.

I am a Life Member of the Air Forces Escape and Evasion Society and am very proud and honoured to spend from time to time a few hours with those brave men we owe so much to.

Among the helpers, some had accomplished great exploits. I have known a Belgian helper, Anne Brusselmans, who saved more than a hundred airmen and brought them to freedom.

I even had the chance to see on Belgian television the image of how President Reagan communicated with Mrs. Brusselmans to say "thanks" for what she had done for American boys.

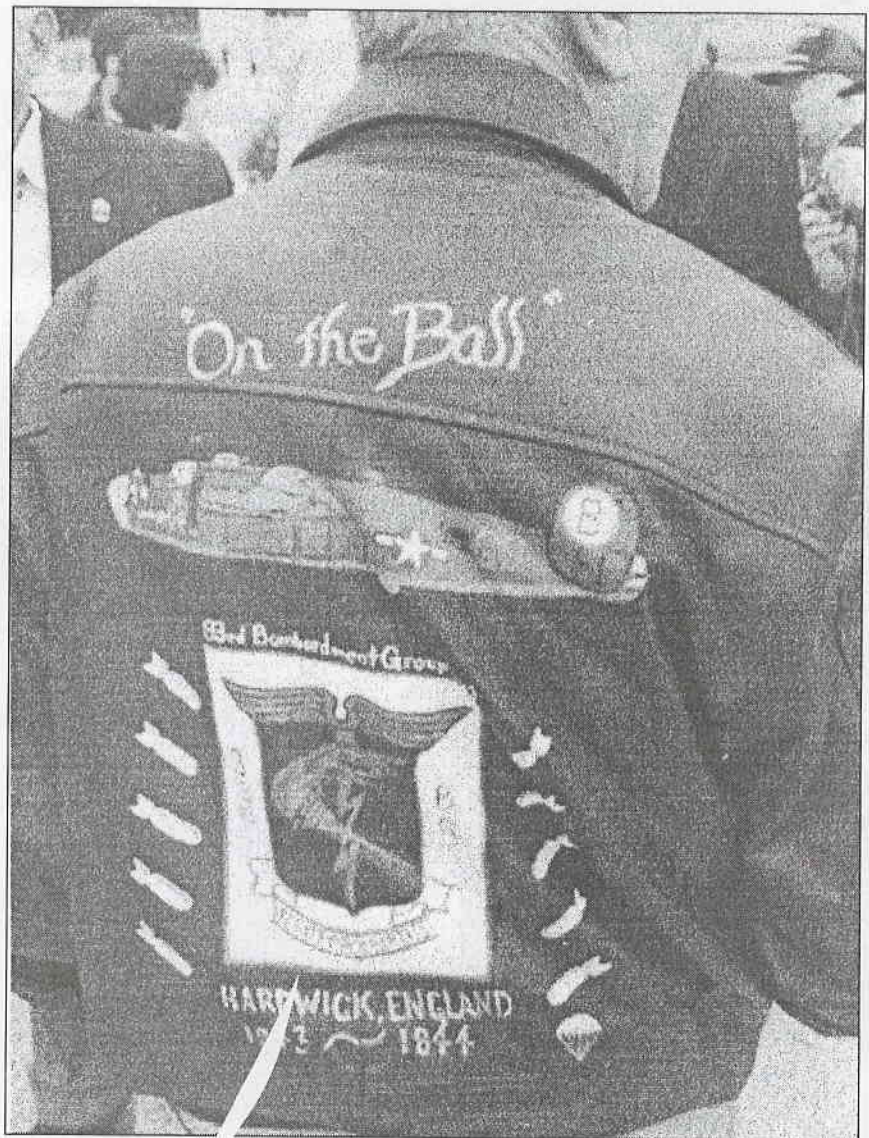
I have no idea why I am telling this story. Could be that the recent festivities of D-Day, the landing in Normandy, and the liberation of my country have awakened some souvenirs and it is better to tell them now before age will fade them out. Or is it just a test to check if my English is still understandable as it once was when I was a European traffic manager with Uniroyal Cy, but that's also more than 20 years ago. Yours,

FRANK CAUBERGH

Frank: Merci for writing. Your English is much better than my French! Regards, Larry



Readers at the annual Memorial Service this year were, from left, Paul Kenney, Lt. Gen. Duncan McNabb, Clayton C. David, Larry Grauerholz and Steve Mac Isaac.



Member Edward Miller of Sedona, Ariz., was wearing his decorated 93rd Bomb Group jacket when AFEES visited the memorial and he captured the photographer's attention.

Vet of 398th reflects on D-Day, turning tide of war

SAN ANTONIO (AFPN) -- They are known as "the greatest generation." On D-Day, they

proved it.

Before dawn, June 6, 1944, airmen of the 398th Bombardment

Group awoke to a day that would turn the tide of the war in Europe and end with 3,000 Americans dead.

Missing from accounts are stories about being attacked by German Luftwaffe aircraft defending their front. That is because the Allied air forces made a concerted effort to cripple air power well before D-Day. Between January and May 1944, the attrition rate for Luftwaffe pilots was 25 percent, according to "With Courage, The U.S. Army Air Force in World War II." When new German pilots joined fighter squadrons, their brief careers averaged 30 days or less.

From May 1 to June 5, 1944, Allied forces flew about 35,000 sorties, nearly 1,000 a day, preparing for the surprise landing on the beaches of Normandy, according to an Army Air Forces report prepared in 1945.

On D-Day, just before troops stormed the Normandy beaches, American heavy bombers and large formations of British air force heavies joined Allied naval forces to bombard beach defenses. Although aircrews encountered few enemy aircraft, estimated at only 100 sorties that day, many flew through a barrage of flak from antiaircraft artillery.

The Luftwaffe's absence on D-Day hurt German morale.

"The failure of the Luftwaffe and U-boats to take advantage of an ideal target was most discouraging and demoralizing to the officers and men," said a captured Nazi in the 1945 report.

The months following D-Day proved to be perilous for aircrews. Many died or became prisoners of war.

B-17 pilot then-1st Lt. Harold Weekley (E&E 1416) was shot down over La Manoir, France, on Aug. 13, 1944. His entire crew survived, and he was the first in the 398th BG to escape enemy territory. He evaded the enemy with the help of the French Resistance, ending up with the



Friend Member Dr. Carl Scott of Columbus, Ohio, had a chance to share a few laughs at Philadelphia with Helper Mia Lelivelt.



Lt. Gen. McNabb performs some useful work by helping Dorothy Lashinsky with the raffle at the AFEES banquet. President Richard Smith seems to enjoy the performance.

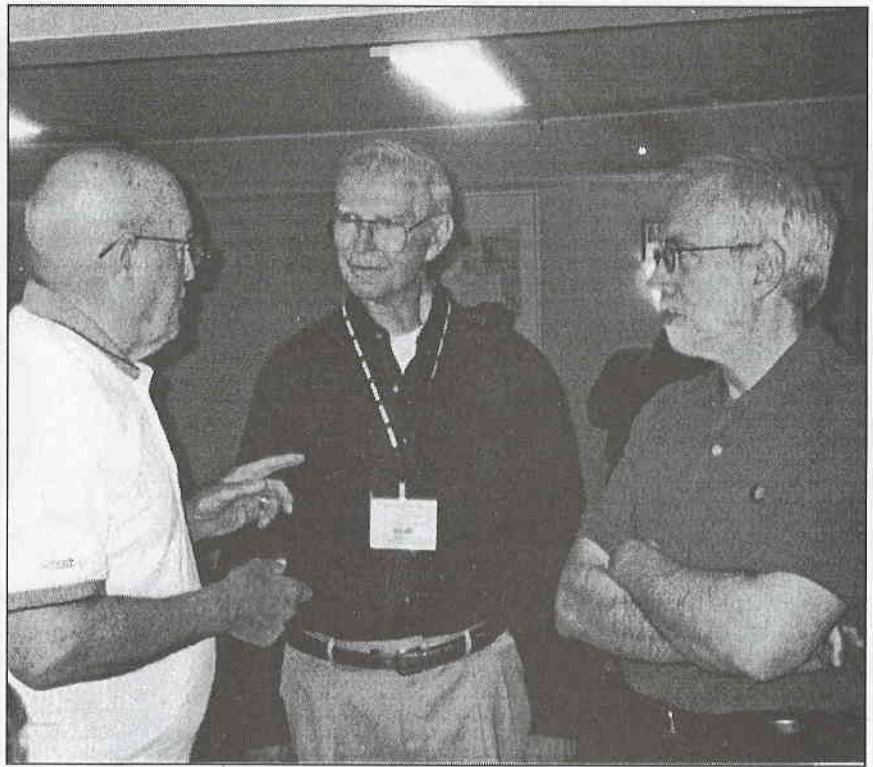
British army.

After retiring from the Air Force in 1968 as a colonel, one of his jobs for 23 years was to fly a B-17 for the Experimental Aircraft Association at air shows nationwide. When he retired from that career in 2001 at 80 years old, he said he was the last World War II combat B-17 aircraft commander to fly a Fortress.

"People who have fought in a war together are closer than family," Colonel Weekley said. "When life depends on each other, there's a very strong feeling that never goes away."

For airmen of the 398th, and all Army Air Forces retirees, the ties that bind become stronger when they meet for reunions. This year, for the 60th anniversary, the 398th returned in time to tour Normandy.

They planned a memorial service at their former base at Northampstead and a visit to the cemetery where a number of comrades were laid to rest.



*President Dick Smith seems to be giving orders to Robert Grimes (center) and Peter Eisner, author of **THE FREEDOM LINE**, which has Bob as the key figure in the story of the Comete line.*



A special feature of the 2004 reunion was the luncheon at the Union League Club in downtown Philadelphia. Speaker for the occasion was David Eisenhower (2nd from left), grandson of the 34th President. Hosts were Bruce and Eileen Hooper, (left and extreme right). AFEES Chairman Ralph Patton is 3rd from left.



A contingent of airmen from McGuire AFB met with us at the Friday luncheon at the Union League Club during the 2004 reunion. The group included, not in any particular order: 1st Lt. Catherine Wallace, Delran, N.J., public affairs officer; Lt Paula Cottrell, Newville, Pa., personnel officer; MSgt Gary Boyd, Lawrence, Kan., historian; Capt. Shane Prater, Jackson, Ohio, personnel officer; 1st Lt. David Linton, El Paso, Tex., logistics officer; 1st Lt. Julio Trujillo, Miami, Fla., pilot; Maj. John Dorrian, Jacksonville, Fla., public affairs officer; Lt. Miranda Lailich, Alpine, Tex., logistics officer; Lt. Brian Jenkins, Santa Paula, Calif., logistics officer; 1st Lt. Sid Squires, Glens Falls, N.Y., personnel officer. The airmen were deployed around the tables so that AFEES members could talk some shop with today's airmen. (And perhaps wow them with accounts of our wartime exploits).

Program boosts morale of troops deployed overseas

DALLAS (AFPN) -- Since the Army and Air Force Exchange Service began "Gifts from the Homefront" last year, people have contributed \$406,745 toward the program.

The program is designed to lift the morale of deployed troops worldwide by offering gift certificates which can be purchased by any individual or civic organization. This allows servicemembers to purchase items of necessity and convenience at any exchange facility in the world.

"Gifts from the Homefront" certificates can be

addressed to "any servicemember" or individual servicemembers.

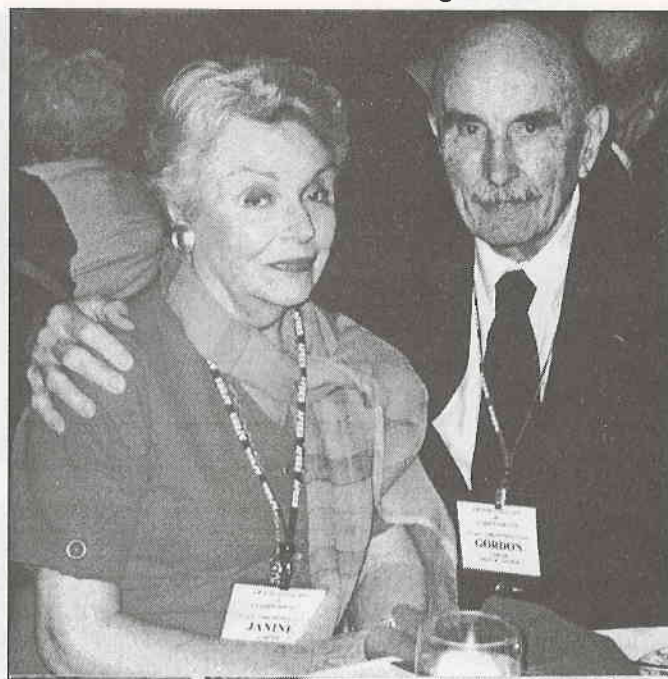
Those wishing to send a "Gift from the Homefront" can log on to <aafes.com> or call 877-770-4438 to purchase gift certificates in \$10 or \$20 denominations. From there, the "Gift from the Homefront" may be sent to an individual (designated by the purchaser) or distributed to "any servicemember" through the United Service Organizations, American Red Cross, Air Force Aid Society or Fisher House.



AFEES visitors to the ArmyWar College at Carlisle, Pa., were greeted by this poster that helped inspire many of us in the long-long ago.



Lt. Gen. Duncan McNabb found it a pleasure to pose with Helper Marguerite Fraser during the AFEES visit to the war memorial.



Janine and Gordon of Quimper, France, attended their first AFEES reunion in Philadelphia. After the war, Gordon went back to France to marry the young woman who helped him evade.



Rain was the order of the day as Clayton David was being interviewed by an Air Force Times reporter at the WWII Memorial.

Seventh grader learns about heroes

From *The Almanac*,
Munhall, Pa.,
June 2, 2004

By KATIE DUERR

Today, the word "hero" is used all too lightly. Pop music idols, athletes, actors, and actresses are often given this title.

However, on May 1 and 2, I had the opportunity to meet true heroes. The AFEES (Air Forces Escape and Evasion Society) conference was held at the Hilton Hotel in Valley Forge and I had the privilege of attending. Men and women came across the globe to be recognized as the heroes of World War II.

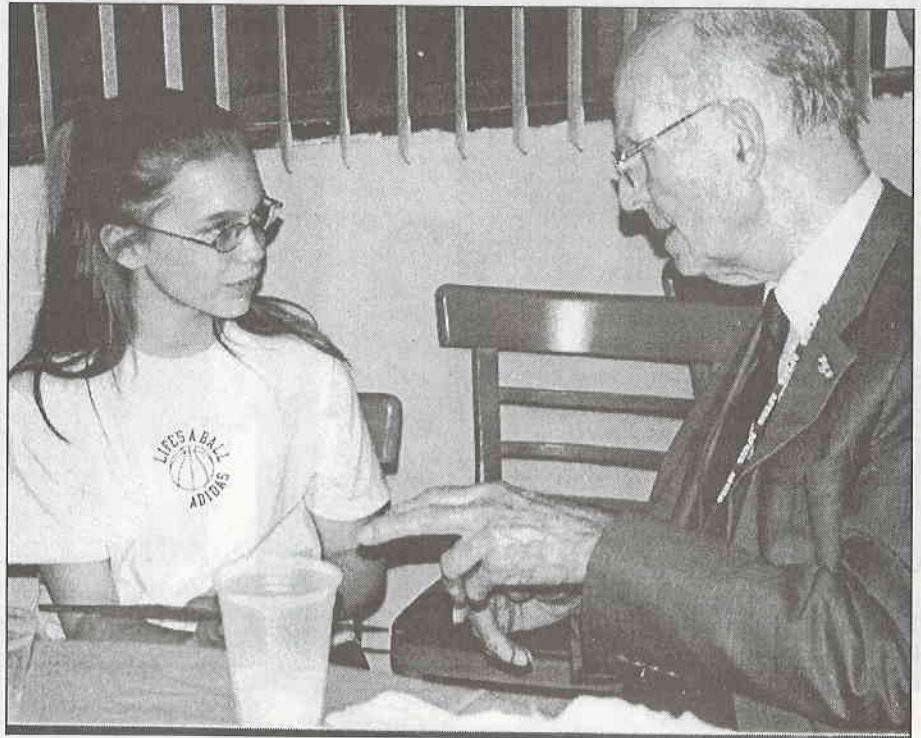
A variety of people can attend these conferences. These people include airmen forced down who avoided captivity, those who escaped from captivity and returned to allied control, the helpers who assisted these men, friend members, and the families of airmen and helpers.

During the conference I had the opportunity to speak with a few of the helpers in attendance.

Frederick Gransberg hid my grandfather and his crew, among others, when their plane was shot down in Holland. This happened in March of 1945. The men stayed five weeks in a farmhouse, which I learned, was an unusually long time for men to remain in the same place.

After these five weeks passed, Mr. Gransberg had to transfer the men to a different location because it became too dangerous to keep them. According to Mr. Gransberg, the reason the service was so successful was they "kept moving" from one location to the next.

Other people were Jacques Vrij and his wife Lettie. Mr. Vrij told some incredible tales of the 85 airmen he assisted. The men came by train to his home where he picked them up at the station and



Katie Duerr interviews Jacques Vrij during the AFEES '04 reunion.

they followed him to his house, about 10 meters behind him. This was done so the Germans did not see the group and become suspicious.

The airmen stayed in one of the seven hiding places in Mr. Vrij's home for only a few days. From there he assisted them to the Belgian frontier where another member of the service would pick them up.

Mr. Vrij was responsible for providing the men with false identifications and Belgian money. Likewise, the helpers in Belgium gave the airmen French money before they crossed the French border, and Spanish money before that border crossing. If a Nazi soldier ever confronted an airman in his travels he motioned that he was deaf and could not communicate with him. Mr. Vrij's story is so amazing because every one of the 85 people he came in contact with made it safely to Spain and to freedom.

Unfortunately, Mr. Vrij encountered a bump on his quest to help the Americans. Germans came

to his business and told him, "Your game is over," in German, "dein Spielt ist aus." They demanded to know "where he brought them."

He denied his association with the downed airmen and was therefore taken to a concentration camp with the accusation of being unhelpful. Mr. Vrij stayed there for a few months before digging under a barbed wire fence and escaping with some of his friends.

If these men aren't heroes, I do not know what one is. Hopefully their stories won't die, but will live on for many generations to cherish. I can only hope that anyone who has the opportunity to speak with someone about his or her World War II experiences takes full advantage of it. I also hope we can continue to exhibit the bravery these men did in risking their lives for complete strangers.

Katie Duerr was a seventh grader at Independence Middle School in Bethel Park, Pa. She is the granddaughter of Franny and the late Elmer (Bud) Duerr.

Vet gets his P. Heart after almost 60 years

VANDENBURG AFB, Calif. (AFPN) -- A 24-year-old navigator was wounded during a bombing mission over Germany of Sept. 13, 1944, at the height of World War II. Nearly 60 years later, Lt. Col. (Ret.) Wayne Ehlers received the Purple Heart he earned when shrapnel flew through his oxygen mask, and smashed into his chin.

In 1944, Col. Ehlers flew on a B-17 with the 379th Group out of England.

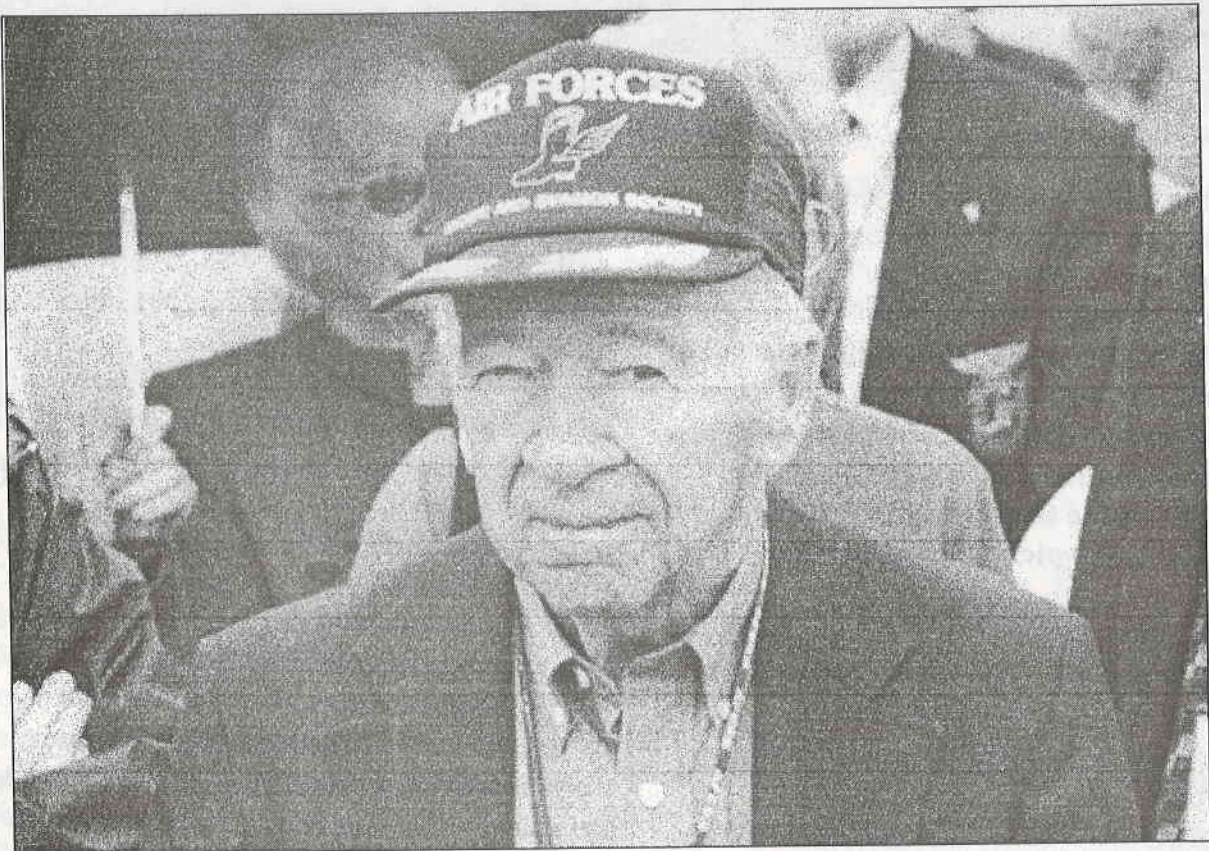
His plane, *Everybody's Baby*, was over the target at 27,000 feet when it was hit by anti-aircraft fire.

The B-17 landed wheels up in Ciney, Belgium, tearing up fences and cow pastures.

Near the French border, the crew made its way to an Army hospital where their wounds were treated. A few days later, they hitchhiked to Paris on a weapons carrier.



Several members of the Del Guidice clan were present for this year's reunion in Valley Forge. Shown here, from left: Kim and Vincent Del Guidice and their daughter, Doreen.



Chairman/Co-Founder Ralph K. Patton still has that determined look in his eyes, as demonstrated by this photo taken during the Washington trip.

Arthur l'Américain: 'C'est bien mon gilet!' ('That's my mae west!' said Arthur)



Arthur, the American pilot, is happy. He recovered his mae west stamped "Lt A. M. Mimler"

By MAGALI GRASSET

Ouest-France

Oct. 8, 1997

(Translated by Claude Helias)

June 14, 1944, Bazougers (15 km. from Laval) in Mayenne, France, Lt. Arthur M. Mimler, a Mustang pilot with the 363rd Fighter Group, had just enough time to bail out. His P-51 B 43-6446 was hit by the Germans. 53 years later, he is back -- to pick up his mae west.

Lt. Col. Arthur Mimler, 6'4" tall, stays standing squarely in front of the small island in the river Ouette where he lived in hiding for three days in June 1944. Moved, he remembers: *"I was stung all over by nettles."*

As soon as he arrived in Mayenne, memories came back. *"That's where the parish priest went to meet me and gave me clothes and a bicycle."*

Then, his wife, has twinkling eyes. She is discovering a country. And the man who lives with

her, he never said a word about this epic episode. *"My husband is a hero. . ."*

Before July 1, 1997, the California septuagenarian would never have imagined coming back to Bazougers. *"At 5:00 am., a woman gave me a call. She said that my mae west had been rediscovered. I answered: I'll come and get it!"*

At the other end of the line was the niece of a Bazougers farmer who located him with the Internet. Her uncle, Gaston Sauvage, was only 4 1/2 years old when the pilot's plane crashed just a stone's throw from his parents' farm. But since the Mustang was unearthed last April, he has been investigating in the area.

Gaston raked up in the meanders of history. From a hiding place to another, he pieced together the journey of the runaway pilot before he was caught by the Germans in Saint-Lo, 10 days later.

From a surprise to another. Arthur returns to the spots. Guided by Gaston, who often knows more than him. *"Memories came back to him little*

by little. You had to go easy, then it started! We helped him to learn his lesson again." From the field where the plane crashed to the farms where he was received and the island on which he stayed, Arthur relived it all.

Lt. Col. Mimler remembers Father Fricot well. The parish priest (he was 52 in 1944) dressed him up as a sacristan to cross the German lines at Soult-sur-Ouille (15 km. from Laval).

"They were going to give communion to someone very sick," says Gaston, who learned it from the priests's nephew. Fifty-three years later, the daughter of the priest's maid came out of her cellar with a strange vest. "I valued it. I don't know why. I couldn't throw it away!"

Simone Boulay did the right thing. Arthur is happy!

Arthur Mimler still lives in California.



Doolittle Raiders get together in Arizona for 62nd reunion

DAVIS-MONTHAN AFB, Ariz. -- Staff Sgt. Michelle Butler meets Bill Bower, a Doolittle Raider, during a dinner here April 15 honoring the group's 62nd reunion. Doolittle Raiders were part of the pivotal mission April 18, 1942, to bomb Tokyo as symbolic revenge against Japan's attack on Pearl Harbor, Hawaii.

The mission was led by then-Lt. Col. James Doolittle.

Seventeen of the 80 raiders are alive today. Sgt. Butler is a member of the base's elite honor guard.



"Gee, I didn't realize how rough you boys lived on th' ground."

HIND FLIGHT (with apologies to 'High Flight' *Lament of a Tail Gunner*

By JOHN NEAL

Oh, I have slipped the surly bonds of fuselage,
And bounced the sky in plastic-covered cage.
Earthward I've looked, while others saw the sky,
And sun-split clouds, and done a hundred things,
I could not dream about, with guns and sight,
And Messerschmidts and Folk-Wulfs on my right.

I've watched the tracer bullets race along,
And had the pilot fling his eager craft through
Footless halls of air.

And, that is why we still are there!

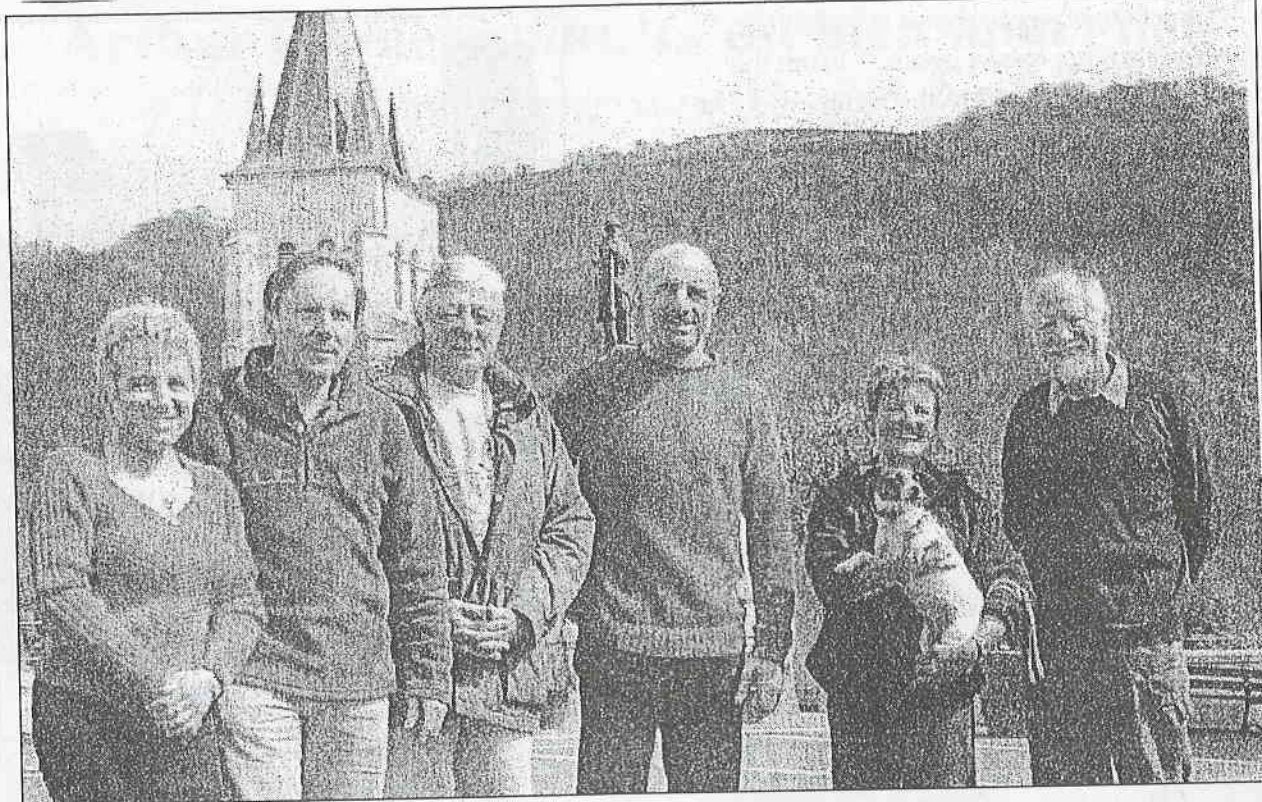
Up, up the long and dangerous flight we climb,
While I've stopped up the wind-swept turret.

Where never heat, nor even fleece-lined coat,
had ever been.

And while, with eagle eye and solid vigilance,
I've waited,

To protect my friends with whom
I long have flown,

I put out my hand, and asked God
to see us safely home.



Lynn David poses with some of his mountain-climbing friends. From the left; a friend of the guide, Lynn, Scott Goodall, Txmoin Etchemendy (professional guide), Mrs. Hall with her pet, and Richard Hall.

Lynn duplicates his dad's route across the Pyrenees Mountains

**From Sud Quest, France
April 15, 2004**

By E. H. BOYER

Strange destiny, that of Clayton C. David, 2nd lieutenant and copilot of one of those famous bombers B-17, also affectionately called "flying fortresses."

January 11, 1944, our man, who was then 25 years old, was one of 109 flyers MIA from his bomb group that day.

He landed near a village in the suburbs of Amsterdam. By luck, Clayton was able to escape the German soldiers and pass through the Dutch borders, then Belgium, to reach the French capital and hide in the basement of a school.

The occupation forces were not

long in discovering the runaways, who had only the greeting of a plaque "Danger of Death, Electricity" screwed to the door of their hiding place.

The hesitation of the Germans that day permitted them to escape by the back door, and to hide themselves several more weeks in a neighboring church. When the accomplice parish priest was also inevitably arrested, Clayton and Sergeant Ken Shaver were taken to the south of Paris by the Resistance network after two days of walking and tracking. Direction: the Pyrenees.

SOULE TO THE RESCUE

They were taken in a train that, passing by Pau, let them off at

Oloron. There a couple of high-souletin resistants (still living) responding to the code names "Andre" and "Claire" took them by car to Barcus.

"My father (today 85 years old) remembers a barn at the end of an alley, but he never found it again when he returned to Soule many years later," tells Lynn, his son.

They met there three other maquisards (resistance workers) who were in charge of moving them by night between the 11th and 14th of April, from Barcus to Tardets, then to Logibar, passing by the bridge of Holzarte, just to the Spanish border.

"The night on the bridge was the blackest my father had ever known," adds Lynn. "It was not secure like today. There was much snow, and they were not dressed

appropriately. But they arrived!"

Coming down on the Spanish side, the two Americans were finally stopped by the Civil Guard at the height of Ochgavia. By luck, the rights of war prisoners were at the time more or less respected, and they were only assigned to a residence at Pamplona for two or three weeks before being repatriated to England via Gibraltar.

TO HONOR HIS FATHER

Clayton was sent back to his country where he served yet some years. Between time, he married in 1945, and his son Lynn was born in 1948. And it is to honor his father that he decided to come and visit in the valley and to make the same journey, 60 years day for day after him, even if it wasn't under the same conditions (except for climatically speaking!).

To the Basque part, Lynn addressed himself to the members of the association of Bortukariak hikers. Three among them, including Txomin Etchemendy, accompanied him and his friend Scott Goodall in the Souletin mountain, then on the south slope to Octagavia yesterday.

VIDEO CAMERA IN HAND

And it is on this last part that our American -- video camera in his fist -- wished particularly to persevere: the only shadow zone from the account of his father. "Perhaps we will meet there people who will have seen this famous night?"

As for Clayton, he had already made a part of this trip in the past. In 1995 he found again the Parisian school that had sheltered him. Its director (principal) even offered him the life-saving plaque as a souvenir! In 2001, he was on the Holzarte bridge that he was unfortunately unable to recross. But he has always kept an eternal recognition for the people who helped him escape certain death.

NEW MEMBERS

JOSEPH J. OWENS 'L'

1701 W. Commerce Ave., Lot 280
Haines, FL 33844-3276
Phone: 863-421-6986
Wife: "Helen"
E&E # 1288, 8th AF, 401th BG
<owenzelli@verizon.net>

ROBERT K. SCHOONMAKER

3500 S. Abrego Drive
Green Valley, AZ 85614-5754
Phone: 520-648-1238
Wife: "Virginia"
E&E # 2112, 9th AF, 322nd BG

HAROLD D. (Hal) WEEKLEY

4874 Golden Circle
Mableton, GA 30126
Phone: 770-941-8122
Wife: "Wilma"
E&E # 1416, 8th AF, 398th BG
<mrb17@earthlink.net>

NEW 'FRIENDS'

CLARKE M. BRANDT

11428 E. Amherst Circle S
Aurora, CO 80014-3047
Phone: 303-750-0807

DENNIS FRIEDBAUER 'FFL'

7117 Lartlyn Drive
Springfield, VA 22151
Phone: 703-256-2438

60 years for GI Bill

WASHINGTON (AFP) -- The nation was slowly emerging from the Great Depression when World War II flared up in 1941.

After the war, thousands of Americans were flocking to colleges and vocational schools, buying homes, farms and businesses -- all thanks to the Servicemen's Readjustment Act of 1944 known simply as the GI Bill.

President Franklin D. Roosevelt signed the bill into law 60 years ago June 22.

Historians say the GI Bill contributed more than any other program in history to the welfare of veterans and their families, and to the growth of the nation's economy.

A Commentary

The Freedom Line

By PETER EISNER

By FRANCENE WEYLAND
McHenry, Ill.

My first impression on reading this book was of the brave people who were willing to die to help our airmen who were shot down. My thoughts go out to the helpers who risked their lives to help our men.

My eternal thanks to all those brave people and their families.

My second thoughts were of the airman who did not speak the language and had to travel through dangerous areas and be either deaf mutes or feeble-minded.

To pass a German officer on the street or in the bomb shelter had to be traumatic.

Reading this book puts the reader in the evader's place. Moving from house to house, city to city, riding the trains or charcoal-fueled buses. Makes you feel a part of history.

This was a time that many of us can only read about and not fully be able to comprehend since we did not go through the same experiences.

I hope that more men with these stories will write about their life events, so that others can share their story. Most young people today read a small chapter in a book and think that was WWII; they have no idea of what happened.

I was also able to get a history lesson on the behind-the-scenes politics of the war due to the research of Peter Eisner.

My advice to the men who lived it: tell your story to your family. Don't keep it locked up inside, but share with your loved ones.

Thanks, Bob Grimes, for your story; well done.

I was married to Russel Weyland for 20 years before he told me about his time in Southern France after he was shot down. It took finding out about AFEES and having Leslie Atkinson find our helper, Maurice Costa, for Russ to start to relive his experiences. Our first meeting in Toulouse will never be forgotten.

Read this book; you will enjoy it.

Jim goes back for a part of his past

French locate his parachute hidden in attic

Life Member James E. Armstrong, 384th Bomb Group, returned to France in June to visit friends in Paris and in Normandy.

Recently his parachute was found, still hidden in an attic, along with equipment of his co-pilot, 2nd Lt. Robert Stoner and Sgt. Bruno Edmans, the engineer.

From the *Times-Enterprise*, Thomasville, Ga., June 17, 2004

By BREWER TURLEY

Thomasville World War II veteran Jim Armstrong traveled to a small village in France last week to retrieve a piece of his past. In a ceremony on June 7, citizens and officials from the town of Provemont returned Armstrong's parachute that was hidden from German forces during the war.

Armstrong, a B-17 pilot during the war, used the parachute to carry him from his damaged aircraft, which went down on Sept. 8, 1943, just outside the village.

"We were coming back from Stuttgart, Germany, and we were running low on fuel," Armstrong said. "We were under attack by German fighters and our plane was hit and set afire. I gave the order to bail out, and I proceeded to crawl down between the pilot and co-pilot seats and exit through the escape hatch. I pulled the chute ring and the parachute opened -- a beautiful sight!"

Armstrong, then a lieutenant in the U.S. Army Air Corps, landed in a field in Normandy and hid out in nearby woods for eight days. During this time, much of France was

occupied by Nazi Germany and enemy soldiers were on patrol all around Armstrong.

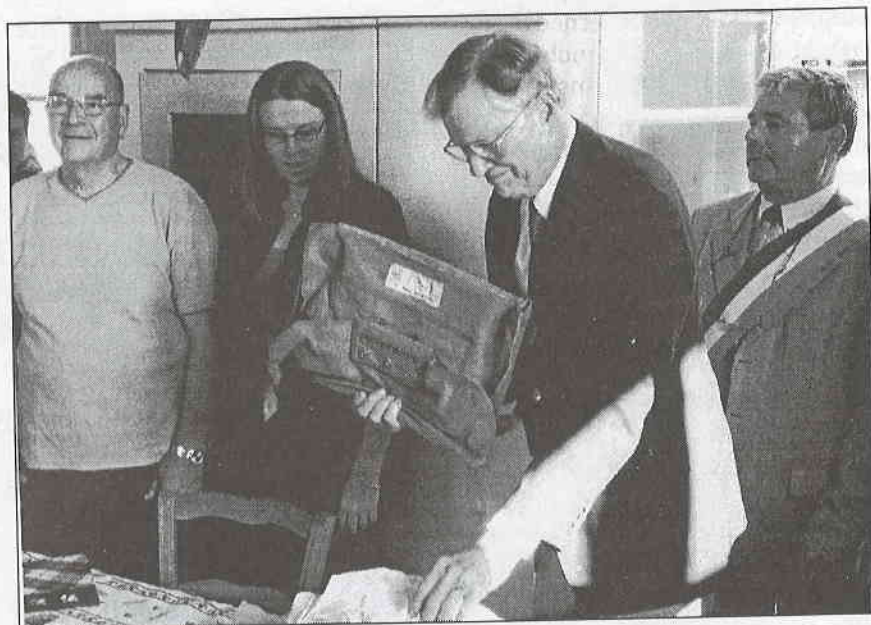
After the eighth day, he decided to walk toward Paris with hopes of being rescued, leaving his parachute behind.

"But my co-pilot had landed on the other side of a stream near Provemont," Armstrong said. "He crossed the stream, saw my chute on the ground, and carried it back to where he had hidden his chute."

It was then that a French soldier offered to help the Americans by hiding the parachutes from the Germans, thereby keeping their identities hidden as well. "A man arrived -- a one-armed, one-eyed man called Alfred Mourette -- and asked for the (co-pilot's) chute and he received two -- mine and the co-pilots," Armstrong said.

The importance of hiding the parachutes was paramount at the time, Armstrong explained.

"The Germans were around, and they would be searching for airmen," he said.



Jim Armstrong gets his parachute back 60 years later. He examines some other equipment hidden by the grandfather of Albert Mourette, shown at left, next to Albert's daughter. Philippe Omont, mayor of Provemont, is at the right.

Some 60 years later, the parachutes were found in the attic of Alfred Mourette's grandson, Albert, among other artifacts from the war. A French woman, Didi Lavandier, was notified of the find and she in turn let Armstrong know of the discovery.

Last week, Mourette held a ceremony to return the parachute, part of which had been used to make a wedding dress, Armstrong happily explained. The latest trip marks his fifth to post-war France where he has recovered pieces of his plane among other items he lost while missing in action.

While in France, a ceremony was held in the small village of Ecrepagny on June 7 to honor Armstrong and a British World War II veteran who was hidden in the area and escaped German soldiers. Armstrong was given the Medal of the City by the mayor and applauded by many of the town's officials and citizens.

All told, Armstrong spent 4 1/2 months behind enemy lines finally

escaping with the help of the people in the region.

"I evaded with the help of French patriots and returned to England by way of a French fishing boat Jan. 23, 1944," Armstrong said. "They helped me to evade, and I will never forget that. They risked their lives for me.

"Some paid with their lives, the supreme sacrifice, arrested and executed along the way."

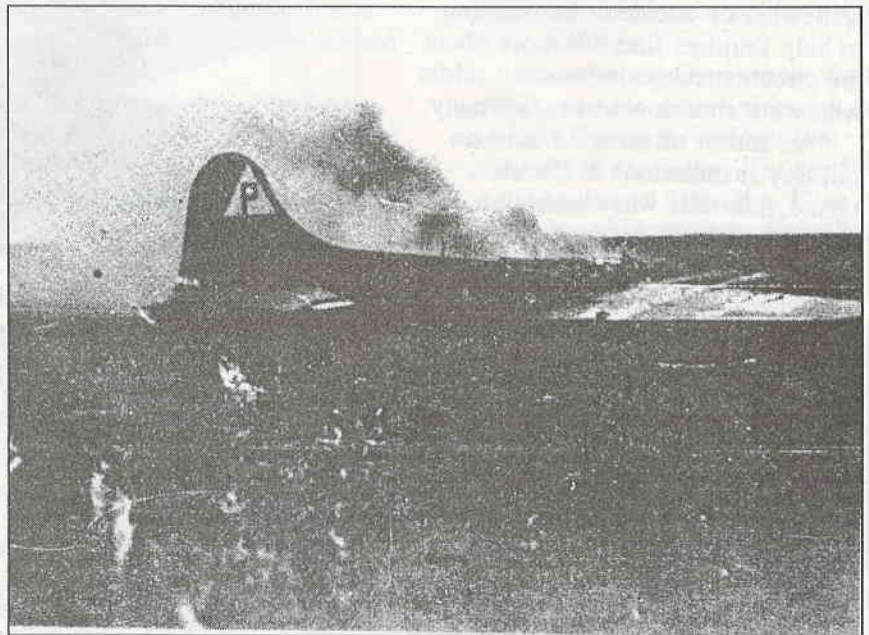
In 2000, Armstrong published his memoirs in a book called "ESCAPE," telling the tale of how he finally made it back home from World War II. He now resides in Thomasville with his wife, Nita.



M. Alfred Mourette, grandfather of Albert, on Sept. 6, 1943, gathered up three parachutes and hid them in his attic. He was a veteran of World War I, where in battle he lost his right eye and his left arm.



Several veterans of the 1999 Freedom Trail commemorative walk across the Pyrenees Mountains were herded together for a photo op at the 2004 reunion in Valley Forge. From left: Mary Grauerholz-Zuck, Lizzy Wand, John Wand, Bette Patton (oldest woman to ever complete the crossing), Beverly Patton Wand, Sue Grauerholz, Geoff Patton and Jean Pena.



Paul E. Kenney, longtime member, recently received this photo of his plane, the Hangar Queen, 384th Bomb Group, taken when he went down on Feb. 11, 1944, during a mission to Frankfurt. It was his 12th mission. Paul has no idea who took the photo and would like more information.

*Return address on the envelope he received reads:
A. Durier-Phenix Assoc., 6 Chemin Vert, F 59115, Leers, France.*

Historian unravels details of crashes

From *The Standard-Times*,
Kingston, R.I., Dec. 14, 2000

By RUDI HEMPE

The "boy who wore two uniforms" in war-torn Germany in the 1940s, is now applying his bilingual skills and know-how helping families find out more about American pilots who lost their lives during World War II.

Walter K. Schroder, author, public speaker and a Rhode Island military historian, has embarked on a venture searching out long-lost information about pilots who were shot down over Germany.

Schroder has had an unusual life, having served in a Hitler Youth outfit and later in the U.S. Army, a situation that was documented in one of his books, years ago.

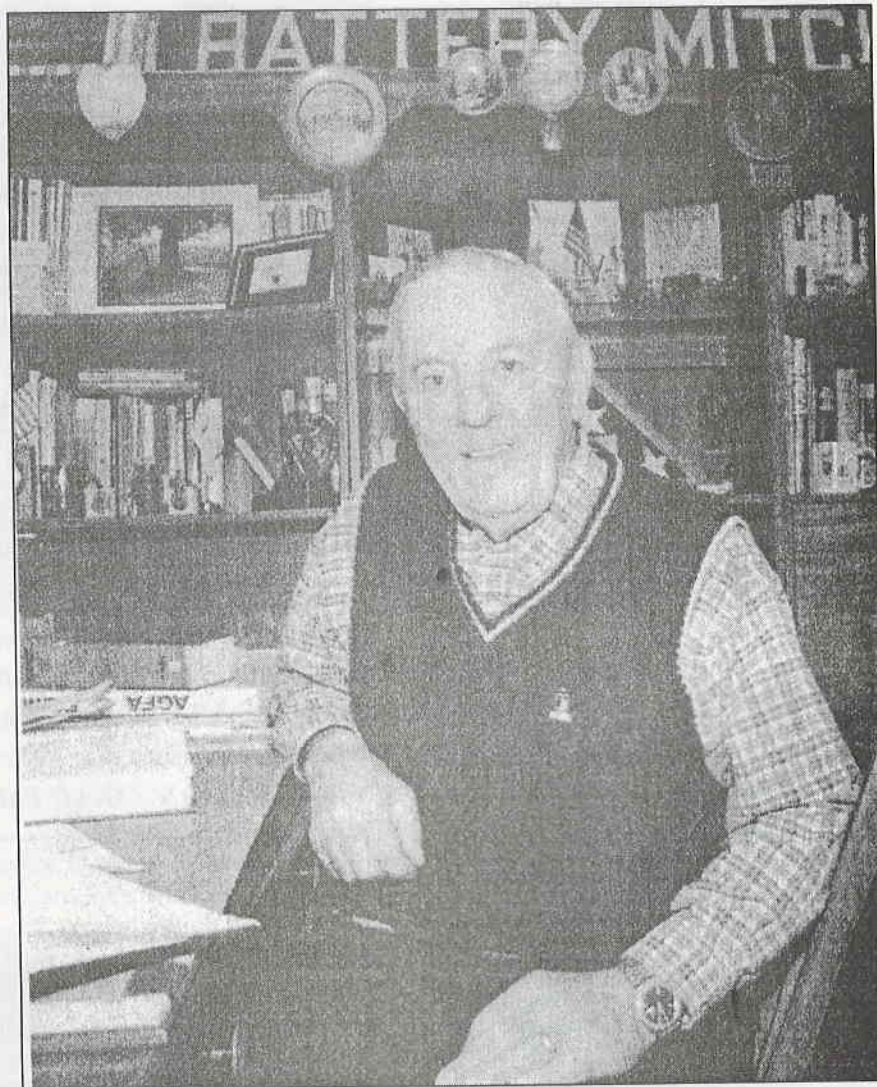
As a 15-year-old boy, he was conscripted to serve in a German anti-aircraft battery and now, somewhat by accident, he is trying to help families find out more about the circumstances surrounding pilots who were shot down over Germany.

An author of several books on military installations in Rhode Island, Schroder was checking a veterans website on the Internet one day when he came across a plea for help on a bulletin board.

The message was sent by the niece of an American pilot killed when his plane was shot down over Germany.

The woman, a Georgia resident, was seeking details about her uncle's death, the crash site and disposition of his remains. All the family had, it turns out, were the barest details about the crash, that the pilot was buried in a local cemetery and that his body was later exhumed.

Having lived in Germany during the war, the American-born Schroder not only knew the language perfectly but quite a bit about seeking data from Germany. With hand-written letters, and later through the Internet, Schroder



Walter Schroder of North Kingston, Rhode Island, wore two uniforms in World War II. He now spends much of his time helping families learn the circumstances surrounding the crashes of their kin in the air battles over Germany.

found out more about the fatal crash.

The pilot, Lt. Glenn W. Loucks, was flying his P-51 over Klein Rhueden on Sept. 28, 1944, when he developed engine trouble. He went down, avoided hitting the town but plowed into a potato field where the plane flipped and burned. The charred body was buried in a coffin made by a local resident. The family finally got to see the certificate when Schroder obtained it. In 1998, the niece went to

Germany, met two witnesses to the crash and visited the burial site.

WORD-OF-MOUTH

Since the first search, Schroder's willingness to help families find out about their relatives has spread by word-of-mouth and by testimonies placed on the Web.

And Schroder is putting out the word that he is willing to help more families searching for information about airmen who crashed in

Germany.

Schroder's unusual life story was documented in his book *Stars and Swastikas: The Boy Who Wore Two Uniforms* which is available from the author.

Schroder was born to German parents in the United States in 1928. In 1937, with the United States deep in the Depression and with the German economy booming, his father took the family back to Germany. In 1943, when Walter was 15, the increasingly desperate Third Reich conscripted his entire high school class into the Hitler Youth organization. Young Walter ended up as an auxiliary assigned to an antiaircraft battery guarding an aquaduct in the northwestern part of Germany.

CAPTURED BY BRITISH

At the end of the war, he was captured by the British, who, discovering his U.S. citizenship, turned him over to the Americans.

By this time, his father was missing -- he was last seen being marched off as a Russian prisoner -- and his mother and sister were detained in the Russian zone of Germany.

American authorities obtained a passport for him to return to the U.S. but when he expressed a desire to try to get his mother and sister to the West, he was advised to enter the U.S. Army and stay in Germany to work on freeing his family. He enlisted and underwent training, eventually getting his mother and sister out in 1949 and they returned to the U.S.

Schroder has been working on a book about the Hessians who fought in the Battle of Rhode Island in the Revolutionary War. But lately he is devoting more time to searching for details about crashes over Germany in WWII.

One of the most interesting cases started when Schroder was contacted by Oregon relatives of Lt. John N. DuPont, who died when his Mustang crashed into a cattle barn in Schladen.

Schroder wrote to officials in

Schladen and received a phone call from Frau Ursula von Hanstein, former owner of the agricultural estate where the plane crashed. von Hanstein, it turns out, had just finished writing her memoirs, including a vivid description of the day the plane crashed. In her book, von Hanstein describes the crash, the anguish over the herd of 40 cows that were suffering from burns and bellowing pain and the efforts to locate the pilot's body.

She and others were able to get DuPont's dog tags, and she wrote the dog tag data in a notebook just before military authorities confiscated the tags.

With Schroder's help, relatives of DuPont received details of the crash and then visited the crash site and met von Hanstein and other witnesses.

Not all of Schroder's long-distance searches involve deceased pilots. One pilot, Lt. Burton Jesse Newmark of California, was taken prisoner after his Mustang was shot down on Feb. 21, 1945. He told Schroder he was treated well and wanted to thank those who helped him.

In particular, there was one German civilian who saw that a picture of a woman (Newmark's wife) was affixed to the grip of the pistol which Newmark handed over to his captors. Later, that person returned the photo to Newmark as a

humanitarian gesture.

Another case involved Lt. William T. Housholder who was last seen parachuting out of his burning P-51 over Graefenhainichen, Germany, an area that came under Soviet control.

No one knew what had happened to him and there was no cooperation from Soviet authorities. The British Graves Registration Service had to recover the remains.

Schroder found that police files were removed after the war and were unavailable. Schroder wrote to the governor and he contacted the police.

Witnesses were found and through e-mails, the grave site was located. A brother from Arizona visited the crash site two years ago. The governor joined the family to place flowers at the crash site.

Schroder says such help is typical when he makes inquiries about downed airmen. The first step is to make contact with officials in the town where a crash occurred (relatives usually have at least that scant bit of information from the U.S. military).

Schroder says he is more than willing to help others although he works only on air crashes that occurred in Germany. He can be contacted at 16 Hamilton Gate Court, North Kingston, RI 02852; phone 401-294-0874; e-mail: <WKSCHRODER@aol.com>



This threesome had a good visit during the AFEES reunion this year. From left: Frank Schaeffer, Louis Del Guidice, and the Jolly Englishman, Billy Webb.

-FOLDED WINGS-



MEMBERS

14 AF Glenn J. Geyer, Union, Mo., 23rd FG (China), May 9, 2004

CBI Charles I. Leonard, New York, N.Y., 10th AF, 33rd FG,
May 6, 2004

#1033 Donald A. Reihmer, W. Danville, Vt., 8th AF, 20th FG,
June 7, 2004

#2339 Robert C. Tucker, Dunedin, Fla., 445th BG, Aug. 4, 2004

HELPERS

M. Pierre FRANCOIS, Boismont, France, 2004

M. Andre LE BERVET, Brittany area of France, May 29, 2004

Mr. Vincent WUYTS, Cugnon, Belgium, May 25, 2004

Mr. J.A.J. JANSEEN, Maastricht, Holland, 2004

Robert C. Tucker

Robert Charles Tucker, 82, died Aug. 4, 2004, at his home in Dunedin, Fla., under the care of Hospice of the Florida Suncoast.

He was born in Orange, N.J., and moved to Florida in 1958 from New Jersey. He was a self-employed financial consultant and retired from the Air Force as a colonel.

On April 24, 1944, he was a bombardier and bailed out of a B-24 near Heron, Belgium. At the home of Edmund Wanzoul at Oteppe, he was joined by evaders Joseph Pavelka, Philip Solomon, Jim Goebel and Charles Westerlund. He finally evaded to Switzerland.

He was a member of the Retired Air Force Officers Association, the American Legion and the Escape & Evasion Society.

He was a member of St. Paul United Methodist Church, Largo.

Survivors include a son, Gary.

Col. John L. Ryan

Col. John L. Ryan, E&E 25, an original pilot with the 306th Bomb Group and 367th Squadron commander for a single day, died Dec. 29, 2003, in Albuquerque, N.M., where he had lived for the past 30 years.

On March 5, 1943, he was named squadron commander of the 367th. The following day his plane was shot down over France on a mission to Lorient.

With help from French Resistance forces, he was returned to England on April 20.

After the war, he served as a commander of a fighter squadron flying F-80 jets.

Retiring in 1970, he completed a doctorate in foreign languages at the University of New Mexico and retired there as chairman of the foreign languages department.

His wife, Janice, died in 1999.

Donald A. Reihmer

Donald A. Reihmer, 84, of Media, Pa., retired plant manager and former missionary, died June 7, 2004, of complications from a stroke.

As a P-51 pilot with the 20th Fighter Group, 77th Squadron, Capt. Reihmer served for 13 months in the European Theatre. On Aug. 4, 1944, he was shot down and floated for 33 hours in the Baltic Sea before being picked up by a Swedish ship and taken to Sweden.

After his discharge, he helped organize the Pennsylvania Air National Guard.

From 1950 to 1954, he and his wife, Elizabeth, lived in Ethiopia as missionaries sponsored by the United Presbyterian Board of Foreign Missions.

After returning to the U.S., he worked for civilian companies developing technology for the Navy and then was a computer engineer for RCA. For 17 years he worked for a manufacturer of industrial fasteners. He retired as plant manager in 1986.

Survivors include his wife of 60 years and four daughters.

'Founding fathers' exhibit is open

BOLLING AFB, D.C. -- Considered to be the "founding fathers" of the Air Force, Gens. Henry "Hap" Arnold, William "Billy" Mitchell and Frank M. Andrews were memorialized July 21 in a new exhibit at the Pentagon.

Descendants of the three aviation visionaries were among about 100 people who gathered in the Arnold Corridor, outside the offices of the Air Force's senior leaders, to witness the unveiling on the Pioneers of American Air and Space Power exhibit.

The 200-foot display features graphics, photos and brief narratives.

Switlik chutes saved many airmen

Richard Switlik Sr., 85, former head of a parachute manufacturing company whose canopies helped save the lives of thousands of military airmen, died June 4, 2004, in Trenton, N.J.

Mr. Switlik was for years the president of Switlik Parachute Co. in Trenton, which had been founded under a different name in 1920 by his father, Stanley Switlik.

Stanley Switlik in 1934 teamed with Amelia

Earhart's husband to build a 115-foot tower on Switlik's Ocean County farm to train airmen in parachute jumping. Earhart made the first public jump from the tower in 1935, according to the company Website.

Richard Switlik Sr. was the first to leap from the tower to make sure it was safe, said his son, Richard Switlik Jr.

As World War II approached, Switlik Parachute made about 2,500 parachutes each week, the younger Switlik said. The company estimates that 5,000 airmen were saved during the war by Switlik parachutes.

According to company lore, one of them was a Navy pilot named George H.W. Bush, who bailed out when his plane was damaged over the Pacific and who later became the 41st president of the United States.

After the war, Mr. Switlik oversaw the company's move from parachute-making to production of life vests, life rafts and other survival gear.

He was a 1939 graduate of the University of Pennsylvania and served as a captain in the Army Air Corps during World War II.

Charles I. Leonard

Charles Inman Leonard, 80, of New York City, died May 6, 2004, at the Veterans Administration hospital in New York. He was born Jan. 6, 1924, in Albany, Ga.

While attending Georgia Tech in 1942, he enlisted in the USAAC. He flew his first combat sortie as a wingman of the 33rd Fighter Group (Terry and the Pirates), in Burma on Nov. 11, 1944. He flew 123 combat sorties in P-47s and P-38s.

He crashed south of Bhamo in central Burma on 8 Dec. 1944. He was helped by Katchin natives and was rescued two days later in an L-5 flown by T/Sgt. Carl W. Hughes.

Charles joined AFEES in 1994, and operated a website for the CBI which at one time included information about evasion.

Following his military discharge and return to Georgia Tech, he spent five years in heavy construction in Morocco and eight years of military base construction in Spain. In 1962 he returned to New York and became an investment broker.

Richard Switlik Sr. was invited to attend the 2004 AFEES reunion in Valley Forge, but could not attend.

+++++
Please complete and clip or copy this form to remit dues or to report changes.

(Dues are \$20 per year. Life Membership is \$100. Make checks payable to AFEES)
 Send checks and changes to Clayton C. David, Membership Chair, 19 Oak Ridge Pond,
 Hannibal, MO 63401-6539, U.S.A.

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The editor has the last word

By LARRY GRAUERHOLZ
<afees44@hotmail.com>
OR
<archerco@wf.quik.com>

WICHITA FALLS, Tex. -- With this issue, your Ink-Stained Wretch of an editor completes a decade on this gig. In all my journalistic career, I have never had an assignment that was more rewarding. Ruth and I have met so many wonderful people!

In this issue, you will find an announcement of the new DVD on evasion and the history of AFEES. This ensures that at least a part of our story will be preserved for future generations.

It has been suggested that if you have been wanting a DVD player, here is the perfect excuse to drop Santa a hint.

Julie Child, who went to that Big Kitchen in the sky last month, served with the OSS in WW2. She was assigned to Ceylon, where she met her future husband, Paul Child, a mapmaker with the OSS. They soon were transferred to China.

Most obituaries in the daily papers barely mentioned her service.

APOLOGY: In the list of 2004

reunion attendees, published in the Summer issue, names of Howard and Nancy DeMallie were accidentally omitted. Sorry 'bout that. For the record, they were present, as usual!

In the Midwest, more deer are roaming the countryside now than there were 150 years ago. The Bambis do not respect traffic and cause many an auto accident. It could be worse.

I read that in Canberra, Australia, starving kangaroos are bounding through the streets and parks, searching for food.

Cory Adams, a Friend Life Member, reports that he was in Germany on business last January and took a few days to drive down to Slovenia to see Danilo Suligoj, the helper who rescued his father in 1944.

Although Mr. Suligoj was frail, the two enjoyed exchanging stories. Cory says, "Shortly after my return, he passed away. It was like he wanted to see me one more time before folding his wings."

One of our people ran into Ed Whitcomb, former governor of Indiana, at the opening of the National Memorial. Seems that Ed had an escape experience in the

Pacific Theatre. Guvner, that is a story we need for *Communications*!

USAA Magazine, 2004 #2, has a cover story and extensive article entitled *Delayed Legacy*, the tale of how the son of P-51 pilot Conrad J. Netting, KIA June 10, 1944, recently found a memorial plaque to his father near Saint Michel.

Time to mark May 12-14 on your '05 calendar for the New Orleans reunion. Our persuasive reunion coordinator, Yvonne Daley, has confirmed that two nights before & after will be available at the convention rate.

Be sure to check out the new AFEES page on the RAFES website. Lots of good info about US and Webmaster Frank Haslam would like to have more.

John A. Neal of Calgary reports that his book, *Bless You Brother Irvin*, will be out in November. It is a collection of stories from Caterpillars living in various parts of the world.

AND JUST REMEMBER:

Smart people believe only half of what they hear. Smarter people know which half to believe.

~~~~~  
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