

THE AIR FORCES ESCAPE & EVASION SOCIETY
FALL 2006 Communications

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SEPT. 21, 2006



Cappy Bie (left) and Ralph Patton present evasion videos to Dr. Walter E. Brown, CEO of the Mighty Eighth Air Force Museum during a meeting at the museum on Aug. 28.



Beverly Wand, daughter of AFEES Chairman Ralph Patton, presents the banner that will be displayed at the Savannah museum. Ole Doc Brown, museum CEO, is at right.

AFEES exhibit at Savannah may be doubled

On Aug. 28, the 8th AF Museum near Savannah, Ga., hosted a meeting with AFEES members Ralph Patton and Yvonne Daley-Brusselmans, plus AFEES Friends, Cappy and Cindy Bie, Don and Ellen Spearel and Jerry and Kay Harmon. Also present were Bette Patton and daughter Beverly Wand and her husband John.

Purpose of the meeting was to present material to the museum for use in the Escape & Evasion section of the museum, to review museum plans for expansion of the E&E exhibit area and to critique the museum's E&E presentation outline.

Dr. Walter Brown, CEO of the 8th AF Museum, and Dr. Vivian Rogers Price, director of the museum's oral history section, represented the museum.

AFEES Chairman Patton presented photographs of the European underground leaders, as well as some of his personal records, to Dr. Brown. Ralph and Cappy Bie then presented 15 copies of the DVDs containing video-taped interviews of AFEES members and helpers conducted during the four most recent AFEES reunions.

Recording the stories about AFEES members' experiences during the trying times of evasion after being shot down and also the helpers' stories before they are lost was the prime motivation for collecting the interviews. The tapes were converted to DVDs to provide a more durable medium for safe-keeping.

After accepting the pictures, records and video tapes, Dr. Brown and Dr. Price discussed the projected revision of the E&E exhibit at the museum.

--See AFEES Exhibit on Page 3

U.S. AIR FORCES ESCAPE & EVASION SOCIETY COMMUNICATIONS

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

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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 2006

The Prez Sez

By Richard M. Smith

<afeesone@hotmail.com>

Greetings from the shores of cool and windy Ottertail Lake in Minnesota. It has been a very quiet summer for the Smith clan.

That is, except for sore backs, a replaced hip and a blown ulcer! I have learned that it is NOT easy to grow old; it is hard work.

And then, the Grauerholz clan invaded our area for a week in July for a family reunion. They were at a resort about a quarter mile down the lake front, so the damage to our place was minimal.

We did enjoy having them and showing them around an area that they had never seen before.

I had an unusual invitation on Monday, Sept. 11. Gen. Duncan McNabb was arriving at the Grand Forks Air Force base for his first inspection of that installation, which is now under his command.

The general, his staff, a few university dignitaries and my son Richie and I were invited to accompany the general on his tour of the North Dakota University aerospace training center.

He and his staff were amazed at the scope of the facility, and he said he was anxious to return for another tour of the aerospace facility. His tour of the area was extended from 24 to 36 hours.

Yvonne Daley is getting us lined up for the 2007 reunion in St. Louis next May. I have been told that details will be coming in the next two issues of the newsletter.

So, until then, take care.

--DICK SMITH

AFEES EXHIBIT, from Page 1

The exhibit area will be doubled in size, according to plans discussed at the meeting. The goal of the revision is to better present the story of E&E efforts during World War II.

Dr. Price then provided a presentation of how the museum plans to brief individuals on WWII experiences.

Topics considered included:

- * The evolution of E&E
- * The geography and topography of E&E areas.
- * How WWI E&E experiences helped set up escape conduits, especially in France and Belgium.
- * The vital role of women during the effort
- * Safe houses
- * E&E training provided (or lack thereof) and feedback from escapees
- * The interruption of escape lines after D-Day
- * Numbers of airmen saved and numbers of helpers lost
- * Traitors and infiltrators
- * Intelligence support, air drops and funding
- * Post-war associations such as AFEES



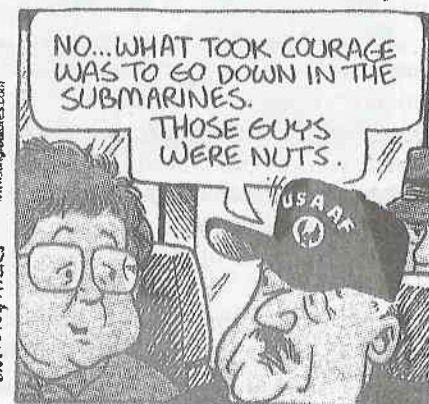
A monument at the crash site of USAAF B-17F PICKLEPUSS was unveiled May 26, 2006, in Belgium near the German border. The plane went down on Aug. 17, 1943, during the epic shuttle raid to the Messerschmitt plant in Regensburg.

Navigator Ernest Warsaw, at left in the photo, was one of four survivors taken prisoner after a brief escape. The other six crewmen were killed, including the pilot, Capt. Robert Knox, who is now buried at the Henri-Chapelle U.S. Military Cemetery, just two miles from his crash site. He and his crew were members of the 100th Bomb Group, which lost nine planes in the raid.

(Prompted by a book "Fortresses over Europe," 1980, by friend/helper Roger Anthoine, the ceremony gathered some 200 persons despite inclement weather and was attended by several U.S. representatives, including USAF Col. Robert Venkus, at right.)

CRANKSHAFT (2)

By Tom Batiuk and Chuck Ayers





Many years after Russel Weyland bailed out and was hidden by Maurice Costa in the mountains with the FFI, the two were reunited and returned to the area where it all happened.

From the left: Russ, Paule Costa, Francene Weyland and Maurice.

Russ and Maurice meet again in '90

By MAURICE COSTA
Six Fours, France

One day in August 1944, a friend of mine came to tell me an American airman was hiding in the Tourris hills close to the cabin his parents were occupying to stay away from bombardments. He hoped I could help the flyer return to his unit in Italy.

Since my father was busy with "deliveries," I took over and contacted a group who repatriated downed airmen. After a few days, I contacted my friend again and told him I would personally come fetch his "cumbersome" guest in order to take him to a rendezvous place.

On the designated date, I set off one morning on foot for my friend's cabin. There I found a bewildered young man, in an American uniform probably in his 20s. He had superficial wounds on his face and arm.

The only word he seemed to know in French was "resistance." Using hand signals, I made him understand he needed to don overalls and a Basque beret. I gave him a haversack to make him look like a French worker. We both started on our way to the rendezvous spot close to La Fayette. On the way, we crossed several German soldiers.

We arrived at the prearranged meeting place about 15 minutes early. We found a corner where we could hide and awaited the arrival of a black four-wheel car.

We had been in our secluded spot about five minutes when sirens announced an imminent

bombardment. Several soldiers set fire to smoke shell containers while others insisted we follow them to an underground shelter at a villa nearby. My airman is definitely frantic and again I warn him not to speak.

Soon we found ourselves sitting on a bench in the shelter, surrounded by Germans offering us cigarettes which we accepted with a forced smile.

About 30 minutes later, the all-clear sounded and we quickly left the shelter while still taking time to profusely thank our hosts by gesticulating around.

Unfortunately, no black car was in sight. Not wishing to take him back to the forest, I decided to take him home until I had a chance to contact the resistance to arrange a new meeting place and time.

We reached la "Campagne Costa," not without finding ourselves right under the nose of German soldiers on duty at the Place de la Serinette where a number of vehicles were parked.

At each encounter, my companion almost faints whispering "Germans -- Germans," but we finally made it to my grandmother's house. She, used to meeting strangers (transient patriots), did not ask questions of this unknown visitor who did not speak our language.

After a bit of cleaning up during which time I tended to the minor wounds he received during the explosion of his plane, I prepared a small meal consisting of the few supplies we had. Feeling less stressed, now that he had a roof over his head and was

protected from the Germans, my companion relaxed and we tried to communicate. Between hand signals and words with the help of a dictionary, we exchanged some bits of information.

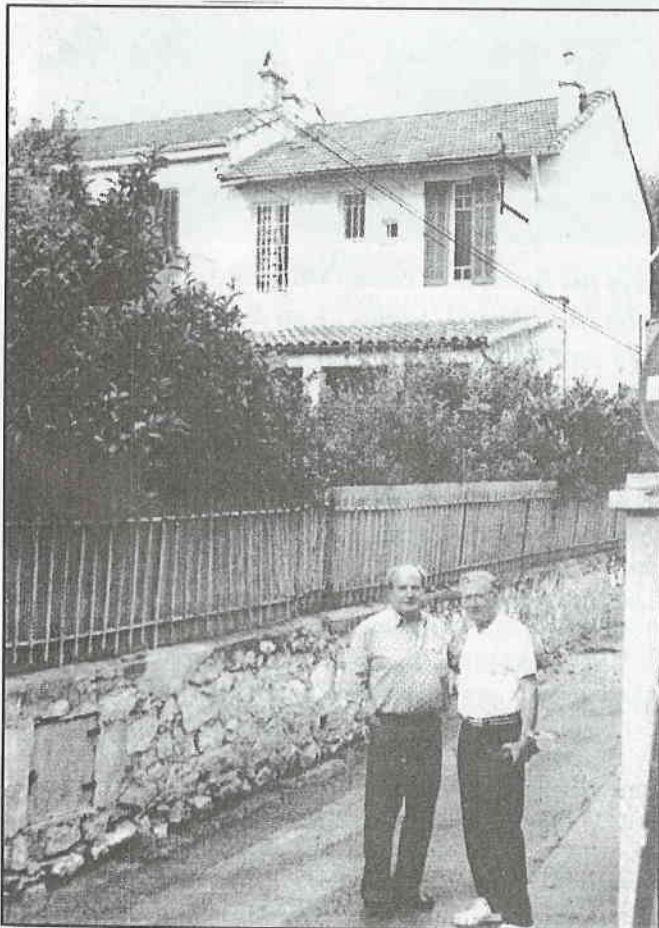
This is when I found out his name is Russel Weyland; he lives in Chicago, he is a 2nd Lt. in the United States Air Corps, a bombardier. He explained that he was unable to take anything more than his parachute when his plane was hit.

Damaged by the explosion, his parachute was disintegrating as he floated down over Mourillon and he landed without much trouble.

A man appeared, had him climb into a van covered with a tarp and took him to the Tourris forest. At nightfall he saw a light in my friend's cabin and hoping the owner was a patriot, asked for asylum. I know the rest of the story.

In front of the house was a patio surrounded by a trellis that gave some shade in the summer. Russel, still apprehensive, approaches the trellis, checking out the surroundings. Suddenly, he grows pale and with a tap on my arm, indicates a German soldier is pacing in front of our portal.

I again reassured him. The aging soldier and kind of rifle he carried was nothing to be concerned about.



Russel Weyland, left, and Maurice Costa pose in front of the house where Russ was hidden after bailing out in Southern France.

The man was in charge of the smoke shell container in front of the property. At no time fire would be set to the container; the soldier had been bribed by all of us neighbors. That allowed us to escape the heavy smoke and reeking odor.

A few days after our return to the house I again made contact with the resistance group and a new date and time were set in the Serinette area, not far from our house, with the same conditions: black car, password etc. This time all went well, the car arrived and without further ado, the American got in and the car quickly disappeared. We hardly had time to say goodbye.

Years went by and when one is 17, tragic events as the ones we lived through remain vivid in our mind.

One evening in 1986, the telephone rang and a voice asked if I indeed were Marcel Costa and if the name Weyland rang a bell. Right away, memories flooded to the surface. The caller identified himself as son of Leslie Atkinson, representative of an American association called AFEES. The caller had been asked by Russel to find me with only the information available, name and address.

Thus began a fruitful correspondence which brought us closer together. Finally, in October 1990, in Toulouse, we were reunited with our wives. That reunion was organized by the town councilors of Toulouse and the Arieges who gathered former downed American airmen and their helpers in order to dedicate a monument to the "passeurs" who accompanied escapees over the Pyrenees Mountains.

1st Lt. Russel Weyland, 376th Bomb Group, 15th Air Force, bailed out of his B-24 on June 6, 1944, near Toulon, France. While with the Underground, he helped assemble weapons during air drops of supplies.



Americans honored the nation's patriots on Saturday, Sept. 15, during National POW/MIA Recognition Day.

The day commemorated America's past patriots still missing in action and those who safely returned home from the hands of the enemy.

Dutch Resistance fighter: 'My Duty'

From the Idaho Press-Tribune,
Caldwell, Idaho, June 24, 2006

WORLD WAR RESISTANCE FIGHTER AUTHORS BOOKS

Death, destruction and danger filled Sept. 19, 1944 -- the third day of the battle for the Rhine Bridge during World War II in Angeren, Holland.

A bomb struck a farm and killed 37 people and wounded many more. "Trigger-happy" German soldiers searched with their rifles and machine pistols for crashed Allied pilots. A young Dutch Resistance fighter, Gys Van Beek, along with others, gathered and sorted body parts for identification.

Amid this tense and horrific scene, a young girl approached Van Beek on her bicycle and told him where an American pilot hid.

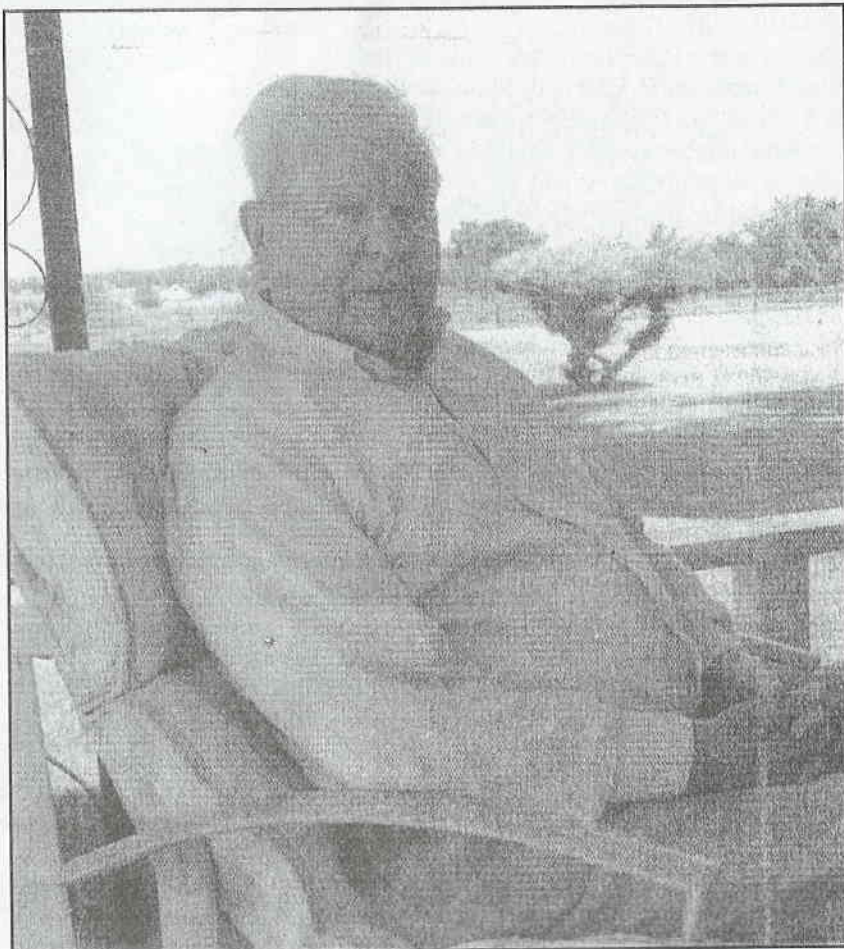
As soon as darkness set, Van Beek began his search for the P-51 Mustang pilot whose escape from his downed North American fighter plane Van Beek witnessed earlier in the day.

Among berry patches lighted slightly by nearby burning buildings, he whistled, "Tha, tha, tha, thaza," the Morse code for the letter "V" also known as the "freedom code" during the war.

The pilot, 1st Lt. Howard Moebius (E&E 2833), nevertheless debated whether Van Beek was friend or foe. He cautiously raised his head along with a loaded .45 pistol while Van Beek whistled and said softly, repeatedly, "American pilot, I am your friend."

And so he was. Van Beek helped Moebius hide from the Nazis for five months until Moebius connected with Canadian forces to eventually return safely to the United States.

Van Beek's courage, determination and strong convictions earned him many decorations from



Gys Van Beek enjoys his home that comes with a peaceful view with his wife Zwaantje in Caldwell, Idaho. Van Beek immigrated to the U.S. in 1948 and has lived in Caldwell since 1954 as husband, father, businessman and even as an inventor.

several nations after the war.

They include a medal presented by General Dwight D. Eisenhower in a place dubbed as "the international city of peace and justice" -- Den Haag, also known as The Hague in South Holland.

Today, 87-year-old Van Beek keeps these awards tucked and hidden away in a dresser in his home in Caldwell. He simply explains his courageous actions during World War II: "It was my duty -- they risked their lives for us."

Van Beek recently returned from Moebius' funeral in Milwaukee, Wisc. "He was an example of human greatness," Van Beek said. "Our friendship was strengthened by

the respect we had for each other and that made it last a lifetime."

"A true example of Americanism ... he (Van Beek) did many other things that saved my life and I am eternally grateful," Moebius wrote in the introduction he composed for Van Beek's autobiography entitled, *The Making of a Patriot* (in English).

Encouraged by family and friends and Van Beek's high regard for history, Van Beek recorded his life experiences in a now-published book in Dutch and soon-to-be published in English.

Howard Moebius of Sarasota, Fla., was downed Sept. 19, 1944 in Holland. He died May 10, 2006.



JOHANNES BRUS WITH CERTIFICATE

Dutch Helper honored in Quebec

*From the RAF Escaping Society (Canadian Branch)
Newsletter, June 2006*

Sixty years ago, Stan Hanson, an RAF Lancaster pilot of the 207 Sqd. in Lincolnshire, was aided by Johannes Brus after coming down in Holland.

Mr Brus was a member of the Dutch Resistance Forces and later became a member of the *First Canadian Corps* of the Dutch National Battalion who worked closely with Canadian troops to aid in their advancement through Holland into Germany.

Mr Brus emigrated to Canada in 1962.

Following an exchange initiated by his daughter, Lucy Brus Peterson of Hatley, Quebec, between herself, Frank Haslam in England and Roy Brown of the RAFES (Canadian branch), an evening to commemorate Mr Brus' contribution to the war effort was organized.

Mr Brus was honoured May 18, 2006, at a ceremony in his local Legion where, among other honours he was presented with a RAFES (Cdn. Br.) Certificate for outstanding courage to selflessly give help to Allied airmen to enable them to escape or evade the enemy.

Mr and Mrs Brus also received RAFES lapel pins in recognition of their contribution during the war.

Johannes Brus was also presented with an award from President Richard Smith for AFEES.



Thunderbirds No. 5 and 6 perform a reflection pass during a practice show at Scott Air Force Base, Ill., on Aug. 11.

Air Force Week 2006 includes air show at Scott

ST. LOUIS, Mo. (AFPN) -- In a testament to the U.S. Air Force vision of "Lasting Heritage. . . Limitless Horizons," the inaugural Air Force Week brought together airmen of the past, present and future to celebrate the service's history and future.

With the St. Louis Gateway Arch as a backdrop, Air Force Week 2006 events included flyovers of Busch Stadium and a lecture by an Air Force astronaut at the St. Louis Science Center. The events allowed airmen to meet with citizens across the community and thank them for their support.

Air Force Week 2006 kicked off Aug. 5 as a B-2 Spirit from Whiteman AFB, Mo., flew over downtown St. Louis. The following day, the St. Louis Cardinals joined airmen in celebrating Air Force Week at Busch Stadium. Three airmen were given the opportunity to throw out the game's ceremonial first pitches.

The ceremony concluded with two F-15 Eagles roaring over the field at the conclusion of the National Anthem.

Air Force Week events continued downtown Aug. 7 as Mayor Frances Slay proclaimed Air Force Week for St. Louis.

Air Force Week 2006 concluded with an open house and air show at Scott Air Force Base on Aug. 12 and 13, with the Thunderbirds, fighter and transport flyovers, parachute drops and numerous other displays and demonstrations.

"SVEDOK" U NOVOM MEKSIKU

Tradicionalno, godišnje okupljanje američkih avijatičara, oborenih u Drugom svjetskom ratu, i njihovih spasilaca iz Evrope

Dražin četnik u postojbini

Svedok

Piše:
Miodrag D.
PESIC

Kao i svake godine, pozvalo me je Udruženje veterana vazdušnih snaga SAD - AFES, čiji su piloti tokom Drugog svetskog rata prinudno napustili srušene avione u Evropi, a spaseni su od raznih pristalica pokreta

u južnoj Italiji. Francuzi, Holandani i Belgijanci spasavali su pripadnike 8. korpusa vazdušnih snaga, koji su bili stacionirani u Velikoj Britaniji.

I potpisnik ovog teksta učestvovao je u spasavanju, kao tadašnji pripadnik četnika generala Mihailovića. Kako koja godina prolazi, sve nas je manje na tim godišnjim skupovima. Od 3.000 spasenih avijatičara, u životu ih je oko 300, a na skupu ih je bilo stotinak. Od više stotina spasilaca iz Evrope, u Novi Meksiko je stiglo samo petnaestak, među njima i ovaj izveštač "Svedoka".



Godišnje okupljanje Avijatičara-veterana

atomske bombe

otpora. Ovog puta godišnji sastanak je održan u Albukerku, u Novom Meksiku. Ko nije čuo za ovaj grad, čuo je sigurno za Los Alamos, u kojem je proizvedena atomska bomba i isprobana u pustinji Ljano Estakado, nedaleko od mesta Alamogordo.

Albukerk je najveći grad u Novom Meksiku, ima oko 700.000 stanovnika, a cela država dva miliona.

Ova savezna država ušla je u sastav SAD posle rata sa Meksikom 1847. i 1848. Glavni grad je

Sertifikat s potpisom Aizenhauera

Spasiocima se uvek ukazuje posebna pažnja. Osim zajedničkog fotografisanja, uručili su im se poneko priznanje ili prigodan poklon. Prošle godine nam je dodeljena medalja za uslugu, a pre nekoliko godina sertifikat spasilaca sa potpisom generala Dvalta Aj-



računa i zakona fisije, tekav efekat nisu očekivali. U vreme proizvodnje prve atomske bombe, u institutu je bilo zaposleno 10.000 stručnjaka raznih profila. Tadašnje malom mestašce danas je grad sa 50.000 stanovnika. Oproštajni banket, uz iskrene želje da se npr...

New Mexico city is a host to veterans

*Published originally in Serbia's SVEDOK
magazine, June 6, 2006
(Translated)*

By MIODRAG D. PESIC
Serbia, Europe

This year again, I was invited by the U.S. Air Forces Escape and Evasion Society (AFEES-USA) to attend the annual reunion of World War II veterans, airmen who were forced to abandon their planes shot down over Europe and who were rescued by various resistance movements.

This year the annual meeting was held in Albuquerque, New Mexico. Those who have not heard of this city have certainly heard of Los Alamos, where the atom bomb was built and tested in the Llano Estacado desert, not far from the city of Alamogordo.

This society holds its reunions annually, at a different location in a different federal state -- last year it was New Orleans, Louisiana; next year, it will be St. Louis, Missouri.

This year's reunion was held on May 10-16. On this occasion too, it was heard that, during World War II, about 3,000 airmen of the U.S. Air Force were rescued after their planes had been shot down over Europe. They were saved from falling into German hands by resistance movements, in France, the Netherlands, Belgium, Czechoslovakia, Poland and Yugoslavia.

The Chetniks of General Draza Mihailovic rescued about 600 airmen and evacuated them to Italy. Before they could be evacuated to Italy, the airmen were kept hidden, fed and cared for by Serbian peasants, who could barely feed themselves.

The airmen were members of the 15th Corps of the U.S. Air Force, stationed in south Italy. The French, Dutch and Belgians rescued members of the 8th Corps stationed in Great Britain.

The author of this text, too, was involved in rescue operations as one of General Mihailovic's Chetniks. With the passage of the years, there are fewer and fewer of us that attend these reunions. Out of the 3,000 rescued airmen, less than 500 are still living and



***AFEES President Richard Smith introduced
Balkan Helper Miodrag Pesic of Belgrade
at a reunion banquet.***

barely 100 were able to attend the reunion.

Out of hundreds of rescuers all over Europe, a little more than a dozen made it to New Mexico. Rescuers are always accorded special attention. In addition to being photographed together, they are honored with an award or two in recognition of their services or a suitable gift. Last year, we were awarded the Medal of Merit; a few years ago, it was a rescuer's certificate signed by General Dwight Eisenhower.

Albuquerque is the biggest city in New Mexico, with a population of about 700,000 of the state's 2 million people. This federal state was incorporated in the United States of America after the 1847-48 Mexican War. The capital, Santa Fe, has a population of about 50,000. The country is mostly desert land and mountains, transected along its entire length by the Rio Grande river made famous by many Western movies.

The river valley provides the state's only fertile land where the people, mostly of Mexican origin, grow cotton and maize. New Mexico is a big state, with an area the size of the combined territories of the former Yugoslavia and Hungary. It was not by chance that the atomic center was built in Los Alamos, since New Mexico accounts for 65% of the U.S. uranium deposits. Apart from the uranium ore, it has sizeable deposits of oil and natural gas as well.

The program of the reunion of airmen -- mostly World War II veterans -- is very similar from one year to the next. First, there is a banquet, which is kind of welcome for the rescuers; at the close, there is a farewell dinner, which recently is always attended by a

U.S. Air Force general with his wife.

In between the two events, there is usually a visit to an air force base and a tour of a military museum. This custom was observed this year too -- we visited Kirtland Air Force Base, the Atomic Museum, the capital Santa Fe and the world's biggest air tram, which took us from the center of the city to the peak of the nearby mountain, 1,200 meters up.

Three years ago, on a similar occasion, we met in Texas, where we visited the biggest air force base in the western United States -- Sheppard. Kirtland is much like it, only smaller. Just like any other air force base, it has a runway capable of receiving the biggest military transport and passenger planes.

The plane that took us from Chicago to Albuquerque was forced by stormy weather to land at just such a runway in the middle of the desert, not far from Los Alamos, where it stayed for full three hours before it received permission to take off again.

At Kirtland Air Force Base we were welcomed by the commander, Colonel Tom Trask. He served for three years with SFOR (Stabilization Force) in Sarajevo and for another two with KFOR (Kosovo Force) in Kosmet (Kosovo-Metohija).

A unit of Apache fighter helicopters is stationed at this base; there were more of them than we could count. Although Colonel Trask spent about five years in the region of the former Yugoslavia, he speaks only a few words of Serbian. But he surely knows his way about the base under his command.

Indeed, the base is a veritable town -- there are family apartments for the officers, hotels for single airmen, barracks, schools for children up to high school age, hospitals, a large shopping mall, a movie theater, a playground.

The ground floor of the Atomic Museum shows, by word and picture, why Los Alamos was chosen as the

home for this institution. The movie hall on the next floor shows documentaries about the building of the institute for making the atom bomb and about the great men who worked to make it happen, from the first director Robert Oppenheimer to the Rosenberg couple, husband and wife, who were executed in the electric chair for leaking secrets to the Russians.

There are impressive documentaries on the testing of the first atom bomb -- its makers, with all their calculations and knowledge of the laws of fission, had not expected quite the effect it produced. At the time the first atom bomb was built, the institute employed 10,000 experts in all professions. The small town of the day is now a city of 50,000.

The farewell banquet was very formal, with sincere wishes expressed for reuniting again next year. The way that both the men and the women were dressed, they would not have felt out of place at an Oscar awards ceremony.

Before the banquet began, a platoon of sergeant majors from all army services filed through the hall and paid tribute to the veterans and their rescuers.

The guests were addressed by General Duncan McNabb, former chief of staff of the USAF for planning and now commander of Scott AFB in Illinois. At his side was Colonel Trask, Kirtland commander, as well as their aides. The general delivered a speech, talking mostly about terrorism as the biggest threat to mankind and the duty of the United States to defend itself with all means at its disposal, both on its own doorstep and anywhere else in the world where humanity is at risk.

The next day we bid each other goodbye. Those who live another year will have a chance to attend another veterans' reunion, which next year will be held in St. Louis, Missouri. Just to be on the safe side and not to tempt fate, I did not say "goodbye;" I said, "See you in St. Louis!"

Friend Researcher Wants to Know...

How did you use your escape kit?

Did you make use of the escape kit you carried when you lost your aerial transportation over Europe?

A Friend member of AFEES is conducting research on the subject.

Kelsey McMillian, 389th BG Historian, writes:

"The AAF escape kit is the subject of my next magazine article. It will feature photos and descriptions of the items from a vintage survival kit which I acquired a few years ago. The story would be incomplete, however, without the adventures of men whose survival

and comfort needs were met by these items.

"Did you treat yourself with the first-aid supplies and medicines, eat the food items, or use survival tools such as the compass, map, saw, matches, or water purifying tablets? Or perhaps such valuable items as cigarettes, razor blades, and sewing kits were useful for trading and bribing, or as gifts to your helpers?

"Maybe you even found uses for things the survival experts never imagined!

"If you have anecdotes about your use of escape kits, please send me a paragraph or two by email or U.S. mail, or call and tell me your story on the phone. You will be credited if I use it in the article.

"Everyone who submits his escape kit experiences will receive a free copy of the magazine article in which it appears. Thanks for your assistance."

Contact Kelsey at 1905 Avenue D, Katy, TX 77493; 281-391-6946; <mightyeighth@houston.rr.com>



The AFEES banner displayed at the 2006 reunion now is prominently displayed at the World War II exposition in Haaltert, Belgium. The image of Yvonne Daley shown on the television screen in this photo is from the AFEES escape and evasion DvD, EVADE!

AFEES banner is on display in Haaltert, Belgium

The AFEES banner unfurled at the Albuquerque reunion (See Page 11, Summer *Communications*) is now on display at the WOII exposition at the cultural center in Haaltert, Belgium. The center has been open since May 7, 2005.

Haaltert is between Ghent and Brussels, on Highway E.

Historian Dirk Vijverman reports that the exhibit is a project about escape and evasion in relation with the local Resistance group, *The Partridge-Le Perdreau*, active in 1942-44.

There were four wartime crashes in the Haaltert area:

- 1) *C for Charlie*, Carpetbagger B-24, at Aaigem
- 2) *To Hell or Glory*, B-17, at Outer (Ninove)
- 3) Roger Birkman crew B-17 at

Moerbeke-Waas

- 4) Lancaster (RAAF crew) at Bavegem

The exposition also includes typical pigeon messages, parts of various plane crashes in the area, reports from the Resistance group,

false passports and other wartime memorabilia.

Dirk and his wife Carina intend to attend the next AFEES reunion in St. Louis.

He can be reached at:
<Liberationhaaltert@skynet.be>

Website honors Air Force heroes

SAN ANTONIO (AFPN) -- A nonprofit organization's Web site is letting people pay tribute to Air Force heroes.

A section in the Air Force Memorial Foundation's Web site, titled *Air Force Heroes*, allows people to honor an airman with a paragraph about what makes them extraordinary.

With the Air Force memorial

scheduled to open in mid-October, the Web site is a great resource for people to prepare for the opening, said Maj. Kimberly Tebrugge, public affairs officer for the 60th Air Force Anniversary Office.

People interested in posting a tribute, or in browsing tributes that have already been posted, can visit the site at
<www.airforcememorial.org/heroes>

Joke meets the Queen

Dutch Helper Joke Folmer was invited to attend the unveiling of the British Memorial to the Women of World War II on Saturday, July 9, 2005.

Honored guests, including Joke, were seated with Her Majesty the Queen. At such a formal event, protocol says that one does not initiate a conversation with the Queen.

However, some of those present knew it was the day after Joke's birthday. The word was passed along and the photograph indicates that Joke and Her Majesty were enjoying a pleasant conversation.

Those who attend AFEES reunions know that talking to Joke is always, as we Yanks say, a "hoot."



Dutch Helper Joke Folmer (left) seems to have Queen Elizabeth chuckling in this photo taken at the unveiling ceremony of the Memorial to the Women of World War II held in Whitehall.



NEW MEMBER

Dr. Wm. BUDD WENTZ
19607 Fairmont Blvd.
Shaker Heights, OH 44118
Phone: 216-321-4678
8th AF, 487th BG
Wife: "Elizabeth"

NEW 'FRIEND'

CALVIN R. SMITH "FFL"
1218 Marshall Street
Tupelo, MS 38804
Phone: 662-841-0800

(Uncle was pilot KIA 92nd BG)

In the gracious presence of Her Majesty The Queen





The Right Honourable Baroness Boothroyd of Sandwell PC and the Trustees of the Memorial to the Women of World War II Charity extend an invitation to

Joke Folmer G.M.

to attend the Unveiling Ceremony of the Memorial to the Women of World War II to be held in Whitehall on Saturday 9th July 2005 at 3pm and then to the Reception after the Unveiling in the Pillared Hall of the Ministry of Defence just off Whitehall

This Invitation is Not Transferable

Guests must be seated by 2.30pm

PLEASE SEE OVER

RSVP: as shown on the RSVP card enclosed

General McNabb talks about AFEES at Dakota air base

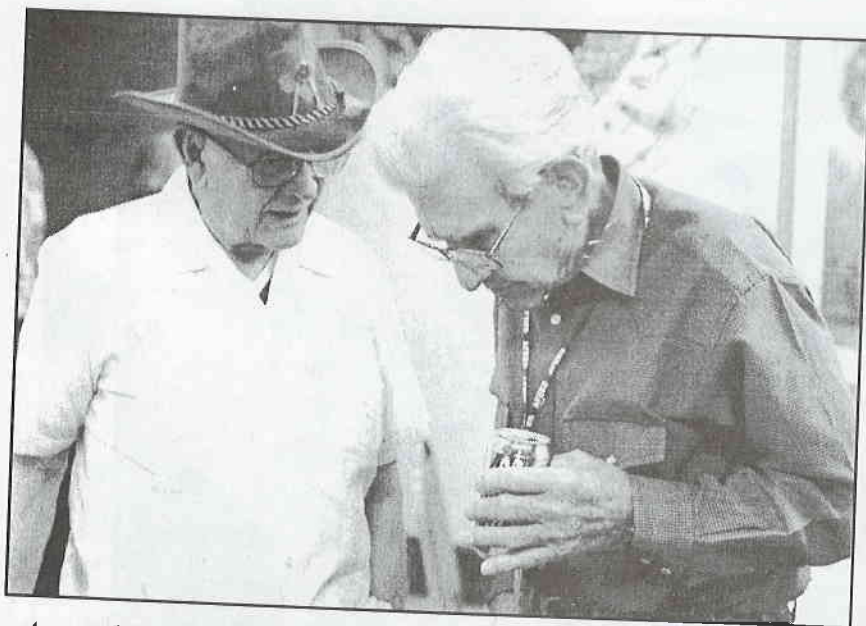
Gen. Duncan McNabb, CO of the Air Force Mobility Command with headquarters at Scott AFB, Ill., made an inspection tour of the Grand Forks, N.D., air base on Sept. 13-14 of this year.

At a reception for the general at the base the first night, he spoke and, according to some of those present, devoted about 30 minutes of his time to telling the story of the U.S. Air Forces Escape and Evasion Society.

He also explained that Richard M. Smith, president of AFEES, is a native of the area.

General McNabb extended his inspection tour a second day to tour the University of North Dakota's aerospace school and the Ralph Englested Arena on the UND campus.

(Ed. Note: General McNabb has been using our society members as examples of dedication and service to country at appearances around the nation for some time. Thanks for helping spread the word, Duncan! Perhaps we can finally get the attention of the U.S. Congress.)



A couple of South Texas ranchers got their heads together at the Albuquerque reunion. O. Vernon Roskey of Chriesman (left) seems to have the ear of Robert Sweatt of Burton. Probably talking about the good prices that beef cattle were bringing.

ED'S BOOK



Rescued by Partisans

AFEES member Edward F. Logan Jr. of Hendersonville, N.C., has just finished his book, *Jump, Damn It, Jump!*

Ed was pilot on a B-17, 483rd BG, 15th AF. He and nine crew members were aided by Slovenian Partisans and returned safely to their base in Italy.

The 224-page book is being released and is available from McFarland & Company, Inc., publishers, Box 611, Jefferson NC 28640-0611; Phone 800-253-2187; Fax 336-246-4403.

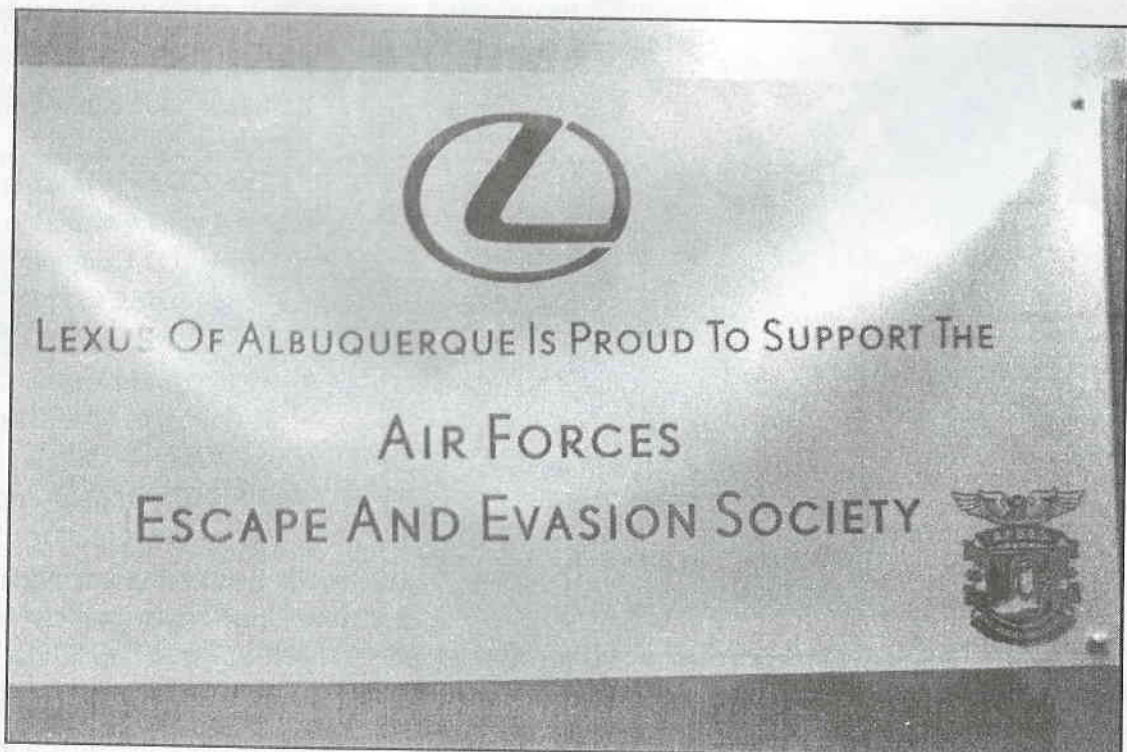
A publisher of military history books, their web site is www.mcfarlandpub.com

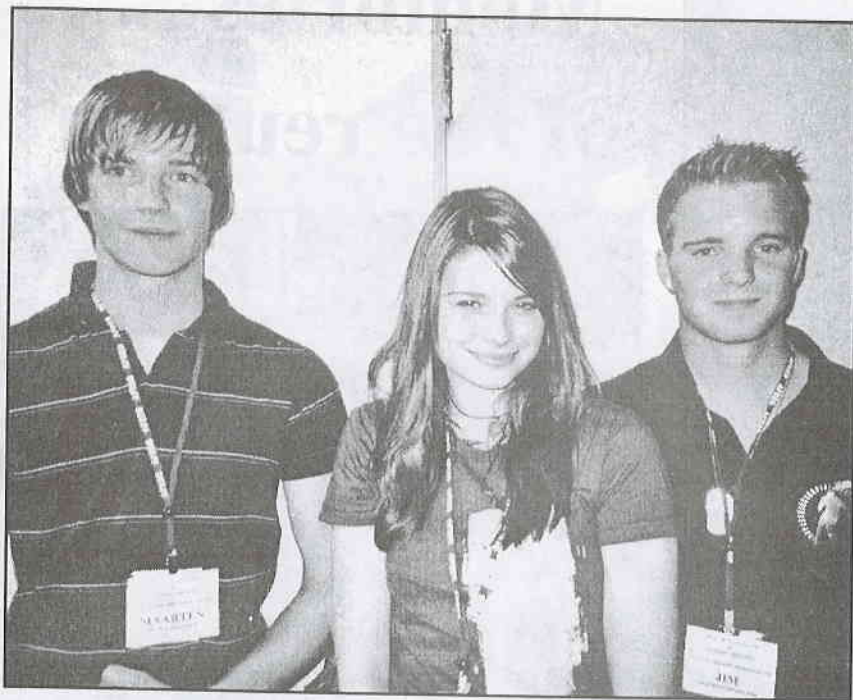
Ed Logan, a pilot for 50 years, spent years researching and writing this story for accuracy, as well as, details about the B-17. The book contains 55 photos, maps and an index.

Price is \$29.95, plus S&H.

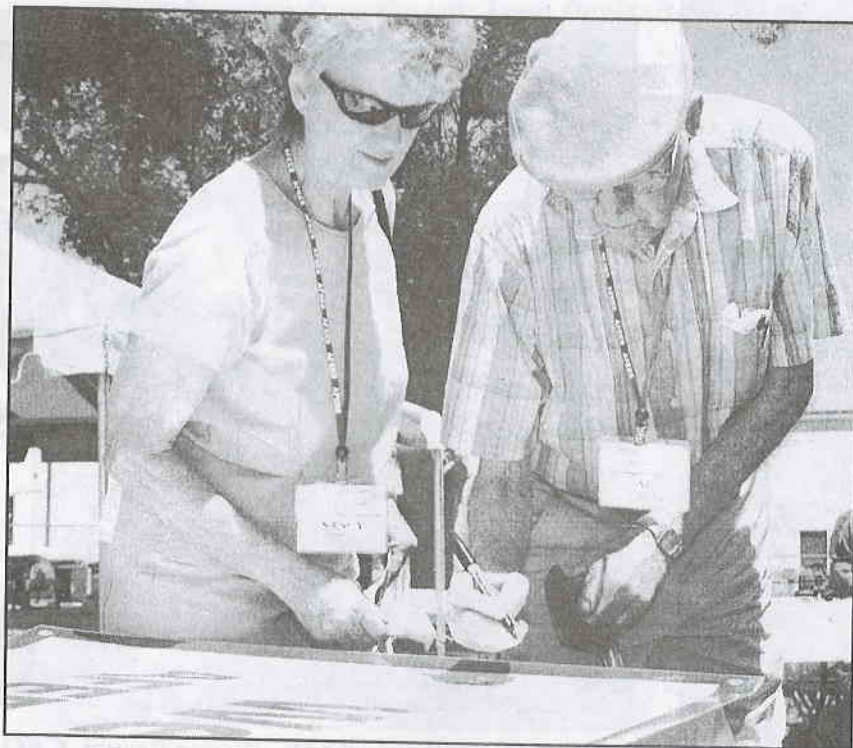


Albuquerque gave us
a Southwestern welcome!





THE YOUNGER SET -- Teenagers at the 2006 reunion included Maarten DeGroot (left), Nicole Lindell and Jim DeGroot. The lads are grandsons of famous Dutch helper Joke Folmer; Nicole is the daughter of Brian Lindell and the granddaughter of Ernie and Connie Lindell.



Nancy and Al Roberts of Fort Worth, Tex., autographed the welcome banner at Kirtland AFB when the AFEES contingent visited the base during the reunion last May.

The Osprey was among the aircraft parked on the apron when AFEES visited Kirtland AFB on May 13, 2006

It's official, The Osprey at Kirtland

KIRTLAND AFB, N.M. (AFPN) July 21, 2006 -- It's now official. The CV-22 Osprey, which has been incrementally delivered here since March, is now an Air Education and Training Command asset.

The owner has been Air Force Special Operations Command, but after the recently completed operational utility evaluation and final transfer and acceptance maintenance inspections, the four tilt-rotor aircraft are now in the AETC inventory. The last Osprey made the transfer July 14.

"It's like buying a car," said Lt. Col. Jim Cardoso, commander of the 71st Special Operations Squadron, the 58th Special Operations Wing unit which will conduct future training on the aircraft. "You want to know if the blinker doesn't work and have it fixed before you buy it. It makes sure there are no surprises."

Kirtland's Osprey community is not finished yet. Next is the initial Operational Test and Evaluation to begin in the fall of 2007, in which the Osprey will be run through the paces to make sure it's fit for operational employment.

Eventually, Colonel Cardoso said, the inspections lead the aircraft to its final goal in January 2009--the initial operational capability.

"Six months ago, seeing a CV-22 over the Albuquerque skyline was a 'Gosh, what's that?' moment. Six months from now it will be commonplace. This is not a rumor, it's happening."

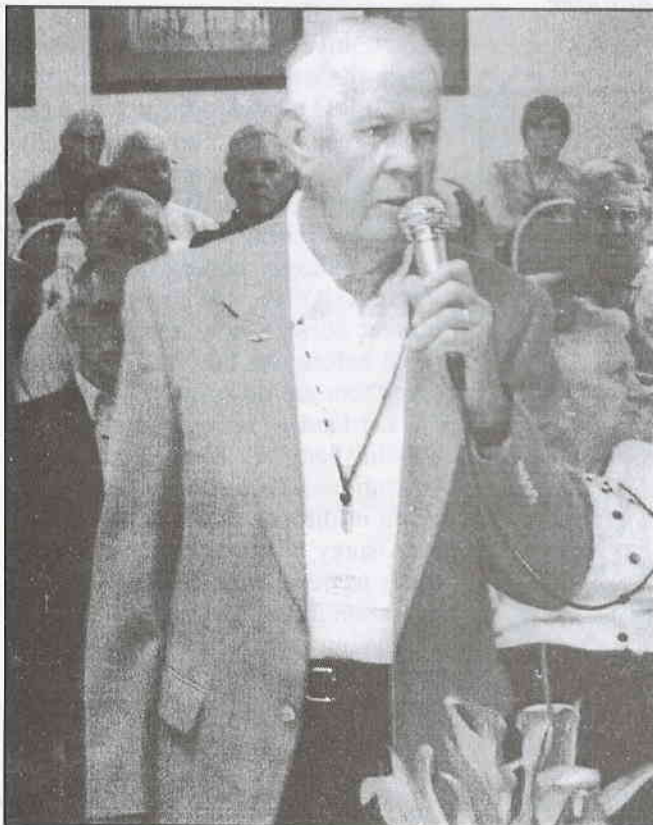
Memories . . . of the reunion



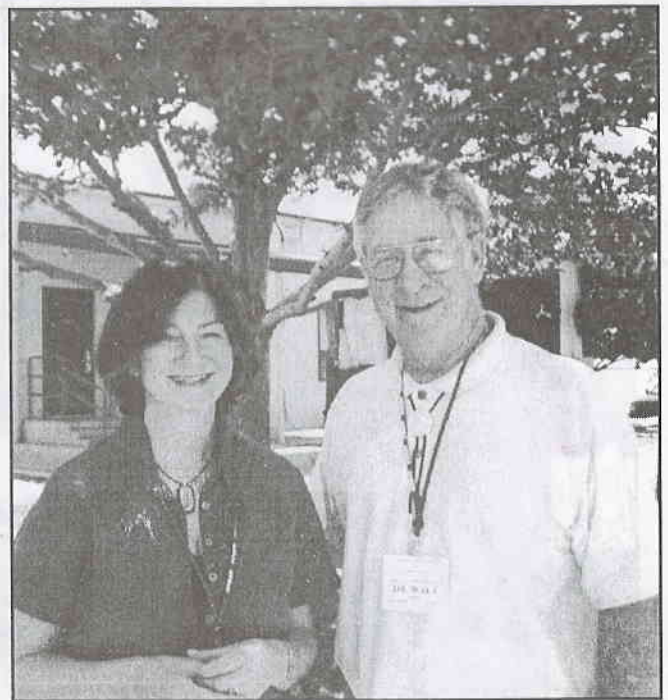
Mary Shandor, widow of Joseph of the 100th BG, and son Richard were at the reunion as usual.



U.K. FRIENDS -- We were honored to have a couple of good friends from Jolly Ole at Albuquerque, Diana Morgan and Tom Wingham.



Friend Member Don Spearel of Clearwater, Fla., prepares to light a memorial service candle.



Beverly Patton Wand and Dr. Walter Brown, CEO of the 8th AF Museum in Savannah, found a shady spot at Kirtland AFB to pose for the camera.



A quartet of hikers who made the 1999 commemorative hike over the Pyrenees Mountains from France into Spain got together again during the reunion last month. Shown doing a bit of mountaineering, from the left: Lynn David, Bette Patton, Beverly and John Wand.



Ruth and Ashley Ivey have been attending AFEES reunions for many years and of course, made it to Albuquerque.

TAIL-END CHARLIES

THE LAST BATTLES OF THE BOMBER WAR, 1944-45

JOHN NICHOL AND TONY RENNELL

TAIL-END CHARLIES is a moving account of the final months of World War II told through the eyes of airmen of the U.S. 8th AAF and British Bomber Command.

Especially vulnerable were the "Tail-end Charlies" for the Americans, the last bomber in the formation which ended up flying through the most flak, and for the British, the rear gunners who flew in a bubble at the rear of the bomber.

Tail-end Charlies is John Nichols' 9th book and the second about experiences of American and British airmen in WWII with his co-author, Tony Rennell. More at www.johnnichol.com

The book, hardback, is priced at \$26.95, available at book stores or via internet booksellers.



David G. Helsel (E&E 538) of Parker, Pa., is looking forward to his 86th birthday on Sept. 26.

S/Sgt. Helsel, 379th BG, went down north of Paris and evaded. According to a family member, Dave has been a great husband, father and grandfather.

You can't do any better!



Belgian helpers at the 2006 reunion included Peter Hakim, Yvonne Daley-Brusselmans (standing) and Rosalie Schantz.



Scotty David presented Dr. Walter Brown, CEO of the 8th AFHS, with five CD Roms for the library at the museum in Savannah, Ga. They contain digital copy of her 20 scrapbooks that were commercially scanned for and by the Recovery group at the Department of Defense in May 2005.

Studebaker and Belgium are linked

(Transcript of a speech given by Thomas Schantz at the Aero Club of Arizona on Feb. 11, 2000.)

By V. THOMAS SCHANTZ
Green Valley, Ariz.

This speech relates experiences of my wife, the former Rosalie Regina Exterbill, during the occupation of Belgium by Nazi Germany.

First, as many of you have noticed, I always wear a hat with the name STUDEBAKER on it. My personal reasons:

First to honor my father who worked for Studebaker for 30 years and was permitted to retire in 1953 at age 75.

Second, to honor Studebaker for building 63,789 Wright Cyclone R-1820 engines primarily for the B-17 Flying Fortress. From January 1944 to the end of the war, they were the sole contractor for these engines.

There is a connection with Studebaker which is located in South Bend, Ind., the city of South Bend and Belgium. After World War I many Belgians migrated to the U.S.

Their largest settlement was in the Detroit area and their second largest settlement was in the South Bend area. We knew quite a bit about the Belgians because we learned in school of the terrible treatment of the Belgians by the Germans in WWI.

A close friend and I were working at Studebaker after WWII ended. One night after work and over a beer he mentioned he would like to go back to Belgium where he had fought the Germans in Flanders while serving with a Canadian anti-tank unit in 1944.

I replied that I'd spent two years in the Philippines with the U.S. Army and had never been to Europe. So we decided to go to Belgium.

When I told my father of our plans he mentioned Studebaker had an assembly plant in Brussels and that there was a young man from the Brussels plant at the Studebaker plant in South Bend for special training.

We met and became friends and when we got to Brussels his parents took us under their wings and kept us out of trouble.

It was during this trip that I met my wife in Brussels. We were married in Dover, England, on May 22, 1950.

Corrections and changes reported from 2006 Membership Directory

(Changes are in **BOLDFACE** type.)

1. HERBERT BRILL "L", *W* 5370 Punta Alta Unit 20,
Laguna Woods, CA 92637-2579; Phone: 949-770-2076
2. ERIC BRILL "FFL", 2822 Colt Rd., Rancho Palos Verdes, CA
90275-6506; Phone: 310-547-9237
3. Mrs. MIRIAM BURLEY "W", 805 Maximo Ave.,
Clearwater, FL
4. BRIAN and BETTY O'CONNELL "L", Winter address:
22 Grayson St., Hackett, A.C.T. 2602 Australia
5. E. W. HALLIBURTON Sr., Charlotte, NC
6. Col. JERRY P. HARMON "FFL", 13910 Hayward Place,
Tampa, FL
7. Mrs. JACQUELINE KERVIZIC "H", 29 Cherry Hill Dr.,
Conroe, TX 77304-1153
8. COLIN N. JONES, Boerne, TX; Fax and Phone: 830-816-4567
9. L/C GARY LOCKS, 6232 Donny Brook Dr., Dayton, OH
45459-1839
10. GEORGE W. MICHEL "L", West 180-S 8510 Manor Dr.,
Apt. 1031, Muskego, WI <gmichel@milwpc.com>
11. JAMES MOFFAT, 340 Hymus Blvd., Apt. 342,
Pointe Claire, Quebec H9R 6B3
12. CLAUDE C. MURRAY "L", c/o Sunshine Village,
2606 E. Greenway Rd., Phoenix, AZ 85032
13. JAMES R. MURRAY, Port Richey, FL;
Phone: 727-862-9009 <JRM-8@att.net>
14. PHILLIP W. NEWHOUSE "L", 820 Paseo Grande Rd.,
Corona, CA 92882-2841; Phone: 951-737-3119;
12th AF, 310 BG
15. Mrs. RICHARD F. SCHAFER "W", 150 W. 24th St. Apt. 117,
Alliance, NE 69301-2155
16. Mrs. PHILIP SOLOMON "W", 3009 Big Green Ln., Las
Vegas, NV 89134-7455; Phone: 702-228-9645
17. Col. DONALD W. SPEAREL "FFL", Clearwater, FL
(USAF Ret.)
18. Lt. GEORGE R. STRICKER, Irving, TX;
<PPRDJM78@hotmail.com>
19. HUBERT E. TRENT, 11713 Aster Ave.,
Cumberland, MD 21502



*George R. Stricker of Irving, Tex.,
is one of the few members who
can still get into their WWII
uniform.*

*1st Lt Stricker (E&E 461) was a
15th AF co-pilot whose B-24 went
down Feb. 25, 1944, in
Yugoslavia. He was rescued by
Tito's Partisans and spent three
weeks in the hospital at Bari,*

Our Next Stop: St. Louis

'07 Reunion: May 4-7, Sheraton



*Americans with Dr. Gordona Mihailovich, daughter of General Mihailovich, in 2005, from left::
Clare Musgrove and grandson Adam, Sharon and Robert Wilson, George Vojnovich, Charles Davis with daughter Barbara Hudspeth, and Arthur and Jo Jibelian.*

Draza's medal finally is presented



Three 15th Air Force airmen and two former OSS members attended ceremonies on May 8-9, 2005, to present the Legion of Merit Medal and Certificate in the Degree of Chief Commander that was awarded to Gen. Dragoljub Mihailovich by President Harry S. Truman in 1948 and had never been presented.

They had been invited by the Minister of Foreign Affairs Vuc Drasovic, Serbia and Montenegro, to Belgrade to celebrate the 60th anniversary of victory in Europe.

The airmen had been rescued by General Mihailovich in WWII and returned to Allied control in Italy.

The American group included Clare Musgrove and grandson Adam, Robert Wilson and wife Sharon, and Lt. Col. Charles I. Davis and his daughter Barbara Hudspeth. Charles is chairman of the National Committee of American Airmen

Rescued by General Mihailovich.

From the OSS were George Vojnovich with a friend, George Knosivich, and Arthur Jibelian and wife, Jo.

George was the officer in charge of the OSS in Italy and "Jibby" was the radio operator with the *Halyard Mission* who parachuted into Serbia about 2 a.m. on Aug. 2, 1944, and departed on Dec. 26, 1944.

The *Halyard Mission* returned almost 400 American airmen who had parachuted into Serbia. They were rescued and assembled to repatriation by General "Draza" Mihailovich and his Chetnik soldiers. Transportation was arranged for air transport from various clandestine airfields in Yugoslavia.

On the day following arrival in Belgrade, the Americans attended a reception in the residence of the

public affairs officer, and then presented the medal with appropriate ceremony to General Mihailovch's daughter, Dr. Gordona Mihailovch, his next of kin.

Later, the group visited Ravna (Mount) Gora, where General Mihailovich began his resistance movement by calling for volunteers. He expected only a thousand or so but was surprised by the arrival of many more.

He finally had 10 corps commanded by officers who were graduates of the Yugoslav Royal Military Academy. There is a life-sized statue of the general.

A visit was made to the village of Pranjini and the nearby makeshift airfield from which 252 Americans, 4 British, 4 French, 7 Italians and 12 Russians were evacuated to Italy on Aug. 10, 1944, via 17 C-47s.

It was the largest rescue operation in all of WWII. The scene is marked with plaques in English and Serbian.



THE UNITED STATES OF AMERICA

TO ALL WHO SHALL SEE THESE PRESENTS, GREETING:

THIS IS TO CERTIFY THAT THE PRESIDENT OF THE UNITED STATES OF AMERICA IN ACCORDANCE WITH THE ORDER ISSUED BY GENERAL GEORGE WASHINGTON AT HEADQUARTERS, NEWBURGH, NEW YORK, ON AUGUST 7, 1782, AND PURSUANT TO ACT OF CONGRESS, HAS AWARDED THE

LEGION OF MERIT

Degree of Chief Commander (Posthumously)

TO

General Dragoljub Mihailovich, Yugoslavian Army

FOR EXTRAORDINARY FIDELITY AND EXCEPTIONALLY MERITORIOUS CONDUCT IN THE PERFORMANCE OF OUTSTANDING SERVICE

GIVEN UNDER MY HAND IN THE CITY OF WASHINGTON
THIS 29th DAY OF March 1948

Witnessed by me, the Adjutant General

THE ADJUTANT GENERAL

As for General

The Adjutant General

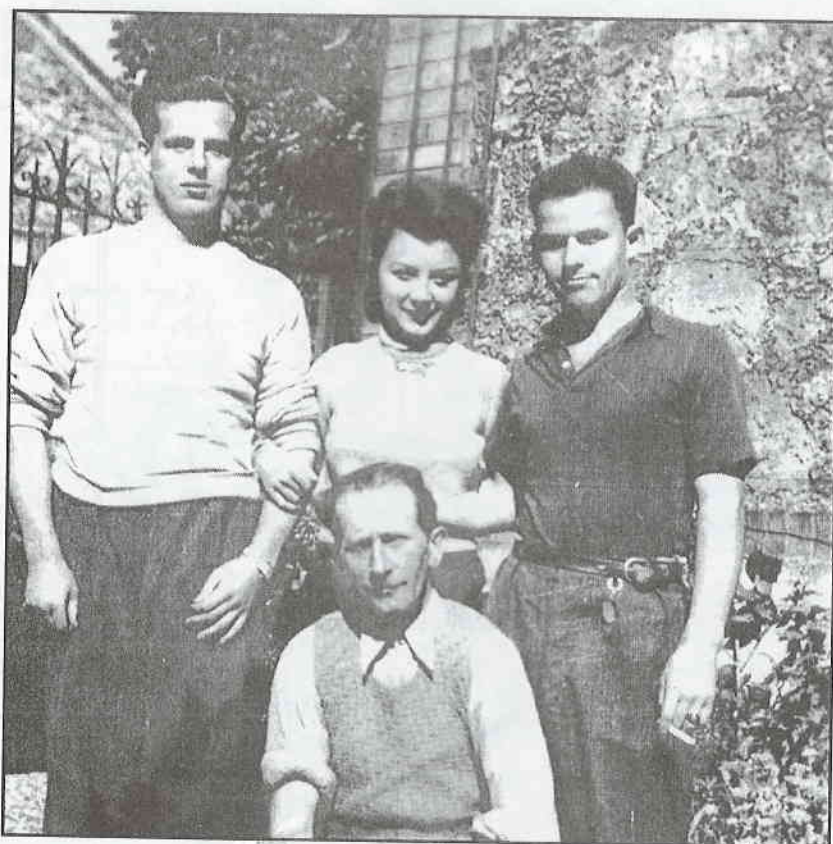
Signature
Adjutant General



General Mihailovich (standing, 5th from left) and a group of Allied airmen



*Commemorative plaque
at Juvisy honors two members
of the Burgundy Line*



Pauline and Andre Lefevre, shown at center, members of the Burgundy line, assisted 18 Allied airmen during the war. Those included Lt. Howard Harris, standing left, and S/Sgt. Alfred Zeoli, at right. Both were on a crew that went down at Nelun, France on Sept. 3, 1943. They were housed together for several weeks with the parents of Paulette Pevan of Juvisy-Sur-Orge.

REUNIONS

AIR FORCES ESCAPE & EVASION SOCIETY

May 4-7, 2007

Sheraton Hotel

St. Louis, MO

8TH AIR FORCE HISTORICAL SOCIETY

Oct. 3-8, 2006

Bossier City, LA

BURTONWOOD ASSOCIATION

Oct. 3-7, 2006

Philadelphia, PA

<geoloomis@juno.com>

352nd FIGHTER GROUP ASSOCIATION

Oct. 4-8, 2006

Bossier City, AL

486th BOMB GROUP ASSOCIATION

Oct. 11-14, 2006

Holiday Inn Select, Dallas, Tex.

Bill Phelps: 812-867-2991

SECOND SCHWEINFURT MEMORIAL ASSOCIATION

Oct. 11-15, 2006

Las Vegas, NV

Bob McDonald: 720-254-7418

491st BOMB GROUP

Denver, CO

Oct. 11-15, 2006

Marriott Denver South Hotel

Bill Hagan: 619-583-9388

SWISS INTERNEES ASSOCIATION

Oct. 20-23, 2006

Holiday Inn, Arlington, VA

James Goings: 610-353-0385

ERRATA: Page 9 in the 2006 Directory was incomplete; here is the corrected version.

Mr. Verne H. <u>Cole</u> 15-483 BG (Dorothy) e-m <vcole1@earthlink-net>	673 E. Ellery Ave. Fresno, CA 93710-5417	559-435-8410 Fax-435-2120
Mr. Warren W. <u>Cole</u> "L" #821 8-306 BG	Ashlar Village Apt 2303 Wallingford, CT 06492	203-284-3708
Mr. Ernest H. <u>Coleman</u> 15-454 BG (Janice)	116 Buckingham Dr. Colonial Heights, VA 23834-1207	804-526-4285
Mr. James D. <u>Conrad</u> "L" #1854 8-448 BG	236 Franklin St. Wrentham, MA 02093-1204	508-384-7339
Mr. Theodore G. <u>Converse</u> #2411 8-390 BG	P.O. Box 520 W. Barnstable, MA 02668-0520	508-420-1221
L/C Jetty R. <u>Cook</u> "L" #2145 8-92 BG (Wanda) e-m <jrcook@kctc.com>	P.O. Box 212 Hunt, TX 78024-0212	830-238-4063
Mr. Wesley G. <u>Coss</u> "L" #485 15-99 BG (Annette)	28827 Leah Circle Rancho Palo Verdes, CA 90275-4767	310-377-8325
Mr. Russell J. <u>Cotts</u> #1078 8-385 BG (Doris)	1849 Rainbow Avenue Depere, WI. 54115-1721	920-336-3062
Mr. Paul K. <u>Courtad</u> #1423 8-401 BG	417 N 8th St. Upper Sandusky, OH 43351-1145	419-294-3576
Mr. Robert D. <u>Couture</u> "L" #997 8-355 FG (Betty)	21347 Holly Court Warrenton, MO 63383-5255	636-456-0888
Mr. Ford C. <u>Cowherd</u> "L" #124 8-91 BG (Betty)	938 Macy Street W. Palm Beach, FL. 33405	561-582-8218
Maj. Harvey G. <u>Cox</u> #1968 8-95 BG (Gloria)	11813 Sandman St. San Antonio, TX. 78216-3022	210-344-6735
Mr. Silas M. <u>Crane</u> "L" 15-97 BG	1401 Forest Ave #18 Columbus, GA 31906-5904	706-653-2028
Mr. James P. <u>Cruise</u> 12-51 TCW Air Evac (Kathryn)	32 Grant Ave. Brockton, MA 02301-6936	508-586-7705
Mr. William L. <u>Cupp</u> "L" *S* 8-493 BG (Elizabeth)	626 Zanmiller Dr. Northfield, MN. 55057-1207	507-663-7926
e-m <cuppbb@charter.net> *W* (Dec. - March)	1201 8th Ave W P25 Palmetto, FL 34221 e-m <bailout.2@juno.com>	941-729-0568
Maj. Ned A. <u>Daugherty</u> #774 8-445 BG (Alice)	440 Blue Bell Ln Apt 206 Roanoke, VA 24012-2479	540-366-3512
Mr. Robert L. <u>Davey</u> "L" 15-97 BG (Betty)	400 S 8th Ct Apt 5 Indianola, IA 50125-2895	515-961-4391
L/C. Clayton C. <u>David</u> "L" #674 8-303 BG (Scotty) e-m <davidafe@adams.net>	19 Oak Ridge Pond Hannibal, MO. 63401-5639	573-221-0441
Dr. Roy G. <u>Davidson</u> POW 8-94 BG (Betty) e-m <rydvdsn@aol.com>	2224 Gay Way Birmingham, AL 35216-3309	205-822-0804
L/C Charles L. <u>Davis</u> 15-459 BG	2311 Pimmit Dr. # 605 Falls Church, VA 22043-2834	703-560-2311
Col. Glendon V. <u>Davis</u> "L" #1635 8-357 FG	16 Maui Way Napa, CA 94558-1525	707-996-2161
Capt. Curtis L. <u>Deatrick</u> 9-344 BG (Hideko)	19610 Arcadia St. Corona, CA. 92881-4302	951-735-0140
Mr. Gerald P. <u>Dechambre</u> "L" #1799 8-95 BG (Midge)	2415 Thoroughbred Trl. Woodstock, IL 60098	815-337-5501

The editor's 60-day tour of Europe

From the Wichita Falls (Tex.) Times,
Sunday, Sept. 5, 1982

By LARRY GRAUERHOLZ
Staff Writer

Jan. 4, 1944, dawned bright and clear over the section of England known as East Anglia, where the aerodromes of the Royal Air Force and the U.S. Army Air Force were so thick that flight patterns often overlapped.

For the 10-man crew of the 337th Bomb Squadron, 96th Group, stationed at Snetterton-Heath, midway between Cambridge and Norwich, it was to be a bad day -- a day that cost the squadron seven of the 21 planes put up. First clue was morning chow: in days of scarce fresh eggs, it was a two-egg mission. That met no milk run.

At briefing, the wall map was uncovered. Target for the day: the airfield just west of Bordeaux in southwestern France -- well beyond the range of fighter escort. The airfield was being used as a base for German planes to raid Allied shipping in the Bay of Biscay.

Describing the Allied air raids on the Continent for that Jan. 4, The Associated Press reported: "The British-based U.S. Flying Fortresses (B-17s) and Liberators (B-24s) were escorted by American fighters on all their missions today except the foray to Bordeaux, which involved a round trip of almost 1,000 miles."

After rendezvous, the bombers cruised south from England, across the vineyards and farms of western France. About two hours into the mission, the escorting fighters peeled off with a farewell wing dip and headed home. The clumsy bombers were on their own.

For a time as the planes droned on, it seemed difficult for crews to realize this was anything more than a routine mission. At the same time, we realized the defenders were tracking our route and probably had figured out the intended target.

Soon, as Bordeaux was approached, ugly black puffs of smoke began to appear in the sky ahead. Jerry and

his flak guns were ready.

The B-17s began to buck and swerve as the formation took evasive action to foil anti-aircraft gunners. But the flak guns began to claim their toll. Here and there, an engine began to smoke and a plane would make a slow spiral downward.

Flak took a heavier toll over the target, because the planes were forced to fly straight and level for the bomb run. Manifold pressure on a starboard engine faded, and it was feathered. A B-17 could fly as well on three engines as on four -- so we often had been assured.

But our "Lucky Lady" was not able to keep up in formation as the squadron turned away from Bordeaux west to the Atlantic Ocean to escape the anti-aircraft gunners. The cripple was the target the German fighters looked for. Soon they were upon us, and the air battle was on.

Within minutes, another engine was knocked out, the oxygen system went kaput -- meaning we could not maintain altitude -- and a gunner was wounded.

The pilot, realizing that the situation was hopeless and that we never could make it back to England, lowered the landing wheels in the international signal of surrender.

By that time, Lucky Lady was well out over the Atlantic, and the pilot turned back, intending to try a ditching in the water or a crash landing on the coast if he could make it. He almost made it.

We surviving crew members owe our lives to the expertise of Lt. Richard Stakes of Long Island, N.Y., who threaded the bomber through the trees and set the Lady down in a mud bank near the point the Gironde empties into the ocean.

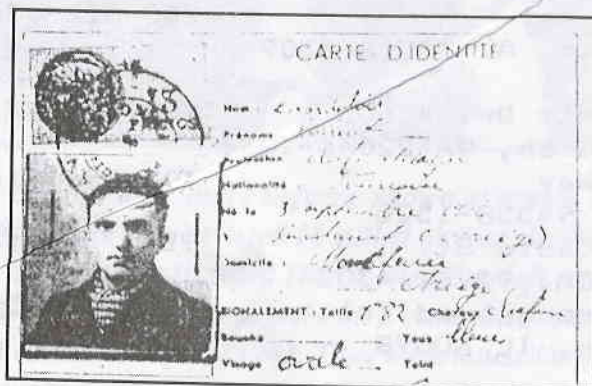
German fighters buzzed us as we evacuated the plane and tried to set it afire. Finally, they turned away and presumably summoned a seaplane to come out and pick up survivors.

Starting a fire isn't usually much of a task, but getting a B-17 to burn when it's half submerged in a marsh isn't so simple. Finally, by using a gasoline-soaked parachute as a wick, we converted Lucky Lady into a column of smoke and flame to prevent salvage by the enemy. It was only about 11 a.m.

Most of the crew struggled through the marsh, headed in the general direction of Spain. Any airman in the European Theatre knew the three S's -- Sweden, Switzerland, Spain -- offered haven. Spain was closest.

That was the beginning of my 60-day tour of Europe.

We soon contacted a family of French farmers who gave us peasant clothes (and wooden shoes) in exchange for GI gear and the first example of our staple fare for weeks to come -- the hard French bread we carried in our pockets and nibbled on.



For the next several days, Lt. William Foley of Knoxville, Tenn., and I slept in junkyards and haystacks and begged food from farmers as we heeded the advice: "Don't try to find the underground; they'll find you." They did.

One evening a farmer invited us into his home, talked awhile, poured a little wine, then sent for a "friend." Odds were about 50-50 that the "friend" would be a German patrol, but we had little choice if we ever were to make contact.

Eventually, we were put in contact with a British agent by the French underground, spent two weeks with guerrillas known as the Maquis and began a complicated shuttle that took us across the Pyrennes into Spain.

One of the first Frenchmen we encountered told us, "No problem about getting you back to England. They land a plane near here at night quite often to pick up fliers like you. You'll be back in Piccadilly in a few days."

We were chagrined later to learn the bit about the plane was true. Also true was the fact a plane and crew were risked only to evacuate majors or better in rank. Lieutenants like us walked.

By foot, by bicycle, by charcoal-burning car, by train, we zigzagged across southern France to near the Mediterranean Sea. From Bordeaux, we were shuttled to Bergerac, Perigueux, to Limoges where we caught the Paris train south to Toulouse, a collection point for escaping Allied airmen. In Toulouse, we were under the command of a little old lady type known as Madame Francoise. She made arrangements for us to be taken to Carcassonne, the famous walled city, and to Perpignan, the jumping off spot for our walk across the mountains to Spain.

An early disappointment was that the false papers carried in escape kits were useless. The forms were obsolete and new papers had to be prepared so we could clear checkpoints. Our fake identity cards were prepared in Perigueux by a British agent, who had quite an array of forms, rubber stamps, appropriate seals and photographic equipment.

For the crossing into Spain, we were in the care of two Basque guides, men for whom the fortunes of war had created a bonanza. After prewar careers of small-time smuggling between France and Spain, they now were taking downed airmen across for fees that made us feel important.

After three nights and two days dodging border patrols, getting lost and relost by following trails or near-trails, we finally heard the welcome words, "Ici Espana!" We were on neutral soil.

Our group included Americans, British, two French agents, a South African and Ray Sarant, a U.S. infantryman who had been captured in North Africa and then escaped from a prison camp inside Germany.

I have always felt that our group received special attention from MI-9 because Ray had valuable



MARIE LOUISE-MARTHE DISSART
alias Francoise

Cahors 1881 -- Toulouse 1957

information.

The next night most of our group was packed into a Ford station wagon for a midnight ride to the British consulate at Barcelona. From there, it was by limousine (with the Union Jack on the fender) to Madrid, where a trainload of escapees was made up for the trip to Algeciras and Gibraltar.

At Gib, we were "returned to military control," issued uniforms (including a British battle jacket), surrendered what was left of our French play money and flown back to England by the RAF.

Back at Brook Street in London for interrogation, we had a real surprise when we learned Allied Intelligence already had the story of our plane going down. One of the German pilots who shot us down had himself been downed on a subsequent raid over London and had been interrogated.

This report should be dedicated to the thousands of French people who bravely aided American and English airmen. Their love for France, their enmity for the Germans who had twice overrun their country, and their gratitude for the Allies who had come to liberate them, caused them to risk their lives and property consistently.

After the war, the U.S. government was able to locate and compensate some members of the underground; many did not survive. Theirs was a dangerous game.

A surprise: *His wingman survived!*

From the *Chicago Sun-Times*,
Wednesday, July 12, 2006

By NEIL STEINBERG

Sixty-two years ago this Friday, about 7 o'clock in the evening, in the cloudless skies south of Le Havre, France, a pair of American P-51 reconnaissance planes were returning from a mission when they had the ill fortune to run into a mass of as many as 50 German Focke-Wulf 190 fighter planes.

"We were pounced on," remembers Arnold M. Rusten, then a captain in the U.S. Air Force and, for the past half century, a resident of Arlington Heights.

Rusten radioed to the other pilot, Lt. Stanley Canner, in the dry words of his official report "to use full throttle and go straight ahead." Or in other words, "Let's get the hell out of here."

Rusten made it back to base to file his report. Canner didn't, and for 62 years Rusten thought his wingman was dead.

Then he got a call from Canner's son, Neil Canner, of Boston. Lt. Canner had bailed out, wounded and been hidden by the French Resistance in a farmhouse for six weeks until liberated by advancing Canadian troops.

"I had thought that he was killed -- I felt very bad about it," said Rusten, now 90. "I was very happy to know that he had survived."

Canner died in 1984, but his son has flown to Chicago and will meet with Rusten today to mark the anniversary.

"We're going to fight the war again," said Rusten. "It should be very interesting."



The skirmish in the skies of France so long ago is not -- to an outside observer -- a particularly significant incident in a vast, sprawling and horrific war crammed with great stories of bravery.

What I found most noteworthy was how it captivated Neil Canner, the pilot's son. The Boston hardware store owner sent me a ring binder with some 90 pages of letters, reports, maps and news clippings about the incident. He flew to Chicago to see a man he had never met. Why?

"That's a tough question," Canner said. "My dad was a nice, nice guy. I guess I started reading the letters, and was amazed at the story they told. It gnawed at me. I just wanted to meet him. I felt I had an obligation to my dad."

Days hiding -- years remembering

From the *Boston Globe*
Sept. 30, 1981

Stanley Canner from Hyde Park was a young fighter pilot on his 10th reconnaissance mission when his P-51 Mustang was shot down over Normandy on July 14, 1944.

Canner, then 24, bailed out of his burning plane with a shrapnel wound in his head.

Ten days later in the same area, Alfred Sutkowski (E&E 1154) of Portland, Conn., a 19-year-old tail gunner on a B-26 bomber, was shot

down. Sutkowski was forced to parachute out of his plane with shrapnel lodged in his right thigh.

An Australian fighter pilot named Russell Leith was flying a Spitfire over Normandy when his plane, too, was hit two days after

Sutkowski was shot down. Leith landed his aircraft on its belly in the middle of a field and crawled out unharmed.

All three were rescued by members of the French underground, who hid them in a farmhouse in the French village of Cernay.

For six weeks they lived together in the home of French Resistance members Jean and Renee Renault before they were liberated by Canadian Allied forces.

Canner was driven to the farmhouse in a charcoal-burner truck. Sutkowski was taken in a horse-drawn cart. Leith walked 30 miles and bicycled the rest of the way.

Yesterday (29 Sept 1981) for the first time in 37 years, the three men were reunited in Boston, at Canner's invitation.

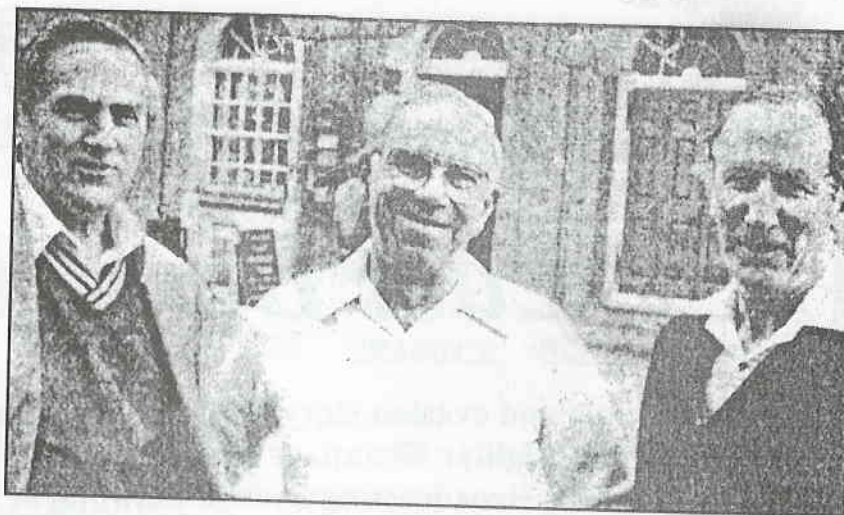
Standing in front of the Faneuil Hall Marketplace to pose for a photograph, Stanley Canner, now 61 and owner of Central Paint and Supply Co. in Hyde Park, reminisced with Sutkowski and Leith about the 43 days together in France that had made them friends for life.

"The last time we posed for a picture together we were looking over our shoulders for Germans," said Sutkowski, now the postmaster of Portland, Conn.

Canner said the three men owe their lives to the Renaults and to Robert Martin, known as *Bob de Lixieux*, a French resistance leader who had been on the 1936 French Olympic bobsled team and who spoke fluent English.

When Sutkowski arrived at the farmhouse, badly in need of medical help, it was Martin who got a reluctant local doctor suspected of being a collaborator to treat the wounded flyer. Martin persuaded the physician at gunpoint, Canner said.

And it was Martin who greeted Canner when he arrived at the farmhouse with the words, "How are you, my American friend?" Canner said. "It was the first English I'd



Alfred Sutkowski, Stanley Canner and Russell Leith (from left) stand near Faneuil Hall in Boston for this 1981 photograph.

heard in weeks."

Sutkowski spent most of the time in an upstairs bedroom recuperating. Canner and Leith helped out with farmwork. "It was harvest time," said Leith, "so we helped by harvesting hay in the fields."

Renee Renault sold cream for butter and Canner helped her milk the cows and separate the cream.

Nuns from a local convent visited them and changed Sutkowski's bandages. A 24-year-old French woman named Roberta Rapaud bicycled over frequently during the day to visit them. At night Sutkowski played solitaire, while the other two read "Everything the Renaults could produce," said Leith.

If German soldiers were sighted the men were hidden in an attic. If the two men were too far from the house, they would crouch in a vegetable patch, Leith said.

The Renaults made a habit of calling Canner "Raphael." Leith was known as "Andre" and Sutkowski, who knew the least French of the three, pretended to be a deaf-mute.

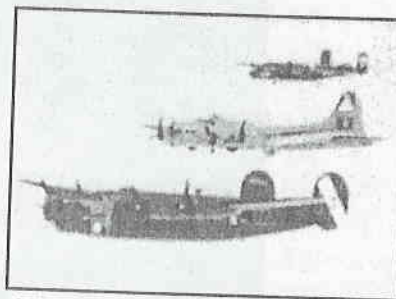
Except for the nuns, Roberta Rapaud, and a few trusted resistance members, "not even the people at the next farmhouse knew we were there," said Sutkowski.

"We were in limbo," said Leith, "but having the three of us there

was a great help."

Last summer (1980) Canner, Sutkowski and their wives went to Normandy to see Bob Martin and other resistance members. The Renault couple had died. "But everything else looked the same," said Sutkowski.

When asked what was the worst part of their ordeal, all three men said that the most frustrating part of their captivity was not being able to let their families know that they were alive.



Freedom Tour to end Nov. 1 in Savannah

The Collings Foundation *Wings of Freedom Tour* will wind up the 2006 season on Nov. 1 in Savannah, Ga., only 30 miles from it all began on Jan. 13.

The B-17 *Nine-O-Nine*, B-24 *Witchcraft* and B-25 *Tondelayo* are now in the Northeast part of their national tour.

For more:
<info@collingsfoundation.org>

Soon on PBS: an E&E special 'Last Best Hope'

This escape and evasion story of Member William D. Grosvenor (E&E 1881), 56th Fighter Group, of Abilene, Tex., is scheduled to be shown on the Public Broadcasting System network at 9:00 p.m. (central time) on Oct. 29, 2006. Check your local PBS station for details.

This production is the result of cooperation with people in Belgium and the United States.

Encourage your friends and families to tune it in to gain a better understanding of what escape and evasion is all about. It's the sort of national recognition that AFEES members and friends have coming!

THE SAINT LOUIS ART MUSEUM



THE SAINT LOUIS ART MUSEUM is one of the nation's leading comprehensive art museums, containing more than 30,000 works of art. The collections include works of exceptional quality from virtually every culture and time period.

Areas of notable depth include Oceanic art, pre-Columbian art, ancient Chinese bronzes, and European and American art of the late 19th and 20th centuries, with particular strength in 20th century German painting.

Museum hours are Tuesday - Sunday, 1000-1700; Friday, 1000-2100.

U.S. AIR FORCES ESCAPE & EVASION SOCIETY

Past Reunions and Meetings

1964-2006

LOCATION	ATTENDANCE				
	<u>Total</u>	<u>Evaders</u>	<u>Helpers</u>	<u>RCAF</u>	<u>Wives & Friends</u>
1964 Buffalo NY	56	32	7	1	16
1974 Pittsburg PA + (D.C. & NY)	92	20	62 (Belgium)		2
1978 Pittsburg PA	65	9	45 (Holland)		11
*1979 Phoenix AZ	33	18			15
*1980 Orlando FL	50	33	10		7
*1982 Cincinatti OH	63	21	28	3	11
1984 New York NY	22	10	4		8
1985 Europe (E & Wives)	52	(7 cities)	400	Approx/entertained)	
1986 Atlanta GA	170	74	28	7	59
1987 San Antonio TX	248	105	30	18+2RAF	97
1988 Denver CO	270	113	40	10	109
1989 Pittsburg PA	215	98	27	4	86
1990 Memphis TN	270	124	30	5	111
1991 Irvine, CA	250	88	28	6	128
1992 Savannah GA	331	142	48	6	135
1993 St. Louis MO	306	136	38	6	126
1994 Ft. Worth TX	170	80	16	8	66
1995 Toronto Canada	226	87	44	18+3RAF	74
1996 Savannah GA	227	80	24	9	114
1997 Dayton, OH	210	86	24	7	93
1998 Falls Church VA	346	94	45	6	201
1999 Mez, AZ	240	93	23	5	119
2000 Columbia MO	127	48	9	5+1RAAF	64
2001 Spokane WA	130	42	17	11+1RAAF	59
2002 Tampa FL	232	57	31	2	140
2003 Wichita Falls TX	87	31	9	2	45
2004 Philadelphia PA	157	41	26		90
2005 New Orleans LA	156	40	12	1+1RAAF	102
2006 Albuquerque NM	154	36	10	1+1RAAF	106

* AFEES met with 8th AFHS

Special Trips:

1969 Evaders went to Europe with Canadian evaders.

1990 35 Evaders and wives plus RCAF to Europe to see helpers.

As our members get older and find it more difficult to attend the reunions, their offspring and friends, along with the widows, have filled in some of the MIA slots in the formation to keep us flying. Reunions are a great place to be together another time, while we can, on this earth.

-FOLDED WINGS-

MEMBERS

- #1008 Clare A. Blair, Killeen, TX, 491st BG, Sept. 1, 2006
- # 2098 John L. Brixius, Sun City W, AZ, 458th BG, Aug. 29, 2006
- #2934 Martin Cech, Redondo Beach, CA, 306th BG, 2005
- #2255 Richard G. Greer, Atlanta, GA, 381st BG, June 5, 2006
- S. Int. John E. Hennessy, Merritt Island, GA, 448th BG
- #2833 Howard E. Moebius, Sarasota, FL, 357th FG, May 10, 2006
- 15 AF Kasmir Ulaky, Windham, NH, 459th BG
- RCAF Don P. MacIntyre, Islington, Ontario, Canada, July 23, 2006
- RCAF A. L. Wright, Belleville, Ontario, Canada, Oct. 8, 1999

HELPERS

- Mrs. Pieta Geurts, CN Cuyk, Holland, May 2005
- Mrs. Hillena Geesje Philippi-Kranenborg, Zwolle, Holland,
May 26, 2006
- Billy Webb, England (Gunboat crew), Aug. 11, 2006

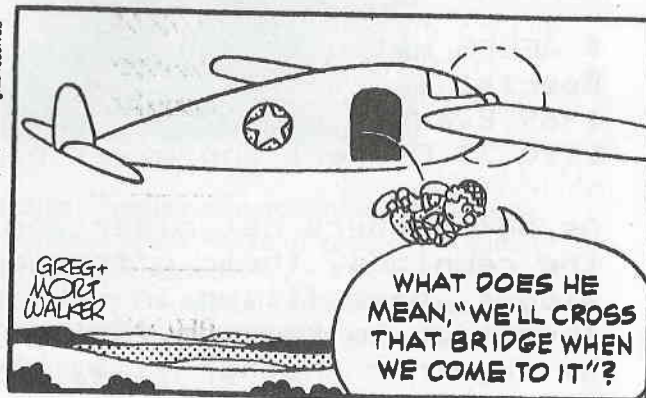
William H. Webb, known in AFEES as 'Billy'

William H. Webb, DSM, ISM, of Collands, Warrington, U.K., died of colon cancer on Aug. 11, 2006.

Billy Webb, as he was known by his friends in AFEES, was an "English Boatman" and assisted airmen who had been downed in France.

Operation Bonaparte helped many evaders escape, leaving the Brest area at night in small boats that took them to a Royal Navy gunboat to transport them back to England.

Beetle Bailey



Johanna Krueger: a Dutch heroine

From the Madison (Wis.) State Journal, Aug. 14, 2006

When Johanna Maria Krueger was a teenage girl in Rotterdam during World War II, she risked death -- and ensured imprisonment -- by joining the Dutch underground and escorting downed Allied airmen to safety.

At age 16, she was betrayed to German SS troops and spent 14 months in the concentration camp in Ravensbruck, enduring near starvation, beatings and forced labor.

Krueger, who later moved to the U.S., died Aug. 11 at age 79.

After German bombs crashed into her school room in early days of the war, Krueger waited in lines for hours to obtain ration coupons for fake Dutch families, and then used the coupons to get food for Jews who were hiding from the Nazis.

She used her bicycle to travel into North Holland, where she picked up weapons dropped by British aircraft, hid them in a satchel and then rode the bicycle back to deliver the weapons to the underground.

Following the war, she immigrated to Palo Alto, Calif., where she met Otto Krueger, her husband of 56 years. He was a Navy pilot and the couple lived around the world for several years before settling in Madison.

The significance of elements of the AFEES patch

This article was prepared by Robert V. Laux, an original member of AFEES who came out of France via MGB 503 and Reseau Shelburn in March 1944. 2nd Lt. Robert Laux (E&E # 521) bailed out of his B-24 on Feb. 11, 1944, near Forges-les-Eaux. A former vice-president of AFEES, he died in 1990.

By ROBERT V. LAUX

Members of the AFEES proudly wear the emblem of the Society. The origin, meaning and history of the patch are not too well known.

The need for a symbol or logo for our group was discussed following the first reunion held in Buffalo, N.Y., on May 15-16, 1964. At that reunion, the only identification we had was a plastic enclosed name tag and we felt a permanent emblem or crest was needed.

The blue background represents the blue sky in which we flew. Blue was also chosen since the then-recently former separate Air Force had selected a blue uniform to differentiate it from the old U.S. Army Air Force uniform.

Since we all wore wings representing different positions or duties in the airplane, it was decided to use a common or generic type of wing. The shield of the United States of America is enclosed in a circle for the center of the wings. Silver metallic thread was used since our wings were made of a silver compound.

AFEES is an acronym for Air Forces Escape and Evasion Society. The plural of Air Forces was chosen to provide eligibility to men from all air forces. All founding members had been assigned to the 8th Air Force in England.



Small shells on either side of the emblem represent sea shells on the shore of Plage Bonaparte.

The winged boot in the center signifies that members walked back from their last mission: Fly out, walk back. We felt that whether an airman walked across the mountains or came out by boat, the winged boot was appropriate for all.

The Latin phrase at the bottom: PRO LIBERTATE AMBULAVIMUS translates to FOR LIBERTY WE WALKED.

The emblem was first available in about 1966-67 and was worn on our trip to Europe in 1969. It was suggested that the patch be worn on a navy blue blazer. A pair of gray slacks was suggested to be worn to complete the "uniform."

The original design was submitted by Harry L. Minor, E&E# 421, who walked over the Pyrenees into Spain in 1943.

Your address or phone # changed? Let Clayton know!

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

***Send payments and changes to Clayton C. David, AFEES Membership Chair,
19 Oak Ridge Pond, Hannibal, MO 63401-6539, U.S.A. <davidafe@adams.net>***

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The editor has the last word

By LARRY GRAUERHOLZ

<afees44@hotmail.com>

OR

<archerco@wf.quik.com>

WICHITA FALLS, Tex. -- Now that the Albuquerque reunion is history, the next stop is St. Louis the first weekend of May 2007.

Our Reunion Coordinator Yvonne Daley has spent much time working out details. We will be at the Sheraton in Downtown St. Louis, just across the street from the Metro link for easy access.

With her supersized charm, Yvonne can be counted on to get us the best possible deal. She has had cooperation from Lynn David, who lives in St. Louis, and from the folks at Scott AFB, who will be hosting us on Friday, May 5, and possibly for the Saturday night banquet.

Yvonne is grateful for the help she has received at the base from SMSgt. Dave Mills and the staff of Gen. Duncan McNabb, who have promised to reel out the red carpet for us!

Elsewhere in this issue, you may read about last Aug. 7-13 being declared the inaugural Air Force Week. The weeklong event was to give citizens of the St. Louis area a chance to see the men and women who are defending America up close and personal.

AFEES Superfriend Duncan McNabb is stationed at Scott AFB, site of the open house and air show featuring the T-Birds on Aug. 13.

Wonder what Duncan and/or Lynn can do about getting the Cardinals scheduled for a home stand the first weekend of next May?

The new AFEES Membership Directory went into the mail about a month ago to paid-up members in the U.S. and Canada. There are some extra copies available. If you need one, let me know.

Hillena Geesje Philippi-Kranenborg, whose husband Chris Huiberts was head of the Dutch Underground in the area where Dave G. Alford, now deceased, went down on Feb. 4, 1944, died May 26.

When the Pilotheelpers of The Netherlands was formed, the lady was the first secretary and she was active in the group until her death.

Once upon a time long ago, Yers Truly was stationed at Dyersburg AAB at Halls, Tenn., about 60 miles north of Memphis.

Fast forward, and now there is a museum at the old base. Exhibits depicting World War I through the Persian Gulf are presented, along with the history of the base, which was a B-17 crew training facility.

To support the museum, contact: The Veterans Museum, 100 Veterans' Drive, Halls TN 38040.

Midge, wife of former AFEES BOD member Gerry DeChambre, passed away last month. She had been ill for some time. Services were held Aug. 17 in Woodstock, Ill. Our condolences to Gerry and family in their loss.

President Richard Smith, in his spiel on page 2, mentions that he survived a Grauerholz family

invasion at Ottertail Lake in July.

I had warned Dick that we were turning loose a bunch of grandkids at a resort near his lake home.

John Neal of Calgary reports that none of the AFEES family made it to accept a magnum of 1999 Shiraz Reserve, as advertised in page 26, Summer newsletter.

John was entertaining Lindsay Hunting of South Africa, who had offered a magnum to every Caterpillar member.

Director Ray Kubly is my kind of guy. He has a sense of humor. Recently he sent me several great jokes; some of them are even fit to print. Here's a sample:

"A little old man shuffled slowly into an ice cream parlor and pulled himself slowly, painfully, up onto a stool. After catching his breath, he ordered a banana split.

"The waitress asked kindly, 'Crushed nuts?'

"No," he replied, "Arthritis."

ABOUT GROWING OLDER:

Eventually you will reach a point when you stop lying about your age and start bragging about it.

And, the older we get, the fewer things seem worth waiting in line for.

~~~~~  
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