

THE AIR FORCES ESCAPE & EVASION SOCIETY

Spring 1998 *Communications*

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MARCH 1, 1998

'Lest We Forget'...

By **JOB WOLTMAN**, Dutch Helper
(Delivered at the 1997 reunion in Dayton, Ohio)

Free from the dictatorship of the Nazis.
Away with the fear of becoming victims of Nazi terror.

Away with the fear of being killed in the fight against the Nazi brutes or of being injured.

Celebrate and thank the survivors who released us from the Nazi yoke.

But moreover: commemorate and remember those who laid down their lives for our freedom.

That has been happening for years and rightly so.

But do we also remember the thousands of people who didn't lay down their lives, but who sacrificed their health in their fight for freedom?

The soldiers and Resistance fighters who were not sentenced to death, but to lifelong ill health for all their efforts?

It is high time that more attention is given to those people.

The demand that after fifty years we should stop commemorating and even celebrating the liberation is steadily growing stronger.

I think that is an insult to all those who are forced to live with the memory of the horrors they experienced, with the daily physical and mental pains.

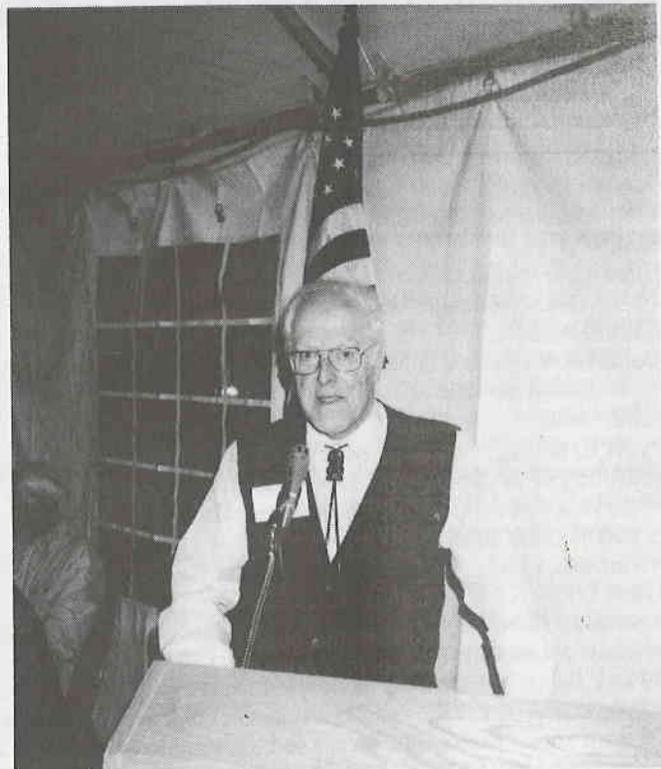
Many of the post-war generations don't realize how it was, can't or perhaps don't want to realize, because it seems so difficult to imagine and, to be honest, it IS difficult to imagine.

But yet we, who have lived through it, must tell about it to our children and grandchildren as long as we can; we must warn them that it can happen again. And, in a way, it is already happening!

If we don't warn them, we will fail.

The other day I read this anxious thought. I quote: Sometimes I feel so afraid that in a few hundred years some history teacher will tell this to his students, "In the twentieth century Hitler tried to establish a great empire in Europe under the leadership of the National Socialists. Contemporary witnesses allege that he is said to have tried to exterminate the Jews in Europe. There is even rumour of poisoning Jews in camps specially equipped for that purpose. It is true that there have been some excesses, but the stories about them are probably strongly exaggerated." Unquote.

This seems to me a fundamental dilemma: We have the obligation to make clear to young people how incomparable, how unimaginable, how exceptional the time of the Holocaust was.



Job Woltman at Dayton Reunion

But that is exactly why we make it so difficult for them to see our descriptions as real and truthful. That which has always been incomprehensible remains incomprehensible.

The only thing a man can do is to sigh, "Life goes on." It is probably impossible for a person to live with the constant thought of the fifty million dead among which were six million murdered Jews, for he would become crazy. And yet it seems to me just as crazy that after a few decades, people are already able to pretend that those mountains of dead bodies never existed.

This reflection doesn't mention the existence of the fighters, injured for life, millions of them, which I referred to in the beginning of my speech.

Therefore, it's good that we keep commemorating and remembering, and that those commemorations shed some light on the plight of people and will also contribute to a better understanding of this so far under-estimated, consequence of war and dictatorship.

LEST WE FORGET!

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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.

Helper believes it's an honor to represent us

By FRANK CAUBERGH
4th Brigade, R.A.S.C.

For many years now, I have attended the celebration of D-Day at the American Cemetery of the Ardennes where important dignitaries, political and religious personalities, numerous patriotic organizations, and a great number of other people pay their respect to those who more than 50 years ago gave their lives to liberate us of the Nazi yoke and gave us back our freedom.

Every year I view with pride our representatives of the beautiful 4th Brigade and those of our National Federation of Volunteers as they place their wreaths among the many others.

This year I had the opportunity myself to place a wreath in honor of the Air Forces Escape and Evasion Society (AFEES) of which I am a member as helper.

This association includes only American airmen who were shot down, bailed out and escaped or rescued and repatriated.

With the agreement of the director of the cemetery and AFEES, I was authorized to place a wreath in their behalf as a token of gratefulness and thanks.

The Americans appreciate very much the gratitude the Belgian people show toward their help.

For me, it was a great honor.

WANT TO GO BACK?

Interested in a group trip to Slovakia for 13 days, beginning Aug. 25, 1998?

If so, contact Jim Downs, 1303 Crestridge Drive, Oceanside, CA 92054 for more information.

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Le 25e anniversaire de Belland

From "La Nouvelle Republique du Centre-Ouest," May 19, 1992
(Translation by Yvonne Daley Brusselmans)

A monument erected 25 years ago pays homage to underground resisters who looked after American airmen in the Forest of Freteval.

Omer Jubault, with the help of other resisters, was instrumental in establishing camps in the Forest of Freteval. These camps operated during the Spring/Summer of 1944. For many months, allied airmen shot down by the enemy found refuge in these camps while waiting to resume their escape back to

England where they would once again join the fight.

A monument was erected on the side of the road between La Ville aux Clerc and Cloyes at the limit of the two departments.

That was 25 years ago. Since then, an annual ceremony takes place in honor of the heroic people who took part in this venture at great peril and right under the nose of the enemy. Their aim, to regain freedom for their country. Once again, last Sunday at Bellande on the territory of Villebout, the yearly ceremony took place. Flying in the wind, allied flags adorned the memorial and about 30 flag bearers representing patriotic associations from Vendomois and L'Eure et Loir were also present.

Musicians from the Lyre group paid homage. The mayor of Villebout, M. Granger, and M. Jubault were on hand to welcome a number of personalities. Also present were Mme Billarand (sous-prefet of Vendome), M. Bimbenet, Senator; M. Desanlis, Depute; mayors etc.

And then on this 25th anniversary there was a famous guest, Mme. Virginia d'Albert-Lake, accompanied by her husband and brother. She was presented with a bouquet of flowers.

This American lady, a former teacher, born in Florida and now aged 82, came to France in 1936 at which time she met her future husband. Although married in Florida, the couple opted to move to the Paris suburbs in 1943. The couple worked within the Comete line -- an escape line involved in the organization of the Freteval camps.

Mme. d'Albert-Lake was arrested by the Gestapo in June 1944 between Marboue and Chateaudun, later deported to Buchenwald. One can well imagine her feelings in revisiting the area for the first time since the end of the war. The various speakers paid homage to the "resistants," insisting on the necessity never to forget and to keep the traditional annual ceremony alive. A mass at the Villebout church was followed by the laying of a wreath at the monument.



AFEES member Bob Grimes presents a Certificate of Appreciation to Mrs. Albertine Van Eeckhaut, war-time Belgian helper, at a ceremony.

Belgian Helper is honored

Several military organizations, including the Veterans of Foreign Wars and the POW-MIA organization of the Shenandoah Valley in Virginia, recently honored Mrs. Albertine Van Eeckhaut for her war-time activities as a Helper in occupied Belgium during WW2. Mrs. Van Eeckhaut, now 92, received 22 medals from more than five nations for her heroic efforts in operating an Underground safe house. Through its doors passed many escaping Jews, downed Allied airmen and displaced Belgian citizens.

During the first World War, her husband had been held by the Germans as a prisoner of war. The harsh treatment he received in prison made their decision to help the Allied cause an easy choice.

One airman Mrs. Van Eeckhaut aided was AFEES member Woody Tarleton of San Jose, Calif. Woody was taken in by Mrs. Van Eeckhaut, who at the time in 1943 was maintaining a safe house in the Waterloo area of Brussels.

Another AFEES member who spent time with the Underground in Brussels in 1943 was Bob Grimes of Fairfax, Va. Bob and his wife Mary Helen represented AFEES at the ceremonies and presented Mrs. Van Eeckhaut with a Certificate of Appreciation and a Helper Pin on behalf of AFEES.

Mrs. Van Eeckhaut now lives in the Life Care Center of New Market, Va.

Czech MIA story coming to light

When Scotty David was contacted by *Unsolved Mysteries* in December 1993 about a story they were working on which originated in Czechoslovakia in 1943, it triggered a series of events that continues to this day.

The Americans that could possibly be involved most likely had flown with the 15th Air Force. This took Scotty and Clayton in March of 1994 to the archives of Maxwell Air Force Base at Montgomery, Ala., to search for information on men MIA over Czechoslovakia. Information on MIAs returning to their units in the 15th Air Force was not centralized the way it was in London for men returning to England. Therefore, it had to be located in bits and pieces.

During the month of September 1944 word reached 15th AF headquarters that Czechoslovak Partisans had captured the airdrome at Banska Bystrica in Slovakia. The Partisans asked for transports to pick up several American and British prisoners of war who had evaded capture or escaped from the Germans.

Under the umbrella of heavy fighter protection, two secret missions were flown into Czechoslovakia by the 483rd Bomb Group. On Sept. 17, 1944, Col. Willard Sperry, deputy group C.O., piloted a plane loaded with weapons and ammunition for Partisan forces to a secret base in Slovakia.

In the second B-17, Lt. Howard Dallman made the same trip, flying as co-pilot for Col. Pritchard, assistant operations officer, 5th Bomb Wing. After the supplies were off-loaded, 19 men got aboard and were flown back to the 483rd base.

On Oct. 7, 1944, the second mission was accomplished. Six ships were dispatched from the 483rd with Maj. Fred J. Ascani, 816 Sqd. Cmdr., leading the formation. Other pilots included 1st Lt. James E. Cinnamon and 2nd Lt. Marion C. Street, 815th Sqd.; Capt. Colin J. Walder, 818th Sqd.; Major John J. Gorman and Capt. Hugh M. Rowe, 817th

Exhibit honors wartime rescuer

An article in the New York Times last Nov. 16 described how Varian Fry, an American who rescued European intellectuals and political refugees, is the subject of an exhibition at the Jewish Museum in New York.

The show presents photographs and artifacts concerning the cafes, hotels, offices, apartments, trains, boats and internment camps that figured in Fry's rescue activities.

Fry was 32 when he arrived in Marseilles in August 1940, two months before France fell. He was given a list of 200 individuals to liberate. By the time he was expelled from France 13 months later, having repeatedly risked his life evading the Gestapo and the Vichy police, he had spirited away more than 1,200 people.

Fry had no experience in refugee work, but he quickly learned how to secure visas, obtain false passports, forge paperwork and organize transport convoys to Lisbon. The exhibition runs through March 29.

Fry died in 1967.

Squadron.

Upon reaching the Partisan-held airdrome the planes received no recognition check. However, Maj. Ascani decided to land his formation at the field. They were met immediately by the Slovak patriots who began the task of unloading the guns and ammunition which the ship carried. A few minutes later the escapees and evaders appeared and climbed aboard the waiting ships.

While taxiing for the takeoff Maj. Gorman's plane bogged down in the mud, but rather than abandon his plane, he transferred some of his passengers to Capt. Rowe's plane. While the work on extricating the plane from the mud continued, the aerial gunners kept on high alert. The escorting fighters had departed due to a lack of fuel. After an hour of difficult labor, the planes took off and returned to the Bari Air Base without further incident. Eighteen men were flown out of Slovakia on this mission.

The two groups flown out on these two secret missions make up 32 of the 40 American airmen known to have evaded from Slovakia. They were the lucky ones. History paints a very sad picture on the demise of most who were MIA over or in Czechoslovakia.

Scotty's research has continued off and on since 1993 as she finds or learns about survivors. To date, as a result of her efforts on this project, AFEES has nine more members and some men have renewed contacts with fellow crew members and evaders. Several are expecting to be together again at our May reunion in Falls Church, where they may be joined by a helper from Slovakia.



Attending the 1997 reunion in Dayton were helpers of Ashley Ivey, shown here with Clayton and Scotty David. From left: Dutch Helpers Pieta and Piet Van Veen, with Clayton and Scotty.

(Photo by Pia Van Veen)

Veterans teach different kind of history lesson

From the Bourne (Mass.)
Courier, Jan. 23, 1997

By LISA SHILO CHASE

In an emotion-packed session at the Bourne Senior Center recently, a handful of veterans passionately recalled their World War II days for a U.S. History class from Bourne High School.

Dubbed an Intergenerational Day event, the 90-minute Friday morning session brought members of the Commemorating Our History group together to share their firsthand experiences with 18 students from Len Desautels' honors class.

The session began with veteran Ben Arnold sharing some of his Marine experiences.

The students gave him a round of applause.

Veteran Bud Loring was next.

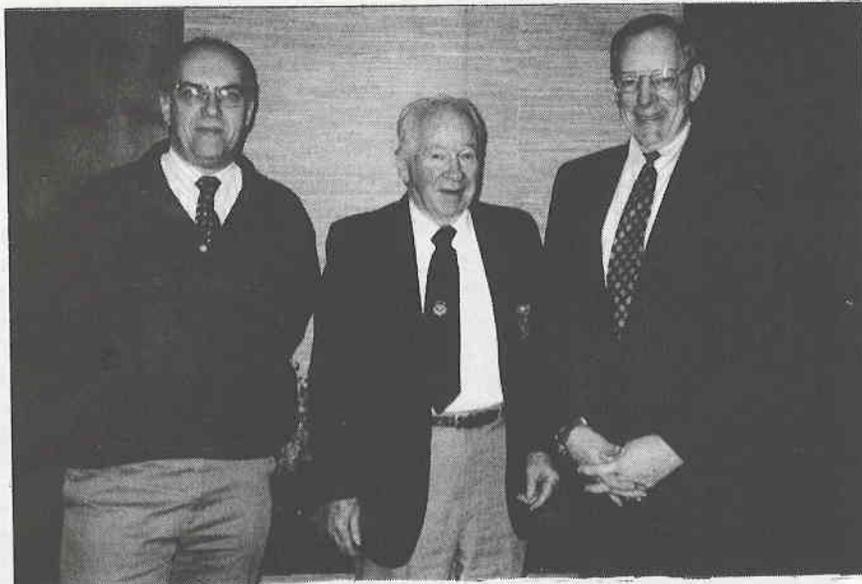
"I was a pilot of a P38 aircraft, which was the fastest fighter craft we had back then," he began. "The night I remember is June 30, 1944. It was the night I was shot down over Nevers, France, at 9 p.m.

"I pulled my parachute, I was badly burned and ran into the bushes. I was in the hedge row, trying to hide. The underground found me, and I worked with them. I healed and then went out on a couple of missions with them. I remember as part of the underground, I stole bicycles. And I remember thinking 'Be careful because little things could give you away.'"

Mr. Loring went on to describe more adventures in great detail and many students had questions.

The facilitator of the Commemorating Our History group, Chuck Hoeft, told students that he served his country as a bomber pilot in the Ninth Air Force.

The session ended on a teary note when veteran Reggie Judson, co-facilitator of the group, showed a brief film about the USS Arizona. While the film was running, he told the group, with tears in his eyes, "The USS Arizona went down with 1,177 men on board. It was considered the memorial for this war."



Chairman Ralph Patton (center) explained the AFEES mission to executives of the Air Force Museum in Dayton recently. Shown at the left is Terry Aitken, Museum director of plans and programs; at the right is Major Gen. Charles D. Metcalf, Museum director.

Patton explains AFEES mission to officials at Dayton museum

Lt. Col. Brad Bradbury, friend of AFEES and professor at the Air Force Academy, arranged a meeting at the Air Force Museum in Dayton, Ohio, on Dec. 17. Topic for the discussion was a possible exhibit at the museum on special operations, including escape and evasion, of the air war in Europe.

Present for the meeting were Major Gen. Charles D. Metcalf, Museum Director; Terry Aitken, plans and program division for the museum, and Ralph Patton, AFEES chairman. Also attending was Cliff Hastler, representative of the Carpetbaggers Association.

Ralph reports that General Metcalf and Mr. Aitken indicated interest in including E&E as part of a new exhibit on Special Operations. During the two-hour meeting, Ralph explained the purpose of AFEES and some of the past accomplishments. Both Gen. Metcalf and Mr. Aitken expressed an interest in exploration of methods of telling the E&E story in a museum setting.

Ralph has reason to believe that the cordial reception at the museum indicates a new attitude that could result in a exhibit which would relate the story of "special operations" as it relates to the air supply of Resistance units with emphasis on escape and evasion.

The Air Force Museum is the oldest and largest military aviation museum in the world, with currently more than 200 aircraft and missiles, a research facility and many artifacts of historical importance. More than 1.5 million visitors enter the museum doors each year. The Museum has an Internet web site: <http://wpaaf.af.mil.museum/>

General Metcalf and Mr. Aitken have been invited to attend the AFEES reunion in Washington this spring.

Our helpers just don't forget either

The traditional AFEES seasonal greetings cards to Helpers went out in early December. It didn't take long for the responses to start coming in to Scotty and Clayton David, Ralph Patton and other officers. More than 630 notecards were sent out this time, with about 40 going to Helpers who now live in the U.S., about 8 to Canada and some 575 went to European addresses.

Many Helpers and their family members graciously acknowledge the AFEES gesture at the holiday season.

At presstime for this issue of *Communications*, responses had been received from the following Helpers and friends:

AUSTRALIA: Jvanka and Frances Benko, Lloyd Bott

SPAIN: Ann Feith

CANADA: Odette Dumais

SLOVENIA: Danilo Suligoj

UNITED KINGDOM: Frank and Isabell Dell, Norman and Cynthia Hine, Mrs. Grace Mulrooney, Andrew and Marianne Smith, Bill and Jessie Webb

UNITED STATES: Charlotte Ambach, Yvonne Daley-Brusselmans, Roger and Yvonne Files, Marguerite Fraser-Brouard, Peter Hakim, Anita Hartman, Gloen Hovenkamp, Vlado Hreljanovic, Lucienne and Desire Lacre, Rene and Aimee Lacre, Nikola Lalich, Elly Manion, Olga Puglis, George Van Remmerden, Henry and Lee Verlinden, Naomi Weidner

BELGIUM: Mme. Camille Bernier-Brasseur, Arnold Bollen, M. and Mme. Emile Boucher-vd Bruggen, Frank Caubergh, Mme. Lucie Chaidron, Roger Cuigez, Raymond Degeye, Mme. Andre Degive, Willy Dekeyser, Lucien Dewez, Jacques Empain, Armond Fauconnier, Jacques Grandjean, Janine De Greef, Mme. Anne Marie Guilbert, Mme. Simonne Hellebois, Mme. Anna Harco-Tilman, Raymond Itterbeek, Roger A. Jamblin, Contesse Andree de Jongh, Mme. Lucienne Keesemaeker, Lucien L. Kleynnaert, M. and Mme. Jean Lamand-Guillaume,

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Returned: Mme. Nestor Duvivier, Mme. Forte, and Mme. Spira Van Sevenan.

HOLLAND: Mrs. Margaret Albert, Dr. Elsa Caspers, Mr. J. deValk Cornett, Mr. Dien Dieleman, Mr. Nico Dohmen, Mrs. Virre Dudkerk-Cohen, Mr. Gerit van Ee, Mr. Piet Felix, Mrs. Joke Folmer, Henk and Jo Gosselink, Mr. Joseph Herregodts, Mrs. Anna Van Horne, Peter and Mimi van den Hurk, Drs. C.W.G. Jasperse, Mr. and Mrs. Adriaan de Keizer, Mrs. Majs Kerling-Dogterom, Mrs. Til Kenkhuis-Boogaard, Mr. Jannes Klooster, Mrs. Jeanne DeKorte, Mr. Charles Kroesen, Mrs. Pieta Kuijsten, Mrs. Mia Lelivelt, Mrs. Altje Lightenberg-deBruin, Mr. and Mrs. Ric Lof, Mrs. Gre Lommerse, Mrs. L. Maas-Housman, Mr. and Mrs. Bert Monster, Pierre and Betsy Franssen Moonen, Mrs. Henk Mutter, Mr. C.J. Niezink, Mrs. Dirk Jan Paum, Mr. Bert Poels, Albert and Hanneke Postma, Mr. Gerrit C. Slotbloom, Mrs. Clara Jongkind-Smeenck, Mr. Theo Teuwen, Mr. and Mrs. Charles Van Der Sluis, Mr. Marinus Van Rijsberger, Mrs. Anne Uilenberg, Mr. and Mrs. Piet B. Van Veen, Jacques and Letti Vrij, Mrs. J.M. Voges, Mr. Wim Willemsen, Mr. Wim Wolterink, Mr. Job Woltman

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THEY MET IN SAVANNAH -- Maita Floyd, French helper now living in Phoenix, Ariz., was flanked by two AFEES members who were aided by her brother for this picture taken at the 1996 reunion. Lee Fegette of Red Oak, Tex., is at the left, and Francis Harkins, Westminister, S.C., is on the right.

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Returned: Mme. Hortense Bariou, Mme. Pierre Huet, Albert Rivier, Felix Seiviorek, Mme. Marie Jonckeere-Istas and Mme Margot Vidal.

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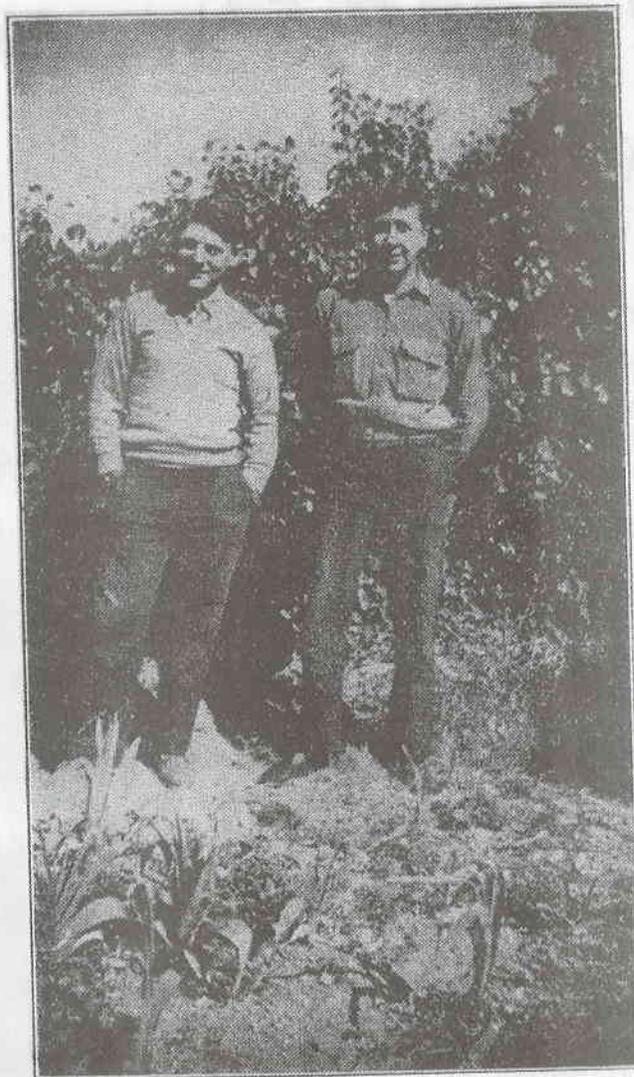
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Gen. Rene Chesnais, BP86, 44490 Le Croisic, France.

M. et Mme. Louis Ledanois, Residence "La Boissiere", 190 rue de Landimont, 60400 Noyon, France.

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Mme. Rosa Bertrand, 71 rue Jules Cesar, 45340 Nancray-Sur-Rimarde, France.



William Weber et Herbert Brill
Chemises americaines et pantalons de
paysans francais

This picture appeared in a French magazine in 1947. It shows two members of AFEES on the lam while evading. The inscription: "William Weber and Herbert Brill, American shirts and French farmers' pants."

Jacques Robert, a Hero of the French Resistance

(From the Chicago Tribune)

PARIS -- Jacques Robert, head of a French Resistance network that played a key role in World War II by secretly informing the Allies of Nazi naval movements, has died at 83.

Mr. Robert was head of the Phraterie network, which operated from French ports such as St. Nazaire, a main base for Nazi submarines and surface raiders preying on Allied naval convoys. It then sent information to London about the German vessels' movements.

Arrested in 1943, Mr. Robert escaped to Britain and parachuted into occupied France on D-Day to lead maquis bands behind German lines.

Those P-51s were really friendly!

Knowing Baseball Helped to Pass the Exam!

BY SIDNEY H. WILLIG
Staten Island, N.Y.

This is the navigator's account of the odyssey of the Jennie-O, a B-17 of the 96BG, 338 Sqdn., out of Snetterton Heath for Nov. 21, 1944:

It was the 10th mission for the Lloyd Worden crew. Target was Mersburg in East Prussia.

After being shot up badly on final approach, we found that extensive flak damage made it impossible to release our bombs and maintain altitude, and so we headed for home. On the way, the bombardier, Bonnie Bonekat, released the bombs by hand from about 3,500 feet.

As we approached Zwolle, with only one engine still functioning, we were so low that we were being fired on by hand weapons on the ground. At that point, friendly P-51s picked us up and escorted us to a crash landing near Appeldorn, in northern Holland.

After landing, we split into two parties. Lt. Blackburn, Lt. Bonekat and Sgt. Haydl went with me, determined to make a total evasion effort.

Our group, following escape instructions, scaled a fence that took us into a wooded area, where we hid until dark. Then we moved out and tried to get as far as possible before dawn. We continued to hide for eight days. At that time, I watched a farm house and when the farmer came out, we came out of the shrubbery. In my college German, I said, "We are Americans. Can you help us?"

He motioned for us to go up the ladder to the loft of his barn. Soon, two young men in civilian clothes came to see us, all smiles. But suddenly one put a pistol to my head and the other covered the rest of our group. They seemed to think we might be German plants because the Germans were rounding up escapees from Montgomery's debacle at Arnhem and trying to infiltrate the Underground.



This photo was taken at the Van de Munt farm in Barneveld. From left: Pappy Moore, a sergeant from another crew, Lt. Harold Bonekat, bombardier, and Lt. Sidney Willig, navigator of the Jennie-O.

What followed would be a great movie script. Being an avid sports fan, I was able to convince them I really was an American. I had to give details of the pennant races, the World Series, famous sports figures. After we passed the exam, they put away their pistols and we were accepted.

First they took us to a big barn full of Brits and Canadians who had escaped at Arnhem. They gave us winter outer uniforms minus insignia and most important, black shoes. Then we were taken to our first safe houses in pairs.

We stayed at a number of Dutch houses. The Boer farmers had food, including American corn which was dropped for Underground distribution by British planes at night.

We stayed for a long time with the Van de Munt family in Barneveld. A grandson, Gerard, has provided me with family pictures and of us and our plane.

In the 1970s, my wife Eleanor and I went back to the area and gave a huge party for about 50 people at the Amersfoort Inn.

Eventually Bonnie and I stayed with the Vedders, south of Barneveld. One evening, Mr. Vedder and his wife took me down a road on their property, and raising a circular chunk of earth like a sewer cover, disclosed a Dutch Jew they had been hiding there since friends brought him from Rotterdam. I spent several evenings with him because he spoke English well.

(Continued on Next Page)

NEW MEMBERS

One day Bonnie and I heard a Jeep pull up and two Canadian officers shouted, "Come on out, Yanks!" They were gathering intelligence. The Germans were threatening to inundate the Dutch farmland with salt water. The four of us met two German soldiers a short distance away and took them unresisting prisoners. Just sat them on the front of the Jeep and moved out.

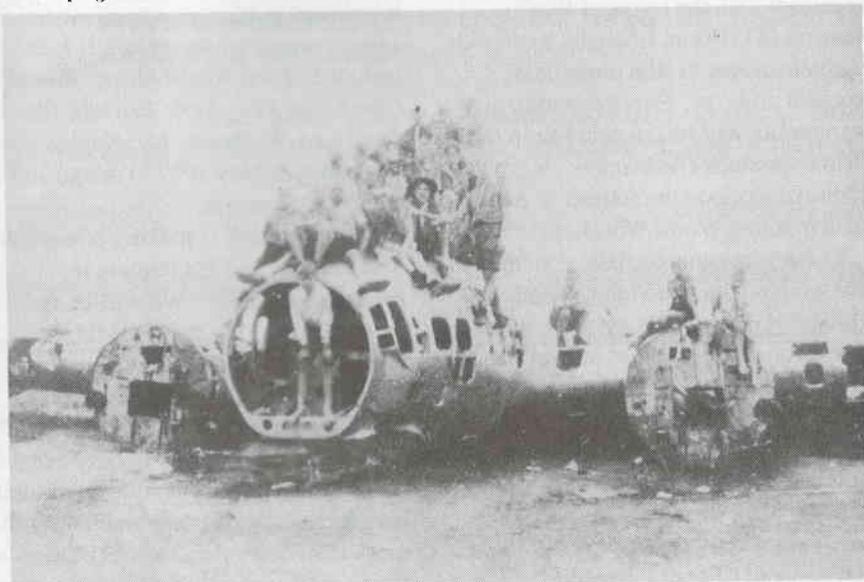
Later Bonnie and I got a lift to Paris. When we landed there on April 18, 1945, after 148 days as MIA, we were told that we'd be debriefed soon. We were billeted at the Hotel du Lafayette adjacent to what is now the "Old" opera house.

At the U.S. post exchange, our souvenir German Occupation money was changed for francs. I went to the commercial telegraph office and sent Eleanor a telegram, the first word she had that I was safe since she got the MIA letter. The P-51 pilots had said that we were alive leaving the plane. She clung to that.

I soon was put on a "C" ship back to the States.

A few years ago, those of the crew still alive met at Worden's home at Lake Geneva, Wis., and recounted our stories.

The story of how the Jennie-O was lost on the Mersberg mission is described in Snetterton Falcons, the history of the 96BG, page 204.



This is what the Jennie-O looked like after the parts and souvenir seekers finished with it. Not much left of the B-17 that took the Worden crew all the way to Holland after being disabled over Germany. P-51 escorts strafed the ground and bought crew members time to leave after the crash landing.

ROBERT E. BEACH
Rt. #2, Box 83
Shenandoah, IA 51601
Ph. 712-246-2239
15th AF, 2641 Spc. Grp.
Wife "Loy"

SPENCER P. FELT
2346 Maywood Drive
Salt Lake City, UT, 34109-1610
Ph.: 801-485-1361
15th AF, 459 BG
Wife "Barbara"

DAVID G. RUMMEL
1860 SE Clatter Bridge
Ocala, FL 34471-8373
Ph.: 352-351-3577
15th AF, 463 BG
Wife "Bettye"

DONALD C. TOYE
823 S.E. Kane St.
Roseburg, OR 97470
Ph.: 541-673-8897
E&E #2327; 8th AF, 445 BG
Wife "Lela"

NEIL T. COBB
3039 Tiffany Court
Carmel, IN 46033
Ph.: 317-848-0328
15th AF, 464 BG
Wife "Pat"

JOHN A. REITMEIER
3182 Neils Court
Mt. Laurel, NJ 08054-1841
Ph.: 609-722-5374
E&E #1999; 8th AF, 492/801 BG
Wife "Kathrine"

COL. ELMER E. SPRINGER JR.
5701 Wood Duck Court
Burke, VA 22015
Ph.: 703-425-5119
E&E #1148; 9th AF; 406 FG
Wife "Bertha"

NORTON D. SKINNER
22 Old Oak Trail
Palos Heights, IL 60463
Ph.: 708-448-0474
15th AF, 2nd BG
Wife "Rosemary"

NEW 'FRIENDS'

MACKEY BARRON
15 Corporate Dr.
North Haven, CT 06473
Ph.: 203-234-9246
POW, down in Denmark

MARGARET FRICKE
1517 Trollhagen Dr.
Fridley, MN 55421-1351
Ph.: 612-571-4840
Daughter of Charles Carlson

JAMES M. CARLSON
704 Fir St.
Brainerd, MN 56401-2613
Ph.: 218-828-1652
Son of Charles Carlson

ELIZABETH LARSEN
P. O. Box 175
Hancock, MN 56244
Ph.: 320-392-5589
Daughter of Charles Carlson

JAN TICKNER
2112 Tickner
Conroe, TX 77301
Ph.: 409-441-3732
Widow of Russ Tickner

STAMPS NEEDED

Stamps for the Wounded, founded in 1942, exists to provide stamps and other collectables to veterans.

Contact SFTW at PO Box 1125,
Falls Church, VA 22041.

You still can ride in a B-17

From time to time airmen discuss once again flying in WWII planes, preferably B-17s, perhaps to revive the thrills of years ago in England.

All it seems to take is money. The New York Times in a recent issue answered a query on the subject. Here is an inventory of such aerial opportunities:

Experimental Aircraft Association, Oshkosh, Wis., 800-359-6217, B-17G, \$590 for an hour.

Collings Foundation, Stow, Mass., 978-562-9182, B-17G, \$300 for 45 minutes.

National Warplane Museum, Elmira-Corning Regional Airport, 607-739-8200.

The Planes of Fame Museum, Chino, Calif. 909-597-3722. B-25J, \$525 for five passengers, plus \$30 membership each, 20 minutes.

Canadian Warplane Heritage Museum, Mount Hope, Ontario. 905-679-4183. Does not yet have permission for such flights, but is pursuing a permit. B-25 and a Lancaster.

RAF Coningsby in England has a Lancaster which gives rides, but only to RAF personnel.

The FAA does not permit the sale of rides on WWII planes, but a few exemptions are granted.

9thAF reunion planned for next October 1-4

The Ninth Air Force Association is changing its annual convention to fall meetings and will meet at the Hanalei Hotel in San Diego, Calif., Oct. 1-4, 1998.

For information, contact the convention chairman, Evan Hull, 17025 Hierba, Rancho Bernardo, San Diego, CA 92128, phone 619-451-2633.



Scotty David, our archivist, provided some key research recently for Philip Kaplan, co-author of several WW2 histories. Kaplan visited the home of Scotty and Clayton, where he chose more than 200 items, including pictures, articles, reports and other material for further study and possible use in a book he is co-authoring with George Woods Baker of Intrepidus about AFEES members and helpers. Scotty's scrapbooks are a feature attraction at reunion memorabilia rooms.

Author Kaplan visits Hannibal

SANTA MONICA, Calif. -- Feb. 5. 1998--Intrepidus today announced today the company is completing a key agreement with the Imperial War Museum in London, England, to provide complete access to the museum's excellent archives. Every department of the museum will be cooperating in the effort to produce *The Evaders*-- a definitive work on the subject of Allied evasion during World War II.

The departments include: documents, photographs film and video, sound exhibits and art. This agreement has taken over seven months to iron out. "I am very hopeful that this alliance, in conjunction with the work we are doing with other museums in Canada and here in the US will allow us to create the complete work we have dedicated ourselves to," said George Woods Baker, chairman and CEO of Intrepidus.

The company recently sent Philip Kaplan to meet with Scotty and Clayton David at their home in Hannibal, Mo., to review Scotty's scrapbooks and files so that items from these important

collections could be included in the companion book to the tv documentary.

Kaplan is an internationally recognized publications designer and author, whose books on WWII have included: *Their Finest Hour*, *'Round The Clock*, *The Few*, *Little Friends*, *One Last Look* and *Wolfpack*. Mr. Kaplan joined Intrepidus in May 1997 to design and co-author *The Evaders*.

The company is making arrangements to attend the AFEES reunion in Washington, D.C. "We will be in Washington to not only update the members, but also to document this reunion on film," said Kristine Pike, research coordinator for *The Evaders*. "It promises to be an extraordinary event that we believe will offer unique opportunities for Intrepidus to capture images, do sit down interviews with various evaders and their helpers as well as provide another opportunity for anyone we haven't heard from to tell us their story."

Anyone interested in making arrangements in advance should contact Kristine at (310) 315-4805.



AIR FORCES

ESCAPE & EVASION SOCIETY

Winter **Richard M. Smith**
 76543 Begonia Lane **PRESIDENT**
 Palm Desert, CA 92211

February 19, 1998

Greetings from the far Southwest:

We have had a very nice winter here in the California desert, but we are really looking forward to the 1998 Reunion in Washington, D.C. At this writing, it seems that we will have present the largest-ever contingent of Helpers.

The Belgians, Danes, French and Dutch will be represented in substantial numbers. We also hope to have representation from the Balkans.

Reunion plans are pretty well set, although there are some events and tours that still are in the works. The reunion schedule printed in the center section of this Newsletter should be fairly accurate. There will not be a separate Reunion mailing, due to the high costs of printing and postage. This issue of Communications will tell you all you need to know!

Whatever happens, you can be assured that the schedule will be fun, entertaining, educational, and above all, emotional. Fifty-plus years is a long time for Saviors and Survivors to be meeting for the first time in that period. What a wonderful thing to have it happening now in our nation's capital!

See you all in Washington, D.C., the second weekend of May! There will be no better time than this year, I promise!

Sincerely,

RICHARD M. SMITH, President

Hagar



'It was the right thing to do'

FROM A CZECH NEWSPAPER

(Submitted by Lawrence Cardwell, Hickman, Ky.; translated by Roy Madsen, Salt Lake City, Utah)

An account of the hill dwellers from Bradlo 5 decades later . . . They were all happy that they could help someone. . . They just couldn't leave behind the hillside fields of their ancestors . . . Uncertainty drives one to long for a taste of freedom . . . The Americans did not forget . . . How would people act today?

Jan Bzdusek, a young boy from the hills near the village of Dankov, walked two kilometers to school every day to the town of Bukovec. Later, it was six kilometers to middle school in Brezova. He went on foot, in winter and in summer. In 1939 he inherited the family farm. There was always plenty of work on the 30 acres of fields, forest, and pasture. The young farmer could well imagine what his life on these lands would bring. The land which had passed from father to son for generations and for centuries, and was now his, was impossible to leave behind. But still...

"When the country (Czechoslovakia) was divided we were afraid. During the time of the First Slovak State, the Church took over everything. We were also afraid of the Germans."

In 1944 after the uprising broke out, the local recruits of the nationalist militia said: "This is not 'our' state!" They refused to fight against their own people. Instead they deserted and went for the hills: In these lands they honor and protect the memory of their forefathers: writers, priests, soldiers, and casualties of the Slovak National Uprising--above all, the pioneer of Slovak statehood--Milan Rastislav Stefanik. The people of Bradlo were patriotic and would never surrender. "It's our country and we'll never give it up to 'them'!"

Bzdusek reflects on those times. "The widow Margita Diamantova, her son Daniel, his wife Eva and Doctor Samuel Feldbauer...all from Brezova, were with us from September 1944 until April 1945. They were honest people, leather workers, even if they were Jews...We gave the family the upper room, and the Doctor lived in the barn."

The lower room was occupied by the original family--three grown children, mother, father and grandma. When guests came to stay, they made their bed on the floor in the hay. There were often as many as ten.

"The state militiamen not only patrolled the vicinity, they always showed up first when the church distributed free food."

Down in the village when they spotted Germans coming, a young boy would charge up the hills to warn the hill people. In the foothills above Dankov they knew what was at stake. The strangers were hidden in an old silo or in the attic above the kitchen in the hay bin. Thanks to these clever arrangements no one suspected a thing. Sometimes, however, caught off guard, they hid them in the forest.

Once, after an unexpected alarm, I went to look for them in

the woods. The ground had frozen and they had left foot prints in the mud. If the Germans had wanted, and if they had seen, they could have rounded them up. But the people of Bukovec and us here in the hills are deeply Christian. During war there was not one single case of someone reporting on anyone else for revenge or something."

They often harnessed the horses and went down to Brezova for food and supplies. Even Eva Diamantova tried it once--dressed in a local folk outfit and bearing a borrowed ID card. The constant uncertainty of whether she could live to see another day drove her desire to taste just a little freedom, to pass by her now abandoned home, through their old town. Is it possible to ask a 20-year-old young woman to consider the risks? There were already so many risks.

Bzdusek adds: "The doctor spent most of the time in the barn. He was more than 70 years old, a frail, poor guy, who never married. When we were children we were afraid of him when he looked at us. He ate only shepherd soup. I was terribly afraid that he would die there in that barn. He came down to the house only when it was bitter, freezing cold.

After some heavy shooting near the Rehus farm they sent young Jan Bzdusek with another boy to check it out. To navigate the six kilometers in a driving night-time February blizzard was nearly impossible. At the bottom of the hill they stumbled upon a slain partisan, down the path were three more. In the yard of a burned-out house by a well were six or seven fallen Germans.

"Inside it was quiet. The commander of the partisans was hiding in the chimney. Who could betray them? If the Germans found out that there were more, they would burn everything."

Back at home, at one in the morning, the boys couldn't get to sleep. They had never seen so many dead people before.

"When I later testified before the court about what we had done during the war, they didn't even listen to me. Even that partisan commander didn't seem to recall anything...we weren't Communists so it didn't matter to them."

But not everyone forgot or pretended to forget. In January

(Continued on Next Page)

UPDATES TO 1996 AFEES ROSTER (Changes are in bold type)

James R. Anslow, new area code **281-286-8696**
 Albert E. Beauchemin (1-15-98 to 4-15-98) **12403 Eagleswood Dr., Bayonet Point, FL 34667**
 Robert W. Blakeney, new area code **781-449-3218**
 David Conner, **winter: 35-128 Merit Parkway, Cathedral City, CA 92234; Ph.: 760-328-3387**
 George L. Fernandes, new area code **425-885-6240**
 William C. McGinley, new Phone: **501-602-0112**
 Charles B. Scarborough, new area code **785-749-4813**
 Ross Wiens "F", **17109-67 Ave., Apt. 318, Edmonton, AB. T5T 6E6 Canada; Ph. 403-483-3169**

More about The Right Thing to Do

1947 Jan Bzdusek received an official letter bearing the official seal of the United States of America.

"HEADQUARTERS PRAGUE...UNITED STATES
FORCES, EUROPEAN...

Dear Sir,

In acknowledgement of the heroic service that you offered American servicemen during the war, General Eisenhower presents you with this certificate of honor...

Please accept our assurance that America will never forget your bravery.

Sincerely,
M. J. Halla
1st Lt., FA"

For centuries there had never been as many strangers and foreigners in these parts as there were during the final years of World War II.

"After flying a mission over Ostrava several damaged planes and their crews came down near the fields of Belansky, Rafcik and Mociar. When we heard the sputtering engines, instead of running to hide, we went out to the crash site. By the time the Germans made it up the hill there was no one to be found. Everyone hid somebody. Some even found refuge in Anna Brozkova's place."

How does "Granny" Brozkova, as everyone here calls her, recall these eventful times?

"They came falling down on the 20th of November between Brezova and Myjava. The main pilot burned up in the cockpit. Once the partisans brought two of them to us, one was Larry Cardwell. The next morning I took a look and their hair was chock full of lice! I had never seen anything like it. My father-in-law told me that I had a piece of work cut out for me. First they had to change those awful clothes. I gave them something to wear and took those threadbare rags and scrubbed them. Two days later, I scrubbed them again. They were here until April 1945.

Regardless of which direction you come from, you have to pass through the forest over the hills and through the hill-top hollow before you come upon "Granny" Brozkova's place.

"We never thought about them as being pilots or Jews or partisans. For us they were just people that were persecuted, chased. Whenever it was possible we protected them, and when it wasn't well..."

The situation at Brozkova's soon became more serious.

"It was dangerous. The militiamen and Germans were constantly swarming around. It was worse with the Jews than the Americans...more dangerous. We had Stefan Fabry and his wife Ludmila from Zilina, they had a dress-making shop there. They came in the fall during the potato harvest. She used to walk around in my folk costume so to not seem too out of place. They were good people...she even cooked sometimes...After the war they sent some presents from their shop. They later had a daughter, Zuzka. I went to visit them a few times. Their brother-in-law stayed with our relatives about the same time that they were here. For a while there

was a doctor here, Doctor Weser. He was a doctor for the partisans. We also had a pilot from New Zealand, John Gordon, he knew how to read palms like a gypsy and the doctor translated for us."

Finally the bells of peace tolled. The Diamant family left for Australia and all the pilots returned to their homelands. All the troubles of war were over, or were they?

"When the Communists double-crossed us after the war, I asked myself: Why did we do all of that, only to end up suffering more ourselves?"

Based on the decree from Eisenhower, the Bzdusek family could have moved to America, but they didn't. The father of young Jan Bzdusek declared: "Well, after all, soon 'America' will be here too. It will be just as good for us here."

They believed that the worst was behind them. However, in 1948 the Communists confiscated their farm equipment, animals and most of their land. After being falsely accused of crimes against the state committed during the war, the now failing father was sentenced to three years of forced labor. The healthy son received five years. Additionally, both were fined 66,000 crowns (over two years' wages at the time) and denied access to all civil and public services, including health care.

Speaking of his time in forced labor, the young Bzdusek recalls:

"The worst part was climbing up the hill to the quarry. Both sides of the path were lined with barbed wire. The path had been intentionally littered with large rocks and gravel to make the journey difficult. When it was dry it wasn't so bad, but when it was muddy it was like walking through molasses. Sometimes it took up to half an hour each way. The quarry was filled with doctors, lawyers, professors and the like. I was just a simple person, but up there we were all equal."

After his release, Jan Bzdusek took what little money he had and bought some overalls, a tee shirt, and a cap. In October 1953 he left the labor camp near Carlsbad (Karlovy Vary) and travelled home. The father was previously released from the Bory prison hospital in Pilsen (Pizen.)

Granny Brozkova was out in the courtyard of her small home tending to her young chickens as her playful dog chased them around in circles when the news came...

"The honorable Anna Brozkova of Czecho-Slovakia is hereby declared an honorary 'colonel' of the great State of Kentucky and is granted all rights and privileges associated with this distinction...18 April 1989, in the 197th year of free statehood. Governor..."

In a similar declaration Granny Brozkova was officially declared a "participant in the national struggle for freedom."

"Everyone was happy that they could help someone. I would do it again... but not in the same way...I mean to risk my life and then have someone take advantage of us and punish us. It changed us. We will make it through somehow now, but our children have been totally corrupted by the Communist regime."

Back then, during the war, they all took incredible risks, it was just the 'right' thing to do. But how would people react today? In addition to all of the other heroic tales from the war, tales that now slowly fade from memory with the passing of each day, no one can doubt or question the contribution of Jan Bzdusek, Anna Brozkova and the other hill dwellers.

FOLDED WINGS

MEMBERS

- #2976 Mabry D. Barker, Aurora, OR; 91BG, October 1993
 #1960 Milton M. Goldfeder, Bethlehem, PA; 305BG, Dec. 15, 1997
 # 654 Hobart C. Trigg, Lompoc, CA; 100BG, July 13, 1997
 # 62 Cody U. Watson, Birmingham, AL; 95BG, Jan. 14, 1998

John F. White, member of Intelligence who debriefed many members and had contact with many helpers after the war ended in Europe, died at Sarasota, FL on Jan. 27, 1997.

HELPERS

- Mr. Arnold BOLLEN, Wikhoven-Maasmechelen, Belgium, Feb. 6, 1998
 Mme. Nestor DUVIVIER, Thines, Belgium
 Mr. A. H. "Tony" GIELENS, Berg En Terblijt, Holland (President of "The Escape" group), died Feb. 4, 1998.
 Mme. Eva GUILLON, 102, Saint Astier, France, April 10, 1997
 Mr. Raoul PONCHAUT, Mainvault, Belgium
 Mme. Marie JONCKEERE-ISTAS, Sevres, France, November 1996
 M. Albert RIVIER, Concarneau, France, June 1, 1997
 M. Felix SEVIOREK, Baugy, France, July 17, 1997
 Mme. Margot VIDAL, Capvern, France, Oct. 27, 1997

ODE TO REUNIONS

'Twas my AFEES reunion, and all through the house,
 I checked in each mirror
 and begged my poor spouse.

To say I looked great, that my chin wasn't double,
 and she lied through her teeth,
 just to stay out of trouble.

She said behind glasses my eyes hadn't changed,
 I had the same figure, it was just rearranged.

My skin was still silky, although looser in drape,
 not so much like smooth satin,
 but more like silk crepe.

I swallowed her words hook, sinker and line,
 and entered the reunion feeling just fine.

Somehow I'd expected my buddies to stay
 as young as they were on long-ago days.

But like me through the years, time added grey to their
 hair and pounds to their rears.

But as we shared memories and retold some combat
 jokes, we were 18 in spirit,
 though we looked like our folks.

So -- we turned up hearing aids, dimmed down
 the lights, rolled back the years
 and were young for the night.

--ANONYMOUS

**AFEES 1998
 ANNUAL MEETING
 Washington, D.C.
 Sunday, May 10, 0900**

AGENDA

(Minutes of Previous Meeting
 Distributed at Door)

Call to Order by President

Introduction of Directors

Introduction of Candidates

Committee Reports:

Finance
 Membership
 Raffle
 Newsletter
 PX Manager
 Nominating

OLD BUSINESS

NEW BUSINESS

Site of 1999 Reunion
 Eight Air Force Museum
 Disposal of AFEES Funds
 Report by Dr. Nahas

ELECTION OF DIRECTORS
 (Terms expiring: Goebel,
 Shoss, Smith, Weyland)

Early evaders hitched a ride

Three early evaders from the 306BG found friends at Gibraltar who helped them get back to England in the spring of 1943.

At the time, Capt. Robert P. Riordan had taken his crew on a flight to North Africa to deliver a load of maps for use by American troops after the invasion there.

Picked up by the Riordan crew at Gibraltar on the return flight were Capt. Richard Adams, 369BS pilot who became MIA on Nov. 8, 1942 and was E&E No. 26 to make it out of German-occupied territory; Lt. John S. Trost, 367BS bombardier, downed Dec. 20, 1942, E&E No. 28. Lt. Howard Kelly, 367BS co-pilot, also was waiting to catch a ride. E&E 30, he had been MIA since Feb. 16, 1942.

--From the 306th Bomb Grp Echoes

**AIR FORCE ESCAPE AND EVASION SOCIETY
FAIRVIEW PARK MARRIOTT FALLS CHURCH, VA
MAY 7-12, 1998**

THURSDAY, MAY 7

- 10:00 Arrival and registration until 5pm. Registration time may be adjusted based on final attendance. The hospitality suite and the Memorabilia Room will be open during posted times.
6:00 Cash Bar Reception with AFEES providing complimentary Wine and Cheese.
7:00 Welcome Dinner. Menu will be Grilled Breast of Chicken with a Chardonnay Herb Sauce.

FRIDAY, MAY 8

- 11:30 Registration continues until 12:30pm.
1:00 After having lunch on your own, board bus for a trip to Mount Vernon. The Georgian-style mansion and estate of our first president, George Washington, is just 15 miles south of Washington. Fourteen rooms of the house are open to the public. The spectacular view from Mount Vernon's portico presents a panorama of lush green lawns extending to the Potomac River. Forty acres of manicured grounds, including Washington's Tomb, pleasure gardens, and restored dependencies are available for visitors to enjoy. It was here that our first president resided from 1754 until his death in 1799. The home was restored in the 1980's with authentic furnishings. Visitors reflect on the life of an 18th century landholder, farmer, and the "father of our country."
3:30 Reboard bus to return to the hotel by 4pm.
\$24/Person includes bus, guide, and admission.
6:30 **OPTIONAL Dinner for Helpers and Honored Guests. This dinner (not a part of the Reunion Package) is complimentary to Helpers. Cost for other attendees is \$25.**
The menu will be Grilled Chicken Rio Grande.

SATURDAY, MAY 9

- 7:00 Continental Breakfast 8:30am.
9:00 Board bus at the hotel for Arlington National Cemetery. Once there you will board Park Service trams that will take you to Arlington House, home of General and Mrs. Robert E. Lee. The 1,000 acres of the cemetery were once part of the Lee Estate. Visit the Tomb of the Unknowns where you will see the changing of the guard, and the visit the gravesites of President and Mrs. John F. Kennedy and his brother Robert, lit by the eternal flame.
12:00 Free time at Union Station. Built in 1907, the Beaux-Arts train station houses 125 stores which include unique shops, restaurants, galleries, and more. Lunch on your own.
1:30 Reboard bus for a driving tour of Washington. See the Lincoln Memorial, the Jefferson Memorial, the Mall, the Capitol Building, the Washington Monument, the White House, and other notable monuments and federal buildings. There will be a picture stop along the way.
4:00 Back at the hotel.
\$35/Person includes bus, guide, and admission. Lunch is not included.
4:30 Banquet seating is assigned until 5:30pm. Instructions will be provided in your registration packet. Dinner on your own.

SUNDAY, MAY 10

- 8:00 Continental Breakfast served until 10am.
9:00 General Business Meeting followed by Board Meeting.
Free day to explore Washington on your own or visit with friends. Consider taking in the Holocaust Museum located on the Mall at 14th Street. We were unable to plan this as a group tour since they have been sold out for May group tour visits since last fall. Individuals can obtain free tickets by getting in line at the Museum on the day of your visit for a chance at the 1,700 passes that they give out on a "first come - first served basis each day. Call (202)488-0400 for a recording of details. You can also purchase advanced tickets through Protix at (800)400-9373.
6:00 Cash Bar.
7:00 Banquet is served.

MONDAY, MAY 11

- 8:00 Breakfast Buffet until 9:30am.
9:45 Memorial Service.

Driver and guide gratuities are not included in the tour prices.

FAIRVIEW PARK MARRIOTT

WASHINGTON

703-849-9400
1998

HOTEL LOCATION

The Fairview Park Marriott is located at 3111 Fairview Park Drive, Falls Church, Virginia 22042. The hotel is five minutes from shopping at Tysons Corner Center and the Galleria. It is convenient to museums and downtown Washington, D.C. The hotel is 14 miles from the National Airport and 20 miles from the Washington/Dulles Airport.

Directions if driving:

- From Richmond: Take I-95 north. Exit to I-495 (Capital Beltway) N. Frederick. Take Capital Beltway to Exit 8 (Arlington Blvd. - Route 50 east). Exit; follow signs for Fairview Park exit. Exit; follow signs for Fairview Park South. Hotel is on the left.
- From Baltimore: Take I-95 south, toward Washington. Exit I-495 west toward Northern Virginia. Continue on I-495 to Exit 8 (Arlington Blvd. - Route 50 east). Follow signs for Fairview Park South. Hotel is on the left.
- From Washington, D.C.: Take Route 66 west to I-495 south, toward Richmond. Exit I-495 at Exit 8 (Arlington Blvd. - Route 50 east). Follow signs for Fairview Park; exit Fairview Park south. Hotel is on the left.

HOTEL EXTRAS

The Fairview Marriott has 397 guest rooms. Each guest room features a hairdryer, iron/ironing board, and remote control color TV. An indoor/outdoor pool, saunas, whirlpool, health club, exercise room, and jogging path offer opportunities for guests to relax. Complimentary morning coffee is available 6:30-10am in the Club Lounge.

Handicapped accessible and non-smoking rooms are subject to availability. Please request these special accommodations when making your hotel reservations. Parking is complimentary. There is space available to park RVs if a guest of the hotel. Check in time is 4pm; check out is 12noon.

Hotel dining:

- J.W.'s Steakhouse*, serves American favorites. Open for breakfast 6:30am-noon; lunch/dinner noon-11pm.
- The Club Lounge*, offers cocktails in an elegant library atmosphere. Open 11am-11pm.
- Room service is available 8am-11pm.

AIRPORT SHUTTLE

Currently, Super Shuttle ground transportation is \$18pp from both National and Washington/Dulles airports. Depending on the number of stops will determine the time it takes to arrive at the Fairview Marriott. Northern Virginia Sedan is \$25 per car from National; \$30 per car from Dulles. From National, you can use the Metro service. Take the Orange Line to the Dunnloring Metro Station. The hotel will pick you up at the Dunnloring Station.

NEAREST RV PARK

For RV hookup service, call the Lake Fairfax Park at (703) 471-5415 or Bull Run Park at (703) 631-0550. Ask for information, reservations, and directions to determine which is the most convenient for you.

WHEELCHAIRS

The hotel has one wheelchair for use on site. Health Care Concepts (703) 750-0914 rents standard wheelchairs at \$16 per day or \$26 per week. Please call Health Care Concepts should you need to rent a wheelchair for the reunion. They do not deliver rentals.

Book tells how many were built

Dennis Bergstrom is the author of "Gallant Warriors, Propeller Driven Warbird Survivors around the World, Fighters and Bombers, Foreign and Domestic."

The February 1997 issue gives the status, model, military serial number, current and previous N numbers, owner, location, and number built.

The U.S. built 12,731 B-17s, 18,482 B-24s, 15,686 P-51s, 11,000 B-25s, 15,683 P-47s, just to name a few of the planes that were used in World War II.

Germany built 35,000 Messerschmitt 109s and Japan built 13,000 Mitsubishi-type fighters.

Worldwide, 442,036 warbirds were built. Of this number, only 2,414 survive as museum artifacts, being restored, etc. Of this number, only 633 are flyable. There are 13 flyable B17s.

The book may be ordered from the author at 6218 E. Montgomery, Spokane, WA 99207 for \$20.

(From 99BG Hist. Soc. Newsletter)

Kelley getting his Air Medal

The Dept. of the Air Force has notified Ernest R. (Bob) Kelley of Shasta Lake City, Calif., that he is getting the Air Medal he earned 54 years ago.

According to the notice, "Then 2d Lt. Kelley was shot down, evaded capture, and returned to military control without receiving recognition for his aerial achievements." The presentation ceremony was scheduled to be held at Beale AFB in Marysville, Calif.

For Bob Kelley's story, see page 26 of this issue. Bob says he plans to be at the May reunion and hopes to bring his friend, Keith Boggs, with him.

PX can serve your needs

PX Mgr. Frank McDonald plans to be at the Reunion in Washington with a full load of Goodies, including at least one new item.

Besides the usual inventory of items suitable for personal use or for gifts for Helpers, Frank is developing a item that sounds like a winner -- a metal bolo tie with a plaited thong.

Frank and Sybil devote a lot of time and energy to make appropriate PX items available for our members. They certainly deserve your consideration when you are choosing souvenir items to take home from the reunion, or to present to Helpers. And the profits all go to AFEES!

AFEES PX PRICE LIST

Order now for your Helpers!

Winged Boots

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

Blazer Patches

| | |
|---------------------------------|---------|
| Royal Blue Only | \$10.00 |
| Blue with metallic thread | 15.00 |

AFEES Merchandise

| | |
|---|---------|
| Car License Plate | \$10.00 |
| T-Shirts, sizes S, M, XXL | 10.00 |
| Lapel Pin, blue and silver | 6.00 |
| Clock, Helping Hand logo (with battery) | 15.00 |

Official AFEES Caps

(One size fits all)

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

Add \$1.50 per order for shipping & handling

Make checks payable to AFEES; mail to:

FRANK G. McDONALD, PX Manager
1401 Brentwood Drive
Fort Collins, CO 80521

Phone (970) 484-2363

HOTEL RESERVATION FORM
AIR FORCE ESCAPE AND EVASION SOCIETY
MAY 7 - 12, 1998

Reservations must be received by the hotel no later than **Wednesday, April 15, 1998.**

Reservations after April 15, 1998 will be accepted on a space and or rate available basis only.

Mail to: Fairview Park Marriott
3111 Fairview Park Drive
Falls Church, VA 22042

OR **FAX THIS FORM DIRECTLY TO
THE HOTEL BY APRIL 15, 1998
FAX # (703)204-0576**

Attn: Reservations

Or Call: 1-800-228-9290 or 703-849-9400

_____ Single Occupancy \$79.00 _____ Double Occupancy \$79.00
Indicate choice. These rates do NOT include 6.5% tax per room, per night.

Arrival Date _____ Time _____
Departure Date _____ Time _____
Name _____
Phone Number _____
Street Address _____
City _____ State _____ Zip Code _____

Requests:

1 King Bed 2 Double Beds
 Smoking Non-Smoking

Share with _____

All reservations must be guaranteed for late arrival to a credit card or guaranteed with a check or money order covering the first night's stay.

___ Check or money order enclosed, Amount \$_____ (Please be sure to add 6.5% tax)

Guaranteed by Credit Card:

Amex ___ Diners ___ Discover ___
Mastercard ___ Visa ___ Carte Blanche ___

Credit Card Number _____

Expiration Date _____

Once my reservation is guaranteed to this card, I understand that I am responsible for (1) one night's room and tax which will be billed through my credit card in the event that I do not arrive and do not cancel my reservation by 6pm on the date of arrival.

Signature

AIR FORCES ESCAPE & EVASION SOCIETY REUNION
Fairview Park Marriott -- Falls Church, Va.
May 7-11, 1998

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount *payable to ARMED FORCES REUNIONS* in the form of check or money order (no credit cards or phone reservations accepted). All registration forms and payments must be received by mail on or before April 7, 1998. After that date, reservations will be accepted on a space available basis.

Armed Forces Reunions, Inc.
 P.O. Box 11327
 Norfolk, VA 23517
 ATTN: AFEES

OFFICE USE ONLY

Check # _____ Date Received _____
 Inputted _____ Nametag Completed _____

CUT-OFF DATE IS APRIL 7

| | PRICE PER | x | NO. OF PEOPLE | = | AMOUNT |
|---|--------------|---|------------------|---|--------|
| REUNION PACKAGE includes Registration Fee, Thursday Welcome Dinner, Saturday Continental Breakfast, Sunday Continental Breakfast, Sunday Banquet, and Monday Breakfast Buffet. | \$150 | x | _____ | = | _____ |

| | | | | | |
|---|-------|---|-------|---|-------|
| OR If you are attending the SUNDAY BANQUET ONLY (not as a part of the Reunion Package) | \$ 35 | x | _____ | = | _____ |
|---|-------|---|-------|---|-------|

****For both the REUNION PACKAGE and the BANQUET ONLY****

Please indicate your entree choice:

London Broil _____

Almond Crusted Flounder _____

OPTIONAL HELPERS DINNER (Not included in Reunion Package)

Please indicate number attending:

Helpers -- Dinner paid for by AFEES

\$ 00 x _____ = _____
 \$ 25 x _____ = _____

AFEES attendees

OPTIONAL TOURS (Not included in Reunion Package)

Friday - Mt. Vernon

\$ 24 x _____ = _____

Saturday - City Tour/Arlington National Cemetery

\$ 35 x _____ = _____

TOTAL AMOUNT PAYABLE TO ARMED FORCES REUNIONS, INC.

PLEASE PRINT

NAME (for nametags) _____

"HELPER"? YES or NO

SPOUSE NAME _____

GUEST NAMES _____

STREET ADDRESS _____

CITY, ST, ZIP _____ PH. NUMBER (____) _____

DISABILITY/DIETARY RESTRICTIONS _____

EMERGENCY CONTACT _____ PH. NUMBER (____) _____

ARRIVAL DATE _____ DEPARTURE DATE _____

ARE YOU STAYING AT THE HOTEL? YES _____ NO _____

ARE YOU FLYING? _____ DRIVING? _____ RV? _____

FULL REFUNDS WILL BE SENT FOR THE ABOVE MENTIONED ACTIVITIES IF CANCELLATION IS RECEIVED BY MAY 4, 1998 (Less a \$3 processing fee). AFTER THAT DATE, REFUND AMOUNT WILL DEPEND ON VENDOR POLICIES. PLEASE CALL (757) 625-6401 (9am-5pm EST). YOUR CANCELLED CHECK WILL SERVE AS YOUR CONFIRMATION.

They ran out of gas over the Alps

By **ROBERT E. TUTHILL**

Paramus, N.J.

(Radio operator, 459BG, 15AF)

On that fateful day, January 20, 1945, we were flying mission #178 to bomb the marshalling yards at Salzburg, Austria.

We had to climb to approximately 28,000 feet to get over solid cloud coverage.

Shortly before the bomb run I noticed frozen chunks of oil coming out of #3 engine. The outside temperature was --60 degrees Fahrenheit.

We bombed the target with 500 lb. bombs, 2 1/2 tons per plane. Flak over the target was moderate, but accurate.

After dropping the bombs, the pilot Ulaky tried to feather the #3 prop, but we had insufficient oil pressure. Thus, we had a runaway prop. He couldn't maintain air speed, so we lost the formation and started to head home to Cerignola alone.

We crossed the Alps OK and then flew over a German airfield at Udine, Northern Italy. We were flying at approximately 14,000 ft. at that time. They (the German gun crew) opened up their 88s and riddled the plane from nose to tail. Fortunately, no one was hit. However, some flak must have entered Bill Well's chest pack since his parachute failed to open. Bill was flying left waist gun and I was flying right waist gun.

Gas lines were hit and the #2 engine started to shut down. There were six ME 109s setting on the ground when we were hit by flak, but they did not come up to finish us off in our crippled B-24. It was quite obvious to us that they didn't have any fuel since the 15th Air Force had been hitting oil refineries and oil storage facilities for close to one year.

Navigator Haynes advised pilot Ulaky to take a heading which should take us to Yugoslavia. We made it to approximately 10 or 15 miles east of Fiume on #1 and #4 engines when our gas supply was just about finished.

The order to bail out was given at an altitude of 11,000 feet. When I bailed out I lost my flight helmet and my G.I. shoes which had been tied to my parachute harness.

We came down in the Juliske, or Alps, which were covered with about two feet of snow. I sprained my right ankle, so I cut strips of nylon from my parachute and strapped the ankle as tightly as possible.

Six of our crew, including yours truly, were picked up almost immediately by one of Tito's Partisans who was out hunting for small game. He didn't speak any English, but we were able to advise him in Italian and German that our gas supply was gone and "American Airmen" had to hit the silk.

It started to snow as he motioned for the six of us to follow him. We walked in deep snow from about 3 p.m. until midnight when we reached a Partisan command in Merzla Vodice. We were then told by the Partisans that a German ski patrol had been sent from Fiume to take us as POWs, but we were long gone and the new snow had covered our tracks.

Zlatko Matkovic was the lieutenant in charge of the post in Merzia Vodice and our pilot, Kasmir Ulaky, drew a sketch of Lt. Matkovic in either pencil or charcoal. Lt. Matkovic sent that sketch to his wife in Fiume for her birthday by a Partisan courier. Fiume was occupied at that time by approximately 10,000 German troops.

Lt. Matkovic survived World War II and I'm corresponding with him. He retired from the Yugoslavia army as a colonel and currently is residing in Belgrade, Croatia.

We left Merzla Vodice Jan. 21, 1945, and walked to either Delnice or Skrad where the tail gunner and I were able to sleep in a bed for the night as guests of Capt. Vranes, his wife, and young daughter.

We received supplies and assistance from British Captain Harrison, Royal Engineers, who had parachuted into enemy territory to assist escapees and evaders. I received a pair of English shoes, sweater, wool cap, blanket, tea and some canned food from him. Since he had no watch, I gave him my Army Air Corps issue hack watch which was standard issue for me as a radio operator.

After walking inland for about three weeks, we came across the German lines

between Karlovae and Zagreb. We had a motley crew in excess of 500 including evadees and the escapees from POW and labor camps. Also, there were many wounded Partisans on sleighs pulled by oxen. It took us about 31 hours without sleep to cross the German lines. That's when the benzedrine sulfate pills in our escape kit came in handy to keep us awake and alert. But when that wears off you can fall asleep standing up.

When we were safely below the German lines, still in snow, we came upon our first mechanized vehicle, a British Dodge truck. It took us about one and a half days of standing, as there was not enough room to sit or lie down, for us to reach the port city of Zara (now Zadar). The German troops had vacated the city a day prior to our arrival.

There was an American oil tanker in port and the captain invited us aboard and asked us if we were hungry. We had all lost a great deal of weight. His cook whipped up some powdered eggs, toast, juice, coffee and bacon. After we had gulped it down, he said "Cookie, do it again; these airmen are still hungry."

Most of my crew were flown back to Bari, Italy, but the tail gunner Hancock and I were picked up by the British destroyer HMS Belvoir and transported overnight across the Adriatic to Bari. Seven of our ten-man crew spent a few days at a military hospital built by Mussolini in 1942 and were interrogated by 15th AF officers.

Our pilot had contracted nephritis and was shipped back to the States where he spent a year in military hospitals before being discharged. The nose gunner Engle and ball turret gunner Estep got back to Italy about a week after I did.

Estep was grounded and assigned as a gunnery instructor. With the loss of Wells, Ulaky and Estep our crew had to split up. I signed up with Lt. Pauley who had lost the radio operator on his crew and needed one. I resumed flying combat missions the first week of March 1945 with a new crew. But, prior to resuming combat flying, Bob Estep and I, who were the best of friends until his death in 1994, went to a rest camp on the Isle of Capri for a week.

A personal message from Chairman Ralph Patton

My deep appreciation is extended to all AFEES members and friends who contributed to the 8th Air Force Heritage Museum. We can all be proud of our Escape and Evasion exhibit at the Savannah museum and of the contribution we made in bringing the museum into being. Thanks, Guys (and Gals)

NO AFEES FUNDS WERE CONTRIBUTED TO THE MUSEUM!

We supported the concept of an 8th Air Force museum when it was only a gleam in the eye of General Lew Lyle more than 10 years ago.

AFEES stands tall among all the 8th Air Force Veterans groups!

RALPH K. PATTON, Chairman



The Mighty Eighth Air Force Heritage Museum

P.O. Box 1992 Savannah, Georgia 31402-1992 (912) 748-8888 1-800-421-9428

12 January 1998

Mr. Ralph K. Patton
Chairman of the Board
Air Force Escape & Evasion Society
5000 Alden Drive
Pittsburgh, PA 15220

Dear Ralph:

On behalf of The Eighth Air Force Heritage Museum's Board of Directors and staff, I am pleased to acknowledge the successful completion of The Escape & Evasion Society's pledge. The Society exceeded the \$100,000 commitment to The Heritage Museum's fund raising and membership programs in December. It is my privilege to express our deep and genuine appreciation to the Society and its members for their special generosity. The monies contributed will serve to perpetuate the noble venture of relating the heritage of The Mighty Eighth Air Force and the important story line of Escape & Evasion that is such a vital part of the story.

Please extend our appreciation to all of the Society's generous donors with a special thank you to those who chose to join as museum members. Finally, I offer my personal thanks to you Ralph for making it all come true!

With kind regards,

Lt. Gen. E.G. Shuler, Jr., USAF, Ret.
Chairman and CEO

U.S. help was not enough . . .

The failure of the Slovak Uprising

(From SUNDAY, a Stars and Stripes Magazine, Sept. 11, 1994)

By VINCE CRAWLEY, Staff Writer

They called her Maria because her last name Gulovicova -- was so difficult to remember.

She was 23, a school teacher turned rebel partisan who, by Christmas day 1944, had led a haggard group of American and British military on a two-month journey on foot through the mountains of Slovakia, chased by enemy forces during one of the fiercest winters of the century.

They stopped to celebrate Christmas in a three-room hut more than a mile high in the Tatra range of central Slovakia.

Numbering fewer than two dozen, they were among the final remnants of a failed rebellion--called the Slovak National Uprising--that most Americans have never heard of.

They decorated some pine branches with bits of paper, sang Christmas carols in four languages and ate a dinner of black bread and watery soup. They gave thanks that, after two months on the run, they had made it this far.

Most would be dead within a month.

Fifty years later, Maria--now named Maria Liu--climbed the mountain again and said she wasn't a heroine, despite the fact that the U.S. military awarded her the Bronze Star for saving two Americans.

"Why do people join the the partisans, or why do people join the military?" she said. "We didn't like the Nazis, and if we didn't do anything we would have been under them forever. It's not why I did it. It was my country. It's why these great young Americans went in to help us."

Slovakia, with a population of five million, is not a large country. And so the victories it celebrates are small ones.

Slovaks view their World War II uprising as a noble failure. About 70,000 poorly armed militia and mountaineers did what so many other defeated nations did not--they rose up against their Nazi conquerors and, though losing the battle, won a huge and more enduring moral victory.

It is written in Dante's version of Hell that the lowest depths of the inferno are reserved for those who, in times of great crisis, do nothing. The Slovaks say that their doomed uprising has earned for themselves a higher ground.

A 33-year-old dentist named Vavlo Rysavy started the uprising.

The country called Czechoslovakia was pieced together in 1918 from the political leftovers of World War I. For 20 years the united Czechs and Slovaks enjoyed one of the few functional democracies in Europe.

Then in 1938 the country became the infamous victim of the Munich Agreement, in which its allies Britain and France avoided war with Germany by forcing the little country to hand over much of its borderlands to the Germans.

The following year Adolf Hitler's troops occupied the Czech half of the country and set up a puppet government in

Slovakia, ruled by a Roman Catholic priest named Josef Tiso. This was the first time in the Slovaks' thousand-year history that they had their own independent nation.

History's judgment of Tiso is mixed. Slovaks cooperated with the Nazis by sending nearly all of the country's 60,000 Jews to death camps. Tiso defenders point out that Slovakia was free of foreign troops and fighting for five years while Europe destroyed itself with World War II..

Still, many were discontent.

Vavlo Rysavy had been active in Slovakia's former democratic government and, in the summer of 1944, was part of the Slovak underground resistance movement.

Germany's fortunes were turning. Russian troops had slogged their way almost to the German frontier. The Western Allies had landed at Normandy and were gathering momentum. On July 20 Hitler narrowly missed being killed in an assassination attempt.

The Russians were parachuting commandos into Slovakia to prepare the way for the region's main ground offensive, through the Dukla Pass of the Carpathian Mountains.

Elaborate conspiracies were drawn for the Slovak army to switch sides in mid-autumn and help Soviet troops liberate the country. The trigger for the uprising would be the moment German troops set foot on Slovak soil in order to fight off the Russians.

On Aug. 29, at 7:30 a.m., in the city of Zilina near the Czech and Slovak border, Rysavy met in front of the vacant Zilina synagogue with an informant from the local police, Vojta Kovac.

German occupation units, the police informant said, were crossing the Slovak border at any moment. They had come at the request of the Tiso government in order to help suppress civil disturbances and to root out the Russian commandos who were sabotaging rail lines and other communication links.

Rysavy immediately notified his contact, a major in the Slovak army who had been designated a regional commander by the Revolutionary National Council, a secret group that was organizing a democratic government headquartered in the city of Banska Bystrica on the Hron River.

Rysavy and the major decided it was time to act, even though the Germans had arrived prematurely before the uprising organizers had finished their plans.

"There was no time even to consider exactly what we would do or what would happen to us if our actions failed," Rysavy said.

He was inspired, he said 50 years later, by the "spirit of patriotism," by the "desire to throw off Hitler's yoke," by a burning need "to show the whole world the real aspirations of the Slovak nation."

And so, on Aug. 29, 1944, military units were

(Please see next page)



Maria Gulovicova Liu, now living in California, is shown visiting with the then UN Representative Madeleine Albright, waiting for festivities to begin at the 50th anniversary celebration of the Slovak Uprising in Polomka, Aug. 29, 1994.

--Photo by courtesy of Maria Gulovicova Liu

activated to halt the Germans at the Streeno Valley in western Slovakia.

Rysavy had no formal title with the revolutionary government and no connection to the military. But at one point during the hurried mobilization he called the Zilina celluloid factory to commandeer its trucks.

The director replied that all vehicles at the factory were exempted from requisition by the Ministry of Defense at Bratislava. "I am the minister of defense," Rysavy said in a moment of excitement. The trucks arrived within two hours. A few days later he enlisted in the army.

American entry

American involvement in the Slovak uprising is officially acknowledged as a disaster.

One U.S. Army report describes a "complete failure." And a history of the Office of Strategic Services says, "The OSS foray into Czechoslovakia turned out to be a mission ill-conceived and poorly planned. Those who returned were lucky; they survived the revolt that failed."

The OSS was the forerunner of today's CIA and Special Forces. Covert operations were still experimental for the United States in World War II. When the Slovaks revolted with Russian help, the U.S. hurriedly dispatched a team to make a first-hand assessment.

Six OSS agents, all active duty military members wearing U.S. military uniforms, landed with an arms shipment near Banska Bystrica on Sept. 17, 1944. Landing at 10 a.m., the Americans were greeted by elated Slovak partisans and an even more jubilant band of American air crews who'd been shot down over enemy territory and released from prisoner-of-war camps by the partisans. A total of 43 evaders were

evacuated on the B-17s that carried in the assessment team.

The assessment team, headed by Navy Lt. Holt Green, immediately saw that the uprising had little chance of success.

Yet the partisans' greatest accomplishment was the amount of German firepower they diverted from other fronts. Two German corps were blocking the Russians at the Dukla Pass, which held until Oct. 6 at a loss of an estimated 80,000 Russians.

Meanwhile, five German army divisions, two SS divisions and SS brigades converged on Slovakia from all directions to crush the uprising.

On Oct. 1 Green radioed to his headquarters in Italy that the situation was deteriorating and that more escaped American POWs had arrived who needed evacuation. In other radio messages he said that Banska Bystrica was likely to fall and that it was not advisable to send in any additional people.

On Oct. 7 the OSS landed 17 more people at Banska Bystrica, including 14 more military agents, another of several British agents and an Associated Press war correspondent plus his Navy photographer. About 28 American POWs were flown out on the aircraft that brought in the new team members.

By Oct. 26 the uprising capital of Banska Bystrica had fallen to German troops, whose infantry used sophisticated radio techniques to coordinate aircraft and artillery attacks against partisan mountain positions.

The German air-ground teams "robbed them of the advantage of terrain and turned the safe haven into a trap," said Lt. Col. Jack Kingston, a modern day Army Special Forces member. The mountains "trapped the partisans" and, because they didn't have enough weapons or provisions, "became an insurmountable obstacle," Kingston said.

When Banska Bystrica fell, Green's detachment of Americans split up, with the largest group heading into the Low Tatra range along with disintegrating Slovak forces. Americans met up with the resistance woman they called Maria, who said she would guide them to the Russian lines.

An American tragedy

They spent two months fighting hunger, frostbite, disease, German sympathizers and exhaustion as the tired band of Americans pushed through the mountains.

One by one, stragglers were captured. Most of the aviators surrendered; they had escaped once from the Germans and now preferred the comparative comfort of POW camps to the certain death of the mountains in winter.

In mid-December Maria spoke with the mayor of a village called Polomka in the Hron River valley. Following the crushed uprising, this was the first town to openly welcome the American survivors, who were housed at two encampments near the top of a mountain called Volky Bok.

It took three days of trudging through waist-deep snow to reach the mountain hut Dec. 17. That was the Americans' final hiding place. Accounts don't agree on how many people spent Christmas at Volky Bok, but the rag-tag party included a dozen Americans, a few British and half a dozen partisans.

Lt. James Gaul, an archaeologist from Pittsburgh,

(Continued on Next Page)

Failure of the Uprising . . . (Continued)

read a Christmas prayer that offered thanks for deliverance from the blizzards and high winds, from the perils of the nights and the dark valleys, and he offered thanks for perserving the little group that had made it so far.

There were still hopes that the British might drop supplies for them. Before dawn on the day after Christmas, Maria along with two soldiers went to a mountaintop clearing to wait for an airdrop that never came.

About 300 Germans attacked the hut at 7 a.m.

Pavel Kamensky, a 22-year-old partisan, was with them.

"We were getting up, we were beginning the morning, and suddenly we heard a great deal of shooting," said Kamensky, who was shot in the hip. He ran from the hut and, hiding in the woods nearby, saw German soldiers march up the path and enter the hut. There was no further shooting after the initial blast.

The Germans burned the hut.

As Maria heard the story, a storekeeper in the village had been robbed by partisan scavengers and, wanting revenge, told the Germans where they could find American soldiers hiding in the mountains.

Supplies eventually were parachuted into the nearby valley, where they fell into German hands. The Americans, including AP reporter Joseph Morton and his photographer, Nelson Paris, were taken to Mauthausen concentration camp in Austria where they were tortured and shot. Morton was the only American correspondent executed by enemy forces during World War II.

Heroic Maria

Maria Gulovicova guided Pfc. Kenneth Dunlevy and Sgt. Steve Catlos safely through Russian lines on Jan. 23, 1945. The two Americans credited her with saving their lives. She is now a Realtor living in Oxnard, Calif.

She insists she did nothing heroic.

"It's so easy to put labels," said the 72-year-old. "I would call myself a patriot at that time, a freedom fighter. It's funny. You win, you're a hero. You lose, you're a bum."

After the group was captured at the hut, she said, "We just kept on running, going, crawling, whatever, and then just continued until the end of the war."

Like many of the democratic partisans, she fled postwar Czechoslovakia. Attending a 50th anniversary commemoration this past August at the rebuilt hut on Volky Bok, the former guide said she recalled her comrades after half a century.

"Like a film, through my mind I see the faces," said the woman they called Maria.

She recalled the villagers risking their lives to bring them food.

"I recall Christmas," she said. "The Christmas prayer...."

She spoke a while longer, her voice drifting over the pines and beyond a mountain brook, talking of things that happened and people who died half a century ago in a war-torn country far from home.

Arlie tells it all in a book

(From *The Friday Flyer*, Canyon Lake, Calif.,
June 20, 1997)

By PEGGY FELSHAW

One-time fighter pilot, Arlie Blood, tells his life story in his just-published autobiography, "Only Angels Have Wings."

"I had no intention of writing a book, but one thing led to another and now I have an office full of them!" he says.

It all started with his grandchildren wanting Grandpa "to tell a story from his mouth," which Arlie says meant they wanted a true story, not some fairy tale. Since he had plenty, he says he told so many that his four sons urged him to write his memoirs.

Arlie says he procrastinated until on Christmas 1992 his youngest son Jay gave him a tape recorder. He stopped everything, including golf, to sit down and record the first tape.

Jay's wife sent a double-spaced transcription back, and Arlie says he didn't even recognize it. After editing, he had more red ink than black and at that point knew that if it was going to get done he was going to do it himself.

He says he doesn't type, but he bought a typewriter nonetheless and hunted and pecked his way from birth to his life in Canyon Lake with his wife Lucille.

That may have been the easy part, according to both Arlie and Lucille. After the initial effort, Lucille says he would attend a reunion and recall something he hadn't put into the book. That would be followed by a search of the manuscript for a place to insert it.

"It seems I spent my life proofreading," says Lucille. "We got so tired of proofing and re-proofing, that when we found 17 errors in the "blue-line" (last chance to make changes) we didn't look any further. We just told them to print it."

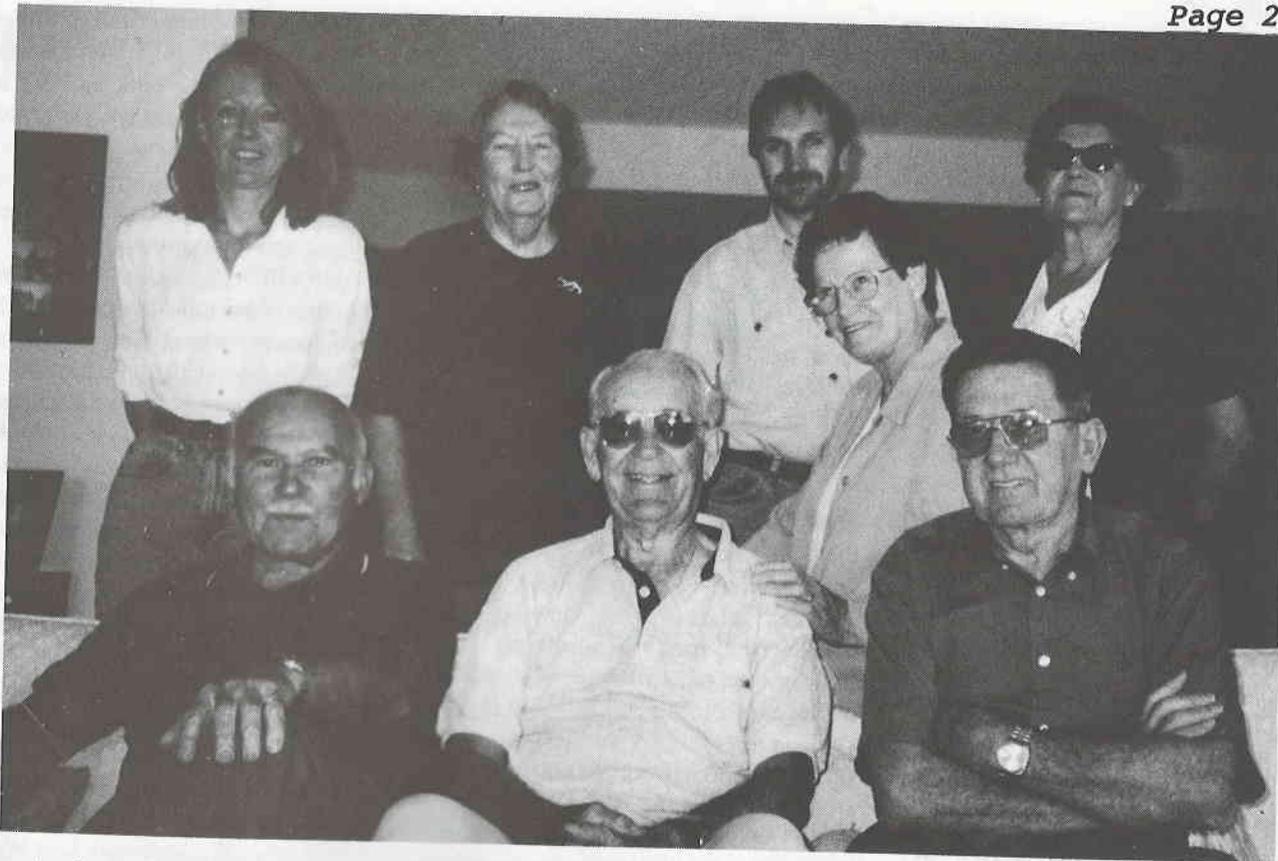
The book is filled with marvelous pictures. It is obvious old photo albums were raided for snapshots of the early years. When Arlie joined the Air Corps, Lucille was there to faithfully and painstakingly save everything about her husband's USAF career.

The book is 234 pages of tumultuous childhood, pictures, and some "war stories" that could be straight out of a World War II spy movie. The back of the book jacket gives a synopsis which doesn't need to be elaborated on:

"Colonel Blood, whose mother died when he was very young, grew up during the Depression years, was shuttled from relative to relative until, at age 16, he ventured out on his own.

His burning desire to become a pilot was

(Continued on Next Page)



Author Arlie Blood (front row center) recently became reacquainted with a group of friends who helped him after he bailed out of his P-47 near Vannes, France, on May 24, 1944. Visiting Arlie in his California home were (front left) Jean Le Bris (code named Barnaba) with Edward Corley (code named Mickey Mouse) at front right. Standing, from left: Brigitte Burbon of Landual; Suzanne Le Bris (Jean's wife), Yann Rivalain (Brigitte's husband), Jeanne Burbon (seated), and Noelle Corley (Edward's wife). Both "Barnaba" and "Mickey Mouse" now live in Brest, France.

finally fulfilled when he joined the U.S. Army Air Corps in 1942. During a mission over Europe in his P-47, he was shot down by German AAA. With the help of the French Underground he evaded capture and joined the French Resistance movement. He recounts fighting side by side with his French comrades, eventual capture by the Germans and a subsequent escape, rejoining the French Maquis where his creative plan to liberate two French cities allowed him to rejoin the U.S. forces, after four months behind enemy lines.

After more than 22 years in the U.S. Air Force, and 17 years with Northrop Corp., he retired to a life of leisure and travel. The story comes full circle when, after 50 years, a series of events leads to a reunion with his French comrades.

The word 'hero' is used often, but most deservedly for all the men and women who have fought to preserve our freedom.

You can order a copy of "Only Angels Have Wings" from Arlie at 23316 Gray Fox Dr., Canyon Lake, CA 92587, Phone 909-244-5994. The price of \$25 includes p&h and all tax. He says he will be glad to autograph your copy upon request. The book is also available at the March AFB Air Museum.

French Helpers visit U.S.

(From The Friday Flyer, Canyon Lake, Calif., November 14, 1997)

When a life is saved through bravery and risk, it tends to produce lasting relationships. Arlie Blood was shot down over France during World War II, and was fortunate to be found by a young French girl who hid him until he could be turned over to the French Underground.

Seven French nationals--three directly involved in Arlie's rescue---are here to attend a World War II, 405th Fighter Group reunion in Palm Springs and do some traveling.

Jean LeBris, code name Barnaba and the only one who spoke English, is here with his wife Suzanne. Edward Corley, code name Mickey Mouse, is accompanied by his wife Noelle. Jeanne Burbon is here because her sister is the one who found Arlie and hid him in the field until dark. Yann Rivalain wasn't born when the French underground assisted Arlie, but he heard so much about it that he went hunting for this American pilot. He had no luck at all until Arlie published an ad looking for Barnaba, which Yann read. They all got reconnected, and Yann is here for the reunion with his wife Brigitte, who is Jeanne's daughter.

A search for the past

(From a Longuyon, France, Newspaper, Oct. 27, 1997)
(English Translation)

THE AMERICAN PILOT AT THE SEARCH FOR THE PAST

The pilot of the Fortress, Robert Kelley, has come to France for the 6th time. At Han he encounters Madame Bastien and her children.

In September 1944, a B-17 Fortress, part of a group, is hit by flak. The aircraft quits the formation and is also attacked by five or six Me-109s. Probably from the base at Metz.

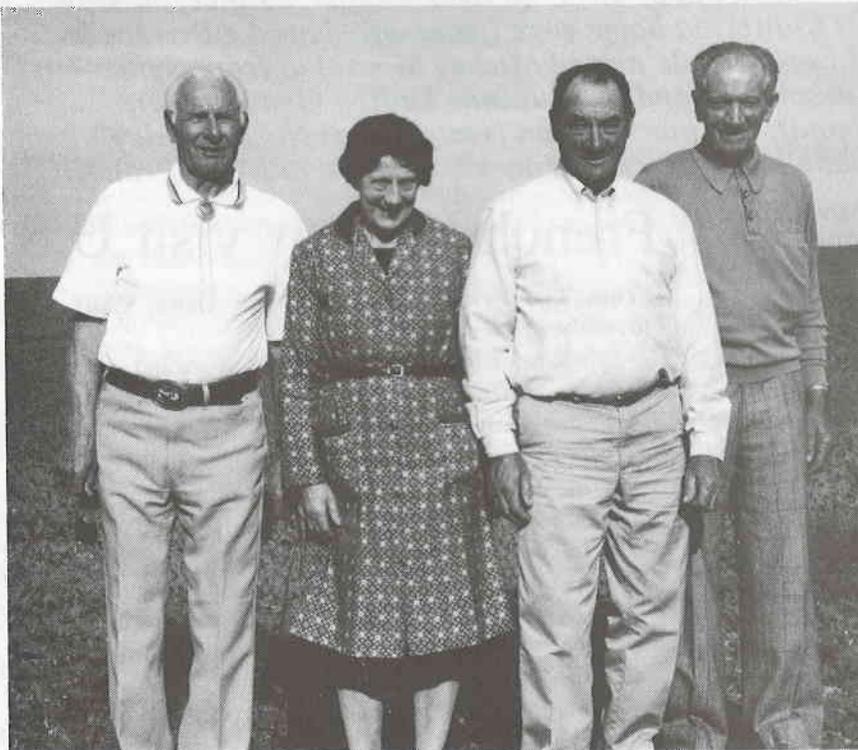
The tail gunner is killed and the rest of the crew (8 airmen) jump in their parachutes. The aviators fall to earth in the vicinity of Han. The Fortress on fire, full of incendiary bombs, crashes close to the village of Bazailles.

Two of the airmen fall close to Han --- the gunner Zalma Mitchell and the radio operator Grover Nordman Jr. They were rapidly hidden by the inhabitants who had heard the crackle of the gunners

and the incessant firing of the German chase aircraft.

Madame Bastien and her children hid Nordman in their barn. He didn't stay there long, only seven hours. He left with two Resisters in direction of Spincourt, planning of battling because the American army was advancing.

In charge of Mr. Joseph Marchesi of the town of St. Supplet, he went thru the German lines in a Tombrereau (dump cart) with a double bottom and covered with straw. Because of his injury, the gunner Mitchell stayed hidden for three days, under the noses of the Germans who were stationed at Pierrepont.



E. Robert Kelley (E&E 2075) has visited France several times to maintain contact with those who aided him. He was the pilot of "My Baby," a B-17 shot down near Baslieux, France, on Sept. 5, 1944. Kelley now lives in Central Valley, Calif. Shown from left: Kelley, Helene Bastien, her husband, and her brother, Baston who helped another crewman, Grover Nordman.

The pilot of that Fortress, Robert Kelley, has promised his companions to find the persons who aided them. He had returned more than once to the place of the crash of his Fortress (back of Bazailles) at last to recover several small pieces of his aircraft that are still subsisting in the bushy area.

He will bring back several souvenirs thinking of his radio operator. Happy coincidence: he has found a round piece of about 15 centimeters on which is written "Radio Compass." A very important part of the radio that indicates the aircraft position with the short waves sent out by the English stations.

What souvenirs resurrect in memory in finding the places and persons who saved them. Madame Bastien avows that later on, on the occasion of a marriage in the village, all the invitees were showing off beautiful blouses made of the parachutes abandoned not far from there. Nothing is lost...

Other members of Kelley's crew were: #2076 Andy W. Anderson, Life Member AFEES; #2074 A. R. Karoli, deceased July 1992; #2073 George Lancaster, deceased Dec. 18, 1995; #2598 Edward F. Duemmer, died 1955; Richard Doyle, KIA; Ira Krammes, POW.

A new 'Great Escape' chapter to air in May

A new segment of the television series, "Great Escapes of WWII" by A&E is tentatively scheduled to air on May 17. It will feature the escape from Camp PG 78, the largest successful escape of the war.

There were 21 RCAF aircrew in the camp; all managed to escape. Five were recaptured; two of those escaped again and got through the lines.

All told, 18 Canadian airmen found their way back to freedom. Of the 21, 12 are still living: Stan Brook, Ray Hamilton, Jack Harlton, Doug MacAllan, Archie McLeod, Spike McGraw, Don McLarty, Al Markle, Gilbert Middlemass, Ed Patrick, Ray Sherk and Al Spear.

Most are members of the RAF Escaping Society and/or AFEES.

(This information provided by Ray Sherk, 14 Laurie Shepway, Willowdale, Ont. M2J 1X6, Canada)

He spent Christmas under the hay

By **SILAS CRASE**

Fort Pierce, Fla.

When I left the ball turret of a burning B-17 at about noon on August 27, 1944, I didn't realize I'd be spending Christmas in Slovakia.

I parachuted into a dense forest in southeastern Germany. Over the next five weeks, I avoided capture by the Germans and got over the hills to Slovakia, where I was fortunate enough to meet a member of the Underground.

He took me to some of his partisan leaders, who verified that I was an American flier. With winter coming on, they decided it was better to hide me rather than try to get me back to my base in Foggia, Italy.

I stayed with Pavel Rezak and his wife, Hannah, in their loghouse. I spent much of the time under a 6-foot-high pile of hay in another building.

What food I was able to keep in reserve was shared, unwillingly, with mice. The lice, if they'd been bigger, would have taken their share, too. As it was, they feasted on me.

The Rezaks' house was 24 feet square, with an attic for extra hay and what food they could harvest. There were 4-foot-wide benches that ran the length of the house on each side. They served as seats, beds and the dining table.

There was a rock-and-mud fireplace in one corner. It had an oven, above which

A downed B-17 turret gunner spent his last Christmas of the war evading Germans and Russians.



Silas Crase posing as a Slovak

the three Rezak boys slept.

A separate room housed two cows and a few goats. There was a log wall between the rooms, but the logs weren't chinked so the heat from the house would warm the animals. The stench was nauseating.

Nearby was a village that Pavel and I often visited at about 1 a.m. to listen to the BBC broadcasts. A family there allowed me a Christmas bath in an old copper tub--my first since before the August 27 flight!

On Christmas Eve, Hannah splurged and we all had an extra helping of unseasoned mashed potatoes, mixed with

kraut and covered with cold clabbered milk. After some songs in Slovak and English, I retired to my haystack.

A short time later, I heard the tapping code that meant "Come on up." I found Hannah with a box in her hands and Pavel with a grin on his face.

"Here is a small Christmas gift from the partisan leaders," Pavel said in his halting English.

It was a box of cookies I learned had come from a German truck the partisans had raided. So, indirectly, the Germans provided me with an unexpected Christmas gift.

I insisted we all share the cookies, but they shushed me and sent me back to bed to think of my next Christmas, which they prayed would be with my own family.

On Christmas Day, the Germans came to the village and searched the houses. I stayed hidden in the haystack for 1 1/2 hours as I listened to the muffled conversations between the Germans and Slovaks until the Germans left.

The usual routine was for me to remain under the hay for two days after a German "visit". During that time, the only contact I had with anyone was when Pavel or Hannah came in to get hay for the animals.

When I finally crawled out, I insisted that my cookies be shared or I wouldn't eat any of them. I'd managed to make my cookies last for four or five days without the mice getting any!

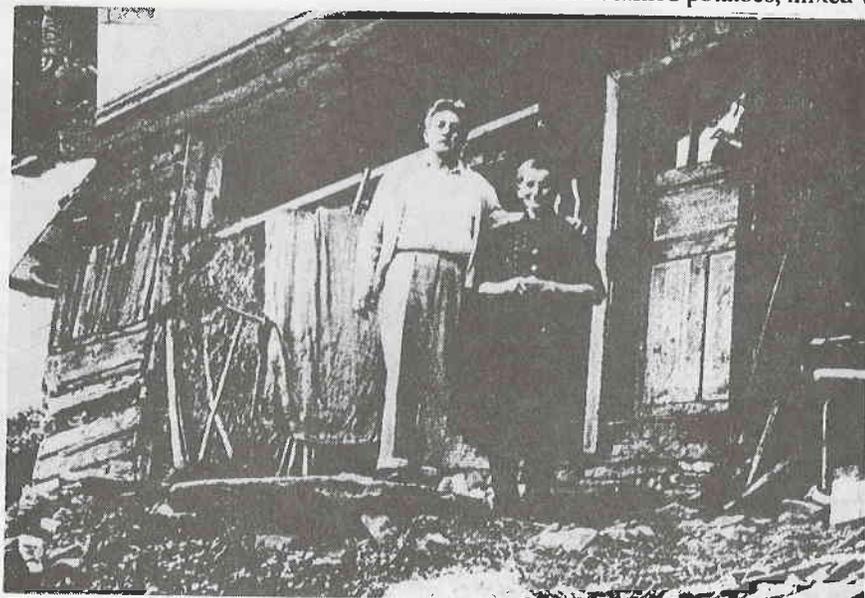
I also carved a small model Greyhound bus for each of the boys. The buses had no markings, of course, but Pavel told the boys he had ridden Greyhound buses many times when he was in the United States before the war.

Each time the boys saw me after that, their first words were "Gra-i-hound." The cookies and the little wooden buses were their only Christmas presents.

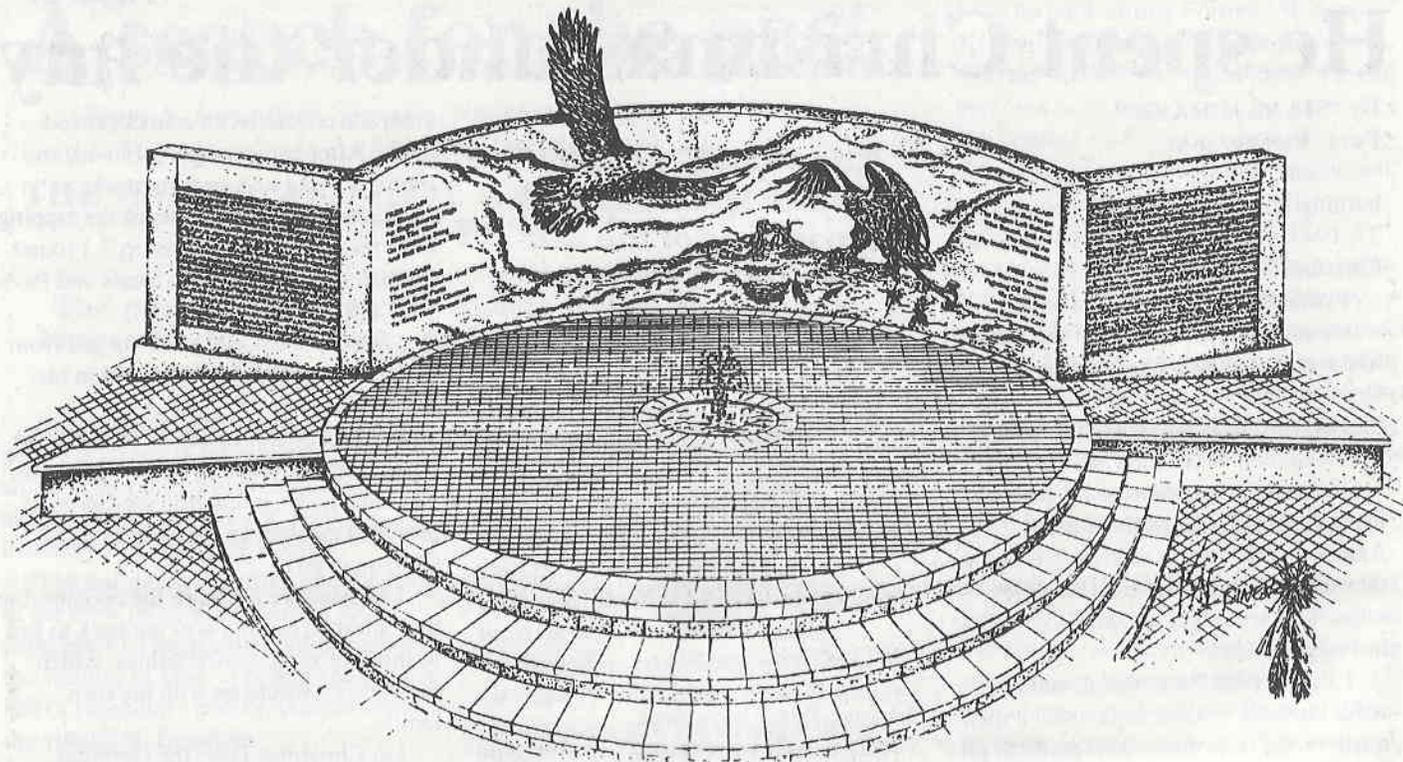
About May 1, the Russians moved in. Within two weeks, the Slovaks were saying, "Give us back the Boche!"

I also evaded the Russians until June 15, 1945, when I reached the U.S. embassy in Prague.

Now, even after 53 years, that Christmas in Stavanich, Slovakia is the one I'll never forget.



Silas Crase returned to Slovakia to visit the Pavel Rezak family in 1980, when this photo of Hannah and son Dominic was taken.



Memorial will honor the nation's POW/MIA

The Thomas W. Anthony Chapter of the Air Force Association is raising funds to provide a visible tribute to the sacrifices that have been made to preserve freedom. The 12x25-ft. monument will be constructed behind the new base exchange at Andrews AFB, Md.

The monument is designed to provide a permanent reminder of America's prisoners of war and members missing in action. It will stand in honor of all five military branches.

The project was launched in 1988. "We hope to get more people involved and get things back on track for the proposed January 2000 ground breaking," says Robert

Gatewood Jr., the committee chairman.

"This monument will not be for a specific war, but for all past, present and future American wars and conflicts, according to Chuck AZ Tsinnie, who designed the monument. Tsinnie's rendition depicts two eagles, representing the American people. "I chose the eagle because it is very symbolic; it is a source of strength and wisdom," he said.

Further information is available from the AF chapter at 1535 Command Drive, Suite L-1, Andrews AFB, MD 20762-7002, or the committee chairman at 301-599-8942.

Life Begins at 80!

I have good news for you. The first 80 years are the hardest. The second 80 are a succession of birthday parties.

Once you reach 80, everyone wants to carry your baggage and help you up the steps. If you forget your name or anybody else's names, or an appointment, or your own telephone number, or promise to be three places at the same time, or can't remember how many grandchildren you have, you need only explain that you are 80.

Being 80 is a lot better than being 70. At 70 people are mad at you for everything. At 80 you have a perfect excuse no matter what you do. If you act foolishly, it's your second childhood. Everybody is looking for symptoms of softening of the brain.

If you survive until you are 80, everybody is surprised that you are still alive. They treat you with respect just for having lived so long.



Among those who enjoyed the Dayton reunion last year were Kathryn and Charles Holt of Madison, Ind. Charles, a B-24 engineer with the 490BG, went down June 22, 1944, in France. He was aided by the Resistance until he made it through the lines.

Crew wintered in the King's lodge

By PETER J. HAKIM
107 Falcon Road
Livingston, NJ 07039
973-597-1146

In May 1944, a B-17 was hit by ackack fire while on a bombing mission over Germany. While trying to return to its base in the U.K., it crashedlanded in Rochefort, Belgium. All 10 flyers survived the episode although the tailgunner was slightly wounded by shrapnel.

Six flyers took off in one direction and the other four in another. Both groups were fortunate to meet with members of the Belgian underground who hid them from German search parties.

The local Belgian underground contacted an American who had been living in Belgium and who was hiding from the Germans with his wife and seven children in Eprave, a small village seven kilometers from Rochefort. Joseph Hakim, the American, immediately decided to take over the hiding of the 10 flyers. A couple of men from the underground broke in a boarded-up house within walking distance of where Joseph Hakim lived in hiding himself. The 10 flyers were brought there and told not to come out during the day time.

At night, however, they were allowed to take a stroll. Some of them tried to milk cows, steal potatoes from fields in the vicinity and made enough noise that the local farmers became suspicious of their presence. The flyers never realized the danger that they were placing their rescuers in.

Because of this, it became necessary to move them to a more secure location. Joseph Hakim was the proud possessor of a surplus World War I American army tent that could easily sleep ten people. An area was cleared in nearby woods and the tent pitched there for the 10 flyers. They remained there for the entire summer but the weather turned cold in September and it was decided to move the 10 flyers once more.

A few kilometers away was a large property belonging to the King of Belgium. The Chateau de Ciernion was used mostly by the King and his entourage as a summer residence and for hunting purposes in more normal times. A hunting lodge was forced open and became the new hiding place for the flyers.

They stayed there until later in the fall of 1944 when the front lines of the approaching American army became close and the sound of cannon fire made it obvious that liberation was at hand. The 10 flyers, against the advice of Joseph Hakim and other members of the underground, decided to walk towards the American lines. Going through the lines, one man was wounded, another taken prisoner, but the rest made it.

There is so much more to this saga of heroism, both on the part of the entire crew of the Flying Fortress as well as the members of the Belgian underground. The American civilian, Joseph Hakim, who risked his life and the lives of his entire family, was rewarded with a commendation from General Eisenhower and Air Marshal Tedder.

I, Peter Hakim, my sister Olga and my brother Bill actively participated in this adventure. Now that I am retired, I am able to devote some time in putting on paper these events.

My father, Joseph Hakim, passed away a long time ago but, in his memory, we would like to communicate with any of the flyers still alive to exchange memories of 53 years ago.

The last information I have for some members of the crew:

SHYMANSKI Wallace (SHY), Pilot. Used to live in Florida but may have moved to Wausau, Wisconsin.

SULLIVAN David (SULLY), Navigator. 222 North Pearl Street, Spiceland, Indiana.

GOODLING Paul E., 8910 West Flora Road, Tampa, Florida.

PETERSON Maynard, 601 West Pierson, Flushing, Michigan

SANDERSON Thomas E. (TEX) 4900 Earl Street, Wichita Falls, Texas

GRIP Gordon (GORDIE?), was from Ohio, but I believe that he passed away in 1985.

GOLDMAN (GOLDIE) used to live in the Bronx, New York. ALLIE, no other information, but was told that he may have passed away.

DOBSON (DOBBIE), Lawrence, Massachusetts.

I would be very grateful if anyone who knows anything about any of these men would communicate with me.

FOLLOWING INFORMATION IS FURNISHED BY RESEARCHERS SCOTTY & CLAYTON DAVID

E&E 1924 Wallace Shymanski, 5720 16th St., West, Bradenton, FL 34207; Ph. 813-755-3055. Deceased 1995 or '96

E&E 1930 David Sullivan, 222 N. Pearl St., PO Box 433, Spiceland, IN 47385; Ph. 765-987-7121. (AFEES Member)

E&E 1931 Paul E. Goodling, 8910 West Flora Rd., Tampa, FL 33615; Ph. 813-885-4264

E&E 1932 Maynard Peterson, 601 West Pierson, Flushing, MI 48433

E&E 1927 Thomas E. Sanderson, 900 West Grand, Whitewright, TX 75491

E&E 1926 Gordon A. Grip, mail returned in 1992/deceased

E&E 1929 Solomon Goldstein, died Feb. 7, 1994

E&E 1928 Alexander Engelman, died Jan. 18, 1985

Kenneth Dobson, deceased

E&E 1925 Vernon A. Montrose, died May 25, 1985

AFEES RAFFLE TICKETS STILL ON YOUR DESK?

You probably received a book of six raffle tickets in the mail in early February. If you have not yet responded, please send in your check for \$10 to cover the price of the book of tickets--and an extra donation if you are so inclined.

If you do not wish to participate in this fundraiser, please return the ticket books to Chairman Russ Weyland so he can offer them at the May Reunion. (You need not be present to win).

They 'docked' at Bari, so they said

Member Jay Mueller of Orlando, Fla., has sent an account of the return to base of a crew which bailed out over Ploesti, Roumania, on July 9, 1944.

The narrative was written by 1st Lt. Alfred Berger, the pilot. Other crewmen were co-pilot Cecil Spencer, bombardier Mueller, navigator Alexander Dewa, engineer Francis Jones, radio operator David Spindel, waist gunners Robert Baum and Emmet Jones, ball turret gunner Merle Peart, and tail gunner Warren Jones.

According to Berger's report:

"We bailed out of the plane at 1245 hours. We all landed close together near a Chetnik settlement. The burning of the plane attracted the Germans, who made a search through the settlement and surrounding vicinity for us. The Chetniks had hidden us in the mountains, however, before the Germans arrived. We all got together that night in a home in the hills. We were given a meal, consisting of hot milk and rye bread.

"Four of the crew were injured in landing. The tail gunner had two sprained ankles, the engineer was dragged off a ledge by his chute and banged his head and knee, the co-pilot had a twisted ankle and the ball turret gunner did not have a pair of the GI shoes on and sprained his left ankle badly. We stayed overnight at this house and on July 10 we took off and walked all day to another peasant's house.

"On July 11-12 we continued to walk, always contacting other peasants and staying at their homes. On July 13 and

14, we were at a peasant home when we were visited by a Chetnik captain who promised us aid in eight days. July 15th we took off at 2000 hours and walked until 0100 hours. We arrived at a vacant home in the hills and stayed there until July 26.

"Our meals were furnished by the people of the settlement and they endeavored to make everything as comfortable and pleasant as possible. The food was not too good and monotony was beginning to get on everybody's nerves. On July 20, Spencer and Spindel became impatient and took off for themselves; that was the last they were seen. After this incident, the Chetnik captain put the rest of us under guard. July 26 to 28, we stayed at a little house along a road. It was here that the Chetnik captain again showed up as he had promised us. This was the end of his area and we were then transferred to another captain's custody, and receipts for us were exchanged.

"Our first stop in the new area resulted in our being served scrambled eggs and this was the best meal we had, and we hoped it would continue. July 29, 30 and 31 were a succession of marches

and stops in villages. We had a good supper in the town in which we stopped on the 31st. At 2130 the town was attacked, and the English-speaking mayor who had charge of us took us out into the hills and we kept walking until 0430 hours. It was on the outskirts of this town that we had to leave Sgt. Peart, as he was unable to walk. Up until this time we were furnished horses for the cripples but we were now in a very mountainous region which was not suitable for horses.

"We started out again at 0800 on August 9 when a Chetnik captain took us to Corps Headquarters. We later met 30 more Americans at a little settlement where the food was good. August 4, 5 and 6 we walked, Aug. 7 we arrived at our final destination in Yugoslavia and on Aug. 10 we docked in the Italian port."

When the group landed at Bari, Italy, General Twining admonished the evaders to keep their mouths shut so as not to jeopardize the chances of other crews waiting to be airlifted out of Yugoslavia. The "docking" mentioned by Berger was added by the OSS as a cover. This was part of the Halyard Mission.



American airmen awaiting evacuation in the mountains of Serbia

EIGHT AIR FORCE HERITAGE MUSEUM ARCHIVAL DATABASE

VETERAN'S NAME _____

POSITION (MOS/AFSC) _____ RANK _____

GROUP/SQUADRON _____ SERIAL NUMBER _____

DATE OF BIRTH _____ PLACE OF BIRTH _____

NAME OF BASE _____ AAF NUMBER _____

DATE OF DEATH _____ PLACE OF BURIAL _____

SCORES (FIGHTERS & GUNNERS) _____ RECORD SOURCE (SELF OR DOCUMENT) _____

AWARDS _____

EXPERIENCES: _____

PLEASE RETURN THIS COMPLETED FORM TO: BAFHM ARCHIVES, P.O. BOX 1992, SAVANNAH, GA. 31402

The editor has the last word

By **LARRY GRAUERHOLZ**

WICHITA FALLS, Texas -- A lot of WWII veterans were in this town over the past weekend (Feb. 21-23) for the annual reunion of the Iwo Jima Survivors Association of Texas. This is all-forces organization of men who played a major role in the war in the Pacific.

Retired Brig. Gen. Paul W. Tibbets Jr., pilot of the Enola Gay, was one of the principal speakers, along with Keith Wells, USMC platoon leader who wrote, "Give Me 50 Marines Not Afraid to Die."

General Tibbets is one of four surviving members of the Enola crew.

In the center section of this issue of *Communications* (Pages 14-19) you will find information about the AFEES reunion in the Washington area next May. That's where you will find reservation forms for the Marriott and for the reunion.

The AGM will include an election of four directors. Terms of Dick Smith, James Goebel, Russ Weyland and David Shoss are expiring. Far as I know, none of them has become violent over being re-elected. Anyone who might be interested in serving as a director should

notify the president in time to have their name appear on the election ballot.

For the reunion sight-seeing tours of the area, it has been suggested that Helpers be assigned specific buses with an interpreter aboard who could translate the narration.

Not included in the printed schedule is a finger-food smorgasbord sponsored by AFEES after the Saturday afternoon bus tour.

Be assured that specific arrangements will be announced at the welcoming dinner on Thursday night of the reunion.

Elsewhere in this issue, you will read about the successful conclusion to fulfill the AFEES pledge of \$100,000 to the Heritage Museum at Savannah, Ga. It took a little time, and a good little bit of doing on the part of Ralph Patton and Dick Smith, the guys who made the final push to get us over the top. Each of them told me not to give them special credit, but I am gonna do it anyhow! As I understand it, there will be at plaque at Savannah to honor major donors to the campaign.

Members of the P-47 Thunderbird Pilots Association are mildly (to put it

mildly) disturbed because the selection committee failed to include the Jug in the postage stamp mini-sheet of classic U.S. aircraft issued by the post office in July. The sheet included 20 stamps featuring classic planes, some from WWII.

Seventeen of the top 21 WWII aces flew P-47s, the plane with more victories than any other fighter in the war.

Mme. Gabrielle Wiame, 58 GER Avenue d'Essones, 02400 Chateau-Thierry, France, was known as "The Lady in Red" when she housed many airmen in her Paris home while they waited to hook up with the Underground. Leslie Atkinson passes along the word that now she would like to hear from any of those she helped. She now lives in a home for the elderly.

Maj. Jim W. Goebel, son of our immediate past president, was honored at a retirement ceremony Jan. 29 at Barksdale AFB, La. Major Jim served 20 years in the Air Force, including a tour with NATO in Europe as the Berlin Wall was being dismantled.

The U.S. Army Military History Institute is conducting a survey to acquire source material on WWII. They invite veterans of that war to join in the effort.

To help, write to the institute at 22 Ashburn Drive, Carlisle Barracks, Carlisle, PA 17013-5008, or call 717-245-3611.

Turns out that I'm not perfect after all. In the Winter newsletter, I erroneously listed the phone number of new member Abraham Thompson of Northport, N.Y. His correct phone number is 516-262-6903.

Ye ed and spouse are planning a trip in March to the Phoenix area, where we hope to visit some family, smell some citrus, catch some Cactus League baseball and swap a few yarns with guys like Claude Murray, Jim Cater and Jerry DeChambre. Reckon Dick Smith will take us to lunch at the Luke AFB club?

DON'T LET IT HAPPEN TO YOU: While Mary was working on a crossword puzzle, she asked her husband the word for a female sheep. "Ewe," he said.

He should be out of the hospital next week.

--Stolen from an exchange
That's it for now. See you in D.C.!



Al Roberts of Fort Worth, Tex. (left) and Gil Shawn of Longwood, Fla., spent several months in the Ardennes Forest, along with 20 other Allied airmen. They finally were picked up by a Jeep with three Army soldiers. They had a chance to relive those days at the Dayton reunion.



AFEES Membership & Life-Membership Application Form



Regular AFEES membership is \$20 per year, including first year.
Includes all rights and privileges. Life Membership is \$100 with
no annual dues or assessments. Includes all rights and privileges.

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE () _____

Duty Info: GROUP _____ SQDN _____ AIR FORCE _____ CREW POSITION _____

WIFE'S NAME _____ TYPE AIRCRAFT _____ WHERE WENT DOWN _____

WHEN, DATE _____ HELPERS _____

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

Tell briefly the names of crew members and Helpers

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

Send to Clayton C. David, Membership Director. 19 Oak Ridge Pond, Hannibal, MO 63401-6539, U.S.A.

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