

# AIR FORCES

## ESCAPE AND EVASION SOCIETY

### SUMMER 1989 COMMUNICATIONS

**Y**ou have received us in a magnificent fashion.

You wanted to mark a recognition that you owed a debt to your French Helpers. My husband, my father, my mother and certain of my good friends have been among those.

We are appreciative of your welcome and the warmth of your reception. It is your thanks for that which we have done for you, but it is my turn to say, I owe a debt of thanks to you.

I endured one year of great suffering in a concentration camp. You can never imagine how I suffered. On the 28th day of April, 1945 the U.S. Army opened the door to our camp - Markleberg, the women's section of Ravensbruck. For us it was freedom! It was a route back to life! FREEDOM! That is why I owe you a big - THANK YOU!

Mrs. Yvette Sibril

May 28, 1989, Pittsburgh PA.

Plouha, France

It's

**MEMPHIS**  
T E N N E S S E E

**Crowne  
Plaza Hotel**  
**MAY**

*We're playing your song.*

**24 .. 27, 1990**

## LE MESSAGE DU PRESIDENT



I am writing this under somewhat less than ideal conditions physically, but emotionally I am on a HIGH. I am once again in the hands of the French underground. I can't spend any money, can't make any decisions, and I gladly do as I am told. I am enjoying all the good things but none of the danger.

Speeding along a hundred miles an hour through the French countryside I can't help but marvel at the efficiency of French trains. We pulled out of the Gore Montparmasse within seconds of the appointed hour.

I am enroute to Vannes to represent AFEES at the annual meeting of the U.N.E.G - Union National des Evadees de Guerre, a respected French organization of men who evaded or escaped from capture.

I look back on the just completed AFEES annual meeting in Pittsburgh and I am pleased at the effect that our Helper's presence had on everyone. The short emotional responses to our meager efforts at saying thank you, often bring tears to the eyes of the majority of those present.

I realize that it is not possible for everyone to sponsor a helper at our meetings, but if you are one of those fortunate enough to be able to pay the air fare for one of your helpers, I assure you that it will be one of the greatest experiences of your life.

I hope that others will write about the success of our Pittsburgh meeting, but in my opinion it was the best meeting we have had in the past ten years. I hope that those of you who missed it will consider going with us in 1990 either to Memphis or on our planned trip to Europe in October.

At a directors meeting, your Board voted unanimously to hold next year's meeting in Memphis, Tennessee sometime around Memorial day; when we can usually get the best hotel rates. John Spence has agreed to be chairman and will host the 1990 annual meeting.

In addition, your Board voted to sponsor a trip to Europe in October 1990 to coincide with the annual meeting of the Comete Line, usually held in Brussels, Belgium the third weekend in October. As proposed, the trip will include visits to the Pyrenees area, Plouha, Brussels and Amsterdam. We will have a number of stops in places where resistance groups were active but we will probably bypass Paris. This may well be our last big trip to visit our Helpers so you had better start making plans to join us. I promise you a truly unforgettable vacation.

Several of our members had suggested our present Articles of Incorporation were not detailed enough to properly guide an organization the size of AFEES. To address this concern a more specific set of By-Laws was prepared and presented to the membership in the Christmas Communications and again at the annual meeting in Pittsburgh. After some discussion on the merits and technicalities of the proposed By-Laws, the membership present at the Annual Meeting by more than a two-thirds majority, rejected them.

In summarizing that majority opinion, I believe that the expression, "If it ain't broke, don't fix it," is apropro. We will continue to operate as we have for the past 25

years.

I am pleased to report the reelection of the following Directors. Jim Goebel, David Schoss and Dick Smith. In addition, Gil Millar was elected to the Board. All of the above will serve for a period of three (3) years.

As some of you know, our major fund raising effort is an auction at the annual meeting. Items contributed by those attending and various generous national corporations were appreciated. A five pound chocolate bar from the Hershey Chocolate Company, Ray Ban sun glasses from Bausch & Lomb evoked spirited bidding and kept the membership alert and interested. We are indebted to Pepsi Cola, Eastman Kodak, General Foods, Tetley Tea, H.J. Heinz Co. and the membership for their generous support. On the other hand, I was amazed at the number of top executives of major consumer product companies who evidently trash thoughtful letters.

We raised \$2,700.00 at our auction and \$1,700.00 in PX sales. All of the auction money and the net of PX sales will be used for the benefit of our Helpers.

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## PROPOSED EUROPEAN TRIP IN 1990

Estimated departure date: Wednesday, October 10, 1990

The following is the first draft of a proposed itinerary for the trip to Europe next October. I hope you will go over it very carefully and transmit any comments or suggestions that you might have either to me or Jim Goebel.

Please note the timing on the itinerary is arranged to get us into Brussels for the annual meeting of the Comete Line on October 19th, 20th and 21st, 1990. Although I do not have confirmation on this date, it is customary for them to hold their meeting on the third weekend in October.

Wed.	Depart USA for Toulouse, France
Thurs.	Arrive Toulouse late afternoon
Fri.	Free in a.m., catch up on jet lag. Lunch and tour of Aerospatial airplane plant later
Sat.	To Foix. Lunch with resistance members
Sun.	Morning free in Andorra then lunch. RON in Bayonne
Mon.	All day in Bayonne, RON in Bayonne
Tues.	To Rennes, ETA late afternoon. RON Rennes
Wed.	After lunch go to Plouha. RON Plouha
Thurs.	a.m. tour the Shelburn, Plage, Boneparte area with ceremony at the monument. After lunch in Plouha go to Rouen. RON Rouen
Fri.	Head for Brussels. RON Brussels
Sat.	Attend Comete Line meeting and activities
Sun.	Attend Comete church service. Noon departure for Amsterdam. ETA early evening. RON Amsterdam
Mon.	Meet with Dutch Helpers. RON Amsterdam
Tues.	Depart for USA Thanks, Ralph

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## MIA LELIVELT WRITES

Only a few weeks and you will meet again with a lot of friends in Pittsburgh. The program is fantastic. I can only be there in thought. But I wish you all a good time.

I am very happy with your newsletter for it makes the distance seem shorter for me. We have an ESCAPE reunion in August but my vacation is already booked so I will miss it. I shall miss all my American friends but perhaps next year, who knows. Have a good time!

Greetings from Holland - Mia

# FOLDED WINGS FOR FRANK J. MOAST

Dear Harry: February 17, 1989

Just a short note to tell you that in July, 1988, Frank J. Moast passed away. His name is listed second from the top directly beneath mine on page 11 of the booklet Operation Boneparte.

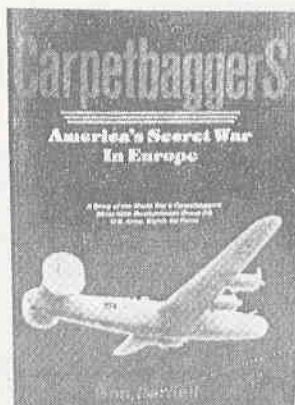
Frank was not a member of AFEES nor was he a member of the 94th Bomb Group Memorial Association to which I belong. All efforts to contact him over the years were to no avail. Mention of his death was in the December issue of Search and Rescue, Lost Souls, and deceased members of the 94th Bomb Group.

I'd like to contact members of his family as Frank was the Flight Engineer of the crew of which I was the Bombardier. We were shot down on the 26th of November, 1943 and were hidden out separately for the first of our nine weeks with the French underground. After that we were hidden together and returned together to England on the 503 boat with Ralph Patton and Bill Spinning along with twenty-two others. I just bring this up for you as I know that all of the various organizations relating to WWII want to know the status of everyone connected to their groups, whether active or inactive members. Sincerely yours, Bill Campbell.

ED note to Bill Campbell. Sorry I'm so late getting this in the Communications.

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## THE CARPETBAGGERS by Ben Parnell



After more than forty years of secrecy and anonymity which concealed the special operations of a very unique 8th Air Force unit of B-24s, during most of WWII has been lifted in this detailed account by Ben Parnell. He's the brother of S/Sgt Garrett C. Parnell Jr. who was killed in the crash of a Carpetbagger B-24 returning to land in a 200 foot ceiling at a British air base. Your editor has been asked by members of several organizations where

to find the above mentioned book. If you can't find it in your local book store, write to Eakin Publications, Inc. P.O. Drawer 90159, Austin, Texas 78709-0159 or call 512/288-1813 The price is \$16.95 and well worth it.

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## FROM DOUG COX, RAFEES

(Canadian Branch)

Dear Harry: On page 7 of your 1988 Winter Communications, was a picture of Reginald Adams. I was with him at Etables-sur-mer, 22680 France between May and May 19, 1943. He was an RAF Sgt/Radio Operator shot down in a Stirling near Amiens early in 1943 on the way to Munich. He should have crossed the Pyrenees into Spain from PAU about the same time I did (May 29 - June 3, 1943.) However many were picked up by the Gestapo in Paris.

Many of us, including a number of Americans were hidden around Etables by a local hero, Jean Camard and his parents at this time, (30 April to May 19, 1943.) Some U.S. names held by the Camards (they burned

most names in June 1943 for fear of the Gestapo) were John M. Scott, 743 Belmont, Pueblo, Colorado, (shot down 29 May, 1943 near Plourhan - he might be from the B-17 on pp16 of your Winter Co-munications re the Plourhan monument).

Alan Davis, New York - Lieutenant, pilot B-17 shot down 1942 near Lannion after attack on Servel airfield. Frank-----, Chicago - Motion Picture director.

Mark-----, Pennsylvania - Lieutenant, Navigator B-17 shot down April 4, 1943 near Paris after attack on Renault factory. He may have had a leg injury. He could have arrived in Etables as late as 29 May, 1943.

Mark is blamed by the French for selling everybody in Etables to the Gestapo. The people in Montfermeil, near Paris, say they looked after an American with a bad leg named Mark, who informed on them. These two reports from two widely separated points may be an old story which the OSS knows about. Could have been an agent who took the identity of a U.S. flyer.

I was hidden in Montfermeil by Lucien Fouard and family and Maria Saltel. Lucien's widow says the Gestapo killed him because of Mark. Her son is:

Christian Fouard, 170 Avenue des Begonias 93370 La Ferte'sous.Jouarre, France.

Mme. Maria Saltel, 14 Blvd. Clemenceau, 7720 Etables-sur-mer, France

The widow of Jean Carmard is:

Mme. Francis Joncour, 27 rue Pierre le Cornec, 22680 Etables-sur-mer, France.

His brother is:

Alain Camard, 39 rue des Callais, 95600 Eaubonne, France.

Jean Camard hid Ray Labrosse on his first visit to this area. Mme. Saltel and Mme Joncour might be good candidates for AFEES to invite to the U.S. sometime.

Could you print the names of the B-17 crew from the Plourhan monument in your next issue?

Francois Joncour has pieces from this plane brought up from diving on it in the harbor of St. Quay Portnieux. Best regards to Ralph Patton.

All the best, Doug Cox. RR 4, Bridgewater, Nova Scotia, Canada B4V2W3 (Tel.) 902/543-3860

Ed note: I do not have the names of the crew on the Plourhan monument. Perhaps some of our readers who are more familiar with the monument could enlighten Doug.

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## REGINALD ADAMS LOCATED

Dear Harry: March 13, 1989

Thank you so much for your very welcome letter. So delighted to hear from you and to thank you for contacting Jacqueline Guy because things have happened rapidly.

In your letter, which I received on March 11, 1989 which needed Jacqueline's address and her present whereabouts, namely being in France. But on the morning of the 12th no less a telephone call from Jacqueline from Normandy staying with her mother until the 16th.

I will be writing to her home and she will write to me. Also I will contact Elizabeth Lucas Harrison (Secretary of RAAFES, London) regarding the outcome.

Thank you again and may I wish success and happiness always. Yours very faithfully,

Reginald W. Adams

Ed Note: It's great when we get missing people together!



Thomas Thomas - Elsie Griseti - Bill & Lilly Miller



Roger Jamblin - Ethelene & Clyde Martin - Maggie



Hendrick van Remmerden - Elly Manion - Phil Fink



Ed Miller - Charlene Rotondo - John Severson



Dorothy & Floyd McMichael - Ellen Dieleman  
Etta & John Chernosky



Mary Luzik (daughter of Serge Tartas) - Scotty Randall



Jan Voges - Ralph Patton



Alice & Marie Goulain - Paulette Pavan - Charlene Rotondo  
Pierre & Yvette Sibril - Leslie Atkinson

## FRANK HENNESSY'S CREW

Dick Smith of Battletlake, Minnesota met a member at the Pittsburgh reunion who asked if he would send him a copy of Frank Hennessy's obituary.

Like most of us (at this age), ol' Dick misplaced the man's name and address. Therefore Sir, when you read this item, if you will write to Dick, he will gladly submit the promised obituary poste-haste. Before I forget it, here is Dick's address: Richard M. Smith

Rt. 2, Box 222  
Battletlake, Minnesota 56515

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SEARCHING FOR INTERNEES  
FROM SWITZERLAND

Dear Ralph: 23 June, 1989

I'm trying to match up the names of twenty-three escapees and eighty-six evadees who got into Switzerland and then were repatriated in September and October of 1944. They came through Annecy, France on their way back. I'm attempting to locate as many as possible. Have you any idea how I might find out who the French Helpers were for the Annecy operation?

The operation wasn't even mentioned in the "Carpet-baggers". I plan on sending letters to some of the relevant memorial groups asking for help in locating anybody who had something to do with the Annecy operation (including those who went through there, and those that helped such as the French and Swiss.)

Roy J. Thomas, W6722 Hwy 11, Monroe, WI 53566

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22ND BOMB GROUP - 5TH AIR FORCE  
REUNION NOTICE

The 22nd Bomb Group, of the Army Air Corps and the United States Air Force, including the 2nd, 19th, 33rd, and 408th Bomb Squadrons will hold their 40th Annual Reunion on September 14th through 16th, 1989 in Lexington, Kentucky. Contact Jack Clark, Box 560967, Rockledge, Florida 32956-0967.

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461ST & 484TH BOMB GROUPS  
PLAN REUNION

The 461st and 484th Bomb groups Association (WWII) will hold their annual reunion from August 31st thru September 3rd at the New Orleans Marriott Hotel. 555 Canal Street, New Orleans, Louisiana. Contact Bud Markel, 1122 Ysabel Street, Redondo Beach, California Phone 213/316-3330.

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FROM PAULETTE PAVAN  
JUNISY-SUR-ORGE, FRANCE

Last December I wrote to Mr. Spinks; "now of the eighteen airmen who were in our house, we have found five of them."

Every meeting is a reason to expect to find one more.

This year in Pittsburgh it was Jim Shilliday. He was in our home during February, 1944. Because of Jeannette Harris' fine work, Jim and I have now met for the first time in forty-four years.

All together my family and airmen have shared something very particular, something incomparable. Just like a scar, we don't think of it at every moment, but it's always there. Thank you, Paulette Pevan

and

"THANKS FOR NOT FORGETTING"

FLYING A B-24 IN WWII WAS ONLY  
HALF THE BATTLE!

The March 7th General Dynamics advertisement asking for donations "to help restore a B-24 to its original condition" just happens to strike this particular former B-24 pilot as a piece of supreme irony and unmitigated chutzpah.

True, "forty-five years ago, our freedom was on the line" and on the night of Nov. 14, 1944 (at the ripe old age of 22), I flew a B-24 and a crew of 11 out of Fairfield Suisun (later renamed Travis Air Force Base) in California, to join the 868th Bomb Squadron ("The Snoopers"), of the 13th Air Force, for combat in the South Pacific: Noemphor, Morotai and Okinawa.

Aside from being variously called (with no affection) "The flying prostitute," (no visible means of support,) "the prop hanger," "the flying brick," - and enjoying its own notorious version of the Air Corps song; "Off we go into the wild blue yonder - CRASH!" - it was the worst misbegotten, wrongly conceived, improperly designed and negligently slapped together piece of junk ever to needlessly take the lives of American flyers.

I flew and survived 35 missions. But seven out of my original 11 crew members died - not from enemy action, but from mechanical failures of the B-24! If they restore a B-24 to its "original condition," then God help and have mercy on whoever has to fly it again.

If they really want to symbolize "the American Spirit," that honor belongs to the crews of the B-24, who fully knew it was a horrible deathtrap but went up in it anyway, because "forty-five years ago our freedom was on the line."

MURRAY GRAINGER  
South Orange, N.J.

Exerpt from the Wall Street Journal - March 23, 1989  
Ed Note: I flew 33 missions in Stardust, a B-24H and only aborted 1. Our only malfunction was a horde of angry ME-109's who shot us down on August 15, 1944

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HELPING OUR "HELPERS"

In Memphis, as it was in Pittsburgh and Denver, the AFEEES is again inviting all Helpers to be our guests. The response was great in the past years and we hope it will be even greater in Memphis. ENTERTAINING OUR HELPERS IS OUR REASON FOR BEING!

Our PX inventory is the best ever and all the profits go directly into our Helpers Fund. As last year in Pittsburgh, our auction will be divided into both the regular and silent auction and will increase our proceeds and fun. For first time attenders, please bring an item for the auctions. The variety and value of things auctioned at previous meetings is unbelievable. Many are military related but some are not and they all create much interest.

All the receipts of these activities will help with our expenses. Contributions to the Helper Fund are always appreciated. The plan is to make each annual meeting support itself. We have been successful at each previous meeting and the Board of Directors are sure we will continue.

To repeat our Annual Message to members making their first meeting. The registration fee we set is to cover the cost of a person's attending. With this policy, anybody making a contribution to the Helpers Fund knows that this fund will be used only for entertaining our Helpers.



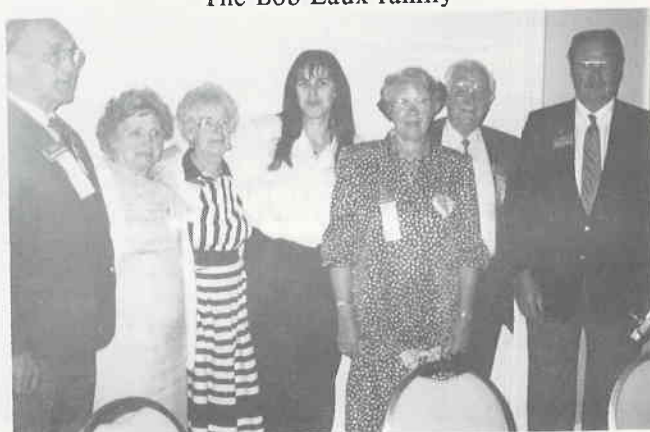
Frank & Isabel Dell - Harry & Pat Dolph



The Bob Laux family



Gil Millar - Gilbert Shawn



Cornelis Jasperse - Elsie Grisetti - Elly Manion  
Ellen Dieleman - Janny & Bas De Witt - H. van Remmerden



Kate Spinning - Betty Patton & son Geoff



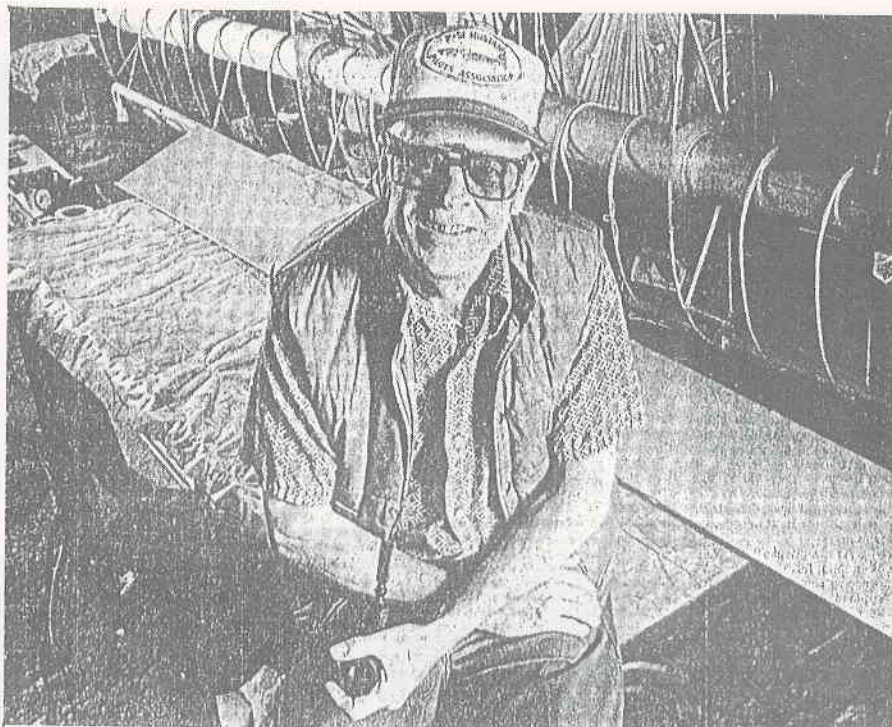
RAFES Jack Blandfold - Anneke Butzelaar - Jan Voges



Scotty David - Peggy Rossiter - Virginia Kroll



Ashley Ivey - Bas De Witt - Leonard Pogue



George Brooks of rural Silver Lake, a fighter pilot during World War II, showed the ultralight plane he is building in his shop for his "last hurrah." Brooks recently attended a reunion of German fighter pilots

and their crews, where he met the man credited with shooting him down. Below, a young Brooks stood beside his P-51 Mustang, "Kansas Aggie," which he was flying within weeks after being shot down.

—Staff/Thad Allison

## We have met the enemy, and he is just a guy like me

By LARRY MORITZ  
Capital-Journal staff writer

Forty-four years is a long time to hold a grudge against someone, unless that someone happened to shoot you and your plane down.

For George Brooks, a retired Postal Service employee from rural Silver Lake, 44 years from the time he was shot down over northern France was the time to put those hard feelings aside and try to accept that World War II was actually over and that men who had been adversaries were now common people like him, many years older than before.

Brooks attended a reunion of the 26th Jagdgeschwader, 1st Gruppe, 4th Staffel in Fuerstenau, West Germany, this month — a reunion that included not only members of a German fighter squadron who Brooks is sure were responsible for the deaths of several of his squadronmates during the war, but also the pilot who shot him and his P-51 Mustang down on the morning of Aug. 13, 1944.

"I really had to do some soul-searching before I went over there," Brooks said, "but it finally dawned on me they were just men fighting for their country just like us. There was no doubt in my mind that some of the pilots I met over there accounted for the deaths of some of the men I flew with.

"But they felt just like we did and they hurt over their losses. There actually wasn't a damn bit of difference between us and them except the language and the uniforms.

"When I was first contacted, I actually didn't want to dig all this stuff up, but now I'm glad I did. This was a great way to finally end the war for me, by getting to meet my former adversaries."

During his four-day stay in Germany, Brooks stayed at the home of Hans Kukla, a German fighter pilot shot down in the same air battle as Brooks. Kukla was the only member of his four-man element to survive the battle.

Brooks and Kukla began exchanging letters in early 1987, after both were reached by Don Caldwell, a Texas author doing research for a

book on the history of the 26th Jagdgeschwader, which is considered one of the top Luftwaffe fighter units of World War II. It was Kukla who invited Brooks to the reunion, and it was through these letters that Brooks first began to realize he shared a common bond with his former adversary.

"Kukla often referred to August 13, 1944, as our second birthday, since neither one of us should have made it through that day alive," Brooks said.

Although he was the only American fighter pilot attending the German reunion, Brooks said, his hosts made him feel at ease during his stay, literally treating him "like a king."

"Just last year my fighter squadron had its first reunion since World War II, and a lot of those guys still have a lot of animosity toward the Germans," he said. "But over there (in Germany), there didn't appear to be any animosity whatsoever toward the Americans."

During the reunion, Brooks was introduced to Xavier Ellenrieder, the man given credit for shooting him down during the battle. Brooks received a photocopy of Ellenrieder's flight log for that day.

"I didn't know before I got there that I would be meeting the man who shot me down," he said. "I mean, the odds against that have got to be a million to one. I will say this, it sent chills down my spine. But all I could do is grin.

"Before he left, Ellenrieder came up and put his hand on my shoulder and said 'George, all is good?' which

any animosity remaining, and I said, 'Yes, all is good.'"

Brooks was flying only his fifth P-51 and was participating in his first aerial battle when he was shot down.

"When you're young, you get tuned up to such a high pitch, you want to get up and get at 'em," Brooks said. "But I found out mighty quick it was a pretty deadly game."

The game almost proved deadly for Brooks. As his plane started going down and fire and smoke were coming from beneath his instrument panel, Brooks tried to bail out, but his canopy would not open. He finally managed to open the canopy and release his parachute only seconds before impact, coming down through a small apple tree before landing just 30 yards from where his plane had crashed.



Brooks, center, posed with Xavier Ellenrieder, left, the man credited with shooting his plane down, and Hans Kukla, shot down in the same aerial battle, who was Brooks' host during his stay in Germany.



"I played football for four years in high school, and I was never hit that hard," he said. "It took me three months to get back together, you might say, in mind, body and soul."

After being shot down, Brooks managed to reach a U.S. night reconnaissance patrol with the help of several French citizens, then spent three weeks in a U.S. hospital in England recovering from burns to his legs and right hand.

After his release from the hospital, Brooks hoped to rejoin his squadron and expected to be made leader of an element, but he found the squadron had disbanded. He did serve several months as a pilot with the 9th Weather Reconnaissance Squadron after his return.

Although it has been several years since Brooks flew an aircraft, he is building his own ultralight plane kit and hopes to have it ready to go up this fall.

"I really just want to fly again, and I figure this will be my last hurrah with an airplane," he said. "Sure, it's been several years since I've flown, but it's like swimming: Once it's there, it will always stay with you."



Jim Shilliday - Paulette Pevan - Howard Harris



Janny De Witt - Cornelis Jasperse - Walter Kasievich  
Bas De Witt



John Katsaros - Jacques Keshishien - Joe Manos



Clayton David - Anneke Butzelaar - Scotty - Jan Voges



Andrew Marcin - John & Ethel Yandura



Margaret & Layman Mahan - Marie Therese & J. Vallet



Jim & Helen Shilliday - Paulette Pevan  
Jeanette & Howard Harris



Dick Smith - Millicent & Herbert Brill

TEXT OF SPEECH BY MR. JASPERSE AT  
AFEES MEETING, 28 MAY 1989 IN PITTSBURGH

I'm thankful that Ralph gives me the opportunity to say some words on behalf of the Dutch helpers. I thank you very much for having invited us again to join you here in this beautiful City of Pittsburgh and its marvelous surroundings. Our appreciation is especially directed to President Ralph Patton and his Pittsburgh colleagues who did so much work in the wings to get things organized and to Claude Spinks who always keeps us helpers so well informed, to Scotty and Clayton David, to Doris and David Schoss and to all of you AFEES members who made it possible for us to be here.

It is good to be here in this peculiar atmosphere of generosity, friendship and comradeship that can't be explained to outsiders and can exist only between men who are sharing that particular experience of being back from the edge of that narrow margin between life and death.

I suppose that I understand something about the basic philosophy of AFEES which is mainly directed to European helpers with that impressing statement: "WE CAN NOT REPAY YOU, BUT WE'LL NEVER FORGET".

Please allow me to put this statement in reverse. It was you who came over the ocean, the Eighth Air Force, bombing together with the famous Royal Air Force the rats out of their holes, bringing the war to where it belonged: in the Nazi-gangster fatherland itself, paving the path to the glorious victory which came after that unforgettable day, the sixth of June, 1944, D-Day.

Liberty instead of slavery is worth any price. You and your fellow Americans were willing to pay the price. It's therefore I say: we owe you so much, WE WILL NEVER FORGET! And the least we helpers could do was to help you for the cause of our own liberty.

May I dear friends, say once again, THANK YOU and salute you as LIBERATORS!

Last but not least, I feel I need to say some words to all the AFEES and Resistance ladies here and I address this also to my wife in Holland who couldn't be here because of health reasons. Allow me ladies to bring an old fashioned European salute to you who, although we men are carrying that burden of our incredible stories, unbelievable experiences and even nightmares, have still the patience to back us. Thousands of kisses for you! God bless America and may He bless you all.

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FROM "GEORGE" H. VAN REMMERDEN

Dear Ralph: Wilmington, June 11, 1989

Once more I would like to thank you and the AFEES for your hospitality and showings of warm friendship during your 1989 annual meeting in Pittsburgh, my first meeting, but an experience I will remember as long as I live. Your symbolic reward with the parachute lowering into the palm of a hand is proudly mounted on the bulkhead of my boat. I am proud to be a helper member of the Society now, and glad to be one of your friends, Ralph. When I first met you I saw you as a rather little guy, but after listening to you all through the meeting, you're standing very tall in my mind.

I hope you remember that I talked to you about my friend in Holland who was very much involved in our activities during WWII, hid and helped between 25 and

35 shot down air force members, received the U.S. Medal of Freedom and he is an honorary member of the Royal Air Force Escaping Society.

His name and address are:

H.D. Idenburg (Henry)  
Gentsesraat 113  
3587 HM den Haag  
The Netherlands

I would like to introduce him as a new helper member of the Air Forces Escape and Evasion Society and if you do accept and notify him, maybe you will let him know that "Little George" made the introduction. He deserves to be a helper member and an addition to a great group of people and I will appreciate it very much if you will accept this introduction.

And last but not least, I'm really looking forward to the next meeting in Memphis where I hope I will meet all you good people again. Sincerely,

"George" H. Van Remmerden, 7603 E. Firestone Blvd, Suite 139, Downey, California 90241-0460

Ed Note: President Patton has issued the Citation of Remembrance and accepted Mr. Idenburg as a helper member as of June 23, 1989.

+++++ Dear Ralph: Carlisle, Great Britain 6-12-1989

This is to confirm our appreciation of what you did for us. Your reunion enabled us to revive a few memories of forty-five years ago. I read a report on M. Mme. Siberil when I was working in I.S.G. in Paris in 1945.

Following the reunion we motored down to Pawnee, Oklahoma, and while in the vicinity of St. Louis had dinner with Earl E. Woodard and his wife Nancy. He is about to undergo a very serious operation and is worried about it.

After spending a few days with Layman and Margaret Mahan we flew to Flagstaff and visited the Grand Canyon also Monument Valley. We were very impressed by what we saw.

The visit to America has given me a deeper understanding of your people. It has also enabled me to come to terms with the size of your remarkable country.

If you should ever come near Cumberland you simply must let us know. With renewed thanks, Yours sincerely, John. (J.D. Vallyely, 18 Etterby Lea Crescent Stanwix, Carlisle, CA3 9IG Great Britain.)

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JACK DAVIS of Little Rock, Arkansas

LETTER TO SCOTTY FROM JERRY DAVIS

Dear Clayton and Scotty: It is with great sadness that I write this letter and tell you that we will not be with all of you in Pittsburgh this year. Jack died on the 4th of April, 1989. The void he has left is unbelievably immense.

Jack became ill again last November and when surgery was performed in February, cancer was found again. It had returned with a vengeance. From then on it was just a matter of time.

My comfort comes from knowing he's in God's hands and he suffers no more pain.

I want to continue as a member of AFEES if possible.

Give my regards to all. Love, Jerry (Davis)

+++++ If Jack's in love, he's no judge of Jill's beauty!



George & Mary Buckner - Guilaine & George Padgett



David & Doris Schoss - Ada & Milt Goldfeder



Bill & Millie Lincoln - Bobbie & Virgil Marco



Paul & Margaret Boe - Ed & Mrs. Neu



Dorothy & Frank Lashinsky - Eleanor & Francis Heekin



Ed & Aylene Spevak - Ernie & Barbara Hugonnet



Robert & Helen Grimes - Jim & Linnette McElroy



Dorothea & Ted Kleinman - Hilda Nunn - Floyd Carl

## THE "ESCAPE" INVITES TWO AFEES

The Nederlandse vereniging van pilotenhulpers uit die tweede wereldoorlog or "The Escape," as we know it have invited two members of the AFEES to attend their reunion from August 24th to August 27th, 1944. Several names were submitted and the result was that Clayton David and his wife Scotty as well as Harry Dolph and his wife Patricia will represent our organization.

The agenda will be as follows:

### First day, August 24

- 1700 hrs. Arrival and registration, settling in rooms in hotel De Witte Bergen at Laren.  
1900 hrs. Dinner. Rest of the night at liberty.

### Second day, August 25

- Breakfast.  
0930 hrs. By bus to Castel Groeneveld in Baarn. The interior is worth visiting and there is always an interesting exhibition at hand. Beautiful garden for a walk. By bus to Oud-Loosdrecht.  
1400 hrs. Embark the saloonboat "Prins Hendrick", lunch on board and enjoy an unforgettable journey over the river Vecht with its famous old country-houses and via the Loosdrecht lakes back to Oud-Loosdrecht and by bus back to the hotel for refreshing drinks before dinner.  
1930 hrs. Dinner. Rest of night at liberty.

### Third day, August 26

- Breakfast.  
0900 hrs. By bus to show you a lot of our Province Suid-Holland and via a tourist route to Alphen o.d.Rijn to the well known restaurant Avifauna for coffee and cake, then to Gouda to visit the St. Janskerk with its famous enamel windows and from there by bus to restaurant Plaswijck on the waterfront near Rotterdam for lunch.  
After lunch by bus a roundtrip to one of the nicest old towns, Schoonhoven to visit the the Gold and Silver Museum and Clock Museum.  
Back to the hotel for refreshments and drinks before dinner.  
1930 hrs. Big reunion-dinner with friends from AFEES, RAFES, RAFA-Amsterdam and England and a representative from "The allied Aircrew Helpers Society."

### Fourth day, August 27

- Breakfast.  
After breakfast time at liberty for church services or a walk in the forest or in the heatherfield nearby.  
Before Lunch, time for a drink.  
1230 hrs. Farewell lunch after which we take leave and say, "Good bye till next year!"

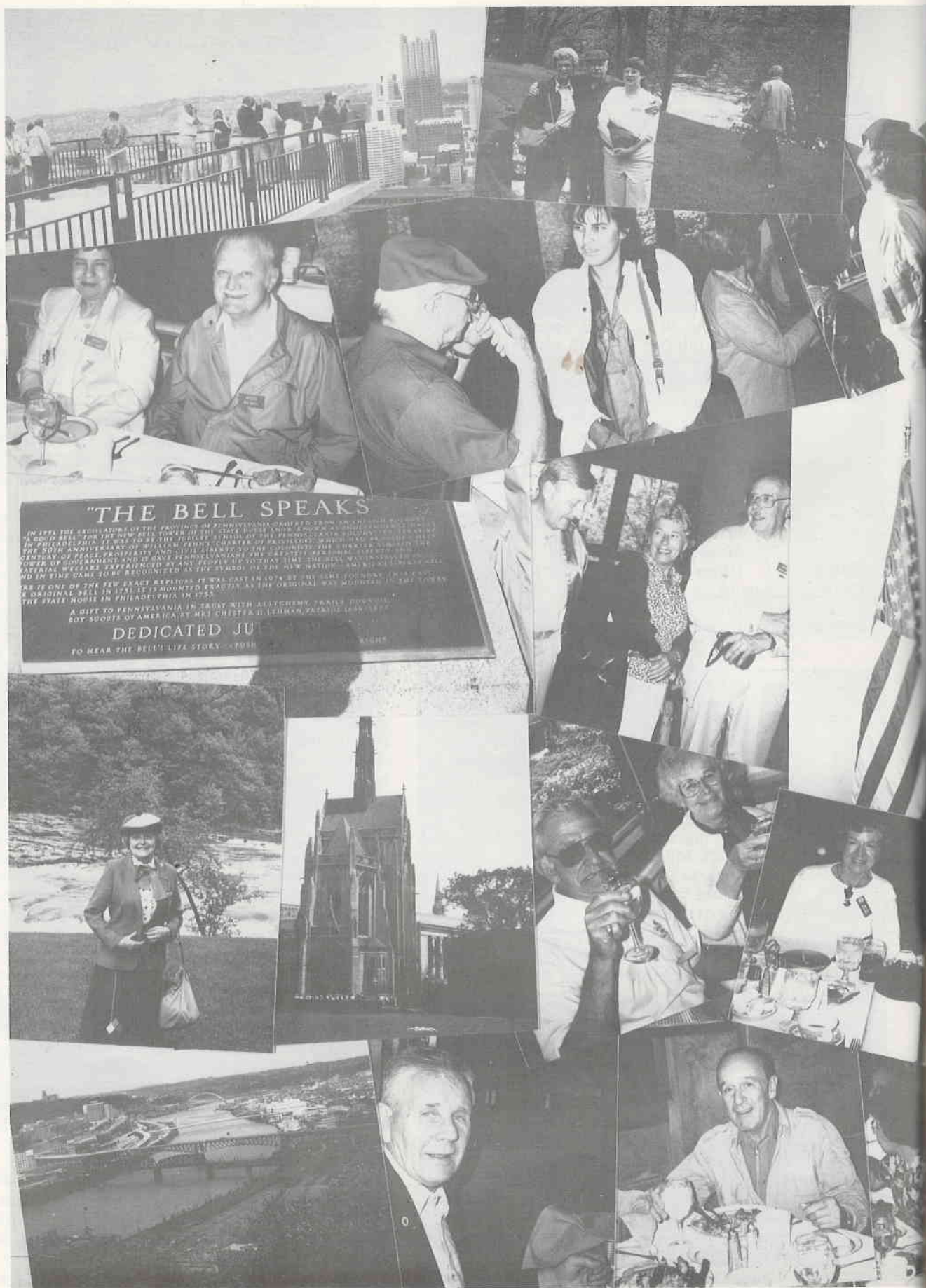
Ed Note: All members helped by the Dutch during WWII are welcome to attend. But, since the ESCAPE finances are limited, they will be unable to pay for everybody. If you do plan on going, get in touch with Jan Voges, Truebstraat 41, Nunspeet 8072WC, The Netherlands. Both Clayton David and the Dolphs are departing the for Europe on August 15th, 1989.

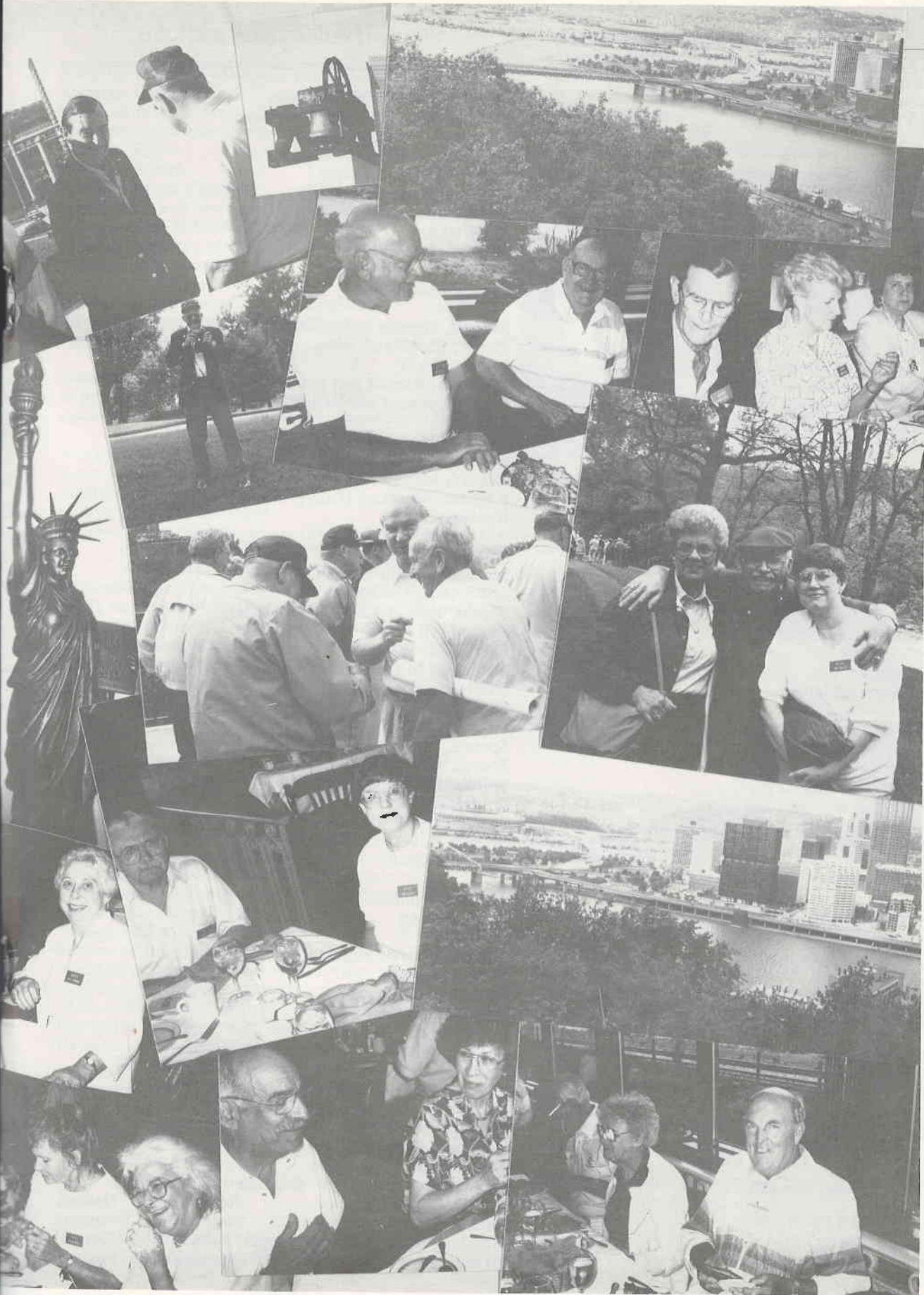
## ANDREW WILLIAM "NICKY" BARR



A fighter ace, Australian Andrew William "Nicky" Barr's exploits during WWII are unique. As a star player on Australia's 1939 International Rugby Team, he developed the strength and sense of teamwork he would need in combat. While the team toured England, war

was declared. Unable to enter flight training in England, he joined the Royal Australian Air Force (RAAF) as a trainee pilot, and was appointed a pilot officer in September 1940. In November Barr was posted to 23 Squadron flying CA-3 Wirraways on patrol around Queensland. He entered the ongoing African campaign in October 1941 when posted to the 3 Squadron in the Western Desert. As on the rugby field, he displayed aggressiveness flying P-40 Kittyhawks in the air over Africa. During his first 35 operational hours, Barr flew 22 missions, engaged in 16 aerial combats, and was credited with destroying 8 enemy aircraft. On 11 January 1942, during an attempt to rescue a downed pilot, he became engaged in a dogfight with ME-109's and was shot down 25 miles behind enemy lines. Although wounded, he evaded for five days and even gathered information on the enemy. After a brief recovery, Barr returned to combat, and in May assumed command of 3 Squadron. Keenly aware of the teamwork needed, his squadron fought to halt Rommel's advance into Egypt. At one point 3 Squadron flew a record 64 fighter and dive bombing missions in one day - he completed a record 6! On 26 June, 1942, during his third morning flight, Squadron Leader Barr was shot down. Badly wounded, he was captured by Italian forces. By that time, he had flown 84 combat sorties and scored 12 victories. He spent the next five months in military and POW hospitals in Italy. He escaped once but was recaptured and sent to the Italian fortress prison of Gavi - a place from which no one ever escaped. After eight months he was sent to Germany; however, enroute he once again managed to escape. He evaded the enemy in Austria and Italy for eight months. During this time, he joined the remnants of an Allied Special Airborne Services unit conducting clandestine operations in and around Field Marshall Kesselring's Headquarters at Aquila, Italy. Finally, in March 1944, 21 months after his initial capture, Barr infiltrated the German lines and rejoined Allied forces. For his exploits in enemy territory, he received the Military Cross. Wing Commander Barr left the RAAF in October 1945 and became a prominent Australian business leader. Since retirement, he has devoted his energies to yachting and supporting Australia's defender in the 1987 America's Cup, the Kookaburra III.





PITTSBURGH 1989  
EVADERS AND AMERICAN FRIENDS

Antanovich, Alex and Betty  
Arlin, Rose  
Ashman, Violette

Beall, Sylvia  
Besbris, David  
Booth, William and Mary  
Brill, Herbert and Millicent

Carl, Floyd  
Carney, Regis and Elizabeth  
Cater, James and Frances  
Chernosky, John and Etta

Davey, Alice  
David, Clayton and Scotty  
Dechambre, Jerry and Midge  
Dolph, Harry and Patricia  
Dowler, Clement and Betty Jo  
Drysdale, Douglas and Martha

Fegette, Lee  
Feingold, Lou and Leah  
Fink, Phil  
Fruth, Robert and Wilma

Gagne, George  
Goebel, Jim  
Goldfeder, Milt and Ada  
Grimes, Robert and Mary Helen

Haines, Ken and June  
Hannan, Robert and Olga  
Harpin, Charles,  
Harris, Howard and Jeannette  
Heekin, Francis and Eleanor  
Hogan, Peter and Mary  
Horner, Laurie and Grace  
Hugonnet, Ernie and Barbara

Ivey, Ashley and Ruth

Judy, Clyde

Katsaros, John and Mary  
Kelley, Robert  
Kenney, Paul and Dorothy  
Keshishian, Jacques  
Kleinman, Ted and Dorothea  
Krol, Ted and Virginia

Lashinsky, Frank and Dorothy  
Laux, Bob and Betty  
Laux, David and Paula  
Laux, Bob, Jr.  
Lincoln, Bill and Millie  
Loring, Warren (Bud)

Mahan, Laymon and Margaret  
Manos, Joseph  
Marcin, Andrew  
Marco, Virgil and Bobbie  
Martin, Clyde and Ethelene

Marx, Francis  
McElroy, James and Linnette  
Mc Michael, Lloyd and Dorothy  
Melancon, Sam and Blanch  
Michaels, Edgar and Norma  
Millar, Gil and Frances  
Miller, Ed and Genevieve  
Miller, Bill and Lilly  
Mills, M.J.  
Muller, Jake

Neu, Ed and Marie

Padgett, George and Ghislaine  
Patton, Ralph and Bette  
Patton, Geoff  
Pederson, Arnold and Irma  
Pogue, Leonard and Millie

Rendall, Richard and Scotty (son)  
Richardson, Clyde and Virginia  
Rogoff, Manny and Irma  
Rossiter, Margaret (Peggy)  
Rucigay, John

Schallehn, Leonard and Eunice  
Scott, Peter and Helen  
Scott, Dick and Flora  
Shaver, Ken and Melba Carpenter  
Shawn, Gil  
Sherwood, Morton and Renee  
Shevchik, Milton and Anna Mae  
Shilliday, James and Helen  
Shoss, David and Doris  
Smith, Dick  
Spence, John and Mary Ann  
Speval, Edward and Aylene  
Spinks, Heyward Claude  
Spinning, Kate  
Stead, Jack  
Sweatt, Robert and Mary  
Swenson, John.

Thomas, Thomas  
Titus, Robert

Warren, Charles and Margaret  
Watson, Cody  
Westerlund, Charles  
Weyland, Russ and Fran  
Williams, Clifford and Mary  
Wood, John  
Yandura, John and Ethel

+++++

HELPERS ROSTER

Helper	WWII Loc	Now
Atkinson, Leslie	France	France
Boe, Paul & Marguerite	France	France
Caubergh, Frank	Belgium	Belgium
DeWit, Bas & Janny	Netherlands	Netherl
Dielman, Ellen (daughter)	Netherlands	Netherl
Goulain, Alice & Marie (daught)	France	France
Griscti, Elsie	Netherlands	England

## HELPERS ROSTER CONTINUED

Jamblin, Roger & Maggie (Friend)	Belgium	Belgium
Jasperse, Cornelis	Netherlands	Netherl
Luzik, Robert & Mary	France	PA. USA
(Daughter of Serge Tartes)		
Manion, Ellie	Netherlands	MN. USA
Pavan, Paulette	France	France
Rotondo, Al & Charlene	France	NH USA
Sibiril, Pierre & Yvette	France	France
Vallely, John & Marie Therese	France	England
Van Remmerden, Hendrik	Netherlands	CA USA
Voges, Jan & Anneke van Butzelaar	Netherlands	Netherl
Webb, Bill and Jessee	England	England

Ed note: Helpers names are underlined.

+++++  
 ENGLISH GUESTS

Blandford, Jack  
 Dell, Frank and Isabel (Prairie Flower)

+++++  
 CANADIAN GUESTS

Moran, Alex and Florence  
 Scott, Roy and Betty  
 Trottier, Ernie and Mary  
 Wilby, Tom and Joe (son)

+++++  
 486TH BOMB GROUP (HEAVY)  
 ANNUAL MEETING ANNOUNCED!

The 486th Bombardment Group (Heavy) 8th Air Force, WWII stationed at Sudbury, England and flying B-24 Liberator bombers, will hold its annual reunion at Davis-Monthan AFB, Tucson, Arizona from September 30th through October 3rd. This will include all base support units. Contact: Robert S. Bee, 2064 Tuckaway Ct., Columbus, Ohio 43228. Phone: 614/242-5289.

+++++  
 ASHLEY IVEY WRITES

Dear Harry and Pat: 5 June, 1989

It was great to see all my newfound friends in Pittsburgh. Our second but not our last AFEES reunion.

AFEES is not only composed of a special group of people, but also the warmest and friendliest that I know of. There are no strangers in AFEES, even though there may be many you we had not previously met.

Incidentally your newsletter is absolutely tops and I treasure each copy I receive.

Please add to the AFEES mailing list the five Dutch helpers on the attached list. All of them helped me and others of my crew in 1944-1945. All of them speak and read English to some degree.

Many thanks and best wishes to you and Pat on your trip to Holland later this year.

Helpers: J. Verselewel de Witt Hamer, Arts  
 Sir Winston Churchillaan 735  
 2287 AP Rijswijk, Netherlands

Jacqueline M.E. Horsthuis-Verselewel de Witt Hamer,  
 Brink 2  
 2211 BK Noordwykerhout, Netherlands

D. J. Pauw  
 Eendrachstraat 15  
 7742 VJ Coevorden, Netherlands

Gre Lommerse-Yonkheer  
 Narcissenlaan 1  
 2121 GY Bennebroek, Netherlands

Piet van Veen  
 Post Office Box 26  
 2451 AN Leimuiden, Netherlands.



l/r Ashley Ivey, Navigator, Leonard Pogue, Bombardier, and Dick Stones, Ball turret gunner  
 First reunion since 1944 when they crashed in Holland!



PETER B. SCOTT, holds fish, boot and caterpillar awards.

+++++  
 INFORMATION NEEDED

Dear Harry: May 2, 1989

Last month I visited Maastricht (Holland) with a friend and wanted to show her the cave (tunnel) where an artist made some wall decorations, especially from WWII organizations. There is one from the "ESCAPE". About two years ago, Prince Bernhard unveiled this one. A lot of American friends were our guests at that monument. At that time the artist asked me if I could find the address of:

SALVATORE BARAVECHIA  
 Westerly Rhode Island, USA  
 10th AAA Rang. Corporal

His signature on the wall was November 25, 1944.  
 Perhaps you could help me.

Love to all AFEES  
 Mia Lelivelt

+++++

**"A PAGE DEDICATED TO THOSE WHO TRULY CARE"**

Bill Webb, ex Coxn on DSM ISM MGB 503 and Norman Hines who rescued unknown numbers of downed airmen from France in "Operation Boneparte", and others of the Royal Navy had it brought to their attention that the monument dedicated to the Mighty Eighth Air Force lay abandoned and lost among the weeds of a living forest in which it was so lovingly placed at its dedication. At a great deal of personal expense to themselves, they took on the job of rescuing the monument from the depraved care it had been given for evidently no plans had been laid for its future care by those who put it in place.

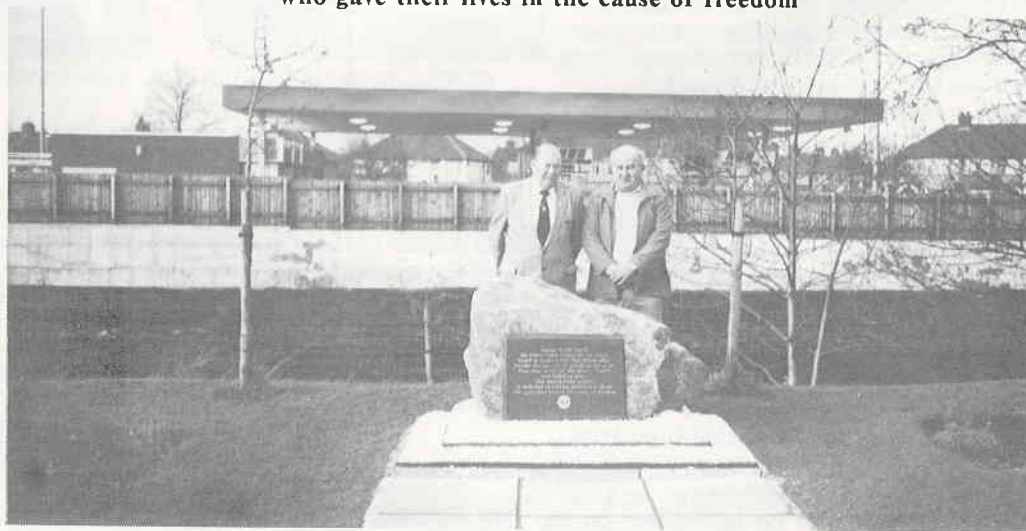
"It was a disgrace!" said Coxn' Webb. "It would be better off destroyed than leave it in degradation and shame the way it was!"

Thanks to these patriotic men, the monument was cleaned and moved to grounds of Liverpool RNA branch Bowering Park Broadgreen Road in Liverpool, England. The photo below was taken after rededication in 1988.

**"THANK YOU ROYAL NAVY, AGAIN, FOR A JOB WELL DONE!"**



During World War II  
The United States Army 8th Air Force  
based in England with their British Allies  
became the greatest air armada in the world  
More than 36,000 of the Mighty Eighth  
were killed in action  
This natural forest garden  
is dedicated as a living memorial to those  
who gave their lives in the cause of freedom



**The monument after it's rebirth  
at Liverpool RNA at Bowering Park  
Thanks again, Royal Navy**

### THE EDITOR GETS A SURPRISE!

When I picked up the mail on Monday, July 10, there was a strange letter from West Germany in the box. Though I get a lot of European mail, have never received any from that country.

Dated July 1, 1989 the letter read:

Dear Mr. Dolph:

I got your address from a Dutchman, Jan Mulder from Groningen. I know him because he was interested in the events at 15th August, 1944. He saw when a pilot of my squadron was shot down by Liberators or Lightnings.

I was a Lieutenant and lead the IIInd Group of J.G.5. Maybe you have read my report in Jansen's book, "Sporen aan de Hemel."

When I write you now after such a long time I don't have any intentions except to know how you live and how you think about the attacks in 1944.

I always hoped anybody of the men around Borst would begin to take contact with formerly enemies. But nothing happened so I try to begin a correspondence with you and perhaps with other comrades.

In the past years I got a lot of letters from all parts of the world. They all wanted to know how we lived in war times, how we hadled the ME109 and how we think of the new patronization of former enemies.

I was shot down in December 1944 by American ack-ack near Achen and became a prisoner for a year.

Then I became a teacher, later a headmaster and in 1970 a school inspector.

Since 1987 I am retired because I had to nurse my wife who was suffering with M.S.

Two weeks ago she died and so I am alone and leave time enough to think back to my youth time.

I send a picture of mine from 1944 and 1988.

If you are not interested in this letter and contacts with Germans, throw it all away.

I send my best wishes to you and your former comrades.

Yours, Ernst Scheufele

Ed note: As you may or may not know, I have written a book called "EVADEE" to be published next April by a major publisher in the United States. During my three years research in Holland I met Ab Jansen who wrote a book in Dutch called "Sporen aan de Hemel," (Vapor Trails in the Sky). Mr. Jansen is also an artist of some note and painted our B-24, "TRUE LOVE" being shot down by German fighters as the cover for his book. He sold the painting to Jan Mulder, the man mentioned by Mr. Scheufele in his letter. I assume that's how he found me and got in touch with me. I have received permission from Mr. Jansen to use the same painting for the cover of my soon-to-be-published book.

At any rate it was the surprise of my life to receive this letter and when Pat and I go to Holland in August, I hope to meet my former enemy and drink a glass of beer to remember those who are gone. I will report on the meeting, if it takes place, in the Winter Communications. Yes, I answered his letter the same day I received it.

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Did you know? Airplane night scheduled flight was made April 1, 1927 when a three-engine Fokker of the Colonial Air Transport Company took off for Boston, Mass. from Hadley Field N.J., then the only lighted airport witha lighted runway.



A YOUNG GERMAN PILOT NAMED  
ERNST SCHEUELE STANDS ON THE  
WING OF HIS ME109



FORTY-FIVE YEARS LATER THE SAME ERNST  
SCHEUELE PONDERES THE PAST

+++++  
Long life may not be good enough - but a good life is long enough...

**AIRMEN MEMORIAL  
MUSEUM  
FACT SHEET**

5211 Auth Road, Suitland, MD 20746  
(301) 899-3500 or (800) 638-0594 <free>

**AIRMEN MEMORIAL MUSEUM**

Founded in 1986, the Airmen Memorial Museum stands as a tribute to enlisted airmen who have served in the United States Air Force and its predecessor organization - the Army Air Corps.

Since the first Aeronautical Division was formerly created in 1907, enlisted airmen have served at the leading edge. They have been balloon pilots, mechanics, airplane pilots, engineers, gunners, communications specialists, cooks, clerks and more - much more. They helped perfect aerial bombing, jumped with the first parachutes and tested the first ejection seats. They kept Billy Mitchell flying and they have sacrificed their lives for their comrades, the mission and the aircraft.

This relatively new museum is a maturing showcase of accomplishments. It is also designed to function as a research and reference center that documents and preserves the contributions of the men and women who have served honorably but, until now, without a memorial or museum they could call their own. No other repository in the world has accepted this challenge or pursued this mission. Information preserved here is available to the general public, student and scholar alike.

Today, the enlisted members of the United States Air Force serve in a highly competitive and complex environment. They are indeed, on the leading edge of technology, maintaining sophisticated networks that keep missiles, manpower and aircraft poised in perpetual defense.

Enlisted airmen have made the difference. The Airmen Memorial Museum intends to research their role, present their contributions and preserve them for posterity.

Today, the museum's research effort is aimed at documenting the enlisted airman's role in service to the nation. We're telling a personal story, one of dedication, round-the-clock duty, years away from home, unswerving loyalty and a pioneer spirit. This is not a museum about airplanes, pilots or missions. It is a museum about people - enlisted people!

Museum displays and programs will tell the story of airmen - of individual remembrances and personal sacrifices. Planned exhibits will present artifacts, diaries, personal gear and dated equipment with historical narration. All of this will be complemented with a careful blend of audio-visual programs and "high technology."

The Airmen Memorial Museum is located at 5211 Auth Road in Suitland, Maryland, just eight miles from Washington D.C., and near the Smithsonian's Paul Garber Preservation, Restoration and Storage Facility and Andrews Air Force Base. The museum is open 8 a.m. until 5 p.m. weekdays and during specially scheduled events. For more information about this affiliate of the American Airmen Memorial Foundation, contact George E. Hicks, Museum Director at toll-free 1-800-899-3500.

It's possible someone made a Life Membership contribution and I haven't acknowledged it. If you made one, and haven't received your card, please notify me at once so I can rectify the problem. Thanks, Heyward Spinks

**WELCOME TO THE WORLD  
MEAGHAM ALISSE SHANLEY**

Word comes from Helen and Bud Loring that Susan, their daughter, gave birth to Meagham, a curly red head who tipped the scales at 6 lbs. 5 oz. Both mother and daughter are fine and healthy. Bud probably will have recovered by the time this newsletter is published.

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**REMARKS BY FRANK CAUBERGH  
IN PITTSBURGH ON MAY 28TH, 1989**

Dear friends, last Sunday, in Belgium, I was making a tour with friends and at once, without thinking, I remembered a week later you would be celebrating your Memorial Day; I decided to take them to the HENRI-CHAPELLE AMERICAN CEMETERY AND MEMORIAL. HENRI-CHAPELLE is a little village in Belgium near the German border. There are certainly more pleasant places to visit, but my friends had never seen a military cemetery. They had no idea of what the war and the occupation had been and it was a good way of reminding them from time to time and could not do any harm.

"Oh God! All those crosses!" they exclaimed. Yes, 7989 crosses of soldiers who died during the two periods of fighting - said the documentation sheet which, with technical and environmental descriptions, gives also some very emotional details. In 33 cases, two brothers rest side-by-side and in one instance, three brothers. The highest ranking officer buried there is one of yours: Brigadier General Frederick W. Castle, shot down on the 24th of December in 1944 while leading the greatest bomber formation in military history.

Yes, 7989 white crosses and they must be multiplied by hundreds of times to reach the number of crosses spread all over France, Belgium, Luxembourg, Holland and Germany. But, all those young American boys came from so far away. Why? What made them do it? A good question, but I am no historian and I am not a teacher, so I said something about Freedom and Liberty and Human Rights and I said thanks to those who sacrificed their lives and thanks to those I was going to see soon. We were living in a free country and I would have the pleasure to be among friends again.

Thank you for all this and for your kindness and hospitality and GOD BLESS YOU ALL!  
Frank Cauberg, Alee des Roses 3, 4540 Vise, Belgium

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**LOOKING FOR LOST EVADEES**

Dear Ralph and Heyward 5-9-89

Wishing you a wonderful reunion in Pittsburgh! My greetings and love to all friends and I'll think of you over in England with 44 islanders! I wonder how your meeting is so remarkably well done each year. Seeing lots of you over here in 1990 is a small consolation for me.

Klaas Everets of Doetinchem, (near Arnheim) Netherlands is trying to find the American airman who came down near his farm and whom he helped. He has no picture of the airman nor his name so he is sending his picture and one of his farm for the airman to recognize.

Thank you, see you in 1990. Yours, Joky  
Ed note: A photo of Mr. Everets and one of his farm is on following page. If you recognize him or the farm, please contact your editor or Heyward Spinks at once.

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A photograph of his farmhouse is above. Take a good long look at it and if it's familiar, please contact us at once. Ed.

Mr. Klaas Everet's Identity Card photograph is shown at right.



#### ANOTHER EVADER, CATERPILLAR AND SEA SQUATTER

Technical Sergeant Peter Seniawsky, 384th Bombardment Group went down at sea on October 4th, 1943 along with his crew and remained in a rubber raft for five hours before he was rescued. He thereby became a member of the Sea Squatters Club.

Technical Sergeant Peter Seniawsky was also shot down in October of the same year, parachuting into Germany, 65 miles east of Metz and thus became a member of the Caterpillar Club.

Technical Sergeant Peter Seniawsky evaded capture and was returned to his base at the 384th Bomb Group on December 1, 1943 after escaping from the Germans through Germany, France and finally over the Pyrenees into Gibraltar.

Mr. Seniawsky aka Scott, writes the following: "in a recent AFEES Newsletter, your article, 'Only man in the world to hold, etc.," caught my attention. You see, I too hold the Caterpillar, Winged Boot and the Fish awards. In 1945, I did read the Robert L. Ripley's 'Believe it or not,' series regarding the individual claiming to be the only one holding all three awards. I wrote to Robert L. Ripley, repudiating the claim. However I never did receive a reply. I now would like to go on record that there is more than one person having that distinction." Yours Truly, Peter P. Scott, 384th BG-384th BS, 8th AF.

Ed. Note: It appears we have more than one airman who accomplished ditching at sea, bailing out and evading capture, for he enclosed evidence of all memberships with his letter to the editor.

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Dear Clayton and Scotty:

3, June, 1989

Your letter giving the names and addresses of other escapees and a couple of phone calls led to a reunion with Ken Williams (#555). After your letter arrived, I took a chance and called him. It didn't take long to confirm that we came out of France together. This led to a meeting after 45 years. A non-stop three hour gabfest.

He was the only other American in the M.O.T. boat with me. I only saw Ken Williams that one night coming out of Brest at a bay near Morlaix. Our memories of that experience were almost identical, right down to the number of holes in the boat that the Germans who were pursuing us made.

I had wondered for years where I was in France and after all this time finally found the answer. Thanks for sending me the information for I'm sure we'll get together again and have many more stories to exchange. Sincerely, Dick Faulkner, Skaneateles, New York

+++++

#### KUDOS FROM DICK SMITH

I would like to profusely thank all those who helped me with the auction. Without their help I would have been in trouble, and so would all of the auction. I would especially like to thank Betty Laux, who probably spread the word for help to her gender and also to her husband and two sons. (Harry, I have done this is person but I would like the whole of AFEES to know.)

Secondly I would like to thank those who anonymously hosted the Saturday evening cocktail party. Without their contributions I think the evening would not have been so gay, and the auction proceeds not so substantial. For most of them I think it was perhaps the most expensive single drink they ever purchased or maybe they were lucky and got two.

Again, my heartfelt thanks to all. Dick

+++++

#### GEORGES FOUQUE PASSES AWAY

Georges Fouque, the Clamart undertaker who drove his hearse around Paris as a diversion for our escape from Beaujon Hospital on August 17, 1944 passed away in April. He had a leg amputated and could not recover from the shock.

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S/SGT PETER P. SCOTT aka SENIAWSKY  
Grafton-Underwood, England in October 1943

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# REMARKS BY YVETTE SIBRIL IN PITTSBURGH, MAY 28TH 1989

"You have received us in a magnificent fashion. You wanted to mark a recognition that you owed a debt to your French helpers. My husband, my father, my mother and certain of my friends have been among those.

We are very appreciative of your welcome and the warmth of your reception. It is your thanks for that which we have done for you, but it is my turn to say, I owe thanks to you.

I endured one year of great suffering in a concentration camp. You can never imagine how much I suffered. On the 28th day of April, 1945 the U.S. Army opened the door to our camp - Markleberg, the women's section of Ravensbrück. For us it was freedom! It was a route back to life! FREEDOM! That is why I owe you a big "Thank You!"

Ed note:

Yvette had her twentieth birthday in the concentration camp where she was taken with her mother because they were in the Resistance and had helped the Allies. (Her mother didn't survive the camp.) The local Resistance group met in the home of Yvette's parents. After they were denounced by the Nazis, the Germans then fire-bombed the house, killing her father and the Maquisards who were inside.



## Who is this American infantryman?

This is a photograph of the man who opened the gates at Markleberg on April 28, 1945. Yvette befriended the infantryman. On the back it says, "To Yvette from Francis - 15 April, 1945. If anybody has a way of locating this American hero, please get in touch with your editor so we can reunite him with Yvette. Thanks.

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## FIFTEENTH AIR FORCE REUNION

The 15th Air Force reunion (all Groups) will be held in Las Vegas, Nevada From August 13th to 17th, 1989. For further information, please write to 15th Air Force Association, P.O. Box 6325, March Air Force Base, California 92518. Many Bomber and Fighter Groups will hold concurrent reunions and meetings at the same time. Historians, writers, and friends of the 15th are welcome. Ben Franklin, Executive Director

\*\*\*\*\*  
DID YOU KNOW? The first machine gun was invented by Charles E. Barnes of Lowell, Mass., who obtained patent No 15,315 on July 8, 1856. on an improved automatic cannon. It was operated by a crank, the speed of firing depended upon the speed the crank was turned.

# DR. ALBERT GUERISSE (Patrick O'Leary) IS DEAD AT SEVENTY-EIGHT

Brussels, March 28 (AP) - Dr. Albert Guerisse, a hero of the Belgian underground who helped Allied Airmen escape from occupied Europe during World War II, died on Sunday, his family said today. He was 78 years old.

The family did not give the cause of death.

Dr. Guerisse was an army physician when Germany invaded Belgium in 1940, and he fled to Gibraltar after the Belgian army's surrender. He joined a British Navy special operations unit and, using the name Patrick O'Leary, participated in secret missions in the Mediterranean.

Captured by the Germans, he escaped and returned to Belgium, where he led an underground network through which hundreds of Allied Airmen, shot down over the continent, returned to England.

In 1943, he was arrested for a second time by the Gestapo and was held in several Nazi concentration camps, including Dachau, where he was tortured and sentenced to death. The end of the war prevented his execution.

In 1946, King George VI presented him with Britain's highest civilian award, the George Cross, for his underground activities during the war.

After the war, Dr Guerisse joined the Belgian Army's medical corps. He volunteered for duty in a Belgian battalion during the Korean war.

Later, he was appointed to run the Belgian Army medical corps, retiring in 1970.

\*\*\*\*\*



Manny Rogoff, Scotty David, Pierre & Yvette Sibril and Director, Dick Smith

\*\*\*\*\*

To the family of Gen. Albert Guerisse: April 5, 1989  
Brussels, Belgium

Dear Friends: It was with much sadness that I today learned of the death of our good friend "Pat O'Leary". On behalf of all member of our Society I send to you our deepest sympathy

You have lost a loved one, we have lost a Hero, and the world has lost a great man.

History has well recorded the exploits of "Pat O'Leary." and the Major General Albert Guerisse; his memory will live on long after those of us who knew him are gone.

The world is a better place because he lived.

*Nos amities les plus sinceres.*

Ralph K. Patton,  
President

# MEMPHIS

T E N N E S S E E

Memphis, America's 15th largest city of 800,000 people, will extend a memorable experience to the Air Forces Escape and Evasion Society when we hold our next annual meeting in that city in 1990 according to William N. Morris, Jr., the mayor of that great metropolis.

Memphis is an elegant and exciting mixture of richly historic sites and modern entertainment. Mud Island, for instance, is one of Memphis' newest entertainment facilities consisting of a collection of restaurants, a museum and amphitheater and was recently one of the five national recipients of a Time Magazine award for design. Historic Peabody hotel is known as the center of the Old South and the ducks in the Orpheum Theatre brings the best of Broadway musicals and other live entertainment to downtown Memphis. It is Memphis' rich musical heritage that brings more worldwide travelers than any other feature of the city.

"I know," says Mayor Morris, "your delegates will enjoy the sights and sounds of Memphis. More importantly they will enjoy our citizens' traditional southern hospitality and courtesy which is extended to all our guests. Please be assured of the total support of my office."

The renovated and expanded Memphis International Airport is centralized and convenient, serving over 600 flights daily and the airport is just 30 minutes from downtown. Memphis ranks among the lowest of America's major cities in total cost for transportation, food and lodging which consists of 13,000 rooms in several major hotels including the Omni Memphis, Hilton, Holiday Inn, Marriott, Sheraton, Radisson Crown Plaza and of course the Peabody.

## "PLACES TO GO AND THINGS TO SEE"

**MUD ISLAND** - Has become one of Memphis' leading attractions, not an amusement park or theme park but a total new experience dedicated to ol' man river. There is a Swiss monorail ride that, in seconds, takes you from the main-land to the Island. A River Museum that gives you hands-on experience of the river and the music that made Memphis; a five-block long flowing scale model of the lower Mississippi; and three major restaurants that let you enjoy the finest in southern and seafood cuisine.

**GRACELAND** - Need I say more? The home of "The King" Elvis Presley is an integral part of the Memphis community. On the guided tours you will have a fascinating look at the Rock-and-Roll King's legend. You'll visit the Jungle Room where Elvis made his final recordings. The Music Room with its 24 carat gold-leaf concert grand piano. Walk through the trophy room housing his gold records, show costumes and personal memorabilia. You'll tour the Lisa Marie, Elvis plush Convair 880 jet and his luxurious motor coach.

**OVERTON SQUARE** - The heart of the cities nightlife lies in this Square at Madison Avenue and Cooper. Three full blocks of restaurants, shops and nightclubs in a village setting. Dine on French, Greek, Mexican or Southern cooking in sidewalk cafes or award-winning restaurants. Enjoy professional theatre at Playhouse on the Square.

**BEALE STREET** - It stretches seven blocks east from the bluffs of the Mississippi river. Memphis comes alive

in a colorful array of restaurants, shops, boutiques, parks and nightclubs. Catch a street concert by local bluesmen on legendary Beale Street, where the blues began. See the Orpheum, a glorious restoration of a former vaudeville palace. Browse through Abe Schwabs 100 year old dry-goods store. It's all waiting for you.

**THE MEMPHIS QUEEN LINE** - Enjoy a moonlit cruise on a genuine Memphis Queen paddlewheeler or take a daytime trip for a unique view of the Mississippi. The Memphis Queen lets you relive the grand days of river travel.

**AGRICENTER INTERNATIONAL** - The nation's first international marketing center for agriculture.

**MEMPHIS BELLE** - Historic B-17 Bomber, completely restored and housed for all to see under a very distinctive canopy.

**OTHER PLACES OF INTEREST** - Pink Palace Museum and Planetarium, Sun Studio, Memphis Zoo and Aquarium, Brooks Museum of Fine Arts, Southland - Americas Number one dog track, Botanic Gardens, Chucalissa Indian Museum, Dixon Gallery & Gardens, Libertyland, Lichterman Nature Center, Magevney House, Memphis International Motorsports Park, National Ornamental metal Museum, Sun Studio, Stroh Belle and Brewery, Victorian Village, and so on...

Ed note: So, it appears there will be plenty to do and see in Memphis. As of this date, an itinerary or exact date for the reunion is not available. We will have everything in place by the time our Christmas Communications is published.

## REPORT ON PITTSBURGH MEETING

It was wonderful to be among our own again.

The first full day went like clockwork and the trip to Falling Waters was a long bus ride but it was also an opportunity to meet and talk to old friends and make new ones as we passed through the countryside. Frank Lloyd Wright was a masterful architect - building the home over a waterfall the way he did. Our lunch at the Oakhurst tea room was delicious.

Day two was equally entertaining. Flag Plaza is indeed a tribute to the Boy Scouts of America. The visit to the college and the various rooms dedicated to the country they represent was interesting. The visit to Mt. Washington after riding up the incline was breathtaking. Lunch at the Station Square Riverboat Room was tasty and the ladies shopped to their hearts content.

Your editor took Frank and Isabel Dell to the Houston Pittsburgh ball game. It was the first time our English friends had ever seen a game. Frank shouted in his broad British accent "KILL THE REFEREE!" The pirates fans laughed heartily. We drank beer and ate hot dogs and popcorn. He departed with a Pittsburgh Pirates tankard from which to drink his mild and bitters as well as a Pirate's cap with which to better sail his boat.

The Auction was successful as always, \$2,700.00.

The dinners at the Hilton were superb and the barber-shop quartet brought a sparkle to the evening. Personal talks given by our Helpers left not one dry eye in the entire place.

Parting was sad, as always, but the memories of our reunion keeps us going, anxiously awaiting the next one. Its too bad our meetings don't last for a month. Even then, I don't think we could say all we wanted to. Ed note to Frank: He's an umpire Frank, not a referee.

# RICHARD ADAMS, WHERE ARE YOU?

Dear Sir: I can contact you, thanks to the Veterans Administration, with a historical purpose.

I am interested in all planes and flyers shot down in my region during the two world wars. I live in the triangle of the cities of Croutrai, Tournai and Roubaix, along the French-Belgian border.

I found your name on the back of the picture enclosed. It was taken in Nice (France) at Mrs. Sainson's who lodged more than 150 flyers. There was no date but it must have been taken in the winter of 42/43 because the two American flyers feathred had fallen in my region and had reached Nice then. I am in touch with these two ancient flyers. There names are William J. Gise and Erwin Wissenback.

I want to know the right place where your plane crashed and to have your testimony about your stay in the company of William J. Gise and Erwin Wissenback. Of course if there is anything I can do to put you in touch with the resisters that helped you, I would do it with pleasure.

If you think you are the person I am seeking, will you please write to me. Yours respectfully,

VAN DEN BROUCKE D. Rue Louis Dassonville, 116 7770 Herseaux/Belgium.

Ed Note: Can't let this one get by - "I'm sorry Mr. Van Den Broucke D., but neither of the mentioned flyers are "ancient". We may be a little older, and certainly more knowledgeable, but we're really not ancient!"

Erwin Wissenback  
1219 Dewey Drive  
College Place, WA 99324

William J. Gise  
124 Bob White Trail  
Seguin, Texas 78155  
(512) 557-5423



Mr. Van Den Brouke D.'s enclosed photograph

+++++



Robert Kelley - Claude Spinks - Ted Krol



Janny De Witt - Ruth Ivey



Sylvia Beall - Alice Davey - Rose Arlin  
Violette Ashman



Richard & William Randall - Stanley Langceskey  
Gil & Frances Millar



Walter & Mrs. Bressler - Francis & Ida Mae Marx

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Dear Heyward:

10 June, 1939

Dear Heyward: After the Pittsburgh days were over on Monday morning, the 29th of May, I tried to contact you and Ralph Patton to thank you both for the marvelous time in Ralph's home town, but I was told that you both had already left the hotel. As at previous meetings I have once again been thoroughly spoiled and enjoyed every minute in Pittsburgh. Unfortunately, the time went far too quickly. Somehow the days seem to have less than the usual 24 hours in America. To meet up once again with all those wonderful friends and exchange hews about the various happenings during the past year makes one take part in each others lives, and I feel like a member of the large AFEES family.

I know I will quite often re-live the happy days in Pittsburgh. The city is certainly not at all what I expected. I had been told that the place was very gloomy and dirty and not very interesting. I now believe I have convinced them that Pittsburgh is a very modern, clean and most interesting city. It may have been different in pre-WWII but it certainly is well worth a visit now.

The plaque which was presented to me has joined the little clock and the engraved glass in their place of honor in my room. I am very proud of them because they represent the close bond of friendship between the AFEES members and the helpers. I am indeed very fortunate and feel very honored to have been invited in the past years and would like to thank everyone for putting many hours of work to make Pittsburgh 1989 the great success it proved to be. Thank you all members of the AFEES very much for making my visit once again a memorable event.

Now that the sunny weather has reached London I make full use of my new sun glasses. But I guess even if it turns cold and cloudy I will still wear them for they are very, very special. Once again, thank you very, very much for your great hospitality. With kindest regards, Elsie Grisetti, London, England

## AFEES MEMBERSHIP AND LIFE-MEMBERSHIP APPLICATION

Regular AFEES membership is \$10.00 per year. Includes all rights and privileges.  
Life-membership \$100.00 with no annual dues. Includes all rights and privileges forever.

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

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

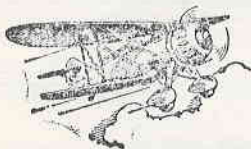
DUTY INFORMATION: Group \_\_\_\_\_ Squadron \_\_\_\_\_ Air Force \_\_\_\_\_ Crew Position \_\_\_\_\_ Wife's name \_\_\_\_\_

Type aircraft \_\_\_\_\_ Where shot down? \_\_\_\_\_ When? \_\_\_\_\_ How? \_\_\_\_\_

Tell story briefly. Include names of other crew members and helpers. \_\_\_\_\_

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