



THE AIR FORCES ESCAPE AND EVASION SOCIETY

1990 SUMMER COMMUNICATIONS

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The original crew of the Memphis Belle: (L to R) John Quinlan, tail gunner; Cecil Scott, ball turret gunner; C.E. "Bill" Winchell, left waist gunner; Casimir Nastal, right waist gunner; Robert Hanson, radio operator; (standing) Harold Loch, flight engineer; Chuck Leighton, navigator; Margaret Polk, "The Memphis Belle"; Robert Morgan, pilot; Vince Evans, bombardier; and Jim Verinis, co-pilot.

NEXT YEAR - AFEES REUNION

MAY 1ST, 2ND, 3RD, 4TH, 5TH, 1991

IRVINE HILTON HOTEL and TOWER

IRVINE, CALIFORNIA U.S.A.

MESSAGE FROM THE PRESIDENT



We are still feeding off the euphoria of the most successful AFEES reunion ever held. The weather in Memphis was perfect and the visit to the Memphis Belle was nostalgic. The boat ride on the Mississippi was a nice change of pace and the

dinners were outstanding. In addition, the reunion was a financial success. It takes a great number of dedicated people to put on a successful reunion, and I would like to thank all who had a hand in this most successful ever Reunion! Thanks to the hard work of Howard and Jeanette Harris, the PX was an outstanding success. We still have a large number of interesting items for sale as listed on page 35 of this Communications.

The membership voted unanimously to hold our 1991 reunion at the Irvine Hilton Hotel and Towers in Irvine, California in 1991, (See cover) from June 1 to June 5. Herb and Millicent Brill will host the activities and have agreed to chair this reunion. They are now hard at work planning the biggest and best ever Annual Meeting. We have negotiated a \$65.00 rate with the Hilton which is exceptionally low for Southern California.

The membership voted unanimously to purchase a display case at the Experimental Aircraft Association Museum in Oshkosh, Wisconsin and plans are now going forward to have this display in place for the world's greatest fly-in the last week in July.

The membership elected three new Directors at our Sunday morning meeting in Memphis and I am pleased to welcome aboard Gerry Dechambre, Clyde Martin and Ed Spevak. The addition of these talented men should help us even more to run a tighter ship.

During my 27 years of working for AFEES I have had a number of highs and lows but I am pleased to say that I have never felt better about the AFEES than I have this past year. To all of you who have been sympathetic to our problems and who have been sympathetic to our problems and who have been complimentary in our handling of this situation with regards to Heyward Spinks, I express my heartfelt THANKS! As the expression goes, "The Past is Prologue". We have learned from our mistakes, we have licked our wounds, and now we look forward to the future which looms brighter than ever! Ralph Patton

PHOTO CONTRIBUTORS

The photographs appearing in this issue of Communications were contributed by:

Clyde and Ethelene Martin
Scotty and Clayton David
Jim and Joan Goebel
Ashley and Ruth Ivey
Gil and Francis Millar
Philip J. Fink
Harry and Pat Dolph
Clyde C. Richardson

A POINT OF INTEREST

In the display case which we purchased at the Experimental Aircraft Association Museum in Oshkosh, Wisconsin, a plaque will be displayed with the following etched on it:

AIR FORCES ESCAPE AND EVASION SOCIETY

Our Air Forces Escape and Evasion Society (AFEES) members are U. S. airmen who have been down behind enemy lines and either evaded capture or escaped from captivity to return to Allied control during World War II.

The Society was founded to honor the brave members of the resistance forces who came to our aid. These men and women risked their lives to feed, clothe, shelter and look after wounds of downed airmen. Hundreds paid with their lives for their patriotism and hundreds more endured unbelievable deprivation and torture in various concentration camps. More than 6,000 of America's airmen owe their freedom to the courageous actions of these people.

AFEES had dedicated itself to insure these heroic acts will not be forgotten.

"WE WILL NEVER FORGET"

JOHN RUCCIGAY WRITES

"A presentation for more participation by ex-15th AF Personnel was made by John Rucigay and retired Congressman John Blatnik an OSS officer in the Balkans 1944-45 for the purpose of re-uniting downed airmen with their helpers in Yugoslavia and recognizing their invaluable assistance. Be assured that those airmen would be welcome as would their helpers.

If specific names and addresses are not available, the key to our plan is to identify the geographical locations as closely as possible. Then, via local newspapers, we'll solicit information from the surrounding population to help locate our helpers. After they are identified, we will make plans for a meeting in September, 1991 for each AFEES participant who was in Yugoslavia. John Blatnik has arranged for a joint reception with OSS veterans in the US Embassy in Belgrade in mid-September, 1991.

If you have any information and desire to participate as noted above, please contact:

JOHN RUCIGAY

14 Ashley Drive, Ballston Lake, NY 12019

Phone 518/877-8131

All Fifteenth Airforce personell are requested to pass this information on to other escapee/evadees who are not AFEES members and who wish to participate.

Ed. Note: John's letter is one of several I have received from 15th Air Force people. The message is the same in all of them. It sounds exciting and all Yugoslavian evadees should participate.

THIRTY-SIX PAGES, COUNT EM'

This is the biggest news letter yet! It seems a lot of stuff that should be published finally caught up with me. That's the reason Summer Communications is slightly late in getting to you. Enjoy! Keep sending me news items. I try to publish them all and I enjoy hearing from you.

AIR FORCES ESCAPE and EVASION SOCIETY

Officers and Directors

RALPH K. PATTON, President
720 Valley View Road
Pittsburgh, PA 15243

CLAYTON C. DAVID, Vice President
19 Oak Ridge Pond
Hannibal, MO 63401

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* * EDWARD J. SPEVAK, Director
1025 N. Park Street
Watertown, SD 57201

LESLIE ATKINSON, French Rep.
2 Rue Alfrede Dr. Musset
Banyuls-S-MER 66650 France

Ed. Note: * * Indicates new Director for 1990-91

VERA CAMPBELL WRITES

Dear Harry: My sincere thanks to everyone at the Memphis AFEES reunion for the help, love and care they displayed which gave both Bill and me pride to be a part of the AFEES organization. We hope to see you all in Irvine, California in 1991 and I want you to save a dance for me. Again, thanks to each and every one of you. Signed, Bill & Vera Campbell.

ADDITIONS TO THE ROSTER OF DECEASED EVADERS

(Includes AFEES and Non-members)

Submitted by Clayton David

Some of these men have been deceased several years but Scotty David has found this information in letters from her personal contacts, Group newsletters and rosters.

| | |
|----------------------|---------------------|
| HUGH BOMAR | 493rd Bomb Group |
| HAROLD W. BONEKAT | 96th Bomb Group |
| GEORGE A. BOSSINGER | 385th Bomb Group |
| DALE W. BROTHERS | 322nd Bomb Group |
| ROBERT L. BURNETT | 388th Bomb Group |
| HARRY R. CARD | 303rd Bomb Group |
| DENNIS CARLSON | 94th Bomb Group |
| C. W. COON | 322nd Bomb Group |
| D. J. EAMES, JR. | 448th Bomb Group |
| CURTIS EALEYU | 384th Bomb Group |
| CHARLES H. ELWELL | 94th Bomb Group |
| RUSSELL G. GALLO | 390th Bomb Group |
| IRVIN GASSAWAY | 351st Bomb Group |
| GEORGE GOETZ | 96th Bomb Group |
| L. B. GOODWIN | 4th Bomb Group |
| FRANK H. JACOBSON | 448th Bomb Group |
| WILLIAM R. JOHNSON | 97th Bomb Group |
| GEORGE F. KELLEY | 351st Bomb Group |
| ROBERT LAUX | 381st Bomb Group |
| ARNOLD S. LITMAN | 303rd Bomb Group |
| DARIUS A. LOGAN | 305th Bomb Group |
| DALE MARKLAND | 305th Bomb Group |
| FRANK R. MAC PHERSON | 493rd Bomb Group |
| W. R. MUSE | 401st Bomb Group |
| ROBERT L. PROUDFOOT | 493rd Bomb Group |
| J. W. RUSSELL | 390th Bomb Group |
| HERMAN I. SEIDEL | 389th Bomb Group |
| ROBERT C. SOUTHERS | 94th Bomb Group |
| GERALD A. SPARKS | 44th Bomb Group |
| HEYWARD SPINKS | 357th Fighter Group |
| EUGENE SYDLOWSKI | 388th Bomb Group |
| EMIL W. TADDEO | 388th Bomb Group |
| D. S. VIAPORE | 452nd Bomb Group |
| HENRY C. WOODRUM | 344th Bomb Group |
| OSCAR E. YOUNG | 397th Bomb Group |

Ed. Note: The following men were erroneously listed as deceased because of returned mail so marked by the Post Office.

| | |
|---------------------|--------------------|
| ANTHONY J. KOSINSKI | 78th Fighter Group |
| THEODORE LEHMAN | 386th Bomb Group |

OSCAR CARLIER OF BELGIUM

Bill Cupp reports the death of Oscar Carlier who was his helper in France. Reports of his demise are sketchy except he is survived by his lifelong soulmate, Denise and passed away sometime during the winter of 1989-1990.

IRVINE

HILTON & TOWERS

17900 Jamboree Blvd.
Irvine, CA 92714
Telephone: (714) 863-3111





Ralph Patton & Leslie Atkinson



Ernest and Mary King



Dr. Elsa Caspers and Ralph Patton



Scotty and Clayton David



Vera and Bill Campbell



Mr. and Mrs. John Goan



David and Doris Shoss (Sorry Doris)



Pat Dolph and Gil Millar (Pat Who?)

AFEES LIFE MEMBERS AS OF MAY 1, 1990

Charles D. Beard
Claude W. Behn
Claude E. Beneda
Eugene E. Bennett
Roger J. Blake
Milo E. Blakely
John A. Blatnik
Kenneth O. Blye**
William H. Booth
John J. Bradley
Elmo H. Berglind
Louis H. Breitenbach
George Joseph Brooks
Kenneth A. Brower
Johnny Brown
William Campbell
Thomas W. Cannon
James C. Cater
John Chernosky
Jack C. Clifford
Silas M. Crase
William L. Cupp
Clayton C. David
William M. Davis
Frank M. Deason
Gerald P. Dechambre
Frederick Dematteis
Harry A. Dolph
Douglas R. Drysdale
Sidney J. Elskes
Louis Finegold
Philip J. Fink
Robert K. Fruth
George H. Gagne
Henry H. Gladys**
Ernest G. Gleason
Fred P. Gleason
John F. Goan
James J. Gobel Jr.
Milton M. Goldfeder
Robert M. Grace
Larry E. Grauerholz
Robert Z. Grimes
Louis L. Haltom
J. F. Hammond
Howard M. Harris
William C. Hawkins
Robert W. Hawkinson
William B. Hayes
Louis R. Head
Francis X. Heekin
Lester J. Henderson
James H. Hensley
Peter B. Hogan
Arthur J. Horning
Ernest H. Hugonnet
Ashley Ivey
Conrad J. Kersch
Ike K. Killingsworth
Theodore H. Kleinman

Anthony Kosinski
Richard H. Kreckler
Theodore J. Krol
Ernest J. Kulik
Francis J. Lashinsky
Robert V. Laux**
Vincent Laybe
John Parker Layne
Edwin O. Learnard
John L. Lewis
Joseph W. Lincoln
Warren E. Loring
Glenn Loveland
Charles m. Lowe
Laymon M. Mahan
Joseph E. Manos
Andrew Marcin
Frederick T. Marston
Clyde J. Martin
Merle E. Martin
Roy A. Martin
Francis C. Marx
Robert L. Mays
Melvin L. McCartney
Eugene P. McDonnell
James D. McElroy
Lloyd E. McMichael
Harrison Clay Mellor
Gilbert Millar
William J. Miller
Claude Murray
Edwin R. Myers
Joseph Navarro
Robert E. Nelson
Clinton H. Orean
George C. Padgett
Ralph K. Patton
Ronald Pearce
Arnold O. Pederson
Jefferson D. Polk
Joseph E. Powers
Bernard W. Rawlings
Eugene J. Remmell
Roy J. Rice
Clyde Richardson
Charles W. Roof
Carl F. Runge
Kenneth E. Ruppert
Richard Schafer
Peter M. Scott
Richard M. Scott
Charles B. Screws
Robert S. Seidel
Eliot H. Shapleigh
Kenneth D. Shaver
A.C. Earl Shepherd
Morton B. Sherwood
Milton V. Shevchik
James G. Shilliday
David Shoss
Irving J. Shwayder
Joseph W. Skarda

A. B. Smith
Ralph D. Smith
Richard M. Smith
Stanley Sokolowski
Edward J. Spevak
Heyward Claude Spinks**
William H. Spinning**
Jack W. Stead
Francis R. Sylvia
Thomas S. Thomas III
Harold E. Thompson
Robert A. Titus
Robert C. Tucker
Albert P. Tyler
John S. Vitz
Ira J. Walter
David Warner
Cody U. Watson
George R. Weinbrenner
Glen Wells
Edwin West
Russell S. Weyland
Clifford O. Williams
James S. Wilschke
John W. Wilson
Robert I. Wilson
John B. Wood
Henry C. Woodrum**
H. D. Wooten
Norman J. Wright**
Phlemon T. Wright
John M. Yandura
Thomas L. Yankus

HELPERS

Anne Brusselmans
Bas de Wit
Janette de Wit
Stephen Galembrush
Armand Hardy
Cornelis W.C. Jasperse
James W. Jordan
Phillipe D'Albert Lake
Virginia D'Albert Lake
Rene Londo
Charles P. van der Sluis
Jacques Vrij
Esther Woot

**Indicates deceased

Ed.Note: These are the paid up life members. If your name is not here and you are a life member, contact Clayton David immediately. Thanks.



GUS BUBENZER HELPS

Dear Harry, I'm writing to give you the name of some Evadees I met in France in 1944. Not seeing their names on the membership list, I presume they are not active members of AFEES. They are:

| | |
|-------------------|------------------|
| William Megonegal | Philadelphia PA |
| Oscar E. Young | Kansas |
| Leon C. Hanish | New York |
| Eugene Young* | New Jersey or NY |
| Dale Durkes* | Concourse, IN |

Eugene Young and Dale Durkes are deceased. I don't know about the others.

These guys were shot down in the Normandy area near Neufchatel, France. Sincerely, Gus Bubenzer.

Ed. Note: This is what it takes for us to find our own. AFEES living in Philadelphia, Kansas and New Jersey or New York, check your phone books and try to locate.

BILL AND MILLIE LINCOLN WRITE

Dear Harry, It was nice to read about your interesting experience with the German fighter pilot. We look forward to seeing you in Memphis. I don't believe we will be able to go to Europe with the AFEES group in Oct.

Mickey Goldfeder and I have just lost a 91 year old Belgian Helper: Henri Chaidron. Please see that his name is taken off the AFEES mailing list. Ralph usually reads the names of our deceased helpers at the meetings. Will you tell him please?

Be sure his daughter, Mme. Lucie Chaidron stays on our mailing list. She used to bring Mickey and me our food when we were hidden in the woods and we hope she can come to an AFEES meeting some year. Our best wishes to Pat. Millie and Bill Lincoln.

FROM MARIE VENEMAN DE BRUIN

Dear friends, it has been a long time, but finally I'll prove a promise.

When we were in Meppel together, I had promised to send you the addresses of the six American flyers who were hiding with us for nine months in the war.

Recently we've got the message that Harold Chapman has deceased on January 9th, 1990.

I'll hope that this letter is at your disposal. Kindest regards from my husband and me. Arend Jan & Marie. Mrs. M.N. Veneman - de Bruin, Peterswijk 5, 7701 VZ Dedemsvaart, Holland

Mr. Bnd. Suick??
RR #1 New Richmond, IN 47967

Mr. H. L. Heafner Jr.
S. E. Hazel Street
Orlando, FL 32004

Mr. Martin Cech
1053 Lake Street
Venice CA, 90291

Mr. Stuart E. Bouly
Box 2 G. Winn (Mich) 49847

Mr. Robert Pipes
601 Sunny Meadow
Durant, OK 74707

Mr. H.L. Chapman
58-3 Mile Harbor Road,
East Hampton, NY 11937
(Deceased Jan 9, 1990)

FROM DEWEY C. BROWN

Dear Mr. Dolph: The last copy of the Air Forces Spring Communication talked about a trip in October to Europe. I would appreciate if you would send me more information about this. Sincerely, D.C.Brown.

Ed. Note: You have the Spring Communication Ed, so you know as much as any of us. After the Memphis meeting we will have all the information on tap. Check the Summer Communications due out sometime in June.

461ST BOMB GROUP, FROM FRANK C. O'BANNON, PRESIDENT

Dear Harry: Rec'd our copy of Winter Communications newsletter and want to thank you for including our reunion notice. I am certain it will find more members for us that are wondering just where the old group is at this time of their lives.

Claude Murray was extremely helpful in the organization of this Group. Thanks to his efforts in the organization of the 7th Photo Group, I was able to find out how to and how not to organize a "splinter group" that has grown to the largest of the WWII bomber groups. Claude is presently working on locating a Frenchman and his daughter for one of our men.

I assume you have heard from Colonel Ruth M. Anderson, Defense and Air Attache, Budapest. She has requested information regarding some of our men. The list contains 126 names of airmen that were shot down over Romania. Very little information to go on but maybe we will be lucky.

Enjoyed reading your newsletter and again and we will include your reunion notice in our next LIBERAIDER. Sincerely, Frank C. O'Bannon, President.
Ed. Note: Letter copied in part.

ANNE BRUSSELMANS, MBE, WRITES

Dear Ralph: Many thanks for the interesting article in the London newspaper you kindly sent to me. I was interested to read Madame Degreef's reaction. Though she is over 90 years she is alert and smart as ever.

I suppose you have heard of Pat O'Leary's death. The last years of his life were very painful and sad especially after his wife died.

I hope you had a pleasant stay in London, one of my favorite cities. We spent many happy days after the war.

You can't imagine how happy I was to receive the card signed by so many friends and I am looking forward to seeing you all in Memphis - that is if all goes well. Meanwhile, best wishes to Betty and you. Love, Anne Brusselmans.

USAF LOCATER SERVICE

The USAF Worldwide Locater office offers locater service information on active duty, retired, Air National Guard and Air Force Reserve members and identifies former members.

Overseas addresses for active duty members and retirees are not releasable. Even if they may be prohibited from providing the requested address, they will forward the mail.

If you wish the Locater Service to forward a letter for you, place your letter in a sealed envelope with your return address, postage affixed, and the addressee's name only in the address portion of the envelope. Place the sealed envelope in another envelope and mail it to:

HQ AFMPC/DPMD003

Randolph AFB, TX 78150-6001

The Locater is a contract operation and will not process individual requests for more than one address. Though the article (in an AF Retirees paper) did not mention the cost, we believe that each request must now be accompanied with a \$2.50 check made out to the Treasurer of the U.S. (it just went up, someone recently told us).

Locater Service is free to military retirees. Be sure to include a note on your military status, grade, social security number and a self-addressed stamped envelope for a Locater response.

Remember only one request at a time, or it will be returned to you without action.

Ed. Note: Submitted by James J. Goebel, Jr. See below.



Full dress Eastern Airlines Captain's uniform thanks to Knights of Columbus 4th Degree (Patriotic) apparel too!

DEPARTMENT STORE HEIR, CURATOR DIES



Edgar Kaufmann Jr., and architectural historian, curator and philanthropist who preserved his family's celebrated Frank Lloyd Wright designed-house, Fallingwater, as a public museum, died of leukemia at a New York hospital. He was 79 and lived in Manhattan.

Fallingwater, which is considered to be one of the seminal works of 20th-Century architecture, came into being as a direct result of Mr. Kaufmann's enthusiasm for the work of Frank Lloyd Wright.

Mr Kaufmann, who inherited Fallingwater in 1955 when his father died, donated the house and its surrounding 1,750 acres to the Western Pennsylvania Conservancy, a nonprofit trust.

Under the watchful eye of Mr. Kaufmann, the house has been maintained in its original condition. One of the few changes was a small visitors' pavilion built in 1979 and set discretely aside in the woods to handle the growing crowds. More than 1.5 million people have visited the house.

There are no survivors to his fortune.
(Pittsburgh Post Gazette - August 1, 1989)

CHARLEY COMPTON PASSES AWAY IN TEXAS



Charlie Compton, long time AFEES member passed away on Sunday, May 6th, 1990 in Missouri City, Texas. Charley had suffered with Alzheimer's disease for a long time. Just before his demise, fell and broke his hip.

Final respects were paid by his friends on Monday evening from 7:00 p.m. to 10:00p.m. at the Sottegast-Kompf Funeral Chapter. Services were held at St. Marks Episcopal Church in Houston, Texas at 11:00a.m. on Tuesday morning. Charley was interred at the National Cemetery in Houston, Texas.

His wife reported he wore his AFEES jacket.

He is survived by his wife Lucille, one son, three daughters and nine grandchildren.

AFEES Alfred Lea represented our organization at for the services.

Ed. Note: I spoke with Lucille and asured her the AFEES Communications would keep coming.
(Death reported by Claude Murray)



Clare and Phil Solomon



Jerry and Midge Dechambre



Frank & Lea, Belgium Helpers



Jane & Tony Kosinski - Phil Solomon



New Director Edward J. Spevak & wife Aylene



Helen and Bud Loring



Barbara and Jim Gribble



Frances and Gil Millar

ESCAPE & EVASION

Submitted by AFEES Claude Murray, Editor of the 7th Photo Reconnaissance Group, September 1984 issue.
Grover P. Parker died on the 8th of December, 1984

"Grover P. Parker Style"



Among his many photo recon missions flown with the 27th Squadron, Lt. Grover P. "Dutch" Parker set a record that has never been exceeded by any Allied pilot, and probably never will be. HE WAS SHOT DOWN 3 TIMES, EVADED CAPTURE EACH TIME AND RETURNED TO FLY AGAIN! Early in September 1944 enemy ground fire stopped him in Southern France and within a week he was back flying missions.

This report is from the microfilm history of the 27th Squadron, 7th Photo Group.

"On September 19, 1944, Lt. GROVER P. PARKER, while returning at low altitude from a mission to photograph Airborne Troop Dropping Zones and Glider Landing Zones in the Nijmegen-Arnhem-Grave and Flushing, Holland. His aircraft was damaged to the extent that he was forced down at once and made a successful wheels up landing of his P-38 (F-5) on the beach just above Knocke, Holland. He was uninjured and immediately climbed out of his aircraft and started making preparations to burn the aircraft. Before he could accomplish this he was stopped by a party of German soldiers who were at the top of the sea wall near which he landed and had evidently watched his crash and were waiting for him.

The Jerries marched him off to a Field Command Post outside Breskens where he was subjected to preliminary interrogation. He was kept there overnight, then taken to Flushing, where he spent four nights. From Flushing he was taken to Goes, Holland, for four nights, then to Breda and Dordrecht where he was held for one night at each place.

The PWs were placed in an old warehouse surrounded by a stockade. All of them were alert for a chance to escape and on the day upon which Lt. Parker made his escape they had circulated around the stockade as much as possible all morning so that the guards' suspicions would not be aroused at anyone wandering about the stockade.

During the afternoon a fresh lot of PWs were brought in by the guards. This event at all times caused considerable commotion and milling around by the Prisoners. Seizing this opportune moment, Lt. Parker entered an old building, probably a blacksmith shop, which was at the rear of the compound and next to the barbed wire forming the stockade. He made his exit thru this building and

over the barbed wire, then into and over several buildings. He looked down from the top of an apartment house and noticed an elderly couple. He climbed down from the roof and approached the couple.

The couple, man and wife, Hollanders, could not understand his language. They thought he was a German at first but after about a half hour they left him there and went for an interpreter. Returning, they brought with them a school teacher who also brought him a suit of clothes. They were going to use a Dutch uniform at first, but decided in favor of civilian clothing. Lt. Parker shaved, and put on the old clothing they had brought him, including an old hat. He decided to leave there and had just started out when the people all emerged from the house screaming that the Jerries were looking for him. Evidently his absence had not been discovered for about an hour. He went back at once to the elderly couple's house, while a conference was held to decide where the place for him to hide would be. It was decided that he would accompany the school teacher to his house and remain there until contacts could be made with the resistance movement which would take him away. These people wanted him to remain with them but after 10 days Lt. Parker decided he must move on and demanded that either some contact should be made with the underground and arrangements be made for his removal, or he would leave unaided. He contemplated catching a train running to Breda. However, they contacted the underground and underground representatives came for him and took him to a place north of Geertruidenberg where he met an Englishman. They together joined up with the resistance movement.

The group they were with had ample guns and ammunition and they also had fifty German prisoners. Working as a small group or in groups of two or three they were adept at ambushing German guards or small parties of German soldiers along the canals and rivers.

The headquarters was in an old river barge formerly used to carry coal and another coal barge was used to house the prisoners. In addition to the barges, which were camouflaged with reeds, they had a number of small boats which they used at night for transportation. They had in their possession a quantity of ration points and were also aided by the farmers in obtaining food.

Lt. Parker participated in the nightly raids along the canals and accounted for five Jerries, the Englishman for four.

When the Allies advanced to the river in the Geertruidenberg area, they evidently thought that the Group formed some sort of observation post because they started shelling them. One of the group was struck by shell fragments. The group then decided to move out and to hand over the prisoners to the advancing troops. Lt. Parker left and

crossed to the Allied lines, going through the British lines and finally back to England and the 7th Photo Group.

During his stay with the resistance group Lt. Parker stated that he suffered most from the cold. Living on the water and without adequate clothing, especially boots, caused great discomfort.

At one time they were attacked by a group of SS troops. The resistance group was armed only with small arms and did not consider themselves equipped well enough to hold off the SS, so they abandoned their prisoners and moved out. After the SS had left, they returned to find that the prisoners were still there waiting for them. The prisoners were afraid to leave because of reprisals both by the Dutch and the Germans.

Lt. Parker states that they were always alert for any type of explosives with which they would have been able to blow up bridges and carry out further demolition to the disadvantage of the Germans but that they were unable to secure dynamite or other explosive in sufficient quantity to permit them to do so."

"Dutch" Parker continued flying missions upon his return to the Group. (No one has explained just how this came about due to Air Force policy which prohibited combat flight after evading.) But in February 1945 he was ambushed by a German jet fighter, an ME 262, in the Peenemunde area of NE Germany and came out the loser. However, after bailing out, he "walked back" to the UK via Poland and Russia.

* * * * *

Editor's Note: "Dutch" Parker was on our "Lost Souls" list for some time. However, your Editor, who also experienced being shot down over Holland and who evaded there with the Dutch Underground during the winter of 1944-45, met one of Lt. Parker's Dutch helpers in 1982. When I learned that Adriaan de Keizer wished to nominate Lt. Parker to be decorated by the Dutch Government, our "Search & Rescue" efforts redoubled and we found him in Ohio in 1983. It is believed that Grover P. Parker will shortly be awarded the Dutch Cross of Resistance.

FAMOUS LAST WORDS



© LOW ALTITUDE TAC GROUP

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HOLIDAY GREETINGS TO THE AFEES FROM OUR HELPERS

The mail bag was stuffed over the holidays and way into February, 1990. A partial list of greeters is as follows.

BELGIUM

Gustave & Nadine Antoine Dumont
M & Mme Yvon Baudoux Rossman
Madame Monique Berote
Madame Yvonne Bienfait
Andre Ayeernaut-Blanchard
Marcel & Betty Blondel
Arnold Bollen
Madame Andre Croonenberghe
Comtesse A. De Jongh (Didie)
M. Delbart
H. De Corte-Hellebois
Willy Dekeyser
Jacqueline Deppe
Willy Dekeysen
Madame R. Hautecourt-Dumont
Gisele Evard
M & Mme Albert Fauconnier
Bartier Fernand
Armand Hardy
Albert & Maggy Lardot
Roger & Suzzane Lasudry
Gabrielle Gardon
Madame Gaston Pasture-Lisart
G. Pauson
A. Bollen-Penders
Berthe Spira-Van Sevanant
Jacqueline Van Tuykom-Ottoy
M & Mme Voemme-Rosieux
Jacques De Voss
Denis Wuyts

CANADA

Lucian & Odette Dumais
Tom & Sjoukje Smit
Ginette La Brosse

HOLLAND

Margaret Albers
Kuysten de Bruijn
Dr. Elsa Caspers
Drik De Ruiters
Bas & Jenny De Witt
Joke Folmer
J. Verselewel de Witt Hamer
A. van Homme-Heyleinjnner ??
Peter & Mimi van den Hurk
Jan & Janet Mennink
Minheer & Frau L. Meyer
Henk & Elizabeth Mutter
Mijnheer & Frau G.J. Niezink
Guus & Mies Odekerken
Bert Poels
M. Roosjen M.B.E.
Pete Samplonius
Jac & Nelly Segers-Brueren
Marie Elisabeth Van Hoeck
Jacques & Letti Vrij
Wim Willemssen
Klaas Willenaar ??

FRANCE

AEROSPATIALE Jean Courivaud

G. Amould
Francis Andre
Paul Andricu ??
Leslie & Renee Atkinson
G. Baron
Andre Le Bervet
Madame Bernard Bertrand
Pierre Berty
Pierre Billieres
Madame J. Bizot
Paul & Margarete Boe
Annie Boound (Tarzan) ??
Christiane Boulanger-Rossi
Madame Marie Louise Boston
M & Mme Maurice Bourgois
Marquis ed Tarquise de Brosissia
M & Mme Alain Camard
Madame Dominique Carabelli
M. Rene Carpentier
Limaing Cafuffan ??
Louis Chemer
Madame Marie Chesnais
M Rene Chesnais
Madame Odette Chaput
Madame Anne Chareton
Jean Paul Charie
(Assemblée Nationale)
Madame Michelle Charie
M. Marcel Corroyer
M & Mme Gilbert Crombez
M & Mme Joseph Daniel
M. David
Elisi Delgary ??
Mafame Marguerite DiGiacono
Pierre Dreau
Etienne Dromas
Raymond Durvin
M & Mme Jacques Le Feuvre
Madame Mana Foirest
Roseau Francoise
Claude Fontaine
M & Mme Jean Garo
Madame Marie "Mimi" Gicquel
E. F. Gee ??
Avons George
Albert Gloaguen
E. Gouaze
Alice Goulian
Rosemary Grady
Marie-Therese & Hean Hallade
C. R. Heaegisty
D. Hechles
Madame Andre Heurtier
Aline Kerabrun
Phillipe & Virginia Albert de Lake
Andre Le Bervet
Maurice Le Clercy
M & Mme Albert Le Goff
G. Le Jeune
Theodore & Virginia Krol

M & Mme Robert Lapeyer
Henri-Claude Lauth
M & Mme Marcel Ledanois
Madame Paulette Pavan-Le Fevre
M & Mme Charles Le Grande
R. Nocaer Le Rec ??
M & Mme Ernest Le Roy
Madame Jacqueline Leroy
Carlas Lerge
Madame Rene Loiseau
M August Mahu
Devin Mahoudeause
Joseph Mainguy
M & Mme Roger Manach
M & Mme Rene Martin
M & Mme Meriezeaeer ??
Yvonne Michelet
Herve, Rene & Brigitte Mocaer
M & Mme P. Moreau
Baptiste le Naour
Emile Nonvoisin
Jean Olibo
Parnsdale ??
M & Mme Marcel Pasco
M & Mme Yeunier Patreville ??
(Musical Card)
Auguste Pedeborg ??
Docteur & Mme R. De Pover
M & Mme Roger Poix
Madame Alec Prochiantz
Madame Simone Renaud
Gerard Renault
M & Mme Emile Roiseux
M & Mme Andre Rozie
Michel & Therese Tabarant
Lucien & Rosa Terriery ??
Rene-Andre Toufflin
M & Mme Jean Trehiou
Pierre & Yvette Sibril
Madame Ann Marie Soudet
Pierre & Michou Ugeux
Madame Josse Ulysse ??
Jean & Francine Violo

GREAT BRITIAN

Frank & Isabel Dell
Mrs. Elsie Grisciti
Marie-Thiris
John Valley
W.H. Webb, D.S.M. I.S.M. & Jess
Norman & Cynthia Hine

UNITED STATES

Anne Brusselmans, M.B.E.
Jacqueline Guy
Ralph & Terry Farson
Mr & Mrs Lucien Terrier
Anita LeMonnier Hartman
Rene & Aimee Le Cren
Desire & Lucienne Le Cren
Anita Le Monnier Hartman
John & Namoi Weidner

LOOKING FOR WILLIAM L. CAPRON JR.

Anyone knowing the whereabouts of:

William L. Capron Jr.

Last known address: 5453 East Baywood
Mesa, Arizona, 85206

He went down August 25, 44 north of Beauvais, France.
Please contact: Gil Millar, 2514 Talina Way, Houston YX
77080 U.S.A.

HELPER - JACQUELINE JEANNE VIRGINIE OTTOY

Madame Jacqueline Jeanne Virginie Ottoy from Ostende, Belgium died on February 13, 1990 as reported by RAFES member Ray De Pope of Canada whom she helped. She also helped the late Al Demoino. She attended some of our AFEES meetings.

AFEES THOMAS A. HAMILTON

Thomas A. Hamilton, E/E 1219, died February 23 in Miami, Florida. He is survived by his wife, his high school sweetheart, Carolyn Durr Hamilton.

A member of the 405th Fighter Group, 510th Fighter Squadron, he flew a fighter plane he named Scarab. He was shot down on July 17, 1944, 2 miles south of Condes-Oise, France and parachuted to safety. One of his helpers was Christian Vallette of Pontfarcy. He hid out for three weeks, dressed as a French peasant till his helpers assisted him to get to American lines.

HELPER GASTON MATTHYS

We have only recently learned of the passing of Helper Gaston Matthys on September 12th, 1989, the day before his 92nd birthday in Brussels, Belgium. No other information is available at this time.

HELPER ROLAND JACOBS

Monsieur Roland Jacob, head of the FFI in his area of France died near his home at Par Pierrepont, France. He is survived by his wife Jeanne. He was E.R. "Bob" Kelley's helper as well as others of his crew.

MARGARET POLK

The Celebrated "Memphis Belle"

SACRAMENTO UNION-Memphis Tenn. (AP) 7 April 1990 Margaret Polk, the "Memphis Belle" whose romance with a B-17 Flying Fortress pilot became a celebrated World War II love story, has died of cancer. She was 67. Polk died Thursday at her home.

Robert K. Morgan, who was widely credited with being the first B-17 pilot to complete 25 missions over Nazi-occupied Europe named the plane "Memphis Belle" in honor of Margaret Polk.

The romance generated international headlines and helped the War Department when Morgan began a war bonds tour in 1943.

He said the long separation from Ms. Polk during the tour cooled the relationship.

After the romance ended, Margaret Polk returned to college and later became an airline flight attendant.

A 1946 inheritance from her father left Polk independently wealthy and she devoted much of her time to working with alcoholics and raising funds for the preservation and restoration of the Flying Fortress which is now a Mud Island Tourist Attraction.

Ed. Note: The story of the "Memphis Belle", Robert K. Morgan and Margaret Polk will live in the memory of all the airmen from the "Mighty Eighth! Sent in by Joseph E. Manos. Thanks Joe.

LETTER FROM BILL SHEAHAN

Dear Harry: I am a recent member of AFEES. I am also recently corresponding with a helper in Bioul, Belgium by the name of Germaine Sainvitu. She and her mother, now deceased, nursed me and gave me shelter in their home when I was shot down on March 2, 1944.

She also helped two other American airmen; hiding them in her home. She would like to hear from either or both of them. She recognized one, Robert J. Grace, whose name appeared as one of the General Fund donors on page 18 of the winter, 1989 Newsletter. She also hid a Leo Williams ("a cowboy") from somewhere in Texas. He was still at her home in September of '44 when the area was liberated by American tanks. Leo Williams jumped on the lead tank and has not been heard from since. Can you tell me anything about Leo Williams? Robert J. Grace is listed in the AFEES directory. I intend to write to him and give him Germaine Sainvitu's address. He may want to contact her. I can assure you she is most anxious to hear from him.

This courageous woman, at the risk of great danger to her mother and herself came to the aid of three Americans shot down in her region of Belgium. I believe she is deserving of a medal or at least a Commendation Certificate for her work during the war and her unselfish devotion to the cause of liberating three American flyers.

She is now a retired school principal and I am enclosing a photograph of her at her retirement festivities. I would like the picture returned if possible.

Thank you for your concern in this regard. Yours truly, Bill Sheahan. Mme Sainvitu's current address: GERMAINE SAINVITU, Rue de Warnant 33, 5198 Bioul, Belgium.

Ed. Note: I have checked our computer records and find we have two Leo Williams. Both were shot down in Holland, both went south into Belgium and the one I think you are referring to was deceased in 1976.



**THE KING AND QUEEN OF BELGIUM TO HOST
AFEEs MEMBERS AND THEIR WIVES IN OCTOBER
A STRONG POSSIBILITY QUEEN BEATRIX OF HOLLAND
AND PRINCE BERNHARD WILL ALSO INVITE US
PROBABLY OUR LAST ORGANIZED AFEEs VISIT TO EUROPE!
DON'T MISS IT!**

Excitement builds as plans for our October trip to Europe are finalized!

We are coming down to the wire for late registrants but there are still spaces available for those who want to join what will undoubtedly be the finest trip we have ever taken!

We are going during the best month of the year. In October the weather is excellent. There will be far fewer tourists on the Continent and the heat will be gone.

The Genesis of our October trip will be the 1990 celebration of the 50th anniversary of the founding of the Comete Line. We have planned our trip to be with the members of the Comete Line as they celebrate this anniversary year. The Piece de Resistance will be our visit to the Royal Palace of Belgium on Thursday, October 18th. Those who were with us in 1969 will never forget our Royal visit with King Baudouin and Queen Fabiola. Those of you who were in Belgium during your evasion will receive special treatment, so don't miss it!

We are booked on the TGV train from Paris to Toulouse and return. The TVG (tres grand vitesse) is the world's fastest train, reaching speeds well over 200 mph. We will travel in a group in one coach which will give us a chance to get well acquainted at the onset of our trip.

In Toulouse, we will tour the Aerospatial factory, builders of the Concorde and Air Bus. We will also meet with a number of Helpers from the region. We will be the guests of honor at a reception with the Consuel General of the Department of Ariège. We will proceed from the town of Foix into the republic of Andorra for dinner. All of you who crossed the Pyrenees should welcome the opportunity to visit the beautiful mountains again, only this time under different circumstances.

While we're in Languedoc province enjoying Toulouse, visit CARCASSONNE- LA VILLE BASSE (Lower City) 57 miles to the south east, encompassing the medieval "CITE." built by the Visigoths in the 5th Century, the SARACENS overcame the city in 728 and in 752, PEPIN, father of CHARLEMAGNE, drove them out. Charlemagne, during a long siege defending his occupation of the CITE had the populace starving and near surrender until a woman named DAME CARCAS came up with the idea of stuffing a sow with grain and throwing it over the wall where it burst on impact. The attacking FRANKS assumed that CARASSONNE must have unlimited food supplies and they ended their siege. While visiting there, you'll see chapels and graves going back to Pepin's time and you'll expect to meet Prince Valiant at every turn.

In TOULOUSE-BASILICA OF ST. SERIN - Consecrated in 1096 is the finest Romanesque church in existence. Unlimited flea market (push-carts and stalls,) encircle the basilica on weekends. Across the street is the MUSEE ST. RAYMOND, housing a college since 1523 and has the finest collection of Imperial busts outside of Rome. (It's closed on Tuesdays). Another museum is the MUSEE DES AUGUSTINS, on the corner of Metz and rue d' Alsace-Lorraine. Beautiful sculptures and carvings of early Christian sarcophagi. Paintings by many masters adorn the walls on the second floor.

ALBI ("Red City") is 47 miles to the northeast. It straddles both banks of the Tarn River. There are many beautiful gardens there. The Cathedrale Sainte Cecile, circa 1282 near the Place du Vigan, the medieval center of town. It was built by local

Bishops during their struggle for power with the Counts of Toulouse. Opposite is the Archbishop's palace, "PALAIS DE LA BERBIE" built in the late 13th century. Inside the MUSEE TOULOUSE LAUTREC is the most important collection of that artist's works numbering over 500 paintings. Closed Tuesdays and off season after 5:00p.m.

LOURDES is 80 miles southwest of Toulouse. Bernadette Soubirous saw the vision of the Virgin Mother of Christ on February 11, 1858. It is the most beloved shrine of Catholics. LUZ and TARBES is on the way. Visit the many caves, wineries and their beautiful area. INDIGO made Toulouse what it is in those beautiful private castle/mansions. Toulouse is known as the "PINK CITY" because of its bricks and the various hues of that color as the sun moves across the sky.

After three days in the Toulouse area, we will take the TGV train again to Paris and then on to Amsterdam. In Holland we will be in the hands of our Dutch friends of the "Escape" and "Allied Aircrew Helpers". Our Dutch friends are exceptional hosts and at this time are working on arrangements for the Royal visit. All of us who have made previous visits with the Dutch know their friendliness and efficiency is unsurpassed!

THE DAY BY DAY SCHEDULE

| | |
|-------------------------|--|
| Saturday, October 6th | Flight from USA to Paris. Stay at Hotel Opera Cadet |
| Sunday, October 7th | Catch up on Jet lag. Tour Paris, time is your own |
| Monday, October 8th | Meet with helpers, tour Paris, have a good time |
| Tuesday, October 9th | TGV to Toulouse. Depart 1003 hours. Arrive 1550 hours and stay at Monarch hotel. |
| Wednesday, October 10th | Selected tours with helpers. Visit Aerospatial airplane factory. |
| Thursday, October 11th | Toulouse, tour to Andorra, Carassonne and local tours. |
| Friday, October 12th | Toulouse and vicinity, with helpers visiting points of interest. |
| Saturday, October 13th | TVG to Paris. Depart 0737 hours. Transfer at 1354 hours at Austerlitz station. Depart at 1446 for Amsterdam, arriving at 2110 hours.** |
| Sunday, October 14th | In Amsterdam with helpers. Note: we will either stay with helpers in private homes or stay in first class hotel. |
| Monday, October 15th | In Amsterdam with helpers. |
| Tuesday, October 16th | By Luxury Coach to Den Haag a possible visit the Queen and Prince Bernhard. A tour with guide. Visit the miniature city of Madurodam then on to Antwerp with local city tour and arriving in Ghent for overnight at Holiday Inn. |
| Wednesday, October 17th | City tour of Ghent. Afternoon tour of Bruges. Overnight in Ghent at the Holiday Inn. |
| Thursday, October 18th | Breakfast then bus to the Palace in Brussels for a reception with the King and Queen of Belgium from 1600 hours to 1700 hours. Stay at Hotel Europa. |
| Friday, October 19th | Brussels visiting the Chambre of Representatives. |
| Saturday, October 20th | A day with members of the Comete Line and helpers. |
| Sunday, October 21st | Comete Line Reunion at the Basilica of Koekelberg Lunch 1300 hours at the Hotel Europa. 1600 hours to 1700 hours end of all festivities. |
| Monday, October 22nd | Fly home to USA. |

**You are welcome to be a guest with a Dutch helper in their home. Those who prefer to stay in a hotel in Amsterdam, make your wishes known to Jim Goebel or Travelmasters ASAP Please.

Almost all the meals are furnished on the tour, as well as gratuities for hotel rooms, etc.

You can join the tour at anytime with some savings in price. However, you'll be missing all the fun!

Your airline ticket is valid for one year.

The entire ground portion of trip is approximately \$1530.00 maximum. Air, \$650.00 maximum.

LET ME REPEAT!

THIS IS A ONCE IN A LIFETIME TRIP! THE IMPOSSIBLE MEETING WITH THE KING AND QUEEN OF BELGIUM. AN ALMOST CERTAIN VISIT WITH QUEEN BEATRIX AND PRINCE BERNHARD OF THE NETHERLANDS ARE A REALITY! A MEETING WITH THE FOUNDERS AND MEMBERS OF THE COMETE LINE! AND, THE FELLOWSHIP OF BEING AMONG OUR OWN AFEES MEMBERS WILL MAKE THIS THE MOST MEMORABLE TRIP YOU'VE EVER TAKEN - ANYWHERE!

CALL TRAVELMASTERS TODAY AT 800/638-8784



President Ralph Patton and his "Candid Camera!"



Paul and Dortha Kenney



Fanny, the best waitress at the Peabody Hotel



Ethelene Martin and Bill Lincoln



Janette Pennea at 14 was John Spence's helper



Our Memphis host, John Spence

M.I.A. - P.O.W.

For over ten years, several of us have been involved trying to get Evaders recognized in the same category as P.O.W.s. and Internees. This has been a discouraging experience but we keep plugging away.

Thanks to Jim Wilschke, we have in our possession a copy of a confidential War Department document dated 3 October, 1944 defining Evaders, Escapers, Internees and P.O.W.s. This document clearly states that "Subsequent to the defeat of Germany, all American personnel who come within the above categories will be considered, for the purposes of this letter, as prisoners of war, if they have been out of the United States Military control for a period of 60 days or more."

Internees have been designated in the same category as P.O.W.s and we see no reason why Evaders should not be so recognized. If you would like to have a copy of the war Department Memo mentioned above, please drop a letter to Ralph Patton. Any help that you can give us with your Congressman or Senator will be appreciated. Ed. Note: I have reduced a copy of these orders and included them in the following:



An Independent Non Profit Aerospace Organization
6 R 7, Box 216
Wrightstown, New Jersey 08092

Thomas S. Thomas III
442 Speedwell Avenue
Morris Plains, NJ 07950

Dear Tom:

Here is a draft of the resolution which you requested in support of "Evaders" and "Escapes". Please make any corrections, additions and/or comments you feel necessary to polish off the finished piece. Kindly inform me as to whom and where the completed resolution should be sent when you return your approval to me.

RESOLUTION

WHEREAS The Air Force Association - New Jersey meeting in convention at Cape May, New Jersey, Saturday, June 17, 1989, recognized that wording relating to the awarding of Prisoner of War Medals failed to include all qualifying titles as originally stated in Military orders.

THEREFORE The Air Force Association - New Jersey supports and encourages the inclusion of those United States Airmen "Evaders" and "Escapes" having been down behind enemy lines and either evaded capture or escaped from captivity to return to friendly control, as personnel to be included in the awarding of the Prisoner of War Medals.

NOW BE IT RESOLVED that those who heretofore did not receive the same recognition, support and entitlement afforded Prisoners of War, Evaders and Escapes shall be provided with the same honors, protection and services to which they are justly due.

END

Based on the comments during the convention and the AFES application form the above should help and rectifying the previous injustices.

Sincerely,

Edgar Wolf
Edgar Wolf, Jr., CLM, Secretary

THE MOSQUITO ASSN., INC.

MOSQUITO Military Unit Reunion

Members of the 6147th Tactical Control Group "Mosquitos" who served with the Fifth Air Force in the Korean War will hold their fourteenth annual reunion on September 20th to 23rd, 1990 at the Best Western Landmark Resort Hotel, Myrtle Beach, South Carolina.

Contact JOHN M. WEBSTER, 610 First Avenue (N), Surfside Beach, South Carolina. (803) 238-0560 or, STEVE ROONEY, 3210 Balmoral Drive, Sacramento, California 95821. (916) 489-0476

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

WAR DEPARTMENT
The Adjutant General's Office
Washington 25, D. C.

AG 103.6 (11 Sep 44)OE-S-1-N

MDH/ale 239-239 Pentagon

3 October 1944

SUBJECT: Repatriation, Recovery and Rehabilitation of American Prisoners of War in Europe.

TO: The Commanding Generals,
European Theater of Operations;
North African Theater of Operations;
USAF in the Middle East;
Persian Gulf Command;
Chief, U. S. Military Mission, Moscow;
U. S. Military Attaches,
Ankara, Turkey;
Bern, Switzerland;
Stockholm, Sweden.

SECTION I - DEFINITIONS

1. **Evader** - Any person serving with or accompanying the armed forces who, while involuntarily in enemy or enemy held territory, avoids detection and capture by the enemy.
2. **Escaper** - Any person who, having once been taken prisoner, frees himself from enemy custody.
3. **Internee** - A member of the military forces who falls into the hands of a neutral power and is retained in the custody of that power.
4. **Prisoner-of-war installation** - Any enclosure, stockade, camp, or hospital, utilized for the purpose of maintaining prisoners of war in custody or under control.
5. **Prisoner of war** - A member of the armed forces who is captured by the forces or people of an opposing belligerent.

SECTION II - GENERAL

6. This letter deals with the repatriation, repatriation, recovery and rehabilitation of prisoners of war held by the European enemy.

~~CONFIDENTIAL~~

DECLASSIFIED BY: 100-1000000000
DATE: 10/10/2000
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

AG 103.6 (11 Sep 44)OE-S-1-N

(CONT'D)

3 October 1944

7. The Commanding General, European Theater of Operations, the Commanding General, North African Theater of Operations and the Chief, U. S. Military Mission, Moscow are charged with the responsibility for establishing appropriate procedures, in cooperation with local Allied military authorities where necessary, for feeding, housing, clothing, administering and disposing of prisoners of war, pursuant to established policies and War Department regulations on the subject. They will effect necessary coordination with each other and with any other appropriate U. S. theater commanders or military agencies in discharging such responsibility, and direct communication between commands in interest is authorized for that purpose. They will also keep the War Department currently informed.

8. Within continental United States the responsibility for carrying out the program established herein and the issuance of supplemental directives is delegated to the Commanding General, Army Service Forces except as more particularly provided in Section IV ("Rehabilitation").

9. The Provost Marshal General is charged with the responsibility of keeping those commanders and agencies enumerated in paragraph 7 currently informed concerning the locations of prisoner-of-war installations in which American personnel are held in detention, the numbers of such personnel and any other pertinent data which is necessary in order to permit appropriate planning for their reception and disposition.

SECTION III - RECOVERY AND RETURN

10. All U. S. military agencies, including military representatives in neutral countries, will make every effort to assist in the recovery of American personnel detained as prisoners of war, evaders, escapers, or internees, and to return them to United States military control at the earliest practicable moment.

11. a. Prior to the defeat of Germany, escapers and evaders (including internees) will be handled in accordance with letter, AG 103.6 (5 July 1944) OE-S-1-N, 11 July 1944, subject: Military Personnel Escaped from Enemy Territory.

- b. Subsequent to the defeat of Germany, all American personnel who come within the above categories will be considered, for the purposes of this letter as prisoners of war, if they have been out of United States military control for a period of 60 days or more.

- 2 -

~~CONFIDENTIAL~~

A WARTIME REUNION

Downed flier, girl to meet again

By Dave Hirschman
The Commercial Appeal

You could say John Spence had fallen on hard times when he met Janette.

The young navigator had just bailed out of a crippled B-7 bomber over Nazi-occupied France and landed in a farmer's field.

He saw two adults and a girl watching from a nearby farmhouse and waved. Janette Pennes, about 14, waved back.

Spence and another American airman were hurriedly ushered inside the house. They swapped their fur-lined, leather flight suits for the unofficial uniforms of Brittany farmers: coveralls, berets and denim jackets.

All told, they were there less than 15 minutes.

But Spence, now 71, hasn't forgotten the kindness and courage of the girl who helped him escape. And this month he'll do something, he says, he's wanted to do for 47 years.

See her again.



John Spence, then and now

Mr. Pennes will be coming to Memphis along with about 30 French, Belgian and Dutch citizens who helped downed American fliers evade Germans during World War II. They will be guests of the Air Forces Escape and Evasion Society, an 800-member group whose annual convention will be held at The Peabody May 24-27.

"We'll tour the Memphis Belle and crawl through it a few times," said Spence, a former Memphis Press-Scimitar reporter and federal Civil Rights Commission staff member who lives in Central Gardens.

"It's going to be a relaxed, informal time without business or politics. The sole purpose for the group's existence is to honor the people who helped us. We want to do whatever we can to repay them."

Ms. Pennes is scheduled to arrive in Memphis on May 21. She'll be the guest of Spence and his wife Mary Ann at their home until June 5. Spence and Ms. Pennes have exchanged letters since 1978, and he says the more he has learned about her, the more he is impressed by her bravery and generosity.

"The war was hard for us but it was tougher for her. Her mother passed away when she was very young and she was sent away to a convent school," he said. "Then her father died and she came home and buried him the day before we were shot down. The adults at the house were neighbors. She was an orphan when I met her, and the clothes she gave us belonged to her father."

Spence and 2122 other crew

Please see REUNITE, Page A6

DISCOVERY CHANNEL TO AIR NEW SERIES,

"FIREPOWER!"



The Discovery Channel (TDC) has signed an agreement with Video Ordnance, Inc. for *Firepower*, a new continuing series focusing on the technology of air, land and sea combat, announced Chuck Gingold, Senior Vice President of Programming at TDC. *Firepower* will debut on Discovery this fall.

The series will provide viewers with a real-life look at some of the latest technologies available to the military, through the eyes of the soldiers and airmen who use them. One episode, for example, places viewers in the cockpit of a modern supersonic flyer. Another lets them experience taking the controls of a wire-guided Milan anti-tank missile as an enemy tank comes under fire, and a third episode puts viewers on the deck of an aircraft carrier as its jets are launched.

"We're looking forward to featuring the exceptional new series," said Gingold. "We previously ran four other Video Ordnance programs in our **WINGS** anthology, and they were very popular with our viewers."

The Discovery Channel features 18 hours a day of world-class documentary entertainment in the areas of nature, science and technology, history, human adventure, and world exploration. TDC is viewed by 50.4 million households. (Source: Nielsen Universe Estimate, May 1990)

From Page A1

Reunite

members were returning from a bombing mission over the German submarine pens at L'Orient when their plane, the Green Hornet — was hit by anti-aircraft fire. The damaged plane lost speed and lagged behind the rest of the formation, eventually falling prey to German fighters.

Three of the bomber's four engines had been shot out when the pilot rang a bell indicating the plane was going down.

Spence said he hesitated for a moment and watched as some of the others hurried themselves into the clear blue. Then he went out through an escape hatch in the nose.

"That was my first parachute jump and my last," he says. "It was actually quite pleasant. Not a sound anywhere. No sensation of movement. It was very peaceful once you got away from the fighters," he said.

Nine of the crewmembers survived. The tailgunner didn't make it out.

"We were all kind of spread out when we landed, but we couldn't have picked a better place to get shot down. The countryside was beautiful with lots of small fields and hedges to hide in. The people were tough and resistance-minded. They did whatever they could to help us."

Spence and Sidney Devers, a member of the Green Hornet's crew, hid during daylight and walked for several nights. Then they boarded a train for Paris. Sympathetic French citizens helped them avoid German soldiers along the way.

He said his most difficult task was convincing members of the French Resistance that he was not a German spy. "They kept asking me questions about American baseball, and I don't know a thing about baseball. I've never been a fan or cared about the game at all."

Trusting French provided them with phony identification papers and helped them get to Spain. From there they managed to find the British consulate in Madrid. The two boarded a ship in Gibraltar and sailed back to

England after about two months on the European mainland.

Spence had completed just eight of the required 25 missions for bomber crews, but those who had been shot down and escaped weren't allowed to fly any more combat missions. Officials feared that, if captured, fliers who had once made it back to England might reveal secrets about how the French Resistance operated.

After the war, Spence worked as a reporter and editor for the Covington Leader, the Chattanooga Times and the Memphis Press-Scimitar. He was named to the U.S. Commission on Civil Rights staff in 1965 and coordinated activities in Tennessee, Arkansas and Mississippi.

In 1969 he left the commission and went to Vanderbilt University where he earned a master's degree in political science. He taught at Shelby State Community College for 10 years before retiring in 1983.

In 1977, Spence and his wife visited France and went to the farmhouse where he met Ms. Pennes years before. Ms. Pennes no longer lived there, but one of her neighbors took his address and passed it to her. The next year she wrote a letter to Spence saying that she remembered him. The two have exchanged letters ever since.

"I didn't know it at the time, but she was the one who insisted on helping us when she saw us land," he said. "The adults didn't want to get involved. They were neighbors who came over to help her after her father died. I only learned that later."

Spence says the letters he writes are mostly in English with a little French thrown in, and friends help him translate her letters when they arrive.

He said Ms. Pennes married after the war and her husband died several years ago. She has never been to the United States, and the trans-Atlantic trip will be her second airplane flight.

Spence said he has attended two other AFEES conventions, but that this one will be special.

"There's a wonderful person who I haven't seen in almost half a century," he said. "How could I help looking forward to it?"



Twenty-two Allied airmen in the Ardennes, 1944.

Back row, L to R - 1. Unknown. 2. Unknown. 3. Bob Morgan RCAF. 4. Ken Griesel 360BG. 5. Unknown USAF. 6. Unknown RAF. 7. Alan Willis 452BG. 8. Harold Ashman 384BG Deceased. 9. Unknown RAF. 10. Hank Gladys 452BG Deceased. 11. George Flather RAF, Deceased. 12. Gil Millar RCAF. Front row L to R: 13. Reg. Weeden RAF. 14. A.D. Roberts. 15. Milo Blakely 92BG. 16. Gil Shawn 445BG. 17. Richard Kindig 447BG Deceased. 18. George Vogle 305BG. 19. Charlie Mitchell 447BG. 20. John Evans RAF. 21. Kevin Doyle RCAF.

BILL LINCOLN IN HOSPITAL

Your editor heard from the Harris' that Bill Lincoln flew home from Memphis and went from the plane to the Hospital. He had a serious case of pneumonia and had a gallon of fluid pumped from his lungs. I phoned him in the name of AFEES and wished him well. He assured me he'll be home in a week.





AVE A GOOD SUMMER!

FROM TOM YANKUS

Dear Fellow AFEES:

Being one of the sixty-six plus airmen that Phillipe and Virginia d'Albert Lake helped to evade the enemy - via the Comet Line, on June 3, 4, and 5, 1944, she was instrumental in setting up the camps in Fretval. Thanks to Virginia, I was one of the original five with Count Jean d' Blommaert to be able to survive and help over two hundred airmen hide and evade in Fretval for over two months. Looking through my picture album I came across the (enclosed) picture of the monument erected in Fretval Forest. I am sure it will bring back many memories of those who spent time in these camps. The picture was sent to me by Heyward Spinks and with him is Paulette Thomas, one of the Comete Helpers from Senlis.

Also an article written in the Phillip Morris magazine about Virginia being awarded the Legion of Honor on July 8, 1989. I am sure this article will be of interest to all AFEES members and it certainly will let the world be aware of a true American Heroine.

Sincerely, Tom Yankus.

Ed Note 1. I want to thank Tom Yankus for his letter for he is mentioned in the article. 2. During our European tour in October, we will be in Brittany although I am not certain we will meet this great lady.

22ND BOMB GROUP REUNION 5TH AIR FORCE

The 22nd Bomb Group (M/H), 5th Air Force, (WWII) Headquarters 2nd; 19th; 33rd; and 408th Bomb Squadrons A reunion will be held from October 15th to 18th, 1990 at the Riviera Hotel (on the Strip) in Las Vegas, Nevada. To attend this 41st Annual Reunion, contact:

JACK CLARK,
Box 560967,
Rockledge, FL 32956-0967

Ed. Note: Jack writes: We are trying to contact over 3,000 men and their families we have lost touch with since our South Pacific service during World War II.

THE MUNSTER RAID

Bloody skies over Germany

By IAN HAWKINS

This book, published by TAB books of Blue Ridge Summit, PA is a must for every man who has flown combat. It is loaded with pictures, gives a very true narrative on the mission to Munster and is one of the best written books I have ever read. Chapter seventeen deals with evaders and is again most interesting reading. Reports from many crewmen, both those who were shot down on the Munster raid and those who witnessed the air battle first hand from other planes. Reports from both American and Luftwaffe fighter pilots and everybody involved in the bloody raid. Don't miss reading this one. \$17.95 and worth it.



M. Jean Auvert, the Countess
Bertranne d'Hespel de La Bourdonnaye
Left, Clyde C. Richardson, Right Ted J. Krol

"Finally," says Richardson, "After forty-six years I finally met the girl I stayed two days with in her apartment in Paris. She took me for a walk on the streets of Paris. We were two of the many evaders she assisted."

THE PLAYBOY CREW 1944 - 1945

Memoirs of World War II

With excerpts by surviving crew members

By ROBERT F. PIPES

Robert F. Pipes, a member of the 466th Bomb Group, 784th Bomb Squadron was stationed at Attlebridge, England just northwest of Norwich.

His crew was shot down by FW 190's on their 11th mission, April 29th, 1944 on a mission to Berlin. He was shot down over Holland where he stayed in several places for a year, finally being liberated by the 2nd Canadian Armored Division in 1945.

The book is exciting! Several helpers names are given as well as the places Pipes stayed. Several photographs.

BUD LORING REPORTS

I want to tell all my friends who were concerned about Helen and me at the Memphis meeting that our situation has improved a thousand percent.

Upon my return from Memphis, I underwent open-heart surgery on June 4th. I came home from the hospital on June 10th and my leg problem ceases to exist. I walk as well as I ever did since the circulation is now restored. Helen starts chemotherapy the week of June 17th and she should be back in good health then.

We are still considering the trip to Europe and if our health is good, we'll be on the bus.

BOB VANDERSTOCK WAR PILOT OF ORANGE



Bob Vanderstock, a Dutch trained Fighter pilot and former medical student escaped to England on his fourth attempt and joined the RAF as a Fighter pilot only to be shot down over northern France. For twenty months he was interred in Stalag Luft III and on March 24, 1944 he became a part of "The Great Escape" when seventy-six officers and enlisted men went through an underground tunnel they had dug. Twenty-three airmen were captured immediately, fifty were executed, probably on direct orders from Adolph Hitler and only three got back to England safely. Bob Vanderstock was one of these. He became the Commander of Spitfire Squadron 322 RAF. His book is exciting and tells it like it was. Published by Historical Histories Publishing Co. of Missoula, Montana. \$10.95

FROM JOHN C. RUCIGAY

Dear Harry: I feel that we can never thank the people in Yugoslavia for their sacrifices to insure American flyers would be returned to the USA.

For those of you who have been rescued by the Partisans in northern Yugoslavia, we received a request for you to contact an ex-Partisan Captain for he would like to meet those he helped escort to safety during 1944-45.

Captain Ivo Matusic was responsible for the safety of both Allied airmen and Partisan personnel traveling through his area which included crossing the main highway and railroad line between Fiume, Italy and Trieste.

I was one of those fortunate ones who benefitted from his services. I met him again in 1987 when he again served as my guide showing me all the critical sights and hide-aways used by the Partisans.

For those who will meet with this brave man, please write him:

Ivo Matusic
Kvarneska 27
51211 Matulji
Yugoslavia
Phone 051-741-239

A LETTER FROM IVO MATUSIC

During the years of 1944-45 I had numerous contacts with American Airmen after they parachuted in the area of ISTRa and was present in their rescue in the triangle of TRIESTE, POLA, FIUME/RIJEKA. I would be most grateful to you if you there is some way I could contact them either through a veterans' association or newspaper publication.

I have direct knowledge and was present at the following events:

1. With a group of 10 airmen which I think were the

first to parachute in the territory of ISTRa in 1944. My friend is still alive who led them across the railroad line and road Fiume-trieste.

2. In September, 1944 in my command was an allied officer of an army delegation who spoke Italian very well.

3. October/November 1944 were foggy days. An airplane circled 10 Km. north of FIUME and several men parachuted from it. We rescued them so they would not fall in the hands of the Germans. They gave me a silk "Escape Map" of Italy-Yugoslavia-Greece which I still have as a souvenir.

4. December 7, 1944 my order from ISTRa was to feed and pass 13 American airmen on with a military escort to a temporary airfield.

5. January 1, 1945. My order from ISTRa was to send other airmen, one of Polish nationality who was injured a month before in his parachute. He gave me a dollar bill and signed it "Thanking Commander, American VOIAC." We gave the group loaves of bread as a food reserve while traveling. One airman wished to change his big pistol for my shoes.

6. February 1, 1945. An American airman descended in his white parachute in snowy weather on the southern slope of Monte Magiore/Ucka/Istra whom we rescued.

7. March 22, 1945. A group of commandos disembarked from a submarine and climbed the slopes of Monte Magiore at Plominskog Fijorda Fianona. Rax Tecum came to me New Zealander Captain Daniel Stokes, former lawyer of Wellington, New Zealand with a group of soldiers, one vice-officer and 2 radio stations. We went together to explore the territory and endorse information on the map of ISTRa. I still own this map.

In conclusion, I would like to know if something has been published in the USA regarding the rescue of American airmen in the vicinity of ISTRa, Yugoslavia.

Yours Sincerely, IVO MATUSIC

Ed. Note: I copied Mr. Matusic's letter as well as I could. I hope he will forgive me for any typos.

ASHLEY IVEY WRITES TO TELL OF HOLLAND'S DIRK JAN PAUW DEATH

Dear Harry: Our helper, Dirk Jan Pauw of Coevorden, Holland passed away on 22 April, 1990 of cancer. He is survived by his loving wife Eep. Please keep her on the mailing list. Sending Memphis pictures in about ten days. Thanks for all you do. Ashley Ivey.

22ND BOMB GROUP REUNION 5TH AIR FORCE

The 22nd Bomb Group (M/H), 5th Air Force, (WWII) Headquarters 2nd; 19th; 33rd; and 408th Bomb Squadrons A reunion will be held from October 15th to 18th, 1990 at the Riviera Hotel (on the Strip) in Las Vegas, Nevada. To attend this 41st Annual Reunion, contact:

JACK CLARK,
Box 560967,
Rockledge, FL 32956-0967

Ed. Note: Jack writes: We are trying to contact over 3,000 men and their families we have lost touch with since our South Pacific service during World War II.



Dorthea Kenney and Margaret Smith



Paulette Pavan, Howard Harris & Jeff Polk



Pierre with Anne Brusselmans & Daughter



Col. John Goan and bride



Mr. and Mrs. Russell Weyland



Ralph Patton and Ellie Manion



Paul Kenney, President Patton & Jeanette Pennea

IN ATTENDANCE AT THE MEMPHIS, TENNESSEE REUNION

| | | |
|-------------------------------|---------------------------|-----------------------------|
| Mr/Mrs John Buckner | Mr/Mrs William Hayes | Mr/Mrs Joseph Perry |
| Mr/Mrs Louis Abbott | Mr/Mrs Francis Heekin | Mr/Mrs Bill Petty |
| Mr/Mrs Charles Adcock | Mr/Mrs James H. Hensley | Mr. Noah Lee Pucket |
| Mr/Mrs Eugene Adkins | Mr/Mrs William Hoffman | Mr/Mrs Joel D. Panches |
| Mr/Mrs Ira Allen | Mr/Mrs Peter B. Hogan | Mr. Francis C. Ramsey |
| Ms. Rose Arlin | Mr/Mrs Laurie S. Horner | Mr/Mrs Clyde Richardson |
| Violette Ashman | Mr/Mrs Arthur Horning | Mr/Mrs Joseph Ripley |
| Mr/Mrs Leslie Atkinson | Mr/Mrs Ernest Hugonnet | Mr/Mrs Louis Rodriguez |
| Bertranne & Dr. Auvert | Mr. Joe Humble | Mr/Mrs Leonard Rogers |
| Mr/Mrs Leon Ballard | Mr/Mrs Stanley Iverson | Mr/Mrs Manny Rogoff |
| Mr/Mrs Pierre Bauset | Mr/Mrs Ashley Ivey | Mr/Mrs Woody Rose |
| Mrs. Sylvia Bealle | Mr/Mrs Glen B. Johnson | Mr/Mrs Vincent Roskey |
| Mr/Mrs Albert E. Blatnik | Mr. John Katsaros | Dr. Margaret Rossiter |
| Mr/Mrs Paul Boe | Mr/Mrs Paul E. Kenney | Mr/Mrs Al Rotondo |
| Mr/Mrs Lou Breitenbach | Mr/Mrs Robert R. Kerr | Mr. John C. Rucigay |
| Mr/Mrs Walter Bressler | Mr. Jacques Keshishian | Mr/Mrs Charles Salivar |
| Ms. Anne & Yvonne Brusselmans | Mr/Mrs Ernest C. King | Mr/Mrs Soldie Sanders |
| Mr/Mrs George Buckner | Mr/Mrs Anthon Kosinski | Mr/Mrs Leon Schallehn |
| Mr/Mrs William Campbell | Mr/Mrs Ted Krol | Mr. Richard J. Schritzt |
| Mr/Mrs Thomas Cannon | Mr/Mrs Francis Lashinsky | Gen./Mrs Richard Scott |
| Mr/Mrs John M. Capps | Mr. Buford Lawson | Mr/Mrs Peter Scott |
| Mr. Floyd M. Carl | Mr/Mrs Alfred Lee | Mr/Mrs Roy Scott |
| Mr/Mrs Charlie Carlson | Mr/Mrs Patrick Ledanois | Mr. Kenneth D. Shaver |
| Mr/Mrs Regis Carney | Mr/Mrs J. William Lincoln | Mr. J. Kelly Shaw |
| Dr. Elsa Caspers | Mr/Mrs R.P. Lindsay | Mr/Mrs Morto Sherwood |
| Mr/Mrs James C. Cater | Mr/Mrs Mike Little | Mr/Mrs David Shoss |
| Mr/Mrs John Chernosky | Mr/Mrs Warren E. Loring | Mr/Mrs Richard Smith |
| Mr. Albert Cobb | Mr/Mrs James Louton | Mr/Mrs Phil Solomon |
| Mr. Frank Couberg | Gen./Mrs Lewis E. Lyle | Mr/Mrs John Spence |
| Mr/Mrs Robert Couture | Mr/Mrs Laymon Mahan | Mr/Mrs Ed Spevak |
| Mr/Mrs William Cramer | Ms. Elly (Clyde) Manion | Mr/Mrs Marcel Desi Stassart |
| Mr. William L. Cupp | Mr/Mrs Joe Manos | Mr. Jack W. Stead |
| Mr/Mrs Clayton David | Mr/Mrs Cirgil R. Marco | Mr/Mrs Robert Sweatt |
| Mr/Mrs Maxence DeBroissia | Mr/Mrs Clyde Martin | Mr. Thomas S. Thomas III |
| Mr/Mrs Gerald P. Dechambre | Mr/Mrs Roy A. Martin | Mr/Mrs Ernie Trottier |
| Mme. Marie-Louise Deltenre | Mr/Mrs Francis Marx | Mr. Robert C. Tucker |
| Mr. Bobby Dodd | Mr/Mrs Robert Mays | Mr. Dave Turner |
| Mr. Nico Dohmer | Mr/Mrs Jim McElroy | Mr. H. George Van Remmerden |
| Mr/Mrs Harry A. Dolph | Mr/Mrs Lloyd McMichael | Mr/Mrs Piet van Deen & Pia |
| Mr/Mrs Clement Dowler | Mr/Mrs L. Meijer | Mr/Mrs Roy M. Walker |
| Ms. Iris Erickson | Mr/Mrs Clay Mellor | Mr/Mrs George Watt |
| Mr/Mrs Louis Finegold | Mr/Mrs Gilbert Millar | Mr/Mrs Billy Webb |
| Mr. Ruben Fier | Mr/Mrs Edward Miller | Mr. Charles Westerlund |
| Mr. Phillip Fink | Mr/Mrs William Miller | Mr/Mrs Russell Weyland |
| Mr. Kenneth Foster | Mr/Mrs Bert Monster | Mr/Mrs Tom Wilby |
| Mr. Kenneth W. Foster | Mr/Mrs Alex Morgan | Mr/Mrs Tom Wilcox |
| Mr. George H Gagne | Mr/Mrs Jay Mueller | Mr/Mrs Clifford O. Williams |
| Ms. Janice Garda | Mr/Mrs Claude Murray | Mr/Mrs James Wilschke |
| Mr/Mrs Albert L. Gese | Dr. Gabriel Nahas | Ms. Sonja Wilson |
| Mr/Mrs John F. Goan | Mr/Mrs Donal Naughton | Rev. Henry F. Wilson |
| Mr/Mrs James Goebel | Mr/Mrs Edward Neu | Mr. Earl E. Woodard |
| Mr/Mrs Marvin Goff | Ms. Genevive Noufflard | Mr/Mrs John Yandura |
| Mr/Mrs James A. Gribble | Mr/Mrs David O'Boyle | |
| Mr/Mrs Robert Grimes | Mr/Mrs Ralph K. Patton | |
| Mr/Mrs Kenneth Haines | Mme. Paulette Pavan | |
| Mr/Mrs Ralph Hall | Mr/Mrs Ronald Pearce | |
| Mr/Mrs Robert J. Hannan | Mr/Mrs Arnold Pederson | |
| Mr. Charles C. Harpin | Mme. Jeannette Pennes | |
| Mr/Mrs Howard Harris | | |

Ed. Note: Scotty David reports there were thirty-seven (37) AFEES attending our reunion for the first time, over a third of the new members she has recently signed up. Thank you Scotty for a job well done!

MEMPHIS REUNION BIGGEST YET! OVER 300 ATTENDED - 297 FOR AUCTION DINNER!

Thanks to John Spence's foresight and planning, we had a wonderful AFEES reunion in Memphis, Tennessee. I feel so sorry for all of you who missed it.

The Peabody hotel, their entire staff and management bent over backward to assure us a memorable event. The Peabody is the only hotel in existence that owes a share of its success to five wonderful ducks who, at eleven a.m. daily, are brought down from the roof on an elevator. Then they march on their own red carpet to the strains of a John Phillips Sousa march to a fountain in the center of the huge lobby. There they stay till five p.m. when the procedure is reversed and they go to their "Duck Castle" on the roof for the night. There are always at least 500 people in attendance to see the ducks march to the elevator. The same man who has trained the ducks to do their thing has been there for over 50 years.

Your editor and his wife arrived early Thursday morning and after registration, spent the day with old friends and helpers telling each other all the news of the year and what we had been up to.

On Friday, we went to Mud Island right on schedule and saw a working model of the Mississippi river from its beginning until it pours in the Gulf of Mexico. The model runs from one end of Mud Island to the other. The museum was interesting, and there was much memorabilia surrounding the history of Memphis and the Mississippi river in general.

Then we visited the "Memphis Queen," a B-17 bomber whose crew were the first to finish the required 25 missions before they could go home. All of us were amazed in the condition of the Flying Fortress. John Spence had arranged for it to be opened and I think all 300 of us went through it. Even our wives! For most of them it was the first time ever to get inside the familiar office we used in 1943-45. Most of them had a new respect for their spouses and I heard many remarks about bravery afterwards. There is an article about Margaret Polk, the real Memphis Belle who recently passed away elsewhere in this Communications.

I want to say here and now, the big bird somehow didn't seem so big anymore. It was very difficult to move around in it even without the flying suits and parachute harness. I don't know who shrunk the bomb bays and the cockpit.

Upon my return to the hotel, I was joined by John M. Capps and his wife who drove down from Dexter, MO. to join our group. Johnny was the tail gunner on my crew and if it wasn't for him, somebody else would be writing this column for he put my parachute on me and assisted me to get out of our burning B-24 on August 15, 1944.

The next day, the busses were right on time and we went down to the Mississippi and got on the Memphis Show boat for a cruise and lunch on the river. Barbecued beef and all the goodies. The river was extremely high and full of debris coming from flooded lands further to the north. We went under the "Dolly Parton" bridge and watched as several barges passed us by. One of them was 6 across and 7 ahead of the tug making a 42 barge haul.

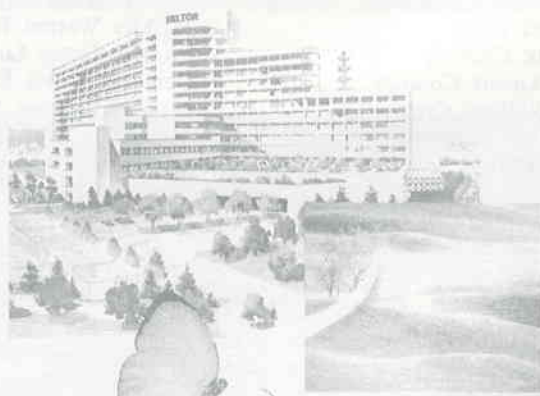
It was a delightful day, spending time with our helpers and old friends and making new ones.

Later, the Louis XVI room was opened and we all bid on the silent auction.

Two hundred and ninety-seven of us had dinner in the hotel ballroom and afterward the regular auction was held. There was spirited bidding as our two auctioneers, Ralph Patton and Dick Smith took turns getting the bidding going.

A little over \$4,000.00 was raised!

Sunday morning the lines were long for the Continental breakfast but there was plenty of food for all. After that our business meeting took place at which time it was decided our next reunion will be held in IRVINE, CALIFORNIA! at the Irvine Hilton Hotel and Towers. Our cost (for planning ahead,) is only \$65.00 per night. We will be a stone's throw away from Disneyland, Knott's Berry Farm, Wax Museum, Universal Studios, the Queen Mary and the Spruce Goose which are next to each other. Rodeo Drive (for you ladies) is very easy to get to.



To get back to Memphis, several AFEES went to Graceland in the afternoon and visited many historical places such as the spot where Martin Luther King Jr. was assassinated. Later, we had our farewell dinner with beautiful words spoken by our helpers and AFEES alike. The Memorial Day candle ritual was heart touching.

The following morning breakfasts were enjoyed by those who didn't have to leave at sun-up and afterwards, the farewells promised we would all meet again next year in California.

This was truly one of the great meetings and will be difficult to top...but somehow we always do...

WE GET LOTSA' LETTERS

I was aware that Yves Loringuer had been ill shortly after Christmas, but I really didn't know how serious it was. Early this week I received a letter from a friend in Brest advising me that he had attended the funeral for Yves on Saturday, February 10th. I have no further details at this time. Yves Loringuer was active in the resistance in Brittany and personally helped several AFEES members including one or two of the members of my crew. He was instrumental in arranging get-togethers every time I visited him in Brittany. I am particularly saddened at his loss. - Ralph K. Patton

388TH BOMB GROUP REUNION

The 388th Bombardment Group will hold its annual reunion and convention at "The Inn at the Park" in Anaheim, California from September 19th to 23rd, 1990. Everybody who served with the 388th in England during World War II are invited to attend. For more information, contact *Edward J. Huntzinger, 1925 S.E. 37th Street, Cape Coral, Florida 33904*. Ed sez' y'all come now!

388TH BOMB GROUP REUNION

"LIGHTWEIGHT TOWER CALLING!"

The 388th Bombardment Group will hold its annual meeting and convention in Dayton, Ohio from September 6th to 9th, 1990. For further information and details, please contact *Earl L. Bundy, 5773 Middlefield Drive, Columbus, Ohio 43235*. Phone 614/451-4589. Earl wants everybody to attend!

WALTER W. SWARTZ WRITES

Dear Harry: My copy of the winter communications of the Air Forces Escape and Evasion Society arrived yesterday. What a shock to turn to page three and find there a picture of myself and Ernest Fitzpatrick.

Armand Hardy of Brussels had asked Clayton and Scotty to try to identify those in the picture. I can help with only two. Third from the left is Ernest Fitzpatrick. I have a copy of that picture, and checking found no other names. Sorry!

Will you please see that Clayton gets this information as I did not find his address in any of my material.

If I can be of any further help now or in the future, please let me know. I sure do enjoy each copy of the A.F.E.E.S. Newsletter and look forward to receiving them. P.S. We hope and pray our Belgium friend can make it to Memphis in May, where we can meet many of y'all. Walter W. Swartz, 199 Restful Rd, N. Ft. Myers, FL 33917.

JOHN R. MANRHO WRITES

Dear Sir. - Since a few years I investigate the history of the airwar of WWII near my hometown. During the war more than 100 aircraft crashed within 15 miles of my house. My research resulted in many contacts in the USA, UK and Germany. Although I could locate a few surviving crew members of USAAF crashes I would like

to find more.

A few times I had the opportunity to read your newsletter and I find it very interesting. Is it possible to get this newsletter and as a subscribing member of your society? Please let me know. This could be very helpful for my research. Maybe I can locate some crew members with the help of your organization. I hope you can help me with my research. Sincerely, John R. Manrho, Kloosterdijk 130, 7693 PR Sibculo, The Netherlands. Ed note: I will personally send him some future copies.

JOHNNY A. BUTLER WRITES

Dear Sir, Having just read my recently received WINTER COMMUNICATIONS, I found two items of particular interest. The picture and story about Bob Titus who I knew in Switzerland and the mention of Charles McBride's book MISSION FAILURE and SURVIVAL. I would like very much to get addresses of both of the above.

In recent years a small group of those of us who were in Switzerland as Evadees have gotten together for reunions. We have lost touch with most of the 120 plus guys, so our attendance has been low, 7 maximum. Perhaps we could get Bob Titus and Harry Rants to attend our next one.

The mistaken bombing of Schaffhausen may have been a "blessing in disguise" for myself, Rudy Menchl and Dan Coffey. At the time of the raid the three of us were enroute from our place at Klosters to Zurich to "steal" a B-17 from the airport at Zurich. We knew of one that had ample fuel for us to fly to Corsica. The arrangement for us to take the plane had been made by our American Council General Woods. When we arrived at the Zurich railway station the newspaper extras were already on the streets about the American Bombing. It of course stopped our effort. We later learned that had we been successful, we would have had to return the plane since it was "Interned" even though we were not.

I have ordered McBride's book as well as THE CARPETBAGGERS.

I am not sure if my dues for 1990 are paid, so my check for them is enclosed. Yours truly, J.A. Butler

FROM ED O'DAY ON SF BAY

Friend Harry, Photos reproduced in the AFEES publication taken two score plus years ago portray individuals. How come the pictures of the same people today all look alike? On page 16 of the Winter 1990 issue, captioned "Somewhere in France, 1944", some names and faces are recognizable except Philip Lamson and John Larkin. Can you or anyone fill me in? Over, but not yet out! Ed O'Day, San Francisco, California.

Ed. Note: Well, Ed, perhaps some of us age better than others. I really don't know the answer. Can somebody help?

*Youth is pert and positive, age modest and doubting;
so ears of corn when young and light, stand bolt upright,
but still hang their heads when weighty, full and ripe.*

--WARS BRING SCARS--

"POOR RICHARD'S ALMANAC"

Compliments of Benjamin Franklin

FROM LEON "BUD" BALLARD

I'm looking forward to our trip to Memphis and a visit with all the guys that experienced the help and comradeship of our AFEES helpers that I did. I'm sorry that I didn't get the names and addresses of some of my helpers but at the time, I didn't know enough Slavic, Croatian or Serbian words to ask anything. And from the time I got ith them (April 11th or 12th, 1944), till I left them on May 28th of 1944 I didn't stay with one group for more than two days. We were on the move all the time.

I've got some pictures and names I'll bring with me just in case I see someone familiar with the area in which I came down.

Harry the enclosed story and verification of facts are yours to use or not, as you see fit. I'm sure a lot of our guys can relate to the humor in some of the "goof-ups" in our final mission. It's not the only mission I've flown I'm sure, that didn't turn out as planned.

Keep up the good work, and I hope to see you in Memphis! Sincerely, Leon Ballard.

Ed. Note - I saw fit to include a condensed version of the last mission of Bud Ballard in these pages. At present, he's the Commander of V.F.W. Post 3014 in Higbee MO.

JAMES MOULTON, EVADEE

If any of our readers know the whereabouts of James "Jim" Moulton whose wartime address was Albany, Oregon, please contact the editor. Jim was shot down in August, 1944 in the vicinity of Meppel, Holland and was liberated on August 15th, 1945 in Dokkum, Friesland, Holland.

FROM GUS REGTUYT

Dear Sir, how are you? We are fine! Some time ago I lost my button from the citation of the AFEES. By any chance could you replace that button and send it to me. I would surely appreciate it. Thank you and best regards. Mr. & Mrs. G. Regtuyt, 1625 S.E. 40th Terrace, Cape Coral, Florida.

Ed. Note: I have forwarded a new button to Mr. Regtuyt on this day.

JOHN A. BLATNIK WRITES

Dear Mr. Kinney, Enclosed is my check in the amount of \$250.00 to cover the registration for our forthcoming AFEES Annual reunion and the events you have listed for Friday thru Sunday, May 25th - 27th,

Please send me a "flyer" for giving information on the special rates available on AMERICAN AIRLINES so I can make reservations for TWO . . Washington D.C. to Memphis and return.

This is my first opportunity to attend an AFEES Nat'l meeting. In 1944-1945 I was assigned to the 15th Air Force Escape and Evasion office at Main Hdqtrs, Bari, Italy, then as O.S.S. Chief of the U.S. mission I was sent into Croatia and then Slovene Partisan (Tito) Headquarters located in the Northwestern one-third of Yugoslavia.

We evacuated almost 399 air crew personnel (mostly U.S. 15th Air Force) from that area from Spring, 1944 into April, 1945.

Could you send me the name of your program Chairman (and address) as a few of us from the Balkan area want to recruit more AFEES members.

Looking forward with special interest to your Annual meeting, and I hope a few of us can make a bit of a contribution. Most sincerely, John A. Blatnik

FROM ANITA LEMONNIER HARTMAN

Dear Ralph: Thank you for the "Winter Communications 1989" which I found to be most interesting. I read it from cover to cover and was delighted to find in a photo giving the names, which I did not have, of the airmen I guided on my last convoy from Mme Lefebvre's house in Rambouillet to the first "etape" at Etampes - where we all stayed overnight (7 airmen, me and two other Helpers, Raoul & Guy whose names I do not know), in August 1944.

I am enclosing a photo taken at Rambouillet just before we left (which is almost the same as the one you published). I did not accept to be in the photo but stayed in the open doorway of the house, as should the photo fall into enemy hands I might be recognized wince I had once been apprehended by the Germans. There were 7 airmen and I have another photo of them with Mme Lefebvre taken at the same time.

An other interesting item is on Virginia d'Albert Lake, whom I replaced as a convoyer after her arrest.

After so much time has passed it is very touching to find so many people sensitive to the happenings of those unhappy times. With every good wish, Anita.

CHAIRMAN ALLEN A. HONEY WRITES

Dear Mr. Patton: I have just returned from a 15th Air Force Association reunion in Las Vegas.

Just before I left the hotel to return home, I spotted the sheet with the information on your organization and the membership application on the reverse side. Though I'm not eligible for membership, I was captured and became a prisoner in Germany. But, I am interested in the AFEES for several reasons. They are all gutsy men, they had to be. Also within your Society there must be some who were at some time in the company of the forces of General Draza Mihailovich.

If you can assist me in any way to make contact with any of your members who were with Mihailovich, or were rescued and returned to U.S. control by forces friendly to him, or under his control, I would appreciate it very much. I will outline our project to place a memorial to General Mihailovich here in California to anyone who is interested. Sincerely, Allen A. Honey, Chairman for the Committee of American and Allied Airmen to Honor the Memory of General Draza Mihailovich, 329 Foothill Blvd., oakland, CA 94606 Phone 415/835-2485.

Ed. Note: We are gaining more and more new members from the 15th Air Force and those who evaded capture in Yugoslavia with the help of the Chetniks. It seems every week we receive a new application from them. It would be great if those new members would contact Allen Honey to let him know you exist. General Draza Mihailovich was Deputy Commander of all Yugoslavian forces during WWII.

LEON G. BALLARD'S STORY

It was one of those mornings that you would like to snuggle down in a good warm bed and sleep all day but mine was far from good or warm. It was a canvas army cot in a breezy six man tent. I was in southern Italy on the cold and cloudy, spring day of April 6, 1944.

I'm a member of the 463rd Bomb Group of the 15th Air Force flying out of Celone Field, Foggia, Italy. We got there in just about as difficult a fashion as you can imagine. To begin with, our whole crew had the worst case of dysentery ever from the food and water we ate and drank in South America enroute to our overseas destination. To make matters worse, we were forced down in Tindouf, Africa for six days by a Sahara sand storm. We finally made it to Tunis, Tunisia where we stopped for fuel and ammo. This was the home base for the 2nd Bomb Group and they thought we were new replacements with new airplanes for they had so many losses. Col. Frank Kurtz, our Group Commander finally convinced the "Powers that be," that we were a trained combat group and not to be broken up.

We learned of the sinking of the ship that was bringing our ground support supplies to us. It got torpedoed as it entered the Straits of Gibraltar coming into the Mediterranean sea.

With very little food for a seemingly long time, our base camp started to function as a Bomb Group should. We had some very impressive bomb strikes for a new group just going into combat.

Our target for April 6th, a very miserable day, was the assembly plant for ME109 fighters in northern Yugoslavia, near Zagreb. Our briefing prior to take off was routine. Weather overcast all the way to the target, then intermittent clouds over the ME109 plant. We would have good bombing conditions and expect a minimal amount of "inaccurate flak" and very little, if any, action from enemy fighters.

We took off at two minute intervals, using precise speed, rate of climb and compass headings to spiral up climb up through the heavy fog. This procedure is time and fuel consuming but its the only way to get a formation of forty planes in the air with ground visibility "O". We came out on top of the clouds at about 10,000 feet where we formed and headed north over the Adriatic sea. The sky in this area belongs to the Allied forces and our formations are not too tight. Thirty miles out to sea, we test fired our weapons in case we run into a Axis reconnaissance plane coming out to greet us. As we neared the rugged coast of Yugoslavia, we started our climb to 25,000 feet, our designated bombing altitude and when we reached it, our little buddies showed up, about 20 P-38 Lightning escorts. It was always good to see them and after they came along side our formation, they climbed to a higher altitude to watch over us. Our plane was number 831.

We just reached our IP for the bomb run when "Murphy's Law" took over. The target was completely obscured by clouds, the sky around us was filled with at least 40 or 50 ME109's and FW190's, and we were literally plowing our way through flak. So much for the briefing!

Our first pass over the target got us a lot of holes in our B-17, not to mention a hole in my left hip and another in my left arm. We were getting our first real "Baptism of fire" in aerial combat and it was frightening. The fighter planes on both sides seemed to be oblivious to flak and followed us right through the center of it.

We came out northeast of the target and from my tail gunners position I noticed for the first time the flak bursts are colored red, white and black. I must have been mesmerized by the sight because all of a sudden there was a FW190 right on our tail with all guns blazing away. I got off a 5 or 6 round burst with my twin fifty calibers and must have killed the pilot at once for his guns stopped but the plane just kept on coming. I aimed for the engine and after a burst of 20 or 30 rounds the plane exploded less than 100 feet away. From that time on, no plane showed me his nose without getting shot at if only to tell him big brother was watching.

We made a wide swing to the right and our formation got a little loose, an invitation to enemy fighters to make quick passes to completely break up our formation. They seem to be using the same tactics over and over, coming straight in at our tail and at 200 or 300 yards give us a burst of gunfire then turning belly up and peel off heading down. They continued with those maneuvers when I got numbers two and three enemy fighter planes destroyed, both ME109's! For some unknown reason our fighter escort left the second wave of B-17's and flew with the front wave. That's when business really picked up! We tightened our formation and that gave us better protection for we were able to put out a greater concentration of fire power. Sgt. Robert Omundson, tail gunner on plane 825 shot down a ME 109 and S/Sgt William Beppler, tail gunner on plane 540 also flamed a ME109!

We were so busy I didn't notice our wide right turn from the target area had continued until we were lined up for an other pass over the

target. Our lead Navigator had gone nuts! Or else we were lost. A pair of passes over a target we can't even see just don't make sense, but there we were, on our way. My tail position took a direct hit from the enemy 88's and was practically blown off. My flak helmet was blown off and my face was full of pieces of plexiglass and bits of metal. I don't know how long I was knocked out but when I regained consciousness, my oxygen and communications system had been destroyed and were useless. We had huge flak holes in our right wing and it was ablaze. We made it through the target area but as we came out on the northeast side, plane number 790 had a fire in it's bomb bay and exploded. No survivors there.

Our fire was beginning to worsen so we pulled out of formation and tried every known method of putting out but nothing worked. It was while we were working on our fire that I flamed my fourth enemy FW-190 who got a little careless and was too eager to shoot down a crippled bomber.

By this time, we are miles from the rest of our formation and it was obvious we were going down. The bombardier jettisoned our bomb load and our plane bounced after the twelve 500 pounders let go. The enemy fighter planes really swarmed us then and I know I took at least three more out of the air. I didn't destroy them but they were damaged so badly they wouldn't be back.

I ran out of ammunition. I couldn't contact anybody up forward in the plane so I started forward and the waist door is gone and so are the waist gunners as well as the radio operator. I found myself in a burning, falling, airplane all by myself. Back in the tail position, and gathered up all my things, hook my parachute on and finally figure a way to get out of the plane. (The Technical orders covering this don't work!)

I lost my G.I. shoes which I had hung around my neck as soon as I bailed out. My trip down and the way I hit the ground is another story but I made it and that's the beginning of my qualification to become a member of the Air Forces Escape and Evasion Society.

I'm extremely proud of my beautiful citation and award of the SILVER STAR which confirms my four enemy aircraft destroyed in action. My thanks go to the then Major General Twining, Commander of the 15th Air Force for the recognition

OFFICIALS

HEADQUARTERS
FIFTEENTH AIR FORCE
AFO

C-UPD-JDB

15 July 1944

EXTRACT

Section
1V

Under the provisions of AF 800-45, he is awarded, and pursuant to authority contained in Circular No. 20, Headquarters, MAT-USA, 6 March 1944, the Silver Star is awarded the following named personnel, Air Corps, United States Army, assistance and citation as indicated:

LEON G. BALLARD, 16191889, Sergeant, 775th Bomb Sq, 463rd Bomb Gp. For gallantry in action as tail-gunner of a B-17 type aircraft. On 6 April 1944, Sgt Ballard participated in a bombing mission against an important enemy airbase in Yugoslavia. In the target area, his formation was attacked by approximately forty (40) enemy fighters, eight (8) of which concentrated their attack on Sgt Ballard's aircraft. Sgt Ballard was critically wounded in head and legs, and his aircraft severely damaged and out of control. Although the order to abandon ship had been given, Sgt Ballard realizing the peril his parachuting crew-mates were in because of the many attacking aircraft, dragged himself back to his guns, destroyed (4) enemy aircraft, and did not leave his post until all members of the crew had bailed out, and his ammunition exhausted. He then bailed out over enemy territory, and finally made his way back to his own lines. By his conspicuous gallantry, professional skill and devotion to duty, together with his extraordinary heroism and utter disregard for personal safety under enemy fire, Sgt Ballard has reflected great credit upon himself and the Armed Forces of the United States of America. Residence at enlistment: Columbia, Missouri.

By command of Major General TWINING:

R. K. TAYLOR,
Colonel, CGS,
Chief of Staff.

OFFICIALS:

/s/ J. M. IVINS,

/s/ J. M. IVINS,
Lt Colonel, AGO,
Adjutant General

"A" CERTIFIED TRUE COPY
R. K. TAYLOR
ROY-JOHNSON, CAPT., AIR CORPS,

RESTRICTED

AFEES FLORAL TRIBUTE AT FUNERAL OF YVES LORINQUER

The photograph of the floral wreath laid on the grave of our good friend and Helper Yves Lorinquer is shown below. It was carried by P. Sibriel Plouha bearing the inscription *"His Friends - American Airmen"* and presented to their comrade of Locarn, Brittany on February 10th, 1990.



FROM TOM YANKUS

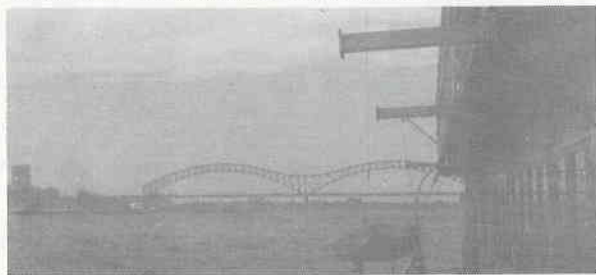
Dear Fellow AFEES:

Being one of the sixty-six plus airmen that Phillipe and Virginia d'Albert Lake helped to evade the enemy - via the Comet Line, on June 3, 4, and 5, 1944, she was instrumental in setting up the camps in Fretval. Thanks to Virginia I was one of the original five with Copunt Jean d' Blommaert to be able to survive and help over two hundred airmen hide and evade in Fretval for over two months. Looking through my picture album I came across the (enclosed) picture of the monument erected in Fretval Forest. I am sure it will bring back many memories of those who spent time in these camps. The picture was sent to me by Heyward Spinks and with him is Paulette Thomas, one of the Comete Helpers from Senlis.

Also an article written in the Phillip Morris magazine about Virginia being awarded the Legion of Honor on July 8, 1989. I am sure this article will be of interest to all AFEES members and it certainly will let the world be aware of a true American Heroine.

Sincerely, Tom Yankus.

Ed Note 1. I want to thank Tom Yankus for his letter for he is mentioned in the article. 2. During our European tour in October, we will be in Brittany although I am not certain we will meet this great lady.



The Dolly Parton bridge, Memphis, Tennessee



Bob and Mary Grimes



Amanda Desir-Stassard with Frances & Gil Millar



Howard Harris - Paulette Pavan - Jeanette Harris



Amanda Desir-Stassard with Ji, & Linnette McElroy

THOMAS L. YANKUS SPEAKS UP

Dear fellow Evadees: In reference to your article "The Forgotten Men" written by Leon Ballard.

Speaking for myself, I can relate to the way Leon Ballard feels being MIA from 3-4-44 to 8-18-44. Over a year ago, I decided to update my service records and have some past due injuries placed on my records. Much to my surprise my discharge records showed no evidence of being shot down or MIA not even an E&E report. I wrote some 4 months ago to have my Service Records updated and have received no response.

Ralph Patton sent me a "Confidential War Dep't Memo" dated Sept., 1944. This memo was uncovered by Jim Wilshke from the National Archives and is cleared for use. I am enclosing it with the thought that if all fellow Evadees would write to their prospective Senators and Congressmen maybe with enough recognition we would have a classification of POW as this memo so states.

In my own state of Florida I have written and tried to plead my case to the following elected officials with no response: Senator Bob Graham, Senator Connie Mack, Congressmen Cliff Stearns and Bill Young. I wrote these officials on 10-2-89 with a copy of this enclosed "Confidential War Dep't Memo". I also asked if there was any past legislation or if not to see what could be done with new legislation to update the long overdue recognition we all deserve.

Maybe if all AFEES would pursue this memo and write to their elected officials something could be legislated.

P.S. Maybe a memo of this mailed to President Bush with all the Evadees signatures might be a thought.

Sincerely, Thomas L. Yankus, 904/637-2948

Ed note: Maybe Tom is right! Maybe a petition sent to the right people would get it started!

PAULETTE PAVAN WRITES

I had no time to write before I left in January for Venice so, I do it now from this lovely place. I come here as I do every summer with my second daughter, Elizabeth, her husband and my grand daughter.

Once again I did participate at the Meeting and once again I did live a very nice time but a very emotional time. Memories and the joys of meeting everybody again. This year the French Community was very, very nice and I was especially glad to know your helper and her daughter. Also, the joys to see once again, 45 years after, James Shilliday, who left home in February 1944.

After the meeting in Pittsburgh, I spent 15 days with my good friends the Harris' and we discovered Gettysburg. Baltimore Maryland and Virginia which I liked very much. And, they did everything for me so nicely.

I want to thank you again, and to felicitate you for the Pittsburgh meeting which has been a real success. I may say, "I'll never forget!" Sincerely, Paulette

FROM IRENE MANDELL

Dear Harry - Thank you for keeping me on your mailing list. I enjoy reading the Newsletter as Nick did too. It almost made me feel I wished I had been there.

Had I been well enough, I may have made the trip, but then there would have been too many memories without Nick. The sadness is still with me, at times more than others. But I'm finally coping with it a little more.

One question to ask. In your Spring Communication you had a notice of one Arie (Art) Van Faassen of Nobleford, Canada. How did you get the information? I know that Nick had his name on the list of the Dutch Helpers as well as his mother & father & brothers. They were very much involved with Nick's safety and escape. Nick promised to visit them when they moved to Canada and we did in July of 1984. What a reunion that was after 40 years or more.

Nick's thoughts had always been with the good and wonderful people that helped him. As for me, I have been forever grateful to all of them.

So much for this chatter. Once again I thank you. Keep the AFEES going. Maybe, just maybe I can be there again sometime. Best regards to you and Pat and everyone of the AFEES. Irene Mandell.

Ed Note: Irene, Nick was a part of us too. Nothing would please us more than to have the other half of the "Green Grocer" join us in California in 1991????

A PEACEFUL MISSION

The Welcome coast of England
You have seen before
On a wartime mission
Coming home once more

Thank God you made it this time
"What next?" you tiredly say
Get some sleep before dawn
But that's another day

Forty years have gone since then
And you are still alive
Alive to sounds and life itself
But memories survive

This time your journey is happy
And you are very proud
The shores of England loom again
From far below the clouds

Now a peaceful mission
Back to that friendly shore
To remember all your buddies
You're coming home once more
by
Connie Richards

The above poem was submitted by Walter Farrar formerly with the 92nd BG and now in Hallandale, Florida, a pen pal of Connie Richards of Bedford, England.

RESISTANCE and REMEMBRANCE

France has bestowed its highest honor on an American who risked her life to smuggle downed Allied airmen through Nazi lines!

"We took risks that were ridiculous, taking the American fly-boys for walks where they were rubbing arms with the Nazis. We even took them to Napoleon's tomb, which was crawling with Germans."

Virginia d'Albert Lake

The house sits back from the road, down a lush green lane, at the end of a crushed-stone drive. As the car pulls up, a small white-haired woman walks out the front door to greet her visitors.

"Bonjour," says Virginia d'Albert Lake, "Good morning."

Her smile is pleasant, almost girlish. She is a lively 79 years old, and lives in retirement with her ailing husband, Phillippe.

She is a genuine American heroine who lives in France. Last summer, on the 200th anniversary of the French Revolution, she was awarded the Legion of Honor, France's highest civilian medal. It cited her bravery during World War II, when she fought with the French Resistance against the Nazis. Her job was to help Allied airmen shot down over France to elude the German occupiers and get safely out of the country. For her efforts, Virginia was captured by the Gestapo, interrogated and eventually sent to the concentration camp at Ravensbruck, Germany. Only 25 women in her work detail of 250 survived. Virginia herself nearly died of starvation. "I still don't like to think about that," she says quietly. "It still makes me upset."

Says an airman whose life she saved: "There are a lot of guys who think that Virginia is a saint!"

She was born Virginia Roush in Dayton, Ohio, the eldest daughter of a doctor. His poor health forced the family to move to St. Petersburg, Florida when she was very young. She was trained to be a schoolteacher, but early on she developed a case of wanderlust. In 1936 she went to France, where she met a dashing young aristocrat of French and English descent, Phillippe d'Albert Lake. It was love at first sight. "We sat on the floor and talked of marriage the first night," she recalls. Within a year they were married and living in Paris. But war clouds were gathering over Europe, and in 1939 Phillippe was mobilized. When France fell to the Nazis in 1940, Phillippe became a civilian again, retreating to a quiet life with his bride at the family estate in Brittany, in the northwest corner of the country.

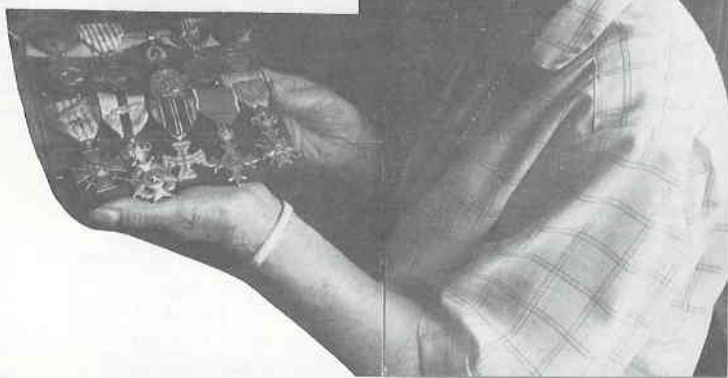
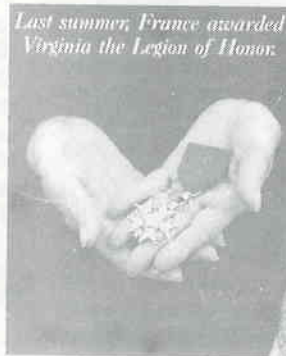
"It wasn't easy to know who was in the Resistance so you just learned to keep your mouth shut," says Virginia. "We tended our vegetable garden and tried to wait it out."

But in 1943, something happened that jolted them into action. A local baker in a small town outside of Paris, where the couple also had a house, asked Phillippe and Virginia to come down to his shop to meet some "friends." When they arrived, they were taken into the back room. There to their amazement, sat three American airmen.

"I was so excited to see them, and they me," recalls Virginia of that dramatic moment. "I hadn't seen any Americans in three years. From that moment, Phillippe and I decided to join the Resistance." Virginia and Phillippe did not even consider the risks involved. They just knew that they could no longer sit idly by. And with properties in and just outside of Paris and in Brittany, they were in a good position to justify their movements.

They became links in the "Comet Line," the underground railroad that ferried downed pilots out of France and back to Allied-controlled

Last summer, France awarded Virginia the Legion of Honor.



Virginia d'Albert-Lake : « Il y a des jours qui durent une éternité, ce sont les plus tristes... »

territory.

Virginia and Phillip housed the fliers in their own apartment in Paris and worked with the underground to get them false passports. On occasion, they even took their guests on tours of the enemy-held capital city.

"She was absolutely fearless," says Tom Yankus, a B-17 Radio Operator gunner who came under her care briefly. "And she was beautiful. She took us out for a walk in the streets. She put her arms in ours like we were old friends and told us not to speak, to pretend we were French and deaf and dumb. She told us to take our hands out of our pockets, because that was a giveaway that we were Americans. And she taught us how to eat like Frenchmen - you know, to eat with both hands, knife in one, fork in the other. One day we were in a restaurant, and she said, 'See the Gestapo over there? They are watching you eat.'"

Virginia also interrogated new arrivals for the Resistance. This was an extremely sensitive procedure. A lot of Germans were impersonating American airmen in hopes of infiltrating the Comet Line. It was Virginia's job to question supposed American airmen to determine if they were impostors.

She was great at this," says William David, a former P-38 pilot now living in retirement in Florida. "You know, you'd ask the usual questions, such as, who is Joe Dimaggio? If some guy said he was from Florida, she'd ask what town. If he said Orlando, she'd ask what street. And she knew the answer. It was hard to fool her."

"We were very lucky," Virginia says. "We never found any German infiltrators." But in 1944 her luck ran out.

It was June; the Allies had just landed at Normandy; and the Nazis days were numbered. Virginia was asked to help guide a group of airmen out of Paris to a meeting place about 50 miles south in the town of Chateaudun - a trip she had never made before. Along with her husband, several other guides and about a dozen American fliers, she set out by train. Because the rails had been bombed by the advancing Allies, they were forced to walk the last few miles to their destination through a dense forest. Almost in sight of their goal, the group was stopped by two German soldiers. Virginia and one of the airmen were riding bicycles about 30 yards ahead of the others, who were by then being transported by a horse-drawn cart because they were so exhausted.

The Germans asked Virginia for her pocketbook. It contained among other things, a list of contacts along the route who would provide food and shelter for the airmen and their guides. "It was so stupid," she says, "I should have memorized it, but in our haste to leave Paris, I didn't. I felt so ashamed." Amazingly, the Germans gave her back her pocketbook and the list.

The airmen in the cart behind Virginia saw what was happening and quietly disappeared into the underbrush. The German soldiers packed Virginia and her American bicycling companion into the car for a short ride to nearby Gestapo Headquarters. Once there, Virginia was asked to hand over the list.

"What list?" she asked.

"The list in your pocketbook," demanded the Gestapo chief.

"I don't have a list," Virginia said.

After a few moments of silence, the interrogator looked Virginia in the eye and said, "You ate it, didn't you?"

"Yes," said Virginia.

During the car ride, wedged into the seat between the soldiers, Virginia had managed to rip the list into small bits in her pocketbook. And while waiting to be questioned, pacing the waiting room, she quietly ate the bits of torn paper.

"It was not easy to swallow," she says now, laughing gently. "I didn't have much saliva. But I managed to do it."

The Gestapo's reaction was instantaneous: She was locked in a cell and told she would be shot at dawn.

"I did not sleep very well that night," Virginia recalls. "I was all alone in a black hole."

The next day, she was transported to a prison just outside of Paris. Despite threats of torture, she still refused to reveal anything. After several weeks, Virginia was sent to Ravensbrück.

"I'd heard she had been captured," says one of the airmen who was at the transit camp south of Paris. "We all knew that, if Virginia talked, the Germans would show up and we probably would be killed. When they didn't, we knew she had not cracked."

But Virginia's year in Ravensbrück and two other German concentration camps almost killed her. She was forced to perform all kinds of hard labor - digging ditches, building roads, patching airstrips. "The Nazis were cruel. We had to stand for inspection every morning, even in the freezing cold with hardly any clothes on. The Germans were slowly starving us to death. But it was the bitter cold that was the most unbearable."

When Virginia first was transported to Ravensbrück by cattle car, she could hear the Allied guns rumbling in the distance. Virginia thought that it would be just a matter of days before she and her fellow prisoners would be liberated. But it took almost a year.

Finally, with the collapse of the Nazi regime in early 1945, Virginia was freed by her tormentors. At the time she weighed 76 pounds - 50 pounds less than when she had entered the camps. "I wouldn't have lasted for another week," she says now. "I was near the end. Every morning, you woke up and someone next to you was dead."

"It was a matter of morale," she says of her survival, her voice firm. "You couldn't let them see you weep. The women who wept at night usually were dead by morning. You couldn't give in."

While in the camps, Virginia heard from another Resistance fighter that Philippe had escaped to England and was now back in France searching for her. "The first time he saw me, he said I looked like a little man," she remembers. "My head was shaved. And I'd lost so much weight."

After Virginia recovered from her ordeal, she became pregnant and bore a son, Patrick, now age 43. "That was my gift to myself for surviving the camps," she says.

As the perfect light of a Brittany afternoon begins to fade, Virginia warmly bids her visitors farewell, kissing them on each cheek. Upstairs, in an old wood and glass case, sit 10 medals, all in recognition of her wartime heroics. And next to them, the shiny new Legion of Honor medal, a testament to the enduring human spirit and a remarkable woman.

"I never felt I was doing my duty," Virginia says. "There was nothing else I could do. I was simply doing the right thing."

(Philip Morris Magazine - Nov. Dec. 1989 issue).



"We knew, if she talked, we would be killed."



"A lot of guys think Virginia is a saint."

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ALBERT MATTENS EXPIRES

Albert Mattens, whose wartime code-name was "Jean Jacques," had been hospitalized for more than a month when he suddenly died April 31, 1990 in Caen, Normandy, France. His body was returned to Belgium for interment.

"Jean-Jacques" Served in the Belgium army at the start of WWII as a Lieutenant of infantry. He served with, among others, Jacques de Bruyn and Emile Roiseux. They were released after their unit surrendered, and returned to Belgium where they joined the Reseau "Comete". "Jean-Jacques" was *Chef des Passeurs*, in charge of a section of the line and involved with the movement of airmen between the French/Belgian border and Paris. He was arrested in January, 1944. He, Jacques de Bruyn, Madame Octavie de Bruyn (mother of Jacques,) Raymond Iiterbeek, Baron de Grelle, and Jean-Francois Nothomb were all captured and listed on the same death warrant. However, they all survived the war.



ALBERT "JEAN-JACQUES" MATTEN
Photo taken in 1985



Leslie Atkinson and Betty Patton



Piet van Veen, Netherlander - Ashley Ivey, Navigator
Leonard Pogue, Bombardier - Albert M. Cobb, Radio Opr.



Ruth Ivey, Millie Pogue, Nona Cobb



Ashley Ivey, Leonard Pogue and Albert M. Cobb



Harry Dolph, Pat Dolph and Ruth Ivey



Leonard and Millie Pogue



Pia, Pietje and Piet van Veen, Holland



Mr & Mrs L. Meijer, Soesterberg, Holland



Marcel and Amanda Desir-Stassard



New Director Clyde Martin and your Editor



Debarking the Memphis showboat



Helpers



Anne Brusselmans and daughter Yvonne



Smiling Monique and Pierre Bauset



Pat Dolph telling a good one to Al and Dortha Lea



Paulette Pavan. Do you think she believes Jeff Polk?



MIA : ESCAPES & EVASIONS

Turner Publishing's upcoming **FRONT LINE** history featuring AFEES

Dear AFEES Members:

Thank you for the hospitality shown to me during your Memphis Convention. I was truly pleased to meet such an enthusiastic group and I am sure that, by working together, we can create a book of which you can be proud.

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Sincerely,
Sonja F. Wilson, Turner publishing consultant

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