

# AIR FORCES ESCAPE AND EVASION SOCIETY



## WINTER COMMUNICATIONS

ATHENS, GREECE - November 4, 1987

MESSAGE FROM THE PRESIDENT



This has been a busy summer for the Officers and Committee Chairmen of AFEES. Meetings were held, reunions attended, fires were put out, (and a couple were started,) letters were written, bills were paid, and the business of the AFEES was carried on in what can generally be described as a satisfactory manner. Thanks to your continued interest AFEES is a going concern.

Gil Millar has spent a good portion of the past several months seated at his IBM Computer inputting over a million bytes of AFEES data. Thanks to Gil we now have some information on all of you in our AFEES data-base: as we get new information from you, or from other sources, Gil will add it to the giant program. Hopefully, we will surprise you from time to time with tid-bits of information about AFEES and it's interesting membership. Your help in adding to this data-base is essential.

Bob Laux and family have recently completed the addressing of over four hundred greeting cards that have been mailed to our Helpers overseas and in the USA. Yes, our Helper mailing list is now over four hundred.

Jim Wilschke has spent a busy few months trying to get the same Veteran's Administration treatment for Evaders that is now afforded to Prisoners of War. Jim recently located a copy of an order issued by General Ulio (I'm sure most of you recognize this name as the General who signed the M. I. A. notice to your parents or wife,) stating that for benefit purposes, Evaders were going to be considered as Prisoners of War. Jim is persuing this situation with Senator Cranston's office, the Prisoner of War Association and various other Offices and interested parties.

David O'Boyle and the Denver Committee are hard at work on plans for the big bash next May, so be sure to keep the 19th, 20th and the 21st open for the big 1988 AFEES annual meeting and reunion in Denver, Colorado. Details weill be announced after the first of the year.

If the spirit of the season should move you to make a (tax deductible) contribution to our Helper Fund, your generosity will be greatly appreciated.

I'm looking forward to 1988 as the most active year ever for the AFEES, you continued support will make it so.

Both Bette and I want to take this opporitunity to wish each and every one of you the happiest of holiday greetings. May your stockings be overflowing with all the good things life has to offer.

Thanks, Ralph Patton, President

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Jim Goebel honored for work done on San Antonio reunion.



Clayton David and Charles Screws. They both evaded and met while in Spain.



# THIS IS WHAT AFEES IS ALL ABOUT!

We have just returned from our visit to Belgium, and I would like to share our experiences with you. As you know, Walter Swartz-engineer, Bill Shack-tail gunner, Paul Kasza Radio Opr., and myself-pilot, returned for the first time to meet with our helpers in the Liege and Warreme area. Bill and Paul arrived on 9/10/87 and were able to meet with some of their people before Walt and I arrived Sunday the 13th.

When you told me I might be surprised with the amount of people we would meet it was an understatement. We were overwhelmed with the reception we received. Our visit had been reported in the papers prior to our arrival, which coincided with the annual reunion of A.S. OTARIE, and it was estimated that close to 1,000 were on hand at the memorial services in Hasbey. Wreaths were laid at each of three Memorial sights along with bands, speeches by local dignitaries and officials.

We were then taken to the Town Hall in Warreme where we were greeted by the Mayor, the former Prime Minister and the Belgian Ambassador to Washington, more speeches of praise and gratitude and we were presented with Medals, Commemorative Plates, etc. This was quite an emotional gathering since more of the people we had direct contact with were present.

We then attended a typical Belge luncheon, excellent food, wine etc., which lasted about four hours, along with more speeches, gifts and greetings by friends.

We were the first crew to return to this Zone since WWII. We were a "Carpetbagger" unit and had dropped supplies, arms, etc. into this area on various missions. In fact, our packages that we dropped the night we were shot down contained Limpit Charges that the A.S. used shortly after that, to sink a German ship and barges in Antwerp Harbor, to enable the resistance to keep the harbor open for Allied vessels.

The whole week will be remembered by all of us, especially the warmth of the Belgian people. Even though some of the places in which we were hidden had changed ownership, the present occupants opened their homes and showed us the rooms and attics we had stayed in and if renovations had been made, explained and showed us what had been done so we

could recall the original.

It was truly an overwhelming experience and I would strongly urge any of our members that might be able to return and meet with their friends and helpers to do so at their earliest opportunity.

Sincerely, Ernie (Ernest B Fitzpatrick)

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## GONE BUT NOT FORGOTTEN

JEANNE GUIGAN-Sister of Anne Chareton of Guingamp, France and Accompanied Anne and Andre Chareton at our Cincinatti reunion in 1981. She was a helper with the Shelburne line and took ill in May, 1987 and passed away on August 11, 1987.

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ROBERT E. WARNER, Omaha, Nebraska. E&E number 627. 446th BG 706th Sqdn. Shot down 12/13/43 near Cognac, France. Returned to allied control 5/11/44. Mr. Warner suffered a stroke in 1983. Hospitalized at VAMC in Coatsville, Pa. until he passed away on September 2, 1987.

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## GRATEFUL AFEES

TO: Ralph Patton & AFEES:

I wish to express my thanks to Ralph Patton and the AFEES Organization for sending Remembrance Citations to my French benefactors.

Understandably, many French helpers were not members of well known resistance organizations, but simply aided crew members in their own simple way. Such was the case with some of my benefactors. Some, or should I say, many of these helpers have had little or no recognition.

It gives me such pleasure to know the AFEES has and is doing everything possible to recognize our helpers - regardless of how large or small a part they played in saving our Allied members.

Again, thanks! I am proud to be a member of such an organization.

Sincerely yours, A.E. (Gus) Bubinser.  
Ed.Note.Helpers were: Maurice Quillien, M. Leleu, and M. Corroyer.

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## FANTASTIC EXPERIENCE

Hayward:

It was a fantastic experience for me to be with you all in San Antonio.

I was able for the first time in 43 years to talk with people who understood What a healing for me.

Best to you all, Claud W. Behn Jr.  
Ed. Note. Claud, who bailed out in Yugoslavia, echos each of our thoughts.

#### PYRENEAN PICNIC

One of the sad things about escaping/evading experiences is that to protect our helpers we did not wish to know their real names or to remember addresses. We thus failed to make contact with many of them after the war.

For over 43 years I endeavoured to trace a helper with whom I had formed a strong rapport. All I knew of him was that his name was "Antoine" (obviously a nom de guerre) and that his French was difficult to understand because he was a Catalan.

At 1530 hours on Wednesday, 27th October 1943 Antoine had collected Joe Manos, a Flying Fortress Gunner, and me from a seat in a park in Perpignan announcing that we had a long walk in front of us and that we had better get started.

That was the start of three nights walking and scrambling in pitch darkness with four different guides all equally difficult to understand and all related to each other.

I was determined to contact them after the war and the first opportunity came on the 6th July 1945 when I was flying a Dakota from Gibraltar to Istres near Marseilles. I grasped the chance to carry out a search in the foothills of the Pyrenees "South West of Perpignan."

Apart from a very rough distance from the city all I had to go on was a distinctive sharp pointed hill which overlooked this farm and in 1943 could be seen through the cracks of the hayloft door. We were warned not to go outside as the Germans surveyed the valley from the top of this hill. We left as the darkness enveloped the area on the next night.

My reconnaissance, carried out at a respectable height was useless. The area seemed to highly populated and there was no pointed hill.

Twelve more years went by and in September 1957 I wangled a "Duty Visit" to the French Parachute School at Pau. I mentioned my problem to one of the French pilots in the bar. I wish I hadn't for within an hour I found myself flying a few millimeters above the ground in a Nordatlas looking for the sharply pointed hill. Apart from being thoroughly frightened I gained nothing from this flight.

So the years roll by and we come to 1986; 43 years since I met Antoine. Antoine, after a full career in the Armee de l'Air is retired in the equivalent Pyrenees. He decides to attend the dedication of a memorial at Tarascon (Ariege) to commemorate the guides who lost their lives in the Pyrenees during the war.

Antoine fortunately knew my name. As a rule the guides did not wish to know or remember the names of anyone whom they helped over the mountains for obvious reasons. But I had given a small English/French dictionary I had bought in Switzerland to his schoolboy cousin before setting off on the second night's march. My name was in the dictionary. Also he remembered my "sympathy" for the Catalan problem for I had explained to him that we had the same problem in Wales being subservient to the English and in fact I was a mercenary flying for the British! Somewhat far fetched I agree but it helped him to remember me and so at Tarascon he sought out our Secretary Mrs. Elizabeth Harrison and asked if there was an evadee called "Griffiths?" After 43 years the contact was made.

And this resulted in my being taken over our route from Ceret in France to Boadella in Spain in June 1987, almost 44 years since the original journey. This time the journey was mainly by car for with the introduction of the bulldozer and Spain having joined the European Community, the journey, which once entailed three nights of exhausting walking and scrambling, will shortly be merely a matter of a couple of hours by car. And, at the same time, this move of Spain has spoilt the Catalans main source of income - smuggling which has been going on for hundreds of years!

I was however still eager to find our starting point, the remote farm overlooked by the German observation post on the pointed hilltop. I sensed that Antoine did not relish my raising the subject. Finally on the last day of our



tour within two kilometers of Ceret, a town of 4000 inhabitants, we dropped down an escarpment on an almost vertical track and there, to the South, was the pointed hill and, hidden in the bend of the river, the farm, Les Pouillades, almost the same as it was 44 years ago. Under the trees in front of the farmhouse on this gorgeous sunny day was spread an enormous "picnique" with all the snow haired guides and their wives and families to greet us!

And why did it take 43 years to find Les Pouillades? Moving stealthily by night with no moon and avoiding all roads and tracks I had the impression that we were deep in "Indian Country" whereas in fact Les Pouillades was in a well inhabited area but no other building could be seen from this shangri-la encircled by the heavily forested bend in the river.

/S/ Frank Griffiths (F. C. Griffiths)

Ed Note: Group Captain Griffiths joined the RAF as General Duties Pilot on a three year Short Service Commission in 1936. His service ended 41 years later when he retired in 1977.

Trained in the bi-plane era, he was enroute to Singapore with 62 Squadron when war broke out. He was fortunate to be posted home before the Japanese entered the war. He spent the next ten years flying for Research & Development Units, interrupted in 1943 when posted to a Special Duties Squadron, No. 138 at RAF Tempsford, where he was engaged in parachuting agents and supplies for SOE to Resistance Units in the Occupied Territories of Europe.

Of his nine months with this unit, five were spent flying, and four walking home via the Pyrenees after being shot down near Annecy in Eastern France.

On return to the United Kingdom he was posted back to the Flying unit of TRE (a Radar Research Establishment) at RAF Defford near Worcester where he worked on Automatic Landings.

There followed a series of Staff Colleges and Staff appointments in the UK and Middle East, and in 1956 he was appointed to command the RAF Station at Abingdon (Parachute School and Tactical Transport Aircraft.) This was followed by four years as Deputy Director of Air Transport Operations at the Air Ministry, and finally 15 years as Administrative Officer of the Air Training Corps in North Wales where he now lives.

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PLEASE - YOUR ASSISTANCE ON A VITAL NEW PROGRAM IS REQUESTED

Gil Millar is spending hundreds of hours to set up a computerized file of our membership. So far over 1,050 names are in the file and more are added every day. This is a tremendous undertaking, requiring 100% cooperation to get the job done. Even though you are well known to the AFEES organization, please take time to fill out the following questionnaire. This will be a historical document when completed, and yes, copies will be available to our membership only.

Rank	Name	Address	Zip Code
Phone-Area Code	Group	Squadron	Date Shot down
Country-Neare what city?	Method of return?		Bailed out-Crashed?
List all Helpers-Country:			1. Airplane
			2. Submarine
			3. Miscellaneous Boat
			4. Operation Boneparte
			5. Crossed Pyranees
			6. Helped by Comete Ln
			7. Switzerland Intern.
			8. Waited for Allies
			9. Waited out the war
			10. Other

Reunions Attended (circle) Europe 1985, Atlanta, 1986, San Antonio 1987

Date of Liberation:

IMPORTANT: On a sepearte sheet of paper, please tell of your adventure while you were shot down. What did you do? You don't have to write a book. Send to: Gil Millar, 22514 Talina Way, Houston, Texas 77080 - Phone (713) 462-2852

# AN OPEN LETTER TO THE AFEES

When I feel down, I think of all of those lovely people I met again in San Antonio. We are just like one big family, sharing so many experiences we can only talk about between ourselves, never with others. That is something that is a bond, quite unique, and I am very proud to be a part of this Society. All the people putting so much work in organizing these meetings cannot possibly realize what these occasions mean to us. To say 'thank you' sounds like a few polite conventional words, but it is the only way I can express my gratitude.

Sincerely, Elsie Griscti

Ed Note: Elsie is our Netherlands helper who now lives in England.

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THE FOLLOWING LETTER WAS ADDRESSED TO M. EDWARD HEARN, REPRESENTATIVE OF THE ROYAL AIR FORCE ESCAPE AND EVASION SOCIETY IN BRUSSELS WHO SENT IT ON TO RALPH PATTON IN THE HOPE THAT ONE OF OUR MEMBERS WILL RECOGNIZE THIS BELGIAN AIR FORCE COLONEL AS AN ESCAPING COMPANION.

Rene van der Stock  
Rue Berthet 31  
1341 Ceroux-Mousty  
Belgium

In October 1943 I escaped from OFLAG IIA at Prenzlau in Germany. I arrived in the vicinity of Comdom where there were already 30 members of American Air Crews and a R.C.A.F. pilot, John Watlington (F.O.) of Hamilton Bermuda.

With them I crossed the Pyrenees between Superbagneres and Vieilla on March 28, 1944. After many unexpected experiences I made contact with the British Consulate at Barcelona at the beginning of April, 1944.

A woman from the consulate who worked with evaders entrusted me to a Spanish guide who took me in a taxi towards a station on the Barcelona-Madrid line, hoping to permit me to escape the police control on the train.

In spite of this I was arrested on the train during an inspection of the false papers furnished to me by the consulate.

After a too long stay in the prison at the Plaza del Sol at Madrid, a representative of the British Embassy came to look for me and took me back to the Embassy.

Sometime later it was the Belgians

who helped me and afterwards, by way of Portugal I arrived at Gibraltar by the famous Belgian Boat, the "Rene-Paul."

Probably other aviators have passed by the same spots, and I suppose that your Society would have information on this subject enabling me to identify my adventures.

In the hopes that you will give me the means to arrive at my objective I ask you to believe, dear Mr. Hearn, in my best wishes.

RENE van der STOCK

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FROM THE DESK OF JAMES R. WILSON

Dear Mr. Patton: Just returned from Holland after 42 years. On May 7, 1944, I bailed out of a B-17 and landed near Heereveen. I spent a year with the underground. One of your members was excellent help while we were in Holland, Jan Voges.

Jan picked us up at the airport and took us to the Secret Village, Epe, Bareveld and Heereveen. We spent 3 nights with him, also, a ESCAPE member Bert Monster took us to Slidrecht and Lopik where we met Hank Rijneveld - he got us over the Lak river. We spent 3 nights with Bert and Colleen.

These two gentlemen made our trip a great success. We can't thank them enough for the tremendous hospitality. I'm planning to return to Holland this fall and visit some of the people I missed.

Thanks to AFEES and ESCAPE groups for the assistance.

Sincerely, Jim - 379thBG 525thBS

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Leslie Atkinson and Heyward Spinks talking French



TO: AFEES PUBLISHING:

Dear Sir, Thanks to Mr. Art J. Horn-  
ing of 91st BG I received your "Communi-  
cations Summer 1987". Art escaped via  
Belgium after his B-17 was brought down  
on October 10, 1943 in Holland. As I  
know a lot of former "Helpers" in Belg-  
ium and being myself a member of the  
"Amicale Comete" at Brussels, I was  
able to find for him a lot of informat-  
ion concerning the people who helped  
him in Belgium.

Living at Ghent, I am myself above  
all interested by the history of crash-  
es and of air-war over and in this area  
of Belgium.

On March 24, 1944 a B-17G of 366 BS  
crashed in the Ghent area. From the  
crew, 3 members were able to escape  
thanks to Belgian helpers and these  
airmen were hidden until the Liberation  
armies arrived September 1944.

The escapees were:

Pilot 1st Lt. CORNELL Harry L. (from  
Pennsylvania)

Co-Pilot EDDY, Donald M, of Exeter, New  
Hampshire

Waist-Gunner LOGAN, Darius A., of  
Havelock, Iowa.

As I wonder how they were helped away  
I would like it very much to get in  
touch with them now. If they are still  
amongst the living now that so many  
years have passed.

Just per chance, is any of them maybe  
a member of the AFEES organization?

If so, could you please pass on my name  
and address or could I eventually ob-  
tain from you their actual address?

Many many thanks in advance for your  
big help. And needless to say that I  
would be glad if I could be of any help  
to you with information about Belgian  
former Helpers living in this part of  
Belguim. Yours Sincerely,  
Jacques DE VOS, De Pintelaan 375  
9000 GHENT, Belgium.

Ed.Note: Discovered Mr. De Vos is an  
author seeking information for a book.

Ed.Note: No address on Cornell or Eddy.  
Darius A. Logan died in April, 1985 of  
acute Lukiemia. He had been ill with a  
heart problem since WWII.

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MORE HELPERS REMEMBERED

November 10, 1987

Dear Mr. Patton:

On the day before her 90th birthday,  
on the 2nd of October, 1987, we did re-  
ceive the certificates of remembrance.

After so many years it was a big sur-  
prise for Mother and she is very proud  
still to be remembered.

We want to thank you very much and  
all the members of the Air Force Escape  
and Evasion Society especially Mrs. Pat  
Willis.

God bless you all. Sincerely yours,  
M.C. Kuppens

Mlirstraat 37

4751 AB Aud. Gastel, Netherlands.

P.S. Greetings from Mrs. Adriana Kupp-  
en's father, Jan Kuppens died in 1974.

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#### VISITORS COMING TO DENVER IN MAY

Two members of MGB 503 have accepted  
an AFEES invitation to join us at our  
1988 annual meeting in Denver, May 19th  
to May 21st.

W. H. Webb, coxswain, and Norman  
Hines, of the surf boat crew on the MGB  
503's missions to Brittany are looking  
forward to meeting for the first time  
some of the men who they brought out of  
France during those dark nights of  
early 1944.

In San Antonio the men who were  
evacuated via Reseau Shelburne had the  
privilege of entertaining Mme Marie  
Gicquel, owner of The Maison D'Alphonse  
through which every American passed en-  
route to Plage Bonaparte to meet up  
with the 503 boat. This year they will  
have the opportunity to meet with the  
men of the Royal Navy's 15th Flotilla  
who risked their lives to take them  
safely back to Dartmouth, England.

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#### REUNION

The third annual reunion for:

#### "BOMBARDIERS"

will be held May 19th to 21st, 1988 at  
the Radisson Hotel in Denver Colorado.

For more information, contact:

E.C. Ned Humphreys, Jr. Star Rte 1,  
Box 254, Eagle Harbor, Michigan 49951.  
Ed.Note: Since our meeting is also in  
Denver on these same dates, Look us up!

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THE FIRST AFEE TO BECOME A LIFE MEM-  
BER DID SO ON AUGUST 25, 1987. THERE  
ARE NOW SCORES OF LIFE MEMBERS. WE WANT  
EVERYBODY TO PARTICIPATE. FOR NOW, THE  
FEE IS STILL ONLY A HUNDRED BUCKS. JUST  
THINK...NO MORE DUES; THEY'RE PAID FOR  
LIFE! ...FOREVER!

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OUR FEARLESS LEADER IS IN GREECE AND  
TURKEY DURING NOVEMBER GETTING ALL THE  
FIXIN'S FOR HIS CHRISTMAS DINNER.

## A collage of black and white photographs showing various scenes of people, mostly seniors, at social events, dinners, and group photos. The word "Seasons" is written in a large, elegant script font across the center of the collage. The photos depict groups of people at tables, individuals in formal or semi-formal attire, and group portraits. One photo in the center features a document titled "PROCLAMATION LA CIUDAD - LA VILITA" with a decorative border. The overall theme is a collection of memories from different times and places.





# Greetings

### "THE LITTLE CORPORAL WHO ONLY DRINKS MILK"

Thus did Eric Mills, who lives in the next village to ours, reintroduce himself recently to Madame Marie Gicquel, then holidaying with us, along with her cousin Mlle Anne Ropers.

By the 23rd July 1944 Marie Gicquel and her husband Jean were well accustomed to their little cottage "La Maison d'Alphonso" being used as the assembly point for evading Allied airmen who had been shot down over France, and collected together by the "Shelburn" escape network, of which the Gicquels were a part. Here such men spent their final hours on the run before being plucked from the Bonaparte Beach below them at Plouha, on the Brittany coast by boats of the 15th MGB Flotilla based at Dartmouth.

But on this date Marie and Jean were surprised when their leaders, Dumais and Le Cornec, brought not only two air-crew members, Sergeant Pilot Philip Fargher RAF and Major William A. Jones USAF, but also Major Cary-Elwes and Corporal Eric Nills of the S.A.S. and Squadron Leader Pat Smith their RAF Liaison Officer. The latter three had been recalled urgently to London because they had vital information relative to the success of a possible second "D-Day" landing on the French Atlantic coast, then being considered by General Eisenhower. An operation to recover all five men was planned for the following night 24/25 July, when MGB 503 would cross from Dartmouth and pick them up from Bonaparte Beach, a job Lt. Mike Marshall DSC and his crew had done half a dozen times already.

Towards midnight, a few minutes after they had been left alone with their five "lodgers," the Gicquels heard noises outside and believing it to be Dumais and Le Cornec returning with fresh instructions, Jean crossed to the door and opened it. He immediately slammed it again when he found himself confronted by two White Russians of the German Occupation army. He called to the five men to get up the ladder into the loft, which they did in record time, and at the same time they all heard the sound of shooting outside. He turned to lock and bolt the door, but by this time the two Russians had pushed their way inside and shouting "Terrorists," they fired into the ceiling. Those above in the loft were fortunately not hit and got ready to fight it out, two with revolvers and Corporal Mills with a grenade.

Suddenly the five heard all go quiet below them.

The two Russians, it subsequently transpired, when Jean had slammed the door in their faces, had thought that they saw someone else approaching the house in the dark, possibly the two they had seen leave earlier. The shots they fired were the ones those inside had heard as they scrambled up the loft ladder. Unfortunately - for him - they had hit a comrade, German or another White Russian, who had been left to guard the gate! He was wounded in the groin.

The attention of the two marauders now switched to helping their injured comrade and whilst Marie did what first-aid she could, her husband with a bayonet poking him in the back, was made to go and get his farmer-neighbour to yoke up his horse and cart. The wounded soldier was lifted into the cart to be taken back to his quarters.

Once the enemy were clear and Jean had checked that no-one else had been left in the vicinity of the house, he went up the ladder to retrieve Major Carey-Elwes and the others.

Only when they were all downstairs again did they notice that S/Ldr Smith had left his cap on the table in full view - "Now you know why a Frenchman never takes his hat off" Laughed the Major (no doubt having rather more romantic assignations in mind!)

Meanwhile, Madame Gicquel had her six-weeks old daughter already in her pram, and her husband told her to go and wait for him at his mother's house, a few hundred yards away along a lane. Jean led the four British and the American into a cornfield, where they spent a long, cold, damp night. After daybreak, they were moved by Dumais to a new hide-out, a couple of miles distant amongst gorse bushes. They had now been awake for 48 hours and they



had to remain there, in silence, for a further 11 hours grabbing what sleep they could on the damp ground.

During the morning of Sunday 24th July, meanwhile, large numbers of White Russians and Germans, including Military Police and Gestapo from as far away as St. Briec commenced searching for the Gicquels, stopping and questioning all and sundry. They drew a blank to all their questions; no-one was saying anything.

Machine guns were set up around the Maison d'Alphonse and when by mid-day it was apparent to the Germans that the house was empty, they started to pillage it, helping themselves to whatever they fancied. Later in the afternoon, they blew up the house and set fire to the remains. There was a cache of arms and ammunition under a pile of logs in an out-house, and when the fire reached that point, there was a terrific explosion and a column of smoke rose 100 yards in the air, visible for many miles; in their hide-out, the five fugitives could smell burning.

Despite all this activity and extra special enemy vigilance along the coast, the planned pick-up from Bonaparte Beach was carried out just after midnight and the five evadees were landed at Dartmouth from MGB 503 after a four-hour crossing. With them, in the sure knowledge that the Germans had only the punishment - death - for Frenchmen who helped Allied personnel to evade capture and assisted them to escape to England, went Jean Gicquel. His wife and daughter were moved from one safe house to another until Plouha was liberated during the first week in August 1944. The family were re-united in the month of December.

I had got to know ex-Corporal Eric Mills about 15 months ago when the "Stamford Mercury" carried his story of the "Maison d'Alphonse," and was very pleased when I was able to invite him to meet our French visitors when they came for a second stay in September last. Marie had told my wife and me that she particularly recalled that one of the five men only drank milk. On our way from Barnack to Bainton, I told Eric this and he laughed heartily; "It was me" he said. "All that Calvados gave me 'the runs' so I was sticking to milk as far as possible!"

Thus were "the little corporal who only drank milk" and a very brave lady who had to literally run for her life forty-one years earlier, re-united. And what a lot they had to talk about!

Sadly, Marie's husband Jean died about eight years ago. It took them a long time to make up the loss of home and possessions they suffered in helping the Allied cause, but they were, and are, highly regarded in Plouha and M. Cicquel was elected to the high office of Deputy Mayor of the town.

(Marie's cousin, Mlle Anne Ropers, was a young schoolgirl when her family sheltered my stranded shipmates a few weeks before this episode. (See September, 1944 newsletter.) They too came home via the Maison d'Alphonse.

CHARLES MILNER



Pete v.d. Hurk, Jean Ferrari,  
Mimi v.d. Hurk & Vic Ferrari



Claude Murray and Leslie Atkinson

REPORT ON 8TH AIR FORCE H. S. MEETING  
by Scotty David

The very minute we received the advance registration list on Thursday PM I looked to see how many AFEES members were on it. As I went down the list, on the first page were: C.Murray, J.Ilfrey C.J.Warth, E.E.Bennett (one I was searching for) R.Fier, J.Keshishian, and F.J.McDermott (another lost evader.)

Page two revealed Paul Herring (Lost evader,) J.W.Wilson, C.D.Beard, (brand new member,) L.H.Abbott, E.T.Morierty, H.Dulberg and P.Kenney.

Third and last page, S.K.Barr, F.X.Heekin, and Ralph Beaman (associate.)

We visited with everyone except Fier, Heeken, Kenney and Warth. Ralph Patton saw these folks but not Kenney. Maybe he didn't make it.

We enjoyed the tea dance Thursday PM and the symposium, (Rcn & Scouting Forces.) that was interesting. However the fly-by with perfect weather on Saturday morning was a high-light. The beautiful B-17 and fighter planes caused a lump in everyones throat.

The entertainment both evenings was the best of any 8th AFHS reunion. Milton Caniff charmed all of us as he drew "Terry and the Pirates, Steve Canyon, The Dragon Lady, etc. on 3' X 5' panels and I received one of an un-named girl.

The Civic light opera mini-stars gave a spectacular performance of songs and dances. Oh to be young again!

The 8th Air Force is very proud of their outstanding Lieutenant General James P. Mc Carthy, Commander of the 8th Air Force. He gave a terrific speech that offered an in-depth perception of the role of the 8th Air Force in the future as well as it's current place in the defense structure. (He's handsome!) We heard him on Saturday night.

The mighty 8th Air Force Band played many Glenn Miller songs plus numerous WWII tunes. When we saw there was sufficient room for dancing at one side of the room, many of us just had to dance a few numbers. GREAT MUSIC!

I just wish we could have had a get together with the AFEES. Next time, lets get a hospitality room of our own.

I have addressed a "new" letter with applications to 28 prospective new AFEES members. Let's hope we get them all to join. That's all for now...

Scotty David...



## Volunteers lovingly rebuild B17

WEST MAYFIELD, Pa. (AP)—A vintage B17 bomber that crashed on landing at an airshow is being rebuilt with the help of 90 volunteers seeking glory.

"I love it. We want to get it back in the air," said Horace Pendleton, 73, a retired airplane mechanic from the Pittsburgh suburb of Crafton. "This is what we call glory work—for the glory of aviation."

Pendleton's attitude is typical of the volunteers who responded after the World War II-era Flying Fortress bomber overshot the runway and tumbled down an embankment Aug. 23 at the Beaver County Airport, 30 miles northwest of Pittsburgh.

Nine people were injured in the crash, blamed on a gust of wind.

The plane is one of the few surviving from the 12,700 built in the late 1930s and 1940s. It is owned by the Collings Trust of Stow, Mass., and is valued at \$1 million.

The B17s of the English-based 8th Air Force were the United States' main strategic daylight bombing force in Europe during the war.

"The volunteers look at the plane like it's a national memorial," said Dan Donatella, airport director. "There's a lot of sentimental feeling, especially among ex-servicemen who have flown in one."

About 30 volunteers are off-duty USAir mechanics and the rest are "ordinary people of all ages who just want to help in some way," he said.

Contributions of nearly \$5,000 have come to the "Save the B17" trust fund.

A hobby shop owner said he would sell B17 caps, jerseys and T-shirts without profit to help finance the work. Machinists have offered to make parts, and one company offered hard-to-find rivets.

Volunteers have been coming since repairs began Sept. 4, and have been working 12-hour days seven days a week.



# A LETTER FROM FRANCE

Dear Sir: My stepfather, named J. B. Lecureur died in 1958, was a Helper for allied airmen during WWII.

Recently I have found two dog-tags of US airmen which were helped by him in 1944.

- WILLIAM J. DONLEY 32610846 -

- DUANE C. STRAYER 0-732121 -

I know they were in a Liberator of the 389BG, 565BS, shot down 7 January 1944 on return from Ludargshafen. The dog-tags are at the disposition of the men or their families.

Another pilot helped by my stepfather was Walker M. Mahurin, on the panel found in the remains of a P-47 named "Spirit of Atlantic City" found in 1985 in the field where it crashed in March 1944. Can you tell me if it is possible to contact Mr. Mahurin?

I tell you some other information:

Each year in the town of Y'evres, department d' Eure et noir (S.W. of Paris) a ceremony is organized by "Le Souvenir Franco-Allie" to the memory of two members of a British crew shot down 28th of July, 1944. In this ceremony, the memory of U.S. crew members is named for one ship shot down in January, 1944 in this region. The organization don't know who was the crew.

I think (I have some National Archives papers on this subject) that the ship crashed 7 January 1944 (same day that for William J. Donley and Duane C. Strayer,) perhaps one Liberator of the 93BG, and at least 3 members were killed in action.

- KUDUJ ELMER SN 35316161 -

- SNEET VINANZ SN 32255510 -

- STANKER JOHN SN 13125583 -

It is possible that other members escaped. The crash was in Le Plessis-Unverre, 20km NW of Chateaudren. If it is possible, confirmation for the Ceremony of 1987 is very important.

My last question is the next:

Can you tell me if members of your society can communicate pictures with legend of crews and aircrafts haveing been in in action ofve France during WW II? The interest for expositions, articles in newspapers and departmentals Museum of Eure et Loir in Chartres, where I will constitute one section for aerial war. The Smithsonian would not cooperate. JEAN PIERRE NICLOT, 5 rue Petit Pas, 78610 Le Perray en yvelines France...

# PARTIAL LETTER FROM CHAGRIN FALLS

GEORGES FOUQUE' was an undertaker, (now retired,) in Clamart, France. In 1944, he used his coal-burning hearse to help create one of the diversions when our group of 38 Allied flyers escaped from Beaujon Hospital in Clichy, France.

He was also one of the French group which persuaded the German commandant at Clamart to surrender the bodies of our four crew members who were killed and provided the coffins for them without cost. He recruited hearses from other undertakers in the area for the August 14th services and burial in Petit Clamart Cemetary.

The French were delighted with the certificates which were tied in tri-color ribbons. Rolland Fouillet of that French Group is distributing them to those wh could not attend the reunion, largely due to their ages and infirmities. Could you make another certificate for Georges?

When the French were visiting me in the United States for five days they presented me with a painting by the French artist Francis Dartois, which depicts our "Royal Flush" decending in flames on our Villacoublay mission of August 11, 1944.

Cordially, Chuck Nekvasil

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## A NEW BOOK ON PARACHUTING

"RIPCORDER AUSTRALIA" by Bill Johnson.

He writes: My book is a history of parachuting in Australia and includes information - lists of Australian Caterpillar Club members - and bail-out stories of Air Force personnel and Evaders. \$19.50 - Secretary ACSA P.O.Box 6 - Eastwood.N.S.W. 2122 - Australia (Tel.) (02) 883147

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## AFEEES COMMUNICATIONS NEEDS HELP

Please submit any information you have on members, good, bad, or indifferent to our office. We are particularly interested in pictures and will return them to you after publication. Also, submit any other associated information or pictures.

Finally, how do you like the format of the newsletter? Any suggestions or changes you'd like to see? Please let us know. Harry Dolph, Editor.

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DON'T FORGET MAY 19-20-21, 1988 IN DENVER, COLORADO! AFEEES REUNION!

## NEW AFEEES AUTHORS

Two of our members have recently completed writing their stories. Unlike a lot of us these two men have kept their noses to the grindstone and now have their adventures in print and available for sale to the public.

ERNEST T. "MO" MORIARTY has just completed "ONE DAY INTO TWENTY THREE" the fascinating story of Mo's evasion and escape from Brittany in early 1943. The book will be especially interesting to those of us who evaded but I am sure the general public will find it a fascinating story as well. This book can be purchased directly from E. T. "MO" Moriarty, Box W 105 Warwick Road, Orange Mass. 01364.

CLAYTON C. DAVID's book, "THEY HELPED ME ESCAPE," is due off the press in early January and orders are being taken by the Sunflower University Press 1531 Yuma (Box 1009) Manhattan, Kansas 66502-4228. Phone (913) 532-6733.

A few copies of "WOMEN IN THE RESISTANCE" is still available from the Post Exchange. This is the untold story of the valiant women of the French Resistance, and how they helped American Airmen to escape from the Germans and get out of France.

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## THE TEXIANS THANK YOU ALL

We have received so many letters from members of the EVADEE organization and from our overseas Helpers who joined in our festivities in San Antonio telling us what a great reunion we had, that we were indeed overwhelmed. Some said it was the best ever, and others said we dragged our feet at the ranch but overall, the reception was wonderful.

It is the job of those of us who take on the responsibility to put on the reunion, to make it just a little better than the last one we attended, and if I know those guys in Denver as well as I think I do, theirs will outdo the last one.

Again, thank you for all the plaudits and bouquets. We really appreciate it. JIM GOEBEL, HARRY DOLPH, GIL MILLAR, JACK ILFREY and all the other TEXIANS.

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## DON'T FORGET TO BECOME A LIFE MEMBER

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Ed. Note: News item that would interest the membership are most welcome. They don't have to be personal, but items of general information allied to our group

## OUR PRESIDENT AT WORK!

A Letter written September 15, 1987  
The Honorable Alan Cranston,  
Chairman Veterans Affairs Comm.

United States Senate,  
Washington, D.C. 20510

Dear Senator Cranston:

I have recently learned the House of Representatives has passed H.R. 2945, which effects benefits for Prisoners of War and that a similar bill is before your committee.

We are greatly concerned that TITLE II POW BENEFIT IMPROVEMENTS of H.R. 2945, as amended ignores the suffering and deprivation experienced by men who escaped from capture after a short imprisonment, or who took many months of hiding from a ruthless enemy to return to their units after having been shot down over enemy occupied countries during World War II.

We do not question the suffering and deprivation of POWs and internees but to ignore the men who suffered in their escape or evasion is patently unfair. For those who would question the suffering of Evadees I refer you to Pages 48 through 51 of YEAGER; copies enclosed.

We believe that justice will be served by adding to TITLE II - POW BENEFIT IMPROVEMENTS, To "Permit the Administrator of Vetran's Affairs to afford POW status for certain veterans who were interned in wartime by other than enemy governments, and to certain veterans who evaded capture in an enemy occupied country for a period of 90 days."

On behalf of more than 500 members I urge you to remember EVADERS, men who fought to evade capture or escape from capture.

Sincerely, Ralph K. Patton.

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Ed. Note\* James S. Wilschke, Legislative Chairman also wrote to the Senator with the following comment.

"I received a packet form the National Archives. Section I defines evader, escaper, internee, and POW. Section III is about "Recovery and return" This is the section that would affect the members of the group and paragraph 10 directs all US Military agencies to make every effort to recover personell detained as POW, Evaders, Escapers or Internees, out of Military control 60 days or more.



# REPORT FROM CANADIAN REUNION

Fifteen members of AFEES attended the 23rd Annual Meeting of the RAFES (Canadian Branch) on September 18, 19, 20, 1987 at the Historic city of Kingston, Ontario. Those attending were: Mr & Mrs Lou Feingold, Mr & Mrs David Shoss, Mr & Mrs Milt Goldfeder, Mr & Mrs Robert Laux, Mr & Mrs Howard Harris, Mr & Mrs Bill Lincoln, Mr & Mrs Ralph Patton & Tommy Harris.

The group was warmly received by RAFES President Al Spencer and invited to attend next years meeting to be held in Ottawa, the nations Capitol.

Thirteen helpers were guests of the RAFES, Christian Cornelisse, Cornelis Lof, Hendricka Voorheest, Nel Lind, and Mia Lilivelt from the Netherlands, Sim-one Briere, Mr & Mrs Raymond Lato-

quart, and Mr & Mrs Jean Trehieu from France, Lisa Verbiest from Belgium, and Marcel Steinmetz from Luxembourg.

Jean and Jeanette Trehieu were of special interest to Bob Laux, Ralph Patton and Lou Feingold as Jean was part of the beach party on Operation Boneparte missions and Jeannette was a Helper to many of the Americans who were in the control of Reseau Shelburne.

The annual auction conducted by Ross Weins was it's usual success and the final dinner at the Canadian Land Forces Command and Staff College at Fort Frontenac was an artistic and emotional event.

President Ralph Patton of the AFEES invited all Canadians to join us at our annual meeting in Denver, Colorado next May 19, 20, & 21, 1988.



Jean Trehieu, Ralph Patton, Ray Labrosse and Bob Laux



Jean and Jeannette Trehieu



(L to R) Gil Millar-Andree Roiseux-Frances Millar-Thelma Koch-Emile Roiseux Ray Koch-Ms Morgan-Violet Ashman Bob Morgan-Col. Gil Shaw



Gil Millar and Marie "Mimi" Gicquel (Read the little corporal who only drank milk.)

AFEES MEMBERSHIP AND LIFE MEMBERSHIP APPLICATION

Life Membership, \$100.00 with no annual dues.

Date

Membership, \$10.00 with \$10.00 annual dues.

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

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE \_\_\_\_\_

Duty Information: Group, Squadron, Air Force, Crew Pos., Type of Plane, Where and when shot down, names of helpers and other crew members.

Enclose either \$100.00 or \$10.00 TAX DEDUCTIBLE contribution for paid up dues to: Heyward C. Spinks, P.O.Box 844, Beaufort, S.C. 29901.

PLEASE MAKE CHECKS PAYABLE TO AFEES

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Information of interest should be sent to the above address. Please enclose photographs (returnable) and specific data.

Please inform AFEES Publishing of any errors so they can be corrected.

THANK YOU...AFEES Publishing.

MERRY CHRISTMAS

and

HAPPY NEW YEAR TO Y' ALL

HARRY and GIL

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