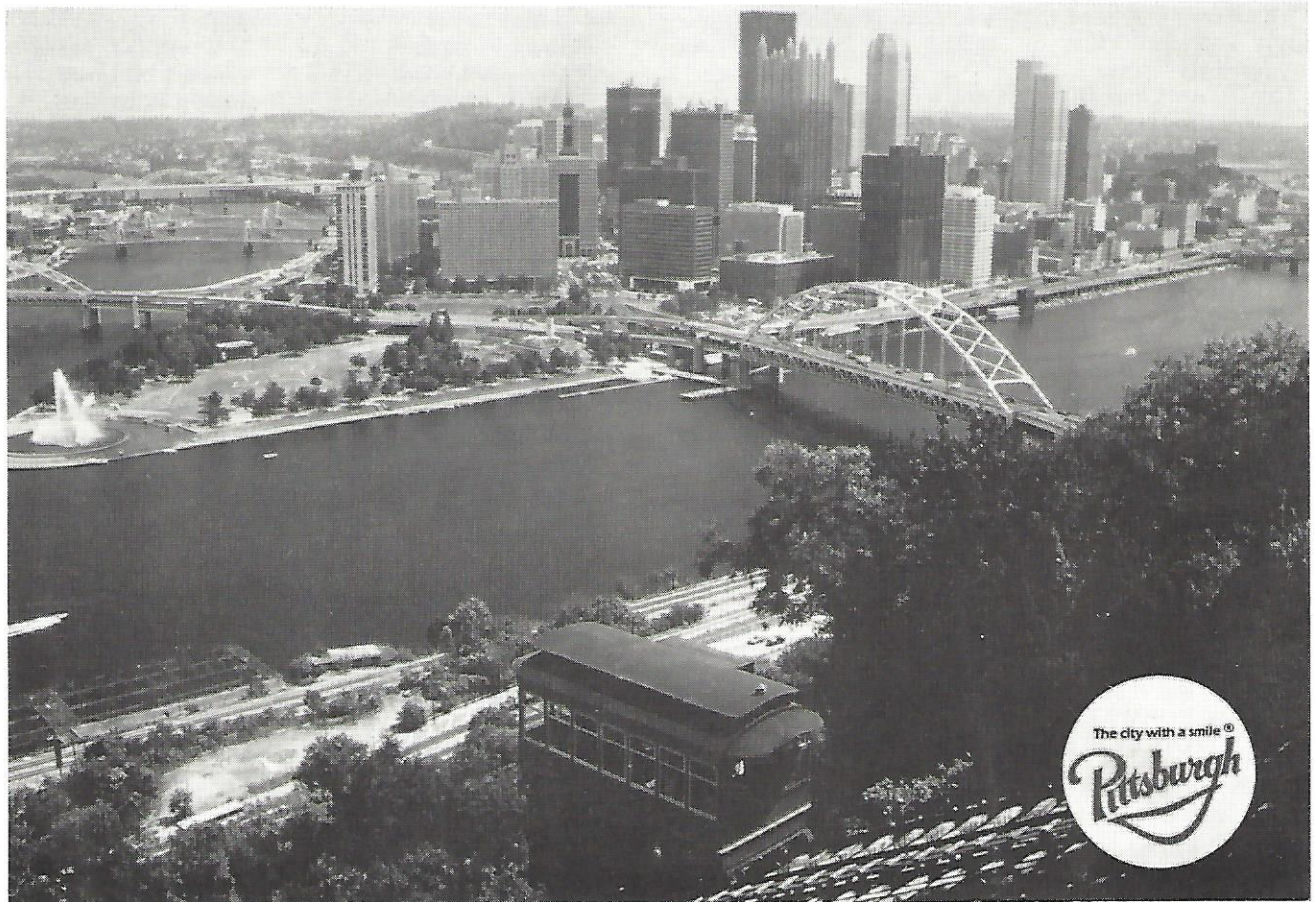
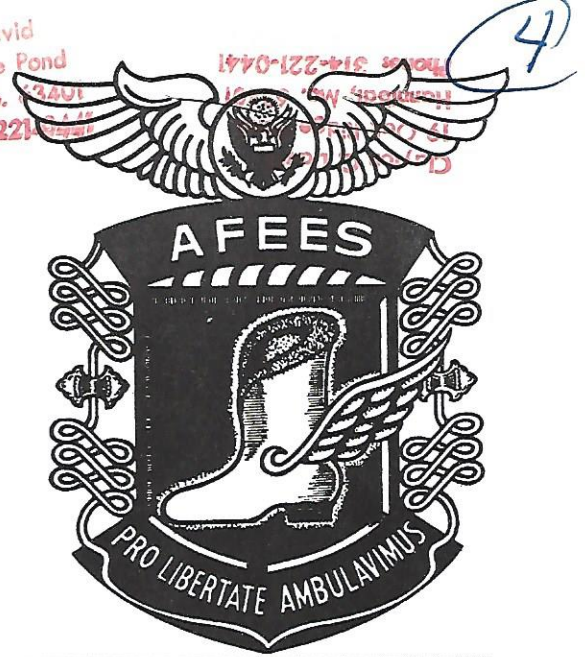


# THE AIR FORCES ESCAPE AND EVASION SOCIETY

*1988 Winter Communications*

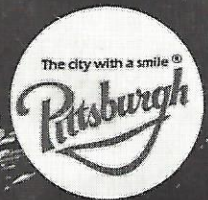
Clayton C. David  
19 Oak Ridge Pond  
Hamibal, Mo. 64601  
Ph: 314-221-0441



*It's Pittsburgh, Pennsylvania in 1989!*

Pittsburgh Hilton  
May 26-29

# MERRY CHRISTMAS!





MESSAGE FROM THE PRESIDENT

You will note that on page 4 of this newsletter there is a proposed set of By-Laws that you will be asked to vote on at our next annual meeting in Pittsburgh. AFEES has successfully operated for almost twenty-five years without a set of By-Laws but there are those in the organization who think that we've

grown too large to operate without specific guidelines. I might add that the Board of Directors is divided on this issue.

I recognize that these proposed By-Laws will not silence our critics, but I sincerely believe that they provide for the membership to have a voice in the affairs of AFEES. They are being proposed on an accept or reject basis; if you accept them, amendments can be made at the next annual meeting. If you reject them we will start over from square one and propose a new set.

We all owe a debt of thanks to Dick Smith for the long hours and dedication to AFEES that went into our proposed By-Laws.

The Officers and Directors are well aware of the tremendous amount of work Gil Millar has put into computerizing AFEES historical information. This has been a labor of love, taking over a year for Gil to complete. Now, we have a profile on all AFEES members and non-members, including current addresses. Gil has over a million bytes of information on his IBM hard disk but he is concerned that we should find an additional member who will volunteer his services as a second back-up, someone who is well-versed in the operation of Word Perfect 5.0 for our AFEES data. If this sounds interesting to you, please contact me personally.

I am pleased to report that R.E.T. "Rich Smith", a practicing attorney in Minnesota and North Dakota, has agreed to act as legal council to AFEES for the coming year. Rich has agreed to serve without compensation.

As a result of the hard work of Scotty and Clayton David, AFEES membership has now surpassed the six hundred mark (613). My sincere thanks to all who helped in this effort.

As in any volunteer organization, a handful of workers carry the ball. AFEES is no exception. Your continued support and your kind words are truly appreciated. Your support of out reunions is especially important.

WE LOOK FORWARD TO SEEING EACH AND EVERY ONE OF YOU IN PITTSBURGH IN 1989!

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SACRAMENTO UNION July 26, 1988

ROBERT L. COSTELLO

Services will be held for retired Senior Master Sergeant Robert L. Costello at 2 p.m. Thursday in Mount Vernon's Church of the Valley.

Sergeant Costello died Monday July 25, 1988 in Rancho Cordova at age 71.

Born in New York, he had lived in the Sacramento area for 30 years. He served in the U.S. Army Air Corps and Air Force in World War II and Korea retiring after 24 years. He then worked 10 years as a personnel safety equipment specialist.

He was a member of Elks Lodge and the U.S. Air Forces Escape and Evasion Society.

He is survived by sons, Dennis and Brian; daughters Nancy Scovill and Barbara Hansen; and three grandchildren.

AFEES LIFE MEMBERS

- Charles D. Beard Jr. Rev. Claud W. Behn, Jr.
Glen E. Beneda Roger J. Blake
Milo E. Blakely Kenneth O. Blye
William H. Booth John J. Bradley
George J. Brooks Kenneth A. Brower
Thomas W. Cannon John Chernosky
Jack F. Clifford Silas M. Crase
Clayton C. David William M. Davis
Gerald P. DeChamber Frederick De Mattens
Harry A. Dolph Douglas R. Drysdale
Louis Feingold Phillip J. Fink
Robert T. Fruth Henry H. Gladys
John F. Goan James J. Gobel Jr.
Milton M. Goldfeder Robert Z. Grimes
Jereniah F. Hammond Howard M. Harris
Robert W. Hawkinson William C. Hawkins
William B. Hayes Louis R. Head
Francis X. Heekin Lester J. Henderson
Peter B. Hogan Ernest H. Hugonnet
Conrad J. Kersch Ike K. Killingsworth
Vincent Laybe John P. Layne
Robert V. Laux J. W. (Bill) Lincoln
Warren E. Loring Charles M. Lowe
Laymon M. Mahan Joseph E. Manos
Andrew Marcin Clyde J. Martin
Roy A. Martin Lloyd E. Mc Michael
Gilbert Millar William J. Miller
Claude Murray Edwin R. Myers
Robert E. Nelson George C. Padgett
Ralph K. Patton Ronald H. Pearce
Arnold O. Pederson Jefferson D. Polk
Eugene J. Rimmel Bernard W. Rawlings
Clyde C. Richardson Carl F. Runge
Richard F. Schafer Charles B. Screws
Eliot H. Shapleigh Kenneth D. Shaver
A.C.E. Shepherd Milton V. Shevchik
David Shoss Irving J. Shwayder
Richard M. Scott Joseph W. Skarda
Ralph D. Smith Richard M. Smith
Edward J. Spevak William H. Spinning
Heyward C. Spinks Jack W. Stead
Robert A. Titus Robert C. Tucker
Albert P. Tyler John S. Vitz
Ira J. Walther David Warner
Cody U. Watson Russel S. Weyland
George R. Weinbrener Clay W. Wilson
Glen Wells Edwin West
Clifford O. Williams James S. Wilschke
John W. Wilson Robert I. Wilson
John B. Wood Henry C. Woodrum
H. D. Wooten Norman J. Wright
John M. Yandura Thomas L. Yankus

AFEES LIFE MEMBERS - FRIENDS

- Philippe d'Albert-Lake Virginia d'Albert-Lake
Anne Brusselmans Stephen Galenbush
Armand Hardy Cornelis W. C. Jasperse
Rene Londoiz Charles P. van der Sluis
Bas De Witt Jannette De Witt

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LADIES - A LIFE MEMBERSHIP FOR YOUR EVADER WILL MAKE A NICE CHRISTMAS GIFT, OR BIRTHDAY GIFT, OR A GIFT FOR ANY OLD DAY!

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DID YOU KNOW? The first Presidential Citation (Army) was authorized November 22, 1943 by Executive Order No. 9,396 (For action after December 7, 1941).

LOOKING FOR JOHN W. GILLIKIN 492BG - 856BS

To Ralph Patton: (in part) August 29, 1988

I have been gathering information on Carpetbagger supply missions to our Maquis. I have been in contact with one or two survivors whose plane crashed in the Lyon area (John A Reitmeier, of Lt. Simon's crew and James J. Huddleson, of Lt. Ambrose's crew). With two friends, we have found many interesting facts on missions over France. I have been in contact with Ben Parnell, author of a book, who is familiar with this special operations unit.

I am seeking information on several other B-24s that went down in France in 1944. In most cases it is impossible to find any indication of the crash sites even from the local maquis men. There are no reliable records so SOE missions in the French archives for us to double check the authenticity of the reports even though people are quite willing to help us.

I'm sure your association can help us on many points including contact with ex-Lieutenant Fitzpatrick for which I am very grateful.

For instance, our ex-resistance friends here have asked me to locate the only survivor of Lt. Norton's crew, Sgt. John W. Gillikin. The dispatcher for the 856 Bomb Squadron said their B-24 crashed the night of 14/15 August, 1944 near Duerne. We know John is still living in the United States and that he himself would like to contact those who saved his life in 1944. Unfortunately, his mid-sixties address is no longer good and we are unable to get his current one from a Frenchman who met with John last year. Can you help us on this point?

I think we have done a very good job researching but much remains to be done. We do not want the fallen airmen to be forgotten. There are several carefully kept memorials in France to the glory of the Carpetbagger crews and in a few months a small Carpetbagger exhibition with a detailed B-24 model, pictures, canisters, guns, etc. will be on display at the secret Army Museum in Estivareilles in the Loire department. I wish this to be known by all those who helped the Resistance in France.

If you think some of your people can help, please let me know.

Sincerely,  
Serge Blandin

Member: Societe Lyonnaise d'Histoire de l'Aviation  
Air-Britain Historians  
Stirling Aircraft Association  
801/492 BG Association (USA)  
AF Historical Foundation (USA), etc.

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WE KEEP ON TRYING

Recently, Joe Manos of Sacramento wrote to General C.E. "Chuck" Yeager, who is qualified for membership in the AFEES. His reply is as follows:

Dear Mr. Manos: July 11, 1988

Thank you for your nice letter of May 30th and please accept our apologies for the delay in responding.

General Yeager asked me to write you and thank you very much for your invitation to join the Air Force Escape & Evasion Society. He is sorry but will have to defer until later due to his schedule and ongoing commitments, both of which make his time extremely limited.

He appreciated your consideration of him and wanted to wish you and each member the very best of luck.

Sincerely,  
Cindy Siegfried, Secretary

LOOKING FOR JAMES R. WILSON

To AFEES Publishing:

In your magazine "Winter Communications," I read about James R. Wilson and his escape from Holland. I think I helped him for the Bareveld area to the Blijdestein's home (driver Idenburg) at Maarn.

Across that part I crossed about 40 pilots and airbornes from Arnhem in small groups, who went through the Biesbosch line.

I would like to contact James R. Wilson. I think it was about the beginning of 1945.

Sincerely yours,  
H van Bentum  
63 Stationsweg, 3931 EK  
Woudenberg, Netherlands

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LOOKING FOR FAMILY OF BILL M. QUINN

Phone call to AFEES Publishing:

The Babin crew of the 306th Bomb Group, 369th Bomb Squadron are trying to locate the family of William M. Quinn, deceased in 1986, who was believed to reside in Flint, Michigan. Quinn, the tail gunner of the crew and the others were shot down the 10th of April in 1945 over Oranienberg. According to Bill Mc Killop, who called me, the crew have some pictures of Bill Quinn and they would like to give them to the family. Anyone knowing the whereabouts of relatives please get in touch with:

Bill Mc Killop  
621 Kristy Circle  
Melbourne, Florida 32940  
Phone - (407) 242-2370

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THANK YOU ATLANTA CHAPTER 8TH AIR FORCE HISTORICAL SOCIETY

It's not too often somebody appreciates somebody else's efforts, but in the case of Saul M. Kupferman, Editor of the Newsletter for the Atlanta Chapter of the Eighth Air Force Historical Society, his unsolicited compliment was the welcome sunshine on a very rainy day in Deer Park, Texas. We quote:

"AIR FORCES ESCAPE AND EVASION SOCIETY puts out one of the finest publications, a slick printed "Newsletter", that we have seen to date! It is jam-packed with news and photos and Ralph K. Patton, President, and his 'crew' are to be highly commended for their efforts. Please keep those issues coming!"

Saul M. Kupferman, Editor  
1327 Merry Lane NE  
Atlanta, Ga. 30329

Ed. Note. I have written a thank you for the compliments. And Saul, you may rest assured your's will be one of the first mailed hereafter.

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LOOKING FOR FRIENDS AND ADDRESS OF RICHARD F. AHLHEIM

To AFEES Publishing:

Saddened to see the name of my friend and copilot Richard F. Ahlheim listed under FOLDED WINGS. I lost contact with Dick and was unsuccessful in locating him. I would appreciate what address you have, so I may write to his family. Time flies faster than we ever did.

Respectfully, Edward F. O'Day Jr.  
990 Bay Street, Apt. 401  
San Francisco, Calif. 94109

**BOARD OF DIRECTORS ADOPTS NEW BY-LAWS  
FOR MEMBERSHIP APPROVAL AT PITTSBURGH  
MEETING**

ARTICLE V.

Offices

The following By-Laws were unanimously approved by the Board of Directors at their Board meeting in Ottawa last October. Please study them carefully and be prepared to vote for their approval or disapproval at the next meeting in Pittsburgh during May, 1989.  
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BY-LAWS OF THE AIR FORCES ESCAPE AND EVASION SOCIETY

ARTICLE I.

Name

The name of the organization is the Air Forces Escape and Evasion Society.

ARTICLE II.

Objectives

The objectives of this organization are:

To encourage and extend relationships among those persons, both in and out of the United States, who have interests and experiences in common with AFEES membership.

To improve and enhance exchange of idea and programs designed to achieve international goodwill.

To establish and maintain relationships with foreign nationals who were helpful to AFEES members or other Allied airmen.

To solicit national and international support for the programs and objectives of the Society as an entity and for individuals pursuing the objectives of the group.

To acquire by dues, fees and contributions such monies as may be needed to achieve the concrete, material or purpose of this organization.

ARTICLE III.

Membership

Individuals eligible for membership shall be American airmen who have escaped from and/or evaded capture in any armed conflict involving the United States of America.

Each member of this organization shall be entitled to one vote, in person or by mail, at the annual meeting in order to conduct the business of the organization.

ARTICLE IV.

Friends and Helper Friends of the Organization

Official recognition shall be provided to those individuals who desire to be friends or helper friends of the organization that evidence an interest therein.

Helper friends of the organization shall be those individuals who assisted evaders and/or escapees behind enemy lines or in an occupied territory.

These individuals shall not be given any voting capacities at the annual meetings but shall be allowed to attend the annual meetings and be allowed to express their opinion in regard to the affairs of the organization. These individuals shall be entitled to pay dues but shall not be required to do so, and will be provided notice of any regular, special or annual meetings of the organization and will be allowed to participate in the functions of the organization on the same basis as the members. It is the intent that friends of the organization shall include, but not be limited to, relatives, spouses and children of members and helpers that take an interest in the organization.

The offices of this organization shall be a president, a vice president, and a secretary-treasurer who shall hold office for a period of one year or until their successors are elected. An officer may serve for more than one term. The officers shall be elected by the Board of Directors.

There shall be a Board of Directors composed of the officers and not less than five, nor more than nine members of the organization at large.

At the annual meeting, the organization shall elect directors to replace those whose term is expiring. Board members shall serve for a period of three years and thereafter if reelected to succeeding terms.

The president shall appoint such committees as shall be designated by the voting members at any regular or special meeting of the organization or as the president may deem desirable at any time. Each committee shall consist of a chairman and two or more members. Such committees shall serve until the following annual meeting for the election of officers and/or Board members. The president shall be an ex-officio member of each committee.

A vacancy in any office or in the Board of Directors shall be filled by the Board of Directors at any regular meeting or any special meeting by a two-thirds (2/3) majority called for said purpose. A vacancy in any committee shall be filled by the president. Each officer, Board member and committeeman must be a voting member and shall serve until his successor is duly chosen.

Officers and Directors shall receive no compensation for their services. They shall perform such duties usually pertaining to such offices and such other duties as may be required by the organization or by the Board of Directors.

ARTICLE VI.

General Membership Meeting

The general membership meeting of the members, friends and helper friends of this organization for the election of directors, officers, and for the transaction of such other business as may properly come before the meeting shall be held at the principal office of the organization or at such other place within or without the United States of America as may be designated from time to time.

ARTICLE VII.

Notice of General Membership Meeting

Notice of any general membership meeting of the members of this organization, friends and helper friends, thereof shall be given by the secretary to each member and friend of the organization by mailing not less than fourteen (14) days nor more than sixty (60) days before such meeting a notice thereof addressed to such members, friends, or helper friends at the latter's last know post office address, which notice shall state the time and place of such meeting and its purpose or purposes.

ARTICLE VIII.

Order of Business

The order of business at the annual meeting of members, friends, or helper friends of the organization shall be as follows;

- a. Call meeting to order;
- b. Proof of notice of meeting;
- c. Reading of minutes of last annual meeting;
- d. Reports of officers;
- e. Reports of committees;
- f. Election of directors;
- g. Miscellaneous business.

**ARTICLE IX.**

**Special Meeting**

A special meeting of the members of this organization may be called at any time by the president, and shall be called by the president or the secretary at any time upon the written request of at least ten percent (10%) of the members of the organization entitled to vote, or upon the written request of a majority of the Board of Directors; and such meeting may be held at any time and at any place within or without the United States of America, which shall be specified in such request. No business other than that specified in the notice of meeting shall be transacted.

**ARTICLE X.**

**Notice of Special Meeting**

Notice of any special meeting of the members of this organization shall be given by the secretary to each member of record by mailing not less than thirty (30) days before such special meeting a notice thereof addressed to such member at the latter's last known post office address, which notice shall state the time and place of such meeting, and its purpose or purposes.

**ARTICLE XI.**

**Quorum**

Except as otherwise specially provided by law or by the Certificate of Incorporation, a majority of the members of this organization present or represented by votes received in the mail at any meeting shall constitute a quorum. If, however, such quorum shall not be present or represented at any meeting, the members entitled to vote thereat, present in person or represented by votes received in the mail, shall have power to adjourn the meeting from time to time without notice other than announcement at the meeting, until a quorum shall be present or represented. At such adjourned meeting at which a quorum shall be present or represented, any business may be transacted which might have been transacted at the meeting as originally notified.

**ARTICLE XII.**

**Voting**

Each member of this organization shall be entitled to one vote, in person or by mail. Forms to enable members to vote by mail shall be prepared and approved by the Board of Directors.

**ARTICLE XIII.**

**Dues and Contributions**

The Board of Directors shall fix the yearly dues, which shall be on a calendar year basis.

The membership, friends and helper friends of the organization shall be notified when special projects are planned and contributions above annual dues shall be solicited; however, such solicitation shall be only on a voluntary basis and shall not be assessable to members, friends and preferred friends.

**ARTICLE XIV.**

**Dissolution**

Should at any time, for any reason, this organization dissolve, any assets of the organization shall be passed to another eleemosynary corporation which is exempt from South Carolina and federal income tax. The recipient of any such funds shall be an organization of similar aims. This article is irrevocable.

**ARTICLE XV.**

**Amendments**

The Board of Directors, by a two-thirds (2/3) vote, can offer an amendment to the general membership at a regular membership meeting. In addition, a proposal to amend the By-Laws can be submitted to the general membership, if endorsed by ten (10) members in good standing, provided that the proposed amendment is submitted to the general membership at least thirty (30) days prior to the general meeting. Any or all amendments to the By-Laws must be approved by a two-thirds (2/3) majority of the voting members present or by mail.

These By-Laws were approved on the \_\_\_ day of \_\_\_\_\_, 19\_\_.

\*\*\*\*\*  
The following is the official ballot when asked to vote if the By-Laws are passed. This is the only official ballot and must be the one used when showing your preference:

<b>OFFICIAL MAIL BALLOT</b>	
<b>AIR FORCES ESCAPE AND EVASION SOCIETY</b>	
Action you are voting on:	Directors Vote Yes _____
	Directors Vote No _____
	Members Vote Yes _____
	Members Vote No _____
	Optional: Name _____

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**RECEIVED TOO LATE FOR SUMMER COMMUNICATIONS**

Dear Heyward:

Home Again! But, my thoughts are still in Denver! My friends here must be fed up listening to me over and over again about how wonderful it all was. I would like to thank everyone for making this reunion once again an unforgettable event!

At the beginning of this month we held our AFEES AGM in London and I could tell our chairman Frank Dell all about my visit to Denver. I have passed the various leaflets, etc., on to him.

Atlanta, my first visit to the states by invitation of the AFEES was great and made quite an impression on me. San Antonio last year was wonderful and Denver was even more spectacular despite the unexpected weather conditions. Denver, 1988 was a great success to me.

I lead a very quiet and uneventful life at home with just my cat and dog as company so I can devote all my thoughts to re-living the May reunion and so enjoy it for a long time. Sometimes I wonder if you can fully realize the pleasure it gives us, the helpers, to know that even after more than forty years we are still remembered.

The visit to the Air Force Academy in Colorado Springs was the most interesting, to learn how the generations are framed in beautiful surroundings. But every item on the agenda was so well planned and I am sure every one enjoyed their stay in Colorado.

And now that I have got over my jet-lag, I am still enjoying it all.

So, thank you again for this very generous invitation to Colorado. It was wonderful, making Denver another symbol of friendship across the seas.

Sincere thanks and greetings to all...

*Elsie Grisetti, London, England...*

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**DOWNED WWII BOMBER SQUADRON FOUND UNDER GREENLAND ICE**

Excerpt from Houston Chronicle, Thursday, August 4, 1988... ATLANTA (AP) - Six American fighters and two bombers that crash landed on the Greenland ice cap during WWII have been discovered 46 years later buried under 260 feet of ice, searchers said Wednesday.

An Atlanta-based group located the "lost squadron" in July and plans to tunnel into the ice and slide the eight airplanes to the surface.

"Then, if we can, Pat Epps and I are going to fly two of them off the ice," expedition co-leader Richard Taylor said Wednesday. The others will be dismantled and returned to the United States for restoration. Some will be sold to pay for the expedition.

"We have a meeting tomorrow with a contractor from Seattle who is accustomed to doing Artic work. We are soliciting a proposal too excavate the airplanes," said Taylor, an Atlanta architect. Proposals also are being sought from a Danish company and a company from Iceland.

The saga of the squadron began July 15, 1942, as the two B-17 bombers escorted by the six P-38 fighters from Greenland to Reykjavik, Iceland.

They ran into bad weather. A German submarine jammed their communications with Reykjavik, and the planes, low on fuel and unable to find

their destination, returned to Greenland where they belly-landed on the ice about ten miles inland.

All 25 crew members were rescued, but a top secret Norden bombsight was left on one of the bombers.

The Air Force sent Major Norman Vaughan by dog sled to retrieve the bombsight because it didn't want it to fall into the hands of the Germans, who had weather stations in the area.

Vaughan, the last man to see the eight aircraft, is part of the Greenland Expedition Society, which has been working since 1981 to find the aircraft.

More than a dozen expeditions and an assortment of supporters have sought the planes, but there have been no confirmed locations until now.

This year Pat Epps, owner of Epps Air Service in suburban Atlanta, began a new expedition with Taylor, Vaughan and investors who had received permission from the Danish government to search for the aircraft. They used two forms of subsurface radar, a metal detector and a steam probe, which uses high-pressure steam to drill through the ice.

Radar developed by Helgi Bjornsson of the University of Iceland located the first aircraft on June 30, 1988. On July 2, six more were found.

"Sunday we went to the site of the

B-17, planted the American flag, had Sunday morning services at the site, and started the steamer," Taylor said in an interview.

That first day they hit the plane twice at 263 feet and missed it about 10 times. Eventually, they hit the plane about six times.

"It was a B-17 called 'Do Do,'" Taylor said. "We have photos showing the location of the planes, so we know which one it is. The other (B-17) was 'Big Stoop.' With our other photographs, we've identified each of the airplanes; we know which has good propellers, which had damaged propellers."

Location of the other airplanes was confirmed by a narrow-beam, sub-surface radar built by Austin Kovacs of New Hampshire's Cold Region Research Engineering Laboratory.

"After that, we took a satellite navigation system and plotted the coordinates so we can go right back to that spot next year during the short summer, when conditions will allow crews to work," Taylor said.

"Denmark will get one of the P-38 Lightnings," Taylor said. "There are only five known airworthy P-38s still flying, and each of the five the expedition will retain could be worth \$800,000.00," he said.

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\* Lesconil The 24th of June, 1988 Dear Friends:

The 4th of July, the Independence day of the United States of America is coming. A good friend from the USA has sent me an American flag sixteen by twenty four inches with it's fifty stars and the bands of red and white. I hoist this flag on my home the 4th of July in memorium of freedom for America from under England and for the war of 1914 - 1919 and the last one 1939 - 1945. To America and yourself and family, all the American people is very dear in my heart. Good health for you and your families.

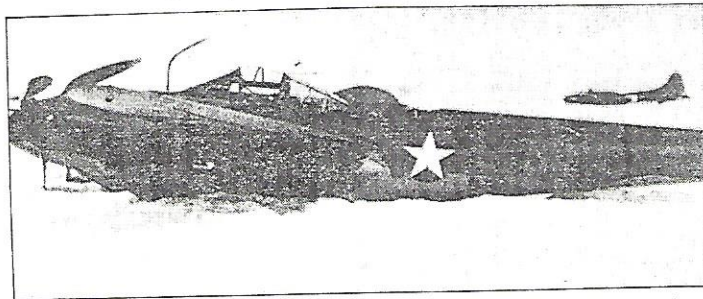
With my best friendship,

Pierre Dreau

← (PHOTO)

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DID YOU KNOW? The first Air service of the United States army originally came into being on July 18, 1914 when the aviation section was created within the Signal Corps with an allotted strength of 60 officers and 260 men. The entire equipment consisted of six planes. War Department General Order 75 of December 14, 1913 prescribed a provisional aero squadron with 20 officers and 90 enlisted men.



Associated Press

This 1942 photograph shows two of the eight planes found in Greenland by an Atlanta-based group. The craft in the foreground is a P-38 Lightning fighter; behind it is a B-17 bomber.



Pierre Dreau at 90 proudly flies his American Flag. (inset) 40 years ago.

LA NOUVELLE REPUBLIQUE DU  
CENTRE-OUEST

Wednesday, August 10, 1943

**JACK ILFREY, AMERICAN PILOT SHOT DOWN IN  
1944, REDISCOVERED THOSE WHO TOOK HIM IN  
DURING VISIT TO FRANCE.**

Jack Ilfrey of San Antonio, Texas saw flames and smoke bursting from his right engine. The air force had hit him. He opened the canopy of his Lightning and jumped out. He was about fifteen kilometers from Angers and his mission to destroy the La Possoniere bridge, was completed by machine gun fire from a convoy of munitions near Lion-d'Angers, and ended in the grove where his parachute landed.

This scene happened a little over thirty-nine years ago, on June 8, 1944; Angers was freed two months later. The American pilot who fell halfway between Gene and Andigne, in the Segreen, was taken in by residents of Andigne who hid him for several weeks before getting a bike for him along with identity cards allowing the native Texan to rejoin the front.

This epic was told by Jack Ilfrey in a wok published in 1979 in the USA. "Happy Jack's Go-Buggy," a book which Jean Voileau, one of those who lodged the pilot in 1944, learned about. Taking advantage of the 40th anniversary in England of his air force training, Captain Jack Ilfrey stayed several days in Angevin country. The chance came for him to make a pilgrimage on Monday to the sites of his forced landing, accompanied by numerous witnesses to the event. "I was very lucky," he said to his friends in Haut Anjou. With the assistance of a deaf-mute medical certificate, he was able to reach Normandy.

**Solidarity also means taking risks...**

Yesterday, at the town hall in Angers, the pilot threw out the anchor to celebrate the joyful reunion, in the presence of the deputy mayor Jean Rousseau and many friends from 39 years ago. This was the opportunity for Jean Rosseau to praise the virtues of solidarity "at a time when the world needs it so badly." Stressing that "solidarity also means taking risks," the deputy mayor wanted to make this touching reunion, "a great moment of civism in our country".

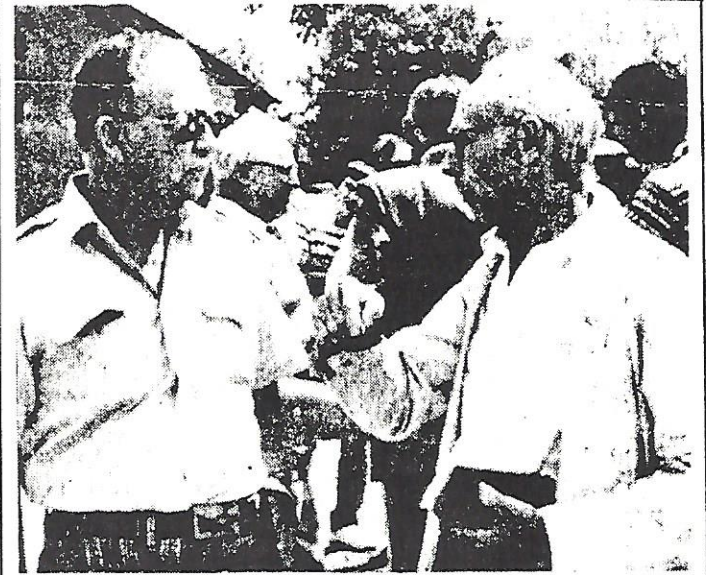
Not content with merely presenting his guest from Texas with words, Mr. Rousseau gave the pilots two bottles of wine from Anjou (so he can toast Franco-American friendship) as well as the book by Michel Lemesle (present in the Curnonsky room) entitled "Chronicle of Angers under Occupation." Jack Ilfrey, who still does not speak a word of French, or only a few words, was able to understand the greeting of the deputy mayor thanks to a translator and was eager to offer the same in English. Regardless of the words, the emotion which clearly seized the American Captain went beyond translation.

**The Freedom Bike...**

Mr. Agha-Zarian, an American friend of Jack Ilfrey and president of a group of former Thunderbird pilots, more familiar with the French language, took the floor and called to mind those hours of intense Franco-American solidarity.

Aside from Lt. Col. Lalier, commander of the 6th corps of engineers, and several other personalities, some former residents of Angers joined in the

reunion, among them obviously Jean Voileau at the beginning, who got the aviator a French identity card under the name of "Jacques Robert, farmer," with a serial number from the area. Coming in from Nantes, Odette Charruau was also very moved, recalling her hours as a small girl spent in the pilot's company. She is the one who offered him her bicycle, the freedom bike which Jack Ilfrey is not about to forget.



Jack Ilfrey (à gauche) et Jean Voileau, l'un de ceux qui l'hébergèrent à Andigné après que son avion ait été abattu par la D.C.A. allemande au-dessus du Lion-d'Angers.

Ed Note: JACK ILFREY was one of the AFEES who worked diligently on the San Antonio reunion in 1987. Jack is an ace in more ways than one.

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**DID YOU KNOW?** The first airplane takeoff from a hotel roof was made by a Curtiss biplane at 2:35p.m., June 11, 1912. In a light rain, Silas Christopherson took off from the Multnomah Hotel, Portland Oregon, on a 170 foot board runway over obstructions. Christopherson, who had not yet won his pilot's license, crossed the Willamette and Columbia rivers on the flight.

\*\*\*\*\*

**DID YOU KNOW?** The first airplane to land on on the White House lawn was a Moth, piloted by Harry Nelson Atwood, who landed on July 14, 1911 about 3p.m., and was presented by President William Howard Taft with the gold medal of the Aero Club of Washington. Atwood circled the Capitol and the Library of Congress and flew down Pennsylvania Avenue and over the Washington Monument and the Executive Mansion.

\*\*\*\*\*

**DID YOU KNOW?** The first airplane purchased by the United States Government was a Wright biplane which was given it's first official flight on July 30, 1909, and accepted from Orville and Wilbur Wright of Dayton, Ohio on August 2, 1909. The purchase price was Twenty Five Thousand dollars (\$25,000.00) but a bonus of Five thousand (\$5,000.00) was given because the specified speed (40mph) in still air was exceeded.

**RAYMOND LABROSSE'S DAUGHTER  
REMEMBERS HER FATHER IN EULOGY**

When I was a young girl, I had the reputation of being the family snoop. I'd love to go through the cupboards and closets and rifle through all the boxes that I could find. Now I can't remember what was in any of them, except for one. It was a small orange box and it was quite heavy. After carrying it onto my bed, I opened it and found a scrapbook and I turned each page ever so slowly, not really understanding what I saw. There were pieces of a parachute, coded messages, pictures of people that I did not know and on the first page was an inscription which read. "*Bonjour a la Maison D' Alphonse*". What I specifically recall were the identity cards, bearing the picture of my father as a young man. As I looked at these pictures, I remember thinking to myself that there had been some mistake. My father's name was Ray yet someone had written in the names of Claude, Paul or Marcel on the various cards. The whole scrapbook was a puzzle to me but like most kids, it was quickly forgotten.

Later, when I was old enough to understand, Dad sat down with me one evening and as he talked of the Oaktree and Shelbourne missions, he unravelled the mysteries of the scrapbook. I can still recall the utter amazement that I felt as Dad described what he and his fellow comrades had achieved during the war. His voice was filled with pride and love as he talked of those who had worked with him on the Shelbourne line, yet when he spoke of his contribution, he spoke with a great humbleness which was so characteristic of him. After he had turned the last page of the scrapbook, I remember feeling so confused - here was my father, a quiet, shy and gentle person telling me about the adventures and people that you would read about in story books. Trying to imagine that Claude and Ray were one and the same was almost impossible for me.

In 1984, I had the great fortune of returning to Plouha with my parents for the unveiling of a plaque commemorating the Shelbourne and Oaktree missions. Two incidents during this trip have always remained with me. From the moment we arrived in Plouha until the moment of our departure, I never once heard my father called Ray. For three days everyone called him *Claude* or *Paul*. As they welcomed him, they wept openly and embraced him with love. *Claude*, their brother had come home to them after so many years. I have never seen or felt such affection and respect, shared by so many, for one individual in my entire life. As I talked and listened to his friends, his brothers, I finally began to recognize far better than I ever had, what kind of man he really was.

I also remember walking along the beach at Plouha as Dad showed how the actual escape of the airmen took place. At one point I turned to him and asked what he felt as he saw the boats slip into the darkness. He put his arm around me and said, "Well honey, there were a few times when I wished that it were me going home." A few days ago I was re-reading a book called the *Evaders* and I came across a paragraph which

related to the question I had asked. If you don't mind, I would like to read it to you.

*"One of my greatest emotions during the war, LaBrosse recalled, 'was when we used to put the airmen on the ship in pitch darkness, with the German guns on the cliff above our heads, and we'd shake hands and away they'd go and they would be in Dartmouth in a few hours and we'd go back up the cliff, through the mine fields and back to work among the Germans. This little farewell was always, for us, emotional because we had the urge to get in the boat too and say, "I'd like to rest for a while"."*

Well, Raymond LaBrosse has finally gone home. He fought his cancer in the same way that he had lived, with amazing courage, dignity and moral strength. Even in his final days, his concern was not for himself, but for his family and friends. He repeatedly told us how lucky he was and that we were not to feel sorrow but rather happiness for we are all together and others were much less fortunate than he. Ray died as he had lived - a true hero.

Before he passed away, Dad requested me to do something for him. He asked that when the time came and that all his family and friends were together, that I take a moment to thank Ginette, his wife, for keeping him at home and making his last weeks so beautiful and peaceful. He would often call Mum his guardian angel, his Florence Nightingale and would say she made him feel so good that he almost felt guilty about it. The love which they shared for almost forty-four years provided them with a strength and courage which cannot be described. They were an inspiration to all who saw them together in his final days. So, to my mother, I repeat the words which Dad had asked me to say today. "Darling, you were the best".

The motto of the Royal 22nd Regiment is, "*Je me Souviens*", We shall always remember. In closing I would ask each one of you here today to focus on a special moment that you shared with Dad and let it be a happy one - a golf game, a mess dinner, a drink at the bar or a private joke. These are the times that we should always remember and these are the times we will always carry with us in our hearts.

\*\*\*\*\*

*Ed. Note: There have been several requests for a roster with the name, address and phone number of our membership. As a part of this newsletter you will find not only that information, but also the Bomb Group, Squadron and MIA date as well as each man's nickname and his wife's name. If, by any chance your name does not appear, please notify AFEES Publishing immediately and we will correct our mistake. The list was complete as of November 4th, 1988. We will try to put together a list at least once every year or two.*

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*DID YOU KNOW? The first Japanese submarine sunk by an American ship was the I-170 hit by a four inch gun of the USS Ward on December 7th, 1941 at Pearl Harbor, Hawaii? It's a fact!*



## MME ELIZABETH BEAUTHIER-DELLIS AWARDED PIN AND CERTIFICATE

To Ralph Patton: 17 September 1988

The presentation was made at West Monroe, Louisiana in the home of AFEES member A. B. Smith by Mayor Dave Norris. Under the watchful eye of her daughter Marie Anne, Madame Elizabeth Beauthier-Dellis was presented the awards during their visit to the Smith residence from September 11 to 16. It was a very solemn occasion.

During the war, Mme. Beauthier-Dellis hid both Dick Sizemore and Smith from July 15, 1944 to September 5, 1944. Publicity for the affair was carried in the West Monroe Louisiana Ouachita Citizen.



Left to Right - Marie Ann, Mayor Dave Norris and Madame Elizabeth Beauthier-Dellis

### MEMBERSHIP APPROVES ANNUAL DUES

At our Business meeting in Denver, the membership approved the action recommended by the Board of Directors, and dues are now \$10.00 per year. Some of us have been reluctant to increase the cost to our members but confirming our policy never to drop an Evader from our mailing list removed this objection.

At present the organization has almost no operating expenses other than the Newsletter. This is money well spent in that we now have a publication of which we can be proud. A result of this situation is that we have more funds available to host more Helpers each year. Dues, contributions and Post Exchange profits are the sources of our income for the main part each year. At each annual meeting we make special appeals for help if needed, have PX specials and conduct our annual auction.

Past due notices are never mailed and we depend on each member to keep himself current. The Life Membership Program has been well received and you are welcome to participate. The cost of this program is \$100.00, the benefit is that you will always know that you are current.

Checks for dues, contributions and PX orders should be payable to AFEES and mailed to: HEYWARD C SPINKS  
P. O. BOX 844  
Beaufort SC 29901

Ed Note: ATTENTION LADIES! A NEW \$100 LIFE MEMBERSHIP CARD would make an excellent Christmas gift for your evadee..

# The Gazette CANADA

MONTREAL, WEDNESDAY, AUGUST 10, 1988

## War hero LaBrosse who rescued flyers to be buried today

OTTAWA (CP) — February 1943: After eight attempts to parachute him into France — all aborted because pilots were unable to locate the assigned drop zones — Raymond LaBrosse and a second intelligence agent were dropped into the Rambouillet Forest, near Paris.

Their mission: to round up downed Allied airmen who had evaded capture or had escaped from prison, and to route them through an underground network to England.

While attempting to send 85 airmen to Spain, Val Williams, the leader of LaBrosse's team, was caught by German forces in June and imprisoned. LaBrosse escaped through Spain to Gibraltar with 29 flyers in August 1943.

### Started as a private

That was just the beginning. The Ottawa-born LaBrosse, a lieutenant-colonel when he retired, finished the war as one of the most successful and decorated Canadian agents to infiltrate German lines during the Second World War. He was awarded the Military Cross, the U.S. Medal of Freedom, and the French Croix de Guerre and Legion of Honor.

His funeral is today. He died Saturday, at age 67.

LaBrosse was 18 when he joined the Royal Canadian Corps of Signals as a private, shortly after war began. He was sent overseas in 1940.

In 1942, he was one of the first French-speaking Canadians recruited by British military intelligence and trained as a radio operator for subversive operations in France.

Back in England after the August 1943 escape through Gibraltar, LaBrosse was promoted to

lieutenant and prepared to return to France.

It took only three flights to land him a second time, this time in a field 30 km north of Paris.

As a radio operator for an "underground railway" called the Shelbourne Line, LaBrosse had difficulty maintaining contact with his London headquarters. He once took his radio on a train crowded with German soldiers to travel to Normandy, where he rented a hotel room to raise London.

Another time, he transmitted from a railway station. And after the liberation of Europe he married the stationmaster's daughter, Ginette Dorre.

"We were very busy, engaged in rounding up the airmen wherever we could lay a hand on them," he told author Roy MacLaren, whose book is called *Canadians Behind Enemy Lines 1939-1945*.

### Lots of Americans

"Once you got the airmen you had to feed them, obtain identity papers for them, recruit more agents, keep up their morale. The tension, the waiting, the uncertainty was very hard on us."

Before the Shelbourne Line was folded with the Allied invasion in 1944, it had dispatched 128 airmen and seven intelligence agents back to England. It was regarded as one of the most successful escape lines in France.

"In 1944, there were (U.S.) Flying Fortresses being shot down right and left. With 10 to a crew, we were getting lots of Americans," LaBrosse told MacLaren.

With more fighting men to be smuggled out of France, however, came increased danger of detection. Numerous flyers and French agents were captured by the Germans.

### Fought in Korea

With Allied armies moving eastward across France in mid-1944, LaBrosse and his team leader joined forces with French underground *maquis* units and were involved in their final engagements with the enemy.

After returning to France briefly following the war, LaBrosse came back to Canada and re-enlisted in 1948 in the Royal 22nd Regiment. He fought in Korea during the early 1950s.

On retirement in 1971, he became an executive assistant in the Solicitor General's Department, and then a commissioner of the Canada Pension Commission.



RAYMOND LaBROSSE  
1966 photo

Ed. Note: President Ralph Patton attended the funeral for Lieutenant Colonel LaBrosse on Wednesday, August 10, 1988.



# Seasons

Friends Collection of  
**HENRY H. ARNOLD**  
General of the Air Force

# Greetings



325<sup>th</sup>  
AIR FORCE ACADEMY  
VISITOR CENTER

AIR FORCE ESCAPE AND  
EVASION SOCIETY

IN HONOR OF  
U.S. AIR CREW MEMBERS  
WHO EARNED OR ESCAPED  
THE CROSS OF SAINT GEORGE  
DURING WORLD WAR II  
THOSE WHO  
DIED  
THOSE WHO  
RETURNED  
TO THE  
RUSSIAN  
WAS TO  
AIR CREW  
MEMBERS  
BRAVE  
WHO DID  
LIVE IN  
ACTING

A PARATROOPERS PRAYER

Almighty God, Our Heavenly Father;  
Who are above us and beneath us, within us and around us;  
Drive from the minds of our paratroops any fear of the space in which Thou are ever present. Give them the confidence in the strength of Thine Everlasting arms to uphold them. Endue them with clean minds and pure hearts that they may participate worthily in the victory which this nation must achieve in Thy Name and through Thy Will. Make them hardy soldiers of our country as well as Thy Son, Our Saviour, Jesus Christ. Amen

The Rev, GEORGE B. WOOD  
Chaplain (Major)  
82nd Airborne Division

Ed. Note: Major Wood was the Commanding Officer of the paratroopers who landed in Sainte-Eglise (France) on 6 June, 1944 (D-Day) (Remember Red Buttons hanging from the church spire in his parachute?)

The following photograph is of the stained glass window in that church. It is in color and this black and white photo does it no justice.



*The Church window at Sainte-Mere-Eglise France*

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DID YOU KNOW?...The first air attack on Germany itself during WWII was made January 27, 1943, by the 8th Air Force led by Brigadier General Haywood Shepherd Hanesell, 3rd, of Washington, D.C., from bases in England against the German naval bases and docks at Wilhelms-haven and factories in Emden in northwest Germany. The American losses were 3 planes. 2 B-24 Liberators and 1 B-17 Flying Fortress; the German loss was 22 fighter planes and 3 bombers.

NEELTJE J. "CASE" HANOU  
5341 SOUTH JASMINE  
GREENWOOD VLG/ENGLEWOOD  
COLORADO 80111 USA  
(303) 740-8277

August 11, 1988

Harry Dolph, Editor  
AFES MAGAZINE:

Dear Harry:  
Just wanted to thank you - I still have goosepimples.. it's unbelievable!!! After all these years an 89 year old gentleman remembers and takes the time to write long letters, not only to me, but to Dr. Caspers and Pierre Bauset

This is a letter - in haste - to all of you wonderful people who are helping me in my search.

Being well acquainted with Squadron Leader Laughton-Bramley's organizational talents I am nevertheless very pleasantly surprised with his thorough follow-up of my search in the form of a letter of introduction to the Officer Commanding Records P4 C.A.S., Air Ministry in London and several helpful references (RAF Escaping Society Office, Mrs. Elizabeth Lucas Harrison, Frank Dell and Paul Veerman). (P.S. to Roy & Pierre: forget the "genius" status -- the "old man" beat all of us to it!!!).

Although I probably will not be able to visit London on this trip, we are planning an extended trip to the U.K. in 1989/90. I will be seeing Paul Veerman at the Dutch Resistance celebrations on August 31.

I want you all to know how much I cherish all the assistance I have been given by each of you. Thank you for all your help! It is almost unbelievable that so many things are falling in place after 40+ years and I am forever thankful for the efforts of all of you: Roy Scott for the interview, transcription and publicity of the article, the AFES for running the same article in their publication, Elsa Caspers and Pierre Bauset who simultaneously got the ball rolling by writing to Squadron Leader Laughton-Bramley, Joke Folmer for telling me to "hang in there" and lastly my wonderful "Major Bromley" turning out to be Squadron Leader Philip Laughton-Bramley, who really went to bat for my sake, and replied to letters from Elsa and Pierre and wrote me long letters, clearing up a lot that had been "put away" for many years!

Sorry for this "communal" letter - we are off to Europe for three months - but I just wanted to let you know how ecstatic I feel and to THANK YOU! THANK YOU! THANK YOU!

Sincerely yours

*Case*

who had both written to him right after our Denver AFES meeting! He is living in Australia now and President of the Australian RAFES branch!!!

Portrait: His Excellency the Right Honourable Sir Brian Stephen,  
A.K. GCMG, KBE, KC, D.S.O.

ROYAL AIR FORCES ESCAPING SOCIETY  
(REGISTERED UNDER THE WAR CHARITIES ACT, 1940 U.K.)  
AUSTRALIAN BRANCH

PRESIDENT AUSTRALIAN BRANCH  
SON LOR PE LAUGHTON-BRAMLEY  
M.B.E., O.N.M. (Fr.), GCM. (Fr.), F.R.O.S., R.A.F. (Rtd.)  
HORSLEY, 40 PEARLANDS AVENUE  
LANE COVE NSW 2068  
TELEPHONE: 428-1246



HON. GENERAL SECRETARY:  
14/5 C/O RH. HORSLEY DFC, A.F.C. R.A.F. (Rtd.)  
PO BOX 230  
SEVEN HILLS 2147, NSW  
TELEPHONE: 674-3047

3rd August, 19

Officer Commanding Records P4 C.A.S.,  
Air Ministry,  
LONDON SW1, U.K.

TO WHOM IT MAY CONCERN

This letter will serve to introduce to you MRS. C. HANOU, formerly a Dutch Citizen of Walcheren, Holland, now living in the U.S.A. who will be shortly visiting the U.K. This lady acted as my interpreter when as a Unit Commander in M.R.E.S. in which I served for four years, 1946/1949 until it was disbanded.

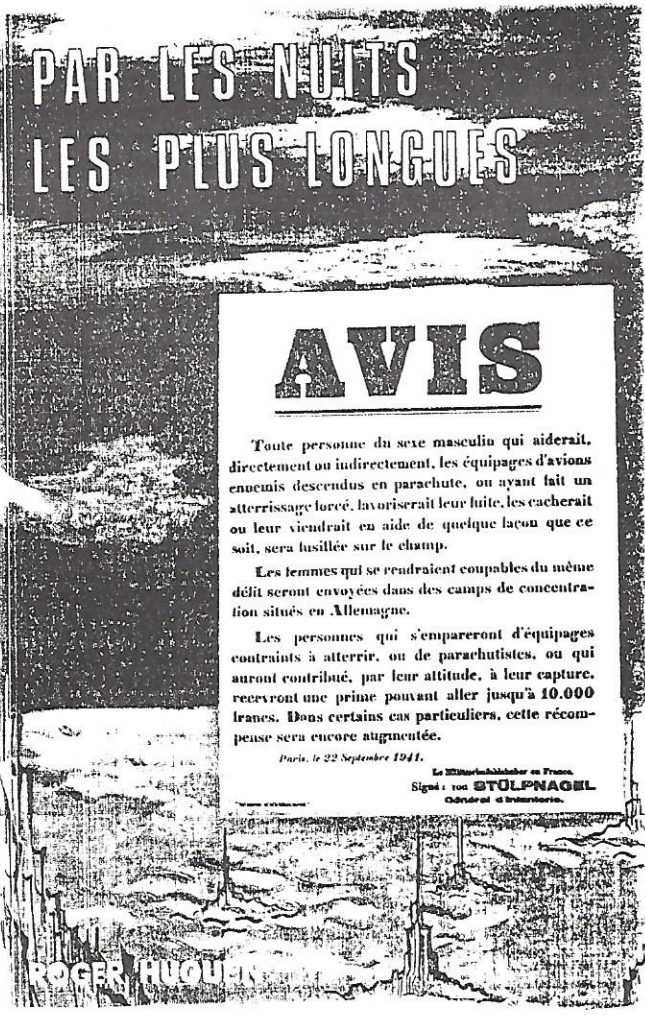
This brave lady on the invasion of the Low Countries in 1940 rendered valiant help to escaping British servicemen. In the capacity of her services to M.R.E.S. she is endeavouring to locate some of her records which were turned over to Section 7 of Unit No.2 M.R.E.S.

Any assistance you may be able to render her would be much appreciated.

Yours faithfully,

*P.E. Laughton-Bramley*

P.E. Laughton-Bramley  
President.



The above warning appeared in a Paris newspaper September 22, 1941. Translated, it reads:

**WARNING**

Any male person who would help directly or indirectly, the enemy's aircraft crews dropped by parachute or having had or forced landing, would favor their flight, hiding or helping them in any way will be shot at once.

The woman being guilty of the same offence will be sent to a concentration camp in Germany.

The people who will lay hold of crews who were forced to land or parachutists or will have contributed to their capture by their behavior will get a premium which might reach 10,000 francs.

In some particular cases, this reward will be increased. Paris, The 22 December 1941

The militaryfeldchaber in France  
Signed VON STULPNAGEL  
General of Infantry..

**PIERRE DREAU'S TRANSLATION  
STULPNAGEL'S ORDER**

I forget to be so good to Von Stulpnagel. I prefer to be shot with his troops and Gestapo. I am very happy to save aviators and I know all of the defenses for destruction by American and English and free French forces, and communications with English submarines.

He adds, you can look at this paper and show it to all your friends of the war to leave for all peoples.

Thanks very much for your good work with America, I have papers from General Eisenhower, Marshall Montgomery and General Middleton for my contribution in the war. for destruction of Concuneau, Levent, Auvergne, Croson, Brest and the liberation of Finistere.

Thanks again for America.

**A PERSONAL LETTER TO BILL HAWKINS FROM  
PIERRE DREAU**

Dear Friends: Lesconil, the 6th of July 1988

The 4th of July French and American flags was hoisted on the victory mast of my home. All people stop to look and take photographs of the flags - the two flags on a same line was a pleasure for many neighbors, but several members of the Communist party was very angry at me. That is nothing to me. I have saved 180 members of the Communist party on the 6th and 7th of August 1943 before an attack by the Gestapo and German troops in forest du "Cransu" where they was to hide in secret. All members were saved. We have saved members who hid in my home for two months. We have photographs of the people saved in dangerous situations, no thanks - nothing! That is the spirit of the Communists.

The Soviet flag is never hoisted in this country for the victory of the Allies but only for funerals when a member of the Communist party is dead.

I am very happy because in France the Communist party have lost three fourths of their voices. That is good for the republic.

Some days, after your departing from home, I received a memory from AFEES signed by "Ralph Patton", transported by my service and myself until Plouha - Cotes Da Noir - Signed again with the President "Ronald Reagan" - All that with the badge. "We will never forget" is a good memorial to salvage the 12 Allied aviators in very good condition - all of them getting back to England.

I am recognized for this good work with good security. I have had good recognition from General Eisenhower and one other from President Eisenhower. Two recognitions from Marshall Montgomery. One from General de Gaulle. One from the Chief of Secret Service French from London and many ribbons. Two Legion d'Honneur and other adornment.

Two wars, 1914-1918 and 1939-1945, that is very long and very dangerous. So many people dead on land, sea and air in all countries of the world and all seas. We pray to the Lord for peace for all the future years to come. Peace in the world for all peoples, white, black, yellow or red color of skin.

My eyes are not in very good condition because I have a cataract in both of them. But, I see everything a little better for in a few weeks they will be removed and that will be all right.

My dear friends, Hawkins, Phyllis and your daughter Susan stay always in my memories. All aviators, Allied, all sailors and all soldiers from the two last wars are very dear in my memory. You have the first place!

Glory to you and for America.

Goodbye, Pierre

Ed note: There may be some slight errors in reading the letter, but most of it is correct.

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**DID YOU KNOW?** The first American General captured by the Germans was Brigadier General Arthur William Vanaman of Millville, N.J., observer on an aerial bombing mission. He was reported missing in action on June 27, 1944 and ascertained to be a POW on September 16, 1944, according to an announcement made October 14, 1944.

\*\*\*\*\*

**DID YOU KNOW?** The first American General missing in action in World War II was Major General Clarence Leonard Tinker, missing in action off Midway, June 7, 1942, and declared dead June 7, 1943. He was posthumously awarded the Distinguished Service Medal on November 10, 1942.



*Flying Her Majesty The Queen and Prince Philip to Finland for State Visit, 1976*



*Flying Officer Dell and other members of Mosquito Conversion Unit, RAF Wyton, 1944 (He then joined 692 Squadron of 8 Group, Bomber Command, 1944)*



*Curtis AT9 — Flown while Flying Instructor with US Air Corps at Valdesta, Georgia (1942-3)*



*Mosquito Bomber — Well camouflaged to merge with background Wartime — Time Out*

## A FLYING MAN OF PEACE AND WAR

Talking to our old friend of BEA days and since, Ron Gillman, at the Rules Dinner following the Court Election Meeting shortly before he died, we asked him about the prospects of another book. He said he had gathered together stories collected from various mutual friends, and maybe he could do something with them and get them published: hopefully this may still happen and it would be an interesting reminder of some rare personalities written in Ron's special style. He told us part of one story — it was about our new Master, Frank Dell, having walked into Holland after escaping death in a crash and capture by the Germans... but we will not spoil it since it may yet be published. It made us think of Flying Officer Frank Dell in 1944 and his war experiences. These were so well told in a Profile by our previous Editor, Harry Payne, using Frank's words (see *Journal*, October 1985) that we reprint now in full here:

"I was shot down in 1944. At that time I was with 692 Squadron in 8 Group — a Mosquito bomber squadron. On the night of October 14th a force of about 100 of us carried out diversionary attacks in Germany to draw the night fighters away from the Lancs and Halifaxes bombing Duisberg. My lot were going to Berlin after passing over the heavies' target. I was shot down — well hit — by a fighter over Munster. The aircraft fell apart and I was thrown through the perspex roof, probably at something over 25,000 feet. Sadly my navigator did not survive. I then had five eventful nights of walking westwards as we endeavoured to reach Holland, which

indeed I did without too much bother. Children and dogs seemed the greatest hazards.

"My greatest drama came when hiding in what appeared to be an innocent wood which proved to be a VZ launching site, they let one off while I was sleeping nearby. I thought the world had to come to an end! Once in Holland I had the great good fortune to fall in with one of the small Resistance Units established by SOE. They found safe hiding places for me and allowed me to take some part in their activities. They had recently cut two of the railway lines into Germany and wrecked three trains carrying troops and ammunition into the battle of Arnhem.

"We had three supply drops by parachute during my time there and by the end had some 200 men under arms. Apart from making nuisances of ourselves, we endeavoured to bring about the demise of General Model, Commander of Army Group B, and his subordinate Generals Studel of the Parachutists and Bittuel of the 25th Panzer Division. All shared the same large country house near us at a place called Roetingheim. It was an interesting time. Unhappily the Germans did not like it and they resorted to the dreadful business of taking hostages and shooting them en masse. Some 50 in one instance. All this lasted for six months and at the end of it one came home a humbler and I hope a wiser person after meeting and being helped by some of the finest people imaginable. (We got out through the front line after the Rhine was crossed.) All a long time ago."



*Standing — The Master with Fellow Members of the Board of CAA. Sitting — The Chairman of CAA, Christopher Tugendhat and Sir Frank Whittle*

The photographs herewith are presented to give some slight illumination to the career and experience of the Master, but they cannot illustrate one of his most important achievements — the teamwork of a study carried out with him as leader, BA Performance Engineer and Luftansa Engineers supporting him, that, known as the Managed Drag Approach, became established practice in airlines worldwide and still is used today. Might this one day be the subject of a detailed reminder by the Master in some future *Journal*?  
WS

Postscript A correction to the Press Release which states that Frank Dell was a POW. In fact, they never caught him! He just walked into Holland — it sounds so simple!  
EDITOR



*Master of the Guild of Air Pilots and Ms Dell*



*Lifestyles of the rich and famous*



# The Guild of Air Pilots and Air Navigators

291 Gray's Inn Road, WC1X 8QP  
Telephone: 01-837 3321  
Fax No: 01-953 5219

## NEWS RELEASE

### CAPTAIN FRANK DELL BECOMES MASTER

Captain Frank Dell, MRAeS, FBIM, became Master of the Guild of Air Pilots and Air Navigators in the City of London on Thursday 24th March 1988. He is one of the most widely experienced all round aviators, from his wartime flying days and nights through a subsequent period as a senior BEA and BA airline Captain, to be elected Master and has also served as a member of the Civil Aviation Authority where his practical experience has been a useful asset to the organisation and control of commercial and other flying at home and abroad. Now in his mid sixties he looks back at dangerous and difficult times as a Mosquito bomber pilot — he was shot down in 1944, became a POW and escaped — and at pioneering flying in the formative years of BEA and British Airways since. He has somehow managed to find time to sit as Chairman of the RAF Escaping Society, on the bench as a JP and to sail his ketch in the Solent and the Channel.

In particular he brings to the Mastership, as has been the case with a large proportion of Past Masters, long and valuable experience of flying airliners, and of administering their safe and regular operation by a long list of up and coming BEA and BA airline Captains and First Officers. After joining the RAF in 1941 — under the University Short Course scheme — he was a flying instructor attached to the USAAF and in Bomber and Transport Commands of the RAF. In BEA from 1946 to 1976, he held many senior positions in the airline and its successor British Airways, and was later active as Chairman of the Flight Time Limitations Board of the CAA. In the Guild, he has served as Chairman of the Technical Committee, as an Assistant to the Court and as a Warden.

The Guild of Air Pilots and Air Navigators, as a modern and active Worshipful Guild of the City of London has had many distinguished Masters in the past. Apart from leading pioneers, such as Sir Alan Cobham, there have been senior RAF officers and senior airline Captains. There have also been others, such as Robert Pooley, whom he succeeds as Master, who are enthusiastic private pilots of balloon, helicopter, gliding and sporting aircraft of all kinds. Frank Dell will be the first airline Captain to become Master for some years — appropriately so with so much development taking place in airliners, the crises of crowded skies over busy airports and the urgent need for cool and persistent advocacy of those qualities of airmanship that enhance safe flying — one of the main objectives of the Guild of Air Pilots and Air Navigators.

[Issued by the Guild to the Media

Editor]

Correspondence to: Clerk: Captain P. Wilson, 291 Gray's Inn Road, London, WC1X 8QP



Captain Frank Dell, President of RAF Escaping Society and Isabel Dell, our own Texas Prairie Flower

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P. O. BOX 844  
Beaufort SC 29901

Ed Note: ATTENTION LADIES! A NEW \$100 LIFE MEMBERSHIP CARD would make an excellent Christmas gift for your evadee..

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### COMMUNICATION FROM ENGLAND

Dear Mr. Dolph: 11th September 1988

Please excuse me for writing to you but I require the address of a gentleman in Cugnon, Belgium who wrote to you on the 4th March 1988. he signed himself Vincent. (Pete in the war).

In May, 1987 I attended the AFEES reunion in San Antonio along with 2 of my Belgian friends, Frank Cauberg and Roger Jamblin as I wanted to meet Robert C. Tucker, James Gooble and Philip Solomon who were on the run with me in Belgium and France on our way to Switzerland. This year I came to the states again, but I visited another American who was with me in May 1944 and who lives in Chicago but Frank and Roger came to Denver.

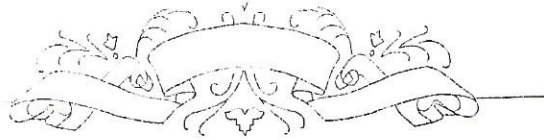
Last month I went over to France and Belgium where I met up with both of them again and Frank showed me a copy of your Summer Communications (1988) in which Vincent's notes appeared. Well, when I read this I found that I knew 5 names on the lies and that I have a photograph with 4 of them. The 4 Americans who I have mentioned in the letter and last but not least, Frank Camburgh who was one of our guides to the French Border from Liege. I have enclosed a photostatic copy of this photo with each person marked off.

I hope you can help with this request.  
Yours sincerely, Don Brinkhurst, "Kumano"

Ex-Flight/Lt. RAF Escaping Society  
P.S. Is it possible to obtain a copy of your Summer 1987 Communication? As I would like to see it as I was with Anne and Yvonne Brusselmans besides all the other friends of 1944.

Ed. Note: 1987 Summer Communications mailed October 10, 1988... Vincent's address is: Vincent Wuyts, Rue de la Forteresse 17, B6.804 Cugnon Belgium.

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**FOR THOSE FOREVER FAITHFUL**

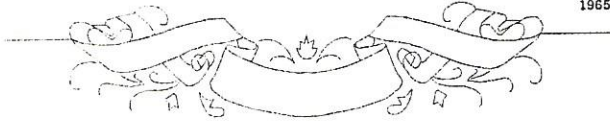
A young Marine out on patrol in South Viet Nam today  
Fell before a sniper's fire and bled his life away.  
His sergeant saw the stricken lad and ran to where he lay,  
Kneeled low to hear his ragged words, the sergeant heard him say

"THERE'LL BE NO MEDALS FOR MY CHEST, NO LAUREL FOR MY HEAD.  
WHO'LL KNOW THAT I HAVE LIVED, SARGE, WHO'LL KNOW THAT I AM DEAD?  
NO MAN LIVES FOREVER, UNLESS HIS NAME SURVIVES,  
THOUGH SOME HAVE SONS AND DAUGHTERS TO SIGNIFY THEIR LIVES.  
BUT BOYS WHO DIE IN BATTLE ARE LOST AND OUT OF SIGHT,  
UNLESS THEY ARE REMEMBERED BY THOSE FOR WHOM THEY FIGHT,  
FOR THOSE FOREVER FAITHFUL ONES TO FREEDOM FOR ALL MEN,  
IF I HAD ANOTHER LIFE TO GIVE, I'D FIGHT FOR THEM AGAIN."

As breath of life escaped the lad and he slowly slipped away,  
The sergeant bowed his head down low so the boy could hear him say:

"YOUR GREGG, SEMPER FIDELIS, SON, IS LEFT IN ABLE HANDS  
OF THOSE FOREVER FAITHFUL IN ALL THE FREEDOM LANDS.  
THEY'LL STAND AND FIGHT AND PRAISE THE NAMES OF MEN LIKE YOU WHO FELL  
FOR THE BROTHERHOOD OF LIBERTY AND THE TOLLING OF ITS BELL."

Ex-Marine Max Hill  
1965



\*\*\*\*\*  
**AFEES BOARD OF DIRECTORS MEET IN OTTOWA CANADA**

The following AFEES were in attendance during the Royal Air Force, Canadian Branch, reunion in Ottawa, Canada from October 21 to 23, 1988

- |              |                 |                |
|--------------|-----------------|----------------|
| Harry Dolph  | Milt Goldfinger | Howard Harris  |
| Bill Lincoln | Ralph Patton    | Manny Rogoff   |
| David Schoss | Dick Smith      | Heyward Spinks |
|              | Thomas Thomas   |                |

The Board of Directors had a successful meeting and the following decisions were made on your behalf:

1. Our next meeting will be held in Pittsburgh, Pennsylvania. The hotel and date to be announced at a later date.
2. The next trip to Europe to visit our Helpers will be either in May, June or October of 1990. More information will be forthcoming.
3. There will be both a Silent and a Verbal auction at our next reunion. Details on page 6 of this publication.
4. We encourage all AFEES to become Life Members so we can assist our Helpers to attend our reunions.
5. William H. Spinning was elected to be Vice President Emeritus of the AFEES and as such maintains a permanent position on the Board of Directors.
6. The By-Laws were read and explained to the Board. It is up to the full membership for approval or disapproval at our next meeting. Your vote will count! See page 4.

Our friends north of the border made us welcome and treated us like we were one of them. We all had a real good time and the hotel accommodations were great. Next year they meet in Vancouver B.C. Everybody who can should plan to attend. Their auction brought in over \$3,000.00.

They got even with us for the snow we had at our reunion in Denver. It snowed two days for about a seven inch accumulation.

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**MYSTERY FROM PAGE 92-93**  
**"WOMEN IN THE RESISTANCE"**

by Margaret L. Rossiter

Page 92, Paragraph 5 - quote: "Woodhouse and the other evaders in the fifth group reached the ----- point for the cross-Channel ferry with the help of a young woman who was unidentified, who led the men...." End quote.

Excerpt from a letter to Woodhouse from Ray Allard of England - quote (in part);

"Dear Mr. Woodhouse: Here's a surprise for you today, a letter from England. Firstly I hope you will not mind me writing to you, and I hope this letter finds you well. Secondly, I obtained your address from Margaret L. Rossiter of Eastern Michigan University who published the book, "Women in the Resistance" in which you are mentioned.

Quite by chance at a light plane fly-in and open day at our nearby WWII USAF Liberator base (448th Bomb Group), the Control Tower of which is now a Museum and Memorial to the men of the 448th.

I met a lady who was a member of the French Resistance and she lives quite close to the old base, and she was in fact the young lady who helped you on the train (page 92 of Rossiter's book), she is now aged 74 and quite lively and she lives in a small bungalow with her disabled husband." End quote.

Woodhouse wrote to President Patton sending a copy of Ray Allard's letter

Ralph Patton then replied to Woodhouse. His reply, in part, and again I quote; "I am sending Ray Allard's letter on to our Newsletter Editor, perhaps he can use it in our next newsletter. I am sending copies to Bob Sweatt and Keith Sutor". End quote.

I assume Sweatt and Sutor were with Woodhouse.

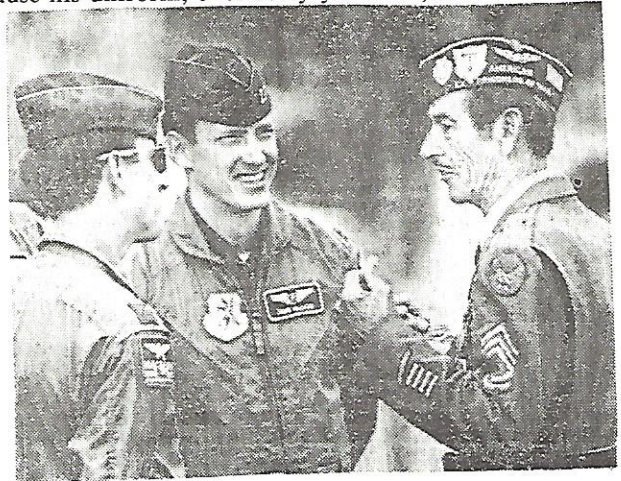
Ralph suggested they write back and find the lady again telling her the AFEES would like to have the name and address so we can put her on our list of helpers. Or, we may already have her?? We would also like to send her a Helper Pin and one of our Citations of Remembrance.

Ed note: When the answer is found, please advise the Editor so he can advise our readers.

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**ERNEST KING AUTHOR OF "BEYOND FANTASY"**  
**GETS HIS POW MEDAL WEARING OLD UNIFORM**

AFEES member Ernest King received his medal at Mc Connell Air Force Base as part of the National POW - MIA Recognition Day. King stood out in the crowd because his uniform, over forty years old, still fits.



Former POW Ernest King, right, chats with Major Jim Scully left and Captain John Mc Cain after ceremonies.



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REPORT FROM EIGHTH AIR FORCE HISTORICAL SOCIETY MEETING IN DES MOINES, IOWA

From Scotty David

We were surprised how many members of the Eighth Air Force Historical Society had never heard of the Air Forces Escape and Evasion Society. Perhaps it was because 1,000 of the 2,000 who attended were "first timers" at the reunion. We found five evaders and two escapers in attendance.

Clayton and I maintained a booth displaying our logo on our banner and it attracted a lot of attention.

The reunion was a great success. Here are some pictures we took for our newsletter, hope you can use them. Sincerely, Scotty David...



Lester J. Henderson and Louis H. Abbott



General Lewis Lyle, Reunion Chairman with Clayton and Scotty David at the AFEES display



Lester Henderson and Scotty David



Eleanor and Francis X. Heekin



James and Barbara Gribble

\*\*\*\*\*

To Ralph K. Patton June 7, 1988

I'm a U.S. military aviation historian and author. I am the president of a thirteen year old firm offering a unique line of top-quality U.S. military aviation products: official air videotapes, Hollywood movies on video, aircraft caps, t-shirts, sweatshirts, insignia items, etc.

We are well known for our reasonable prices and satisfaction is guaranteed or your money back.

Do you have a name and address list or roster of people in your organization that you could share with us so we can send them a catalog. Victor C. Tannehill, President.

BOOMERANG PUBLISHERS, 6164 West 83rd Way, Arvada, Colorado 80003, Phone (303) 423-5706

Ed Note: Adhering to our policy of protecting our members anonymity, the above is printed. If you are interested, please contact Mr. Tannehill.



Don't forget the Dutch in San Antonio

## - HISTORIQUE DU MEMORIAL -

Le samedi 29 mai 1943 vers 17 h30, une forteresse américaine B17 de retour de mission de bombardement sur Saint Nazaire est attaquée par la chasse allemande.

Le commandant de bord sachant qu'il était dans l'impossibilité de rejoindre sa base en Angleterre décide d'abandonner son avion, l'équipage saute en parachute sur les communes de Tréguidel et Plourhan et l'avion s'abîme en mer près des Iles Saint Quay. Au cours de leurs descentes en parachute plusieurs furent blessés par balles. Les habitants de Plourhan permirent de sauver 6 aviateurs. Les allemands sachant que ces derniers avaient échappé à leurs recherches commencèrent mi-juillet leurs premières arrestations.

Eugène LE DORE, Marcel FLEURY, Eugène FLEURY, Yolande REBOUR, Gaston PEDRON furent tous relâchés manque de preuve.

Ensuite, ce fut les arrestations de Roger DANIEL, Hélène SEGUIN, Armand HERY, Louis BATARD, Joseph DANIEL et Mme DANIEL, 2 furent recherchés et prirent le maquis, Marcel BOLLOCH et Marcel JOFFROT furent cachés par Louis MINGUY. Roger DANIEL, Armand HERY et Louis BATARD furent déportés. Roger DANIEL et Armand HERY moururent en déportation.

### - POURQUOI LE MEMORIAL DE PLOURHAN -

Daniel DAVID qui pratique la plongée sous-marine repère l'épave du bombardier américain, en fait part à son père ancien résistant et instituteur à Plourhan à l'époque, ce dernier pense que le moteur serait un symbole pour les générations présentes et futures de ce qu'a été les années 1939-1945. Il confie l'idée à Louis BATARD et ce fut avec l'accord de M. Le Maire et de la Municipalité d'en faire le Mémorial de la Résistance que nous inaugurons aujourd'hui.

### HISTORY OF THE MEMORIAL

Saturday, the 29th of May, 1943 at 5:30 p.m. an American B-17 Flying Fortress Bomber, returning from a mission to bomb Saint Nazarre was attacked by German fighters.

The Captain of the airplane decided it was impossible to return to his base in England so he decided to abandon the aircraft. The crew parachuted in the vicinity of Guidel and Plourhan. The bomber crashed off shore into the sea near the Iles Saint Quay. In the course of their descent in their parachutes, many were wounded. The inhabitants of Plourhan saved six flyers. The Germans assumed that these flyers had escaped and commenced searching making their first arrests. Arrested were:

Eugene Le Dore	Marcel Fleury
Eugene Fleury	Yolande Rebour
Gaston Pedron	

They were arrested immediately. Then there followed the arrest of:

Roger Daniel	Helene Seguin
Armand Hery	Louis Batard
Joseph Daniel	Mme. Daniel

Two maquis, Marcel Bolloch and Marcel Joffrot were hidden by Luis Minguy.

Roger Daniel and Luis Batard were deported. Daniel and Hery died during the German imprisonment.

### WHY THE PLOURHAN MEMORIAL

Daniel David, who practices undersea diving found the American B-17 bomber and wanted to dedicate it to his father who was an old resistance fighter during the war and a school teacher after the war at Plourhan. He thought the motor would be a symbol for present and future generations of the years 1939 and 1945. He confided his idea to L. Batard and with the agreement of the Mayor and the Municipality, they made the memorial of the resistance shown in the picture.

\*\*\*\*\*

## MEMORIAL DE LA RESISTANCE DE PLOURHAN



PLOURHAN le 31 MAI 1987

\*\*\*\*\*  
IMPORTANT NOTICE

IF YOU ARE IN A POSITION TO INVITE ONE OR MORE OF YOUR HELPERS TO OUR ANNUAL MEETING IN PITTSBURGH, IT'S NOT TOO EARLY TO START THE WHEELS IN MOTION. FOR INFORMATION, CALL RALPH PATTON AT (412) 343-8570  
\*\*\*\*\*

MERRY CHRISTMAS AND A HAPPY NEW YEAR  
FOR 1988!

To all my friends in AFEES and particularly those who I helped in 1943-44.

N.B. I came two times to Deer Park during my professional activities. I was working in the chemical industry from 1956 to 1984 for a huge plant called SOLTEX (polyethelene production and hyydroxyde hydrogen.) I also worked for a plant in Houston CINTEROX AMERICA.

Texas is well known and appreciated!!

Signed, ARMAND HARDY...

\*\*\*\*\*

RECEIVED TOO LATE FOR SUMMER NEWSLETTER  
Dear Harry and Pat:

I wish you good luck as editor of the Newsletter from AFEES. I also hope you have a wonderful time in Denver. Sorry I can join this convention. I shall miss my dear friends. Take care and we shall meet again. Love from,

Mia J. Lelivelt, Lichtenvoorde, Netherlands

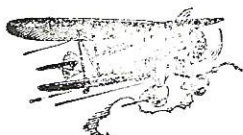
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### REUNION IN NEW ORLEANS

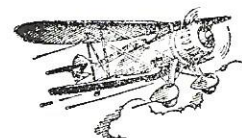
The 461st and 484th Bomb Groups Association (WWII) will meet August 31 through September 3rd, 1989 at the New Orleans Marriot Hotel, 555 Canal Street in the heart of the French Quarter, New Orleans, Louisiana. Contact Bud Markel, 1122 Ysabel St., Redondo Beach, California 90277. (213) 316-3330. See ya' all there!

**AFEES POST EXCHANGE ITEMS**

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with gold braid...	White _____	\$12.00



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**PLEASE, YOUR ASSISTANCE IS STILL NEEDED ON A VITAL NEW PROGRAM**

Gil Millar, 2514 Talina Way, Houston, Texas 77080 is spending hundreds of hours each month to set up a computerized file of our membership and get as much information on each member as it is possible to attain. So far over 1,500 names are in this file and more are added each day. This is a tremendous undertaking requiring 100% cooperation from each one of you to get the job done properly. All information will be treated as confidential and for the use of our membership to locate each other and for our Helpers to locate Americans they helped. It is a historical document and when completed the only copy will be for our own membership to peruse at our annual meetings. constantly be will updated so there will be changes each time you look at it. Thank you...

=====

RANK \_\_\_\_\_ NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE ( \_ ) \_\_\_\_\_ WIFE'S NAME \_\_\_\_\_

DATE SHOT DOWN \_\_\_\_\_ COUNTRY \_\_\_\_\_ NEAR (Town) \_\_\_\_\_

METHOD OF RETURN \_\_\_\_\_ BAILED OUR, CRASHED, HOW? \_\_\_\_\_ POSITION ON CREW \_\_\_\_\_

LIST ALL HELPERS (Use extra paper) \_\_\_\_\_ LIST CREW (use extra paper) \_\_\_\_\_

TELL YOUR STORY (use extra paper) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

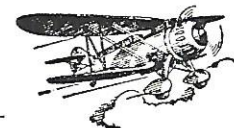
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**DID YOU KNOW?** The first Air Force unit equipped and trained for overseas duty was the Marine Aeronautic Company, comprised of 12 officers and 133 enlisted men which sailed on January 9, 1918 from Cape May, N.J. and landed January 21, 1918, at Ponta Delgada, Azores.

\*\*\*\*\*  
**DID YOU KNOW?** The first Air Service (Military) under one command was effected on September 3, 1917, when Brigadier General William Lacey Kenly was made chief of the Air Service of The American Expeditionary Force in France, serving until February, 1918.

**AFEES MEMBERSHIP AND LIFE-MEMBERSHIP APPLICATION**

Regular Membership \$10.00 per year. Includes all rights and privileges.  
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NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

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

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

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

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ENCLOSE \$100.00 OR \$10.00 (Check or Money Order), a **TAX DEDUCTIBLE** contribution for paid up dues to:  
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Information of interest should be sent to the above address. Please enclose photographs (returnable) where applicable and specific data. I carry an eraser in my pocket to mend my mistakes. Occasionally one does slip through so please inform AFEES Publishing of these errors so they can be correct in the next issue.

HAVE A GOOD WINTER, ALL DAY LONG! THANK YOU, AFEES PUBLISHING...

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**HAPPY NEW YEAR!**

