

AIR FORCES

ESCAPE AND EVASION SOCIETY

WINTER COMMUNICATIONS

1990



MEMPHIS BELLE and CREW, 1943
Front Row, Bill Winchell and Scott Miller, Waist Gunners;
Second Row, Robert G. Hanson, Radio Operator; Casimir A. Nastal,
Right Waist Gunner; John B. Quinlan, Tail Gunner; Charles B. Leighton,
Navigator; William Wyler, Motion Picture Producer; Robert K. Morgan,
Pilot, Jim Verinis, Copilot; and unidentified Ground Crew Mechanic.

Grand Style.

The Peabody
MEMPHIS

It's **MEMPHIS** T E N N E S S E E MAY 24th..27th

MESSAGE FROM THE PRESIDENT



Our Board of Directors met in Houston on Saturday, December 2nd to address the problems associated with the illness of Heyward Spinks. This is the first time in the 25 years of our existence that a special meeting of your Board of Directors was called and I am pleased to report that eight out of your nine directors were in attendance. I am proud of

the dedicated Board of Directors that you have given me to work with, they have most willingly donated their time, their talents and their money to the good of AFEES.

The major effort of this Board meeting was explained to all paid up regular members in a letter dated December 11th. If you did not receive a copy let us know. Our records of paid up members may not be exact.

Paul Kenney reported on the progress of plans for our 1990 membership meeting and Convention in Memphis. We are excited about the program that John Spence and Paul have prepared for us and hope to see many of you there next May. You will find details elsewhere in this Newsletter.

Jim Goebel reported on the results of the questionnaire regarding our proposed trip to Europe next October. All systems are go for another memorable trip to Holland, Belgium and France to revisit the people and places that made us members of AFEES. This will probably be our last organized trip to Europe so don't miss it. Details elsewhere in Newsletter.

It was with sincere regret that the Board voted to accept the resignation of Bob Laux as Vice President of AFEES tendered by a letter dated 22 November, 1989. Bob agreed to stay on the Board of Directors. He felt that his health would not permit him to take over should something happen to your president. (Heaven forbid!) The Board deferred election of a new Vice President until the Memphis meeting on May 27, 1990.

The Board voted to accept a proposal by Turner Publishing Company of Paducah, Kentucky to cooperate with them in publishing a book on Escape and Evasion. This will in no way obligate AFEES financially or otherwise. Our cooperation is all that will be required. We solicit your support as will be requested in future mailings to all members by Turner Publishing Company.

I have willingly supported an 8th Air Force Historical Society project to build a state of the art visual image display (some may wish to call it a museum) at the Savannah, Georgia airport. I believe that computers and laser discs are the museum of the future and that AFEES should be represented in this type of facility. I further believe that our computer data bank should be available to the public for future generations. If we do not preserve it in an accessible manner it will be lost to the public; it will remain buried in file boxes at Maxwell Field or in the National Archives at Suitland, Maryland.

Thanks to Dorothy Kenney for designing this year's outstanding Helper Christmas Card and to the Robert Laux family for the significant amount of work they did in hand addressing and mailing over 500 cards to our Helpers overseas plus over 40 to Helpers residing in Canada and the United States.

We are still diligently looking for a computer friendly member to help Gil Millar. If you have some computer expertise, we can promise you a very interesting avocation.

As of this publication date, Heyward Spinks' condition is unchanged. Over four months in a coma, apparently brain dead, with little or no hope of recovery.

Signed, Ralph Patton

AIRMEN MEMORIAL MUSEUM

Dear Veterans of World War II and Korea:

The Airmen Memorial Museum is conducting a major search for historical resources on the experiences of airmen during the Second World War and Korea. We invite you to be a part of the history of airmen we will tell to the American public.

As you know, there's a lot of truth to the saying, "90 percent of aviation history occurred on the ground." But very few accounts of histories of the U.S. Army Air Force mention the hundreds of thousands of enlisted personnel - the technicians, mechanics, meteorologists, gunners, photographers, and many others - who bravely served our nation in times of greatest need.

The Airmen Memorial Museum has been organized to change all that. At its national headquarters in Suitland, Maryland, just outside Washington, D.C., the Museum is gathering materials - documents, artifacts, photographs - it needs to tell the story of the airman's contribution to our nation's defense in war and peace. Through exhibits, special public programs and publication, the Museum will recount, for veterans, school children and the general public, the valuable service men and women like you have given to our country.

BUT, WE NEED YOUR HELP!

We need to know what *your* life was like in the service. We need to know about *your* training, *your* duty assignments. We need to record *your* duty assignments and *your* combat experiences. In order to do so, we ask you to take a few minutes to write for a brief questionnaire which we will send by return mail. A postage paid envelope will be included for minimum bother.

Make sure your own experience becomes part of the record for future generations. Please complete the survey as soon as it is received and mail it back to us as soon as possible.

Thanks in advance for your contribution - to the country's defense and to the history of airmen.

GEORGE E. HICKS, Museum Director.

AIRMEN MEMORIAL MUSEUM

5211 AUTH ROAD,

SUITLAND, MARYLAND 20746

Phone (800) 638-0594

484th & 461st BOMB GROUPS

ASSOCIATION OF WW II

REUNION! October 12-15, 1990 - Nashville Marriott Hotel, I-40 at Briley Parkway and Elm Hill Pike, Nashville, Tennessee 37210. For further information, contact: BUD MARKEL, 1122 Ysabel Street, Redondo Beach, California, 90277. Phone 213/316-3330.

Ed. Note: This is not to be confused with 461st Bomb Group (H) which is a splinter unit.

NOTICE TO ALL READERS!

This publication depends on you to send in news items!

ARMAND HARDY OF BRUSSELS WRITES

Dear Clayton and Scotty:

I'm sending you herewith some clippings of pictures published in a recent book relating to several stories about Resistance and airmen help during the war in an area southeast of Brussels.

The clipping about PIGEON live shows several US airmen escaped in our area and who were joining Belgian Resistance Groups. You can see they have German guns or grenades. **WHO ARE THEY?**

I seem to recognize SOLOMON (2nd row - left) 445th Bomb Group. Is that true?

Would it be possible to print this clipping in the AFEES Newsletter in order to find out the names of all those guys.

Who is the one downed in CLABECQ on August 9th, 1944?

Yesterday I wrote to Bob Doherty (96th Bomb Group) downed just in the middle of the German camp in Nivelles (9 miles south of Waterloo) with another gunner, IACOVIELLO (96TH 96th Bomb Group) - ship: "Mischief Maker II" which made a superb belly landing at Gliabais with nobody on board. (See "Air Classics" reports in 1989.)

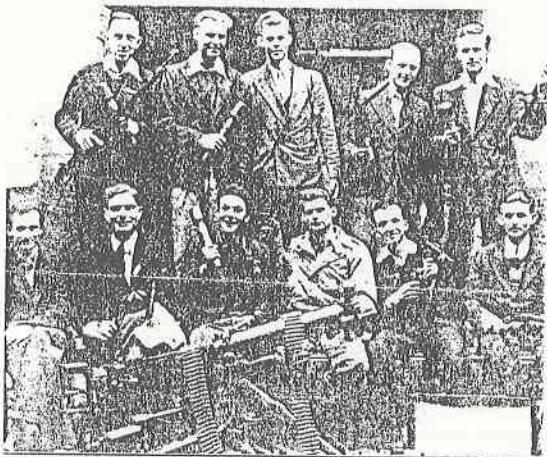
Bob Doherty is very active with the 96th Bomb Group as historian of the group. (Tom Thomas is the Secretary-Treasurer.)

I hope you will be lucky in your contacts with all the downed airmen of our area in order to be ready to prepare the reception in 1990.

I'll write to Bob Doherty also to come to see us as well as CHARLES WARREN who came a few years ago but he has a lot to say about his adventure.

Lets drop me some lines soon, OK?

Friendly yours, Armand



CLABECQ: 7 miles West of Waterloo
Un aviateur américain descendu en
parachute à Clabecq le 9 août 1944.
Recueilli par le P.L. a month before
et dirigé vers la France. 21.8.44.
(Photo Parronner, Braine-le-Château).

The Benton Courier, Wednesday April 12, 1989

BILL MC GINLEY WRITES

Dear Harry: Thanks for the news about Heyward, it's bad. I hope he makes it, I really liked him.

I hope you can get this trip to Brussels going for I spent from January to September in and around Brussels in 1944. I was shot down at Waterloo (See Armand's article in column to left) and was reported Missing in action, then Killed in action by the Government and my folks drew my G. I. insurance.

Ann Brusselmans, one of the Comete line leaders came to see me last May. We really had one good day going over old times.

I have a brother who lives in South Houston, right off Allen Genoa road. You might get in touch with him if you like horses. His name is Col. H. W. Mc Ginley.

Sincerely, Bill.

Ed. Note: See Bill's write-up on following page.

**LETTER TO THE EDITOR FROM THE
EIGHTH AIR FORCE HISTORICAL
SOCIETY**

To Bill Lehman, Konawa, Oklahoma.

(Brother of nose gunner on Editor's B-24)

Dear Mr. Lehman:

I was pleased to read in the December 1984 issue of the 2nd Air Division Journal that the ID bracelet of your brother, Robert was found in Holland. It was good to read that the bracelet has been returned to you.

Your brother was a gunner on the Archer crew on that ill-fated mission of 15 August 1944. I have a special relationship to that mission for I was piloting the lead plane in the 466th Bomb Group formation.

I have enclosed copies from the "Attlebridge Diaries," the history of the 466th Bomb Group. These pages refer to the 15th August 1944 mission and the Archer crew.

You may wish to know that we are in touch with another member of Archer's crew. He is Harry A. Dolph. He was a gunner. He spent the rest of the war fighting the enemy with the Dutch underground. I will send him a copy of this letter, then he will know that you have been found.

I wish you a good Christmas and a happy new year.
Sincerely yours, John Woolnough, Editor 8th AF News.
Ed Note: The ID bracelet referred to was a gift from a girl in Topeka, Kansas and was inscribed: ROBERT H. LEHMAN, Love, Kay. The girl was Kay Wagstaff. I have heard from Peter van den Hurk (who knows the farmer in whose field our plane crashed) and he has since found mementos, pieces of the plane, .50 caliber ammo and a ring at the crash-site which is inscribed, Texas-----. Interesting isn't it?

**FROM JULY, 1989 VFW MAGAZINE
THE FORGOTTEN MEN**

I would like to put in a word or two in behalf of a very large group of veterans who have been completely overlooked.

We were not POW's but we were MIA's and I'm sure this caused our families and loved ones a great deal of anguish. True, some of us were gone longer than others, but our families got the MIA report just the same.

I'm talking about flying personnel shot down during one of our conflicts, in my case WWII. I went down in

Continued next page -

THE FORGOTTEN MEN - Cont'd from last page.

in the middle of some extremely hostile people.

After 51 days of outrunning and outswimming dogs and men, and losing more than 40 pounds, I made it back to my own outfit.

This ordeal doesn't even show on my service record. Talk about the forgotten man. This group of airmen is a prime example. - *Leon Ballard,*

*Rt. 1, Box 41,
Sturgeon, Mo. 65284*



*Pierre Sibril, Frank Dell, Yvette Sibril
and the back of Isabel Dell's head*



Jan Voges



Bas De Witt



Elsie Grisetti



Janny De Witt

French Resistance leader dies at 79

PARIS (AP) — Marie-Madeleine Fourcade, a French Resistance hero who was once smuggled out of the country in a mailbag to escape the Nazis, died today in a Paris military hospital, friends reported. She was 79.

Mrs. Fourcade was admitted to the Val de Grace hospital on July 3. No cause of death was given.

When France fell to the Germans in 1940, Mrs. Fourcade and a few friends organized a resistance group called Alliance, which eventually numbered about 3,000. Of that number, one-third were jailed or killed by the Germans.

Mrs. Fourcade's group relied on radio operators to collect and pass on information from

France, Spain, Italy and Germany to British intelligence.

The Germans caught her four times, but she was released or escaped each time.

Navy Capt. Jean Boutron, who smuggled her out of France one time in a mail sack, once said: "She was terribly feminine, but she has more willpower than most men."

She slipped away to London in the summer of 1943 but returned in June 1944, the same month the Allies launched their invasion of France.

Each of her agents took the name of an animal, and she was known as Hedgehog. In 1968, she published a book about her experiences entitled "Noah's Ark."

BOMBARDIERS PLAN REUNION

The Bombardiers are holding their annual meeting and reunion in Houston, Texas. More information will be forthcoming in their own publication. Reunion dates will be from May 16th to May 19th, 1990. For more information please contact the Bombardiers founder and Executive Officer, E. C. "Ned" Humphreys, Jr.

P.O. Box 254

Eagle Harbor, MI 49951

THE FIRST RECORDED HELPER OF A U. S. AIRMAN

Many think something special is needed

Mr. and Mrs. Alphonse Le Simple

4 rue Jacques - Feyder

44100 Nantes

Mr. Lesimple was working as a carpenter in Donges when he learned that a U.S. Airman, shot down nearby, had difficulties as he was wounded in the legs. With two men who warned him he managed to hide the airman and at night dressed him in worker's clothing and with a truck took him to his home in Blain some 45 kilometers away.

Mr. Lesimple stopped working for one month and kept Lieutenant Hartin hidden in his house with his wife and their two daughters. Miss Sicard, a doctor, treated his wounds until they healed. Only two people knew he was hidden in their house, the Doctor and a school teacher. Finally, the doctor found the way to send him to Spain, via Paris.

Mr. and Mrs. Lesimple corresponded with Lieutenant Hartin during a few years then they lost contact. Since that time, Lieutenant Hartin has died.

The airman was: Forrest D. Hartin

306th BG - 423rd BS

E and E Number 5 (five)

MIA 9 November 1942, Donges.

In Spain 16 December, 1942

In U.K. end January, 1943

Ed. Note: Submitted by Leslie Atkinson to Gil Millar who in turn gave this article to me.

STEVE GALEMBUSH RETURNS TO YUGOSLAVIA

Steve says, in part: This is a rundown on the September trip to Yugoslavia taking John Barnacle back to Bosnia where he parachuted during the war. It was a success as we were able, with the help of Misa, to find many Partisans who remembered him. With this accomplished, on September 22, 1989, I presented to Colonel Marjan Mozgon and the Belgrade Military Museum the following items, that are now on display forever, making me a part of the Partisan history in their victory. This of course makes me very humble and proud.



Steve Galembush presenting to Colonel Marjan Mozgon his navy uniform, complete with battle ribbons, Navy flat top (hat), dagger, blackjack and photographs of the Rakeoff Mission
FOR



UNITED STATES OF AMERICA

To all who shall see these presents, Greeting:
HIS EXCELLENCY, THE GOVERNOR
on behalf of our Representatives in the Legislature of the State
has this day conferred upon

STEPHEN GALEMBUSH

SPECIALIST FIRST CLASS, USN

the Cross ordered to be awarded to those who have rendered
Conspicuous Services to our people



In Testimony Whereof we have caused our
Attorney and Notary Seal to be hereunto affixed
Witness HARRY H. CUOMO
Governor of our said State Commander in Chief of our
Military and Naval Forces at our City of Albany
this 31ST day of JULY
in the year of our Lord one thousand nine hundred
and 89 and in the two hundred
and FOURTEENTH year of the Independence
of the United States

Laurence P. Quinn

Marish M. Brown

The surprise Steve Galembush received from
Governor Mario M. Cuomo of New York state

SPECIAL MESSAGE FROM JOHN F. BARNACLE WRITTEN IN THE HOUSE OF FLOWERS AT MARSHALL TITO'S GRAVE

I hereby honor the memory of Josip Broz Tito,
under whose valiant leadership the Partisan
forces rescued my comrades and me from enemy-
occupied territory and were victorious in
liberating Yugoslavia from fascism. May this
act be but a continuation in the long friend-
ship between the United States of America
and the Socialist Federal Republic of
Yugoslavia.

Yugoslav Writer Recalls Airman Petty's Rescue

Edi Selhaus, a retired newspaper reporter and editor in the Yugoslav city of Ljubljana, has occupied much of his time since retirement researching old accounts of downed Allied airmen during World War II and writing books from that research.

William "Bill" Petty, former owner and manager of the Bestway Food Store in Carthage, has played a significant part in inspiring Selhaus to continue his work on the topic.

Petty is bound to Selhaus' work as one of the many American airmen who baled out of mortally damaged Allied aircraft and landed in Selhaus' slavic homeland.

When Petty, a nose gunner and assistant engineer on a B-24 bomber, dove from his crippled airplane in the early afternoon of Jan. 20, 1945, his parachute opened and carried him to a fortunate encounter with Slovene Partisans who protected him from detection by Fascist and Nazis search parties.

Petty was one of six members of the 10-man crew on the bomber to escape capture. The remaining four were rounded up by the Nazis and lived out the remainder of the war as prisoners.

Selhaus was himself a partisan and had the opportunity to photograph many of the Allied airmen rescued by his comrades. He said that his research indicates that more than 500 Allied airmen were rescued by Partisan soldiers in Slovenia alone.

Following his retirement, Selhaus authored a collection of rescue stories, including the account of the rescue of Petty and his fellow airmen, and had them bound in a

book entitled *The Bail Out*.

Twice, Petty has returned to the site of his rescue, what was part of Italy at the time and is now part of western Yugoslavia.

In 1969, Petty and his wife, Geraldine, succeeded at locating the Partisan Soldiers who took him into safety and a Mrs. Faletic Giovannina, who harbored Petty and two other fugitives from the Nazis in her home for five days.

Petty and his wife returned again in 1976, this time accompanied by Jerry Armstrong and his wife. Armstrong, of Cleveland, Ohio, was pilot of the plane and was one of the four men captured by the Nazis, despite Partisan efforts to keep him free.

The Petty's were saddened to learn of the death of Mrs. Giovannina in 1975, at the age of 95, but both the Petty's and the Armstrongs were successful at locating the Partisan friends they had made more 30 years before.

Petty wrote Selhaus prior to making that second trip and Selhaus made arrangements for meetings with the Partisan rescuers.

Selhaus said he was touched by the emotions released during the meetings and was moved to begin work on a second book.

The result was a book entitled *Stotinka srece*. This book is much like the first in its contents, but is more complete than his first work on, Allied airmen lost over Yugoslavia.

At present the book is available only in Selhaus' native language, but Selhaus said it may be published in an English version.

NEW MEMBERS TO BE INCLUDED

In the future, all new members who join AFEES will have their names listed in the Newsletter. We will make a real attempt to do the same with those who are no longer among us. This is a difficult job so please report the demise of any evadee whether he's a member or not.

Royal Air Forces Escaping Society
CANADIAN BRANCH



**TWENTY FIFTH ANNIVERSARY ANNUAL
GENERAL MEETING**

The R.A.F.E.S. warmly welcomed as Honored Guests to their Annual Banquet, the following World War II "Helpers" and their escorts.

Mme. Paulette Cossard
St. Mesmin,
10170 Mery-sur-Seine,
France

M. Alexandre Wattebled & wife Esther
36 Boulevard General de Gaulle,
Pontorson, 50170
France

Mrs. Mientje Manders & sister,
Johana Liehout
Wilbersdries 20,
5761 CD Bakel
The Netherlands

M. Jopseph Heenan & wife Caroline
25 rue de Centre,
5501 Lisogne, Dinant,
Belgium

Mme. Marie Saltel,
14 Boulevard Clemenceau
77260, La Ferte-Sous-Jouarre,
France

Members of the Society are former airmen from the British Commonwealth countries, who parachuted from disabled aircraft, or who crash-landed, in enemy occupied territory during World War II. With the help of patriots, airmen who escaped from P.O.W. camps, and those who successfully evaded capture, were able to return to allied territory.

The courageous patriots, known to the airmen as "Helpers", organized escape routes through which more than 3,000 allied airmen were led to safety.

The Canadian Branch of the R.A.F.E.S. was formed in 1965. Our membership of about 150 former airmen of the R.C.A.F. are to be found in every province across Canada. In addition our annual general meeting and regular meetings are held in Ottawa, Toronto and Montreal.

The R.A.F.E.S. has maintained close ties with its Helpers and each year the Canadian Branch invites a

group of helpers to be Honored Guests at our Annual Banquet and to spend several weeks as our guests visiting members in various centers across Canada. During the past 25 years it has been our pleasure to have 151 helpers as guests.

In addition, the R.A.F.E.S. extends financial assistance to helpers in need and is dedicated to maintaining, by frequent contacts those very special friendships which have endured over 48 years.

We shall never forget the courageous people, who despite the great risks to their personal safety, came to our assistance. Surely there has never been greater example of mutual trust, between people of different countries, as occurred when airmen were helped and guided to safety. We have a debt of honor to fulfil and we will always remember the courage and sacrifice of the members of the resistance.

HEYWARD SPINKS STILL CRITICAL

Heyward Spinks was stricken by a massive stroke on August 22nd. He was operated on for an aneurism that same day and went into a coma. As of this day, December 15, he is still in a coma and his prognosis is not good. He is currently being kept alive by mechanical means in the Memorial hospital in Savannah, Georgia.

**A.F.E.E.S. BOARD OF DIRECTORS CONVENE
IN HOUSTON, TEXAS, DECEMBER 2**

As a result of Heyward Spink's inability to carry on with the heavy workload he had piled upon himself, it became necessary to delegate his responsibilities to others willing to get the job done.

The assignments are as follows:

Ralph Patton, President

Vice President, Bob Laux has resigned for health reasons. This position to be filled in Memphis.

Clayton David, Membership Chairman
Scotty David, Membership Executive Secretary

Howard Harris, Post Exchange Chairman
Jeanette Harris, Post Exchange Executive Secretary

Paul Kenney, Treasurer

Harry Dolph, Newsletter Editor

Gil Millar, Historian

Dick Smith, Nominating Committee

Your Board of Directors will continue to carry on to the best of their ability and serve your interests. We will have a better organization as the result of this meeting.

Harry Dolph, Director

NOTICE TO ALL SNOWBIRDS

(Those who travel south for the winter)

Please give us both your winter and summer address so we can put them on the computer. That way you won't have to send in an address correction twice a year and your mail will get to you without any delay or interruption. Thanks, Harry

ERNST SCHUFELE, ME-109 PILOT MEETS WITH EDITOR OF OUR NEWSLETTER

Meppel Holland. August 22, 1989, 1030 hours.

Today, your editor met with Ernst Schuefle in Peter van den Hurk's residence. Scheufele, an ace pilot of the Luftwaffe, was given credit for shooting down the B-24 bomber "TRUE LOVE" over the village of Havelte, just ten miles north of here. Five of the bomber crew were killed, four were POW's and only the Editor escaped and spent the next eight months being an evadee, evading capture and assisting the resistance movement whenever possible.

Of course both of us were nervous about the reunion. But upon the German's arrival, I cooled down while the perspiration continued to pour off my former enemy. He read from a prepared statement, quote:

"My English is not as good as it should be. School time is long ago. Nevertheless, let me speak a few words in your language, Harry. I'm sure that you will understand me, I hope. Perhaps Peter van den Hurk will be so kind as to translate what I cannot express in English. Originally, I wouldn't come to the Netherlands because I heard, and I respect this fact, that you people have put a (mental) reservation against Germans. I changed my mind because of the two men who invited me to this country. I feel honored about this invitation. That means, that I have a great respect for these two persons, and how they fought during the war for an idea they did believe in without regard for their lives. Both are good representatives for an attitude which I admire. Of course I speak of Mr. Dolph and Mr. van den Hurk.

So, we too, believed, when I was 17 in the idea to fight for my country. And after I saw the leaders were criminals, the war was finished and I was a POW. I never could believe that such cruel things could be done in our names. So, I feel guilty for my people as a whole, but not for myself as an individual, because I never did anything out of legality.

In my after-war life, I tried to educate my children (those he taught) and later all of my teachers to the spirit of Germany in the 17th and 18th century. Always by sight of what had happened during the 12 years of the war. During the last 20 years I was in touch with friends in the USA, Norway, New Zealand, and South Africa, and more, so I hope, I can add in both the Netherlands and the United States." Unquote.

Ernst Scheufele was shot down just before Christmas by American anti-aircraft fire and was an American POW for a year. Later, he became a school teacher, then a school principal and finally a Superintendent of schools in West Germany. Later in his life, his wife developed MS and he had to resign from school to care for her. It was after her demise he wrote me.

We spent nine hours together, were given an audience with the Burgermeester of Meppel, had an hour long press conference with several newspapers and the media, dined together and finally drank that glass of beer to toast our fallen comrades.

We discussed our former positions openly and honestly. I told him he had killed five of my best friends.

Ernst smiled at me, remembering. *"And four of my best friends were shot down in the same air battle and three of them were killed. Worse yet, most of the friends I grew up with and many of the people I knew*

were buried in the rubble of the buildings bombed by your bombers during the war."

I could have said, "Well, who started the war?" but I didn't because personally, he didn't either.



Ernst Scheufele, Jan Mulder, Peter van den Hurk and Harry Dolph



Sidewalk News Conference



Scheufele & Dolph with air photo of Havelte

FOLDED WINGS

Kenneth P. Christian Sr.
Gordon Erickson
Hank Gladys
Frank Hennessy
Virgil Jones
George Rogers
George W. Vogle
Charles Weaver
Charles L. Wensley
Lonnie E. White (deceased on return envelope)
Norman Wright
Dallas Young

HELPERS

Gaston Matthys, Belgium - 92 years old
Mme Marie-Louise Huby, France - 90 years old
Mme Marie-Madeline Fourcade, France - Age 79
Mme Roberts, France
Monsieur Poupier, France
Monsieur Arnold Dieppe, Paris
M. Rooven(k)s

Anton Kooy - The Netherlands - Age 76

(Mme Andree Antoine-Dumont (Nadine) says the ranks are thinning out!)

LETTER TO US AMBASSADOR IN BUDAPEST

Your Excellency,

Excuse my strange request to you - and my not perfect English. Thanks God it is the historical time already that we can speak free without danger and open our personal connections to "West-world."

I am looking for an US-Pilot - "Jackie" - Family name not remembered.

Maybe it is possible to find - recognize him by Pentagon US Air Force archive from World War II, or from an "Old Pilotboy's club," or by the help of President Bush who was an US-Pilot as I have heard.

Jackie's story in Hungary;

It happened about the end of August, 1944. In Hungary's territory over my city **ESZTERGOM**. Please check the enclosed map.

About this time it was a big air-battle between US-Air Force great bombers / Liberators? / and Germans in this raid over our city. I was 15 years old and a very little girl, pupil in a Church-school.

ESZTERGOM city was occupied by Germans and under the terrorisme of Hungarian "Nyilas"-Nazis. With my brother we were helpful with many other pupils to Red-Cross in hospitals and cages of injured soldiers. My brother, Ladislaus who has since died has seen about 2 kilometers from Esztergom in the mountains in a forest, a pilot hanging with a yellow air-umbrella / German: "Fallschirm" / in a big tree. He was calling after him to be helpful, before other people find him. It was very difficult to cut this pilot free from his umbrella-rope between branches with a knife, - and put him down. He was injured and wounded and unconscious - but in alive yet.

We covered him and everything and I was running back to the city for Redcross-ambulance to take him to the Hungarian-hospital where he is in safe, where doctors-nurses are known me well.

In this hospital / former school / I the little "Alice visited the US pilot day after day. - The "Jackie" was wounded /legs/ with bruises, has black hair, light-

blue eyes, that time about 22-24 years old very quiet personality.

His pilot friend is died under their battle.

In the hospital "Jackie" has got a "world-radio" from Swiss Redcross. After 3-4 days of his present. The Hungarian electrician Mr. Szabo got it to function.

"Jackie" was about 3-4 weeks in this hospital. I gave him books from my priest - "Kanonok M. Geigler" - with messages from Swiss Red Cross, namely Mr. Giegler was the "contact" by me. Nevertheless I was 15 years "old" but looks like a 7-8 year old little child because the weak war-foods, - and nobody took care of my "actions".

One day "Jackie" did fly away, out of Esztergom by the help of the Swiss Red Cross. - With a private aeroplane.

Unfortunate in the hospital in Jackie's room a Hungarian injured officer /Mr. Borbely/ has seen and remarked "message-paper" in my book and secretly did report us to the police, that we saved an US enemy pilot. My brother was arrested four days in the prison of SS Police. Wounded and broken, he came back in horrible body-condition. The Church could save me.

Your excellency, I would like to tell you, that after "Jackie's" departure in that dangerous time long-long time I was afraid of retorsions. (repercussions)

My city three times was occupied and changed between Germans and Russians with permanent identity checks, reports, search-teams, "Statarium" / and many of my injured little friends died in battles.

"Jackie" today can be 67-68 years old.

"The little Alice" today is 61 years old and a happy grandmother.

I should be obliged to Your Excellency, - if fortunately it is possible to find the former US pilot Jackie somewhere-somewhat.

It will be nice to say him "today" a "HELLO" from the former Hungarian "little Alice" from "Esztergom."

In the hope of Your Excellencies answer how and where can I look for Jackie.

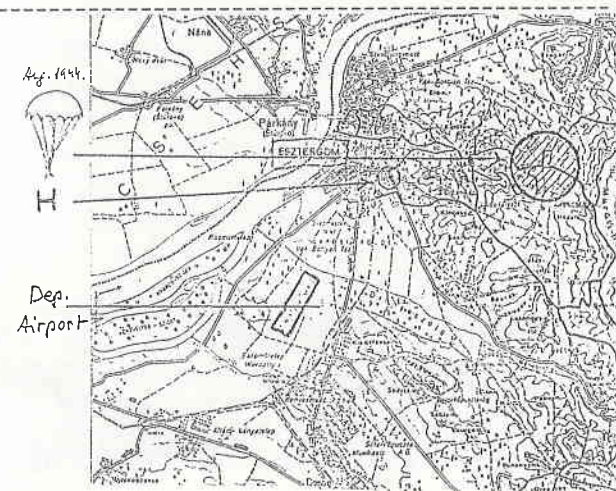
I greet you with very much thanks

Yours Sincerely, Dr. S. Alice Peters

1095 Budapest

Soroksari ut 46.I.11.

Ed Note: With few exceptions, I copied the above just the way it came to me. Our man "Jackie" must have flown with the 15th Air Force out of Italy.



HENRY MAIGRET (alias Bebert La Moto)**UNSUNG HERO IN FRANCE**

In the Beauvais-Auneuil groupe, under the command of Gilbert Thibault (deceased), Henri Maigret was a motorcyclist courier assuring the liaisons inside the Organization and had some difficult trips doing his job. He ferried several airmen to different locations on his motorcycle, did his courier work and contacted the following airmen, either by ferrying them from one location to another or in some other way.

<u>E & E No.</u>	<u>Name</u>
179	A. Winters (Member of AFEES)
262	D. G. Wright
375	J. B. Pitner
520	M. L. Rosenblat
521	R. V. Laux (Director member of AFEES)
522	P. T. Wright (Member of AFEES)
523	T. J. Glennan (Member of AFEES)
524	A. A. Helgot
525	R. Cutino
526	R. C. Hamilton
728	A. Teitel
1000	G. H. Golden
1010	J. I. Gorono
1011	E. W. Bone
1021	A. G. Claytor
1022	R. J. Rice (Member of AFEES)
1023	C. D. Middleton
1025	J. M. Connable
1026	R. D. Vitkus (Member of AFEES)
1058	C. E. Hewitt
1373	O. S. Rogers, Jr.
1374	G. A. Wallace
1375	E. C. Broderick
1376	K. E. Neff (Member of AFEES)
1377	D. F. Howard
1378	A. R. Monti
1409	E. G. Sechrist (Member of AFEES)
1410	G. E. Turmenne
1411	M. A. Caldwell
1412	L. D. Lewis
1413	W. W. Oge
1414	M. Ruta (Member of AFEES)
1474	D. C. Aikin
1521	F. W. McCall
2217	D. L. King
2335	J. W. Lowther

He also assisted 25 members of the RAF, 6 members of the RCAF and 5 Australians.
Ed note - Submitted by Gil Millar/Leslie Atkinson



Henri Maigret (alias Bebert la Moto) in 1944
Gil Millar had negative for this photo if you want one.

DE ACHTTIEN DOODEN**The Eighteen Victims**

by Jan Campert (March 15, 1941)

A cell is but two meters long
and not yet two meters across,
but smaller still the piece of ground'll be
which I cannot tell you yet where I will rest,
"unknown" with my resistance-friends.
Eighteen together and none will survive the day.

Oh loveliness of sky and earth of Holland free before
once conquered by the enemy, I could rest no more.
What should I do, loyal and true, in times like these?
I kissed my child, I kissed my wife
and started the lopsided battle.

I knew what the odds were, a heavy risk but the heart,
none the less did not fear the dangerous task;
once you have known how liberty was honored in my
country, before a cursed invaders hand
changed everything for the worse.

Beware of those breaking oaths
and those shouting invading Dutch country.
Defiling and burning our land and do not honor
such German behavior of conquering and plundering
like a thief!

The rat-catcher of Berlin pipes his melody now as sure
as I will be dead and will not meet my love again.
Or break the bread or bed with her,
I will not listen to all he offers, the sly piper.

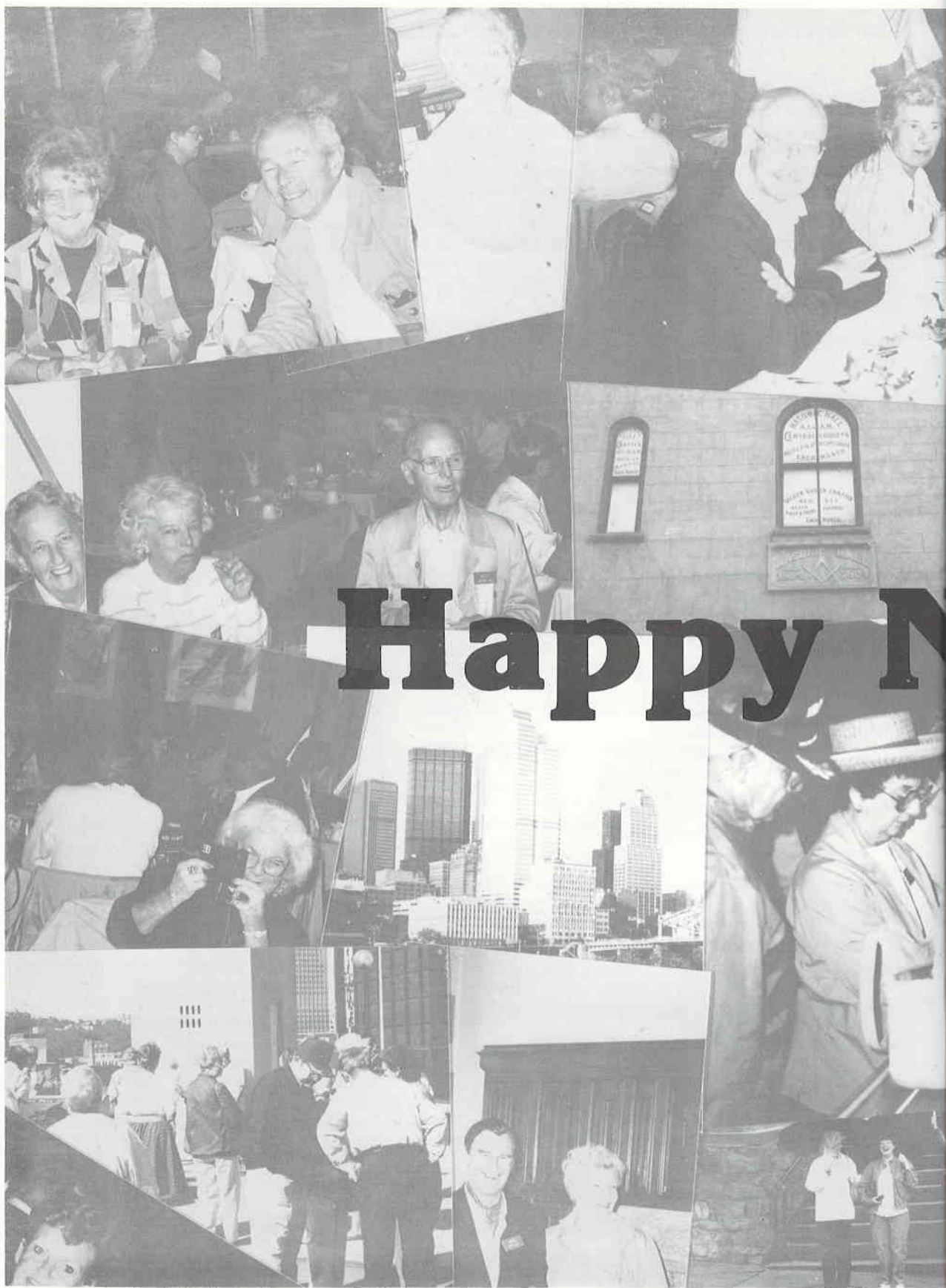
Remember those who hear these words, my friends in
peril, and those they leave behind
in all their sorrow, most. We thought of our country
and our people and believe the day will break after
every night. And, the clouds will pass.

I see dawn breaking behind the high window
My God help me to die as a man.
And if I have failed, as men can fail,
give me your grace when I stand against the wall...

Dear Harry: I'm enclosing a translation of the poem
(as well as I could translate it) on the cassette. But the
nineteenth was not shot and still is one of my board-
presidents. This poem has a special meaning to me
and was widely secretly printed during the war and
became famous. **Joke Folmer**

YUGOSLAVIAN EMBASSY RECEPTION

The Yugoslavian Air Force is trying to locate USAAF
pilots and crew members who were shot down over
Yugoslavia during WWII. They will be invited to a
reunion-celebration with their rescuers at the Embassy
in Washington DC. If you are a candidate or know one,
contact Lt. Col. David Potts, HQ HE USAF/CVAIP,
Washington DC 697-6377. The exact date for the
reception is still uncertain.





Belgian heroine, airman recall escape

By TOM HALEY
Courier Staff Writer

Living on the edge. Constantly watching for the Gestapo around every corner. Moving secretly from house to house. Holding one's breath and not making a sound. Silent prayers and finally — the sweet smell of freedom.

Freedom is cherished and never taken for granted by those who served in World War II.

Memories of that war emerged recently for former Air Force Staff Sgt. William McGinley of the Sardis community. McGinley, a tailgunner in the 8th Airborne Division, flew many B-24 bombing missions, aircraft sometimes referred to as "heavy bombers."

The past greeted him on a recent Sunday afternoon at a Benton restaurant in the person of Anne Brusselmans, a living legend from World War II. She is originally from Belgium, but now resides in Florida.

Brusselmans was traveling through the area and decided to stop for a brief visit with McGinley and his family. The two had previously met once since 1944, but have kept in contact through letters.

In 1941 she was asked by a local priest to hide Allied fliers from the Germans.

This woman, who is "small" in stature, yet "tall" in courage, was the chief of the Brussels Resistance Movement.

She frequently risked her life in order to save McGinley and more than 200 U.S. and Allied fighter pilots from capture.

Brusselmans was also connected with a spy network which offered intelligence reports on German troop movements to Allies in England.

She helped Jews by securing bogus identification papers for their freedom.

The following account is from an article appearing in *The Wall Street Journal* on Jan. 2, 1987, by Bill Paul of the *Journal's* New York bureau:

"She survived on her wits. One night, two Gestapo agents bashed in her door, revolvers drawn, and headed for the bedroom where she was hiding a pilot. She got in their way and warned them to keep out. Her little boy, she explained, had typhoid.

"I added this casually, as if it were a secondary consideration, but in reality it was my trump card, for if there is one thing that Germans are afraid of, it is infectious illness," Mrs. Brusselmans wrote in her diary, which



Courier photo by Tom Haley

At a recent gathering at Brown's Country Restaurant, Anne Brusselmans, left, and William "Bill" McGinley, second from left, visited for the second time in the U.S. Lillie McGinley, William's mother, and Yvonne Daley, Brusselmans' daughter, joined them.

was published after the war."

Brusselmans helped operate the "Comet Escape Line," an underground railroad that ran fliers, shot down in German-occupied Belgium, back to England.

They were 18-year-old boys, "just babes," Brusselmans said when asked why she risked her life for these fliers.

"They were in trouble and needed our help," she said, during her recent visit to Benton. "They were helping us in the war."

"Every six months people were arrested (connected with the underground railroad)," she said. "We had to take them to different houses."

"For nine months I was stuck with 54 men," Brusselmans laughed.

Those who tried to escape without the aid of the underground were all shot and killed, Brusselmans added.

After invasions, "the railway yards were bombed," she said. Plans had to be changed and new routes taken to secure the safety of the fliers. Times like these didn't discourage Brusselmans. She was a woman on a mission.

"You don't trust anybody," she said, "especially fighter pilots."

This is the first important lesson to learn in the underground railroad, she added.

When a pilot is shot down and retrieved, he is asked to fill out several forms to make sure his story checks out.

"My serial number did not match the one recorded in England," McGinley said. "In fact, I was listed as dead."

Word had reached his mother, Lillie McGinley of Sardis, of the fatality of her son. She lived with that grief for approximately nine months.

In November 1943, McGinley began flying missions in Europe. His last mission, his ninth, ended in January 1944.

"We were flying on a mission to Frankfurt, Germany," McGinley said. "Jimmy Stewart (the movie actor) was leading the raid of the 392nd air division that day."

At approximately 11 a.m. McGinley's plane was experiencing "engine trouble" and "coming down" over Frankfurt. The pilot was trying to return to the formation.

Suddenly, out of nowhere, 10-12 German fighters attacked, he said.

"We fought them off until we ran out of ammunition," McGinley said. "There was one Ger-

man fighter left."

The bomber, flying at 5,000 feet, began to fall quickly after the fighter shot their engine.

"I was loading my gun," he said. "When I turned around, everyone was gone."

One man had strapped on a parachute and McGinley pushed him out the door. German fighters still attacked with machine guns and sent a row of bullets ripping the sides of the plane and "starting little fires everywhere," he said.

McGinley finally bailed out and on the way down he said to himself, "Now, how do those paratroopers do this?"

He landed safely in a pasture in Waterloo, Belgium, and pulled his parachute under a haystack.

"I started to get up and walk toward a farmer," McGinley said. "But he motioned me to keep down." He knew why. There were German soldiers covering the area.

He stayed in the haystack for a day. Finally, he had some visitors, including the Countess of Waterloo. It seems he had landed on her property.

McGinley stayed in a barn for about a week before being moved to Brussels by train.

THE ESCAPE REUNION IN HOLLAND

Clayton and Scotty David and Harry and Pat Dolph represented the AFEES organization from August 24th to 27th at the Escape reunion in the Netherlands.

It was a heart-warming reunion and well attended by several members of the Escape organization.

We visited Castel Groeneveld in Baarn, went for a boat trip on the "Prins Hendrick" where we had lunch and saw many beautiful homes. A bus tour took us via a tourist route to Alphen where we stopped for coffee and cake, then on to Plaswijck on the waterfront near Rotterdam for lunch. Afterward we visited the Gold and Silver museum in Schoonhoven. The highlight of the trip was the cathedral in Gouda and its spectacular stained glass windows. On The third day we had a reunion-dinner at the hotel with friends from the RAFES and RAFA-Amsterdam. Other AFEES in attendance were Doug and Martha Drysdale from Montana and Frank & Dorothy Deason of Arizona.



Clayton & Scotty David, Pat & Harry Dolph
at Escape Reunion in Holland



Frank & Dorothy Deason, Martha & Doug Drysdale
at Escape reunion in Holland

PLEASE - PLEASE

Send me your news articles and photographs to accompany them. I'll return your pictures if you like but we need some news, particularly personal or about helpers.

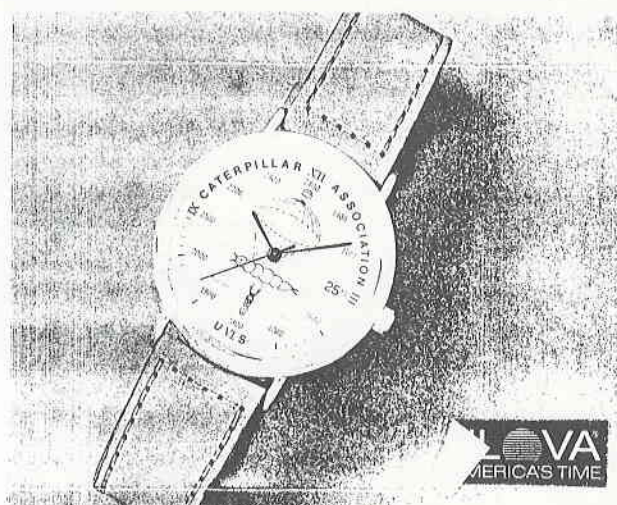
COVER STORY

It was difficult for your editor to come up with a picture for this issue of **COMMUNICATIONS**. The answer came when John Spence, currently the chairman for planning the Memphis reunion sent two unsolicited photos. Since we are going to Memphis for our annual reunion, and that city has on permanent display a proud airplane which completed her missions over Europe and bears the city's name, my cover picture, is a war-time photo of the Memphis Belle and the crew members who flew her. A new motion picture, "**MEMPHIS BELLE**" is to be previewed during our reunion in Memphis.

461ST BOMBARDMENT GROUP REUNION

The 461st Bombardment Group (H) 1943-1945 will hold its next reunion at the Double Tree Hotel in Tucson, Arizona from October 3rd to 7th, 1990. For further information contact Frank C. O'Bannon, P.O. Box 36600, Tucson, Arizona. Phone 602/797-1439.

THE BULOVA CATERPILLAR WATCH



The Bulova Caterpillar watch, pictured above has a custom printed dial with an open parachute. The watch is gold colored with a leather strap. Retail value is \$145.00 - the price to AFEES is \$80.00 plus a \$4.00 drop ship charge. Engraving charges (if you want it engraved) are 50 cents per initial. To order, make checks payable to **BULOVA CORPORATION** and send to:

Dr. Paul Pifer
81 Zinnia Drive
Covington, LA 70433

NEW MAGAZINE - WORLD WAR INVESTIGATOR

A new concept. Although popular in appeal and style, it has a genuinely heavy-weight, working editorial board and some very eminent contributors. Their idea is to combine military expertise with historical discipline and apply both with investigative journalism to unusual viewpoints and less well known aspects of WWII. All theatres of war are covered. Yearly subscription \$32.00. Contact: **WORLD WAR INVESTIGATOR**

P.O. Box 4174
River Edge, NJ 07661, U.S.A.

Veterans recall partisans who kept them alive

By Jim Massie
Dispatch Staff Reporter

Martin Minnich, Doid Raab and Robert Titus have never met, but they share a common, unbreakable bond on Veterans Day.

All three were crew members on U.S. Army Air Forces planes that were shot down over Europe on World War II bombing missions against the Third Reich.

All three evaded German troops and escaped with the aid of partisans, who risked their own lives to save the fliers.

"The Gestapo was heavy in Belgium and France," said Minnich, a Piqua, Ohio, native and B-17 pilot. His plane was shot down Aug. 17, 1943.

"It was difficult to hide. For 30 days, I didn't sleep in the same place twice," he said. "The Germans were infiltrating the underground and the escape routes. They were making arrests and shooting people. It was pretty bad."

"In Belgium and France, partisans risked not only their own lives but also the lives of their families. They did it anyway."

The 700-member Air Forces Escape and Evasion Society estimates that for every Allied flier helped in The Netherlands, three Dutch partisans were executed.

"Many of the helpers were sent to concentration camps," said Clayton David, an Air Forces Escape and Evasion Society official and former B-17 pilot. "Many of those did not survive the concentration camps. Many others were simply shot on the spot if they were seen helping."

Since 1984, David's wife, Scotty, a St. Clairsville, Ohio,

Photo of Columbus Veterans
Park dedication, Page 3 B

native, has found 885 American airmen who evaded capture and escaped from behind enemy lines. She has put them in contact with former partisans in France, Belgium and The Netherlands who helped them.

Reunions are emotional.

Raab of Lancaster, Ohio, was a first lieutenant piloting a B-24 on a bombing raid over Austria on Jan. 31, 1945. The plane was disabled by flak, and Raab wrestled it toward what he hoped would be Russian-held territory.

"It's one of those times when you know there is a God," said Raab, who is a retired teacher and farmer. "The plane dropped out of the clouds, and we saw a snow-covered Russian airfield."

"If we had come down 5 miles in any direction, we would have been in German territory," he said.

Raab landed the plane, and the Americans quickly were befriended by Yugoslavian partisans. Their interpreter, Ziva Popov, became known to the Americans as "Yio," Slovak for uncle.

In 1985, with the help of a Yugoslav journalist, Raab found Yio and the partisan leader, Djuro Knezevic. Raab and three other crew members visited Srpska Crnja, Yugoslavia, that year.

"We were treated like heroes, because we had helped them defeat fascism," he said. Their public appearances drew crowds of well-wishers.

They found Knezevic, 76, whose name they did not know in



Dispatch photo by Fred Squillante

Robert Titus displays his Army Air Forces uniform

1945. They also found Yio, who was 95 and in poor health.

"They brought him out from his apartment to meet us," Raab said. "He looked up and said, 'My boys, my boys, I'll not see you again.' If you ever saw four men cry, you saw it then."

Yio died two years later at 97.

Raab still corresponds with Yio's wife.

Titus, a retired professor of music at The Ohio State University, was a second lieutenant and navigator on his third B-17 mission May 29, 1943.

On the way to England after a raid inside France, Titus' plane

was shot down as it reached the French coast at Brittany.

The 10-man crew bailed out into enemy-held territory.

Titus landed in a farmer's field. He wasn't alone long.

"I was there on the ground, and there were three faces looking down on me," he said. "They

looked pretty worried."

One of the men was Liandre Rochelle, a farmer near the town of Pont au Bault.

Rochelle hid Titus and Joe Coss, another crew member, in the woods on his farm. The next day, a second farmer brought in Harry Rants, another member of the crew.

Rochelle and another partisan, Bertie Pierre, got civilian clothes for the three Americans and started the three on a seven-day trip in which they rode passenger trains carrying German troops. They eventually hiked across the frontier into Switzerland, the first American fliers to reach that country.

In 1965, Titus was visiting France with his family. He stopped at Mont-St.-Michel on the Brittany coast and recognized the terrain where his plane had been shot down.

He and his two sons found Rochelle's farm a few hours inland.

"We walked out to a field, and there was one guy on a great big tractor," he said. "It was Liandre. When we met, it was electric."

"He took us to the place I had landed and then took us to the house," he said. "He had a document under glass and hanging on the wall."

The document expressed the gratitude of the people of the United States for Rochelle's help to Titus, Coss and Rants. It was signed by Dwight D. Eisenhower.

When Minnich parachuted into Belgium, he made his way to a canal and hid there for 13 hours. Just after midnight, he heard someone whistle the opening notes to *It's a Long Way to Tipperary*.

Minnich answered in kind. "It was a signal that was only known by the underground," Minnich said.

The man was August Fruythuf, an engineer in a sand mine. Fruythuf, whom the Germans later imprisoned in a concentration camp, was a member of the Belgium underground. He took Minnich to a safe house.

"The underground gave me shelter for four days, dressed my wounds, and then I had to move on," he said.

Three and a half months later, Minnich was in Spain. After the war, he corresponded with 38 families in France and Belgium who had helped him.

In 1980, after 37 years, he finally met Fruythuf in Belgium. Fruythuf came to the United States the next year. They stayed in contact until Fruythuf's death.

"I was accepted as a hero

there," Minnich said. "These people's memories of the war are still there. The stories are passed down through families. They haven't forgotten us."



The Memorial Trust of the 2nd Air Division U.S.A.A.F.

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Telephone: (0603) 222222 Ext. 52

TW/BAS/1/3/7

24th August, 1989

Dear Mr. Dolph,

We were very sorry we missed you recently when you called at the Memorial Room. We hope you had an enjoyable visit to Norfolk.

Thank you for the material you left and also for the offer to send issues of the Escape and Evasion Society's magazine which we would be pleased to have. We would also be very pleased to receive a copy of your book "Evadee" when it is published. May we wish you every success with it.

Yours sincerely,

Tony North
Tony North,
Trust Aide



HEYWARD C. SPINKS



Milton H. Mills and wife
Mary and Peter Hogan
Leslie Atkinson in middle who helped them both



Claude Murray and Leslie Atkinson



Clyde and Ethelene Martin
Paul and Dorothy Kenney



Claude Murray and helper Jan van Etten
Their first meeting in 44 years



Bob and Betty Laux

INTERESTING READING

MISSION FAILURE and SURVIVAL
by Charles C. McBride (AFEES Member)

Charles McBride, a B-24 bombardier with the 448th Group reveals unpublicized events of a fouled up mission on April 1st, 1944 when the town of Schaffhausen, Switzerland was attacked in error by B-24s of the 448th Group.

McBride makes interesting reading out of the failures of the mission leaders and the struggles of some of the survivors to evade capture in France. All evadees will note an increase in heart rate as they read the interesting account of Lt. McBride's five month evasion prior to being liberated on September 4th by Polish troops assigned to the Canadian army.

Buy it from Sunflower University Press,
1531 Yuma (Box 1009) Manhattan, KS 66502. \$17.95

**BARONESS VAN NEIUEKERKE
(ELIZABETH ANNA RADERMACHER SCHORER)
OF THE NETHERLANDS**

The Charlotte Observer, Friday August 25, 1989

Baroness Who Aided Pilots In WWII Dies

By JACK HORAN
Staff Writer

World War II raged. The Germans occupied Holland. There, Dutch patriots formed an underground to rescue Allied fliers shot down on bombing raids.

One member of the underground was a genteel woman in her early 40s, Elizabeth Anna Radermacher Schorer. She was also known as Baroness Van Nieuwekerke.

By day the baroness was the wife of a Dutch nobleman and the mother of a young girl of grammar school age. By night, she became part of the home front with the baron, smuggling fliers and Dutch resistance fighters into their rural, two-story manor house.

The couple hid the fighters behind a closet with a false wall or in a cubicle under a stairway, sometimes for months at a time, said their daughter, Francoise Jones of Charlotte.

"She was a very strong woman," Jones recalled Thursday, saying her mother, for security reasons, didn't tell her until after the war about the mysterious tenants who would come and leave by the dark of the moon.

Last Saturday, Aug. 19, 1989, Mrs. Schorer died in Charlotte at the age of 94. Her funeral is 11 a.m. Saturday at Christ Episcopal Church.

Jones said Mrs. Schorer not only fed and clothed her guests but helped the underground by preparing false identity papers.

"Now and then, the underground would steal blank ones," she said with a lingering Dutch accent. "Mother knew how to type. She would get false names and ages . . . for people who had to disappear. It was a very nerve-racking experience; you couldn't make a mistake."

INTERESTING READING

DACHAU, THE HOUR OF THE AVENGER

by Col. Howard A. Beuchner, Med Corps.

First Lt. Howard A. Beuchner, a medical officer with the 3rd Battalion 157th Infantry Regiment, 45th Division, was the first medical officer to enter the infamous concentration camp at Dachau when it was liberated on April 29th, 1945.

He has written a graphic account of conditions at Dachau and clears the air on who actually liberated the prison. He reveals previously untold episodes that do not reflect too kindly on how some of our front line troops handled the German SS guards at Dachau.

It is a short book that can be read in a couple of action packed hours. Buy it from Howard A. Beuchner, M.D. 300 Cuddihy Drive, Metairie, LA 70005. \$13.00



Mrs. Schorer
late 1930s



Mrs. Schorer
1987

Her mother's resourcefulness in coping with the war was put to the test one day as she butchered a pig. Someone alerted her that Germans were coming to search the manor.

At the time, little Francoise was sick with the measles. To prevent the Germans from confiscating the freshly cut meat, Mrs. Schorer scooped it up, ran upstairs and threw back the covers of Francoise's bed.

"She put all the meat in bed and covered me back up," Jones said. Her face was dotted with red spots. "They (the Germans) walked in and looked at me — and out they went. I still remember all that slimy meat."

The couple harbored Allied and Dutch fighters throughout the war, then turned their manor over to a Canadian regiment in 1945 after the Germans had used it for a horse stable.

Jones met Air Force Lt. John Jones in Holland, whom she married in 1958. The couple eventually moved to Charlotte.

Jones said her mother continued to live in Holland until 1962, when Mrs. Schorer and her husband moved to Lausanne, Switzerland. He died in 1969. Mrs. Schorer moved to Charlotte about 10 years ago to live near her family.



"SOMEWHERE IN FRANCE, 1944"

Left to Right - James Lindquist,
Jack Davis (AFEES) dec. - Russell Cotts (AFEES)
Phillip Lamson and John Larkin (AFEES)
Photos by Georges Le Febvre given to Leslie Atkinson

NADINE WRITES OF COMETE WELCOME

A. Antoine - Dumont
rue Papenkasteel, 21
1180 Brussels, Belgium

5 September 1989

Dear Ralph:

It will be a pleasure for Comete to receive you next year during our annual week-end the 19, 20 & 21 of October. We will do our best to insure that your visit to Brussels and our country will be a memorable one.

Would you be able to give us the exact numbers as soon as possible, on the number of participants in your party, how many were airmen, and how many had been airmen who had passed through Comete?

In waiting news of you we send to you and your wife our sincere friendship and our best regards.

Gustave et Nadine (Nadine)

VIRGINIA D'ALBERT LAKE'S LIFE IN THE UNDERGROUND TO BE FILMED

The following was extracted from a letter received by Dr. Rossiter from Virginia d'Albert Lake that I believe will be of interest to our membership. As you may or may not know, Virginia was an American woman in France before the start of World War II who decided to stay with her French husband during the German occupation. She was active in the French Resistance in helping American Airmen to evade capture. She was taken by the Gestapo outside of the Freteval forest near Chartres in 1944 and was incarcerated in Ravensbrook until the end of the war.

"After the Peter Jennings news program on July 14th, I received 3 phone calls from film producers in Los Angeles wanting to produce a film on my experiences!" Mme Lake wrote, "One of the calls came from two men who work together and they were so serious about it that they hopped a plane and came straight to Canacavel. We liked them both from the beginning, polite, well educated and inspiring confidence. At the end of their 3 day stay Philippe and I both signed a basic agreement with them as regards the Television/Motion Picture rights to my life stories."

Perhaps this story of an American in France during the Occupation will finally be properly told.

Veteran's special mission

John Barnacle accomplishes final World War II assignment

By BOB MAYES
Times Staff Writer

Everything seemed normal as 40 American B-24 bombers — "Lumbering Liberators" — taxied down the runway at the U.S. air base in Manduria in the southern heel of Italy on the morning of March 17, 1944.

Installations on Schwechat Airdrome in Vienna, Austria, were the target of what was expected to be a routine Allied forces bombing mission.

One of the planes never made it, developing engine problems over Yugoslavia and having to turn back. A courageous young pilot, Lt. R.C. McCraw of Fayetteville, Ark., struggled mightily to stabilize the wounded aircraft, ordering the other crew members to bail out while he rode the plane to ~~his~~ death. His

Staff Sgt. John F. Barnacle, the ball-turret gunner, was one of the nine men who parachuted to safety. After a few hours on the ground he was found by Tito partisans who fed, clothed and hid him, eventually taking him through the underground and back to safety.

For 45 years, the retired Redstone Arsenal worker has thought about that mission and contemplated another mission in Europe he would like to undertake: to return to Yugoslavia to thank his rescuers.

But the timing never seemed right, what with work, family and finances. Finally, at a reunion of the 450th Bomb Squadron in October 1988 in Boston, as he listened to patriotic speeches and saw other World War II veterans weeping unashamedly, Barnacle realized the time had come.

Working through proper diplomatic channels and enlisting the aid of Navy veteran Steve Gaylembush of Endicott, N.Y., Barnacle realized his dream. On Sept. 16 in New York, he boarded a Belgrade-bound plane to spend a week in Yugoslavia, visiting dignitaries and the villages he spent time in during his rescue.

"It was the trip of a lifetime," says the 70-year-old Barnacle. "It was a lot more than I expected. I went over there with one purpose: to thank the people for helping me and for possibly saving my life."

"The people were just unbelievable. They were warm and friendly and would do anything in the world for you. They really treated me like I was some sort of a hero."

As morning turned into afternoon on that snowy day almost half a century ago, Barnacle wasn't concerned about being a hero — he was only concerned about survival as engine after engine on the B-24 sputtered and quit.

At Lt. McCraw's instruction, Barnacle bailed out as the plane plummeted in the sky over Zagreb in north-central Yugoslavia. For the next 48 to 72 hours he had no idea of the fate of his fellow crew members.

Landing in snow drifts of 4 to 6 feet in enemy-occupied territory, Barnacle knew that of the three things that could happen to him two were bad: He could be found and taken prisoner by Yugoslavian Chetniks, who were friendly with the Axis powers; he could be found outright by the Germans, who might shoot him on the spot; or he could be picked up by the Allied-aligned Tito partisans.

Slightly disabled by a groin injury suffered in the jump, Barnacle was unable to move well. In the distance was a village, but he hesitated to go to it, fearing he would run into Germans. After wandering for a few hours, a peasant farmer named



John Barnacle looks over mementos of his visit to Yugoslavia.

As morning turned into afternoon on that snowy day almost half a century ago, Barnacle wasn't concerned about being a hero — he was only concerned about survival as engine after engine on the B-24 sputtered and quit.

Duro Novakovic — a Tito partisan — found him.

Novakovic took him to a one-room farmhouse in the village of ~~Sanski Most~~ ^{Luski Palanka} where he was sheltered for several days. Eventually, Barnacle was reunited with his crew in the village. The wreckage of the plane was discovered a few days later, and the men buried McCraw in a simple grave near the crash sight.

Guided by a Yugoslavian Army officer, the group walked 40 miles to the village of ~~Luski Palanka~~ ^{Luski Palanka} where it was rescued, the sounds of German gunfire echoing in the countryside, by a C-47 sent under the cover of darkness.

The ordeal lasted about 30 days, but it has stayed with Barnacle for a lifetime. So

it was with great anticipation that he planned for this trip, not really knowing what he would find or how he would be received.

He needn't have worried. Gaylembush, the old Navy man, had befriended a Yugoslavian lad named Misa Markovic during the war. Markovic had grown up to become an actor, the head of Belgrade television and radio and was living, as a man with considerable influence, in semi-retirement in the Yugoslavian capital.

"I had hoped to see the family that rescued me," says Barnacle. "I was hoping the father would be alive, but I had no idea if he would be. Just before I

left I got word that he had passed away and that the mother had passed away only a couple of months before."

That was his only disappointment.

Upon arriving in Belgrade, Barnacle met with the charge d'affaire (second in command) at the U.S. Embassy. That evening he was guest of honor at a cocktail party attended by several Yugoslavian dignitaries, including the general who leads the League of Yugoslavian War Veterans.

The following day, Barnacle went to Marshal Tito's estate, where he was given special permission to lay a wreath on the late premier's tomb and to inscribe a message of thanks to the Yugoslavian people in a memorial book.

Barnacle was to leave the next day, by private car, for a trip to the Bosnia province in which Sanski Most and Luski Palanka are located. Unfortunately, the car was unavailable. But when De Milorad Unkovic, mayor of Belgrade, heard of Barnacle's plight, he made a stunning offer.

"It was going to cost me \$700 to rent one," says Barnacle. "But when the mayor heard about this, he said, 'No way, you take my personal car and my chauffeur, and they're at your disposal for the whole week.'"

"We drove 900 miles round trip and it didn't cost me a penny, not even gas — the mayor of Belgrade picked up the entire tab."

It was an emotional but satisfying journey, as Barnacle, Gaylembush and the small delegation visited Sanski Most, Luski Palanka, Bos-Petrovac and ~~Drava~~ ^{Drava}. Villages literally rolled out the red carpet for Barnacle, showering him with hospitality and token gifts. Diplomatic greetings were exchanged, proclamations were read, ceremonies were held.

One of the villages he visited is in the process of establishing a war museum, whose curator told Barnacle it would display his picture and certificate he presented to the town. The museum also asked Barnacle for a uniform, which he hopes someone in North Alabama will donate.

Perhaps the highlight of the trip was the overnight stop made in Sanski Most.

Of the five members — mother, father, two sons and daughter — of the Novakovic family that rescued him, only the daughter, Sofia, remains in Sanski Most.

"Sofia remembered, not my face, but the incident," says Barnacle. "She was only 13 years old at the time. I also met her cousin, Bosica, who was also 13 at the time and who also remembered the incident. Bosica had found my parachute and they reminded me about a lot of the things that happened while I was there."

"I met several of the men who were in the area at the time and I also got to visit the site of the farmhouse where I had stayed. It was partially torn down but it was being rebuilt."

"It was a very emotional time for me." Several days later, Barnacle boarded a New York-bound plane at the Belgrade airport, bringing with him warm memories and new friendships that will remain with him the rest of his life.

For almost half-a-century the dream remained just that. But this Saturday, when John Barnacle celebrates Veterans Day, the burden of properly thanking his Yugoslavian friends will have been lifted.

Mission accomplished.

JOHN F. BARNACLE WRITES

Members who have a complete and/or any part of a U.S. Army uniform that they would be willing to donate for permanent display in a War Museum located in Yugoslavia. Please contact John F. Barnacle, 2207 Barrywood Road, Huntsville, Alabama 35810 or call collect (205) 852-4126 at anytime. All donations will be acknowledged and the donor recognized with full ack-

nowledgement of the donor, including his name, rank and branch of service. We will also accept WWII complete or partial uniforms from any other branch of the service. I am sincerely sorry to hear about Heyward Spink's illness being stricken by a stroke. We sincerely hope and pray that his condition has much improved. He will be in our thoughts and prayers.

Thanks, John Barnacle.

President Ralph K. Patton and your Board of Directors wish to thank all those who contributed to the General Fund. Those who contributed are listed below and is complete through 1-5-89. Again, thank you all very much!

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Ed. Note - There were a few contributors who wish to remain anonymous.

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EUROPEAN TRIP TAKING SHAPE Director Jim Goebel planning finest trip ever

The European tour has been developed to a point where we can recite some facts and figures. It is strictly a case of first come first served. A \$300.00 deposit will be required no later than February 15th, 1990 in order to insure reservations at our hotels which are:

Paris	Opera Cadet
Ghent	Holiday Inn
Brussels	Arenberg

The \$300.00 deposit should be sent ASAP to:

PAUL KENNEY, Treasurer
5400 Post Road Pass,
Stone Mountain, GA 30088
Phone - 404/469-1857

Those sending in deposits will be fully informed as to developments as they occur. We expect to have all arrangements completed by the end of the first week in February. All money rendered will be protectd in the best manner possible should anything interfere with your intended going on the tour.

The sooner the deposits come in, the sooner the tour will be contracted for and all prices fixed. Our tour is based on 40 passengers but we can take a few more than that. Everybody will be accomodated if deposits are received by February 15th. The greater number of passengers, the better the cost is for us.

Estimated fares for the full program are:

Airfare - NEW YORK - PARIS -
BRUSSELS - NEW YORK -
est. \$580.00

October 8 - 22 Ground portion of
tour.
est. \$1,200.00

We have attempted to keep the tour as flexible as possible. There will undoubtedly be minor changes but essentially, this is your tour. Air travel from your home to Paris can be arranged if you desire it. Plane tickets will be valid for one year after being issued. Indicate your desire with your deposit. Thanks, Jim Goebel...
Ed. Note: There are over fifty people who have shown a desire to take this tour so, I'd suggest you send in your \$300.00 deposit at once.

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THANK YOU

Ed. Note: We have an abundant supply on hand of all items in the Post Exchange and would like to move them out as soon as possible. Why not purchase that pin or patch you have been putting off till the next meeting and buy it right now? All items will be shipped to you postpaid. Thanks for your help.

SPECIAL NOTICE JANUARY 11, 1990

As of the day I took the Newsletter to the printers, there is no change in the condition of Heyward Spinks. He has been transferred from Savannah Georgia to the Veterans Hospital in Charleston South Carolina. He's still in a coma and on life support.

PROPOSED SCHEDULE FOR EUROPEAN TRIP - OCTOBER 6th TO 22nd

October 6, Saturday	Depart United States
October 7, Sunday	Arrive Paris - Transfer to hotel
October 8, Monday	Breakfast - Free day in Paris
October 9, Tuesday	Breakfast - Transfer to train station. 10:30am departure on train, first class reserved seats. 16:50pm arrival in Toulouse
October 10, Wednesday	Free day in Toulouse
October 11, Thursday	Free day in Toulouse
October 12, Friday	Free day in Toulouse
October 13, Saturday	(NOTE!) For those wishing to go to Brittany, we will do so during these 3 days in Toulouse.) 07:37am train departs Toulouse for Paris Austerlitz station. Assistance given for transfer to Nord station. Train departs Paris Nord Station at 14:46pm, arriving in Amsterdam at 21:01pm.
October 14, Sunday	Free day in Amsterdam
October 15, Monday	Free day in Amsterdam
October 16, Tuesday	By luxury motor coach to den Haag (The Hague) with guide, including visit to Madurodam and continue on to Antwerp for Local City Tour. Continue on to Ghent for overnight stay at the hotel.
October 17, Wednesday	Morning city tour of Ghent. Afternoon city tour of Bruges (45 minute drive,) then back to Ghent for overnight stay.
October 18, Thursday	Breakfast, then bus to Brussels. Remainder of day free.
October 19, Friday	Celebration of Comete' Anniversary. Overnight in Brussels.
October 20, Saturday	Free day in Brussels
October 21, Sunday	Free day in Brussels
October 22, Monday	Breakfast buffet, bus to airport and return flight to United States.

Please call Jim Goebel at 409/273-2828 if you have any questions.

A special Non-Profit mailing permit has been obtained through Deer Park, Texas Post Office. Official Permint Number 30, (Thirty). All information submitted for publication should be sent to the above address. Please enclose photographs whenever possible (returnable???) where applicable and specific data for information should be verified before being submitted. I have an eraser on my pencil to mend my mistakes. Occasionally a typo does slip through so please inform the editor when you see one so it can be corrected in the next issue.