



# THE AIR FORCES ESCAPE AND EVASION SOCIETY

1991-92 WINTER COMMUNICATIONS

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PASADENA, TEXAS 77505

BIRTHPLACE OF THE EIGHTH AIR FORCE



"YOUR HOME AWAY FROM HOME"  
THE RADISSON PLAZA SAVANNAH  
SAVANNAH, GEORGIA on the SAVANNAH RIVER  
APRIL 9 TO 13, 1992

### MESSAGE FROM THE PRESIDENT



To each and everyone of you, I wish good health and a full measure of happiness. Scotty and I are both well and pleased at finding more than 100 evaders who have joined AFEES since April. We look forward to their participation in our reunion and other activities. If you find a long lost friend on the summer roster, or the supplement in this issue, pick up your phone

and exchange greetings. Helpers and the experiences we shared are what AFEES is all about. That's why such an effort is made to have our data base of facts up to date and accurate for ourselves and future generations.

There are those in our organization who are basically full time volunteers working to keep you informed, looking for lost souls, working on reunions, expanding our data base, doing public relations work, and looking after our PX. They do this gladly for the benefit of all. Many of you ask, "How can I help?" There are two ways which are very important. (1) continue looking for lost souls and keep your own address current in our records by notifying Harry Dolph or myself. (2) Stay current with your dues and send contributions. These checks should be made payable to AFEES and sent to me for recording and I will forward them to Paul Kenney, our Treasurer. If your membership card shows dues paid to 1991, that means you still owe for 1991. Why not send \$20.00 now to take care of 1991 and 1992 at the same time.

One fourth of our members have bought LIFE MEMBERSHIPS and enjoy the comfort of knowing their dues are paid. In addition, many of them send contributions and that is appreciated. We want to keep every member on our mailing list! This way we can keep them informed and available in case of an inquiry by Helpers, crew members, and fellow evaders even if they cannot afford the dues. But for the most who do not send in their dues, we believe it is an oversight.

Our Newsletters go overseas to several hundred of our Helpers who are not expected to pay dues or make contributions, even though some of them do. It's our way of saying thanks and keeping in contact with them. AFEES is always host to Helpers who come to our reunions in the United States and its most rewarding when they meet with those whom they have helped.

A good and reasonably priced reunion has been planned for Savannah at a great time of the year. Act now if you plan to attend. If any of your Helpers are coming, please coordinate their arrival with Paul Kenney. Helpers who do come expect to be with the men they assisted. Don't disappoint them or yourself by missing this event.

See you in Savannah! Clayton C. David, president

### FROM CONGRESSMAN RICK SANTORUM

To: Chairman of the Board Ralph K. Patton - Sept. 30, 1991

Dear Mr. Patton: I write to follow up on your request for information regarding H.R. 341, a bill to require the Department of Veterans Affairs to provide the same health benefits as are provided to former prisoners of war to veterans who, while on active military service, evaded enemy capture behind enemy lines.

Having received correspondence on this matter from Chairman of the House Committee on Veterans Affairs, Rep. Montgomery and Ranking Minority Member Stump, it is doubtful that action will be taken in the First Session of the 102nd Congress to expand eligibility benefits or to extend presumptive entitlements, as suggested in 341.

There are questions as to the part the evasion, although detrimental to the evaders health, itself plays in the long-term health of the veteran. If, in fact, the service member did incur an injury or disability evading capture, he or she should apply for a disability rating highlighting how the effects of the period of evasion contributed to the long-term condition. Such a rating would result in service-connection and entitle the veteran to the highest priority within the Department of Veterans Affairs.

In addition, the Committee on Veterans Affairs has struggled to provide adequate funding levels for the VA. In light of the current budget deficit, this is becoming increasingly difficult. Therefore, any funds that this expansion would require would have to be taken from other areas of VA funding, including the primary health care budget.

I hope this information is helpful. I will keep you updated regarding this issue and any possible movement toward consideration. In the meantime, if I can be of any further assistance with this, or any other matter pertaining to the federal government, please do not hesitate to contact me. Sincerely, Rick Santorum, Member of Congress.



### FROM THE 8TH AF HERITAGE CENTER

August 21, 1991 - To Mr. Ralph K. Patton - Dear Ralph: Thank you for your congratulations although I sometimes wonder if that is the proper word to use.

In answer to the question that has been raised in your organization as to who will receive credit for the donations made by the membership that served with the 9th and 15th Air Force. Credit will be shown in several different ways.

- A. The individual making the contribution will receive personal credit;
- B. Credit will be given to the Air Forces Escape and Evasion Society as a designated Special Interest Organization;
- C. Credit will be given to their Group or Unit and the Air Force with which they belong;
- D. Credit will also be given to their State or County of residence.

Currently each individual may request that up to two different groups and three special interest organizations receive credit for their donation.

If anybody has further questions, please contact:

The Mighty Eighth Air Force Heritage Center  
P.O. Box 1992, Savannah, Georgia 31402-1992  
Phone 912/234-1992 or 1/800/421-9428

Sincerely, Daniel W. Massey, Executive Vice President

## AFEES MEMBERS ATTEND RAFES MEETING

Ten AFEES members and their wives were in attendance when the Canadian Branch of the Royal Air Force Escaping Society held its Annual General Meeting in Niagara Falls, Ontario, September 22, and 23, 1991. The meeting was held at the Sheraton Falls View Hotel, a relatively new hotel situated on the high ground above the Canadian Falls. Over 150 were in attendance at the Monday night banquet. The auction presided over by *l'auctioneer, tres excellance, Monsieur Ross Weins*, was an outstanding success.

Our Canadian friends, with the help of the RCAF were able to bring four Helpers to Canada as their guests of honor. They included:

### GEORGES d' OULTREMONT

From Belgium, Count d' Oultremont was an early member of the Comete Line and an important agent from MI9 in London. In early 1942, he was being pursued by the Gestapo but escaped to the U.K. via the Pyrenees, Spain and Gibraltar. He was returned into France by Lysander in 1943 to help organize French Helpers to hide downed airmen. With the Gestapo once more on his trail, in March 1944 he returned to the U.K. via the Pyrenees and Gibraltar. Count d'Oultremont was the Helper of RAFES member the Honorable j. Angus McClean.

### ALBERT LABARD

From France, Albert Labard was sponsored by RAFES member Don Evans. Albert and Yvonne Labard lived in a farm cottage in the Normandy countryside near the town of Gournay-en-Bray, approximately 40 miles from Dieppe. Although they were only in their 20's and recently married, both were active in the local resistance movement. Don Evans bailed out of his stricken Lancaster the night of 8 July, 1944. In spite of a painful knee injury, he made his way to the Labard home where he was sheltered for three weeks. He was subsequently moved to another safe house from where he was liberated by the British Second Army on 31 July, 1944.

### GERARD CLAEIJS

From Holland, Gerard Claeijs was sponsored by RAFES member Douglas R. Jennings. After abandoning his crippled aircraft, Doug Jennings made his way cautiously to a farm house near Biervleit, Holland. Gerard Claeijs sheltered Doug for a short period and then took him by bicycle to a safe house in Oostburg. From there he was escorted by bicycle and a small ferry across the border into Belgium where he was placed in the hands of a Canadian infantry group moving north towards Holland. After Oostburg was liberated, Gerard Claeijs worked with several Canadian units where his intimate knowledge of the area and his maps contributed to the successful progress of these units in the Leopold canal area.

### GERMAINE AUTPHENNE

From Belgium, Germaine Autphenne was sponsored by RAFES member Jim Moffat. Jim Moffat's Halifax bomber was involved in a collision with a Lancaster during a night raid on Nuremberg. Jim was the sole survivor of the accident. When the Germans mounted a surprise search on the home where Jim was hiding, he leapt from a bedroom window, minus his trousers, and fled into the woods amidst a fusillade of shots and shouts. His companion was hit and was captured, but Jim raced on taking advantage of the thick brush and thus avoiding detection by the Germans. He luckily reestablished contact with the resistance but in his flight he suffered numerous cuts and abrasions which had become seriously infected. Unable to provide

him with the care he so urgently needed at their camp in the woods, Jim was taken to the home of Germaine Autphenne. After two weeks of Germaine's care and much needed rest, Jim was able to return to the Resistance Camp near Danpicourt.

The AFEES members attending the RAFES meeting were:

Howard and Jeanette Harris

Milt and Ida Goldfeder & daughter Carol Goldfeder

Bill and Millie Lincoln

Ralph and Bette Patton

Dick Smith

Tommy Thomas

## JOHN A NEAL WRITES TO RALPH PATTON

Calgary, Alberta, Canada, May 17, 1991

Dear Ralph - Not quite knowing who else to write to at the moment, I would like to thank your society very much for the opportunity of attending the Irvine meeting. Frankly, this meeting culminated a 47 year long search that I had been undertaking. I am enclosing a photograph (1991 Summer Communications - Page 5) taken during the meeting. This shows Bob Lindsay, my Navigator, John Kupsick and myself; the first time all three of us have been together since we were liberated on September 1, 1944. We spent almost 3 months together in one small room in Bethancourt-en-Vaux, France. Behind us are two of our helpers, Josette Baudinot and Jean Hallade.

Also at the meeting was Virgil Marco who was in the same location in France as the three of us. I am including a few more photos that could, perhaps be used in the Newsletter. Please pass them on.

It was an emotional reunion, after so many years. Also, I am always pleased to see my Helpers again at any time; they are now talking of coming out here to western Canada in a year or two.

If it is humanly possible, I would like to make Savannah next year. However to show my gratitude now, I am cheering for the Penguins in the Stanley Cup finals. It seems to be working for they did, just 5 minutes ago, win the second game.

The best of success to your organization for the future. Sincerely,  
John A. Neal.

Ed. Note: We got "short-sheeted" - for there were no letters included with John's letter.

## A CARD FROM PIERRE and JACQUELINE SCHAPENDONK

Mr. Ralph K. Patton: Dear Mr. President, I would like to congratulate your associate member Mr. William L. Cupp (Northfield MN) for locating me some 46 years after the war. It was a surprise and a pleasure to receive a very friendly visit of Mr. and Mrs Cupp last June. On behalf of your association, Mr. Cupp supplied an AFEES citation for assistance to Military Service Men during the war. I would like to express to you Mr. President and to the members of your association my sincere thanks and appreciation for the received citation.

Very Truly Yours., Jacqueline et Pierre Schapendonk.

## HAZEL SPENCER RAMSEY

Hazel Spencer Ramsey, 73 of 204 Mimosa Drive died Saturday June 22, 1991 at Mary Black Hospital in Spartanburg. She lost a long battle with cancer. She was the wife of Frank Ramsey, #1039, shot down over France September 8, 1944. Frank belonged to the 394th Bomb Group and the 585th Bomb Squadron. Hazel was a member of the Homemakers Club of Gaffney and a retired cashier from Community Cash. Burial was at the Frederick Memorial Gardens.



Pictured together with their Superfortress in 1945 and in the same order, at right, in their 1991 reunion are B-29 Crew 229, back row from left, John B. Reeves, George F. Davis, Warren E.



Associated Press

Long, Charles O. McAlister and Robert E. Rae, and front row from left, Emil Miller, Anthony Adams, W.I. Sloan, Bill Simmermon, Eugene Harris and Jack Walton.

## B-29 crew remains intact 45 years later

By MARY MARGARET DAVIS  
El Paso Times

EL PASO — After flying more than 30 combat bombing missions over Japan during World War II, the long shot paid off: All 11 members of U.S. Army Air Corps B-29 Crew 229 made it home from the Pacific safely.

They completed one mission flying at 30,000 feet even after a window blew out, plunging cabin pressure and dropping cabin temperature to minus 44 degrees. After another mission, when their plane's landing gear wouldn't drop, they came in on the open bomb bay doors.

Their next B-29, carrying a substitute crew, was lost in action.

Today, 47 years after they first became a crew, they're still beating the odds: Recently, all 11 of them met again for the first time since the war's end.

"I bet there aren't many complete World War II B-29 crews alive today," the former aircraft commander, John B. Reeves of Austin, said at the reunion June 7 at Wright Patterson Air Force Base near Dayton, Ohio.

Overseas, the crew was assigned to the 882nd Bomb Squadron, 500th Bomb Group, 73rd Bomb Wing of the 20th Air Force. That they lived through those 30-plus missions was

a small miracle: Of all the B-29 wings in the 20th, the 73rd suffered the largest loss of men and planes.

Crew 229 served together just 13 months. Barely older than boys, they became men quickly that winter of 1944-45.

At 27, Reeves had been the oldest. George F. Davis of El Paso, the pilot, was 24. Warren E. Long of Dayton, the bombardier and the flight engineer, Robert E. Rae of Fairborn, Ohio, were 23. Charles O. McAlister of Whittier, Calif., the navigator, was 26. Radio Operator Emil Miller of Munster, Ind., 20, was the youngest. Gunner Wallace I. Sloan of Houston was 26, and Gunner William Simmermon of Lapel, Ind., was 23. Barely of voting age — then 21 — were Radar Operator Anthony Adams of Brunswick, Ohio, and Gunners Eugene W. Harris of Dallas and Jack Walton of Dayton.

In the spring of 1944, the men had come to Walker Army Air Base, Kan., from their separate instruction centers. The crew was formed, and seven months of training in the U.S. followed.

"In December, we picked up a new plane at Kearney, Neb., and flew to Mather Army Air Field in California," Davis said. "After waiting several days for fog to clear, we flew to Saipan by way of Hawaii and Kwajalein."

Reeves recalls that flight: "It was a night takeoff. We had to shut down the No. 1 engine and were heavily loaded, but we made it OK and landed at John Rogers Field on Oahu."

The crew again beat the odds with the second plane they were assigned, "Sting Shift."

Early in March 1945, to increase their efficiency, all B-29s were stripped of their guns, gunners and ammunition. Bomb loads were doubled and crews were ordered to make nighttime bomb drops every other night from as low as 7,000 feet.

Losses climbed as the success rate of the missions rose.

On May 24, 1945, Crew 229 had been flying "Sting Shift" for three months. They were ready to go out again when another crew commanded the plane to catch up on missions.

"The crew's aircraft commander asked me to tell him something about our plane," Reeves said. "I told him, 'She'll get you home.'"

"I was wrong. She didn't. The plane and the entire crew were lost. We could have been that crew."

Although they flew fewer than a third of their missions in "The Constant Nymph," the Superfortress they flew to Saipan from the States, Crew 229 remembers that

first B-29 the way some men recall their first love.

"She" was designated "Z-square-30," the identification painted on the tail of the plane. But Simmermon gave her a name, and a painter of aircraft nose art who signed his name "The Drowsy Swede" was inspired to create the eternal sprite.

At the reunion, Simmermon read an original toast to the Superfortress. There were moist eyes and chill bumps as the men and their ladies lifted their glasses.

"She never let us down," Reeves said.

Reeves, Davis, Long, McAlister, Rae and Miller received the Distinguished Flying Cross for their terrifying mission of Jan. 3, 1945.

Reeves recalls, "Soon after we crossed the Japanese coast on the way to the target, Nagoya, the navigator's clear plastic astro-dome blew out."

"I thought we had taken a hit from an enemy fighter, McAlister became sick and ripped off his oxygen mask. But Miller, who was sitting where he could see McAlister, managed to get to him and put his mask back on, saving his life."

EDITOR'S NOTE — Writer Mary Margaret Davis is the wife of Crew 229 pilot George Davis

### A SPECIAL MESSAGE FROM THE EDITOR

Since the last reunion, and probably because of problems with the economy, it has come to the editor's attention that there are a few hardship cases within our ranks. For that reason, if you cannot pay your dues but still want to maintain membership in AFEES and continue to receive the COMMUNICATIONS Newsletter, we will defer your dues until you are back in a better financial position.

Please send a confidential note to your editor. Your membership and free copy of the Newsletter will continue indefinitely...Thanks.

### WANTED! ENOLA GAY INFORMATION

Needless to say, as our little Newsletter starts getting around, we do get mail from several sources. This letter comes from a 4th grade student at Durling School in Clearview District. Here tis':

2021 McKinley Avenue, Lorain, Ohio 44055.

October 24, 1991 - Dear Sir: I would like some information on Enola Gay. I'm a 4th grader at Durling in Clearview District. I would appreciate it if you could send me any information on the Enola Gay. Thank you! Sincerely, Tana Siwierka.

*Tana Siwierka*

Ed note: Okay, let's see a batch of letters in this little girls mail box. Does anybody have a book on the ol' B-29?

### INFORMATION FROM FRANK HALM

Corvallis, Or - 27 Feb 91 - Dear Harry: Always enjoy your publication. Ralph Patton is one of our troops, if you are in touch with him, give him my regards. Armand "Mandy" Hardy, Belgian is a friend of ours who introduced Mme Brusselmans to us in Brussels in 1978. During our visit she showed me interrogation documents which identified Bob Grimes who I had met after the war. A small world.

My real purpose in writing is to provide some information regarding the Herb Brill crew mentioned on page 11 of your Spring Communications. The last line listed four men: Mucci, Mahre & Endholm, probably POW's. I checked the 1991 Directory of the STALAG XVII-B former American POW's and found that they have two of the listed as deceased. They are Emil J. Mahre, 1/23/81 and Herbert C. Endholm, no date. Note that the latter was spelled as Edenhom and Endholm in the same article. Same for Mahoney/Maloney, who apparently was the Navigator. He may be able to get a lead on him through one of the officers, camps. There is no listing for Mucci, but Brill might be able to get info on the missing through National Service Records Center in St. Louis as a starter.

We hope you had a grand reunion in Irvine. I grew up in that part of California. It now suffers from "people pollution!" If Mandy Hardy shows up there please give him my regards.

We hope to see Ralph at our Dayton reunion in October as well as others from AFEES.

Hope Brill is able to track down his crew.

Sincerely, Frank

### BOB BURCH WRITES

Rosemead, CA - 13 June 1991 - Dear Harry and Pat: I just want to send a note of sincere appreciation for your help at the Irvine reunion. Thank you again for your graciousness.

Sincerely, Bob Burch

### BOB KELLEY WRITES ABOUT A CRASH YOUR EDITOR WITNESSED

(In part) - May 27, 1991 - Dear Harry: Next door to me lives Earl Robinson who was the Armorer at the 479th Fighter Group at Watasham. He armed Robin Old's ships, Zemke's after the became C.O. of the 479th, and several other fighter aircraft. After I read your book and your account of seeing Lt. James L. Wallace's P-38 crash, I asked Earl if he knew him.

Not only did he know him but he armed his ship. Because of his not returning that day, August 15, 1944, Earl showed me a picture of Wallace in his flying togs. Quite a coincidence.

"Stay aloft," Bob Kelley

Ed. Note: Bob, I would appreciate it if you could possibly have a copy of that photograph made for me. I'll be happy to pay for your cost and postage. I'll print a somewhat abbreviated story of your adventure in a latter edition of COMMUNICATIONS. Thanks, Harry

### "THE STORY BEHIND THE STORY WANTS ESCAPEES"

The NBC Television Program "The Story Behind the Story" is seeking escapees from German POW camps during WWII. They are looking for men who used escape aids secretly sneaked into camp in humanitarian packages from U.S. - based Military Intelligence Agency (MIS-X). Those aids included maps and cash and passes concealed in

gameboards and decks of cards, radio components in cribbage boards and baseballs, and magnetized razor blade compasses as well as coded correspondence.

"The Story Behind the Story" is a series of documentary-style specials. The company's other program is "Unsolved Mysteries."

CONTACT:

JOHN McLAUGHLIN

Cosgrove/Meurer Productions

4303 West Verdugo Ave.

Burbank, CA 91423

Phone 1-800/421-4519

### HERB AND MILLICENT BRILL WRITE

As the coordinators of the reunion in Irvine, California last May, we would like to express our thanks to all the people who helped us. The local California committee, consisting in addition to ourselves, Bill & Phyllis Hawkins, George Van Remmerden (who, as a Helper from Holland went an extra step in providing much assistance as well as taking tickets during the dinners) and Nancy Wright, daughter of Ted & Virginia Kroll), was hampered at the last minute by the illness and disability of two of its members, thus necessitating the cancellation of the shopping tour scheduled for Sunday. Special thanks go to Bill Hawkins and Nancy Wright who donated refreshments during registration.

Also many thanks are due the non-committee members who helped with the tours, taking tickets, registration, etc. These include Bob Kelley, Frank Lashinsky, John Chernosky, Russ & Fran Weyland - all of whom organized the busses for the tours. Jeanette & Howard Harris (in addition to running the PX) Paul & Dorothy Kenney, busy with registration, the auction, hotel liaison, etc. - and Harry Dolph were always available for guidance as were Ralph & Bette Patton. Leslie Atkinson helped as Liaison with our "new" French guests. Ross & Peggy Wiens contributed much time and effort on the auction. Most of all, everyone who attended the reunion was most helpful and cooperative when it was needed which was greatly appreciated.

Herb and Millicent Brill

Ed. Note: Of all the reunions we've had, I don't think any of the people who hosted a reunion were more helpful, gracious and conscientious than both Herb and Millicent Brill. They opened their hearts, their home and showered love upon their peers and helpers alike. I know I speak for the AFEES - Thank you.

### ROBERT D. SMITH OF EL PASO, TEXAS

Bob passed away on July 11, 1991. He was born on June 20, 1916 and was the oldest of five children. He worked in a coal mine until 1942 when he was drafted into the U.S. Army Air Corps where he became a bombardier flying in a B-17 with the 96th Bomb Group, 339th Bomb Squadron. He crash landed in Denmark on 11 April, 1944 and evaded to Sweden on 15 April 44. On 4 July 1945, he married Mildred Price and had three children. He served the Air Force for 21 years and settled in El Paso, TX. Bob suffered through a long illness before his demise. He is survived by his wife Mildred, and their three children and their spouses and grandchildren. He was interned at the Fort Bliss Military Cemetery with military honors. The family requested that contributions be made to The Christian Home, The El Paso Rescue Mission, or the American Heart Association in his name.

(See "LETTER" on next page)

LETTER FROM MAJOR RONALD B. SMITH

(IN PART)

22 July, 1991

Commanding General  
U.S. Army Air Defense Center  
Fort Bliss, TX

SUBJECT: Letter of Commendation:

Sir:

On behalf of my mother, I wish to commend the soldiers involved in the military funeral conducted for my father, Robert D. Smith who passed away On July 11, 1991. 2nd Lt. Douglas Schereth's statements and manner were both professional and compassionate as he presented the flag to my mother. The noncommissioned officers, SSG Patrick Russell, Sgt Cornelle Hardy and Sgt Thomas O'Shea carried out their responsibilities flawlessly and the overall performance of the detail reflected their excellent leadership and training abilities.

Without exception, these soldiers of B Btry, 562 ADA whose performance on the detail looked and acted as proud professionals giving final honors to a fellow soldier. The soldiers were:

- |                       |                         |
|-----------------------|-------------------------|
| SPC Stephan Mumpower  | SPC Carlos Zimmerle     |
| SPC Thomas Chappell   | PFC James Fogarty       |
| PFC Joaquin Rodriguez | PV2 Fiatipo Avegalio    |
| PV2 Timothy Neal      | Sgt Timothy Hockenberry |
| SPC Phillip Belton    | SPC Willie Carter       |
| SPC Jose Duran        | SPC Joseph Gibson       |
| SPC Paul Watson       | PFC William Loneelk     |
| PV2 Duke Zayas        |                         |

As a reserve officer, I felt a great sense of honor and pride in witnessing the ceremony. Please extend to these soldiers, on behalf of my family, our grateful appreciation for the moving funeral ceremony and thank you Sir, for providing such a fine group of soldiers to act the representatives of the U.S. Government for this final tribute to my father.

Ronald B. Smith  
Major IG USAR  
Deputy Inspector General

FROM BOB BURCH

Rosemead, CA - 18 September, 1991 - Dear Harry and Pat: In the last COMMUNICATIONS someone requested the source where he could purchase Ian Hawkins books. The 95th Bomb Group is now publishing Ian's books and is the only source for purchase. I don't know the prices but believe they are less than from the previous publishers. The contact is Ellis Scripture; 95th Bomb Group, 1635 Wyntre Brooke N. York, PA 17403. Ian's books are "The Munster Raid (The black-week raid on 10 October, 1945. "Courage, Honor, Victory (a collection of personal stories) and his new book, "B-17's over Germany, (More personal stories.) Those of us who have read Ian's books cannot praise them enough. They simply should be on everyone's bookshelf - and especially read by our young people. Thanks, Bob



SERIOUS BUSINESS

Yvonne Brusselmans Daley, Anne Brusselmans, Clayton David

SENT TO US BY PRARIE FLOWER  
(ISABEL DELL OF MARLOW, ENGLAND)

# This will ring a belle

THEY were greeted at first with suspicion, and taunts of being oversexed, overpaid and over here. But it didn't take too long for the men of the U. S. Army Air Force to integrate with the men, women, boys and girls — particularly the girls — of East Anglia.

Next year marks the 50th anniversary of the USAAF arriving to bomb Germany in their Flying Fortress and Liberators. And many of these men, now in their 70s, are coming back — this time with their families and to the welcome due to old friends.

The East Anglian Tourist Board is doing all it can to make the

anniversary memorable. Co-ordinator Jane Sullivan has been in touch with veterans' associations in the States and is issuing regular bulletins with nostalgic articles, lists of hotels and guest houses and an ever-thickening diary of events from April to December.

There will be memorial services, flying displays, showings of the movie Memphis Belle, exhibitions, processions, enactments of Anglo-American history, sports festivals, jazz, Country and Western concerts and an American Prom at the Snape Maltings.

IAN BROWN

## THE 461ST BOMB GROUP REUNION ITALY, 1943 - 1945

The 461st Bomb Group of the 15th Air Force, will hold its sixth annual reunion October 23rd - 27th, 1992 in Dayton, Ohio. Dedication of a Memorial Plaque will be held during the reunion so please be there. CONTACT Frank C. O'Bannon, Post Office Box 36600, Tucson, Arizona or Ed Chan, Post Office Box 117, New Hyde Park, New York 11040



President David presenting book of Helpers to President Thomas



Yvonne Brusselmans Daley & Ralph Patton, Chairman of the Board

HERE'S ONE VETERAN WHO WON'T WATCH HARRUP, who was shot down and escaped the Germans, has remembrances of his own.

BY SUSAN G. CHRISTENSEN CLARION-LEDGER/STAFF WRITER

Carroll Haarup has watched the previews. Read the reviews. But the Jackson man doubts he'll tune into the ABC mini-series *War and Remembrance* tonight. Much of what he remembers of World War II he would rather forget.

"I was just one of the first few people to escape via the French underground," said Haarup, a radio man for the Eighth Air Force 100th Bomb Group whose plane was shot down over occupied France on October 4, 1943. "Six people died so I could escape and those are the things that tear you up pretty good." He continued, "Still, I was fortunate, I didn't get scratched.

It's true, Haarup carries no physical scars from the terrifying night he and nine other young Americans crashed into a coastal defense area swarming with the German army. Inside the man there are wounds yet unhealed. Memories that still mist his eyes and put a tremor in his voice. Memories he can't escape.

"Oftentimes some little thing will happen," he says, "and those fugitive days come flooding back. To this day I can smell fireplace smoke and think back to those days." He points to his gut. "I get a knot in here." To untangle his emotions, Haarup set down at a typewriter 14 years ago and marked the 30th anniversary of his escape with a 27 page account of his experiences. "I wrote the story for my children," he says, but that's not the whole truth.

"For thirty years I have wanted to tell this story if for no other reason than to get it off my chest," he says by way of introduction. "I feel I owe it to someone, whether it be the many people who died that I might live, or those who put their lives on the line to protect me. It might even be that I owe it to the people who know me today, in that they might have a better understanding of what I'm about."

Today the 68 year old Haarup is a retired builder who helps his wife run a resale clothing boutique in North Jackson. But 45 years ago, the Iowa native was like most of his peers, a college boy who didn't want to go to war, but knew he must. A young man who at first too dumb to be scared and later too numbed to care.

"You see so many deaths. But we didn't dare let it get to us. The man who bunked right next to me, a shell exploded beside him and we swept him up the next day so we could use the aircraft. You become calloused. But underneath it all, you know you were there to die. Our group was wiped out four times. One time I came back from leave and the whole barracks was empty.

Haarup said each airman was expected to make 25 bombing missions before he went home and for a while it seemed he might survive his tour of duty. But on his 21st mission, his B-17 took several fatal hits. With only two engines working and less than five minutes of gasoline left, the pilot's only chance was to ditch the plane. And that's how the crew of 10 ended up on the French countryside, cursing the fact that they could speak the language and it was a 750 mile walk to the safety of Spain. So the crew split up after destroying the remains of the ship, and Haarup and two other airmen headed south hoping help wasn't far away.

Despite the real dangers of the journey, Haarup's written reminiscences of the trek are rife with comic relief - like this account of the starving men trying to cook three precious eggs presented to them by a peasant.

*Anyone with even a little sense would have eaten those eggs raw and*

*at least filled a small void in that empty stomach. But not these three dummies. They had to do it the American way and cook them. When the fire became hot coals, we placed the eggs on the coals. Remember how grandma used to bake eggs in the half shell on top of the old wood burning stove? How in the hell were we to know it had to be in the half-shell. Grandma never told us this. We were encircled around that fire, watching those eggs as though they were gold nuggets. All of a sudden we heard come crackling, like when you put water on a hot griddle, and then we saw it. All this beautiful yellow stuff seeping down through the coals. We had really screwed up!*

That lapse of judgement was laughable, but other errors were near fatal. After six nights of wandering through the woods, cold, hungry and sick, they made a choice that almost landed them in enemy hands.

*Off in the distance was a group of very dim lights. This would indicate the existence of a small community. The vote was three to nothing to enter the town, go to the first light and hope like hell for any kind of help. Up on top of a hill was a small church. What a blessing, surely a preacher would help us, and there was a light in the window. This would be our goal. After going about halfway down the street we hadn't enough strength to make it up the hill. The only thing left was to try to make it to the nearest door, which was about 20 feet away, only 20 feet and we had it made. At that time a door opened and a group of people rushed out and literally dragged us into the building. From the information we gathered, we had stumbled into the French underground and the Priest in the church was a German collaborator!*

The next morning the grateful airmen - each suffering from pneumonia - were told they would be back in England within 10 days!

"Four months later we found their time table a little off," Haarup wryly writes. But the men could hardly complain. People were risking their lives so the soldiers might be free.

*Early one morning, the lady and man of the house came to the bedroom, both sobbing profusely. The lady rushed to Bronc (Haarup) gathering him in her arms. The man went to Bob. Not knowing what was happening, the boys were gentle as possible and patient. Soon all steeled down a bit and both slowly rose to their feet. They could only stand there, looking at the boys as though their love was overflowing. They managed a tear-filled smile, patted the boy's heads and left the room. It was many days later that we learned that day that three of their sons had been executed by the Germans for not revealing our whereabouts. So again the crawling in your belly starts with the realization these people could love so much under such circumstances. I call this Godly forgiveness.*

Haarup's penning contains other examples of the Frenchman's sacrifice. There were families who shared meager rations with the men and hid them in their homes. Escorts who accompanied the soldiers on trains, fully aware a German storm trooper might recognize the men as Americans. The brave women who endured the Germans pulling her fingernails off rather than reveal the airmen's whereabouts.

But among these painful recollections, there is also a poignant tale of romance. In the last home where Haarup hid out, he fell in love with his benefactor, a beautiful French woman.

*"I am sure we were all more vulnerable to love under these circumstances, but whatever it was, it was beautiful. The lady was in love and Bronc was in love. Both knew however it couldn't go on forever since we were on our last leg of escape. Finally, the knock on the door. It was time to go. It must now be a quick goodbye. It was a tearful and unforgettable parting. Never will I forget the feeling of this lovely*

woman in my arms and the look on her face as I left!

Several days later, Harrup made his escape with 22 other soldiers. After a debriefing in England, he arrived home, much to the surprise of his parents. "They already had a funeral for me," explained Harrup.

The recipient of the Air Medal with three oak leaf clusters, Harrup said, "I was a hero." Funny thing, he didn't feel brave.

"When I first came back I was an emotional wreck," he said. "I would break out crying for no apparent reason. I would think to myself, 'How did I endure those things? how did I endure it?'"

These questions remain unanswered and Harrup doesn't expect they ever will be laid to rest. Least of all by TV. "So much of it is just fictitious," Harrup said of Hollywood versions of World War II. "It's not like it was.

"if you haven't been there you don't know how devastating it can be. There's not a man that goes to war that comes out the same man. It never leaves you!"

So, tonight, Haarup won't be watching *Love and Remembrance* but he'll remember all the same.



Carroll Haarup at home



John Weidner in his store

## SEEK RACINE MAN'S TESTIMONY IN DEATH OF SUSPECTED NAZI

Racine Journal-Times Wed. Sept 15, 1948 - Death of a suspected Nazi collaborator four years ago (47 years now) in the Belgian village of La Hamaide has entangled a Racine man in a complicated international problem. The Racine man is Richard E. Wright, 26 (69 years now) of 1401 College Ave, a quality control engineer at the Belle City Malleable Iron Company. Wright had been a bombardier on a B-24 Liberator which was shot down on a mission over Belgium on June 14, 1944. He parachuted into an open field near the village of La Hamaide, then under German control. The Lieutenant's ankle was broken in the jump but he was rescued by members of the Belgian underground. They had a doctor dress the ankle and then hid him in various homes from the Germans.

### Patrols Suspicious

One family at great personal risk to themselves, kept Wright for several weeks. "Several times German patrols came to the door of the home searching for allied airmen," Wright said, "while I was hiding inside, but the family always managed to head them off. One time they hid men in the woods for several days when the German patrols became particularly inquisitive." Just as allied troops liberated the area, a neighbor of Wright's hosts, suspected of Nazi collaboration, was beaten to death. Belgian police believe that members of the family who harbored Wright, had killed the man but so far have been unable to prove their case. Two years ago, the Belgian consul sent a "rogatory commission" requesting that the answers to about 150 questions be obtained by deposition from Wright for the information of the Belgian police.

### Refuses Request

Wright preferred not to become entangled in the affair and consulted Atty. Jerome J. Foley, Jr. Foley contended that there was no treaty or law by which the Belgian government could require a deposition by an American citizen. From there the matter was kicked around from one government office to another. Finally the U.S. State Department told Wisconsin Atty. General Grover Broadfoot that the Belgian embassy asked it for help in getting the deposition. The State Department referred the case to Broadfoot. Wright and his attorney still maintain that Wisconsin cannot deal directly with a foreign country, no can the United States require one of it's nationals to testify in a foreign criminal case, despite Wright's immunity in this case. Broadfoot pointed out that Wisconsin law is not clear as to depositions in foreign criminal cases and he has no duty of official interest in the matter.



Jan Dobber and Shirley Murray in New Orleans



## LETTER FROM MICHELE AGNIEL

Dear Ralph: It is already July, almost two months since we arrived in Irvine. We could not have imagined the marvelous atmosphere and the warmth which awaited us there. I do not know, the same for Francois, how to express exactly all that which I have been able to experience during these moments and I am not able to thank you and the AFEES, with all my heart for the reception that you gave us. It was so moving and rewarding to find after 47 years all those Americans who we have never forgotten.

This meeting was truly one line and one moment of memorable meetings between Americans and their Allies. But also between French who had never met since 1944. (Madame Wians and I). I would also say to you that we are the "Helpers" whom you have not forgotten, we will never forget that the Americans came from so far to aid and to free us. It was therefore natural, normal for us to aid you when you were in difficulty. I write that all those, who at this time have done all so little for the Allied cause, have lived some moments most exhilarating of their lives. At the same time, the loss of one of them gave a moderating taste to their enthusiasm. If it happened again, I would do it again.

When we left Irvine, we went with our friends Claire and Wayne Bogart to Carmichael and then visited northern California. there we found again the Pagetts who also spoiled us.

Next we went to New York where Anita Lemonnier Hartman awaited us. she also I have not seen for a long time. It gave me great pleasure to find her again. A little older, but with the same memories.

Finally, after a few days we came back to France with the Bogarts and the Padgetts. They came for the inauguration of "Place Georges Padgett" in the town of Chapelle Thouarenlt in Brittany. It was there that George came down in 1943. This was another emotional moment.

Now each one of us has returned to his side of the Atlantic and the daily life has returned. I am on vacation in Normandy where I tend to my son and his children. These are other pleasures, very dear to me.

Once again I thank you. Thanks to you and to the AFEES we have spent some marvelous moments that we are not prepared to forget!

Sincerely yours, Michele Agniel



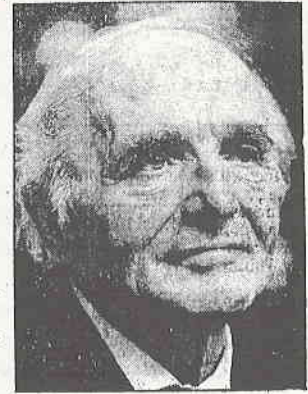
Carroll Haarup and Scotty David. See Page 8

Houston Chronicle Thursday, Sept. 26, 1991

## Gestapo's Barbie is dead at 77

### 'Butcher of Lyon' led brutal killings

By RONE TEMPEST  
Los Angeles Times



Klaus Barbie was responsible for thousands of deaths during World War II.

PARIS — Klaus Barbie, the former Gestapo chief in Lyon responsible for the deportations of hundreds of French Jews to Nazi death camps and the killings of French resistance leaders, died of cancer in a Lyon prison hospital, authorities said Wednesday. He was 77.

Barbie, known as the "Butcher of Lyon," was convicted of crimes against humanity in a celebrated 1987 trial and sentenced to life in prison.

He was a 29-year-old captain when he was appointed commander of the Gestapo, or Nazi secret police, in Lyon, France's second-largest city, in 1942.

There and in the surrounding countryside, he and his men ruthlessly hunted down Jews and Resistance fighters, killing thousands and sending thousands more on to Nazi extermination camps, including 44 Jewish children from the town of Izieu.

Barbie twice was convicted of war crimes and sentenced to death in absentia in the 1950s, but by 1987 the statute of limitations had expired, preventing his retrial for those crimes. Accordingly, he was tried for "crimes against humanity."

"The fact that he is dead means nothing to me," Alexandre Halaunbrenner, a French Jew who testified in the trial against Barbie, said Wednesday on hearing the news of his death. "The only thing that bothers me is that he never showed remorse for what he did."

Halaunbrenner's father was shot to death by Gestapo troops under Barbie's command, and two sisters and a brother died with the other children rounded up in Izieu in April 1944.

The feat that set him apart in French eyes was his merciless hunt for Jean Moulin, a hero of the Resistance who led partisans of Gen. Charles de Gaulle and his Free French.

Barbie's Gestapo officers caught



Barbie WWII photo

Moulin and the entire leadership of his group near Lyon in June 1943. One, Rene Hardy, mysteriously escaped. Barbie was accused of killing Moulin, a charge he consistently denied.

After the war, Barbie was first allowed to leave France and return to Germany, where he was employed as an agent of U.S. and allied occupation forces hunting down Communist organizers inside Germany.

Later, using a passport provided by the Red Cross, with the approval of American authorities at the time, he fled to Italy and South America. French Nazi hunters Serge and Beate Klarsfeld, who mounted a campaign over several decades to bring Barbie to justice, located him first in 1971 in Lima, Peru, where he was living under the alias Klaus Altmann.

They pursued him to Bolivia where, under French government pressure in 1983, he was stripped of his Bolivian citizenship and expelled to France.

"I am a citizen of Bolivia, victim of a kidnapping," Barbie insisted.

The pursuit and trial of Klaus Barbie was the subject of an Academy-award winning documentary, *Hotel Terminus* by Marcel Ophuls, that takes the U.S. government to task for having employed Barbie immediately after the war and initially blocking his return to France for trial on war crimes charges, specifically for Moulin's death under torture.

In a 1985 interview, Agence France-Presse reported, Barbie justified his actions as being wartime acts.

"In times of war there are no goods and no bads," he said in the interview. "I am a convinced Nazi. I admire the Nazi discipline. I am proud of having commanded one of the best corps of the Third Reich. If I should be born 1,000 times I would be 1,000 times what I have been. I am not a fanatic. I am an idealist."

### MORE ABOUT SAVANNAH STREETS

During the days when sailing ships ventured the open sea and sailed from Europe to the Savannah river. There they unloaded their cargo. They often had to dump part of their ballast, which consisted of large boulders, from their bilges. These boulders were used to pave the waterfront streets of Savannah. Paul Kenney, familiar with the city has suggested soft soled footwear for you will be doing a lot of looking along the waterfront and your shopping will be more comfortable.

## HERO OF THE RESISTANCE LOOKS AHEAD

*REUNIFICATION: The sound of Germans singing the national anthem in Berlin has disquieting echoes for a hero of the French underground. But JOHN WEIDNER is optimistic about the new Germany.*

By Edmund Newton, TIMES STAFF WRITER - John Weidner watched the reunification ceremonies in Berlin the other night with particular interest. There was an eerie familiarity to the scene of 200,000 Germans singing the national anthem in front of the Reichstag, the German Parliament building.

"The kind of people like me, who suffered more than others - maybe we're concerned about what's happening now," Weidner said, talking in his thick, occasionally impenetrable, accent.

The owner of a pair of food stores in Monterey Park and Pasadena, California, the Dutch-born Weidner, 77, is no casual observer of the recent events in Europe.

He was one of the heroes of the World War II French underground, the organizer and leader of the so-called Dutch-Paris escape route, which helped to spirit more than 1,000 Jews and downed Allied airmen away from the Nazis. He was arrested four times during the war, tortured by Klaus Barbie's Gestapo interrogators in Lyon and beaten by French Fascist police in a town by the Swiss border.

In 1944, Weidner, on whose head the Gestapo had placed a 5-million-franc reward, escaped from a police facility in Toulouse just hours before he was to be executed.

Countless friends and associates from the underground weren't so lucky. They were executed by firing squads or they disappeared into labor camps in Eastern Europe. Weidner's younger sister died in a Polish concentration camp.

But the old Nazi fighter, whose adventures were chronicled in a 1966 book, "Flee the Captor," by Herbert Ford, holds no grudges. "Every German - I forgive," he said the other day in a stuffy, undecorated back office at the Monterey Park branch of Weidner Nutrition.

Weidner now views the future of the Federal Republic of Germany - which has 25% more people, 40% more land and 10% more economic power over the nation that most Americans knew as West Germany - with optimism.

"Things are completely different now," he said. "When Hitler came to power, the Germans had a big price to pay (for losing World War I). There was unemployment, economic problems. It was easy for Hitler to say that the Jews were responsible for all of Germany's problems. Now, Germany is the most prosperous country in Europe."

"Besides," he adds, "there were always strong anti-Hitler sentiments in Germany. In fact, the first concentration camps were made for Germans who opposed Hitler." Weidner said. "There are still people with that spirit there in Germany. They can certainly contribute to keeping Germany (democratic)."

But Weidner, a balding man with a jutting, pugilistic jaw, said Americans must continue to be watchful of Germany. "A mother whose child makes a mistake forgives," he said. "She also watches the child to make sure it won't make the same mistake again."

Fifty years ago, the young John Weidner was clearly the right man in the right place to help political refugees escape the Nazis. A Seventh-day Adventist who had experienced persecution, he believed passionately in religious tolerance. As a child, he had seen his father jailed repeatedly in Switzerland for refusing to allow his son to attend school on the Sabbath. I grew up in a family where we were always studying the

Bible," he said, "My mother and father were always emphasizing that to serve God was to serve your neighbor."

It seemed natural, therefore for Weidner to get involved. By the time the war broke out, his family had moved to eastern France where the elder Weidner was a Greek and Hebrew professor at the Adventist college in Collonges, near the Swiss border. John spent much of his youth hiking and skiing through the mountains above the village.

With the encouragement of the World Council of Churches, an ecumenical group headquartered in Geneva, Weidner began shepherding refugees - from working-class Dutch Jews to major political figures like Gerrit van Heuven Goedhart, minister of justice for the Dutch Government in exile.

There were countless hair-breadth escapes as Weidner, who ran a textile business to cover his underground activities, traveled across France on his mission. In 1942, French police pulled him off a bus and brought him to the police station in the small town of Cruseilles. During the questioning, the police beat him with their hands and with rifle butts, stomping and kicking him with heavy boots. The beating left him with permanent nerve damage, which brain surgery after the war was unable to correct entirely. "I still cannot move my eye very well," he said.

On another occasion he bolted across a barbed wire fence to Switzerland, slashing his hands and knees, just as police were about to arrest him. He was apprehended twice by Germans rounding up able-bodied men for labor camps; both times he escaped from trains in Germany, finally swimming across the Rhine to France as Nazi soldiers pumped round after round at his fleeing figure.

He was tortured by the Gestapo after being personally interrogated by Klaus Barbie, the infamous "Butcher of Lyon," whose agents sent electric charges through Weidner's body and held his head under water before inexplicably releasing him.

In 1944, after a member of his underground network succumbed to torture and gave information on the Dutch-Paris network, Weidner was arrested by the Milice, the French secret police. He was about to be turned over to the Gestapo for execution, when he and an associate escaped. He persuaded one of his captors to give him tools to open a door, and the two leaped from a third-floor window.

Despite the occasional setback, Weidner and his network of 30 succeeded in leading 1,100 people to safety, including 800 Jews. For his heroism, both the Simon Wiesenthal Center and Yad Vashem the Israeli memorial authority have honored Weidner as a "Righteous Gentile".

Weidner moved to America to escape the memories of the war. He established a chain of Health Food Stores, married an American woman and got involved in Monterey Park community affairs. Last year he discovered he was diabetic. He has since had to have one leg amputated - and he has slowed his business affairs, selling three of the five branches of Weidner Nutrition.

But he still seeks to make sense of the terrible events of more than forty-five years ago.

He talked grimly about being in a French railway station and seeing a Nazi officer snatch a Jewish baby from the arms of the mother and stomp the infant to death under his boot. "How could it happen that Hitler could instill such hatred of the Jewish people?" he asked "That's the question about which I can only wonder."

His own halting explanation is that it could only happen when "love and compassion disappear from the life of a nation."

## FROM ANNE CHARETON FRENCH

16 May, 1991 - Dear Friends: Thank you from the bottom of our hearts for having permitted us so once again come to the annual meeting of AFEES--I know that is due to you that we were able to experience the warmth of this durable friendship.

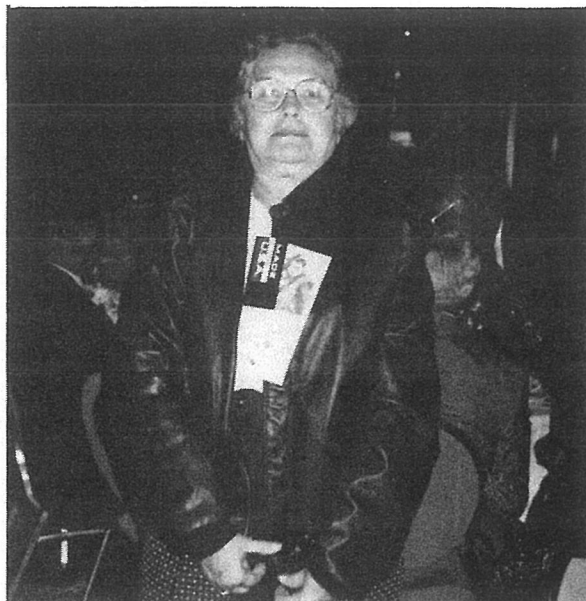
We were quite proud to be in the beautiful and comfortable hotel in Irvine and to have had the privilege of visiting the Hollywood Studios and the Queen Mary. these are the dreams of youth realized. I will never forget the moment when you called me in front of the large gathering and my confusion when i crossed that enormous room in front of 250 people with the elegance of "bien Parisienne" that characterizes this poor lame Breton who is not as slim as I would like to be. I was so overcome by your friendly words that I was not able to thank you as I should have.

My "Chaperon" Armelle joins me in expressing our gratitude, and we know that you will transmit our thanks to all our friends of the AFEES and thanks to whom we were able to join your annual meeting. A special word of thanks to Guilaine and George Pagett, and Dorothy and Paul Kenney. Anne Chareton French

## FROM JOHN EVANS, IRBY, ENGLAND

JULY 23, 1991 - My wife and I were driving in the south of England when we came, quite unexpectedly, across this memorial at the former USAAF base at Polebrook. The land has long since converted to agricultural use but a part of the main runway has been retained and it is here that the memorial has been built. There is a visitors book nearby and it contains many touching and sincere comments and expressions of gratitude for the Americans who flew from this base and for the many who gave their lives.

It occurs to me that you may possibly know someone who served at Polebrook during the war. If so, perhaps they would like to have these photos, especially if they have not had the opportunity of visiting the site and seeing the memorial. Sincerely, John Evans



## LILLY MILLER WINS A-2 JACKET

Denver, Colorado - November 6, 1991 - Dear Mr. Dolph; I thought I would send you this photograph of the A-2 Jacket I won in the drawing in Irvine, California last May. The jacket was a size 46 long so Paul Kenney exchanged it for me and the one I have now fits very well and is beautiful. This year is moving along really fast; hard to believe the holiday season is almost here. We hope you have happy holidays! Sincerely, Lilly and Bill Miller.

## OLD ARTICLE FOUND

Harry: Have you ever seen this? It was found several years ago by Claude Murray. - Ralph

"In December of 1944, sixty officers and seventy enlisted men of the 6801 M.I.S.X. detachment under the command of L/Col. R. H. Bett started work in France, at this time 4,000 U. S. Evadees had returned to the UK and about the same number were sheltered by underground forces in the countries still occupied by the Germans.

Other offices were opened in Belgium in March 1945 and in the Netherlands in July 1945. They had to deal with more than 50,000 helpers. By mid July 1976 this detachment in France had paid to the best helpers large sums of money - 40,000 French Francs was the usual indemnity for the deportees, some did not accept. 7,000 Medals of Freedom and 40,000 certificates of recognition were given.

Officials of French services, former leaders and top agents of the escape networks of each country cooperated fully.

Given the chaos in those countries and the lack of information available to Col. Bett and his detachment during that time period; it is undeniable that they achieved a remarkable accomplishment in their given task.

There were undoubtedly some who may not have received recognition, but all available records indicate these were very few in number." Ed. Note: Unbelievable!!!

SEE YOU IN SAVANNAH  
APRIL 9 - 13, 1992



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Mr. Ellis H. Klein 13 Sunset Drive Somers CT 06071 203/749-4937	Mr. Goffred F. Moretto 106 Ulena Land Oak Ridge, TN 37830 615/483-1592	Mr. Seymour L. Rosenthal 30541 Puerto Vallarta Laguna Niguel, CA 92677 714/249-1975	Mr. Willis E. Spellman 803 Acorn Lane Jeffersonville, IN 47130 812/288-6838
Mr. William Kosseff 14 Hunters Way Hatboro, PA 19040 215/674-3426	Mr. Norman C. Mosher 43 Union Avenue New Providence, NJ 07974 908/464-4767	Mr. Gerald B. Ross 1120 Cordero Drive Carson City, NV 89703 702/883-2654	Mr. Theodore R. Stablein 10500 Cielito Lindo Albuquerque, NM 87111 505/299-7919
Mr. John F. Lacey 240 Kingswood Road N. Kingstown, RI 02852 401/884-4894	Mr. James R. Mund 2401 Brookgreen Court Bedford, TX 76021 817/268-1760	Mr. Samuel W. Sayer (S) 2709 Madison Avenue SE Grand Rapids, MI 49507 616/452-0055	Mr. Stanley E. Stepnitz 11304 Maryvale Road Upper marlboro, MD 20772 301/627-3287
Mr. Joshua D. Lane, Jr. 17517 Collier Circle Boolesville, MD 20837 301/972-8214	Mr. Charles S. Oldfield 3319 Brittan Avenue #9 San Carlos, CA 94070 415/591-9839	Mr. Samuel W. Sayer (W) 6772 Erin Circle Zephyrhills FL 33541 813/782-3302	Mr. Alfred F. Sutkowski 3 Diggins Avenue Portland, CT 06480 203/342-1996
Mr. P. C. Largent, Jr. Post Office Box 388 Waurika, OK 73573 405/228-2993	Mr. Wayne E. Phillips 1315 N. Eldorado Avenue Klamath Falls, OR 97601 503/883-2898	Mr. William J Scanlon 37N Briarwood Road Crystal Lake, IL 60014 815/455-3292	Mr. Buford Thacker 2951 Governor Drive San Diego, CA 92112 619/636-0802
Mr. Leon E. Levens 126 E. Vanderbilt Dr. Corpus Christi, TX 78415 512/852-7206	Mr. John W. Pidcock 24956 Diadon Drive Haywood, CA 94544 415/782-3571	Mr. Earl J. Seagars 607 - 23rd Street Manhattan Beach, CA 90266 213/545-0481	Mr. William A, Thurston N. 4015 Cannon Spokane WA, 99205 509/325-1274
Dr. Ernest V. Lindell 326 N. Crestview Dr. Moses Lake, WA 98837 509/765-6140	Mr. George J. Powell 8105 Wanda Avenue Saint Louis, MO 63123 314/638-3861	Allen E. Seamans 1610 Bunker Hill Road Pueblo, CO 81001 719/543-3605	Mr. Garnett T. Tunstall 15311 Pine Orchard Drive Silver Springs, MD 20906 301/598-4195
Mr. Joseph L. Maloney Lakeside Road, Yarmouth Nova Scotia, Canada B5A 4A9 902-742-9665	Mr. Quilla D. Reed Route 3, Post Office Box 252 Decatur, AL 35603 205/353-9676	Mr. Edward R. Shaffer 1026 Garfield Avenue SW Canton, OH 44706 216/452-9994	Mr. Robert E. Tuthill 186 Coombs Drive Paramus, NJ 07652 201/261-6426
Mr. Raoul A. de Mars 6061 Pinehurst Drive Spring Hill, FL 34606 904/683-0672	Mr. McAllister B. Rhodes 1408 Dominic Lane Las Vegas, NV 89117 702/363-0318	Mr. Jack B. Sickels 4211 State Route 681 Albany, OH 45710 614/698-4931	Mr. Sebastian L. Vogel 1635 North 9th Fargo, ND 58102 701/235-9067

Mr. William A. Weber  
76 Scudder Place  
Northport, NY 11768  
904/441-6361

Mr. Merle E. Woodside  
14112 S. E. 167th Street  
Renton, WA 98058  
206/228-0689

Mr. Leo Williams  
2556 West Course Drive  
Annapolis, MD 21401  
301/266-8078

Mr. Augustus di Zerga  
447 N. Belmont  
Wichita, KS 67208  
316/682-7374

Mr. Donald S. Webster  
3 Wisteria Drive  
Ormond By The Sea, FL 32176  
904/441-6361

Mr. H. D. "Hank" Wooten  
4732 Oak Street P.O. 14  
Coral MI 49322-9788  
616/354-6595

Mr. Walter R. Williams  
901 South Main Avenue  
Rugby, ND 58368  
701/776-6660

Mrs. Alex S. Swider (Hedwig)  
1704 Star Ave.  
Villas, NJ 08251-3349  
E&E 1576 - deceased 17JUL91

Mr. Edward G. Welsh  
506 Haymore Avenue N  
Worthington, OH 43085  
614/888-6609

Mr. Donald B. Wren  
8008 Clubhouse Drive  
New Bern, NC 28562  
919/636-0802

Mr. Paul L. Wolff  
3410 East Lester Street  
Tucson, AZ 85716  
602/327-2503

Mrs. Mary K. Akins widow of J.R.  
560 Mt. Hood Drive (FRIEND)  
Hemet, CA 92343  
714/658-1537

Mr. John M. Wylder  
5833 Vesper Avenue  
Van Nuys, CA 91411  
818/988-0538

Mr. William E. Wyatt  
6525 Crestridge Circle  
Cincinnati, OH 45213  
513/351-6279

Mr. Robert A. Burch (FRIEND)  
8702 Olney,  
Rosemead, CA 91770  
818/280-1930

Mrs. Dorothy Parsons (HELPER)  
(Drue Tartiere - France)  
Corona Del Mar, CA 92625  
714/720-1930

Mr. Richard E. Wright  
4323 Mc Demed Drive  
Houston, TX 77035  
713/723-3470

Mme. Catherine Janot (HELPER)  
62 Rue de General LeClerc  
89140 Serbonnes, Paris  
France - John W. Spence Helper

Mr. Ira P. Weinstein (FRIEND)  
450 Skokie Blvd,  
Northbrook, IL 60082  
708/498-1700

### ABOVE ARE 115 NEW NAMES TO ADD TO THE ROSTER

This list includes new members brought into the fold since May 1, 1991, the majority of them were found by Scotty David, our president's wife. She found a new source for locating lost AFEES, the Veterans Administration. Working closely with them, she managed to get another 110 new AFEES for members and 5 friends and helpers. Nice going Scotty!



VETERAN'S ADMINISTRATION HOSPITAL NEAR ATLANTA GETS "EVADER" FOR LIBRARY  
L to R Glenn Alfred Jr., Director of V.A. Hospital; Paul Kenney, AFEES Treasurer 384th BG, ex-POW; George Reyward, 8th AF, ex-POW; Rita Clifton, V.A. Hospital Librarian; Christine Shear Smith and Wayne Shearsmith from England; Roy Marberg, 384th BG; Don Kammer, 453rd FG; Jim Sedlack 8th and 15th AF, ex-POW and Carolyn Dodson, Head of V.A. Hospital volunteer services.

## A NEW HELPER

23 October 1991 - Dear Sir: By the intermediary of the Australian president of the Royal Air Force Escaping Allied Pilots Society, I obtained your address and I have now the pleasure of contacting you. Let me introduce myself:

Ex Resistant of the movement "La Voix du Nord" ("The Voice of the North"), my family and myself were heavily involved in the rescue of fallen allied pilots in the Pas-de-Calais from 1942 to 1944. In two years we have been able to rescue a total of 99 pilots: 35 Americans - 29 Canadians - 24 English - 7 Australians and 4 New Zealanders who have also avoided internment in the prisoner's camps.

We have provided shelter and food for them, then directed them through "escaping channels" towards Paris and Spain. Many of them were then able to go back in action again.

In my family archives of our activities against the occupant, I have found the list of the names of those pilots.

It is with great pleasure and honour that I would like to have contact again with these heroes.

I hope very much to hear from you. Yours truly, Jean Grolez  
THIS THEN IS THE LIST MR. GROLEZ SENDS ME.

### AMERICANS

Maker, W.  
Erickson  
Green  
Leibring  
Pessyguil  
Amby, J  
Chretien, A.  
Cohen, S  
Sutka, J.  
1 Inconnu  
Darling  
Ziglowicz  
Frye, E.  
Emerson  
Kelly G.  
Donald  
Carpenter, R  
Girard  
Leary  
Gosnick  
De Coste  
Donald, G.  
Clifford, W.  
Hodges, W.  
William, R.H.  
Beinchler  
Sweets, G.  
Neal, W.  
Rogers  
Rainay  
Dumsday  
Brandt  
Brinn, W.  
Breen  
De Ghetto 1

### CANADIANS

Pessyguil, F  
Notherral, K  
Dumday  
Matheson  
Track, J.M.  
Sherk, R.  
Brophy, P  
Murray  
Owenden, G  
Robertson  
Cristoff, C.  
Louzon, L.  
Leod, R.  
Hammond  
Debreyne  
Kelly, J.  
Bodie, B  
Robertson, D.  
Nordin, G.  
Petsche  
Stewart, L.  
Beaton  
Shepherd  
Chris  
Lawzoe  
Boulton  
Douglas  
Lawzoe  
Haberlin

### ENGLISH

Penna, C.  
Wilson  
Risley  
Brinn  
Leod Norman  
Bemrose  
Botts  
Master  
Nathanson  
Benson  
Haberlin  
Merlin  
Renscher  
Bulow  
Witson  
Brooks  
Maples  
Jenning  
Stockburn  
Merlin, H.E.  
Risley  
Allison  
Fairfax  
1 Inconnu

### AUSTRALIANS

A.M. Morrison  
Crossille June 44  
J. Cullity  
Ernest s/ Mein  
1 incounnu blesse  
juin 44  
pilot de chasse  
Neuville Vitasse  
repris par l'ennemi  
Jenning  
Dawson  
Kent  
Neils  
Masters  
Nathanson

### NEW ZEALANDERS

Gatland (42)  
1 inconnu (43)  
1 "  
1 "  
Burman, D. (44 blesse  
repris, abattu  
enterre a Biashe  
s Vasst le 17 Aoul

Signed,

Mr. Jean GROLEZ

Architect

2 Hoob Road

BUDERIM QLD 4556

Australia

ROYAL AIR FORCES ESCAPING SOCIETY  
AUSTRALIAN BRANCH



MEMBERSHIP CARD  
1991

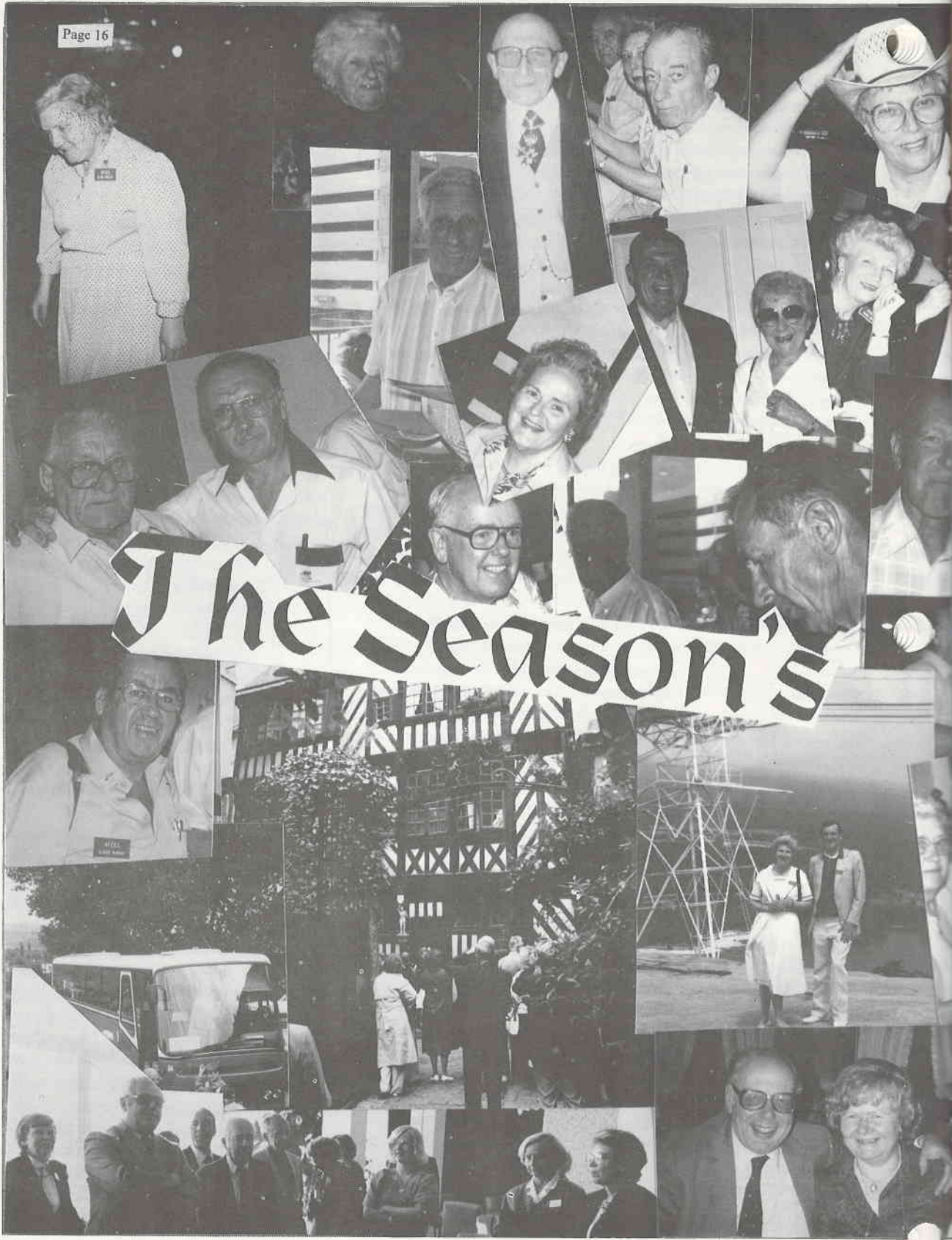
Name M. JEAN GROLEZ

Number HELPER (PASSEUR)

*"Let us remember those who helped us in our need."*

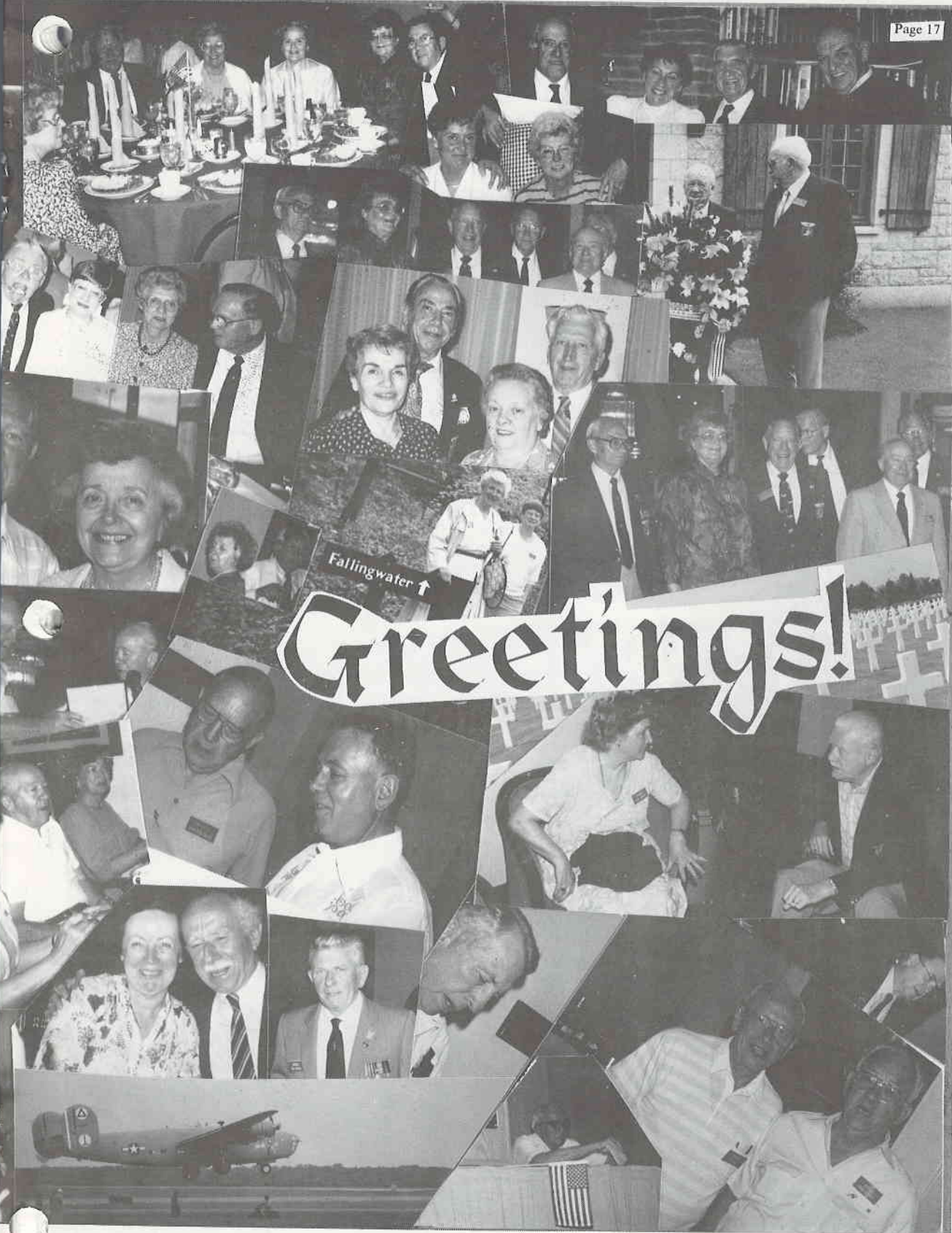
## A l'honneur

La section d'Australie de la *Royal Air Force Escaping Society* a décerné sa plaquette d'honneur de Passeur de pilotes alliés (pendant la guerre 39-45) à Jean Grolez, demeurant à Buderim au Queensland. M. Grolez et sa famille, au péril de leur vie, avaient réussi, de 1942 à septembre 1944, à soustraire à l'occupant nazie de nombreux pilotes alliés abattus au-dessus de la France, dans la région du Nord-Pas-de-Calais. Pour la famille Grolez, le prix en fut terrible : 24 de ses membres furent exécutés pour faits de Résistance.





# Greetings!



REMEMBER WHEN?



## AFEES GO TO NEW ORLEANS FOR 8AFHS MEETING SEPTEMBER 20TH

Over a thousand members of the Eighth Air Force Historical Society attended the ceremony to present Certificates to seven hundred thirty-one Helpers and making them honorary members of the Eighth Air Force Historical Society.

Framed Certificates were presented to Anne Brusselmans, Jan Dobber and Yvonne Brusselmans Daley, the only three Helpers in attendance. The other Certificates will be mailed along with this Newsletter to the remaining seven hundred twenty-eight Helpers, the only ones we know of who are still living and whom we have addresses for.

The Ceremony was opened by Dr. "Whitey" Hawkinson who, after his opening remarks, turned the events over to our President, Clayton David.

Clayton told of the exploits of these Helpers and how they were responsible for Eighth Air Force airmen to return to their units in England. He told of how they fed them, cared for their wounds, gave them legal identification and clothed them. In many cases, they gave them their own bicycles to travel. They guided them through German strongholds and rode with them on trains and buses. They walked with them, guiding them over the Pyrenees mountains into neutral Spain and freedom.

Clayton told how Anne Brusselmans had helped over a hundred and fifty airmen and at war's end, had 54 more waiting to be moved south when Brussels was liberated and the men were freed.

He introduced Claude Murray who told of his exploits while with the underground, how his helper, Jan Dobber found him and helped him instead of turning him over to the enemy. Jan and Mrs. Dobber run the sight-seeing boats on the canals in Amsterdam.

Clayton gave credit to Ralph Patton for being at the helm of AFEES for twenty-seven years and to Harry Dolph for making the Certificates for presentation.

Two copies of each certificate were made and all seven hundred thirty-one of them were bound into three books to be kept for posterity in the Eighth Air Force Heritage Center in Savannah as a lasting tribute. These were presented to President Tommy Thomas of the Eighth Air Force Historical Society. He thanked the AFEES for the work that went into the ceremony.

The applause was heavy and there were a few wet eyes among those present. We were told after the presentations and remarks were finished that it was a very touching ceremony and the best ever presented for the Eighth Air Force Historical Society.

AFEES Directors present: Clayton David, President; David Shoss; Ralph Patton, Chairman of the Board, and Harry Dolph, Secretary.

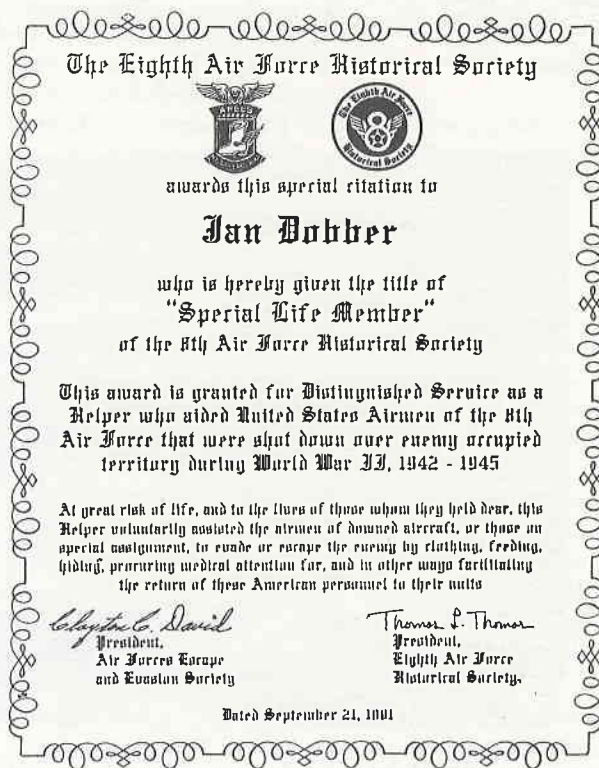
As usual, there were over 2,700 members of the 8AFHS members present and there were activities going on all the time.

Other AFEES members in attendance: Francis Heekin, Jack Ilfrey, Joe Warth, Lee Fegetta, William Cupp, Richard Wright, Robert Starzynski, and John Chernosky

Major General Lewis Lyle was in attendance speaking out for the Eighth Air Force Heritage Center to be built in Savannah, Georgia.

Photographs of the AFEES and their wives who attended will be found on another page in the Newsletter.

It was a wonderful get-together and a good time was had by all.



This is a reproduction of the four color Certificate prepared for presentation to all our Helpers. Completely computer produced, even the names were put on the certificates with the computer. They were well received. Each of these certificates was bound into three different books for presentation to the Eighth Air Force Historical Society to be kept in the Heritage Center in Savannah, Georgia.



Jan Dobber, left, and Claude Murray are shown at the Dutch Fortress Pampus which is a two acre island in the Zuider Zee and was the first land Murray walked on in October 1944 after bailing out of his disabled P-38 Lightning. Dobber, a boy at the time, while fishing, met the flyer paddling around in his one man dinghy. Murray has made six trips back to Holland to visit with his old Helpers.

## RADISSON PLAZA SAVANNAH SIGHT OF 1992 AFEES REUNION



### YOUR HOME AWAY FROM HOME, THE NEW RADISSON PLAZA HOTEL

Plans are nearing completion for our 1992 reunion to be held in Savannah, Georgia with registration starting on Thursday, April 9th, 1992 and ending with a buffet breakfast on Monday, April 13th. You are the only unknown element at this time and we are asking that you complete that part of the equation by making your reservations as soon as possible.

We are fortunate to have reserved space at the new Radisson Plaza Savannah, located on River Street within walking distance of many historical places, the restored section of the city and ships. Due to this year being the 50th Anniversary of the founding of the 8th Air Force at Savannah, among other special events, lodging in Savannah is in great demand. Therefore, we are very fortunate to be getting rooms for \$65.00 plus tax that have a normal price of between \$119.00 and \$139.00 and especially at that time of the year when the spring flowers are all in bloom. To get the special AFEES rate, be sure to make your room reservations with the hotel using the enclosed reservation form postmarked no later than March 1, 1992. Late reservations will be on an available basis at the hotel's regular price. Reservations may be made or cancelled for the price of a postage stamp so act accordingly. All European guest reservations must be made through Paul Kenney before March 1, 1992.

Paul Kenney, TREASURER  
5400 Post Road Pass  
Stone Mountain, Georgia 30088  
Phone 404/469-1857

Those driving to Savannah will have easy access to the city and the Radisson Plaza from off highway "I-95". If flying, the airport is within 10 miles of the hotel. Taxis and vans are available at reasonable rates from the airport. USAir is offering special rates for those using their service to and from Savannah. Further information will be found in these pages.

## AFEES MEMBERS ATTEND RAFES MEETING

Ten AFEES members and their wives were in attendance when the Canadian Branch of the Royal Air Force Escaping Society held its Annual General Meeting in Niagara Falls, Ontario, September 22, and 23, 1991. The meeting was held at the Sheraton Falls View Hotel, a relatively new hotel situated on the high ground above the Canadian Falls. Over 150 were in attendance at the Monday night banquet. The auction presided over by *l'auctioneer, tres excellence, Monsieur Ross Weins*, was an outstanding success.

Our Canadian friends, with the help of the RCAF were able to bring four Helpers to Canada as their guests of honor. They included:

### GEORGES d' OULTREMONT

From Belgium, Count d' Oultremont was an early member of the Comete Line and an important agent from MI9 in London. In early 1942, he was being pursued by the Gestapo but escaped to the U.K. via the Pyrenees, Spain and Gibraltar. He was returned into France by Lysander in 1943 to help organize French Helpers to hide downed airmen. With the Gestapo once more on his trail, in March 1944 he returned to the U.K. via the Pyrenees and Gibraltar. Count d'Oultremont was the Helper of RAFES member the Honorable j. Angus McClean.

### ALBERT LABARD

From France, Albert Labard was sponsored by RAFES member Don Evans. Albert and Yvonne Labard lived in a farm cottage in the Normandy countryside near the town of Gournay-en-Bray, approximately 40 miles from Dieppe. Although they were only in their 20's and recently married, both were active in the local resistance movement. Don Evans bailed out of his stricken Lancaster the night of 8 July, 1944. In spite of a painful knee injury, he made his way to the Labard home where he was sheltered for three weeks. He was subsequently moved to another safe house from where he was liberated by the British Second Army on 31 July, 1944.

### GERARD CLAEIJS

From Holland, Gerard Claeijs was sponsored by RAFES member Douglas R. Jennings. After abandoning his crippled aircraft, Doug Jennings made his way cautiously to a farm house near Biervleit, Holland. Gerard Claeijs sheltered Doug for a short period and then took him by bicycle to a safe house in Oostburg. From there he was escorted by bicycle and a small ferry across the border into Belgium where he was placed in the hands of a Canadian infantry group moving north towards Holland. After Oostburg was liberated, Gerard Claeijs worked with several Canadian units where his intimate knowledge of the area and his maps contributed to the successful progress of these units in the Leopold Canal area.

### GERMAINE AUTPHENNE

From Belgium, Germaine Autphenne was sponsored by RAFES member Jim Moffat. Jim Moffat's Halifax bomber was involved in a collision with a Lancaster during a night raid on Nuremberg. Jim was the sole survivor of the accident. When the Germans mounted a surprise search on the home where Jim was hiding, he leapt from a bedroom window, minus his trousers, and fled into the woods amidst a fusillade of shots and shouts. His companion was hit and was captured, but Jim raced on taking advantage of the thick brush and thus avoiding detection by the Germans. He luckily reestablished contact with the resistance but in his flight he suffered numerous cuts and abrasions which had become seriously infected. Unable to provide

him with the care he so urgently needed at their camp in the woods, Jim was taken to the home of Germaine Autphenne. After two weeks of Germaine's care and much needed rest, Jim was able to return to the Resistance Camp near Danpicourt.

The AFEES members attending the RAFES meeting were:

Howard and Jeanette Harris

Milt and Ida Goldfeder & daughter Carol Goldfeder

Bill and Millie Lincoln

Ralph and Bette Patton

Dick Smith

Tommy Thomas

## JOHN A NEAL WRITES TO RALPH PATTON

Calgary, Alberta, Canada, May 17, 1991

Dear Ralph - Not quite knowing who else to write to at the moment, I would like to thank your society very much for the opportunity of attending the Irvine meeting. Frankly, this meeting culminated a 47 year long search that I had been undertaking. I am enclosing a photograph (1991 Summer Communications - Page 5) taken during the meeting. This shows Bob Lindsay, my Navigator, John Kupsick and myself; the first time all three of us have been together since we were liberated on September 1, 1944. We spent almost 3 months together in one small room in Bethancourt-en-Vaux, France. Behind us are two of our helpers, Josette Baudinot and Jean Hallade.

Also at the meeting was Virgil Marco who was in the same location in France as the three of us. I am including a few more photos that could, perhaps be used in the Newsletter. Please pass them on.

It was an emotional reunion, after so many years. Also, I am always pleased to see my Helpers again at any time; they are now talking of coming out here to western Canada in a year or two.

If it is humanly possible, I would like to make Savannah next year. However to show my gratitude now, I am cheering for the Penguins in the Stanley Cup finals. It seems to be working for they did, just 5 minutes ago, win the second game.

The best of success to your organization for the future. Sincerely,  
John A. Neal.

Ed. Note: We got "short-sheeted" - for there were no letters included with John's letter.

## A CARD FROM PIERRE and JACQUELINE SCHAPENDONK

Mr. Ralph K. Patton: Dear Mr. President, I would like to congratulate your associate member Mr. William L. Cupp (Northfield MN) for locating me some 46 years after the war. It was a surprise and a pleasure to receive a very friendly visit of Mr. and Mrs Cupp last June. On behalf of your association, Mr. Cupp supplied an AFEES citation for assistance to Military Service Men during the war. I would like to express to you Mr. President and to the members of your association my sincere thanks and appreciation for the received citation.

Very Truly Yours., Jacqueline et Pierre Schapendonk.

## HAZEL SPENCER RAMSEY

Hazel Spencer Ramsey, 73 of 204 Mimosa Drive died Saturday June 22, 1991 at Mary Black Hospital in Spartanburg. She lost a long battle with cancer. She was the wife of Frank Ramsey, #1039, shot down over France September 8, 1944. Frank belonged to the 394th Bomb Group and the 585th Bomb Squadron. Hazel was a member of the Homemakers Club of Gaffney and a retired cashier from Community Cash. Burial was at the Frederick Memorial Gardens.

THE NEW RADISSON PLAZA SAVANNAH HOTEL  
IS PLEASED TO WELCOME

THE AIR FORCES ESCAPE AND EVASION SOCIETY  
April 9th - 13th, 1992

TO MAKE RESERVATIONS:  
COMPLETE AND RETURN THIS FORM TO:  
RADISSON PLAZA SAVANNAH  
100 General McIntosh Boulevard  
Savannah, Georgia 31401

PHONE RESERVATIONS will not be accepted prior to December 1, 1991

Organization/Conference \_\_\_\_\_  
Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Sharing room with \_\_\_\_\_ No. of persons \_\_\_\_\_

Arrival Date \_\_\_\_\_

Check-In 3:00 p.m.

Departure Date \_\_\_\_\_

Check-Out 12:00 Noon

Reservation cut-off date: 3-1-92

Rate: \$65.00 single  
\$65.00 double

\*Rates are subject to state and local taxes of 11%  
\*Accommodations will not be confirmed until receipt of first  
night's lodging (room & tax). Make check payable to  
RADISSON PLAZA SAVANNAH or use your Credit Card.

Credit Card: \_\_\_\_\_ Amex. \_\_\_ Diner's Club \_\_\_ Visa \_\_\_ Mastercard \_\_\_

Expiration: \_\_\_\_\_

Signature \_\_\_\_\_

Special Request \_\_\_\_\_

\* You will be charged for the 1st night's lodging unless reservations are cancelled at least 72 hours prior to arrival.

\*\*Parking is complimentary to all our guests.

THANK YOU,

*The Radisson Plaza Savannah*

**REGISTER EARLY! REGISTER EARLY! GET YOUR HOTEL REGISTRATIONS IN BY MARCH 1ST, 1992 - NO EXCEPTIONS! REGISTRATION FORM FOR THE AFEES REUNION AT SAVANNAH, APRIL 9TH - 13TH, 1992**

WRITTEN CANCELLATIONS POSTMARKED NO LATER THAN MARCH 20, 1992 WILL BE FULLY REFUNDED. LATE CANCELLATIONS SUBJECT TO ADJUSTMENTS

Please print:

Name(s) \_\_\_\_\_

Address (Zip) \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_

COMPLETE REUNION PACKAGE - per person \$160.00 X \_\_\_\_ = \$ \_\_\_\_  
6 meals, boat ride, trip to Fort Stewart & Registration

Thursday, April 9th on your own to rest and/or visit

**SELECTED EVENTS**

Friday Noon - Lunch at the Pirate's House per person, \$15.00 X \_\_\_\_ = \$ \_\_\_\_

Friday Evening - Boat Trip and Buffet per person, \$30.00 X \_\_\_\_ = \$ \_\_\_\_

Saturday Morning - Bus trip & Lunch at Fort Stewart per person, \$18.00 X \_\_\_\_ = \$ \_\_\_\_

Saturday Evening - Dinner and Auction - Radisson Hotel per person, \$30.00 X \_\_\_\_ = \$ \_\_\_\_

Sunday Evening - Dinner & Dance - Radisson Hotel per person, \$35.00 X \_\_\_\_ = \$ \_\_\_\_

Monday Morning - Breakfast at the Radisson Hotel per person, \$12.00 X \_\_\_\_ = \$ \_\_\_\_

Registration Fee - per Person, \$25.00 X \_\_\_\_ = \$ \_\_\_\_

Total funds \_\_\_\_\_

MAKE CHECKS PAYABLE TO AFEES and mail along with this registration form to:

PAUL E. KENNEY, Treasurer  
5400 Post Road Pass  
Stone Mountain, Georgia 30088  
Phone; 404/343-8570

NOTE; HELPERS SHOULD MAKE ALL RESERVATIONS THROUGH PAUL E. KENNEY  
ALL OTHERS: Make your own hotel reservations before March 1, 1992

### LEGAL REQUEST FOR INFORMATION

Historical research is being conducted on Sgt. Jerome V. Harley of the 8th Air Force, 1st Bombardment Division, 94th CBW, 401st Bombardment Group (h), 615th Bombardment Squadron, whose B-17 was shot down over France on July 13, 1944. Sgt. Harley, who had been stationed at Deenethorpe, made his way to the small town of Saulcy-sur-Meurthe near St. Die, France. This is in the Vosges Mountains of the Alsace region. Sgt Hartley was sheltered by Raymond Panin and Yvone Panin at the Chateau D'Anozelle (Maison Fonck) in the Saulcy-sur-Meurthe until taken captive. Raymond Panin was with the Maquis in the St. Die area and his Chateau was a major transit station for the "Underground Railroad" assisting Allied flyers to escape from enemy territory.

Should any of you have been assisted by the Maquis in the St. Die area and/or have some contact with Raymond or Yvonne Panin, the Chateau D'Anozelle (Maison Fonck) or Sgt. Hartley, it would be greatly appreciated if you would kindly contact

**RICHARD S. CLAIR**

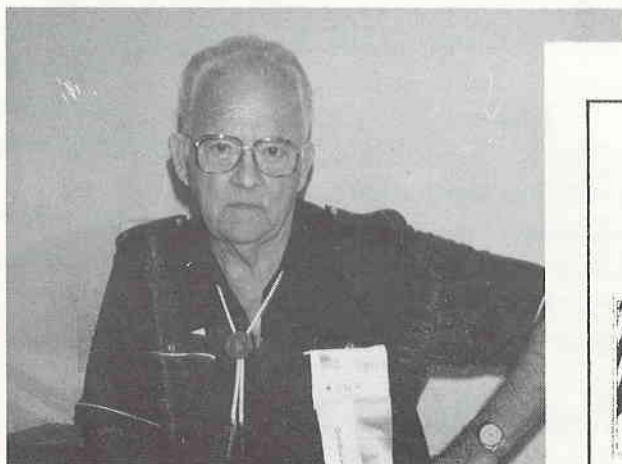
Attorney at Law  
548 14th Street

Santa Monica, California 90402-2928

Telephone 213/394-7041



Dorothy and Lee Fegette



Our own Ace, Jack Ilfrey

### FROM SUNFLOWER PRESS

We have recently published a new book which your membership may be interested in: "FROM PILOT TO POET", by Bert McDowell, Jr. 144 pp., illus., ISBN 0-89745-137-6, \$14.95 paper, postage paid.

Lt Colonel Bert McDowell, Jr. retired from the Air Force in 1964 with more than 24 years of service.

Author of 24 books of poetry, McDowell says he writes poems about flying because it was such a big part of his life.

McDowell flew 55 combat missions in World War II in a P-51 Mustang and ironically was shot down on his 55th mission while strafing a German airfield. Captured three days later, he became a POW until the end of the war in Europe.

These poetic records of his experiences, according to Brigadier General Darrell S. Cramer, USAF (Ret.), are not only entertaining but rewarding and inspiring as well."

Many narrow escapes I have had.

I survived them all, though odds were bad;

Three times my fighter plane's engine quit

And each time I died a little bit...

I'm so thankful I'm still alive

While I was a prisoner of war

Friendly fighters pinned me to the floor;

Bombed and strafed while on the open road,

They added more to my worried load...

I'm so thankful I'm still here

One time in a German marshaling yard

I nearly was dealt the losing card

When friendly bombers hit our train

And the bombs burst down on us like rain...

I'm so thankful I'm still here.

After the war while flying at night

My right engine quit on a lengthy flight

The weather below was oh, so sour

Yet we flew on for more than an hour...

I'm so thankful I got down safely

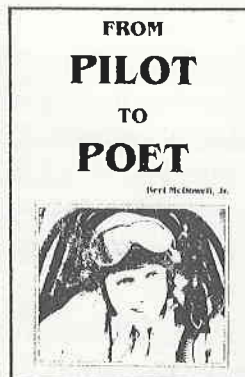
I wonder why the lord spared me?

I'm no angel, it's easy to see;

And now I am old as I reflect

On happenings I did not expect...

I'm so thankful God liked me.



**FROM PILOT TO POET**, by Bert McDowell, Jr.

Author of 12 books of poetry, Lt. Colonel Bert McDowell, Jr. flew 55 combat missions in World War II in the P-51 Mustang and was shot down, ironically, on his 55th combat mission while strafing a German airfield. Captured three days later, he became a POW until the end of the war in Europe.

These poetic records of his experiences, according to Brig. General Darrell S. Cramer, USAF (Ret.), are "not only entertaining but rewarding and inspiring as well."

144 pp., illus., 5 1/2 x 8 1/2 ISBN -137-6 \$14.95 paper



## OPERATION FRANTIC JOE

The first shuttle mission to Russia was carried out by elements of the Fifteenth Air Force on June 2, 1944. B-17's from the 2nd, 27th, and 483rd Bomb Groups together with P-51's from the 325th Fighter Group, the "Checkertail Clan", landed near Mirgorod, Pirytin and Poltava, Russia. General Ira Eaker was in command and flew in the lead fortress, "Yankee Doodle II". Most noteworthy was the bombing mission to Galatz airfield, Austria on June 6, 1944, D-Day. The Fifteenth Air force shuttle-mission task force was to draw away as many Luftwaffe as possible from the west. Marshalling yards at Debrefchen, Hungary were bombed enroute to Russia. On the return trip to Italy, June 11, 1944, the target was the Fasconi airdrome near Bucharest, Rumania.

For more detailed information concerning Frantic Joe and the shuttle missions which followed, see THE POLTAVA AFFAIR, by Glenn B. Infield. From: Jay Mueller, Orlando Florida

### 461st BOMB GROUP REUNION

The 461st Bomb Group, Italy, 1943- 1945 of the 15th Air Force will hold it's sixth reunion from October 23rd to 27th, 1992 at Dayton, Ohio. Dedication of a Memorial Plaque will be held during the reunion. Please contact Frank O'Bannon, President - P. O. Box 36600, Tucson Arizona 85740 or Ed Chan, P. O. Box 117, New Hyde Park, New York 11040. Please don't miss this important dedication...

"JOIN THE FORMATION!"

### WANTED! WWII 8TH AF VETS and AIR WAR HISTORIANS

The Eighth Air Force was formally constituted at Savannah, Georgia in January, 1942 and is now headed-quartered at Barksdale AFN in Shreveport, Louisiana. Our 1992 reunion will be in Savannah, GA.

In 1942, general Ira Eaker took the 8th AF to England and led the first American heavy bomber mission, (a 12 plane effort) to attack rail yards in occupied France. In 1949 when he was assigned to head the allied air forces in the Mediterranean, General Jimmy Doolittle assumed command of the 8th.

From this modest beginning, *The Mighty Eighth Air Force* grew, enabling it to put 2,000 bombers and 1,000 fighters over Germany in on a single mission. The bombing of Germany took a high toll. One-half of all the U.S. Air Force casualties in WWII were suffered by the Eighth. It was also a highly decorated force winning 17 Medals of Honor, 2210 Distinguished Service Crosses, 850 Silver Stars, 46,000 Distinguished Flying Crosses and 442,000 Air Medals. they also recorded 261 Fighter Aces with 31 of them having 15 or more "kills!"

Over 350,000 8th AF personnel served on 112 bases in England. Recognition for the ground crews and support personnel that made air combat possible has never been adequately reported.

Upon cessation of hostilities in Europe the 8th Air Force was headed for the Pacific when the war with Japan ended. Today it is a force of jets and missiles, having taken part in every conflict since WWII. Since the eventful January day in 1942 at Savannah, over one million people have been associated with *The Mighty Eighth Air Force*. All are eligible to join the 8th Air Force Historical Society.

The performance of the 8th Air Force would never again be matched in warfare, and no Air Force has done more to make a free world possible. - *Historical Aviation Album, 1979* -

Your application for membership is on the following page.

(For Office Use Only. Do Not Write Above These Lines.)		A C U
<b>8th AFHS MEMBERSHIP APPLICATION</b>		
NAME	_____	_____
	<small>First Name</small>	<small>Middle Initial</small>
		<small>Last Name</small>
ADDRESS	_____	
	_____	
		<small>(Zip Code)</small>
8th AF Unit	_____	Dates of Service _____ To _____
Not in 8th. Sign me up as Associate Member	<input type="checkbox"/>	
If in Service—Dates of Service	_____	To _____
<small>Please use this form only for your initial application and for your first calendar year's dues (\$10 U.S. and \$15.00 non-U.S.). Send with your U.S. Dollar check (made out to 8AFHS) to 8AFHS P.O. Box 7215, St. Paul, MN 55107. Your annual dues will be billed for subsequent years.</small>		

## CANADIANS FETED IN FRANCE

LUCIEN DUMAIS, Canadian secret agent and chief of Reseau Shelburne was one of two Canadian guests of honor in Valencay, a suburb in the south of Paris on may 6, 1991. The event was the unveiling of a monmuent dedicated to the memory of 104 Allied secret agents who were executed behind enemy lines during WWII.

The French Minister of Veterans Affairs stated, "I am pleased that Canada was able to send these two Canadian Heros from Quebec, two men who took incredible risks for our country, they are just repersentatives on the occasion of this important event in France."

Lucien Dumais, along with his second in command Col. Raymond LaBrosse, were guests of AFEES at our first meeting in Buffalo, New York in June 1964. These two men were responsible for organizing Reseau Shelburne's Operation Boneparte which evacuated 94 American airmen from the north coast of Brittany in early 1944.

### INVITED BY OUR AMERICAN AVIATOR FRIENDS

(Reprinted from "La Charte", house organ of the National Federation Andre-Maginot, Paris, France) These Allied aviators have not forgotten -- those who they had known in the underground and with whom they had formed lasting memories. Each year they invite veterans of the resistance, who had participated in their rescue, to their annual meeting.

It is thus that we were invited two years ago to the general meeting of the RAFES of Canada and that in the month of May this year, 1991 it was the turn of the Americans to invite us to attend their meeting in a suburb of Los Angeles, California. What happiness this gave us to meet again these Canadian Airmen who we had left with regret two years ago, and to meet again American airmen lost from view for almost half a century.

The picture on the following page was taken in Irvine, California during the annual meeting. First Row - left to right: Bob Lindsay, Canadian of the crew aboard a Halifax bomber; Jack Kupsick, Navigator on a B-17 Flying Fortress, Volante; John Neal, Bombardier/Gunner on a Halifax shot down in the provence of Aisne, on the night of 22-23 April, 1944. Standing are Jean Hallade and Josette Baudinot.

Ed. Note: See same photograph along with mention of Jack Kupsick being a long lost friend of Bob Lindsay and John Neal from their evasion days in France. The article in "La Charte" is quite extensive.

# AFEES REUNION SCHEDULE OF EVENTS

## Savannah, Georgia - April 9, 1992 to April 13, 1992

### Thursday, April 9, 1992

- 9:00 a.m. - 5:00 p.m. Registration Desk Open - Pick up your envelopes
- 3:00 p.m. - 5:00 p.m. Hospitality Room Open - Pick up your friends and Helpers
- 7:00 p.m. - 10:00 p.m. Bar Open (Donations) - Pick up your drinks
- This day - "On your own" for walking tours of the River Front Plaza and/or other city tours. Visiting, and so forth.

### Friday, April 10, 1992

- 9:00 a.m. - 11:00 a.m. Registration Desk Open - Pick up your envelopes
- 11:30 a.m. - 1:30 P.M. Lunch at the Pirates House. (A block from the Hotel)
- 2:00 p.m. - 4:00 p.m. P.X. and Hospitality Room open
- 6:30 p.m. - 9:30 p.m. Trip & Buffet on the Savannah River aboard the First Lady of Savannah.

### Saturday, April 11, 1992

- Breakfast on your own...
- 9:00 a.m. - 3:00 p.m. Bus to 8th Air Force Historical Society Heritage Center site, then on to Fort Stewart, home of the 24th Mechanized Infantry Division, "The Vanguard of Desert Storm".
- 11:30 a.m. - 12:30 p.m. Lunch at Fort Stewart Mess hall. Tour of the "Desert Storm" museum.
- 3:00 p.m. - Return to our hotel
- 3:00 p.m. - Silent Auction bidding
- 6:00 p.m. - Low Country Barbecue Dinner and Auction (Don't miss this one folks!)

### Sunday, April 12, 1992

- Both Breakfast and Lunch on your own...
- 9:00 a.m. - 11:30 a.m. Business Meeting
- 11:30 - 12:30 p.m. P. X. open
- 1:00 p.m. - Board of Directors Meeting.
- 6:00 p.m. - Candle lighting ceremony followed by Gourmet dinner.
- 7:30 p.m. - Recognition of guests.
- 8:30 p.m. - 11:00 p.m. - Dancing.

### Monday, April 13, 1992

- 8:00 a.m. - 10:00 a.m. Buffet Breakfast

Note: Additional hours for the hospitality room or PX, and to view auction items, may change but if they are, they will be announced at the reunion.

then,

**"Farewell until we meet again!"**

### USAIR OFFERS SPECIAL RATES TO AFEES SAVANNAH REUNION

USAir has been designated as the official carrier for the attendees of the Air Forces Escape and Evasion Society reunion, April 9-13, in Savannah, Georgia. USAir agrees to offer an exclusive low airfare for all attendees. This special fare will offer a five percent (5%) discount off any published USAir promotional round trip fare, excluding First Class and Government Contract fares. This discount is valid providing all rules and restrictions are met and is applicable for travel from the Continental United States, Bahamas and San Juan, PR. Additional restrictions apply for discounts on International travel.

For attendees unable to meet the restrictions for promotional fares, USAir will offer a 40% discount off the standard round trip day fare coach fare for travel from the Continental United States, Bahamas and San Juan, PR. For attendees traveling from Canada we will offer a 30% discount with no minimum stay requirement or a 35% discount with a 2 night minimum stay requirement.

These convention discounts are valid between April 6-15, 1992.

To obtain these discounts, you or your travel agent must call USAir's Meeting and Convention Reservation Office at 1-800-334-8644; Monday through Friday, 8:a - 9:p, Eastern Standard Time.

**REFER TO GOLD FILE NUMBER 19960007**

### CLAYTON DAVID ENTHUSIASTIC ABOUT THIS YEARS CONVENTION

PAUL KENNED with JOHN BUCKNER'S able assistance have done a great job of putting things together in Savannah. this should be a fine reunion with low costs, only one short bus ride to Fort Stewart for lunch and demonstrations. A total of six meals including one on the boat which will pick us up within 2 short blocks of the hotel. All this for \$160.00 which includes a \$25.00 registration fee which will help out at the reunion. Rooms at this brand new hotel which normally cost \$119.00 - \$139.00, plus taxes. **HELP GET OUT THE WORD! OUR RATE IS ONLY GOOD FOR RESERVATIONS MADE BY MARCH 1, 1992.**

To assist you in seating at tables for the dinners, it has been suggested a diagram of the tables in the dining room showing the location of the tables and the number to be seated at each one be available at registration and at that time you may choose your seating. This was done successfully at the Eighth Air Force Historical Society meeting in New Orleans.

### PLEASE, AFEES MEMBERS ONLY

As most of you know, our reunion in Irvine was very expensive for we had forty-five Helpers in attendance. We were glad every one of them came for that's what our Organization was all about. We renew old acquaintances with our Helpers and enjoy their company. But the large number which attended, depleted our coffers to the extent that we are again asking for help in the form of donations to this worthy cause.

Your dues are due in a month so please write an additional amount in your check and mark it "for the Helpers fund". We still have the lowest dues and by far the most expense. (See above). Other Organizations spend their dues dollars for their own benefit, whereby we spend ours on our overseas neighbors. So please get your 1992 dues in by January 1, 1992 along with a little "kicker" for our added Helper expenses. Thank You.

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

DUES \$10.00 \_\_\_\_\_ HELPER'S FUND \_\_\_\_\_

Please clip this off and return with your check

Thank you from AFEES and from our Helpers



Above, Viafore, second from right in top row, and Atkins, first row center, with other crew members in front of 'Lucky Lady.' Yesterday Viafore, left, and Atkins met again.



Newday Photo: J. Conrad Williams Jr.

## 2 Bail Out in '44, Land on LI

By Heidi Durrow

STAFF WRITER

It was May 12, 1944, when radio operator Robert Atkins and co-pilot Dan Viafore climbed aboard the B-17 nicknamed "Lucky Lady" for a routine bombing mission over Czechoslovakia.

As the crew reached its target, an oil refinery in Brux, the lady's luck ran out. The bomber was crippled by anti-aircraft fire, leaving only one functional engine and a leaking gas tank. But the pilot — heading for the plane's base outside London — still managed to fly as far as Liege, Belgium, before the crew was forced to bail out.

It was the last time the two Army Air Forces crewmen saw each other.

Until yesterday.

After searching for 47 years, Atkins finally found Viafore, his former crewmate who went down with him over Nazi-occupied Belgium and was the only other member of the plane's 10-person crew to avoid capture. Ironically, Atkins, who settled in Texas after the war, now lives in Huntington Station, and Viafore, who came back to New York, now lives in Merrick, just a car ride away.

Yesterday, the two veterans remembered the past and brought each other up to the present over lunch at the 56th Fighter Group Restaurant in Farmingdale, a hangout frequented by veterans.

"I wouldn't trade that experience," Atkins said to Viafore, as he reminisced about his Army Air Forces days as a 21-year-old.

"What an adventure," Viafore said in agreement. The two veterans said their most vivid memory

was the day they went down — the deafening noise, the black smoke, the fear.

"There wasn't any time I could say I wasn't scared," Atkins said.

Viafore said he didn't have time to think of anything but "just getting out of the airplane safely."

Once the two airmen landed in separate areas, the luck they lost in the air found them on the ground.

Until allied troops liberated the area five months later, Atkins and Viafore lived with separate Belgian families — members of an underground who helped stranded airmen by taking them in and hiding them from authorities.

The two airmen were given false identifications as Belgian clerks for the local coal-mining company and tried to avoid contact with anyone. They never met as they were moved from family to family. Since they didn't speak the local language, they avoided talking to anyone, pretending to be deaf mutes, Viafore said. "All Americans [in hiding] were deaf and dumb. There were more deaf and dumb mutes in Europe in '44 than you have hair on your head."

The other crew members weren't as lucky and were captured within days. The pilot survived but was listed as missing in action and later presumed dead when he could not be found after the area was liberated, Atkins said.

"It wasn't easy [to avoid detection]. We had the help of a lot of fine people," Viafore said.

Both men returned to duty after being liberated, but did not come into contact with each other.

Atkins said he was glad that he and Viafore could finally talk about the days they weren't able to share while behind enemy lines. "I just wanted to find out what happened," he said.

Atkins said he has spent years looking for the other surviving crew members. After his stint in the service was up in 1945, his job as a traveling salesman helped him locate a couple of crew members, and he said he never lost hope that he would find the other members of the 731st Bomb Squadron who flew the last mission with him. Two weeks ago, his optimism paid off when he found Viafore's name on a new roster for a national Army Air Forces association.

"When I found his name in the rosters I was ready to cry," Atkins said.

"I haven't seen my telephone bill yet, but we talked a hell of a long time," Atkins said of the first phone call he made to Viafore identifying himself.

Talk they did as the two tried to catch up on 47 years of their lives.

Viafore told Atkins about his 35-year career as a New York air traffic controller, his wife of 47 years, his two sons, five grandchildren, and how he had lost a lot of the beautiful black hair he used to preen with two hairbrushes.

Atkins told Viafore about his life as a reservist, a salesman and a consultant in the transportation industry, his four children and four grandchildren, and his wife of 43 years.

The two joked easily as they sat at the bar reliving the old days and catching up on the new. "It was a lot of fun," Atkins said. "But not the best."

Mademoiselle Jeanine DE GREEF,

sa fille;

Et la famille

ont la profonde douleur de vous faire part du décès de

MADAME VEUVE

**Fernand DE GREEF**

dite « Tante Go » de la ligne Comète

née à Ixelles, le 29 juin 1897 et y décédée, le 20 août 1991.

Les funérailles ont eu lieu dans l'intimité.

LE PRESENT AVIS TIENT LIEU DE FAIRE-PART

1050 Bruxelles, avenue de la Couronne, 424.

790460 212

### SAMUEL JOSEPH MELANCON

Samuel Joseph Melancon a retired insurance agent for the American General Insurance Company and was a member of the 386th Bomb Group, 555th Bomb Squadron. He was shot down over Holland and spent over eight months with the underground before being liberated by advancing allied armies. Sam passed away May 21, 1990 at Ochsner Foundation Hospital of a heart attack. He was born in Donaldsonville, LA and lived in New Orleans for 55 years. A member of the 386th Bomb Group Association, AFEES, and the VFW Post 3267. Further, he received the Order of St. Louis from the Archdiocese of New Orleans. Burial was in the Lake Lawn Mausoleum.

# Flying Tigers win U.S. veteran status

## World War II unit had secret OK

By RALPH VARTABEDIAN  
Los Angeles Times

LOS ANGELES — They sailed across the Pacific Ocean on Dutch freighters, representing themselves as farmers, missionaries and mechanics. But this group of recently discharged military pilots had a special mission in 1941: go to China and fight the Japanese.

After landing in Rangoon, Burma, they set up an ostensibly volunteer aviation force in China. Shortly after the attack on Pearl Harbor, the fighting began. Ultimately, the 100 pilots amassed perhaps the greatest record in air combat.

Historians have long asserted that this group, the Flying Tigers, was a covert operation, orchestrated by wheeler dealers in the White House of Franklin Roosevelt and supported by the War Department.

But the Pentagon has denied the Flying Tigers was anything but voluntary, its members ineligible for veteran status or benefits.

But, five decades later, a special service review board has determined that the pilots and 200 or so crew men of the Flying Tigers — formally known as the American Volunteers Group — served on "active duty" during their battles in China. An announcement of the Defense Department finding, which was signed without ceremony May 3, is scheduled to be made today.

The Flying Tigers served under Chinese generalissimo Chiang Kai-shek, the ardent anti-communist, and their aircraft bore the insignia of the Chinese Army — circumstances that ordinarily would make them servants of a foreign power.

Secret documents obtained by Robert Schrieblman, the group's attorney in Torrance, Calif., leave little doubt about the origin of the unusual war effort. Creation of the Flying Tigers "has the approval of the president and the War Department," according to an August 1941 memo for the chief of the Army Air Force, Gen. Henry "Hap" Arnold.

The official U.S. involvement in the operation was clandestine, at least in part, because it violated the U.S. Neutrality Act, which forbade taking sides between "belligerent" nations such as China and Japan. No doubt there was concern that a U.S.



Chiang Kai-shek was in power as the American Flying Tigers flew under his service.

military operation in China would act as a provocation to the Japanese.

"To avoid a breach of international law, the entire project was organized as a commercial venture," according to a secret 1942 Army report obtained by Schrieblman.

Over a six-month period, the aviators destroyed 296 Japanese fighters and bombers, while losing just four of their own pilots to enemy gunfire. During their brief operation, which ended July 4, 1942, the operation slowed Japan's advance on China and bought critical time for the United States.

"We have a record that is second to none," said David Lee "Tex" Hill, one of 26 surviving Flying Tiger pilots, who shot down 12 Japanese planes and shared credit for a 13th. "Nobody will ever match that again."

At that moment in history, the victory was the lone American success in the war against Japan. After Pearl Harbor, the Japanese quickly captured Hong Kong, Manila, Bangkok, Singapore and Rangoon.

It looked like nothing could stop the Japanese, least of all a group of ragtag volunteers from America, equipped with dated Curtiss-Wright P-40 aircraft. The fighters, powered by noisy 12-cylinder engines, could not turn or maneuver as well as their lighter Japanese adversaries, the Mitsubishi Zero and the closely related Nakajima Oscar.

But the American aircraft were no clunkers. They sported twin 50-caliber nose guns and four 30-caliber wing guns, providing superior firepower. They could also take abuse — a cylinder head could punch a hole in a wing without catastrophic effect. And they had one tactic that proved to be the doom of the Japanese: By diving, they could pull away from their adversaries and maneuver into a position of advantage.

FROM ANNE CHARETON FRENCH

16 May, 1991 - Dear Friends: Thank you from the bottom of our hearts for having permitted us so once again come to the annual meeting of AFEES--I know that is due to you that we were able to experience the warmth of this durable friendship.

We were quite proud to be in the beautiful and comfortable hotel in Irvine and to have had the privilege of visiting the Hollywood Studios and the Queen Mary. these are the dreams of youth realized. I will never forget the moment when you called me in front of the large gathering and my confusion when i crossed that enormous room in front of 250 people with the elegance of "bien Parisienne" that



Back Row: Francis Heeken, Calude Murray, Jack Ilfrey, Joe Warth, David Shoss, Lee Fegetta and President Clayton David  
Front Row: William Cupp, Richard Wright, Ralph Patton and Robert Starzynski



Display case at VA Hospital, Decatur, Georgia

characterizes this poor lame Breton who is not as slim as I would like to be. I was so overcome by your friendly words that I was not able to thank you as I should have.

My "Chaperon" Armelle joins me in expressing our gratitude, and we know that you will transmit our thanks to all our friends of the AFEES and thanks to whom we were able to join your annual meeting. A special word of thanks to Guilaine and George Pagett, and Dorothy and Paul Kenney. Anne Chareton French



John Chernosky, Annd Brusselmans, Etta Chernosky and Yvonne Daley



Harry and Pat Dolph



Mr & Mrs Jan Dobber, Shirley and Claude Murray



General Lewis Lyle, Anne Brusselmans, Scotty David and President Clayton David



Harry Dolph, Claude Murray, Lee Fegette, Clayton David



Francis and Eleanor Heekin, Ralph and Bette Patton



**"MYSTERY PATCH"**

This photograph of a shoulder or chest patch depicting a B-24 with a goggled wolf riding shot-gun or should I say fifty-caliber and blazing away, was given to me by a member some time ago. We want to find out if anybody recognizes it and what outfit it belongs to. Thanks!

## Howard and Jeanette's Olde Post Exchange Price List

Decals, 4-1/2" Exterior, set of six (6)	\$ 2.00
Decals, 3-1/2" Interior, set of six (6)	2.00
Winged Boot Tie-Tac, w/chain, 3/4" pewter	6.00
Winged Boot Tie-Tac, w/chain, 3/4" blue	6.00
Winged Boot Cloth, great on shirts, 1" set of two (2)	5.00
Winged Boot Lapel Pin, 3/4" Pewter	6.00
Winged Boot Lapel Pin, 1" Pewter	6.00
Blazer Patch, Royal blue, Cloth only	10.00
A.F.E.E.S. License Plate	10.00
Official A.F.E.E.S. Visored Cap, Mesh Back, Navy	12.00
Official A.F.E.E.S. Visored Cap, Mesh Back, White	12.00
Official A.F.E.E.S. Visored Cap, Closed Back, Navy Only	12.00
<i>Note: One size fits all!</i>	
Official A.F.E.E.S. T-Shirts - Sizes S, M, L, XL, XXL	18.00
<i>Note: White with A.F.E.E.S. Logo</i>	
<b>BOOKS:</b>	
"THEY HELPED ME ESCAPE: by Clayton C. David	12.95
"THE EVADER" by Harry A. Dolph	18.95
"WOMEN OF THE RESISTANCE" by Margaret L. Rossiter	16.00
"THE COMET CONNECTION" by George Watt	21.95

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PHONE 315/594-2015



Peter van den Hurk sent a picture of Mimi jogging by the North Sea



Our two good friends David and Doris Shoss in New Orleans

AFEES MEMBERSHIP AND LIFE-MEMBERSHIP APPLICATION

Regular AFEES membership is \$10.00 per year (\$20.00) first year. Includes all rights and privileges. Life-Membership is \$100.00 with no annual dues. This too includes all rights and privileges forever.

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

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

DUTY INFORMATION: GROUP \_\_\_\_\_ SQDN \_\_\_\_\_ AIR FORCE \_\_\_\_\_ CREW POSITION \_\_\_\_\_

WIFE'S NAME \_\_\_\_\_ AIRCRAFT TYPE \_\_\_\_\_ WHERE DOWNED \_\_\_\_\_

HOW DOWNED \_\_\_\_\_ WHEN \_\_\_\_\_ E & E NO. (IF KNOWN) \_\_\_\_\_

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

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

Enclose check for dues, (check or money order payable to AFEES) a Tax deductible contribution for paid up dues to:  
CLAYTON C. DAVID, President, 19 Oak Ridge Pond, PO9554, Hannibal MO 63401, U.S.A.

HAVE A FINE 1992 ALL YEAR LONG - THANK YOU AFEES PUBLISHING

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