

339th

Fighter Group Association

Station F378 – Fowlmere, England



NEWSLETTER

"THE LADS FROM FOWLMERE"



Volume 21, Issue 1

March, 2001

Editor: Stephen C. Ananian

Home At Dusk



Painting reproduced here with the artist's permission.

**From the book "Robert Taylor Air Combat Paintings Vol. III"
By Charles Walker & Robert Taylor**

The winter of 1944 – '45 was the coldest in Europe for fifty years; this was the winter of the 'Battle of the Bulge'. Two articles submitted by Dick Thieme and Ron Miller in this newsletter deals with that period. These articles and the winter we are just emerging from set the theme for this issue.

The above painting depicts Mustangs of the 339th returning home over East Anglia. The snow covered landscape and windmills, bring back many memories. When I turn on my computer, it goes through its' gyrations and starting procedures, the scene above is what I see on the monitor. I watch Jim and Archie fly over that beautiful countryside. The

picture on the front page looks like a Courier and Ive's print in black and white, but you have to see it in full color, as I do, to appreciate its true artistic quality!

In my opinion, this is truly a work of art. The realism is uncanny. One wonders how the artist was able to visualize that scene without actually having been there. Without a doubt, this is my favorite painting of the war. I can relate to it.

This painting accurately depicts the war as I saw it. The beauty of the landscape could have been painted by one of the Old Masters. The artist has accurately rendered the details on these combat aircraft. Battle-weary, low on gas and streaked with oil, they are coming home. The mission has been a long one, the exhaust streaks spreading from nose to tail, tell you that. Only the pilot's heads are visible, yet you imagine them sitting erect, looking for any possible contingency. The beauty of the scenery is contrasted by the ugliness of the combat that these Mustangs have encountered. The rudder of the lead plane has been damaged by gunfire. These contrasts, each enhancing the extremes of the other.

As far as I know, the scene depicted never actually happened, but it very well could have! Anyone who has been there envisions himself in that situation. Returning home tired and exhausted, flying suits encrusted white with the salt from one's perspiration, this in spite of the bitter cold! Having survived the gunfire of the enemy and the hazards of the mission, and saddened by the losses you witnessed, but happy to have finally made it home.

Just look at the picture. It tells it all!

I remember flying back over that countryside like it was yesterday. The birds taking off as the roar of those 2,000 horses flush them from their nests.

Looking closely, one sees our flight. Archie Tower flying in '6N-D', "Angel of Mercy". Jim Starnes flying on his wing in "Tar Heel". '6N-D' shows damage, the tail has been hit by "Flak". Probably strafing an airfield and it was hit by ground fire. Jim and the rest of the flight are escorting Archie back!

You can almost feel their anxiety; they aren't "Home" yet. When Archie makes his approach, will the wheels come down? There could be damage to the 'landing gear' the hydraulic system or even the flaps. One can only imagine their deep concern.

That is what makes this picture so real. The beauty of the scene contrasted by the ugliness and reality that comes with combat. The contrast that one never gets used to, one minute flying through a barrage of gunfire, the next over the serene picturesque countryside of England. Dancing at night at the U.S.O. in London, and the following morning, dodging anti-aircraft shells over Berlin. What a way to fight a war! The resulting effect on a pilot was devastating.

I recall one night, after one of those 'hairy missions', driving with Archie and the lads to the Eagle Tavern in Cambridge, to lift a few pints. We parked 'Flak's' jeep in the barn next to the tavern so the 'MPs' couldn't spot it. We didn't drink too much because we were flying the next morning, but we were having a great time. That was the night we climbed on Bill Guyton's shoulders and burned the numbers '339' in the ceiling with our 'Zippo' lighters. The barn is gone, they tore it down and replaced it with the dining area of the tavern, but our signature is still there with many other WWII groups. Check it out when you are in Cambridge.

Archie survived this mission and many more. In fact everyone in that painting survived the war. They are all still around, only Archie is not here, having succumbed to Emphysema a few years ago.

STEVE



From the Desk of Jim Starnes

By Jim Starnes
Permanent Columnist



Capt Archie A "FLAK" Tower

About the painting...

Robert Taylor's painting has no basis in history. He just saw some color photos of 'Flak's' (Archie Tower's Nickname) bird and mine and decided to use them in one of his fine paintings. 'Flak' never had rudder damage to my knowledge. We were postwar buddies who met occasionally wherever we were stationed until he came down with Tuberculosis in 1949 or early 1950. I visited him in the big USAF hospital in Denver where they tried, unsuccessfully, to get his lung to heal. He was retired with full disability and put into a VA facility in Silver City, NM, where I also visited him in 1954. There they removed the diseased lung and closed the area with what he called ping pong balls (to fill the void space.) He later moved to Palo Alto, CA, and became a realtor when I visited in the late 50s. Incidentally, I mentioned the Taylor painting in the March 93 newsletter and printed a small reproduction of it. It irritated me that the painting was autographed by six aces, some of whom never flew a P-51 and several not even in England but were from Italy. I think the daughter or other relative of British ace Douglas Bader (think her name is Elizabeth Bader), runs an aviation art shop in LA and arranged for the aces to autograph the painting prior to it's sale. I have autographed several copies of that painting at 'Fighter Ace' Conventions where collectors bring their items for 'Ace' autographs. Incidentally, the other two P-51s are 6N-I and 6N-M, but are so far away that you need the painting's 33 inches to read them. It is a good 339th aircraft painting.

I would like to share this letter to Tom Penrose with the membership.

Dear Tom,

Enjoyed talking to you a couple of days ago and glad that you think you can make our St. Louis reunion next fall. You worked so hard and long on the new history that the association would like to honor you at that time. Your dad already received a 339th plate, but we want another to be for you. Incidentally, one wife (Mary Stevens) wrote me that she bought a copy of the new history for Brad's Christmas present, and they are pleased with the quality of the new edition.

Letter to Tom continued on next page

Today I received a copy of the December Newsletter, and it contains a letter Steve received from you (Tom), concerning the loss of pilot Arthur Lowery (503). Unfortunately, Steve did not include a return address to send any information. Lowery's photo was not included in the first issue, but your dad (Slick Penrose) was able to include his Evasion Photo in the new edition. The combat narrative section gives a brief account of that 22 Jun 44 mission, indicating that Arthur was lost strafing ground targets in the vicinity of Denain France, due to anti-aircraft fire. In the Sep 93 Newsletter I listed all our pilots still buried over there as provided by the American Battlefield Monuments Commission. Arthur L. Lowery is still buried in Plot A, Row 1, Grave 32 of the Normandy American Cemetery and Memorial in France. That is not far from the Normandy Beachhead where so many were killed during the invasion that month. That may not be much help, and there should be 503rd original pilots who knew Arthur Lowery, but it is doubtful that any will bother to provide information.

Just checked my file of 'Missing Aircrew Reports', and I have Lowery's. Witness statement by Shake (deceased) wingman: *"We went down to strafe a locomotive. I was slightly behind and to one side of Lt. Lowery. I noticed a lot of wires and lines. In my opinion he hit some of the wires, as his airplane rolled slowly to the right and when in a 90-degree bank it struck the ground on the nose and right wing. The plane exploded and burned instantly."*

I rarely think of our 339th Association without recalling my frequent help I got with the newsletter from my good buddy Richard C. Penrose. It just is not quite the same at our reunions without him, as we were compatible in so many ways - even roomed together. You and Marcia are not alone in missing him.

My very best wishes to you and Marcia during the Holiday Season and throughout 2001.

Warm regards, Jim



RETURN TO FOWLMERE, May 16-23rd

By Chester 'Chet' Malarz

At the request of our Association President, Charles Steffen, I have made arrangements for the England travel package. By this time you should have received your applications for our excursion. Although this is not an official reunion, we will treat it as such for the present. Don't know about you youngsters, but at my age, I can safely say it will probably be my last trip to the UK, unless, of course, her Royal Highness decides to grant me knighthood sometime in the future.

The dates, times and activities have been picked to take advantage of lower costs and hopefully decent weather. Our travel agent, Charlotte Carpenter, will be accompanying us. She is a very personable lady whom I am sure you will enjoy being with. She has worked with a number of other WW II groups, including the 352nd Fighter Group, the "Blue Nosed Bastards of Bodney". Bob Powell, who planned the 352nd reunion, is a friend of mine. He speaks very highly of European Holidays

Trip to UK is continued on middle of page 8, after the 'Treasurer's Report'



"Jones-zee"

S/Sgt. William E. Jones

Story and drawing

By Ronald E. Miller

Armorer, 505

Editor's note: - Another contribution from our artist / armorer Ron Miller. This is the first of two stories in this issue about seeking warmth during the cold winter of '44 - '45. Drawing is inscribed William Jones Los Angeles Calif. and Signed R. Miller 6/26/44. STEVE

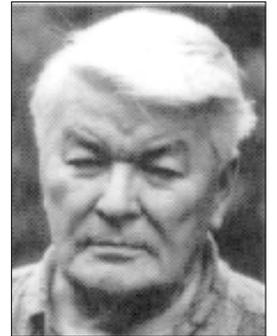
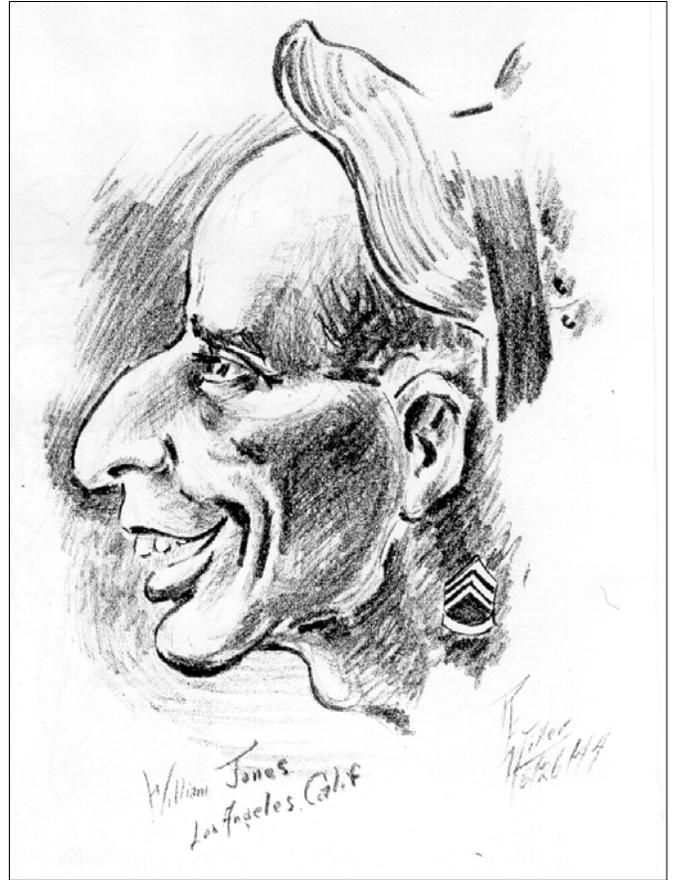
I am forwarding copies of a few cartoons done while at Fowlmere. The availability of Quality drawing paper was zilch, so that the originals were done on stationary out of the orderly room. Today, the paper is of yellow ochre color, delicately brittle, and bearing the censor's stamp on their reverse. Unfortunately, the Censor's stamp of approval has more antique value than the drawings.

The drawings are imbued with an amateurish style flavor, which may be overlooked by the attempted humor. Hope so! I would like to draw your attention, though, to the one of "Jones-zee" as we called him.

Jones was a mechanical genius. In civilian life he had been on a team doing research study in the design of the jet engine for aircraft. The Army, however, in all it's infinite wisdom, had tucked him away into the role of an **armor**er (eventually, further hidden in the 505th Squadron). I am still amazed at such a waste of talented manpower.

Jones designed and built an oil heating unit for our stove in our Quonset hut quarters. The unit ran on the old oil that was removed from the planes. It was marvelous, the warmth and comfort that we enjoyed. Then the upstairs authorities issued orders that all discarded aircraft engine oil would be packaged and shipped to a base oil supply for use by infantry tank units. The oil no longer suitable for aircraft would do quite well for Patton's tanks. So we sorrowfully went back to the chill ridden quarters from which we had so briefly emerged.

Jones was a dependable individual and well liked by everyone. I suspect by now he has gone to his glory where I'm certain he will be well liked there also.



RON



The Fight For Comfort

'In Search of Heat'

By **Richard Thieme** pilot 505th

As I sit warm and comfortable at home in the middle of a Wisconsin winter my thoughts return to our efforts for keeping warm at Fowlmere, England during that winter of 1944.

As fall came it became more and more uncomfortable in our 'eight man' Quonset hut. The hut, with concrete floor, masonry ends, and the balance, corrugated metal, was a cold and damp place to live. There was a coal stove in the center of the hut but coal was rationed at a few scuttles a week, not nearly enough to make it comfortable.

There was more coal available, evidenced by a large pile of coal in the center of the living compound. A cyclone-type fence surrounded it. That pile of coal was sort of a challenge so our first action was to get over the fence and get more coal. This failed when my friends helped me over the fence so I could fill our coalscuttle. Soon others came with their scuttles to be filled but they all abandoned me and left me inside the fence when two British civilians arrived to complain. I was escorted out and assumed that no further action would be taken.

However, after returning from a mission the next day, I was told to report to the 'Orderly Room'. There Captain Lingle proceeded to tell me that I had violated some Article-of-War and therefore should be punished. He even suggested I should not wear the Good Conduct Medal earned during training. He was in the process of telling me that I was restricted to the base for thirty days, except for flying missions, when the conversation was suddenly terminated with Col. Henry's arrival. Col. Henry appeared tired and frustrated and he recognized that I was being reprimanded. He asked Capt. Lingle if our meeting had "anything to do with winning the war". When the answer was "not exactly" I was dismissed.

We were still uncomfortable, with no solution in sight, when folks in the adjacent hut secured an aircraft engine heater. It was operated by an engine and had two large flexible tubes dispensing heat. They offered us one tube. We took out a windowpane and replaced it with the tube. This kept us comfortable at night but smelled strongly of exhaust. Returning from a mission one day we found the unit gone. Rumor had it that Doc Scroggin vetoed its use because of the fear of carbon monoxide.

Still uncomfortable, one of our fellows heard that drained oil was available and we should try to use it for heating. We decided to explore this. We scrounged an empty barrel, some copper tubing and fittings, and a crate to elevate the barrel. The barrel was located outside the hut and we punched a hole in the metal wall and strung the tubing from the barrel to the stove. We put in a few gallons of oil for a try but it didn't burn too well so we mixed some gasoline with the oil and it burned great. The stove, and the pipe through the roof, just glowed! Finally we could keep ourselves warm and comfortable. We still had a problem with the mess of mixing the oil and gas. Our uniforms just

Continued on next page



1st Lt. Richard G. Thieme

Continued from previous page

weren't the proper clothing to be wearing for this type of work; therefore, each fill had less oil and more gasoline until we finally were burning pure gasoline. The final improvement was filling the stove with large rocks. For the balance of the winter whenever we wanted heat, we lit a piece of paper in the stove and then opened the gasoline valve and got all the heat we needed. We kept a full scuttle of coal standing next to the stove as a reminder of the days when we were cold. DICK 

Have you paid your dues for 2001?



PRESIDENT'S MESSAGE

By Charles Steffen *President 339th FGA*

Greetings, looking forward to our 22nd Annual Reunion in St. Louis this fall. It is not only the goal, but also the obligation and responsibility of Larry Powell and me, along with your Board, to provide you with an interesting location, hotel lodgings and program to influence your attendance to renew old friendships. After all, that is what our association is all about, perpetuating the spirit and memory of 339th veterans who served gallantly in WWII.

Based on preliminary reports I have from Larry, if you were pleased with the San Antonio affair, you will be happy with the hotel and program plans for St. Louis.

We certainly appreciate that the increasing age of all of us, and perhaps health problems, sometime prohibit attendance. Also there are the increasing costs related to our reunions, but we hope all those who have faithfully joined together in recent years, and all others who can attend perhaps for the first time, will start making their plans to travel to St. Louis.

Due to the declining attendance at many fighter and bomber group reunions, the Eighth Air Force Historical Society is urging the 339th to join up with them at their national annual reunions such as the one staged in Salt Lake City last October. Based on comments from many of you, I have informed the 8th AFHS that we are not about to fold our tent at this time and will continue with our own annual reunions so long as it is practicable to do so.

Remember it is your attendance that makes for a successful reunion, and without you we would have no reason to continue these get-togethers of old friends. I am asking our squadron and unit directors to do whatever they can in a personal way to influence our comrades to return to the reunion once again or come for the first time.

Incidentally, already we are talking about interesting locations for our 2002 reunion - Nashville, New Orleans, Orlando and even Boston has come to the surface again because of it's background - the bowels of history. If you have any ideas, drop me a note, as it is the membership your Board wants to satisfy and not have an arbitrary decision.

I urge you all to "MEET ME IN St. LOUIE" on or about October 1st. All finalized details will be in the June Newsletter.

CHARLIE 

339th FIGHTER GROUP ASSOCIATION TREASURER'S REPORT - YEAR 2000

William R. Guyton Treasurer

Dec. 31st, 1999

Dec. 31st, 2000

\$ 5,635.94 Checking Account
10,156.28 Certificate of Deposit
 \$15,792.22 Total

\$ 11,874.26 Total in Checking Account

EXPENSES

RECEIPTS

Florida Dept. of State	\$ 61.25
Flowers-S.Conley	90.88
Newsletter	3,340.31
Fowlmere School	1,000.00
2000 Reunion	1,615.65
History Books	<u>451.46</u>
Total Expenses	\$ 6,559.55

Contributions	\$ 1,231.00
Interest from C.D.	319.17
Sale of Caps	108.00
Sale of Books	490.00
Reunion Refund	<u>493.42</u>
Total Receipts	\$ 2,641.59

\$ 5,635.94 Checking Account 12-31-99
 10,156.28 C.D. 12-31-99 (Deposited in checking account 7/19/99)

15,792.22 Total 12-31-99
+2,641.59 Add Receipts in year 2000
 18,433.81
- 6,559.55 Less Expenses for year
 \$11,874.26 Total in Checking Account as of 12/31/2000

Signed *William R. Guyton* Treasurer

BILL



UK trip continued from page 4

Travel. The program is designed to allow more individual freedom for adventurous exploration. If you want to arrive sooner, stay later or travel to other places that can be arranged. Ms. Carpenter can make any arrangements you desire. As for the group deciding to go on side trips to Canterbury, Windsor, the Tower of London, or wherever, we have full utilization of a couch (bus) for eight hours a day. The hotel in Cambridge, (Moat House) better known as the Cambridge Garden House is located on the river Cam, a beautiful spot near the center of town. In London the Imperial is located at Russell Square, about a block from the underground (tube) station, of the Piccadilly line. We will have good transportation.

In Cambridge we'll make the usual visits. I'll warn the proper people that we are on our way. While at Fowlmere, it's a must that we have a lunch and lift a few 'pints' at the Chequers Pub.

So, get with your buddies, make your plans, and we'll invade the UK once again. If you have any questions please call Charlotte Carpenter at (770) 925-2994. *CHET*



A TAX REMINDER

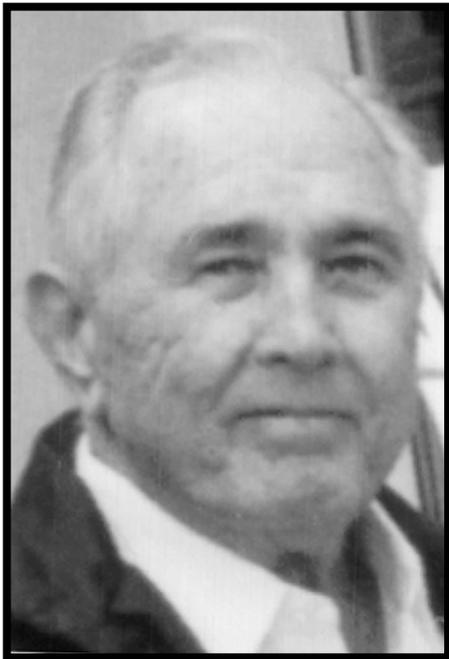
The 339th Fighter Group Association is a 'Tax Exempt' Corporation, therefore your donations may be deducted as a 'charitable donation'.

Our thanks to the following for their generous donations: -

\$50 CHARLES J. STEFFEN, \$50 WILLIAM E. BRYAN, Jr., \$20 MICHAEL J. COTTER,
\$20 JOHN G. HOLLOWAY, \$20 ROBERT E. IRION, \$20 Mrs. JANICE B. JAMES,
\$50 JAMES A. MANKIE, \$20 CAROL 'BUD' MARTIN, \$50 HERVEY S. STOCKMAN,
\$20 F. WENDELL SMITH, \$50 HERMAN 'Stormy' MONDSCHNEIN, \$20 EDWARD J. PURZYCKI, \$20
JAMES WELLS, Jr., \$10 Mrs. CLARENCE CARR, \$25 DAVID A. MACKENZIE, \$25 RICHARD G.
THIEME, \$50 PRIMO T. ZAMBARDO, \$20 Mrs. ALMA S. WALBOURN, \$25 Mrs. EILEEN WEBER,
\$20 WARREN L. OLSEN, \$20 JOSEPH G. FARRELL, \$15 CARMEN R. GRANDE,
\$25 JAMES A. DELISIO, \$50 STEVE GROGAN



A Fond Farewell



Bertis A. Conner, Jr.

Pilot 505th

One of the hi-lights of our reunion in San Antonio was again seeing Bert Conner and meeting his family. We have missed their presence for the last few years because of Bert's declining health. Bert was wounded when his plane was shot down while strafing a German airfield. He has been suffering all these years from those wounds. His story has been told in past issues of the newsletter, and there is no need to discuss it at this time.

A few weeks after our reunion we were told of Bert's death. I did not have an opportunity to give the story, the full coverage that it deserved.

I will never forget the night of the Banquet Dinner; I was looking at Bert sitting in his wheel chair, across from me, when they "Posted the Colors". Bert saluted as the Honor Guard passed by, then suddenly he doubled up in pain, still saluting. His eyes looked up at the "Colors" and they were moist, not with pain, but with the affection he felt for that flag he had sacrificed so much for. I can tell you there were tears in my eyes and all those around me that witnessed it.

One always remembers Bert's warm, boyish smile of pleasure when he greeted you. Even when we flew in formation, his oxygen mask on, but there was a twinkle in his eye and you knew he was smiling. Funny how you remember those little details. *Continued on next page*

I know that Bert is in "Heaven" with his Creator. I don't know what "Heaven" is like or could be, but I can not imagine a "Heaven" without shining silver P-51 Mustangs, gleaming in the sunlight. I know he is flying with his fellow airmen in clear blue skies. There are no empty gas tanks, no instrument flying and no angry black puffs from antiaircraft fire. There are only small white tufts of Cumulus clouds that swirl by your wing tips as you dive through them.

Bert occasionally comes down on the deck over the field. He executes a graceful slow roll thirty feet above the ground, just to let you know he is in his element.

Bert was a Patriot, a true "Texan" and a great Fighter Pilot.



Dr. Fred R. "Doc" Scroggin

Flight Surgeon 505th

Fred and Jane had also been veteran attendees to our reunions. We also missed them for the past few years because of health problems. What a pleasure it was to listen to Fred, with his Kentucky drawl, recounting all that had transpired since we last met.

Then came the shocking phone call last month that our beloved 'Dr. Fred' had passed away after surgery on December 11th.

The world has lost a fine member of the Human Race, a benefit to society, a lover of his fellow man. 'Doc' loved to hunt and fish, and was a true environmentalist.

We, who knew him personally, have lost a great friend and a real hero. During the war, Doc received the Soldier's Medal for running into a burning P-51 and rescuing the pilot.

As president of the 339th Fighter Group Association, Fred was an inspiring leader, with a great sense of humor. He had a realistic outlook on life, with high moral values.

We of the 339th have lost our very own 'Will Rogers'. The banquet dinners will not be the same without him. The group will miss his leadership, his love and high regards for the members of the 339th. At our Buffalo Reunion he said of our group, "You are the best".

Well Fred, we say this with honesty and pride, "Doc, you were the best".

We will miss his entertaining speeches, his interesting conversation, and his comforting thoughts. Perhaps someday, when we meet again in the 'here-after', he will tell me how the mouse got out of the 'tin can', and in return I will tell him how the holes really got in the Swiss Cheese.

How fortunate we were to have known him.



Marilyn Carroll writes that I had erroneously listed the death of her husband **Edward J. Carroll**. HQ Communications. We are happy to say Ed is still among the living, but is in a nursing home suffering with dementia as a result of back surgery. My apologies.

Palmucci, Sam, 505 - Aircraft Maintenance, writes that his wife Theresa, passed away last year on June 18th.

List of deceased continued on next page

List of deceased continued from previous page

Paul, Robert H., 505 – Pilot, passed away on October 6th. Bob had been suffering with Alzheimer's Disease.

Rostad, Ralph, 503 - Sheet Metal, passed away on October 9, 2000.

Rosati, James, 505 - Communications, passed away on Nov. 30th in Rochester, NY after being ill. Son Jim writes "I hope to be able to scan online a folder of old military photos from Fowlmere and his boot camp in California sometime in the near future. If anyone wants to contact me for more information, my email address is Rosaticrew@aol.com".

- J. Rosati

Scroggin, "Doc" Fred R., 505 – flight surgeon, "Doc" passed away after surgery on December 11th, 2000.

Seifts, Dallas E., 503 - Medic, passed away on December 9th, 2000. Dallas had been ailing for the past few years

Canon, James R., 503 - Armament Supervisor, passed away on January 12, after a 3-year fight with cancer.

Blizzard, R. Vernon, 504 – Pilot, passed away on December 16th, 2000. He had suffered with Parkinson's disease for five years.

Lee, Fitzhugh, 504 – Supply NCO, passed away on January 30th, 2001.

To the families of our departed friends we offer our condolences.



The Mailbag



Beverly Irion, wife of Bob Irion, pilot 505th, sends in a snapshot taken of Ed Girzi, pilot 505th, and wife Alice with Bob and Bev Irion. Taken when they met for lunch in the Phoenix area last year. Both couples were there to spend Thanksgiving with daughters. You can see how happy they were to see each other. Ed and Alice have not attended a

reunion yet.

Enoch Stephenson (pilot 503rd) writes: -

One of my Christmas presents, and the most interesting, was given to me by our two sons. John, the 45-year-old, had told me that he and his 7 and a half year old son Will wanted me to go for a ride with them on Sunday afternoon, Christmas Day. It was all a big secret. About lunchtime, our other son, Fred, 54 showed up, so the four of us set out. I had no idea what the flight plan was. We drove for about 45 minutes and pulled in at the Gallatin, Tenn. airport. When I saw a T-6 sitting on the ramp, it finally dawned on me that they were treating me to a ride.

The young girl who owns and flies the 'bird' met us, briefed us and off we went. I was in the front seat and she in the back. She did the takeoff and landing, but otherwise I flew the airplane. After we climbed to 4,000 ft. I did a couple of chandelles. Her response was "well, this is not a check ride." Then I did a couple of barrel rolls, which were as bad as the chandelles. She asked if I wanted to do a loop, I told her that I was getting a bit queasy, so we flew straight and level for the rest of the half-hour. She demonstrated her proficiency in a barrel roll. Hers was better than mine was. It was a blast.

Mail continued on next page

Mail continued from previous page

It was certainly the most memorable Christmas present I have ever received.

At our Reunion in San Antonio, I got to see my crew chief for the first time in fifty-six years. We had a good time reminiscing.

Photo at left, from Left to right, the smiling faces of Enoch Stephenson pilot 503rd, Raymond Bellman Crew Chief 503rd and Ray's son John.



ROSTER CHANGES

Please add the following names to your new mailing list -

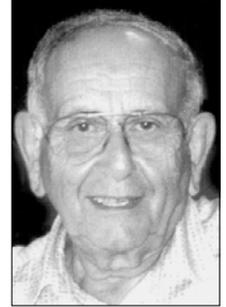
Members

JOHNSTONE, GEORGE J., 503 – Pilot,
1813 LAKE PARK LANE, BIRMINGHAM, AL 35215, Dot
STAGGERS, TED, 505 – Pilot,
811 TOTTENHAM Road, BIRMINGHAM, MI 48009, Bette
STRACHAN, ROBERT, 504 – Armorer,
117 HAGER STREET, HUBBARD, OH 44425, Patricia
PLACKO, MIKE A., ORD -,
1036 DEAL LANE, HOLIDAY, FL 34691, Lillian
PALMUCCI, SAM L., 505 - Aircraft Maintenance,
409 CHESTNUT STREET, NEWARK, NJ 07105, Theresa
GOERTZ, ALLEN, 503- Medical NCO,
801 14th Street, WHEATLAND, WY 82201
EBERSOLE, Mrs. BEULAH J., 505 widow of Ira Radio Maintenance,
715 OLD HOME Road, BALTIMORE, MD 21206
HELSING, RICHARD V., 504 - Homing Station Operator,
527 BURKHARDT AVE., BADEN, PA 15005-1602,
BECKER, LEO H., 505 – Pilot,
24001 MUIRLANDS BLVD.# 489, LAKE FOREST, CA 92630-1763
CAMINITI, PETER, GRP - Physical Training Technician,
3050 N.E. 16th AVE., FT. LAUDERDALE, FL 33334,
EVANS, FRANK T., 505 – Pilot,
967 BAL ISLE DRIVE, FT. MYERS, FL 339919-5901
BENNETT, CARROL, 504 – Pilot, PO Box 157, BURNS, OR 97720
ROSEN, GEORGE J., 504 – Pilot,
7484 DEEP RUN Road Apt. 912, BLOOMFIELD HILLS, MI 48301, Janet
HARRY, WADE J., 504 - son of Pilot G. P. HARRY,
11752 SPRING Drive, NORTHGLENN, CO 80233
ANGIONE, CHARLES W., 503 - Assistant Crew Chief,
10 BEAUMONT CIRCLE, YONKERS, NY 10710, Louise
Change **ZACCHILLI, ALFRED A.**, to 14 RAVENNA Street.
Change **CANON, JAMES R.**, to 516 W. 4th Street
Change **CARR, VERNON**, 505 - Pilot, to 57 Hancock Ave., BROCKTON, MA 02301-2939
Change **MONDSCHIEIN, HERMAN** to 18th Weather Squadron Detachment Weather Officer
Change **ZAMBARDO, PRIMO**, Zip Code to CT 06432



Editor's Corner

By Stephen C. Ananian
Pilot, 505



Our notice to all you readers that we were using our new mailing list brought forth a landslide of address additions and changes. I was faced with the choice of reducing the size of the type so that I could fit them all in or to only print part of the list. I opted for the latter, so the next issue we will complete the list.

I made a few errors in the last newsletter. I am happy to announce that Edward J. Carroll, HQ communications has not passed away, although he is in a nursing home suffering with dementia. I also listed it in our deceased column so that there would be no mistakes. My apologies to his wife Marilyn and family members.

I also neglected to thank Past President Fred Cox for the help he gave us in San Antonio. Fred delivered the invocation and is of great assistance in listing member's locations for possible future reunions. Thank you Fred, I knew I would leave someone out!

I am also pleased to announce we have again located Carroll W. Bennett, pilot 504th. He had neglected to inform us of his address change and his newsletters have been bouncing back. As a result, he has been off the mailing list for some time. Let that be a reminder to all of you, please notify me of address changes.

Our thanks also to our Web masters on the Internet, for their handling of the many queries that they receive regarding the 339th. Also note the slight change in address of Jim Sterling's Web-Birds site.

You should have received details for our 'Overseas' trip to the UK on May 16th through the 23rd. If you have not and wish to join the 'Return Tour' see Chester's article on page 4 or Tim Ferrell's 339th web site, for instructions on contacting the tour director.

A reminder that the 'Battleground' series on the cable History Channel, will feature the P-51 Mustang as well as a few members of the 339th Fighter Group. It is scheduled to be aired this spring, look for it!

Also the following email from Joe Noah of the 'Preddy Memorial Foundation', "We had a bust made a couple of years ago of George Preddy, the top Mustang ace. We had his younger brother's bust made this year. Both busts will be displayed in the Greensboro Historical Museum, Greensboro, NC. You may see a photo of George's bust on the following web site:

<http://www.preddy-foundation.org/> We hope you will tell this story to the 339th Fighter Group Association when convenient. Bill Preddy was a pilot with the 503rd FS. He was killed in action on April 17, 1945 -- shot down by enemy ground fire as he and his squadron CO, Captain Ray Reuter, strafed an aerodrome near Prague."



1/Lt William Preddy 503rd



We are on the Internet!

See these Web Sites: -

"Little Friends" 8th AF Page: England, **Peter Randall** <http://www.pyker.dircon.co.uk>

339th Web-Birds Page: Alaska, **Jim Sterling** <http://www.web-birds.com/8th/339/339>

339th Fighter Group Page:

Our Homepage, **Tim Ferrell** <http://ourworld.cs.com/the339thftrgrp>

My email address is: - stephen_ananian@mindspring.com

HAVE YOU PAID YOUR DUES THIS YEAR?

Remember only veterans of the group need pay dues. We do not wish to encumber widows and family members of our deceased members with that burden.

Mailing List Update

Check the enclosed mailing list. Make certain that your name is there. If not, this is the end! If you wish to continue to receive this newsletter and notices of future reunions, please fill out this form and mail to me at the address below. If you wish to pay dues you may also use this form.

Please accept my donation of \$10 for my dues payment to the 339th FGA.
(Your donations are 'Tax Exempt'.)

Please add my name to the mailing list.

339th Fighter Group Association, Inc.

C/o S. C. Ananian

4 North Orchard Farms Ave.

Simpsonville, SC 29681-4866

NAME _____

First

Middle

Last

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Phone (if you wish) _____

E-mail _____



Clip here

----- MAILING LIST UPDATE FORM -----

339th Fighter Group Association, Inc.

c/o S. C. Ananian

4 North Orchard Farms Ave.

Simpsonville, SC 29681-4866

US
POSTAGE

ADDRESS CORRECTION REQUESTED

To:-

Mailing Address

