

September 1, 2001

339th

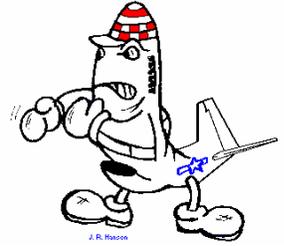
Fighter Group Association

Station F378 – Fowlmere, England



NEWSLETTER

"THE LADS FROM FOWLMERE"



Volume 21, Issue 3

Editor: Stephen C. Ananian

Start spreading the word . . .



it's a three thirty-nine 'bird' . . .

Michael George will fly his Mustang to St. Louis!

Last year we reported the story of Michael J. George, and his Mustang painted with 339th markings (September 2000 page 4). Michael will attend our reunion this year. He has graciously offered to bring his P-51, D7-J, named "*Worry Bird*" to St. Louis. His aircraft is painted with the markings of the original flown in combat by 503rd pilot Robert Frisch.

'Spread the word' continued on next page

Robert informs me that Michael will be attending the banquet dinner on Wednesday, October 3rd, and will fly in shortly after noon with his highly polished airplane. Those who wish, will go to the airfield and watch Michael land this beautiful aircraft. We will have the opportunity to take pictures, meet Michael and see his airplane up close. I can guarantee you this is a sight that is a 'must' for anyone that loves the Mustang. It is probably the most magnificent preservation of a P-51 D in existence.

"Worry Bird" is listed in the 'National Register of Historic Landmarks'. You just have to see this Mustang with the markings of the 503rd Fighter Squadron.

Three members of the 339th that have never been to a reunion before are attending this year for the very first time. Charles LeDuc 505th Crew Chief, and two 504th pilots, who were completely unaware of our existence, are scheduled to attend. Last year, 1stLt. Jeffrey Smith (Air Force C-141 navigator) located our group through Jim Sterling and Tom Penrose on the Internet. Jeffrey is the grandson of Roland Smith 504th pilot (seen in photo on right, pointing to swastika on plane, exhibiting his first kill). Jeffrey, his grandfather Roland and their families are scheduled to meet us all at St. Louis.



Just recently Nancy Winston daughter of another 504th pilot Leonard A. Kunz (read her article on page 4), also discovered us on the Internet through Jim Sterling and Tom Penrose as well, Leonard (seated in cockpit on the left) and his wife Norah live in the St. Louis area and were also unaware of our existence. They too will be at our reunion and are anxious to meet all of us.

A few days before the 4th of July, Isabel and I had the good fortune of having lunch with Mary and Chet Malarz. As a result of ill health they had missed our reunion last year. I believe Chet and Mary (seen here in

photo on the right taken after lunch) have been to every one of our Reunions except for the last one. I can report they look healthy and able; both are recovering nicely and intend to be with us once again at our reunion next month. It will be an exciting four days of fun, socializing and meeting once again with new and old friends. If you haven't finalized your plans it is still not too late to do so. See pages 14 and 15 for details. STEVE

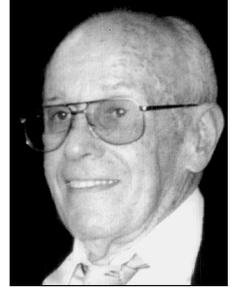


photo on the right taken after lunch) have been to every one of our Reunions except for the last one. I can report they look healthy and able; both are recovering nicely and intend to be with us once again at our reunion next month. It will be an exciting four days of fun, socializing and meeting once again with new and old friends. If you haven't finalized your plans it is still not too late to do so. See pages 14 and 15 for details. STEVE



From the Desk of Jim Starnes

By Jim Starnes
Permanent Columnist



Old Age Ain't for 'Sissies' . . .

There is something about the title of 'Permanent Columnist' that bothers me. You see I do not feel at all like a permanent columnist. With bad double vision, a bad back, a bad right knee and a bad left ankle, I hobble around like a 99-year-old fugitive from a nursing home. A more accurate title would be a Permanent Physical Wreck. But I plan on being in St. Louis for our reunion just the same.

Now that does not mean I want to exchange ailments with some of you. I would not trade with Chet Malarz or Jay Marts who have been cut open to repair abdominal aneurysms. We have lost some and are losing more veterans to Parkinson and Alzheimer's, cancer heart disease and stroke. I would not trade with Andy Sirochman, who has been my best buddy since I was an 18-year-old aviation cadet early in 1943. It has been almost seven years since he had a relatively mild stroke, went into the famous Cleveland Clinic and two days later, while in their care had a massive stroke on the other side of his brain. After years of speech therapy, he can only muster a halting "Hi Jim" on the phone.



1/Lt. Andrew Sirochman

I will never forget the 13 Aug 44 mission on which he bailed out over northern France. We were strafing a number of rail cars in a small marshaling yard, and I was following Andy around the strafing pattern. He decided to hit a rail car off to the left of where the rest of us were hitting. He set off the largest explosion I have ever seen, and then had to fly right through the middle of a huge fireball at about 250 feet. I flew around the smoke cloud to the opposite side of the blast and was surprised to see his aircraft covered with soot and still airborne. His P-51 was leaving a white contrail of coolant, and the fabric had been burned off the rudder and elevators, leaving the exposed skeleton of the framing. It was hard to believe that with the skin burned off, they still responded to control the aircraft. Andy was able to climb to a safe altitude before the engine finally froze up from lack of oil and coolant. He bailed out successfully and remained in the hands of the French Underground until the Allied ground forces swept through the area four weeks later. He returned to the group and finished his combat tour before returning to the states.

In the last newsletter I wrote that crew chief Tom Miller was in his 90's. Tom phoned me after that issue came out and was glad to see his name mentioned. His yard in Houston,

From the Desk of Jim Starnes is continued on the next page

Texas, had a foot of water from Tropical Storm Allison at the time. Since then he has been hospitalized with a broken hip - a very bad injury for someone his age.

Tom's pilot during the war was 505th Squadron C.O. **Joe Thury**. The photo below shows Tom working on 6N-C "Pauline." We wish you the best Tom!



Crew Chief S/Sgt Tom Miller

Recently I received a very nice letter from **Janice Brown James**, widow of 503rd pilot 1/Lt. **Robert B. Brown**. Jan has been on our roster for many years and says she really appreciates those newsletters. Most of the pilots she remembers are no longer with us. You may recall that Bob was lost on 19 June 1944 in bad weather over France when flight leader **Capt. Nathan T. Folwell** lost control. Folwell and Brown went in with their P-51s, while **Ralph Dearey**, who was with them, recovered below the clouds only to be shot down by Anti-aircraft Fire and became a POW. Jan wanted to remind us that Nate and Bob are buried in a single grave at the

Jefferson Barracks National Cemetery in St. Louis. Some of the 503rd pilots who knew them may want to be reminded if they chose to visit the gravesite. Jim 

If you have not registered yet, do so NOW!

See page 14 for all the necessary forms.

Don't be late! **September 3rd** is **CUTOFF DATE** for registration!

Hotel: -

St. Louis Marriott Pavilion Downtown, One Broadway,
St. Louis, MO 63102. Phone: 1-314-421-1776

Marriott Hotel Reservation number 1-(800) 228-9290

Check in hotel on **Sunday, Sept. 30th**. Check out 11:30 AM **Thursday, Oct. 4th**. The rates are \$95 per night plus tax. This rate applies for two nights before as well as two nights after, so if you wish to extend your stay, you may do so at the same low rate.

Call the hotel or the reservation number for your reservations. Tell them you are with the 339th Fighter Group Association and you want our '**Group Rate.**' 

PRESIDENT'S MESSAGE

HOW ABOUT THE TRIP TO BRITAIN?

By Charles Steffen President 339th FGA



I feel something has to be said about the recent trip to Britain by a small group of our members. This return trip to Britain was first proposed by me at the Savannah Reunion in 1998 and at that time as many as 70 of our members and spouses indicated a strong interest in going back to our old haunts. No progress was made until we met again in San Antonio in 2000; the number interested had dropped to 35 plus.

Your 'Board' concluded there was not sufficient interest to specify England as a reunion site. However if there were enough members interested in making one last journey back to Fowlmere, we might give it a try. Chet Malarz was asked to set up the trip.

Now 2½ years later, twelve people departed for England on May 16th. You have seen their faces in the March Newsletter. I am sure that all of those who initially had interest in the trip had good cause for not being able to join the group. It does show how over time, with increasing age and perhaps medical or financial problems, our priorities can change. My 'grease-monkey cap' is off to the 'Faithful Twelve', all of whom said they had a great time.

As to the 'great time', we can be thankful that the twelve enjoyed the warm hospitality of Martin Sheldrick and his wife in Fowlmere. I have written them, expressing our gratitude and appreciation on behalf of the Association.

Special thanks to Laurina and John Harris for giving the event some flavor with their period uniforms and the display of era memorabilia, and also for the presence of Julie and Nick King and Peter Randall.



Left to right: - John Harris, Gil Cohen, Carl French, Bill Perry, 'Dutch' Eisenhart and Laurina Harris

I would be remiss if I did not mention the time and effort put into planning of the tour by Mrs. Charlotte Carpenter of 'European Holidays Travel' in Stone Mountain, Georgia. All participants had nothing but high praise for her planning and escort.

Continued next page

Permit me to slip in a commercial. Please keep Mrs. Carpenter in mind if at any time in the future you have need for an expert travel agent.

And finally, I thank my friend Chet for all the planning and negotiations I put him through. Both Pat and I wanted to make the trip but unforeseen family situations prevented us from being out of the country at the time.

Best Wishes to all.

CHARLIE



THE side of DAD I NEVER KNEW . . .

Browsing the Internet

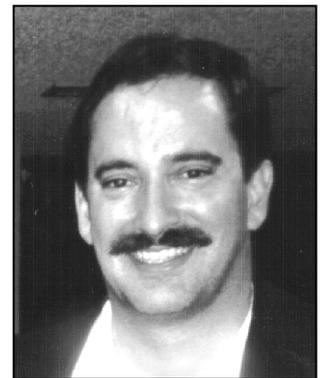
By Nancy Kunz Winston
Daughter of newly located 504th pilot Leonard Kunz

I'd like to showcase a group of people on the Internet, who deserve some fanfare. The Web address, www.web-birds.com honors those who defended the rights and principles of the United States from the air.

'Web-birds' has histories, photos and stories for much of the US Army Air Force during World War II. If you are an Air Force or war history buff, this site has something to interest you. Jim Sterling, who is a firefighter in Alaska, runs this Web site. Jim started this site because of his passion for WW II air warfare. He states on one page that it was the 'never give up' spirit of these air warriors that drew him to these stories. Against all odds, the United States and Allies pushed through Europe with the support of these fliers.

You ask, a retired housewife, never in the military and 'surfin' military sites?

Unlikely, except for my newly found family history, just recently, my Dad has allowed me some glimpses of his war experiences. Fascinating, as they are horrific, I decided to do some more research.



Jim Sterling



Peter Randall

Recent work on my father's extensive photo collection spurred me on. I found duplicates of some of his 'official' photos at web-birds. He was in the 8th Air Force, 339th Fighter Group. By going to that page from the main site, I was able to see camera snaps from my Dad's gun camera as he chased an ME 262.

There are also mission lists, snaps of life on the makeshift base in Fowlmere and several first hand stories from fellow pilots.

Mustang in flight is the image for the 504th Squadron. Entering this page, I am faced with images fresh from my Dad's scrapbook pages. There is Otis Kurth, his best friend in the squadron. Sadly, he

Continued next page

didn't make it back. Other characters from my father's tales stare out at me from 50 plus, years ago, they were so young, talented and giving of themselves in pursuit of an ideal.

Clicking on the link for "Keeping the Memory Alive", I go to Peter Randall's page in England, "Little Friends" Eighth Air Force web site (www.pyker.dircon.co.uk). His 339th Fighter Group home page link takes me to a detailing of the Group's spectacular record.

Realizing that I have a personal connection to the information on these pages, I debated whether to promote them to a wider audience. Would others without my history find them interesting? I showed the pages to a few World War II enthusiasts and their reactions convinced me to share this historical site.

Should it matter to me and my sons that my Father, their Grandfather played a significant role in WWII? That he was a hero? It's a tough question for me. I'm not sure why it matters despite some time pondering the reasons. All I can say is that it does. There's something about knowing what kind of stock you come from. Pride, perhaps a sense that I could dig that deep if necessary, or just honor by association. We all get a great feeling when we view the photo of a General pinning the Distinguished Flying Cross onto Dad's chest. In the end, I guess it doesn't matter why we care. That we do has led me to explore the war in Europe from a new perspective. And passing the stories down to my sons means that the lessons will live on.

NANCY KUNZ WINSTON



http://nwinston.epinions.com/content_16581168772



Tim Ferrell

We thank Nancy for her fine article. She is an example of just how one communicates in today's world. Books will be a flat plastic piece that will show bright images of pages from a stored memory card. Libraries will be electronic, as will newspapers. She is not the first that has discovered us through the Internet. Even as I write there are people out there flying my airplane on a computer. 'Dog-fighting' in 'simulated combat' with an ME 262 operated by a WW II enthusiast in Australia on his computer.

I receive requests from these individuals asking where they can find information regarding the 339th. Nancy does not mention our own 339th Web Site Created by Tim Ferrell son of 503rd pilot Clarence Ferrell. Both Peter Randall and Jim Sterling have links to the 339th Fighter Group Home Page, which is run by Tim. His site has data concerning our group, roster of personnel, as well as the latest reunion news. I foresee in the not too distant future when our forces are a mere trickle that our Newsletter will be on this site.

339th Fighter Group Homepage, Tim Ferrell: -
ourworld.cs.com/the339thftrgrp

STEVE



Bill Preddy's final hours

From an e-mail by Joe Noah to the Newsletter

The mission on 17 April 1945 for the 339th was a 'Bomber Escort and Fighter Sweep' to Pilsen Germany. As planned, the escort was broken near Selbat as each squadron went to their assigned area to 'sweep'. The Group destroyed 39 enemy aircraft on the ground, with the loss of two pilots, 503rd 'Squadron Leader' Capt. Raymond F. Reuter KIA by Flak and his wingman Lt. Bill Preddy KIA also by Flak. This turned out to be the last major strafing mission of the war.

Lt. Bill Preddy was the brother of Major George E. Preddy, Jr. (352nd Fighter Group), George was the leading active ace in the European Theater of Operations and the top Mustang ace of all time credited with 32½ enemy aircraft destroyed. George was unintentionally downed by friendly fire during the Battle of the Bulge on Christmas Day 1944. Ray Reuter and Bill were shot down by enemy ground fire while strafing an aerodrome south of Prague, Czechoslovakia just a few weeks before the war ended in Europe.

Joe Noah is the Treasurer and founder of the Preddy Foundation in Greensboro, North Carolina. He recently visited: 503rd pilot, Bill Preddy's and Ray Reuter's crash site in the Czech Republic, the cemetery in France where George and brother Bill are buried side by side (shown at right), and the crash site where George went down in Germany.

Bill Preddy was critically injured, unconscious but still alive after the crash. A Czech civilian Jan Smejkal pulled Bill from the wreckage of the downed Mustang. Jan now 81 years old, relates his unsuccessful valiant efforts to save the life of the critically wounded fighter pilot. The Czech loaded Bill onto his horse-drawn cart and transported him to the nearest emergency treatment center about 5 km away. Two German doctors at the center bandaged Bill's injured head and neck, but would not take Bill to the hospital in Budejovice. So Jan then took the wounded pilot another 10 km to the hospital on his cart. That was the last Jan saw of the wounded 503rd pilot. As far as Jan knows, Bill Preddy never regained consciousness. "We went next, to the local cemetery where Bill was buried on April 19th. Leading one to believe that Bill probably died on the 18th of April." Captain Raymond Reuter's Mustang was hit over the airdrome and exploded. "... they took us to the site where pieces of Ray's aircraft may still be dug out of the ground. Using a 'metal detector', we dug up a dozen small pieces of his Mustang."

Joe then goes on in detail to tell of his visit to the George Preddy's crash site and the cemetery where the brothers are buried side by side.

Our undying gratitude to Jan Smejkal, a true Czech patriot. STEVE



Preddy Brother's grave buried side by side at the Lorraine American Cemetery at St. Avold.



"The Dedicated Dozen"

By Stephen Ananian Editor (Pilot 505)



Left to right Gil Cohen, Carl French, Bill Perry and 'Dutch' Eisenhart pose in front of WW II Jeep

Don't remember when or how it started but our trip to Europe seemed doomed almost from the very start.

To begin with the cows in Europe started to go **MAD**! Don't know what the cattle were mad about. Were they getting even with us 'Yanks' because McDonalds had expanded to the Continent and Europeans were eating more chopped beef? ? ? ?

No! These cows were **MAD. NUTS!**

Yes I said **Nuts!** Not 'angry', 'furious', Mad, but 'straight-jacket', 'off the rocker' 'crazy-as-a-loon' **Mad!** They called it 'Mad Cow Disease.' This was no Joke. People were dying all over the place. Restaurants were not serving beef, cattle were being destroyed by the thousands, and farmers were going broke. It was not a good thing!

To make things worse, the Government announced an outbreak of 'Hoof and Mouth Disease'. This was not fatal to humans but travel was restricted in England so that the infection would not spread throughout the cattle population.

To top it all, the cost of gasoline doubled overnight causing prices in general to rise. The news that our tour director Charlotte broke her leg did not help either. Charlotte was a 'trooper'; she vowed that she would be on the tour no matter what.

In spite of it all, twelve of our hearty group, one dozen signed up for the trip. Neither **DISEASE** nor **PESTILENCE** would halt these determined, dedicated individuals. You heard of the 'Dirty Dozen', well these '**Faithful**' (as Charlie calls them), 'dedicated' members were the '**Determined Dozen**'!

They arrived in London and were met by Charlotte, her daughter and our friends in England. The group went to London, Cambridge and Fowlmere. The people of Fowlmere

Continued next page

greeted them with 'open arms'. They visited the school and met the children. They saw the exhibits prepared for them and strolled through the garden. They took side trips and met old friends. Some visited Paris, the beaches at Normandy, and watched the tides at St. Michelle. They drank beer at the 'Eagle' and the 'Chequers' as they did in years gone by. They even managed to bump into the son of one of our 505th pilots. Wherever they went friends greeted them. They all vowed they would try to go back again.

Yes these were truly the '**Determined Dozen**'! What was it that kept these airmen from giving up, you ask? "Why were these 339ers so persistent? What made them go on that trip, defying all those obstacles?" The answer is simple. . .

The 'Lads from Fowlmere' were going home . . . STEVE



Donations

We thank the following members for their generous donations: -

Carl & Thelma Ashworth donated \$25 in memory of Bert Conner.

\$20 Kenneth Willard, \$20 Leo M. Schmitz, \$30 Richard O. Lewey, \$60 Leonard A. Kunz, \$20 Gary H. Weinhold, \$20 George Safarino, \$30 Edward Purzycki, \$20 Paul Reidy, \$20 Alfred Zacchilli, \$20 Eugene J. Spiess, \$35 Walter T. "NIP", Carter, \$ 50 Michael J. George - 'Worry Bird', \$70 Ralph M. Knighton, \$35 James C. Woolery, \$40 James L. Wells, \$20 Henry J. Tirabasso, \$20 Charles J. LeDuc, \$20 George Joe, \$20 Raymond Bellman, \$50 Kirke B. Everson.



For Whom the Bells Toll . . .

Deceased: - **Lawrence E. Stephens**, 504 - Radio Maintenance, "My husband for 58 years, passed away on January 29, 2001 of massive cancer, after a short illness."

His wife Virginia sent in his last dues, with the comment, "He loved the memory of the 339th more than anything."

To Virginia and the family of Lawrence we offer our condolences.

. . . . the bells toll for thee . . . John Donne (1623)



The Mail Bag

From Tim Ferrell I received this note: -

P.S. Incidentally, the quote ". . . for whom the bell tolls; it tolls for thee." Is from Meditation XVII in a book titled "Devotions upon Emergent Occasions" written by John Donne (1572-1632) in 1623. Ernest Hemingway merely lifted the title for his famous book from this Meditation.

Regards, TIM

. . . Thanks Tim for the correction.

The Mail Bag continued next page

John Harris writes from the UK: -

Hi Steve,

. . . We have at last booked our flights and will be attending the St Louis Reunion.

While the guys were over in the UK we visited the Eagle Pub in Cambridge, Dutch, Bill Clark and family. We all had 339th caps on and were approached by a customer in the pub; it turned out he was the son of pilot Bernell V. Shaw 505th Squadron.

His name is Cord Shaw and he is a pilot Capt. with FedEx and flies into the UK regularly. He gave me his card but it only has his work address and number, he was really surprised to meet up with veterans from his father's old outfit.

Sadly his father has passed away but he expressed an interest to join the association. Hope you manage to contact him, see you in St Louis.

Best Wishes and Blue Skies

Laurina and John



From Robert F. Hemphill, Sr. pilot 503rd

The most recent issue of the 339th Newsletter, on pages 17 and 18, tapped one of the dusty drawers of my memory file, thus I have enclosed the web sites for the real twin Mustang, or F-82. I don't recall ever having seen one, but think there may be one at the Air force Museum, Dayton. There are several Internet Twin Mustang entries, of which the enclosures are samples. Another notes that the Betty Joe, an F-82 B "Set a distance record in 1947 by flying from Hawaii to New York non-stop a distance of 5,000 miles."

Thanks for the article, which gave me an opportunity to look into the history of a great war bird and then there was the 'Jug' . . . ROB



Record breaking, Betty Joe. Note 4 external fuel tanks.

Dear Bob,

The F-82 was the last propeller-driven fighter acquired in quantity by the USAF. It appears to be two Mustang fuselages on one wing, but in reality it was a totally new design. Its purpose was to provide a fighter carrying a pilot

and co-pilot/navigator to reduce fatigue on long-range bomber escort missions.

Delivery from production did not begin until early 1946, too late for WW II. After WW II, the Air Defense Command used radar-equipped F-82s quite extensively as replacements for the P-61 night fighter. During the Korean Conflict, Japan-based F-82s were among the first USAF aircraft to operate over Korea. All-weather F-82G interceptors shot down the first three North Korean airplanes destroyed by U.S. forces on June 27, 1950.

I note with interest there is no mention of wives on board.

STEVE



Continued next page

The following E-mail from Peter Randall in the UK.

Hi Steve,

I think that we pretty well shot all the crazy cows some time back but it's the wretched foot and mouth disease that has struck back at us. I guess that we would have cleared that up long since but it seems that there is still no honour amongst thieves and the #*!@# farmers seem to be deliberately spreading it to be able to claim higher compensation from the government. So in other words, the taxpayer like yours truly helps to keep fraudsters in the manner to which they've grown accustomed!

Sorry about the bitching but I get pretty depressed about that kind of human nature!

I certainly did manage to meet up with the group but at Fowlmere, not Duxford. I arranged to meet up with Nick and of course John and his wife turned up in their 1940s gear. Had lunch at the Chequers and enjoyed the day immensely, particularly Dutch who still has that fighter pilot twinkle in his eyes!

As for St Louis, I'm afraid that I will not be able to do that. Family matters. . . . !

Still, not to worry. I will be with you in spirit. I know that Nick has already booked the hotel and flights so he will have to represent me. I'm pretty determined though to get to next year's thrash so don't forget to keep me posted with the news.

All the best . . .

PETER



From Hervey Stockman

Sally read me the last newsletter. We got a kick out of the reference to Fuxum (the newsletter spelled it FUXEM). Watch it! The nose art on 5Q - X displayed a swastika with drooping wings above a gloved hand in the international salute with FUXUM in bold print beneath the mailed hand. I was worried that Col. Henry might kill the insignia so I wrote the "Et Erunt" in the lightning bolts crossing the swastika. Et Erunt translating "and they will be", John B. left it alone. . . . Regards,

HERVEY

At this point Hervey wrote an anecdote for a future issue. How about a photo of the Nose Art?



Roster Updates

Make the following additions or changes to your new mailing list: -

Change the following addresses: -

Members

HOLLOWAY, JOHN G., 505 – Pilot,
1500 MAGNOLIA Avenue, OAKDALE, CA 95361,

FRANZ, JOHN A., 505 - Engineering Maint. Chief,
1952 GOLDEN PALM Circle, TAVARES, FL 32778

Add: -

BLIZZARD, Jr., JOHN, 504 – nephew of pilot,
PO Box 956, Yarnell, AZ. 85362



Editor's Corner

By Stephen C. Ananian
Pilot, 505



Barring 'Insane Printers' or 'Nutty Postal Workers' disease and things work out as planned, you will be receiving this issue a few weeks early this month. That is intentional so that those of you who have not done so as yet, will make plans to join us next month. Life also becomes a little hectic just before a reunion so we would like to get the Newsletter out of the way. I will be busy with the preparation of Name Tags, agenda, and preparation for reunion photos for future issues.

May I apologize to those of you that have sent donations but were not listed by me. No excuses just getting a little sloppy.

I would also like to remind you that the Deadline for reservations is September 3rd, a few days from now, so you still have time. Don't be late! I have again printed all information needed to attend in St. Louis, so don't miss out! Charlie Steffen asks, "Please remember to include in the Newsletter the fact that the Marriott Hotel is a partner in the Delta Airlines Frequent Flyer Program. "

I just recently spoke to Jane Scroggin, widow of 505th Flight Surgeon "Doc". She informs me she is doing well and sends her regards and wishes she could be with us this year. Jane has difficulty traveling alone due to her state of health, but she will be with us in spirit, if not in body.

I note that our friends from the UK have registered so it looks like another great reunion can be expected.

Please note the following corrections George Safarino's Email address should read HGSAF@aol.com

Last issue we had a 'typo'. I called the Twin Mustang the F- 84. It should have read F-82 G.

STEVE



We are on the Internet!

The Village of Fowlmere Web site: - England, <http://www.fowlmerevillage.com/>

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

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

339th Fighter Group Homepage, Tim Ferrell: - <http://ourworld.cs.com/the339thftrgrp>

My Email address is: - stephen_ananian@mindspring.com

339th Fighter Group Association Board of Directors

Gen. John B. Henry, Jr., Commander and HQ Director,

Charles J. Steffen, President - **Gerald E. Graham**, Vice President - **William R. Guyton**,

Treasurer - **Stephen C. Ananian**, Secretary, Editor - **Chester Malarz**, **James R. Starnes**,

Permanent Advisors - **Lawrence J. Powell**, Reunion Coordinator - **Warren L. Olsen**,

Ordnance and Hospitality Room director - **Jim Mankie**, 8th AFHS Unit Coordinator and

503rd Director - **Ken Willard**, 504 Director - **George Safarino**, 505 Director.



The 339th Reunion Registration Form

Please fill out your name.

First _____ Last _____ Unit _____ Number attending _____

	<u>Number</u>	<u>Amount</u>
<input type="checkbox"/> Registration Fee	\$5.00 each _____	_____
<input type="checkbox"/> Day trip, boat ride and Lunch	\$45.00 each _____	_____

WEDNESDAY EVENING BANQUET DINNER

<input type="checkbox"/> Grilled Swordfish	\$40.00 each _____	_____
<input type="checkbox"/> Crisp Roasted Chicken	\$35.00 each _____	_____
<input type="checkbox"/> Center Cut Fillet Mignon	\$45.00 each _____	_____
<input type="checkbox"/> Farewell breakfast	\$22.00 each _____	_____
TOTAL Amount		_____

Make Checks payable to **the 339th Fighter Group Association**, and mail with this completed form to: -
William R. Guyton, Treasurer
 1272 Lakeside Woods Drive, Venice FL 34292



Unit Dinners

Members may dine with any unit.

Please print your Name

First _____ Last _____ Unit _____ Number attending _____

		<u>Number</u>	<u>Amount</u>
Check or circle . Beef	@ \$45.00 each	_____	_____
. Seafood	@ \$45.00 each	_____	_____
. Chicken	@ \$45.00 each	_____	_____
TOTAL Amount \$			_____

If turnout exceeds our expectations, you may be receiving a refund.



Fill out form and mail with checks payable to your unit director below.

Jim Mankie, 503rd Director, 304 Lake Forest Lane, Charlottesville, VA 22901-1350

Phone 804-973-8555 Email: - jmankie@aol.com

Ken Willard, 504th Director, 67 Harvest Road, Fairport, NY 14450-2859

Phone 716-381-4648

George Safarino, 505th Director, 2473 Haversham Close, Virginia Beach, VA 23454

Phone 757-496-2880 Email: - HGSFAF@aol.com

It has been the practice in the past for our CO John B. Henry, Jr. and his wife Maxine to join a different unit to dine with each year. This year, they have been invited to dine with the 505th. HQ and Ordnance members are invited to join them with the 505th or any other unit of their choosing.

Reunion 2001 Schedule of Events St. Louis

Sept. 30th Sunday 12:00 noon – Registration Desk

5:00 PM – 6:00 PM Welcome meeting

Socialize and free drinks at “**339th Hospitality Room 2228-30**”

Oct. 1st Monday

Free schedule! Shop, socialize and free drinks at

“**339th Hospitality Room 2228-30**”

6:30 PM ?? Possible Unit Dinners.

Oct. 2nd Tuesday

9:00 AM All day tour of the city, boat ride, includes lunch.

6:30 PM ?? Possible Unit Dinners.

Socialize and free drinks at

“**339th Hospitality Room 2228-30**”

Oct. 3rd Wednesday

7:00 AM Breakfast business meeting of board of directors

11:00 AM General business meeting, Election of officers.

1:00 PM Go to Airfield to watch Mustang “Worry Bird” land and ‘Photo Shoot’

Free rest of the day, socialize and free drinks at

“**339th Hospitality Room 2228-30**”

5:30 PM Cash Bar

6:30 PM Banquet dinner

After dinner Socialize and free drinks at “**339th Hospitality Room 2228-30**”

Oct. 4th Thursday

Farewell breakfast

6:30 AM – 9:30 AM

11:30 AM Check out. We say farewell and “SEE YOU NEXT YEAR” 

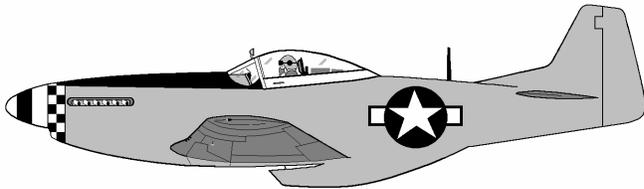
339th Fighter Group Association, Inc.

c/o S. C. Ananian
4 North Orchard Farms Ave.
Simpsonville, SC 29681-4866, USA

US
POSTAGE

ADDRESS CORRECTION REQUESTED

To:-
Mailing Address



Clip here

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

Mailing List & Dues Update

Check your name and address on the mailing label. Make certain it is correct. If not, 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.
(All 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) _____

Email _____