

June 1, 2002



# Fighter Group Association

Station F378 – Fowlmere, England

## NEWSLETTER

“The Lads from Fowlmere”



Volume 22, Issue 2

Editor: Stephen C. Ananian

# 339th takes over USS Yorktown!



*Mustangs of the 339<sup>th</sup> Fighter Group land on Carrier Yorktown. 503<sup>rd</sup> aircraft are seen here in landing pattern of their '360 overhead approach'.*

## Governor Jim Hodges Welcomes WW II Fighter Group!

*By Steve Ananian, editor ☺*

News agency reports that 'high-ranking' Navy officials deny persisting rumors that the carrier 'Yorktown' is to be renamed the 'USS Fowlmere'. The captain of the carrier claims the red and white paint being 'on-loaded' is for repainting traffic stripes on the carrier deck and not for painting markings of the 339<sup>th</sup> on the bow of the ship.

The manager of the Checquers Pub in Fowlmere suggests red and white squares on the 'port bow' and blue and white squares on the 'starboard bow'. Thus if you are a 'Brit' and arriving from across the 'Big Pond' you will see the 'colours' of Cambridge, while Yanks will see the 'colors' of the 339<sup>th</sup> from the States.

Pilots claimed landing on a carrier without 'Tail-hooks' was a bit tricky but not impossible. Jack Price (pilot 503<sup>rd</sup>) had no comment when asked if

*Continued on next page*

he had performed a 'Slow Roll' 50 feet over the carrier deck before landing. This reporter heard the 'C.O.' inform Jack 'slow-rolls' were not to be tolerated in the landing pattern. The 'Ole Man' said he had seen him 'roll' and it wasn't so hot! Jack was last seen smiling!

'Dutch' Eisenhart (pilot 504<sup>th</sup>) said they used the call name 'Gas Pump' on their landing approach and had no trouble whatsoever. The only problem was caused by a sailor dressed in

yellow on the carrier 'Fan Tail' waving large 'ping pong' type paddles at the pilots on their landing approach.

504<sup>th</sup> Crew Chief, Carmen Grande said although the living quarters were tight, it was far superior to the Quonset huts at Fowlmere. He also missed the 'Pubs' but liked the fact he could drop a line off the Stern and do a little fishing.

Mary Kopius Williams and Jeanne Mulguin Wood (Red Cross directors) informed us, "Fresh doughnuts and coffee would be served on the carrier deck at all times."

Of course none of the above is true. These are just the whimsical musings of an 'old horse pilot', however that is a photograph of the carrier 'Yorktown' with Mustangs of the 339<sup>th</sup> landing on its deck, and we all know that cameras do not lie! Do you think it might have happened and I am just too old to remember?

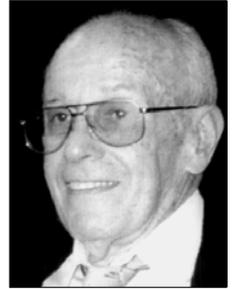
This is a tale that we will all, no doubt, be discussing at the 'Hospitality Room' in Charleston. I'll let you in on the outcome. ☺ SCA 



A three-point touchdown! What do you know Mom? I'm in the Navy!

# From the Desk of Jim Starnes

by Jim Starnes, (pilot 505), *Permanent Columnist*



Last year Bill Jaaskelainen, Jr. (son of 505<sup>th</sup> pilot) had many e-mail exchanges with several French researchers on the air battle that took place on the 8<sup>th</sup> of June '44 between 339<sup>th</sup> pilots and German FW-190 units. This was two days after D-Day, and the 339<sup>th</sup> was assigned to patrol a rectangular area of French territory about 50 miles east of the Normandy beachhead. We flew three missions per day, bombing and strafing rail and road traffic to prevent German reinforcements from reaching the beachhead. The French researchers wanted information on the third mission of June 8<sup>th</sup> '44 when we shot down eight FW-190s with a loss of only two of our pilots. They wanted photos of the two pilots who were killed in action - 1/Lt. Robert C. Smith (503<sup>rd</sup>) and 2/Lt. Joseph F. Sawicki (505<sup>th</sup>).

Unfortunately, these two were recently assigned replacement pilots, and no photos were available. Bill Jaaskelainen, Jr. sent them all the information we had on these pilots, and also sent a video of the combat film from gun cameras in the aircraft of Maj. Don Larson, Bill's father and mine. The Frenchmen had located the wreckage of six FW-190s and the two P-51s. They also found a monument in memory of 1/Lt. Robert Smith in the village of Montautour. 2/Lt. Joseph Sawicki died in his plane near the village of Princ , a few miles to the east of where Robert Smith crashed.

The 505<sup>th</sup> was particularly vulnerable at the time of this encounter. Major Larson was leading the Squadron even though his radio was not working. I was flying his 'wing'. We located a convoy of trucks and armored vehicles on a country road south of Foug res. On Larson's signal, we spread out in a string formation and prepared to bomb and strafe the convoy. I looked to the right and saw a formation of about twelve FW-190s at our altitude, fanning out to attack us. I called in a 'break', jettisoned my bombs and attacked the 'bandits' approaching Maj. Larson - who was unaware of the threat. A '190' broke toward me and we went round and round in a 'luftberry' as I gradually out-turned him. Bill Jaaskelainen was after a 'FW' on my tail, and Peter McMahon was pursuing the one behind Bill. We shot down those three, and McMahon claimed he also fired on my '190' although I did not see him during the encounter. For that reason we shared credit for the 'kill'.

Bill Jones, Edwin Ball, Andy Sirochman and Dick Olander were also credited with having destroyed other '190s'. Bill Jones' aircraft was badly damaged during the fight, and he was able to get back across the English Channel before 'bailing out' near Dover.

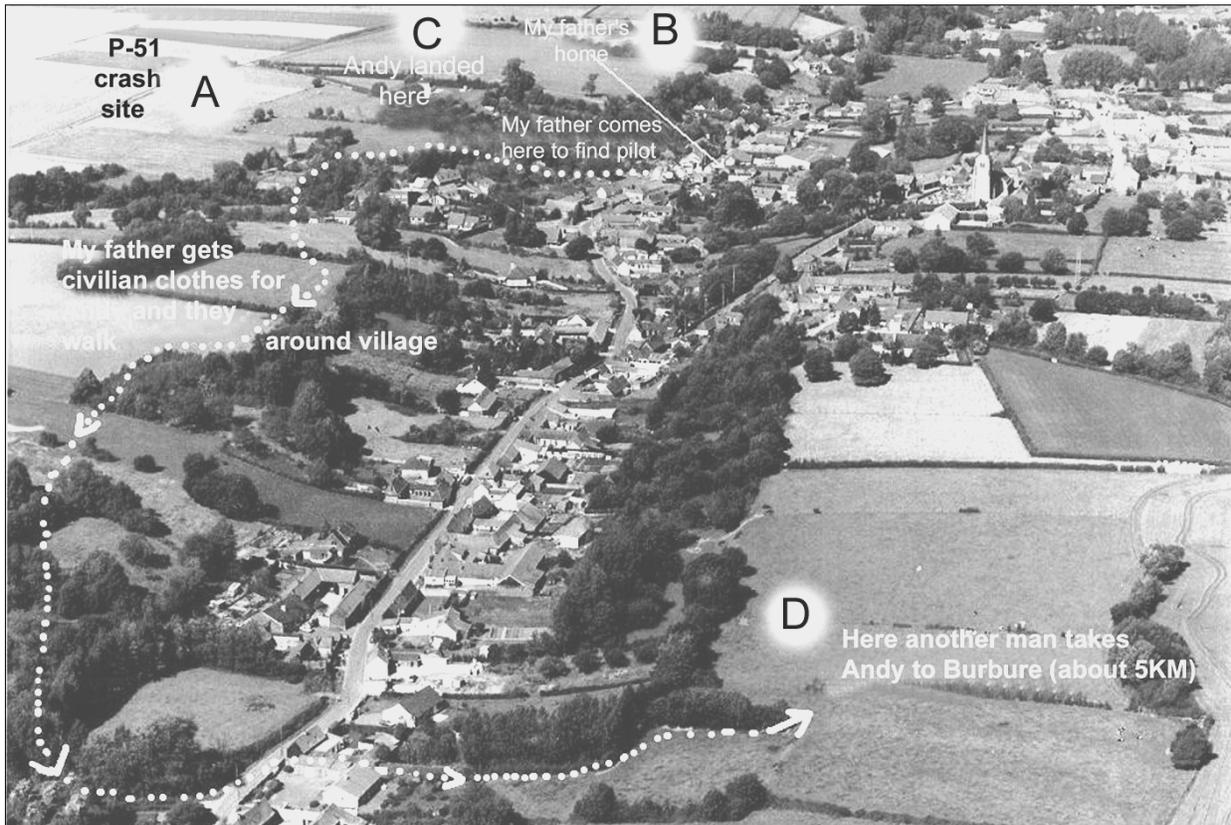
A separate encounter took place between the 503<sup>rd</sup> pilots and FW-190s about the same time as our engagement and just a short distance from our 'dogfight'. Bob Ammon and Richard Whitelaw scored kills, with Robert Smith being lost during that engagement.

This was one of very few occasions during which German pilots had aggressively attacked our 'Mustangs'. Both Robert C. Smith and Joseph F. Sawicki remain buried in American Military cemeteries in France. We are grateful for the

*Continued on next page*

assistance provided to the French researchers by Bill Jaaskelainen, Jr.

## The Village of Amettes today



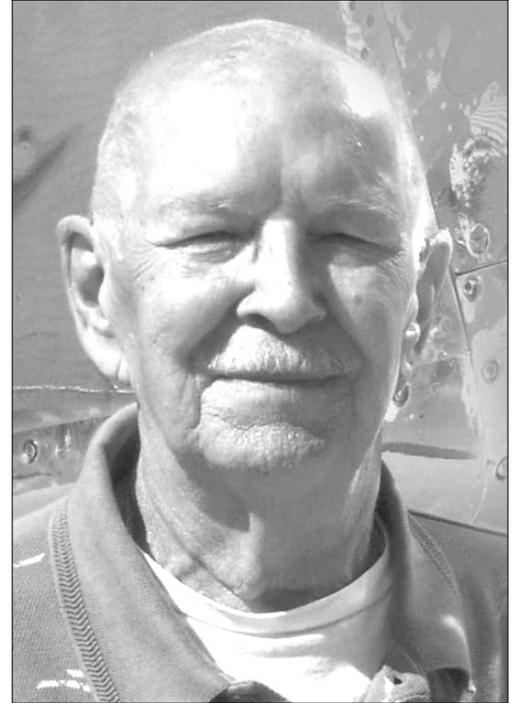
P-51 crashed at point **A**. Parachute landing by Andy at point **C**. House of rescuer point **B**. Andy is taken on a tour of the village and departs with underground at point **D**.

Several items on 505<sup>th</sup> pilot Andrew Sirochman have appeared in recent newsletters. Andy was the only 339<sup>th</sup> pilot to fly one of those "Shuttle Missions" to Russia, then to Italy and on to France and return to England. Late in July '44 he flew his P-51B to the 357<sup>th</sup> Fighter Group to Leiston because he spoke Russian. That group made the shuttle run to Russia, returning during the second week of August '44. Andy's Mustang was camouflaged, giving him the only 339<sup>th</sup> P-51 with an olive drab finish. That was the plane he lost over Northern France on the 13<sup>th</sup> of August '44. Recently the French family who saved him from capture sent via E-mail a beautiful color print of their village Amettes, showing the spot his 'bird' crashed, where Andy landed, where he was met and given civilian clothing, and the route they took around the village to his place of hiding with the French Underground. Unfortunately, Andy did not survive to see the photograph. Two strokes sent him to his heavenly reward on the 15<sup>th</sup> of March '02.

My best buddy for the past 59 years is no longer with us. *JIM* 

# Thanks Jim!

By Bill Bryan, 503<sup>rd</sup>



I read with surprise and, yes, with pride Jim Starnes' article 'Most Highly Decorated' in the last newsletter. As I told you all in St. Louis, for the most part, I have had a 'fun' and an interesting military career, laced with a lot of luck and good fortune. Thanks for an extremely complimentary article Jim. Those statements coming from one I highly regard and admire is even more flattering. My wife Olie and I, our kids and grandchildren just loved it.

I asked if I might borrow a few lines of space in this issue to clarify any questions that might arise about my having flown combat missions in 'Nam'.

I was stationed in Saigon (The main US Headquarters) from the fall of 1967 until the late summer of 1969. During that time I flew no missions. The only thing I 'flew' in that period was a large steel desk. I spent many nights at, under and above that desk dodging incoming rockets during the 'Tet Offensive' of 1968.

So did I fly any missions in Nam? Yes! **ONE!** On September 4, 1965!

The occasion arose while I was on a two-day visit to a Squadron of my 4<sup>th</sup> Fighter Wing, which was TDY (temporary duty) in Thailand from Seymour Johnson AFB in North Carolina. I didn't have time to go through a complete theater indoctrination on 'search and rescue' procedures, the 'typical MIG locales' and 'patterns', etc. The Squadron Commander wisely suggested I fly the early morning two-aircraft 'weather recon' flight. (I did get permission from a friend in higher Headquarters the day before.)

I'm sure the young captain leading the flight wasn't too happy to have a 'greenhorn' Wing Commander along for the ride; but I hung in there pretty darn good while scanning the skies and covering his tail. I had not flown anyone's wing since training. In fact, I never flew 'in combat' on someone else's wing! He would turn left while I wasn't looking, and lose me. Thank Heaven for a responsive afterburner! I flew the whole mission burning up jet fuel trying to stay with my leader. There was no 'flak', no 'bandits', no 'little' nor 'big friends', just the weather and us.

I landed the F-105, tired, sweaty, exhausted and out of fuel, but I felt great!

That's it! That is the story! I flew **ONE** combat mission! Honest!

I tell it with 'tongue in cheek' in deference to all those great airmen that really flew combat in 'Nam'.

As I said in St. Louis, "I flew in three wars and made it!" *Bill*





Gerald E. Graham

# Greetings!

## A Sign Of The Times

by Gerald E. Graham, *president 339<sup>th</sup> FGA*

Even as I write, many Eighth Air Force Bomber and Fighter Groups are folding their tents, stowing their gear and retiring to their rocking chairs to slowly await the inevitable.

The members of the 339<sup>th</sup> FGA, on the other hand, have asked the Board of Directors to continue the organization as long as it is feasible.

I am pleased to announce that in spite of a slowly declining membership, the group seems to have gotten a 'second wind' and the enthusiasm for the association is as strong as ever. We thank you all for the generous response

with dues and donations.

With this in mind, we are looking at our finances in order to continue with the newsletter, the reunions and the work of the organization itself.

If your donations continue to pour in, we will be able to accomplish these goals without overburdening the membership.

In spite of rising costs, we have kept the prices of the events at Charleston as low as possible, while still avoiding possible losses.

Larry Powell, reunion coordinator, has been working along with Chet Malarz, Board Member/Advisor, on our upcoming reunion. They have come forth with a program that forecasts another great event.

We thank them for their untiring work planning this Charleston get-together.

We also thank all of you for your continued support.

Keep healthy, and God willing, Mary and I will be seeing you all again in a few months.

JERRY,



---

## Tom Brown, Base Photographer

by Jim Starnes,

After the March newsletter was printed, we received a note from Edith Brown on the late November 2001 loss of her husband, Tom Brown. Tom was our Fowlmere photographer and provided many photos shown in the 339<sup>th</sup> History Book and past newsletters. He last attended a reunion in Harrisburg, PA, in 1999 where his outstanding album was available for viewing by attendees. Tom will be greatly missed. JIM



June 1, 2002

---

# Charleston, S.C. Reunion 2002

## Oct. 9<sup>th</sup> through 13<sup>th</sup>

By Larry Powell and his reunion committee

In historic terms, the year 1670 seems like just yesterday, but that is the year the city of Charleston was founded. Evidence of its longevity appears in a number of intriguing places. Each one reflects the fascinating history of this friendly city. This, as you wished, is the site of our 2002 reunion.



L to R. Convention bureau representatives Thetyka and Amy, our own Chet and Mary Malarz and Isabel Ananian.

Touching briefly on a few points of interest in the area: the Charleston Riverview Hotel is strategically located overlooking the Ashley River, easy access by public transportation to the center of town, a Medical University and VA Medical Center are nearby, we have sixty rooms set aside, and hopefully we'll fill each one, there are numerous golf courses for those who wish to play, the average seasonal temperature is 73° F. Two tours have been arranged that we feel will be of interest to our members. The trip to Patriot's Point followed by a boat ride to Ft. Sumter and back may not be for those of us that cannot navigate stairs. At Patriot's Point they have electric carts and a 'jury rig' setup for getting up and down stairs, but to board the boat for the 'boat ride' to Fort Sumter you have to walk down about ten steps.

Don't delay! Call now and make your hotel reservations. Fill out and mail in your reunion reservation form with a check to our treasurer. If you wish to dine with your unit, fill out and mail in the appropriate forms on pages 18 & 19 with check to your unit director.

Make your reservations at **The Charleston Riverview Hotel** (formerly the Charleston Radisson Hotel), 170 Lockwood Blvd, Charleston, South Carolina 29403. For hotel Reservations call toll free 1-800-968-3569 or locally 1-843-723-3000, Fax: 1-843-723-0276

Check into hotel on Wednesday, Oct. 9<sup>th</sup> at 3:00 PM. Check out 12:00 NOON Sunday, Oct. 13<sup>th</sup>. The rates are \$89 per night plus tax. This rate applies for **three nights before** as well as **three nights after** our reunion, therefore if you

*Continued on next page*

wish to extend your stay, you may do so at the same low rate. Just call **1-800-968-3569** for your reservations. Tell them you are with the **339<sup>th</sup> Fighter Group** and you are to get a room with the 'Group'. Deadline for reservations is **Sept 18<sup>th</sup>**, after that date they cannot guarantee a room. All reservations must include one night's rent to be binding! If you do not receive an answer at the 'Toll free' 800 number call **1-843-723-3000**. Automobile & RV parking is free.

For transportation from and to the airport, we recommend you call in advance and make reservations with the Absolute Charleston Limo/Taxi service for the best rates, call 1-843-571-7554. His rate for the group is \$10 each person one-way. Ask for a cheaper round trip rate. Mobile number is 1-843-814-7315.

Those wishing further information about the city can phone the Charleston convention and Visitor's Bureau at 1-800-868-8118, ext. 3077, ask for Thetyka or Amy.

Time is flying by faster than most of us would like. We have cherished memories of the years past. Let us make this one of those years. We can make this a 'Maximum Effort Mission'. See you in the "low country". **LARRY'S CREW** 

---

## **Two Reunion Side Trips**

### **Historic Charleston tour of "America's Best Preserved City"**

**Thursday October 10<sup>th</sup>**

**10:00am** Depart the Charleston Riverview Hotel.

**10:00 – 12:00n** Enjoy a privately guided two-hour tour as you explore this enchanting and historic city. Favorite sights include: Rainbow Row, cobblestone streets, quaint gardens, hundreds of 18<sup>th</sup> and 19<sup>th</sup> century homes, buildings and churches, and the Battery overlooking Charleston Harbor and Fort Sumter. You will tour The Heyward Washington House. The Heyward Washington House was built in 1772 by Daniel Heyward, father of Thomas Heyward a signer of the Declaration of Independence. It is the only 18<sup>th</sup> century house open in the city with an original kitchen house, carriage house and necessary in the courtyard. The house is furnished with magnificent Charleston made furniture of the 18<sup>th</sup> century period.

**12:00-1:30pm** Browse through the Market Square Area, well known for it's unique shops, boutiques, restaurants, and pubs.

**1:45pm** Arrive at The Charleston Riverview Hotel.

**Price \$30** including tax and gratuity.

---

### **Patriots Point and Fort Sumter tour**

**Friday October 11<sup>th</sup>**

**9:30am** depart the Charleston Riverview Hotel.

**9:45-1:00pm** Explore at your own pace, the world's largest Naval and Maritime Museum. Discover the destroyer, "**Laffey**", the submarine, "**Clamagore**", and the Coast Guard Cutter, "**Ingham**". You will also tour the aircraft carrier, "**Yorktown**", flagship

*Continued on page 9*

---

June 1, 2002

---

of the Patriot's Point fleet. Commissioned in 1943, she fought in many historic battles during World War II.

**12:00noon** Navy Style Lunch will be served at The CPO Mess.

Soup of the Day, Roasted Chicken, Selection of two vegetables, Rolls and Butter, Iced Tea and Coffee.

**1:15pm** Board the Fort Sumter Tour Boat.

**1:30-3:45pm** Departure of the Fort Sumter sightseeing boat. On April 12, 1861, Union Troops who refused to vacate the Fort as demanded by the Confederates occupied Fort Sumter. All negotiations finally failed and Confederate batteries in the Charleston Harbor commenced a massive bombardment of Fort Sumter, and America's greatest moment of conflict, the "War Between the States" began. The Fort is located at the entrance of Charleston's beautiful Harbor. It is only accessible by boat. The Fort boasts an excellent museum containing priceless exhibits. Historians with the National Park Service conduct interesting and informative tours of the Fort. In addition to a visit of Fort Sumter, you will enjoy a complete tour of the Charleston Harbor, viewing many points of interest.

**4:00pm** Arrive at the Charleston Riverview Hotel. **Price \$47** including tax and gratuity.

---

## Reunion 2002, Charleston, SC

(Tentative Schedule of Events)

**Oct. 9<sup>th</sup> Wednesday 12:00 noon** – Registration at 339<sup>th</sup> Hospitality Room

5:00pm – 6:00pm Welcome meeting

Socialize and refreshments at "339<sup>th</sup> Hospitality Room " All Units will Host Bar!

**Oct. 10<sup>th</sup> Thursday**

10:00am Half-day tour of the city, shopping in 'Market'; return at 1:45 PM

Socialize and refreshments at "339<sup>th</sup> Hospitality Room " 503<sup>rd</sup> will Host bar!

6:00pm 503 Unit Dinner at Hymans Seafood Restaurant, Possible other Unit Dinners

**Oct. 11<sup>th</sup> Friday**

9:30am Buses pick up for all day tour of "Patriot's Point" and carrier USS YORKTOWN with Lunch on board followed by boat ride to Fort Sumter with guided tour and return at 4:00 PM

2:45pm Dress Parade at the Citadel

6:30pm ?? Possible Unit Dinners.

Socialize and refreshments at "339<sup>th</sup> Hospitality Room " 504<sup>th</sup> will Host Bar!

**Oct. 12<sup>th</sup> Saturday**

7:00am Breakfast business meeting of board of directors and wives \$8 each.

10:00am General business meeting for all members.

Free rest of the day. Socialize and refreshments at "339<sup>th</sup> Hospitality Room " 505<sup>th</sup> will Host Bar!

6:30pm Cash Bar, followed by Banquet dinner

**Oct. 13<sup>th</sup> Sunday**

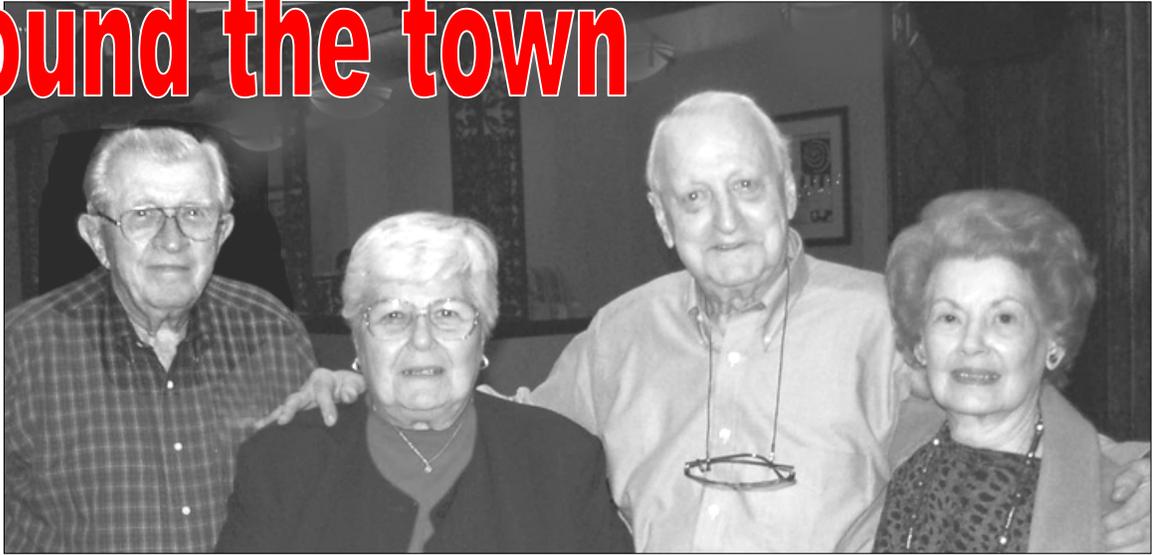
Farewell Breakfast Buffet

6:30am – 9:30am

11:30am Check out. We say farewell till next year, "**SEE YOU IN SAN DIEGO**"



# Around the town



Chet Malarz (505<sup>th</sup>), Isabel Ananian, Tom Rich (505<sup>th</sup>) and Mary Malarz get together at Charleston setting plans for upcoming reunion.



Mary and Chet Malarz take a load off their feet at the Middleton Plantation in Charleston.



Pepper and Jim Woolery our gracious hosts on a recent visit to Pinellas Park, Florida. Jim has volunteered to run the Hospitality Room in Charleston!



Florida sunshine, orange juice and gardening seems to have worked wonders on Helen and Jim Starnes. Jim claims a little rain would help!



# Have grandson, will travel!

John Harris writes us via e-mail from the UK: -

15 May 02

Hi Gang!

How are you all keeping, thought you may like some photos of Red's UK trip for the newsletter (these are 2 of the six I received). We met up at Duxford today and had a great time also went to Fowlmere and Maddingley.

These photos I took are of Red and his grandsons moment of fame as they were



Red enjoying some memories of long ago sits once again in a 'Mustang'. Note markings on wing of the Swedish Air Force.



Weldon 'Red' Miller 503rd armorer stands beside memorial plaque at Fowlmere with grandson.

allowed to sit in 'The Fighter Collections' latest purchase. It is an original P-51D from the 78th Fighter Group that they are going to rebuild back to its original colour scheme.

They have some of its history, it was sold to the Swedish AF after WW II then on to Israel, now it's back at Duxford, it is also credited with at least 2 Me109's destroyed.

Red and grandson are now in London planning a trip to France as well. Red certainly likes his traveling.

Best Wishes and Blue Skies,

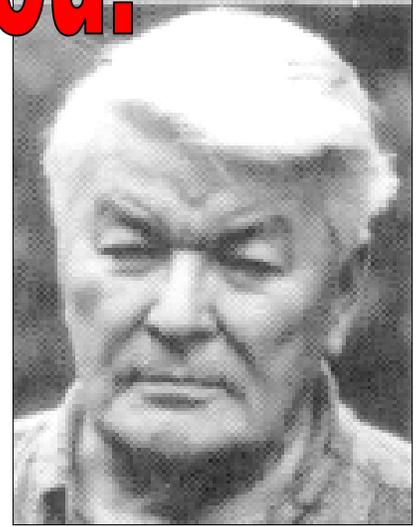
LAURINA & JOHN



# Another Story for You!

## Two Short Stories

By Ronald E. Miller, *Armorer 505<sup>th</sup>*



Aloha Steve,

### Scenario: Drew Field

At a point in time, the 339<sup>th</sup> Fighter Bomber Group was flying the A-24 "Banshee" (Army version of the Dauntless dive bomber). Our pilots were encountering difficulty with the telescopic gun sight. When in a dive the perspective view through the sight was misleading and thereby created a situation where a pilot could fail to pull out of a dive in time.

I suggested resorting to a 'ring and post' type of gun sight similar to those used on WWI aircraft. To go thru channels would have taken forever so I took a sketch to base engineering shops where they made six of them for us. We installed the 'ring' part of the sight inside the cockpit and the 'post' out on the fuselage. They were aligned for the line of flight of the aircraft to intercept the projectile trajectory at a 1,000-yard range.

The pilots were quite pleased with them and preferred their use during a dive.

When our 'Banshee' was replaced with the Vultee 'Vengeance' (V2) the makeshift gun sights left with the planes on which they were installed.

End of story from a ground crewman's point of view.



While the 339<sup>th</sup> cadre was being originally formed I was still doing my job as instructor of small arms weapons. For discipline reasons it was declared that all instructors out-ranked the highest of rank while class was in session. Jokingly, I told one student (a one-star general) of the potential of my outranking him to which he commented, "If I were you Sergeant I wouldn't have made an issue of it." Later, at Drew Field I would occasionally see that same General and he would give me a knowing grin as he returned my salutes.

Two stories in one letter should suit the situation for the moment.

Aloha and Hang Loose, **RON**



---

## 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 of our deceased members with that burden.

Your \$10 dues are tax-deductible donations, these and any donations you wish to make, help pay for our newsletter.

# For Whom the Bells Toll . . .

## Deceased

**Thomas A. Brown**, HQ – Base photographer, Thomas passed away suddenly on November 17, 2001.

**May Shirey**, wife of 503 – Medic E.E. Shirey, married 63 years.

**Andrew Sirochman**, 505 – Pilot passed away on March 15<sup>th</sup>, 2002. Andy had been in poor health.

**George J. Rosen**, 504 – Pilot passed away on February 9, 2002

**Mary Lee Price**, 503 – Wife of Pilot Jack Price. Mary Lee's sickness and loss to bone cancer on 16 Nov 2000.

**Lois Sheldrick**, Wife of Martin Sheldrick owner of airfield at Fowlmere and friend of the 339<sup>th</sup>. Lois passed away on 30 March 2002 after a long illness.

---

**When I learned of the death of Lois Sheldrick, I sent Martin the condolences of our group on his tragic loss. He answers: -** 28 Dec 01

Steve,

*Thank you for your kind and thoughtful message.*

*Lois had been coping with cancer with her typically quiet determination from as far back as 1996, but after last Christmas it became clear things were not going well.*

*Ever since I became involved with the 339<sup>th</sup> it pleased Lois to support me. Whenever we received visits from Association members, their relatives or friends, she loved to chat with the ladies while we men discussed more earthy matters! She was so sorry last May when, at that time, she was not well enough to greet the Reunion party.*

*The response from friends has been heart-warming, and I am indeed fortunate to have such a supportive family.*

*Regards, MARTIN*

*Our condolences to all the families of our members on their loss . . .*

**. . . . the bells toll for thee . . .**



---

## The Mail Bag

**Jack Price, pilot 503<sup>rd</sup> is back: -**

1 April 02

*Hello Boys! I'm back!*

*Dear Stephen,*

*My thanks to you and the rest of the boys for carrying on the 339<sup>th</sup> Organization.*

*I've been out of touch more or less for the past 3 years. First, my 'Close call' illness which lasted almost 2 years, then my wife Mary Lee's sickness and final loss to bone cancer on 16 of November 2000.*

*I am just now catching up but I'll have to be checked out on the 14 – 15 of April before I'm combat ready.*

*Sincerely, JACK, (Reddy Teddy)*

*The Mail Bag continued on next page*

**We hear from a new member of our Group, son of Quinn Schlortt, 505<sup>th</sup> :** -

10 May 02

Sir,

I would like to introduce myself. I am Major David Q. Schlortt, former C-130 pilot and tactician, currently teaching History at the USAF Academy. More importantly, I am the son of Quinn Schlortt, a radio mechanic with the (505) 339<sup>th</sup> at Fowlmere. My father passed away in 1986 after a long and valiant fight with a debilitating illness. I was able to take my mother to England in 1987 and visit Fowlmere - a very important occasion for both of us. I had actually spent several rotations near the area at RAF Mildenhall, but never had the chance to visit.

Being both an Air Force pilot and a Historian, I would very much like to correspond with any members who might remember my father. Dad told many stories about his time in England, and my entire family would treasure any others relating to this important time in his life.

My work phone at the USAF Academy is (719) 333-8543. (See Roster Changes for address). If you or anyone from the 339<sup>th</sup> is ever planning a visit to the Academy, please give me a call. I would be more than happy to act as a tour guide and even have you sit in on classes, if your time permits.

Last month, I was given the honor of escorting the Doolittle Raiders' toasting goblets from the Academy to their 60<sup>th</sup> reunion in South Carolina. It truly was an honor to pay tribute to those members of your generation who gave so much for this country. I look forward to future correspondence and, hopefully, visits with members of the 339<sup>th</sup>.

Thank you for your time and consideration.

David Q. Schlortt, Major, USAF

e-mail : - David.Schlortt@usafa.af.mil

David we have added your name to our roster and look forward to hearing from you. *SCA*



**From Mildred Mansfield we received this note: -**

9 Mar 02

Steve,

Thanks for mentioning the death of my darling husband, M/Sgt. Joseph J. Mansfield 505 - Medical NCO, in the newsletter. My son Robert (not a Veteran) passed away on 30 Nov 2001.

I can see Joseph doing the Irish Jig with both his sons Kevin & Robert.

I am trying so hard to look at the bright side. It's tough!

God Bless all our Vets!

Sincerely, Mildred H. Mansfield.



**Dr. Wes Stricker son of Group Flight Surgeon and pilot, owner of Photo P51 "Kansas City Kitty" writes: -**

10 Mar 02

Hi Steve!

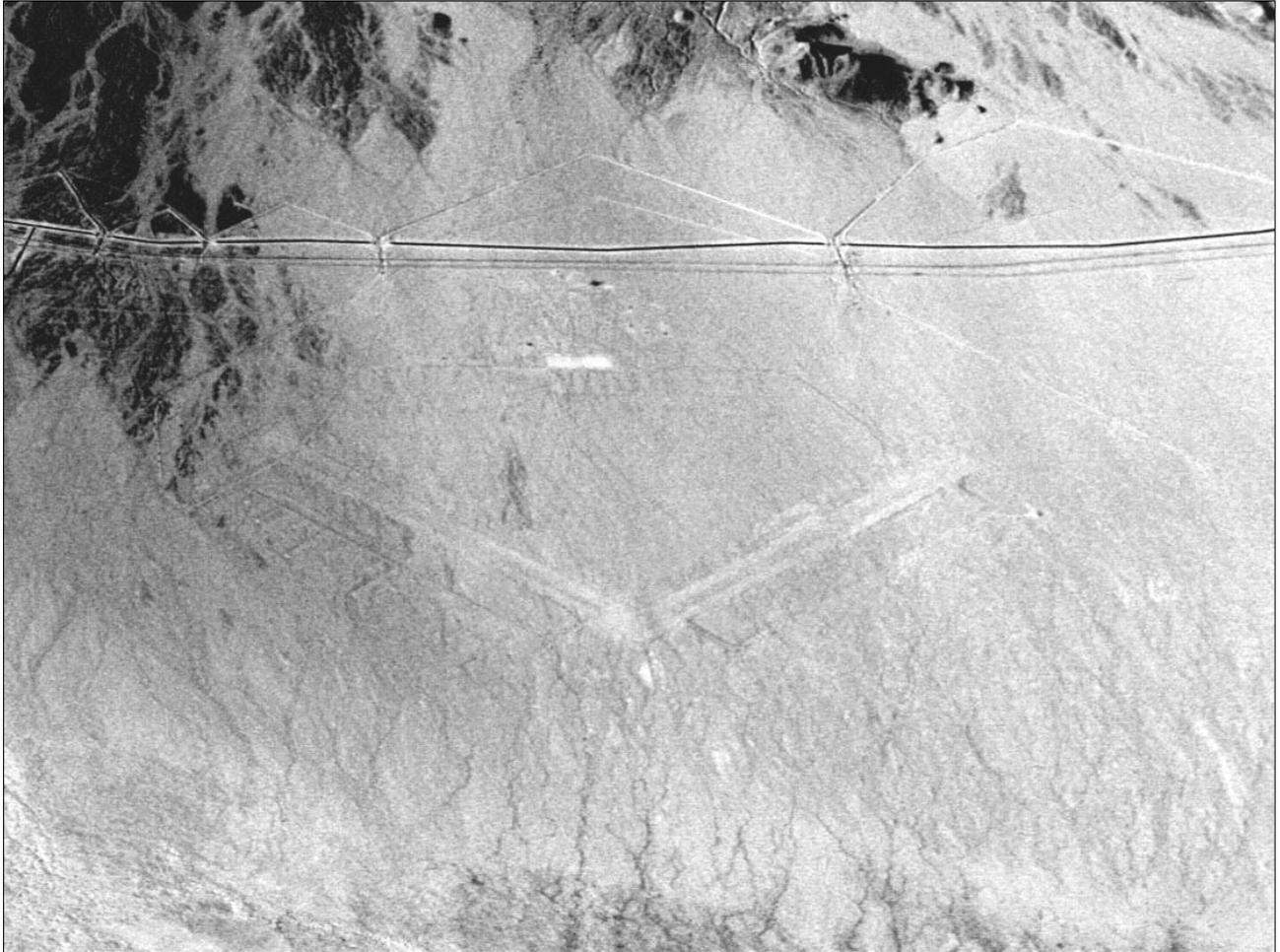
I flew out to PSP in a Gulfstream V (nice ride!) and took this digital photo of the 339<sup>th</sup>'s old airbase at Rice, CA from 47,000 feet! It is not marked on any maps, but I found it several years ago by Jeep, recorded the coordinates on GPS, and sent Jim Starnes some of my photos from that trip.

*The Mail Bag is continued on page 15*

June 1, 2002

---

I enhanced the photo to show the contours of the airstrip. Can you perhaps tell me "what was located where" on the field? Do you have any photos, especially aerial shots, of the field while it was "in action?"



I have the October dates down in my calendar for the next reunion! We're attending a friends wedding there next month, and hear it is quite a place!

Thanks! *WES*

I never flew at 47,000 feet! Does anyone of you out there have any photos for Wes? *S.C.A.*



**From Neal O. Kinnell in Warmdo Sweden : -**

To the members of the 339<sup>th</sup> Fighter Group,

I thank you for the messages I've received (from the Newsletter).

They belong in the history of the Free World!

All the best from your friend in Sweden.

*NEAL*

We all thank you Neal for your very kind words. *SCA*

*The Mail Bag is continued on next page*

**Jim Hanson, pilot 505<sup>th</sup> writes:-**

11 Mar 02

Hi Steve,

Volume 22 number 1 is a great newsletter. My news is that getting over the eighty mark, I seem to have passed a physical 'get better' mile post.

Too many doctors and too many 'no answer' tests. Physiotherapy has worked better so I'm now planning to lower my gear for a landing in October.

I sure missed seeing my crew chief, Charles LeDuc by not being able to get to St. Louis last year.

I hope we both make it this year. - - - -

Hope to see you at Charleston.

Best wishes



*JIM*

Jim is the creator of our mustang caricature. And signs all his mail with the figure as shown. Looking forward to seeing you Jim. *SCA*



---

## Roster Updates

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

**Change : -**

**Members**

**ROACH, NANCY M.**, 505 - Daughter of Pilot Thomas W. Marvel,  
6325 COTTONWOOD DRIVE, Alexandria, VA 22310-2808

**JOHNSTONE, GEORGE J.**, 503 - Pilot,  
4915 WILLOW ROCK WAY, SACRAMENTO, CA 95841-4904, Dot

**KNIGHTON, RALPH M.**, 505 - Pilot,  
15309 HARBOR Drive, MADIERA BEACH, FL 33708-1820

**WELLS, JAMES S.**, GRP - Son of Base Com. Cent. Chief,  
215 HENRICO Road, FRONT ROYAL, VA 22630

**STEPHENSON, Jr. ENOCH B.**, 503 - Operations Officer,  
115 WOODMONT Blvd #322, NASHVILLE, TN 37205, Louise

**Add:-**

**HILL, Jr., RALPH S.** 503 – Son of Pilot  
11 CANTERBURY Place, SOUTHAMPTON, NJ 08088

**RUSHTON, JOHN**, Chair of Governors, Friends of Fowlmere School,  
4 RAYNERS CLOSE, FOWLMERE, ROYSTON, SG8 7TF, ENGLAND

**SCHLORTT, DAVID, Maj. USAFA/DFH**, 505 – Son of Radio Technician 'Quinn'  
5943 SPLIT PINE Court, COLORADO SPRINGS, CO 80918



# Editor's Corner

by Stephen C. Ananian, *Pilot, 505<sup>th</sup>*



by Ron Miller

I erroneously reported that John 'Lefty' Meinen of the 504<sup>th</sup> Motor pool had passed away. I am happy to report he is still with us recovering in a nursing home. My apologies to all for any distress I may have caused.

I thank Jim Woolery (pilot 505) for coming forward and accepting the position of 'Hospitality Room' coordinator. It is greatly appreciated Jim, you have saved the day!

As you have read, all is being readied for our fall reunion. Chairman Larry Powell reports all signs indicate another great turnout.

Harry Howard, pilot 505<sup>th</sup>, will be our guest speaker at the banquet. I believe Harry is our only living wounded POW, I know he will have some interesting stories about his experiences in a German Stalag.

One of my saddest recollections of the war was the day he and Bert Conner went down. It will be such a pleasure to hear him speak.

Since we last met Isabel and I vacationed with Chet and Mary Malarz in Charleston on a reunion reconnaissance mission. There we met my very best friend Tom Rich (pilot 505) and made plans for our reunion this fall!

As Jim Starnes mentions in his column, our thanks go to Bill Jaaskelainen, Jr. for his constant assistance in getting the stories of the 339<sup>th</sup> to the public.

I hope the printing quality is good enough to see the details of Amettes and Rice Field.

Next year we meet at San Diego. Please give some thought to where you wish to meet in 2004! Larry Powell has to start planning even now! **STEVE**



Circulation; - USA 363, Overseas 27, Total distribution of 388

## Donations

We thank the following members for their generous donations: -

\$50 Fred Cox, \$50 Edward C. Epp, \$35 James R. Hanson, \$20 E. E. Shirey, \$20 Anders 'Stu' Billing, \$20 John P. Wilson, \$60 Duane S. Larson, \$20 Alfred A. Zacchilli, \$25 Frank E. Swinand, \$100 Lawrence J. Powell, \$20 Richard A. Rohm, \$ 80 Harry Howard, \$20 William H. Courtney, \$35 Ralph M. Knighton, \$50 H. Miller Hartman, \$35 John B. Henry, \$50 James Woolery, \$30 George M. Solley, \$20 Henry Kanner, \$50 Thomas B. White, \$20 Carmen R. Grande, \$50 John D. Murray, \$20 Gary H. Weinhold, \$20 Lloyd J. French, \$40 Robert E. Irion, \$35 Jane W. Scroggin, \$60 Edward Purzycki, \$25 Carl H. French, \$35 James R. Davidson, \$30 Bill E. Langohr, \$35 Michael J. Cotter, \$20 Elmer L. Steven, \$30 Bayard F. Lawes, \$75 Thomas G. Sams, \$100 Jack B. Price, \$40 Ralph S. Hill, Jr., \$25 Harry D. Ziegler, \$25 James A. Delisio,





**“Battle Stations” The P51 Mustang - Episode #5**

A videotape of the episode that aired on the History Channel, featuring some of the interviews with members of our group at our San Antonio Reunion. Using archive films, pilot interviews and color reenactment the documentary explains the importance of the P-51's participation in the air war over Europe.

Call 1-800-708-1776. Price \$19.95 plus shipping and handling.



**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 E-mail address is:** - [stephen\\_ananian@mindspring.com](mailto:stephen_ananian@mindspring.com)



**DO YOU OR YOUR GUESTS HAVE ANY DISSABILITY OR DIETARY NEEDS THAT REQUIRE SPECIAL ATTENTION?** We cannot guarantee but will attempt to accommodate you, please note those requirements on appropriate form.



**The 339<sup>th</sup> Reunion Registration Form**

Please fill out your Name

First \_\_\_\_\_ Last \_\_\_\_\_ Unit \_\_\_\_\_ Number attending \_\_\_\_\_

Print additional guest names on back.

	<u>Number</u>	<u>Amount</u>
<input type="checkbox"/> Registration Fee	\$15.00 each _____	_____
<input type="checkbox"/> Charleston City Tour	\$30.00 each _____	_____
<input type="checkbox"/> USS Yorktown, Patriot's Point with Lunch then Boat ride to Fort Sumter	\$46.00 each _____	_____
<b>Saturday evening banquet dinner</b>		
<input type="checkbox"/> Seafood (Stuffed Flounder)	\$40.00 each _____	_____
<input type="checkbox"/> Beef (Filet Mignon)	\$45.00 each _____	_____
<input type="checkbox"/> Breast of Chicken	\$35.00 each _____	_____
<input type="checkbox"/> Farewell breakfast	\$20.00 each _____	_____

TOTAL \_\_\_\_\_

Make Checks payable to **the 339<sup>th</sup> Fighter Group Association**

And mail with this completed form (or photo copy) to: -

**Richard G. Thieme, Treasurer,**  
2732 South 7<sup>th</sup> Street, Sheboygan, WI 53081-6802

*Reunion forms Continued on page 19*

June 1, 2002

## Unit Dinners

Members may join any unit to dine with.

Please print your Name

First \_\_\_\_\_ Last \_\_\_\_\_ Unit \_\_\_\_\_ Number attending \_\_\_\_\_

<u>Number</u>	<u>Amount</u>
<input type="checkbox"/> Beef <input type="checkbox"/> Seafood <input type="checkbox"/> Chicken	@ \$40.00 each _____
	TOTAL \$ _____

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

Mail this coupon (or photo copy) with checks to the appropriate unit directors listed above.



### 503<sup>rd</sup> Unit Dinner

The dinner is scheduled for 6 PM, Thursday, October 10th, 2002 at **Hymans Seafood Restaurant** at 215 Meeting Street, near the intersection of Meeting and Market Street. Off street parking is located near by.

The menu is as follows: A choice of: - Broiled Salmon, Fried Flounder, Broiled or Fried Scallops or Fettuccine Alfredo and a choice of: - Salad or Cole Slaw, Red Rice or Baked Potato and Bread Pudding for Desert and a Beverage. Price is \$22 per person.

For reservations please send your check, payable to **Thomas G. Sams**, 503rd Squadron Director, not later than September 1, 2002. No need to choose menu at this time. Should you need to cancel this reservation, your payment can be returned if you notify me not later than September 25, 2002. **503<sup>rd</sup> send to: -**

**Thomas G. Sams**, 503<sup>rd</sup> Director, PO Box 8080, Horseshoe Bay, TX 78657,  
Phone: (830) 598-6279 : - Email: [tgsams@tstar.net](mailto:tgsams@tstar.net)

### 504<sup>th</sup>, HQ & ORD Unit Dinners

Gil Cohen is working on finalizing plans as we go to press. It has been the practice for our CO John and Maxine Henry to join a different unit to dine with each year. This year, they have been invited to dine with the 504<sup>th</sup>.

HQ and Ordnance members are invited to join them with the 504<sup>th</sup> or any unit of their own choosing. Fill out the form below and send to **Gilbert Cohen** with checks made payable to **Gilbert G. Cohen**, 504<sup>th</sup> Director, 9110 Grinnell St., Indianapolis, IN 46268-1231

### 505<sup>th</sup> Unit Dinner

Bob Burns unit director informs me plans are for dinner to be held at hotel. When further details are known we will publish in Newsletter. Fill out form for unit dinners and mail with checks payable to Robert F. Burns, 505<sup>th</sup> Director, P.O. Box 91, Oden, MI 49764

**CANCELLATION and REFUND POLICY:** Due to previous losses incurred by the Association caused by last minute cancellations, we must revise our refund policy. Therefore for this reunion, the deadline date of September 18<sup>th</sup> will determine whether full refunds can be made, after that date partial refunds may be permitted for costs if commitments had not already been made.

**339<sup>th</sup> Fighter Group Association, Inc.**

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

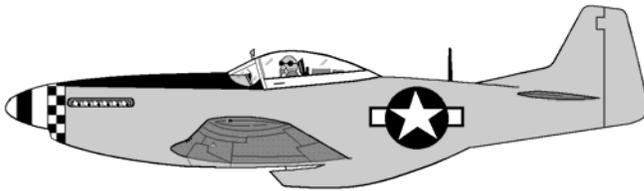
US  
POSTAGE



ADDRESS SERVICE 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 339<sup>th</sup> FGA.  
(All donations are 'Tax Exempt'.)

Please add my name to the mailing list.

**339<sup>th</sup> 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 \_\_\_\_\_