

June 1, 2003

339th

Fighter Group Association

Station F378 – Fowlmere, England



NEWSLETTER

“The Lads from Fowlmere”



Volume 23, Issue 2

Editor: Stephen C. Ananian



Located in New York Harbor, the Statue of Liberty was a gift of international friendship from the people of France to the people of the United States and is one of the most universal symbols of political freedom and democracy. The Statue of Liberty was dedicated on October 28, 1886

The Death of a Nation

An Editorial

Living in New York City as a youth, our school class trips included visits to the 'Statue of Liberty', colonial mansions and early Dutch settlements. I recall looking at the graves of those pre-colonial settlers, some dated as early as the fifteen hundreds, reading the tombstones with interest. There was one that remains in my memory until this very day.

Editorial continued on next page

It read -

“Look here stranger as you pass by,
As you are now so once was I,
As I am now, you soon shall be.
So prepare for death and follow me.”

I recall how clever I thought it was. In my old age, I now realize how profound that statement truly is.

A week after the mailing of the March newsletter, I received a packet from 504th pilot, Bob Kuhlman. It contained 17 pages of documents with a letter of explanation. His wife's first cousin was a P-51 Mustang pilot flying with the 4th Fighter Group, 336th FS based in Debden. Her cousin was shot down in France near Saint Michel des Andaines while strafing on June 10th, shortly after D-Day.

Conrad John Netting III (Connie) was killed instantly. Michel Grandin a young French cabinetmaker ran to assist the downed American pilot with other villagers. They recovered his body from the wreckage. Being a cabinetmaker, Michel built a casket and together, they buried the pilot in the local church cemetery. He and the villagers placed flowers and tended the grave constantly during and since the war. Michel recently had a tombstone erected on the grave of - - “this American soldier who had fallen to liberate my country”.



Lt. Conrad John Netting III stands in front

Throughout the years Michel Grandin and his daughter have been searching for the family of the downed pilot. They wished to inform them where their son was buried and how grateful they were - “to this young man for fighting for a land that was not his own and how sorry they were that he died so far away from his homeland.” After 58 years of searching through government red tape, Michel and his daughter finally located the pilot's son Conrad John Netting IV on Feb. 3rd 2002.

Several pilots of the 339th could attest to the bravery and heroism of the “French Underground”. They owed their lives to “Le Resistance!” I recall the relief I felt when we reached “Occupied France.” I knew that if I had to “bail out” here I had a seventy percent chance of returning home. Those were better odds than I had of returning safely after a midnight walk in Central Park in New York City! Such was the reputation of the “French Resistance”.

The friendship that has existed between France and our country was forged in the seeds of freedom and democracy. This friendship was so deep that the nation of France gave the people of the United States a gift, a gesture of friendship, The Statue of Liberty. Today after all these years that friendship is at risk.

I do not point a finger of derision at our French comrades as others have done; instead I ask this humble question, "What has happened to the France of Michel Grandin? The France of the "Resistance"? Of Lafayette and Joan of Arc? What has happened to Europe since WW II?

What has made the Europeans so impotent that they cannot even get rid of their own tyrants in Bosnia? When Milosevic was committing genocide, why did **we**, the "arrogant Americans" have to risk the lives of our youths to fulfill **their** obligations to mankind?

Why do they despise a moral and honorable American president and kneel and grovel to an evil butcher like Saddam Hussein? When has it become dishonorable to be an American cowboy, a rancher who raises cattle and daily asks his God for guidance?

Jacques Chirac has plunged the knife deep into our backs aided by the ungrateful Germans, Russians and Chinese. I fear the damage will never be healed. My children and grandchildren have nothing but loathing and hatred for these Europeans that still preach Anti-Semitism and embrace the Arab Fundamentalists and Terrorists.

We will always remember the France that befriended us during our revolution in America's fight for freedom. Our friendship could not have been so fragile if it has endured through these many years.

I will always love "Paris in the spring", Crepe Suzettes and French Champagne. I will never forget the 'French Underground' but I cannot say that of my children. The next time France needs assistance we will still be there for them, but I fear that France as a nation has lost it's credibility. France, Germany and Russia, know we are humane. They can always count on our morality to come through for them in their times of calamity.

The truth is being revealed even as I write. Almost daily the shallow graves of Iraqi citizens are being uncovered, the horror stories of Saddam's cruelties revealed. We have almost eliminated the starving children in Iraq yet we, the "arrogant Americans" are criticized because the plumbing does not work!

We send our condolences to the French people on the death of Virtue and Integrity in their country. We mourn the death of the nation of the brave Fighting French of the heroic Underground and lament the return of the Vichy government of collaborateurs.

Alas, this time you have dug your own graves and there is nothing we can do to help.

We all should learn from this. I believe it was Alexander Hamilton that wrote in the Federalist Papers, "A democracy without morality is Anarchy!"

Perhaps at the foot of the Statue of Liberty, we should erect a tombstone for the once great nation of France with an inscription that reads - - -

"Look here America as you pass by,
As you are now, I could have been,
As I am now, you soon might be,
So never, ever, forget your Morality!"

Vive Liberte! Vive La France!
Vive Les Etats Unis!



From the Desk of Jim Starnes

D - Day Plus and Minus a Few

By Jim Starnes
Permanent Columnist



In the March newsletter Steve and I mentioned the request of author Stephen Darlow for information concerning fighter escort support for the Normandy invasion. Neither of us has received anything to send to Mr. Darlow for his forthcoming book. I did receive another letter from Mr. Darlow requesting anything we could contribute concerning three specific missions to Germany during that time frame on which significant



Capt. William E. Bryan

enemy action was encountered. They were the missions of 12 May 44 to Leipzig, the 29 May mission to the Polish border area and the 21 June escort to Berlin. The group had not yet received "drop tanks" on 12 May 44, so our support for that one was short and uneventful.

The 29 May mission I do recall quite well. We escorted B-17s to Posen, Poland, where another group was supposed to take over and escort them back to the North Sea. On our way, near Dresden, Germany, we encountered some heavy flak. Jim Lynch was leading Upper Blue Flight and took rather vigorous evasive action to the extent that he became separated from his second element led by Evan Johnson. For some strange reason Lynch took up a heading of south away from the bomber stream, and repeated calls between Johnson and Lynch were unsuccessful in their ability to get together. They finally decided to return home as separate elements. Unfortunately, Lynch and his wingman, Gordon Perry, returned much farther south than intended. He was too far to receive a homing from Fowlmere's "Gas Pump." They tried the British rescue frequency "Oilskin" for a heading but were unable to receive the needed steer. They were last heard from about 40 miles south of the Isle of Wight, they apparently flew out over the Atlantic until fuel was exhausted and were lost. Their names are on the "Wall of Missing" at the Cambridge cemetery.



Eight members of the 505th continued the escort to Posen, Poland. However, the relieving escort never showed up, and we continued to escort the bombers toward the Baltic Sea for a short while until the lack of fuel forced us to leave. When we turned west near Stetin, we spotted two FW-190s climbing up with belly tanks toward the bombers. Squadron leader Joe Thury and I came in behind the 190s and they never knew what hit them. When we returned to Fowlmere Joe said he wanted 99 more just like that.

The 21 June mission to Berlin was our first one where we escorted the bombers all the way in a month. I flew that one also, but the 505th saw no enemy fighters. The other two squadrons did encounter about 25 German fighters north of Neubrandenburg. The 504th shot down two ME-109s, while the 503rd was credited with two ME-410s and probably destroying another. Capt. William E. Bryan was credited with his fourth victory and the probable ME-410 after he followed it down to the deck. My only action was destroying a locomotive in the open countryside of northern Germany on the way home. The 505th often strafed ground targets after leaving bomber escort duty.



Also mentioned in the last newsletter was the severe stroke suffered by Anna Tower. Unknown until that issue was printed was the fact that Anna had passed away on 17 Jan 03, as

reported by Gabe Cutri. Her sister wrote to me from Palm Springs that she had Anna's body cremated and hoped to have her ashes interred next to her beloved husband Archie Tower in Arlington National Cemetery. Anna was a great supporter of our association and attended many reunions. She was a Red Cross Lady stationed in Edinburgh, Scotland, during the World War II, and visited Mary and Jeanne at Fowlmere - where she first met Archie tower. Anna was transferred to Germany with the Occupation Forces where she married Archie in early 1946.



The Blue Skies Award!



The 'Blue Skies' Award

Several people have asked about our 339th dinner plates, which we present to honor our banquet speakers and other individuals as have been mentioned in newsletters. I think Chet Malarz sent me the original flyer on those plates, which were sold by a company named Plates 'N Planes of Calgary Canada. They had owned the P-51 with 339th markings D7-B and a T-28 as well. Their original intent was to make plates of four fighters: P-51, P-38, Spitfire, and the F-4U Corsair. I am not sure they made any except the P-51 plates. After buying what we needed each year for several years, Plates 'N Planes went

out of business and offered me their remaining stock of P-51 plates. I purchased them and we have used this supply for our needs for ten years. I still have enough for several more years of presentations. Steve Ananian suggested we call it the Blue Skies Award since it has such a deep blue-sky background. That is a great suggestion and we will use it in the future.

Jim Starnes



339th in Operation Iraqi Freedom!

We Pray for All of You!



Above Grandson Curtis Clark in the 101st Airborne, and his Apache Longbow Helicopter 'Happy V'. On the left we see our Commanding Officer, Grandpa Col. William Clark with Crew Chief S/Sgt Bennie Kennedy prepares for a mission in his Mustang, 'Happy IV'.

The following correspondence from Sharon and Bill Clark, Jr., tell this story far better than I ever could. EDITOR

"We just wanted to let you know that our son, Curtis Clark who was at the last reunion with his wife and family is in Iraq with the 101st Airborne. He is flying an Apache, Longbow Helicopter. We hope you all will keep him in your thoughts and prayers".

Then another, "Yes, we are very proud of Curtis. He has wanted to fly ever since he and grandpa talked about when grandpa (our CO Col. William Clark) was flying in WW II. He brought grandfather to school in 3rd grade to show him off to all his friends as a fighter pilot! Curtis gets up in the morning looking forward to his job, flying! He absolutely loves it! Bill will be sending you a picture of Curtis and an Apache helicopter". SHARON CLARK

"Steve, I have attached a favorite picture of Curtis (above) with his helicopter taken when he was in AH-65D Longbow school last year at Ft. Hood. We have some with his unit in Kuwait but the photo above is our favorite. I'm sure he would be pleased that you would consider putting his picture in the newsletter and I am sure he will have some great stories from Iraq to tell if he is able to return in time for the next reunion. I know he felt privileged to meet all of you and will definitely be there if he can."

As they say in the Army - HUAH!! BILL CLARK, JR.



Reunion 2003



Chet Malarz shows Enoch Stephenson on this huge stone sphere of the earth, where I left his plane in the North Sea at the WW II Memorial in Nashville. Enoch was President of the Finance Committee that built this elaborate memorial. - Editor

WELCOME TO NASHVILLE!

By Enoch B. Stephenson, *Vice President 339th FGA*

When one thinks of Nashville, it is usual to think of country music, but there are so many other interesting things to see, do and hear.

While Nashville calls itself "Music City USA", don't overlook the many points of interest. May I suggest you visit some of the following, the new Frist Center for the Visual Arts, Cheekwood Museum of Art and Botanical Gardens, The Hermitage, home of former president Andrew Jackson.

Another slogan of the city is "The Athens of the South" so named for its many colleges and universities. Do not miss the only full size reproduction of the famous Greek Parthenon in the world!

But music is indeed at the heart of the city. Witness the Country Music Hall of Fame and Museum. This \$37 million facility is a vibrant tribute to the music and stars that put Nashville on the map. The "Grand Ole Opry" continues to be the most popular attraction in town, offering two shows each on Friday and Saturday nights. Our group is scheduled to attend one of the Friday night shows.

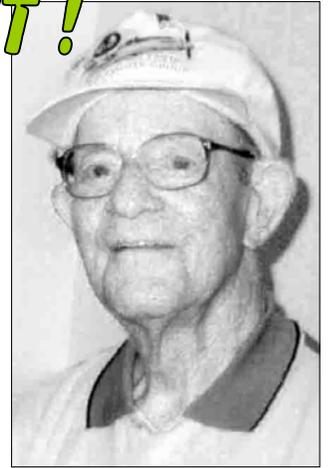
We have a new World War II Memorial at which the 339th will have a memorial service for our gallant comrades. We will then go by bus to John Tune Airfield for a barbecue lunch as guests of our friend Tom Patten. Tom owns a P-51 Mustang and the barbecue will be given in the hangar where he keeps his P-51D. There we will meet with the members of "The Middle Tennessee WW II Fighter Pilots Association".

As Nashvillians, Louise and I are looking forward to having the 339th Fighter Group in Nashville this October. ENOCH



MORE ON THE GREEN HORNET!

A Halloween Prank!
By Fred W. Cox, *Ordnance*



Fred W. Cox

I have thoroughly enjoyed the article in the March Newsletter about The Green Hornet, Maj. Baine E. Fulton. There is another chapter to the motorcycle incident, you may not have heard.

On Halloween night Oct 31, 1944 some person or group of persons stole the 'Harley' motorcycle belonging to 'The Green Hornet'. You can imagine 'what hit the fan' the next morning. When Major Fulton learned that his beloved motorcycle was gone, everyone was put on alert to find his cherished bike.

I'm not certain just how long it was before it was finally located, perhaps a day or so. Unfortunately, it was found in one of the Air Raid Shelters in my area. These shelters were built without any entrance doors (if a bomb burst, splinters of a door could prove deadly). They had labyrinth type entrances (like they put on rest rooms for easy access but still maintain privacy). To shield from concussion, the entrances were made small. You had to do some twisting and turning in a very narrow space in order to enter the shelter.



B.E. 'Shorty' Baines, Feb. 1960
photo Akron Beacon Journal

The **MPs** tried to remove the bike but they just could not roll it out. Since the Ordnance (my department) had the only vehicle maintenance shop on Base I was called upon to help remove it. The mechanics had to take off the two wheels to reduce the size in order to get it through the exit. This did the trick! They then put it back together and delivered it to Maj. Fulton in A1 condition.

Shortly after, I received a phone call requesting my presence at the Major's office in the Mess Hall. Being the good Sergeant that I was, I reported to him in a military manner and threw him a snappy salute, with "fingers and thumb extended and joined". He returned my salute and asked me to sit down. Then he took me into his confidence and said he believed that some of my men in Ordnance were involved in the theft of his beloved 'Harley'. Shocked, I let him know that I felt certain that none of my boys had anything to do with the incident.

To this day, the perpetrators were never found. How do you suppose that bike got into that shelter? As far as I know, none were ever found to be guilty.

The Green Hornet was a great guy. I saw him almost every morning on my way to the Mess Hall for breakfast, and he greeted me with a "Morning Lad". **FRED**

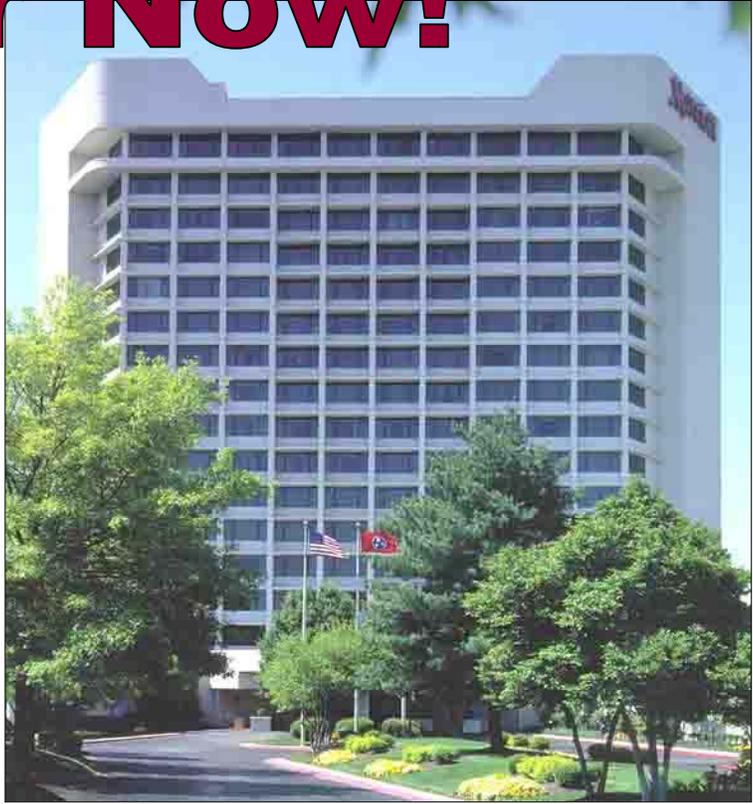


Register Now!

Here Comes the 339th!

By Gerald E. Graham,
president 339th FGA

Once again Chet Malarz and crew have planned for another great reunion. The group returns again to Nashville Tennessee with all its vacation attractions. We will be staying at the **Nashville Airport Marriott Hotel** with all its plush accommodations. It is our hope that this will be a 'family friendly' reunion. In that end accommodations are available at our special Group rate, for three days prior and three days after our reunion. This will allow you to do a little vacationing with family during your stay. The hotel has an indoor-outdoor swimming pool with exercise rooms and great food. Our



Nashville Airport Marriott Hotel

Hospitality Room will be on the 18th floor overlooking the Airport, so you can watch the planes land and take-off, while we talk of our families, friends and days gone by.

For those of you arriving by air, the hotel has bus service from the airport to the hotel, for those members that are coming by car ample parking is free!

Chet has worked out a fantastic price for 339th members and families; the price for rooms is \$70 plus 14.25% tax, or about \$81 per night. Do not let the low price deceive you this is probably one of the best hotels we have stayed at.

See page 17 for the planned side trips including a night at the "Grand Ole Opry". Our tentative Schedule of Events is on page 18 of this newsletter. Do not delay!

To come to the reunion do the following - - -

1. Call now and make your hotel reservations at **The Nashville Airport Marriott Hotel**, 600 Marriott Drive, Nashville, TN 37214. For hotel Reservations call toll free **1-800-770-0555**.

Check into hotel on Wednesday, Oct. 15th at 3:00 PM. Check out 12:00 NOON Sunday, Oct. 19th. The rates are \$70 per night plus 14.25% tax. This rate applies for **three nights before** as well as **three nights after** our reunion.

2. 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 page 19 with check to your unit director (names listed on forms.)

Deadline for hotel reservations is Sept 23rd, after that date they cannot guarantee a room. All reservations must include one night's rent to be binding!

Mary and I are looking forward to seeing you then! **JERRY**



Life before Fowlmere

Aircrews

By Ron Miller, Armorer 505th



Many months prior to Fowlmere, the 339th existed not only as a unit in training but also as a unit assigned security duty in the American Theatre wherein we patrolled the Atlantic Coast on look-out for German submarines or any other activity of warfare. As such our group did a good job of it both as pilots and ground crew. We also had aircrew gunners. (A summary of those days is included in the book "The Mighty Eighth"--Freeman.)

The question then is "How come the Association's Newsletter never speaks to those times; How come references are oriented only to the Fowlmere era?" My inquiry may arouse displeasure - - be that as it may. The personnel (manning document) of those earlier times worked hard and with loyalty. In my opinion they are deserving of credit. Recognition of the unit's proficiency starts long before the glamorous days of Fowlmere. I would imagine there are still personnel around the outfit who were on deck back then.

Regarding the submarine patrol in the Atlantic, we were at one time referred to as the **339th Dive-Bomber Group**. The planes we flew were the A-24 "Banshee" (an Army version of the Dauntless dive-bomber). Our training was oriented toward dive-bombing. I was a M/Sgt assigned the duty of squadron armament chief but also did duty as a gunner/observer in the Banshee rear cockpit.

The pilots complained about the telescopic gun sights on the planes. The sights rendered a distortion of depth perception which created a possible hazard of pilots being unable to pull out of a dive soon enough to avoid crashing.

I suggested resorting to the **WW I** 'Ring and Post' sight when diving. To expedite installation of such I drew diagrams and had the base shops make six sets without going through the time consuming route of channels.

We put the ring inside of the cockpit, the post outside on the fuselage and aligned them to where the plane's "angle of attack" would intercept a projectile at a thousand yards. The pilots were very pleased at how well those sights did the job in a dive. Later our Banshees were replaced with the Vultee Vengeance and the 'Ring and Post' sights remained with the original plane. Never heard any more about them. In fact, it was much later that I even learned our service was in the American Theatre of Operation and that I was entitled to wear an **Aircrew** set of wings.

The fuselage contour on the Banshee was such as to make observation of anything below us nearly impossible which led me to think we were doing "exercises in futility."

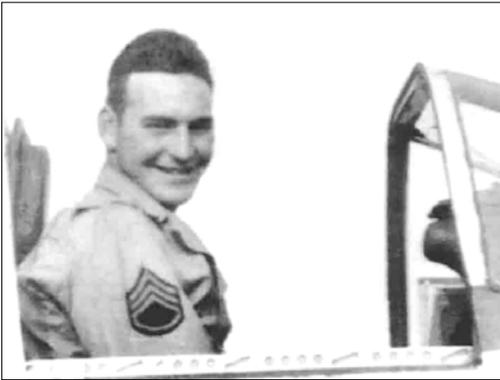
Yes, warfare today is technically much different from what we experienced but I'm certain the 'grinding grunch of grubby groundwork' is not different from any of the other wars. It takes heroic effort just to be involved - - even involuntarily. Aloha, **RON**

Yours is not the first request Ron, several people have asked for prewar stateside stories. We would love to hear of those early days. You write it and we'll print it! **EDITOR**

Speaking of Aircrews - - -

The story of Ron Epstein, Crew Chief, 505th

by S. Ananian



S/Sgt. Ronald Epstein, Crew Chief

I recently received a letter from the son of 505th Crew Chief S/Sgt. Ronald Epstein asking to be a member of the organization. Ron passed away a few years ago. According to son Sanford, Epstein's records show that Ron enlisted in Sept '42 and trained as an aircraft mechanic at Roberts Field Missouri. Wishing to fly, he was transferred to Drew Field, Fla. for Gunnery school, where he became a waist gunner on B-17s. He served with the 94th Bomb Group at Bury St. Edmunds in England. We believe Ron flew as an aerial gunner until he was wounded and received the Purple Heart. He came to the 339th Fighter Group in April '44 and was assigned to the 505th as a Crew Chief.

His aircraft was **6N-A**, "**SNIFFLES**", piloted by Capt. John G. Holloway. According to our 339th History, John is credited with having destroyed two ME-109s in the air.

So what you say? Well now, here comes the Kicker! Capt Holloway's Crew Chief, According to Epstein's son, is credited with having shot down **three** enemy aircraft as a waist gunner on a Flying Fortress!

Between the two of them they destroyed 5 planes! Are they not an Aircrew? If so, does that not make one of them an Ace? Is John Holloway an ace because he is the pilot? On the other hand everyone knows that the plane belongs to the crew chief (he signed for it) and Holloway was Epstein's pilot. Ron, the Crew Chief, is said to have shot down his three FW-190s long before Capt. Holloway even flew in combat!

It seems to me that Ronald Epstein should have been listed in the records as being the only Crew Chief that can be truly called an Ace!

To further confuse matters, Crew Chief Epstein is really S/Sgt. Ronald Adelman. His widowed mother remarried while he was in the service, and Ron took his new father's name.

To make things more confusing Jim Starnes told me that Holloway only got one plane, so I junked this story. Now he informs me that John Holloway did get two planes. What's in a destroyed enemy aircraft or two? It's the concept that should be discussed!

I guess it's time for a "Red Cross Coffee and Doughnut Break"!

Wonder who made those Doughnuts? Mary? Jeanne? Perhaps Maj. Shorty Fulton?

I wouldn't put it past him! Bet there's a story just waiting to be told! 



S/Sgt. Epstein and Capt. Holloway inspect the damage done to tail of 6N-A by a piece of the ME-109 just destroyed by the pilot.

News from Britain

A 339th Museum in England

by John Harris, Aviation Archeologist



John Harris

We have just purchased a Dodge WC-51 (Weapons Carrier) and would like to restore it to represent one the 339th had at Fowlmere. There are a couple of photos of these carriers in the history book, one very good one is on page 201 with Cec Byrd sitting on the footplate. Are there any other photographs around? Who would have been responsible for the maintenance and upkeep of the vehicles at Fowlmere? What I need is the registration number on the hood and details of any writing/numbers on the front and rear fenders for accuracy. I hope someone can help out.

We Have Great News!

We have, at last, been given permission to set up a museum; we will be joining forces with another like-minded group to set up an aviation museum at **TWINWOODS AIRFIELD** just outside Bedford (my home town). I will be concentrating on the 8th AF history namely the 339th FG while friend Robert will concentrate on RAF history.

The site is ideal, original buildings, control tower and mess buildings, once up and running I will link it to the 339th web site. This is the airfield that Glen Miller took his last flight from. The control tower is dedicated to him. Many other stars also landed here including Bob Hope, David Niven, Bing Crosby and more. The OSS flew some missions from this field as it was near the Milton Ernest Hall (OSS HQ). The airfield also trained USAAF and RAF pilots night fighting combat tactics as well as night flying. The site also includes an arena and stage. We have already carried out two mobile displays on the site but will now have a static display all year round. Many other shows are carried out at the site including horse trials and corporate events. We have a big one coming up in August, a three day event including five big bands and Beryl Davis flying in again from California to sing with the Glen Miller Band. Living history groups depicting the 101st and 82nd WW II Airborne Troops, 1940s dance groups, wartime military vehicles and trade stalls.

The site has a wood walk running along side. Along the walk are original Nissen huts with groups of British and American troops dug in for battle.

We need your help, if you have any World War II items long forgotten in your attics that relate to the 339th Fighter group and Fowlmere. You can donate or loan them to me for the display. Items such as uniforms, flying gear, paperwork, photographs, everyday items etc. all items will be credited to whoever contributes. They will be displayed in cases for all to see. We have twelve display cases of 339th FG artifacts, including a propeller.

Please, - - - Please, consider our museum if you are clearing your attic or moving home, I would be only too willing to purchase any items and pay mailing cost however small or large to save them from being separated and the history lost.

Laurina and I are looking forward to seeing you all again in Nashville and we will be bringing along four British friends who want to meet with you. JOHN



For Whom the Bells Toll . . .

DECEASED

Kirke B. Everson, 504th Pilot, passed away on November 18, 2002.

Anna Tower, 505th Widow of Archie Tower Operations Officer. Anna passed away on January 17th, 2003 after suffering a Stroke.

Gordon H. Chenez, 504th Pilot, died on March 2, in his home.

John Perry, 504th Payroll specialist, passed away on April 8, 2003.

Eileen Weber, 503rd Widow of Maintenance Chief, M/S Clyde Weber. Eileen passed away at her home on April 16th as a result of an asthmatic attack. Her story was in the September 1997 issue of the newsletter.

Bertil L. Johnson, 504th Communications, Bert passed away on April 24, 2003.

Elizabeth Scruggs, 503rd Widow of Intelligence Officer Amos Lee Scruggs, Elizabeth passed away recently in Kingston, SC.

Neal One Kinnell, Swedish friend of the 339th, Neal suffered with emphysema for many years and on April 23, his strength ran out.

John F. Meinen, 504th Motor pool, John passed away on May 13th, 2003.

John A. Franz, 505th Engineering Maintenance Chief, passed away on May 16, 2003.



Gordon H. Chenez

Our condolences to all the families on their loss . . .

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



The Mail Bag

A word from 'Shorty' Fulton's daughter: -

April 16, 2003

I was so tickled when my second cousin, Hal Fulton, sent me a copy of your newsletter. I am the daughter of the "Green Hornet" and yes the tale it tells is typical of Dad's behavior. He often spoke of Colonel Henry with much high regard. Dad would wade into anything either because he was curious, wanted to accomplish something or there may have been other excuses, too. Whatever he was up for it.

*Having published his biography, **They Broke the Mold** at the age of 81 makes me a bit proud too. My version is more like "Life With Father" because that is how I knew him. The title of my book is taken from a talk by General Doolittle who said, "The Man Upstairs only made one of him because he thought one would be enough,"*

*I, too, flew and got my pilot's license in 1940 so I have not imagined the paragraphs that describe flight. I gave the book to family and friends for Christmas and they urged me to have it published. It is now available on **Amazon.com** or can be ordered at **Borders or Barnes and Noble**. I do wish I'd had your article before it was printed, it would have added a wonderful dimension to my story.*

Thank you so much, Elynore Fulton Hambleton



Mail Bag continued on next page

Great hearing from you Elynore, it is obvious that aviation and talent runs in the family. I am certain members will want to read your book about 'Shorty'. EDITOR



From the son of Mary Williams, our Red Cross director: - March 14, 2003



I want to thank you for keeping your lifeline newsletter coming to Mary. We really look forward to every issue. - - - I saw you and your fellow pilots on the History Channel. Hope to see you in Nashville.

Mary is a real trooper despite all of her hardships. We always have a good time during my visit. Either Jeff or I see her every weekend. We take a trip to our childhood vacation get-away, Long Beach Island, NJ three times a year. Mary really enjoys it.

Mary finds it more difficult to talk (swallowing reflex), but is otherwise very well. I read the newsletter to her, and she enjoys it very much.

It is with great sadness that I read of the passing or illness of members of the 339th family. We offer our prayers and sympathy – especially for Anna Tower. Mary was in a 'Coma' for 3 days after her 1st stroke. If Anna pulls through please let us know. It was my observation that stroke survivors respect the opinion of their 'peers' (other survivors) more than anyone else. It is just too difficult for Mary to attend reunions – and Jeff and I have been very busy with work. But Nashville is just a stone's throw from Knoxville – I have no excuse. Mary told me she wanted a report on each and every one of you.



Yours Truly, DAVE WILLIAMS

We are so pleased to hear from Mary, and are Looking forward to seeing David again. EDITOR



From our good friend Joe Noah: - March 10, 2003

Really enjoyed attending the 339th FG Reunion in Charleston in spite of the rain! It was great to meet so many of the pilots I've read about over the years as I did research on the Preddy brothers.

Also enjoyed your most recent Newsletter. The story about the "Green Hornet" got my attention because I served in the 61st Troop Carrier Squadron (C-119s) during the Korean War -- we called ourselves the "Green Hornets." The story about Shorty Fulton was really very interesting!

Sorry you ran out of space and were unable to ask if anyone remembered the family of Captain Raymond Reuter. As you may recall, Ray and Bill Preddy were shot down as they strafed the German airfield at Ceske Budejovice, CZ on April 17, 1945 -- so close to the end of the war in Europe! Jan Zdiarsky & Jaromir Kohout established a museum in the Czech Republic. We have given them a summary of Bill Preddy's short life. They would like to have a resume on Ray Reuter. I think Ray had a brother who lived in Seattle, but I have never been able to track him down. Perhaps one of the 339th members will remember.

Blue skies & gentle landings, JOE NOAH

Can anyone help Joe to contact Capt. Ray Reuter's family members? Were any of you familiar with Ray and can you assist Joe? Write me. EDITOR



Roster Updates

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

Change: -

HARRIS, JOHN, Aviation archeologist,
5 Ditmas Avenue, Kempston, Bedford, MK42 7DR, England, Laurina
WELLS, RICHARD, 503 – Pilot,
11105 N.W. Highway 326, OCALA, FL 34482
ZAVODA, GEORGE, 504 – Crew Chief,
49 Pulaski Rd., Whitehouse Station, NJ 08889
GERARD, FRANCIS R., 503 – Pilot,
1304 Continental Ave. # IRCC, Melbourne, FL 32940, Adriana
KRAUSS, WILLIAM, 505 – Pilot,
7118 Patriots Colony Drive, Williamsburg, VA 23188-1434, Elrie
WILLIAMS, DAVID F., RC – Son of Red Cross director,
301 Cheshire Drive, Knoxville, TN 37919-5843
CADDELL, DAVID, 504 – Grandnephew of pilot,
2730 NE John Carlson Rd. # B, Bremerton, WA 98311-4050
BENNETT, CARROLL W., 504 - pilot,
1021 138th Street E., TACOMA, WA 98445-2709
ADDISON, ROBERT J., 504 - Communications Officer,
7200 E. Quincy Ave. Apt.102, DENVER, CO 80237-2250, Ruth
GAPINSKI, ALOYSIUS V., ORD - ,
824 GREENVIEW Ave., SOUTH BEND, IN 46619-2437
FITZGERALD, DALE K., 504 – Communications Supt,
2926 E. ELMWOOD Place, CHANDLER, AZ 85249-3589, Virginia
TRESTER, RICHARD B., 504 – Cousin of pilot,
223 PARK Drive, PO Box 652, LEWISTON, MN 55952-0652, Sharon,
BUCHANAN, DANIEL R., Virtual 339th Members,
P.O.Box 72, FRANCESVILLE, IN 47946
KNOTT, CLARENCE W., 503 - Pilot,
14228 FOLIAGE Court, MIDLOTHIAN, VA 23112

Add : -

KNAPP Jr., SGM FRANK J., 504 – Son of pilot,
114B CHARLTON St., WAHIAWA, HI 96786
HAMBLETON, ELYNORE, FULTON, HQ – Daughter of 'Shorty', Food Director,
1541 KALAKAVA #2005, HONOLULU, HI 96826-2407

Delete: -

SCHNITKER, CLARENCE, 505 - Aircraft Maintenance,
MEINEN, JOHN F., 504 - Motor pool,



HAVE YOU PAID YOUR DUES THIS YEAR?

Remember only veterans of Fowlmere need pay the tax deductible \$10 dues.

Editor's Corner

By Stephen C. Ananian
Pilot, 505th



by Ron Miller

Our book, 'The Second Edition of the History of the 339th' is now out of print! **We are all sold out!**

This issue of our newsletter highlights the preparations and schedules for our upcoming reunion. As you remember, plans had to be changed at the last minute due to Larry's illness. You will be pleased to hear that Larry is recovering nicely, and 'the Good Lord Willing' plans to be in Nashville with us.

Please see the following pages (17-19) for the proposed schedule of events, detailed descriptions of the planned tours, dinner menus and registration forms.

We are so elated to hear that Mary Williams is able to communicate with us through her sons, David & Jeff. I'm certain she would enjoy receiving letters from any of you. Note David wrote on her personal stationary with yellow roses. You just 'Made My Day'!

Michael George, owner of P-51, 'Worry Bird', informs me that photos of his aircraft were in the February issue of **Aircraft Illustrated** Also see the new book by John Dibbs, **P-51 Mustang Flying Legends** for great Mustang photos as well as **D7-J**.

We received many letters of praise for those men in Gas Pump. Jim Delisio, 503rd tells me that Richard Smith of the 503rd was also a part of the homing station team. Bill Raines, 505th writes me, *"Most people mention my assignment at Fowlmere simply as Control Tower, when in fact I had a back up crew in a small room in the tower to monitor "Gas Pump", and provide a steer (backup) to Fowlmere as requested. We had identical equipment and were trained in the states to provide navigational assistance, if necessary. We also prepared a log of all communications for our frequencies - -"*

Jim Starnes' story on page 4 tells just how much our lives depended on all of you! SCA



We have a new CD available for your computer. The Friends of Fowlmere School have recorded a 548-page book on the history of Fowlmere (Bird Lake), with pictures and drawings. If you wish one, just mail me a check for \$10. All proceeds go to the school in the village of Fowlmere.

Do not delay; make your plans to meet us in October.

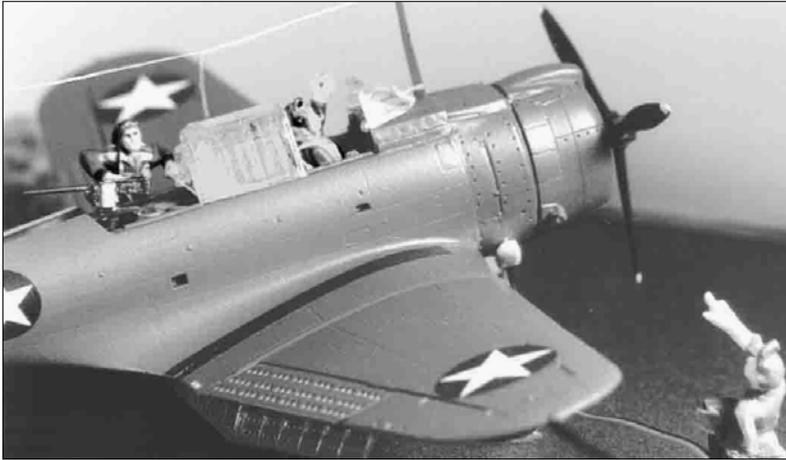


Donations

We thank the following members for their generous donations: -

\$20 Carmen R. Grande, \$20 Hal Fulton, \$25 Lee "Dutch" Eisenhart, \$50 John P. Wilson, \$60 John J. Hauff, \$54 Rex L. Poutre, \$50 James L. Wells Jr., \$50 Frank Tropea, \$50 Gordon H. Chenez., \$15 Channing Winnett, \$50 Phillip M. Loveless Jr., \$25 Duane S. Larson, \$50 Thomas B. White, \$25 Richard G. Wells, \$50 James Davidson, \$30 Carmel L. King, \$20 Frances French, \$70 David Williams, \$40 Robert E. Irion, \$60 Michael J. George, \$40 Primo Zambardo, \$25 Dennis Horvath, \$25 Robert M. Kuhlman, \$50 H. Miller Hartman, \$20 Bayard F. Lawes, \$20 Philip H. Ewing, \$50 Fred Cox, \$25 Charles Steffen, Jr., \$25 William J. Raines, \$20 C. W. 'Bill' Hammond, \$25 William R. Guyton, \$50 James R. Starnes.





On the Left - A Diorama depicting a crew of the 339th Dive-Bomber Group. It was built by our author & former armorer Ron Miller.

The Crew Chief signals pilot 'All Clear' as pilot signals back. Aerial gunner climbs in the rear seat wearing a 'back pack'. Figures were hand carved by Ron. 



A 339th Newsletter Pole

If you pilots had the opportunity to fly one more mission in a P-51 with your buddies or fly on the Space Shuttle into orbit, which would you chose? 

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.littlefriends.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 

Reunion Side Trips

Day one, Thursday, October 16th

9:00 – 12:00 p.m. Nashville City Tour - Depart with guide on a professional guided city tour of Nashville to include downtown's Bicentennial Mall, Historic Second Avenue, drive by the Ryman Auditorium, Music Row, Millionaire's Row (where all the stars live), Vanderbilt University, The Parthenon, etc.

Price \$20 Per Person including tax and gratuity.

Day two, Friday, October 17th

6:30 – 9:30 p.m. Transportation and ticket included to the world famous Grand Ole Opry, world's longest running radio show

Price \$40 Per Person including tax and gratuity.

Day three, Saturday, October 18th

10:00 – 3:00 p.m. Transportation to Memorial Service at the Bicentennial Mall, followed by a free barbecue at the John Tune Airfield as guests of Tom Patton at his P-51 Hangar. See his P-51 and aviation memorabilia!

Price \$10 Per Person including tax and gratuity. 

Reunion 2003, Schedule of Events

Oct. 15th Wednesday (All Units will Host the Bar!)

12:00 noon – Registration Desk 18th floor Andrew Jackson Room

5:00 p.m. – 6:00 p.m. Welcome meeting. 1st floor

Socialize and refreshments at “339th Hospitality Room”

Oct. 16th Thursday (505th will Host the Bar!)

9:00 a.m. – 12:00 noon Nashville City Tour

6:00 p.m. UNIT DINNERS 503rd, 504th, 505th, ORD & HQ Unit Dinners

Socialize and refreshments at “339th Hospitality Room ”

Oct. 17th Friday (504th will Host the Bar!)

7:00 AM Breakfast business meeting of board of directors (1st floor Restaurant)

10:00 AM General business meeting, election of officers, free schedule for the rest of the day.

6:30 – 9 p.m. Bus to see the Grand Ole Opry

Oct. 18th Saturday (503rd will Host the Bar!)

10:00 a.m. Bus to John Tune airfield to see P-51 followed by a Barbecue with a stop at WW II Memorial.

6:30pm Cash Bar, followed by

7:00 PM Banquet Dinner (1st floor Grand ballroom).

After dinner Socialize and refreshments at “339th Hospitality Room”

Oct. 19th Sunday

6:30 AM – 9:30 a.m. Farewell Breakfast Buffet 1st floor

11:30 AM Check out.

We say farewell till next year!



Saturday Night Banquet Dinner

Your choice of one of the following entrees: -

1. Grilled 5 oz **Filet of Beef** in a Balsamic Port Wine Sauce. - - - - - **\$40 each**

2. **Swordfish** Parmesan

Tender Swordfish Lightly Coated with Parmesan Cheese, Sautéed and served with Lemon White Wine Herb Butter Sauce. - - - - - **\$38 each**

3. Tuscan Marinated **Chicken**

Marinated Chicken Breast, Caramelized Pearl Onions and Garlic. - - **\$36 each**

Any of the above entrees with Rolls and Butter - House Salad with (choice of 2 dressings) - Chef's Selection of Potato - Chef's Selection of Vegetables – Dessert - Coffee, Decaffeinated Coffee and Iced Tea.

Children: 5 and under eat free! Age 6 to 12 may order children's menu. Child's menu: - Fruit Cup, **Chicken Tenders** or **Hamburger**, French Fries, Cookie, Drink - - - - - **\$12 each**

All prices include tax and service charge.



The 339th Reunion Registration Form

Please fill out your Name

First _____ Last _____ Unit _____ Number attending _____

Please list additional guest names on back for Name Tags.

| | <u>Number</u> | <u>Amount</u> |
|---|--------------------|---------------|
| <input type="checkbox"/> Registration Fee | \$10.00 each _____ | _____ |
| <input type="checkbox"/> Nashville City Tour | \$18.00 each _____ | _____ |
| <input type="checkbox"/> Tickets to see the 'Grand Ole Opry' | \$40.00 each _____ | _____ |
| <input type="checkbox"/> Saturday Barbecue Lunch and bus ride | \$10.00 each _____ | _____ |
| Saturday Night Banquet Dinner | | |
| <input type="checkbox"/> Swordfish Parmesan | \$38.00 each _____ | _____ |
| <input type="checkbox"/> Filet of Beef | \$40.00 each _____ | _____ |
| <input type="checkbox"/> Tuscan Marinated Chicken | \$36.00 each _____ | _____ |
| <input type="checkbox"/> Childs Menu (Age 6 to 12) | \$12.00 each _____ | _____ |
| <input type="checkbox"/> Farewell Breakfast Buffet | \$16.00 each _____ | _____ |
| | TOTAL | _____ |

Make Checks payable to **the 339th Fighter Group Association**

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

Richard G. Thieme, Treasurer, 2732 South 7th Street, Sheboygan, WI 53081-6802



503rd Unit Dinner - Fill out unit form below and mail with check made payable to: -

Thomas G. Sams, 503rd Director, PO Box 8080, Horseshoe Bay, TX 78657,

Unit Dinner at Hotel - Beef or Chicken only! Phone: (830) 598-6279

504th Unit Dinner - Fill out unit form below and mail with check made payable to: -

Gilbert G. Cohen, 504th Director, 9110 Grinnell St., Indianapolis, IN 46268

Phone: (317) 334-9810

505th, HQ & ORD Unit Dinners - This year our CO, HQ & ORD are invited to join the 505th Unit Dinner. Fill out the form below and mail with check made payable to: -

Robert F. Burns, 505th Director, P.O. Box 91, Oden, MI 49764

Phone: (231) 347-6777



Unit Dinners

Please print your Name

First _____ Last _____ Unit _____ Number attending _____

| | <u>Number</u> | <u>Amount</u> |
|---|----------------------|---------------|
| Indicate number of each <input type="checkbox"/> Beef <input type="checkbox"/> Seafood <input type="checkbox"/> Chicken | @ \$40.00 each _____ | _____ |

Note 503rd Beef or Chicken only!

TOTAL \$ _____

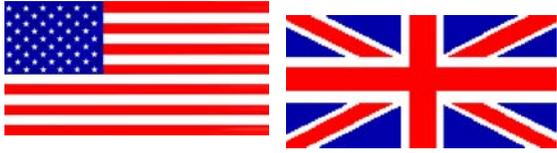
Mail this coupon (or photo copy) with checks to the appropriate unit directors listed above.

339th Fighter Group Association, Inc.

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

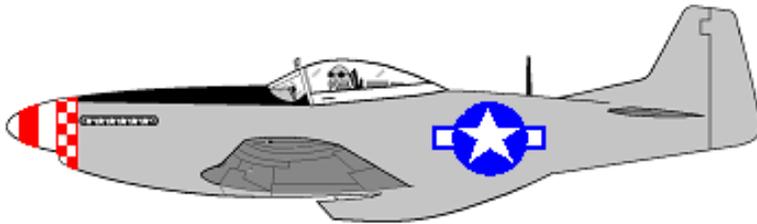


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----- MAILING LIST UPDATE FORM -----

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 _____