

March 1, 2004

339th

Fighter Group Association

Station F378 – Fowlmere, England



NEWSLETTER

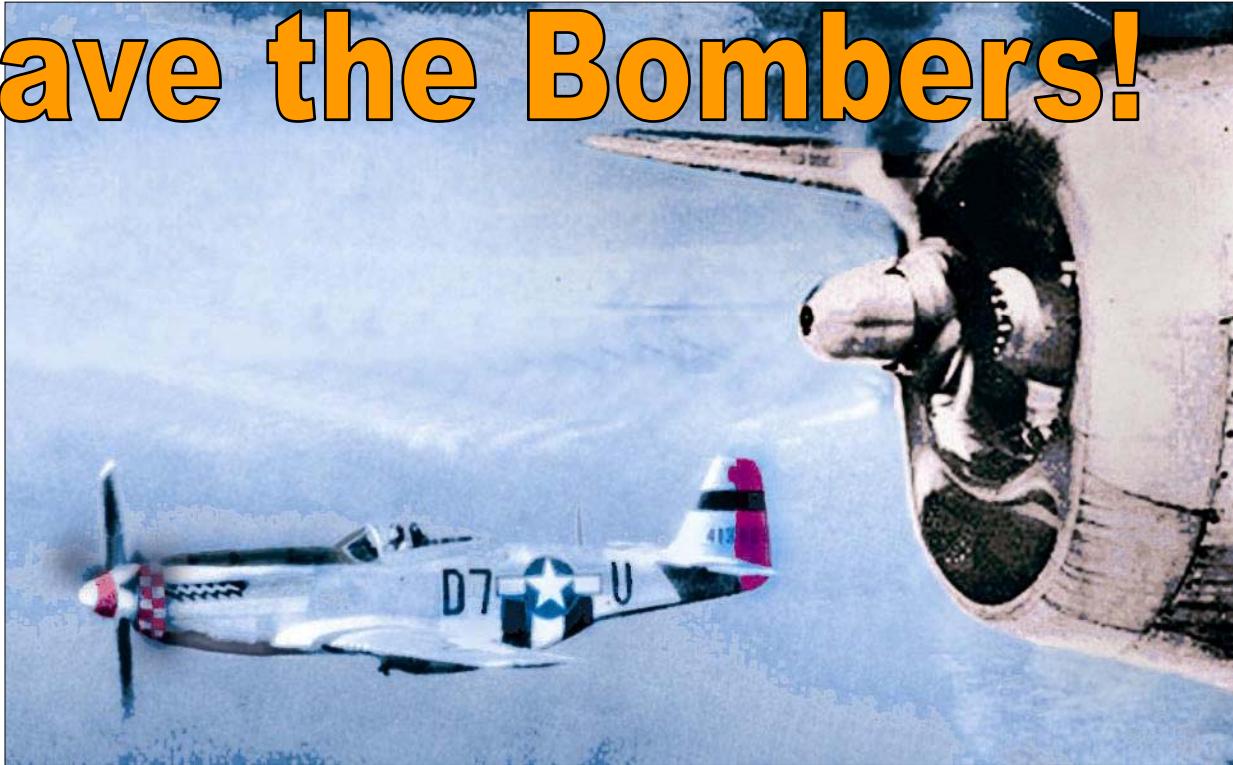
"The Lads from Fowlmere"



Volume 24, Issue 1

Editor: Stephen C. Ananian

Save the Bombers!



This photograph of 503rd pilot Francis R. Gerard in his aircraft D7-U was taken by an unknown member of a bomber crew. – Our thanks to Jim Sterling for this photo.

By Francis R. Gerard, pilot 503rd FS

A condensed version as told to Eric Hammel

Note the following article is excerpted from the book "Aces at War: Vol. IV, The American Aces Speak" by Eric Hammel. Due to lack of space, these are only portions of an exciting story. The book is currently available in a trade hardcover edition published by Pacifica Press.

"On September 11, 1944, we were awakened early by the sound of the bombers droning overhead as they formed up for the day's mission. - - The mission for the day, 'Ramrod' to Brimma - " After a fog delayed takeoff, Gerard tells how the group joined the bombers and proceeded to fly cover for the 'big friends'. The Germans attempted, unsuccessfully to lure the Mustangs away from the bombers by sending up decoy fighters. "When we were in the vicinity of Annaburg, I suddenly spotted a huge mass of enemy fighters

Continued next page

coming toward the bombers. I called in the approaching 'bandits'. The Squadron CO, Major Aitken, gave the order to drop our external fuel tanks. It was a frightening spectacle to spot two large gaggles of enemy fighters heading our way. (The Germans did not fly in formation as we did, instead, they flew in a swarm, like a "gaggle" of geese! - Ed.) The 'gaggles' consisted of more than fifty enemy aircraft each, and the sight of them raised the hackles of my hair, as I am sure it did to the thirteen other Mustang pilots with me in our squadron.

I thought this is it! We are outnumbered! Even though our instincts warned us that we might not return from this mission, we pressed on. After all, it was our duty to protect the bombers to the best of our daring and skill." "As the enemy aircraft approached the bomber force, we dove on them and began our attack. - - - I was flying as the element lead in Major Aitkin's flight, and initially I was slightly ahead of the others in the nearest position to the enemy formation. After a futile attempt to try to distract the enemy from the bombers, I said to myself, "Steady boy! Concentrate on one bandit at a time." Then I picked out a ME-109 that was about 300 yards out and crossing in front of me - - - I gave him a short burst from my six fifties. He blew up with coolant and flames streaming out. - - " Gerard then goes on to explain the details of the exciting twelve-minute dogfight that ensued. Always thinking of the bombers, he says, "I pressed on through the melee and as I reached our bombers, I maneuvered frantically to get in position to protect them. - - - All hell was breaking loose around me. There were so many aircraft involved it was difficult to distinguish friends from foe - - - I was determined - - - those Germans would never fight against our valiant bomber crews again."

The fight over, Frank writes, "It had been a long mission. - - - My muscles and my mind were sorely challenged. I thought of a lot of different things on the way home, but most of all I was proud to be a part of the 339th and thankful for the wisdom of Major Aitken, for his dedication to protecting the bomber crews and following orders. He did not chase across the skies after decoys for personal glory, instead he stayed with the bombers."

"We did our best that day, but it was not good enough. Twelve B-17s went down in flames before other American fighters finally arrived to protect them on the flight home."

"I do not think I had the courage to be a bomber pilot over Germany. I had - - and still have - - the utmost respect for the valor and dedication of those brave crews."

By days end the 339th had destroyed more aircraft on a single mission than ever before!

The 503rd Fighter Squadron was credited with having destroyed 14 German fighters in the air, 2 probables and 4 damaged in that action. The 505th destroyed 24 on the ground and damaged 26 others. The day before on September 10th the Group (505th) destroyed 26



2/Lt. Francis R. Gerard

enemy aircraft on the ground and damaged 32. We lost four pilots; one had engine trouble and evaded capture. Two were downed by flak and one by a jet-propelled fighter (ME 262).

For the two missions flown on 10th and 11th September 1944, the Group was awarded the Presidential Distinguished Unit Citation.

Francis Robert Gerard was awarded the hero's medal, the 'Silver Star' for gallantry. He was also credited with four confirmed victories for the twelve-minute September 11th dogfight over Annaburg, thus becoming a five-kill ace only one month past his twentieth birthday. Francis went on to down two ME-109s, and damage a third near Magdeburg on March 2, 1945 and shortly after, he was promoted to the rank of Captain. Francis scored his eighth and final victory on March 18th, 1945, when he downed an FW-190 near Dummer Lake.

Francis R. Gerard is the 339th's leading Ace!

A Fighter Pilot's pilot! - - - A true hero! SCA



Maj. General Francis R. Gerard

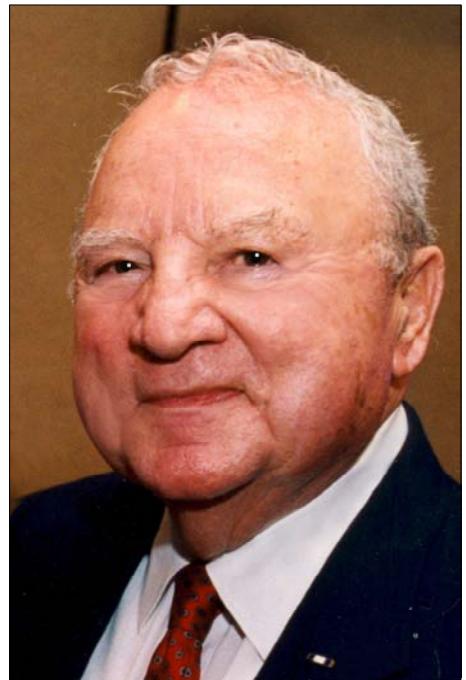
A Brief Bio

Francis Robert Gerard was born in Belleville, New Jersey, on July 11, 1924. He graduated from High School in June 1941, and was sworn into the Army on October 26, 1942.

Commissioned a Second Lieutenant "Frank" Gerard, age nineteen, emerged from flight training with class 43-H at Craig Field, Alabama, in August 1943. After completing his training with a replacement-training unit, he was assigned to the 339th Fighter-Bomber Group, which had been formed as a light dive-bomber unit in mid-1942 and now was undergoing training as a P-39 fighter-bomber unit at Rice Field, California.

First Lieutenant Francis Gerard scored his first aerial victory, a ME-109 he downed with only 42 bullets, while escorting bombers near Gotha, Germany, on August 16th, 1944.

After World War II, Francis Gerard served with the New Jersey Air National Guard while completing college. He earned his law degree in 1949, but his legal career was cut short when he was called to active duty during the Korean War. Thereafter, he divided his time between various civilian pursuits, commanding the New Jersey Air National Guard, and numerous stints on active duty with the Air Force, including a tour during the 1962 Berlin crisis. He flew jet fighters until 1976 and retired from the Air Force several years later with the rank of major general. SCA



Francis R. Gerard
photo by Jeff Mankie



From the Desk of Jim Starnes

By James R. Starnes,
Staff Columnist



During December I received a phone call from Tom Miller, who was crew chief of Joe Thury's aircraft. Tom is now in a nursing home recovering from a fractured hip. He sent Jane Scroggin a videotape made at his 95th birthday party last August. He asked Jane to send it on to me and that I in turn, forward it to Chet Malarz when I was through with it. It did arrive as expected and I sent it on to Chet. It was an interesting tape with many testimonials from his friends in Houston, TX.



Tom Miller at age 35!

Despite his physical problems, Tom's mind is still sharp. He was a buck private straight from aircraft mechanic's school when he reported to the 339th at Hunter Field, GA. Soon after he arrived a pilot told Tom to get a parachute and climb into the gunner's seat of a Vultee dive bomber. The pilot wanted Tom to see if the Vultee's tail vibrated during a pullout from a dive. They took off and climbed to altitude with Tom's seat facing backward so he could observe the tail. Down they dived, and as the pilot began the pull-up, "G" forces pulled his head down so

much that he could not even see the tail. That was quite a test flight! I assume Tom told the pilot that he observed no tail vibration. With Tom, Fred Cox and E.E. Shirey all doing well in their 90's, there must be something special in that Texas water they drink.

Lt/Col Dale E. Shafer, Jr.

In the last issue Steve Ananian noted the passing on 9 Nov 2003 of 503rd commander Dale Shafer at the age of 85. Dale went to England initially with the 31st Fighter Group in 1942 where they were equipped with Spitfire Vs. They moved to North Africa in Nov 1942 and by the time he completed his combat tour in Sep 43, Dale had scored four aerial kills. Then in Sep 1944 Dale returned to England for assignment to the 339th. He was named operations officer under Harvey Henderson in Oct



Lt/Col Dale E. Shafer, Jr.

44. When Harvey was shot down on 5 Dec 44, Dale became 503rd commander for the remainder of the war. He scored three more kills, bringing his total to seven.

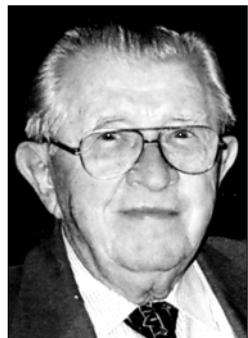
Dale was widely admired as a combat leader with our group. After the war he joined the Ohio Air National Guard, eventually becoming chief of staff with the grade of major general. After retirement he served several terms as the mayor of Germantown, Ohio before resigning due to ill health. His loss is a great one to his family and to our association.



L-R - Sgt. Fred Harkey, armorier, S/Sgt Gabe Cutri, crew chief, Capt. James R. Starnes, pilot and Sgt. Stone D. Howell, Jr. assistant C/Chief.

sharing a bottle of Champagne with those three gentlemen in the border area between the Nissen Huts of the officers and of the enlisted men in July '45 at Fowlmere. I had given the bottle to Gabe, but he wanted the four of us to enjoy it together, so we did just that. 

Jim Starnes



Chester Malarz

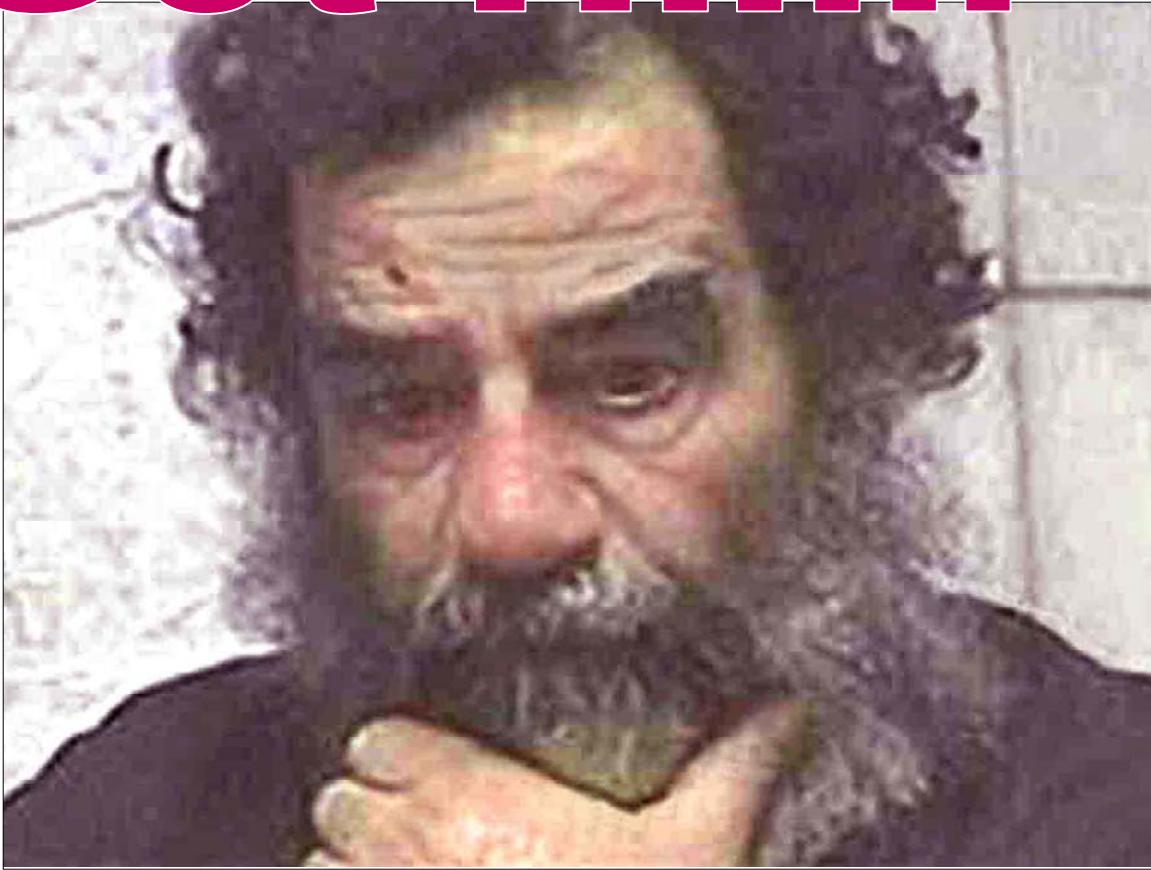
Reunion News!

September 16th to 20th

As we go to press tentative plans for our reunion for 2004 are beginning to take shape. Chet Malarz reports he has been investigating the availability of hotels in the Washington DC area for Larry Powell, our reunion coordinator. We are awaiting the signing of contracts. The tentative date for our reunion is Thursday September 16th through to Monday September 20th.

Please keep these days open. Look for complete details in the June issue of the newsletter! SCA 

Got Him!



EDITORIAL, by S. C. Ananian

Oh yes - we got him! He calls himself the "President of Iraq". This, the "Glorious Leader", the "Direct Descendant of the Prophet", hid away in a 'spider hole' to avoid capture!

Brave Saddam, the "Lion of Babylon", the "Father of Two Lion Cubs" has called on misguided women and children to commit suicide and kill Americans by blowing themselves to bits, yet in the end he meekly capitulated to those same American GIs.

This is the "Butcher of Baghdad" who has killed over three hundred thousand of his own people. Saddam slaughtered more Muslims than any other man in history and now he begs for his life. The very first words he speaks are, "I will negotiate!"

In truth, he is the "Mother of all Cowards!" This is a man who did not even have the courage to draw his side arm in battle, but timidly raises his hands in surrender!

We Got Him! - - - Yes - - - WE GOT HIM!

And now - - - to "the Mother of Malevolence" - - - to "the Epitome of Evil" - - -

To Mr. Bin Laden, "That Dirty Little Man" - - - we say - - -

"Usama - - - U next!"



Chasing those "Flying Machines"



"Dutch" then and now!

full spectrum from piston engine planes to jets and finally spacecraft. Also on display were a Concorde an SR 71 (Blackbird) and the F-35 Joint Strike Fighter.

The first day Dec 9th was designated 'A salute to military aviation veterans'. The Air Force Band "Airmen of Note" greeted us veterans. They were dressed in khaki uniforms - standard dress in the early forties and played popular Glenn Miller tunes of the era.

We were then greeted by Gen. John R. Dailey USMC (Retired) Director of the Museum and Gen. Richard B. Meyers USAF Chairman of the Joint Chiefs of Staff.

This was followed by a delightful buffet lunch served with a variety of drinks and food.

All in all, it was a momentous occasion.

First Powered Flight

The Second, was the big event. I was fortunate to have been present to have witnessed an attempted re-enactment of the first flight of the Wright Flyer at Kitty Hawk Dec 17th 1903 a hundred years before. Unhappily the odds were against the success of this one: it was an atrocious day weather-wise; with heavy rain, dark sky and very little wind. To add to the difficulties, the monorail on which the flyer rode was below water in spots. Naturally the canvas-covered wings absorbed the heavy



The National Air & Space Museum at Dules.

Chasing continued next page

moisture, which added to the weight of the aircraft.

Nevertheless they gave it "the ole college try" approximately two hours after the scheduled takeoff at 10:35 AM.

We watched as "The Flyer" managed to get it's nose up but ran out of monorail (runway).

Not to worry we were informed The Flyer got airborne on three different occasions prior to that day.

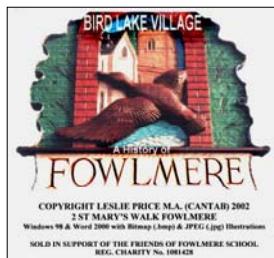
To add to the pageantry, a number of dignitaries were on hand: John Travolta and Tom Poperezney, president of EAA Oshkosh were narrators and President Bush flew in to address the crowd in his chopper,

We the spectators were sopping wet! Would we do it again? Absolutely! It was a privilege to be there by all means, we'd wear more adequate rain gear given another chance.



F-35 Joint Strike Fighter

Bird Lake Village, A history of Fowlmere South Cambridge –



A CD containing the equivalent of 538 A4 size pages

The history of Fowlmere from the earliest times to present day, is now available on a CD-ROM. This is a Computer program, not an audio disk!

Price of CD is \$10, which includes shipping and handling. Just send your editor a check.



We are on the Internet!

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

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

339th Web-Birds Web site: - **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

Flight Line Caruso!

I'm Not a Card Player

By Ron Miller, Armorer 505th

I shall call him O'Conner because to the best of my memory, that was his name.

He was of Irish-Italian descent - a young, handsome, well-built opera singer with a baritone voice that would make the mountains tremble with the echoing of his voice. I have observed even the crews on the flight line stop their work just to listen to his singing.

His duty assignment was an Armorer and at the time we were stationed at Rice Field. Although he and I have never gone on a liberty together we were nonetheless pretty good friends.



"This doesn't happen over here!" – wartime sketch by Ron Miller 1944

One night we played Black Jack until 5:00 AM when he was due to report for K.P. I owed him eight hundred dollars! "I'll give you a break, Miller" he said, "One more hand - double or nothing!"

I won the hand!

Since that moment I have never again played a hand at cards. (One should always trust their good guardian angel.)

Some time later when at Parker (near Parker Dam and about 45 miles from Rice Field.) O'Conner tangled with the M.P.s and it took five of them to get the cuffs on him. When drinking he would crack-up and become a demon.

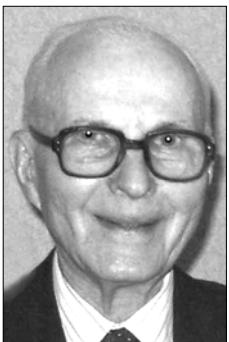
With that episode it was the last I ever heard of him. We used to say it was God who gave him his singing voice but it was the Irish who gave him his powerful fists.

What a voice!



Ron Miller

Meet Your New Board of Directors



John B. Henry, CO - HQ Dir.



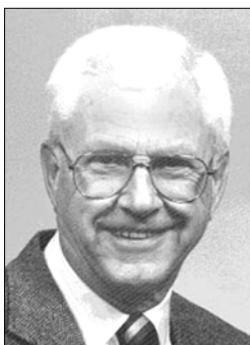
Enoch B. Stephenson, President



Thomas W. Sams, Vice President



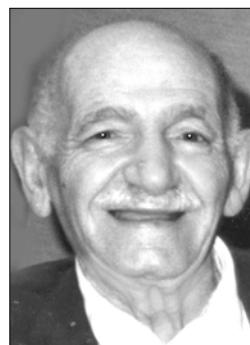
Stephen C. Ananian, Sec./Editor



Richard G. Thieme Treasurer



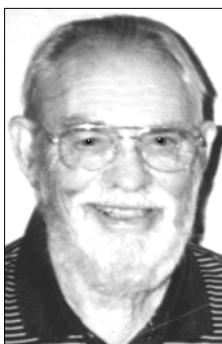
Robert J. Frisch, 503 Dir.



Gilbert G. Cohen, 504 Dir.



Robert F. Burns, 505 Dir.



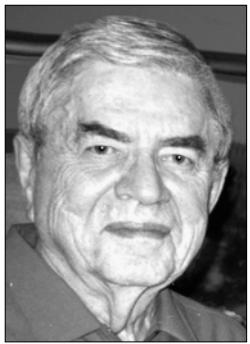
Warren Olsen ORD Dir.



Lawrence J. Powell, Reunion Coord.



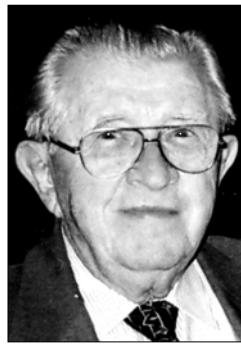
James Woolery, Hospitality Rm. Coord.



James Mankie 8th AFHS Liason



James Starnes, Member Emeritus



Chester Malarz, Member Emeritus



William Guyton, Member Emeritus

To all you 339ers!

Greetings From Your President

By Enoch Bledsoe Stephenson,
president 339th FGA



Enoch Bledsoe Stephenson

It was a real thrill for me that the 2003 reunion was held in Nashville. I had wanted to host the event for quite some time over the last ten years since the previous meeting here.

Fortunately, the weather cooperated with blue skies and pleasant temperatures. Your reactions to the visits to the Grand Ole Opry, the tour of the sights around town, the memorial service at the World War II Memorial and the visit to the John Tune Airport where we saw the P-51 and had the barbecue seemed to please everyone - - at least, I didn't hear any complaints.

I want to thank all of you on your kind remarks and to acknowledge the work of Steve Ananian, Chet Malarz, Dick Thieme, Larry Powell, Jerry Graham and so many others who spent time and effort to make the reunion a resounding success.

We are indebted to our former president Jerry Graham for his guidance during the past two years. He did a splendid job and will indeed be a hard act to follow.

It is always good to be with John and Maxine Henry. Our pride in having served under John is unbounded. He is the symbol of leadership with a kid glove. Certainly, The Good Lord was looking out for all of us during those years and we owe John a large debt of gratitude.

I am hearing of the demise of numerous WW II fighter groups and I am glad to report to you that there is no such talk in our group. Our strength is in the wonderful support that all of you give the organization.

To those of you that missed the meeting, we missed you and trust that by next fall you will have overcome the difficulties that kept you away this year. You are an integral part of the organization and we look forward to being with you next fall.

Keep the faith, - - - ignore the naysayers.

Blue skies and tailwinds. ENOCH



Editor's Corner

Annual Report of the Secretary / Editor

By Stephen C. Ananian



Happy 95th Birthday Tom Miller!

Once again I am pleased to report that our association seems to be holding up through the aging process. Our Nashville reunion had approximately 135 attendees at our banquet dinner, far greater than the 75 or so that we anticipated. We all had one heck of a good time with great accommodations, sight seeing tours and food. There seems to be a growing enthusiasm by family members and our financial outlook is positive (see pages 18-19).

by Ron Miller

As secretary I can report much correspondence and interest in our organization and it's history. The demand for our newsletter grows. The budget for both positions combined is a little more than \$3,500 a year and is within our means at present.



Rear - 1/Lt James R. Woolery and Sgt. Homer E. Mobley, Jr., assistant crew chief. Front L-R S/Sgt Roy A. Myers crew chief and Sgt. Nathan Mendes Armorer.

Our skies are gray at this time. The September 2003 issue had an article on 503rd pilot Carroll Bennett. Carroll showed up in Nashville with his daughters and reported he had a great time. His health was deteriorating and he knew that the end was near, but he came anyway and was in great spirits. I am sorry to report he passed away in January. Bennett was one of the thirteen pilots of the 339th that were credited with having shot down a jet-propelled German fighter.

We also lost our Hospitality Room Coordinator Jim Woolery, 505th pilot. He was one of our "Ground Aces" with six destroyed in strafing attacks during 1945. Jim was a close personal friend. A few years ago when we were looking for someone to oversee the Hospitality Room during our reunions, he volunteered for the job, in spite of years of personal health problems. That is the sort of person Jim was, always there when you needed him. We flew in combat together many times.

I will miss him.

We shall miss them all - -



We mourn the loss - - -

DECEASED



Carroll Bennett



James Woolery



Frank Waters



Stone Howell

Carroll Bennett, 503rd – pilot, he passed away in his sleep on January 9th, 2004.

James R. Woolery, 505th – pilot, Jim died on January 14th, 2004.

Waters, Jr., Frank T., 504th – pilot, Frank passed away on December 19th, 2003 after a brave fight with emphysema.

Howell, Stone D., 505th – assistant crew chief passed away last July.

Margarite Pence, 503rd - wife of Engineering Officer, Henry Pence passed away on January 14th, 2004.

Our condolences to all the families - - -



The Mail Bag

The following is a letter from one of our pilots, 1/Lt Dennis B. Rawls, who completed a combat tour in bombers, then came to Fowlmere to fly a tour with us in fighters. Dennis started training in the B-17 at Mac Dill AFB, Tampa on March 22nd 1944. He piloted his first mission in a B-17 with the 390th Bomb Group, 569th Bomber Squadron, at Framlingham, England. Dennis flew bomber missions from July 14th to Dec. 1st 1944. After completing a combat tour over Europe in B-17s, he declined the opportunity to return home to the USA; instead he chose to transfer to the 339th Fighter Group flying Mustangs with the 503rd Fighter Squadron. 1/Lt Rawls flew combat from Dec. 14th 1944 until the end of the war. After which, he remained at Fowlmere until he finally returned to the United States in July 1945. Dennis completed 35 missions in bombers and 37 missions in the P-51, Mustang. He writes - - -

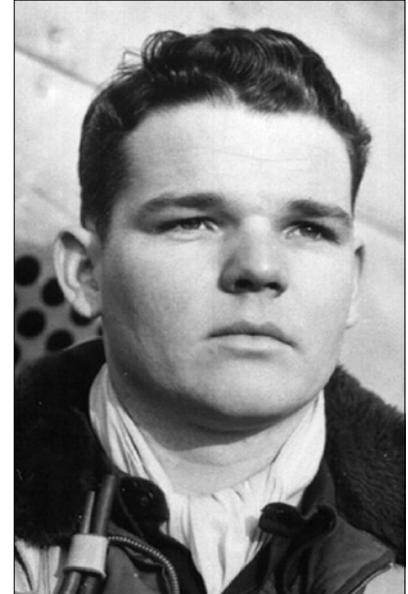
Steve,

I am so sorry to hear that Dale Shafer has passed away. You probably don't know that Dale was my first squadron commander when I joined the 339th Fighter Group. I had flown a tour of 35 missions in B-17's and then joined the 339th Fighter

1/Lt Dennis B. Rawls, Jr.

11/18/03

Mail Bag continued next page



Group and they were nice enough to teach me the fine art of flying a P-51. Dale in particular, with his background in the RAF flying Spitfires and later US fighters, he was very helpful in checking me out in the Mustang!

I wish I could claim many German fighters to my credit, but 'Negative Kills'. I did survive the tour and return home sound of body and many stories to tell of my close encounters with FW-190s and ME-109s. I do credit my ability to have survived to Dale Shafer and his indoctrination into the 503rd squadron. Many will miss his passing and all will hold his accomplishments in high esteem.

DENNIS RAWLS - Pilot 503rd FS

'Dittos' regarding Dale! How could you expect to get any kills Dennis? When the Germans heard of your combat record, they naturally 'turned tail' and headed for home! What a record! Remember, a fighter pilot's 'prime directive' was to "Save the Bombers!"

I'll bet you have some great stories to tell! SCA



The following e-mail from Paul Jeffries, one of our friends from the UK, who attended our reunion in Nashville: - 11/18/03

Hi Stephen,

It was so nice to meet all of you and your families in Nashville. I look forward to seeing you next year in Washington, DC.

My father was a regimental sergeant major during the war. When I was a little lad, he took me to Madingley cemetery and as I walked in, he told me to look at the 'Wall of the Missing' and asked me what I saw. I told him, "Names of people". He then told me they were the names of Americans and without the help from all of them, we would not have succeeded in the war.

He told me never to forget them and if I ever met with Americans that had survived the war to thank them. I have met with you and your brave buddies and from my late father and myself I thank you all!

That he has steered me towards you; of that, I have no doubt.

Take care Stephen PAUL JEFFRIES (John Harris's Museum buddy)



A note from 505th pilot Ed Girzi:

12/01/03

Hi Steve, I enjoyed the article on Carl Bundgaard as I came home with him from overseas and we were in California together. We dated a couple of girls we met and went dancing, and we had many beach parties together. When in Burnsville, MN, I spent some time with his brother Axel.

Keep up the good work. Sincerely ED GIRZI



I received this note from an American friend of Martin Sheldrick, Jon Wallner: -

Dear Steve,

12/28/03 -

I lived in Fowlmere, at the Barr Field House, (which is at the top of the hill where the old hangars are), from late 1995 thru September 1998. This is the house right where the monument is, of course, during this time, I learned much of the history of the 339th and the 503rd, 504th, and 505th, as well as gaining an appreciation of the entire air war fought out of East Anglia. - - -

U.S. veterans and/or their children would knock on the door of the House to ask if they could look around. Martin is more familiar with this than I, of course. It gave me a chance to learn how much you and your colleagues gave to the Cause of Peace, and gave me a wonderful chance to teach my two sons what the value, and cost, of winning WWII was for our world. - - -Please send me your newsletter. My next donation to the American Air Museum in Britain will be designated in the name of the 339th Fighter Group Association, in early 2004.

Kindest regards, JDN



We also received this interesting photo from Hal Fulton, dated 12/28/03.



Significant officers of the 37th Pursuit Group before one of their Boeng P-26As at Albrook Field in the spring of 1940. They are (Standing, left to right) 2/Lts Nathan Hayes, J.C. Smith, William Weltman, Cpt. John Ulockson, 2/Lts John B. Henry, John Hester and Kyle Riddle.

Steve:

Attached, hopefully, is the picture of Maj. Gen. John B. Henry during his service in Panama with the 37th Pursuit Group. Let me know how it comes out - - - it was kind of an experiment with a new scanner my son has. Right now, I'm at Columbus AFB in Mississippi where, I think, I mentioned my son is stationed as a flight

Mail Bag continued next page

NEWSLETTER of the 339th Fighter Group Association March 1, 2004

instructor. When I get back home, will go over the book and see what other notations I might be able to find on Gen. Henry and will pass them on.

Regards, HAL FULTON



The following is from helicopter pilot Andrew Mankie, son of 503rd pilot Jim. Andy was with us at Nashville and is now flying choppers in Iraq.

Mr. Ananian,

1/17/04

I just received my first mail in Iraq and appropriately it was the 339th News Letter. It was great to read especially the items about the reunion. I was very honored to attend with all you war veterans. Listening to all the stories gave me a better picture of what my Dad did during the war. Being deployed I expect I'll miss the next reunion but will be there in spirit.

I am part of main coalition joint task force working out of one of Saddam's old palace areas just on the east side of Baghdad International Airport. We are shadowing the current aviation safety office and assume the mission by 1 February.

I'm looking forward to the next newsletter. Andy



CW5 J. Andrew Mankie

Good luck Andy and may God bless you all!



Many of you out there have told me that you have a drawer full of old reunion nametags. You say, "They are too nice to throw away and I wish I knew what to do with them."

I thought you might be interested in this solution by Donald Olander. Don has covered a cardboard with a piece of blue satin. He then pinned his and wife, Shirley's nametags to this combination and had it framed.

Donald tells me he has it hung on the wall in his office. Neat job!



Our Reunion Coordinator, 505th pilot and Ex Prisoner of War, Larry Powell sent me this snapshot of his California license plate. Larry writes: -

Dear Steve!!

Here is a picture of my current license plate. I had to add a zero in front of the 339 because California Division of Motor Vehicles requires four numbers. The P. O. W. is not my initials. The medal on the left is the Prisoner of War Medal.



It's a nice 'Plate' and Free of Costs to POWs. Take care.

Regards! LARRY

Aside from his many decorations, Larry was also awarded the Purple Heart with the P.O.W. medal!

Those are two medals that I am happy to say I never earned! SCA



Donations

We thank the following members for their generous donations: -

\$100 James C. Woolery, \$50 Lillian L. Knisely, \$20 John Alessi, \$35 Ed Girzi, \$25 Gabe Cutri, \$20 Warren Olsen, \$20 Billy B. Booth, \$25 Bill Langohr, \$20 Bernie A. Allen, \$15 Con Hatfield, \$50 - 504th Fighter Squadron Dinner, \$100 Vito S. Claps, \$130 John B. Henry, \$20 Harry Rosenberg, \$20 Robert Strachan, \$20 Alma S. Walbourn, \$35 Michael J. Cotter,



Roster Updates

Make the following additions or changes to your latest mailing list; -

Change: -

HOFFMAN, DONALD M., 504 – Radio Maintenance,
305 WILLOW AVE., ALTOONA, PA 16601

MANKE, Mrs. JANIS A., 503 - Widow of pilot Alfred O,
620 North PINE #48, MARCELINE, MO 64658-1808

WOOLERY, JAMES C., 505 - pilot,
9030 40th WAY NORTH, PINELLAS PARK, FL 33782

Add: -

MANKIE, CW5 JAMES ANDREW, 503 – Son of pilot - Helicopter pilot,
CJTF-7, C1Safety, APO, AE 09342

MANKIE, JEFF, 503 – Son of pilot,
12650 Dara Drive, # 104, WOODBRIDGE, VA 22192

MANOCCHI, FRED, 504 – Sheet metal,
190 Highland Street, West Haven, CT 06516, "Zoe Anita"

MALARZ, R. CHARLES, 505 – Son of pilot,
3281 BELMONT Glen, MARIETTA, GA 30067-9118

FITZPATRICK, MARGIE, 503 – Cousin of Capt Raymond F. Reuter,
3127 SW ANCHOR Ave., LINCOLN CITY, OR 97367

GURTNER, Mrs. JOYCE, 503 – Widow of M/Sgt Ed Engineering Maint.,
1155 YOUNGS Rd., WILLIAMSVILLE, NY 14221-8015

Delete: -

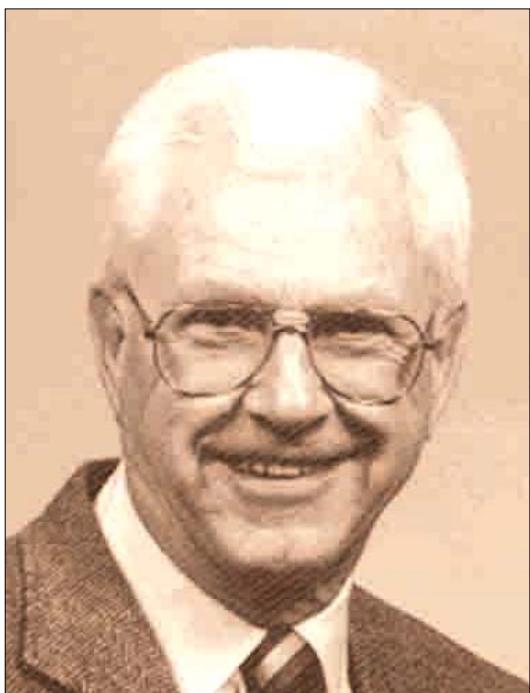
FRANZ, JOHN, 505 – Maintenance Chief – Deceased



ABOUT YOUR DUES!

COMMENTS FROM YOUR TREASURER

By Richard G. Thieme, *treasurer - pilot 505th*



Richard G. Thieme, treasurer

As your treasurer I have been asked to explain why we collect dues. The purpose of paying dues is to finance the cost of our newsletter and our secretarial expenses. The cost of circulating the newsletter is currently about \$3500 per year and rising.

The intention was to have only veteran members pay dues but, as you are aware, those numbers have dwindled through the years and less than half of those remaining now pay dues. A significant number of our non-veterans pay dues. However, dues alone no longer provide sufficient funds to cover the expense of publishing.

Fortunately, of all those that do pay dues, 68% include additional sums in the form of donations. Presently, donations now provide two and one half times more funds than the amount of dues gathered. Thus we are able to continue to provide the quality newsletter that we all enjoy.

We hope that as many as possible pay dues in the future and, if possible include an extra donation to provide the necessary revenue for the newsletter. Please use the form on the last page so that we may keep an up-to-date record of your address as well. Mail your dues to Steve Ananian and he will forward it to me.

If you have any questions please feel free to contact me.

Just phone me at (920) 452-4780 or you may E-mail me at
[rthieme @excel.net](mailto:rthieme@excel.net)

My annual report follows on the next page.

DICK THIEME



TREASURER'S REPORT

(Annual - Period 1/1/03 thru 12/31/03)

GENERAL FUND

INCOME

Beginning Checkbook Balance	\$12,441.82
Dues for 2003 collected	1,470.00
Donations for 2003 collected	3,507.00
Dues for 2004 collected	110.00
Donations for 2004 collected	110.00
Unit History book sales (SOLD OUT)	414.00
Fowlmere CD sales	111.00
Interest earned	31.02
Reunion income	<u>13,948.00</u>
	\$ 32,142.84

EXPENSES

Florida Department of State	61.25
Postage	28.40
Fowlmere CDs	100.00
Newsletter & Secretarial Expenses	5,500.00*
Reunion Expenses	<u>15,128.29</u>
	\$ 20,817.94

SUMMARY

INCOME	\$ 32,142.84
EXPENSES	20,817.94
Balance (Checkbook Balance 12/31/03)	\$ 11,324.90

NOTE

We suffered a loss at our last reunion because of an unforeseen expense of \$1,512.69 for the barbecue lunch.

*Our secretary reports a balance of \$2,164 in his account at this time



HAVE YOU PAID YOUR DUES FOR 2004?

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

Newsletter Circulation – 427, 396 - USA, 31- Overseas

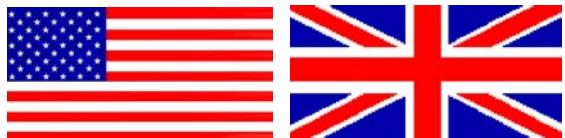


339th Fighter Group Association, Inc.

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 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 _____