

December 1, 2009

339<sup>th</sup>



# Fighter Group Association

Station F378 – Fowlmere, England

## NEWSLETTER

“The Lads from Fowlmere”



Volume 29, Issue 4

Editor: Stephen C. Ananian

# We Did It Again!



William Clark, Jr. on the right sings his song "Ballad of the 339<sup>th</sup>" with our president Larry Powell assisting.  
Photo by Linda Moore

## Our 30<sup>th</sup> Annual Reunion!

*By Stephen Ananian, editor*

It rained nearly every day and it was not warm enough for me but that made no difference to the members of the 339<sup>th</sup> FGA. We missed the presence of John and Laurina Harris our good friends from the UK. John called the hospitality room on the first day and apologized for his inability to join us this year and sent his regards to

*Continued next page*

all you 339<sup>ers</sup> out there! Our Treasurer, Richard Thieme could not attend because he had to have medical treatments at home. We missed him and his lovely wife Emma but Dick was in constant touch with me via Cell phone keeping track of our financial commitments.

We missed all our regulars that could not make it - due to ill health for most of you, but you were there with us in spirit and we are hoping to see you next year.



President Larry Powell is the Master of Ceremonies.

With us again this year was our Commanding Officer John Henry accompanied by his son and later joined by grandson Jack. Also there after an absence of several years were Carl and Ann Ashworth. It was a pleasure seeing and talking with them once again.

Dorothy Clark was there a few days early with her son Bill, Daughter-in-law Sharon and daughter Joyce. They came early to make all the reunion arrangements and set up our fantastic Hospitality Suite!

All in all we had about 76 registered members and friends attending our Reunion. Not bad considering our age. It was a slight decline from the year before but there were still 15 veterans of Fowlmere attending. The weather did not deter 503<sup>rd</sup> pilot, Clarence Ferrell who was there with his wheelchair and family. Nor did it put a damper on the attendance of 503<sup>rd</sup> pilot David Mackenzie who was also wheelchair-bound and accompanied by his daughter and ever present son-in-law Paul Villainy at his side!

It was great to see them all once again. Also in attendance were several retired military pilots now flying with the Airlines. Airline pilots Greg Vallero and Vince Mooney were at the hotel, spotted the 339<sup>th</sup> FG Sign and joined us in the festivities. On Thursday evening we had our welcoming meeting and Greg Arabian "Friend of the 339<sup>th</sup>" from Boston gave us an indoctrination talk on the history of the area accompanied by a fantastic slide show.

The next day (Friday) we started our Day-long Guided Bus tour of Richmond with a stop for Lunch at the Tobacco Company Restaurant. Because of the bad weather we decided to continue with the guided bus tour instead of the planned afternoon boat ride!

Saturday morning we had our Annual Membership and Board of Directors meetings. Once again this year we had our election of officers to the Board. Bill MacClarence our Vice president sent word that he could not serve as president due to family health problems but could continue as Vice president. The members asked that I accept the position of President as well as that of Secretary and Newsletter Editor! I humbly accepted the honor!

The New Board is as follows:-

**Stephen Ananian**, president, **William MacClarence**, vice president, **Richard Thieme**, treasurer, **Stephen Ananian** secretary, unit directors **John B. Henry-** *Continued next page*

HQ, Warren Olsen-ORD, James Delisio-503<sup>rd</sup>, William Clark, Jr.-504<sup>th</sup>, Dave Williams-505<sup>th</sup>, Lawrence J. Powell-reunion chairman, Joyce Eiswald-hospitality room coordinator,

It was also decided to hold our next reunion in San Antonio Texas next year, the home of our beloved Commanding Officer.

Saturday afternoon was free for members to visit and see the sights or to socialize in the Hospitality Room at the hotel!

Saturday night we held our Unit Dinners in the Hotel. Because of our reduced size, all units dined in the same room grouped at separate tables. This just worked out fine with all those attending. Again as before, after dinner members were free to "See the Sights" or socialize.

Sunday Night was Banquet night preceded by a Cash Bar. Larry Powell our President was the Master


of Ceremonies for the evening. He introduced John Henry, our beloved Commanding Officer who welcomed us once again to our 30<sup>th</sup> Annual Reunion. They then introduced me as guest speaker. October 5<sup>th</sup> was the 65<sup>th</sup> Anniversary of my first mission, so I recounted the story of that day, when I was downed by Anti-Aircraft Fire and had to bail out into the North Sea.

Bill Clark Jr. then led us in singing "The Ballad of The 339<sup>th</sup>" (see cover photo) the song he wrote about our Commanding Officer John Henry. The program ended with all of us singing "God Bless America" once again led by our very own Carl and Ann Ashworth!

This reunion was the success that it was by the efforts of many but we must thank Bill, Sharon Clark and Joyce Eiswald our Hospitality Room Coordinator. They set up the hotel arrangements, scheduled the tour and stocked and operated the Hospitality Room! I must also thank Dorothy Clark the wife of our former CO William Clark for her work and efforts on our behalf. All present chipped in tending bar, to ease the burden, but we would be remiss if we did not mention Tressa Marbach the daughter of 503<sup>rd</sup> pilot Bill Perry and the lovely wife Lova Lee, Tressa was a great help, serving people and tending bar. She also did a fantastic job pushing this old man around the dance floor.

Our thanks also go to Dave Ails, artist for the photo with the planes of those present flying over the White Cliffs of Dover. And Cathie Wilke for getting all those present to sign.

Special thanks to Greg Arabian for the fantastic slide show he gave us! Lugging all that equipment down from Boston was no mean stunt. We thank you Greg for all the effort and research you put into that chore! We truly appreciate it!

We thank you all that were involved for another highly successful reunion! 



Carl and Ann Ashworth lead the group in the singing of "God Bless America!"  
Photo C. Wilke

# A Veteran's Day Message I Am Not A Hero!

An editorial by Stephen Ananian, *editor, 505<sup>th</sup> FS pilot*



1<sup>st</sup> Lt. Stephen C. Ananian,

A few weeks ago I was invited, once again, to participate in the Veteran's Day celebration at the Sevier Middle School here in Greenville, South Carolina.

Often at these celebrations I am approached by students, faculty and members of the community and thanked for having served my country during its time of need. During these occasions, I am often referred to as a **HERO!** This embarrasses me. I am not a hero!

Hero is a word that has been used too casually in recent years.

The word hero should be placed in its proper perspective. It is a term of honor that I do not deserve.

We recently celebrated the opening of the National World War Two Memorial in Washington DC. Part of this memorial is a wall that is covered with four thousand gold stars on a blue field. The stars represent the four

hundred thousand Americans that gave their lives for our country during the War!

These Americans made the ultimate sacrifice!

There is no doubt that *they* are indeed heroes.

As a combat veteran of WW II, I had the honor and privilege to have fought with great men. To allow someone to refer to me, as a hero would be a travesty! It embarrasses me to say the least! I can appreciate one's desire to flatter yours truly by referring to me in that way, but this simply is not the case!

Oh I have seen heroes! I have seen too many bombers flying through those black puffs of anti-aircraft fire - - straight toward certain death. I have also searched the skies for the little black dots that were men jumping from the flaming wreckage of their aircraft, trying to escape from a fiery death.

Those valiant young men that once were the students I went to school with or the young man that was the "Soda Jerk" at the corner Drug Store, just a few months before.

Two out of three airmen in the Eighth Air Force were Killed, were reported Missing In Action, or became P.O.W.'s (Prisoners of War) during World War Two.

Many of them died performing courageous deeds under impossible circumstances.

They were the true heroes! - - **Not I!**

My generation is referred to as the "Greatest Generation" but I *Continued next page*

respectfully disagree with that assessment. I look at the generation that fought in the Korean War or the veterans of the Vietnam War, who also sacrificed their lives. Those young veterans that then returned to a country that scorned them, spat upon them and derided their service for the cause of freedom. To endure treatment like that took great courage, and they deserve our never-ending gratitude.

I see it in the veterans of the Gulf War, the liberators of Afghanistan and Iraq; these volunteers are our children and grandchildren. They are truly the "Greatest Generation"! These are all volunteers, in the service of our country, not drafted to fight against their will as some in my generation were. They are fighting to free the world of the evil terrorists that do not have the courage to show their faces. These vile cowards that chose to use their own women and children to fight in their stead.

These then, our grandchildren are the "Greatest Generation"!

We are so proud of them! We are proud of these Americans that fight terrorism abroad and in this country so that we may live in peace!

You saw it on "Nine Eleven".

You could see it in the faces of those firemen as they walked to almost certain death to rescue those trapped in the burning buildings of the World Trade Center.

We watched the sacrifices of the Police, Fire and Emergency Squads who performed so heroically to save lives!

Yes I am not a hero. I am just an ordinary American who loves his country.

I used to wear the gold eagle on my lapel that indicates I am a veteran of WW II, but I have since replaced that pin. I now proudly wear the American Flag with a P-51 mustang of the 339<sup>th</sup> Fighter Group for all to see! The 339<sup>th</sup> Lapel pin!

You see I am not a hero! I am an American, an American doing what he can for his country. - I am a Patriot! - **Yes, that's it!**

If you want to make me feel good, - if you wish to praise me, just call me that.

A Patriot! I am not a hero! I am an ordinary American that just served his country,  
**I Am A Patriot, - - not a hero!**



## A Color Photo of 339<sup>th</sup> P-51 There is No Charge!

Would you like a 5.5" x 8.5" color print of a Mustang with 339<sup>th</sup> FG markings suitable for framing?

Michael George, owner of the P-51 on the left, has donated prints for distribution to our readers Free of Charge! Just drop me a Post Card requesting print at the address on last page (p. 20), for your free color print.



# "Welcome To Fighter Country"



They had this F-22 set up, bomb and rocket bays open, in the Flight Hangar for Larry and Steve to inspect. What a thrill that was! Photo SCA

## A Trip to Langley AFB, Home of the F-22

By Lawrence J. Powell, *president, pilot 505<sup>th</sup> FS*

While planning the 2009 Reunion, Steve Ananian and I decided to stay an extra couple of days after the reunion to pay the reunion bills and do some sightseeing around Richmond and that portion of Virginia. While looking at the Virginia map I saw the name "Langley". I had read in the Air Force Magazine where Langley had the new Air Superiority Fighter the F-22, built by Lockheed and stationed there.

Steve said, "Let's try to go there to see the new fighter." I called the 1<sup>st</sup> Fighter Wing Headquarters; the unit stationed at Langley and spoke with the Wing Adjutant, A Major Eric Nyman. I told him who we were.

Just a couple of old WW2 P-51 Mustang combat pilots and that we would like to visit his Base, to see the new F-22 Fighter. The Major asked me to give him a little time to see if he could set things up and that he would call me if things were cleared. I got a message later in the day that said "Come on down!" at 3PM the next day.

We rented a car and a "GPS" (Global Positioning System) and took off for Langley Air Force Base. Not being familiar with the roads in Virginia, even with the "GPS" we got lost. Finally we stopped at a "7-11" store to ask directions to the base. The

*Continued next page*



Larry, wearing his "First Fighter Wing" cap with Squadron & Group Commanders. Photo SCA

Gal I asked looked at me like I was some kind of nut and said sarcastically, "Just follow the road". So we got back in the car and followed the road. We hadn't gone a block when the trees parted and I knew why the gal thought I was a jerk or something, for there, just ahead of us, was the main gate to Langley AFB,

We were given directions to 1<sup>st</sup> Fighter Wing Headquarters. On our arrival we passed under a huge Arch that said "Welcome to Fighter Country"! Steve and I looked at each other and smiled. We were home!

We were ushered into the office of Maj. Nyman who greeted us with great warmth. We hadn't been there five minutes when the Wing Commander Col. Matthew H. Malloy joined us after introductions. He was also very gracious and warm in welcoming us to his base.

Steve explained how we happened to be in Virginia. He also told them about the great War Record of the 339<sup>th</sup>, and how we were so very fortunate to still have one of our WW2 commanders still attending our reunions and how Maj. Gen. (Col) John B. Henry, Jr. had formed the Group in '42, took it to California in '43 and overseas to England and combat in '44 and '45. He also told that Col. William Clark, now deceased was Commander at wars end and taken the Group home to prepare it for the invasion of Japan, when the war ended.

COL. Malloy then told MAJ. Nyman to take us to the Flight Line Hangar where they had an F-22 set up waiting for us. He had some duties to perform so he would see us later. When we got to the Hangar, there were several fighter pilots there, waiting for us. The Group Commander and the Fighter Squadron Commander were part of the welcoming committee. There, sitting in the middle of the Hangar floor, was the most beautiful **little** fighter plane. That beautiful F-22, was awaiting our arrival. I say **little** because it didn't seem as big as I had imagined it would be.

It was painted a light tan. It is a very "Stealthy looking" airplane - all angles and flat surfaces. Nothing hanging loose. It's a very "short coupled" airplane. Short compared to the wingspan. I won't go into performance figures because I don't know what is classified and what isn't. Other than to say "This airplane is built to fly Straight Up without stopping!"

Steve and I got to sit in the cockpit and I have to say this, "There's not one damned thing in the cockpit that I recognized or understood". Even the stick was in the wrong place! After taking pictures, we were invited to the "Pilots Den" for a couple

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Steve contemplates climbing into cockpit while the Squadron Commander says a silent prayer.

Photo L.J.P.



First Fighter Wing Patch

of beers. There were another 10 to 15 fighter pilots waiting to ask us questions. Steve and I talked about our war time experiences and me about my trials as a P.O.W. But what really got their interest up was how Steve shot down a German Me 262 jet fighter.

Steve kept them enthralled, as only Steve can, about flying combat in a Mustang. After some time they all came over, shook our hands and we said goodbyes all around.

We then went back to First Wing Headquarters, where we were once again met by the Wing Commander Col. Malloy. We thanked him for allowing us to come visit his base and look at the F-22. He held up his hand and stopped us, saying that he wanted to thank US for taking our time to

come visit them. He said that today's young pilots need to talk to us older pilots of WW2 and Korea. It was because we were the ones who set the high standard bar for the young pilots and their goals of today. He wished that more of us "Older" pilots would take the time to visit them. He then took Steve and me into his office where he presented us each with a "First Fighter Wing" baseball cap, a "First Fighter Wing" patch, a "Wing Medallion" and a gold F-22 Lapel Pin, which I put on my 339<sup>th</sup> baseball cap. Steve in turn took off his 339<sup>th</sup> lapel pin and presented it to him. Col Malloy thanked Steve and immediately put the pin on his tie.

Steve and I said more goodbyes; we had been there for four hours and left feeling like we had been honored guests at a special program set up for us WW2 Mustang pilots, rather than a couple of "Fighter Jocks" that had dropped in, hoping to see an airplane.

It made a very nice ending for another great reunion.



Entrance Arch to "Fighter Country" is seen above as we drove under on the way home.

Photo S.C.A.



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## Dues for this year are still only \$10

Newsletter Circulation – 493 – (446 USA, 47 Overseas)

# Literally Flying "Blind"

## It's Hard to Believe!

*Lately we have seen some amazing stories on Cable TV's "Dog Fights" series of jet combat! We, in the 339<sup>th</sup> FG had some pretty fantastic stories ourselves. I recall the one that was so unbelievable that they put it in True Comics!*

By S. Ananian, pilot 505<sup>th</sup> FS

The term "Flying Blind" is used to describe flying in bad weather by the use of instruments. Well this is a true story of an incident that occurred to two 503<sup>rd</sup> pilots. So unusual was this story that they published the astounding incident as a comic strip!

Lt. Lyle M. Wright of the 503<sup>rd</sup> was one of the original pilots of the 339<sup>th</sup> FG. While strafing an airfield, his plane was hit by AA fire, sending splinters of glass into his eyes. He could not turn his eye-balls in any direction except straight up. Lyle



Lt. Lyle Wright

radioed his predicament to his flight and told them that he was preparing to bail out!

His element leader, Lt. William R. Stockton told him not to - that he (Bill) would fly above him and guides him home. The two of them then flew all the way back, to Fowlmere, in a tight formation, one flying above the other. When they finally arrived at their air field Bill Stockton was able to guide him to a safe landing at "Gas Pump". When Lyle tried to exit his plane on the ground he could not get out! His canopy was jammed! He would never have been able to "hit the silk" as he originally wanted to!

Stockton had saved his life!

William R. Stockton was killed in action a few weeks later on 18 Oct 1944. He was believed to be downed by Anti-Aircraft Fire while strafing an airfield.

I have printed the original Comic Strip on the next page for all to see.



Lt William Stockton

# The Original Comic Strip



## 339<sup>th</sup> FG Lapel Pins Are Sold Out!

I am sorry to announce that we are sold out! We will not be ordering any more pins at this time since to do so would require that we place an order for a large quantity.

# From Our Treasurer -

Richard G. Thieme, *treasurer*



Richard G. Thieme

At the Washington Reunion in 2008 we hired a tour company to provide us with a Day tour and a Night tour, each to have two Motor Coaches with a tour guide in each. We had to make full payment in advance. The second coach on the Day tour had a tour guide for only a portion of the tour. The Night tour second unit was an old school bus. It was rough riding, very noisy, dirty windows, and no sound system. Because we did not get what was contracted for we expressed our dissatisfaction in a letter and asked for some refund.

We received no reply to our letter so I wrote to the Washington Better Business Bureau to ask for help. Almost a year later I got a call from the new manager of the tour company. He wanted to settle our complaint. After some discussion we agreed to accept 10 percent of our payment as a settlement.

Several days later I received a check in the amount of \$405.00 which I deposited in our general account. The skies are still blue!



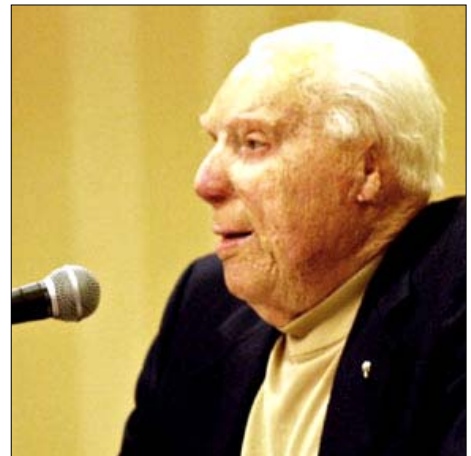
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# Reunion Snapshots



Above Left to Right - John, son Kaning and Mom Nancy Roach.

On the right Larry Powell is our Master of Ceremonies  
Photos L. Moore.



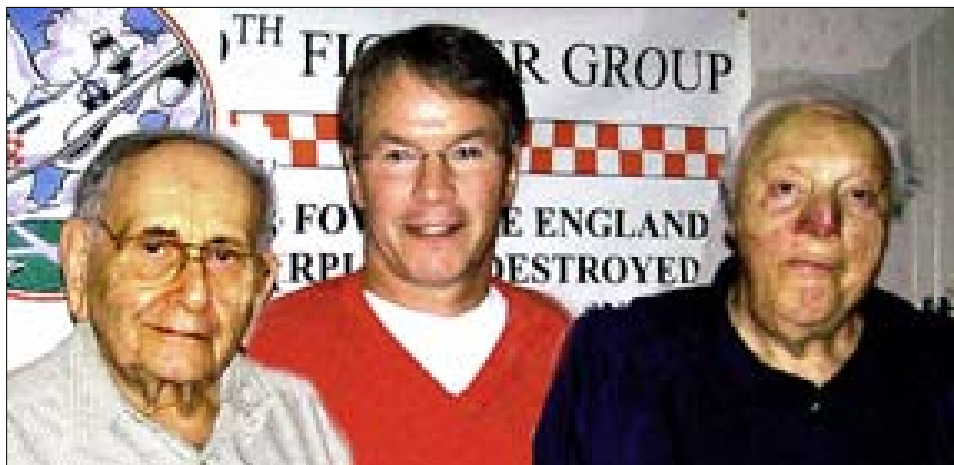


**Dr. Adriana Stolte-Gerard and Larry Powell  
having a chat.**  
Photo C. Wilke

**Dorothy Clark, John Henry and his  
son John sing "God Bless America".**



**Mary and Jerry Graham with daughter  
Cathie Wilke in center.** Photo C. Wilke



**L-R Steve Ananian,  
Airline pilot Greg Vallero  
and Larry Powell**  
Photo L. Moore



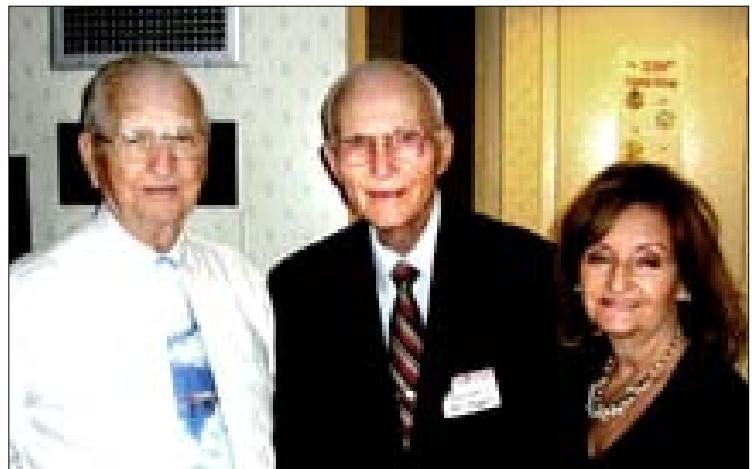
Standing in the rear from L-R James Delisio, George Joe, Cary Breckinridge, Carl Ashworth, Edward Purzycki, Edward Epp and Warren Olsen. Seated in front are L-R Larry Powell, Bill Perry, Steve Ananian, John Henry Gerald Graham Bill Moore and Clarence Ferrell. David MacKenzie was also there but unfortunately missed this photo.  
Photo C. Wilke



On the Left: - Lova Lee Perry and husband Bill

Below – Jerry Graham, John Henry and Jerry's daughter Cathie Wilke. Cathie took many of these Reunion Photos. Thank you Cathie!

Photo C. Wilke





L-R Louise Higbe, Carolyn Bennett, John Henry and Susan Gibbs.

Photo C. Wilke



Above George and Jean Joe

On the Left - Joyce Eiswald with her mother Dorothy Clark

Photos C. Wilke



# We mourn our loss . . .



Peter Caminiti



Elizabeth Corey



Eloise Krauss



John Wilson

## Deceased



**Spencer H. Shepard, Jr.** 503<sup>rd</sup> Line Chief passed away on August 6<sup>th</sup> 1998 at the age of 91. He loved the 339<sup>th</sup> Fighter Group and his WW II buddies. We miss him so much! - *Spencer H. Shepard III, son* -

**Peter A. Caminiti**, Group physical training technician passed away in his sleep on April 17<sup>th</sup> 2009. Dad was a great guy and loved his job with the 339<sup>th</sup> as physical trainer, getting the boys to join him in daily physical activities - *Jeff Caminiti, son* -

**Elizabeth N. Corey**, widow of 505<sup>th</sup> pilot passed away on June 6<sup>th</sup> 2009. She had suffered a stroke the week prior and did not recover. - *Leslie Corey Leach, daughter* -

**Kenward R. Hayes**, ORD (Vehicle Maintenance) age 88, passed away on June 24<sup>th</sup> 2009. - *Kathleen Hayes, wife* -

**Eloise A. Krauss**, wife of 503<sup>RD</sup> pilot Richard Krauss, passed away on Monday, November 2, 2009, after suffering from a fall. She is survived by her husband of 65 years, three children, six grandchildren and two great-grandchildren.

-*Richard Krauss, husband*-

**John P. Wilson**, 503<sup>rd</sup> pilot passed away on 26<sup>th</sup> October 2009. - *Ronnie S. Roach* -



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

# In Memorium

The following have donated monies in memory of their loved ones:-

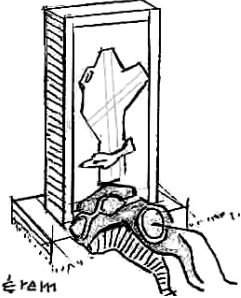
\$100 in memory of Maj. Gen. Francis R. Gerard by Aldo Stolte.

\$70 in memory of 505<sup>th</sup> pilot Robert E. Irion by his wife Beverly.

\$50 in memory of Spencer H. Shepard, Jr. 503<sup>rd</sup> Line Chief by his son Spencer H. Shepard, III.

\$30 in memory of 505<sup>th</sup> pilot Laird Travis by his nephew Donald Travis.

\$40 in memory of Pearl Purzycki by her husband Edward.



## Donations

\$75 H. Miller Hartman, \$50 Robert Kuhlman, \$50 Bill MacClarence, \$35 Michael Cotter, \$32 Gordon Cates, Jr., \$30 Alfred Zacchilli, \$30 Carol Susan Gibbs, \$30 Richard Lewey, \$24 Rex Poutre, \$20 H. Edward Girzi, \$20 Maria Howard, \$20 George Joe, \$20 Thomas Sams, \$12 Nigel Perry.

\$30 has been donated in honor of all the enlisted flight line and "back-up folks" from one Crew Chief to the others by Hal Fulton.

We thank you all for your generous donations.



## The Mail Bag

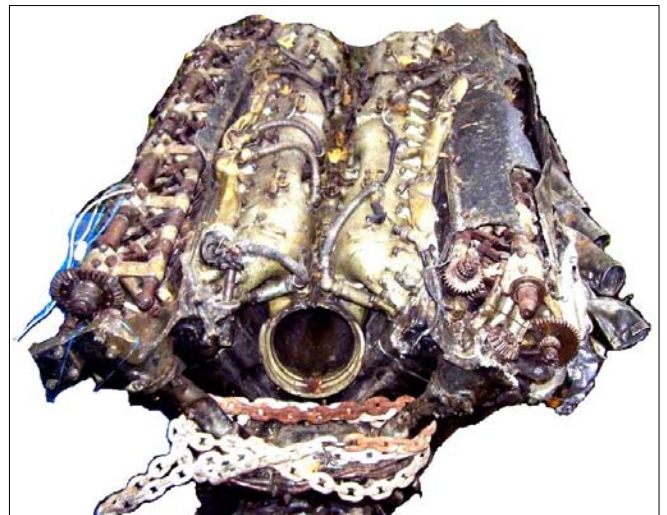
John Harris founder of the 339<sup>th</sup> Museum, writes us from the UK:-

Hi Steve

Fri 11/13/2009

--I have some news regarding a Packard Merlin engine that originates from the crash site of 2<sup>nd</sup> Lt Tom Jessup. He was killed in a training flight on 30<sup>th</sup> June 1945.

The Essex Aviation Recovery Group who were based at Duxford (now disbanded and closed) originally recovered the engine in the mid eighties but did not do there homework properly and displayed it as a 4<sup>th</sup> FG engine. When they closed I did try to obtain the engine but they sold all of there recovered items to someone else as a complete lot and it disappeared off the scene, however it has now resurfaced and is up for sale and I have been offered it for the 339<sup>th</sup> FG Museum.



Lt. Tom Jessup's Merlin Engine

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*I carried out another recovery on the site in 1998 and recovered many more artefacts which are on display in the museum. I knew some of these guys from the Essex Group and told them that it was in fact from the 339<sup>th</sup> FG but they were in the process of disbanding the group and did not change the display sheet but they did confirm it had come from the same site I had re-investigated at Finchfield in Essex.*

*I would of course love to have this engine in the museum and if my situation was different would be only too pleased to purchase it myself.*

*However at present I have one very big problem, being still out of work my funds are very limited but would still be only too pleased and willing to contribute towards its purchase, so I am left with one option.*

*So I ask you Steve would it be possible to contact all the members you have on e-mail to see if they would also be willing to make a donation towards its purchase.*

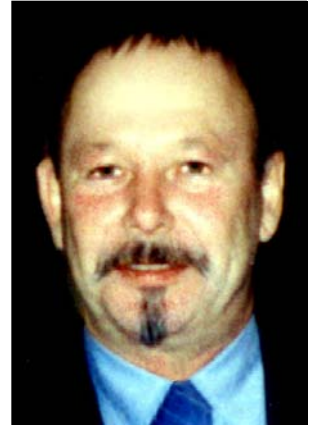
*If providence is required I can guarantee that this is the engine from Tom's P-51, mainly because as you know I do my homework and research especially where the 339<sup>th</sup> FG is concerned.*

*The present owners are asking for £600.00 for the engine which I believe is a fair price considering the cost of recovering and restoring these artefacts.*

*Please let me know your thoughts concerning the engine and its possible purchase.*

*Blue Skies,*

*LAURINA AND JOHN HARRIS*



**John Harris**

**Any of you that wish to donate please send your donations to our Treasurer Richard Thieme at 2732 South Seventh St. Sheboygan, WI 53081.**

**Joe Noah has promised a \$100 donation from the Preddy Memorial Foundation! Thank you Joe! SCA**



**Sharon Clark sends us this Email:-**

*Dear Steve,*

*Fri 11/6/2009*

*Our son, Curtis is being deployed tomorrow to southern Afghanistan. He is stationed **not** at Ft. Hood but at Hunter Army Aviation Field in Savannah, Ga.*

*We are receiving calls from some 339<sup>th</sup> people worried that Curtis is stationed at Ft. Hood, but he is not. Please pass this along to 339<sup>th</sup> people to keep Curtis in their prayers for the next year.*

*Thank you, SHARON CLARK*



**Curtis Clark**

**Sharon, you know we are all praying for him and all our men and women that are serving our country.**



# Christmas Greetings

AND BEST WISHES  
FOR YOUR HAPPINESS IN  
THE NEW YEAR



*The Board of Directors of the 339<sup>th</sup> FGA*



# The Attendees 2009-

<u>Ananian</u>	<u>Stephen</u>	<u>505</u>	Marcial	Gigi	HQ
Ashworth	Ann	505	Moore	Linda	505
<u>Ashworth</u>	<u>Carl</u>	<u>505</u>	<u>Moore</u>	<u>William</u>	<u>505</u>
Bashford	Jim	505	Olander	Christopher	505
Bennett	Carolyn	504	Olsen	Gladys	ORD
Born	Megan	504	<u>Olsen</u>	<u>Warren</u>	<u>ORD</u>
<u>Breckinridge</u>	<u>Cary</u>	<u>HQ</u>	<u>Perry</u>	<u>Bill</u>	<u>503</u>
Breckinridge	Jennifer	HQ	Perry	Lova Lee	503
Cates III	Gordon	503	<u>Powell</u>	<u>Lawrence</u>	<u>505</u>
Cates, Jr	Gordon	503	<u>Purzycki</u>	<u>Edward</u>	<u>HQ</u>
Clark	Bill	HQ	Roach	John	505
Clark	Dorothy	HQ	Roach	Kaning	505
Clark	Sharon	HQ	Roach	Nancy	505
<u>Delisio</u>	<u>Jim</u>	<u>503</u>	Sheltzer	Tom	504
Delisio	John	503	Sheltzer	Wanda	504
Delisio	JP	503	Shepard	Clare	503
Delisio	Lieal	503	Shepard	Spencer	503
Delisio	Rebecca	503	Stolte	Aldo	503
Delisio	Ruth	503	Stolte	Luca	503
Eiswald	Joyce	HQ	Stolte	Robert	503
Eiswald	Larry	HQ	Thomas	Harold	HQ
<u>Epp</u>	<u>Edward</u>	<u>504</u>	Vallatini	Kimberly	503
Epp	Rita	504	Vallatini	Paul	503
<u>Ferrell</u>	<u>Clarence</u>	<u>503</u>	Verhil	Jack	505
Ferrell	Lance	503	Verhil	Lori	505
Ferrell	Randy	503	Wagner	Casey	504
Ferrell	Tim	503	White	Carol	505
Gerard	Adriana	503	White	Thomas	505
Gerard	Donald	503	Wilke	Cathie	505
Gerard	Stacey	503	Yoder	Mary Ann	504
Gibbs	Susan	503	Yoder	Richard	504
Graefe	Jennifer	505			
<u>Graham</u>	<u>Gerald</u>	<u>505</u>	<b>TOTAL</b>	<b>ATTENDEES</b>	<b>76</b>
Graham	Mary	505			
Hammacher	David	504			
Henry	Jack	HQ			
Henry, II	John	HQ			
<u>Henry, Jr.</u>	<u>John B.</u>	<u>CO</u>			
Higbee	Louise	503			
Joe	Dennis	503			
<u>Joe</u>	<u>George</u>	<u>503</u>			
Joe	Jean	503			
<u>MacKenzie</u>	<u>David</u>	<u>503</u>			
Marbach	Tressa	503			

There were 15 Veterans of Fowlmere at our reunion.

Their names have been printed in bold lettering and have been underlined for your convenience.



December 1, 2009

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

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



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**Merry Christmas**



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- Please add my name to the mailing list.
- Please mail me the latest Membership Roster of members

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

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

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