



483RD BOMBARDMENT GROUP (H) ASSOCIATION

(1943) Ephrata, WA – MacDill Field, Tampa, FL – Steparone, San Severo-Pisa, Italy (1945)

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NUMBER 2

President's Message

For our Detroit reunion, we are planning a visit to one of the premier museums in the country - The Henry Ford Museum. Established to display some of the private holdings of Henry Ford and enlarged because of his passion for Americana. He didn't just collect coins, or sculptures or paintings - he collected buildings. A few examples in this collection are: The Dayton bike shop of the Wright Brothers, Noah Webster's home, the Menlo Park laboratory of Thomas Alva Edison, Robert Frost's home and many others that are on display on 80 acres in the Pioneer Village. Because of the size and scope of the museum, we are taking two days to see it.



The Marriott Hotel is also one of the nicer properties that I think we have reserved in the past several years. We also have the benefit of being right next to the airport, so everyone will have a free shuttle to get to the hotel. That should make it much easier for everyone to get to the hotel.

We have also arranged for an actual B-17 ride for our reunion participants. Only 3 seats left - so get your reservation in before the July 1 deadline. More information is on the insert to this newsletter.

We are in the final stages of planning to make this another great reunion. Hope to see you in Detroit in October.

Dennis



Membership News

Dear comrades,

One of the duties of the membership secretary is to maintain an up to date and complete database of all of the members in the Association. Having noticed that there are approximate 100 members who do not have a phone number associated with their names, I have attempted to contact them through several web sites at my disposal.

I have found that the addresses of many members had different names associated with the address and not with the member listed in my database. The telephone numbers in many cases which were listed to that address were disconnected and were no longer in service. Since I was unable to contact many of the members, I wish the members who have no phones listed in the roster, please send me your phone numbers so I can add them to the roster and in the event that there are discrepancies, I can contact you and correct any errors that may exist.

Thank you and God willing,
will see you in Detroit,

Guy



A Tribute to Guy Venier

22 March 2012

Permit me to pay personal tribute and thanks to Guy Venier. Our crew trained with the 483rd all the way to Tunis in March of 1944. However, the 2nd Bomb Group had suffered 45 losses in January - March 1944 and our Charles Schlegel Crew and new B-17G got shipped off to Amendola [Air Base, Foggia, Italy] as replacement crew along with five others.

But in addition to getting regular 2nd B.G. newsletters, I've continued to catch 483rd stories in their newsletter. Back 16 years ago 3 of our crew found a 4th. In a casual conversation with Guy Venier, he offered help in discovering the whereabouts of our other crew and replacement crew members. His resources discovered at least 4 or 5 more. Well, a few more blocks fell into place and 9 of 13 were still living and 4 had journeyed to the "next campground" as the Native American may have said it.

Apparently I have more fires to tend and tasks to do. And it is humbling to realize I am the last of 13 as of December 2010. But the point is, Guy Venier made our great adventure come to life 50 years after D-Day, and 9 crew gathered in 1995 to celebrate. Wow!

Vince Werner - Missoula, MT

Marriott
DETROIT METRO AIRPORT



Detroit Metro Airport Marriott
30559 Flynn Drive
Romulus, Michigan 48174
734-729-7555

CONCESSION PACKAGE:

- Complimentary Airport Shuttle
- Complimentary Wireless High-Speed Internet Access in all rooms!
- Complimentary 24hr Business Center!
- Complimentary Covered Parking! Based on space availability
- Complimentary Plaza and Westport Shuttle Service!
- Complimentary Fitness Center and Outdoor Pool!
- Complimentary Local Calls!
- Complimentary USA Today each morning!
- Two coupons per room, per day, valid for 50% off breakfast
- Group rates will be honored 3 days pre and post meeting based on availability

RATES

All room rates are quoted exclusive of applicable state and local taxes,

\$ 89.00 Single \$ 89.00 Double

\$ 89.00 Triple \$ 89.00 Quad

Tell them you are with the 483rd Bombardment Group to receive your discounted room rate

483rd Bomb Group Reunion Schedule ★ October 2 - 6, 2012 ★ Marriott Romulus, Michigan

Tuesday, October 2

9:00 am ~~Tour of the Edsel Ford House.~~ No host lunch at the Detroit Renaissance Center and (GM World Headquarters) and River Walk

Registration will be on going in the Hospitality room from 1:00 pm to 5:00 pm

6:00pm-7:00pm **Welcome Reception** - Cash Bar and Mixer

7:00 pm Deli Buffet

Wednesday, October 3

9:00am - 5:00pm Registration in Hospitality room

9:00 am Load and Depart for The Henry Ford Museum Or Greenfield Village

Take the Museum bus to the Ford Rouge River Plant Tour

COMBO pricing for Ford Museum, Rouge Plant tour and Greenfield Village (Thursday) this includes BOTH days.

(Please note, we recommend buying the combination tour of the Ford Museum, Ford Rouge Plant Tour and Greenfield Village for Wednesday and Thursday. There is plenty to see and do! For complete information, please go to <http://www.thehenryford.org/>.)

Continuous bus loading to and from the hotel.

4:30pm Last Bus Depart for Hotel

6:00pm-7:00pm Conversation Hour, Cash Bar.

7:00 pm **Memories Night** - Entertainment and dinner with open mike for those in the 483rd who have a story to tell.

Thursday, October 4

Continue registration in the Hospitality room. Check Times

9:00 am Depart hotel for Green Field Village or The Henry Ford Museum

Continuous bus loading to and from the hotel.

4:30 pm Last Bus Depart for Hotel

5:00pm - 5:15pm Arrive Back at Hotel

Free evening for most - EXCEPT for POW/Escapes meeting and Clipped Wings meeting in conference rooms at 7:00 pm

~~7:00 pm 2nd Generation mixer.~~ Cash Bar and munchies.

Friday, October 5

8:00am-11:00am Ladies Brunch. Entertainment TBD

8:00am-9:00am Squadron Meetings and Pictures

9:01 - 10:00 am Squadron Meetings and Pictures

11:00am-12:15pm Board of Directors Meeting held in Conference room

12:45 pm Load Bus for Yankee Air Museum

1:00 pm Arrive Yankee Air Museum

2:30 pm Depart for Tuskegee Airmen National Museum

4:30 pm Depart for Detroit River and Dinner Cruise

8:00 pm Depart for hotel & head for the bar at the Marriott Hotel

Saturday, October 6

9:00am-11:00am Business meeting

1:00pm-2:30 pm Memorial service

5:30pm-6:45pm Cash Bar/ Happy Hour

7:00 pm **Banquet** - Dinner with ROTC Scholarship presentation. Speaker and entertainment TBD, if any.

483rd Bomb Group Reunion Registration Form

Listed below are all registration, tours and meal costs for the reunion. Please enter how many people will be participating in each event and total amount. Make check payable to "483rd Bombardment Group Reunion Detroit" and send to Sandee Maeda, 1050 E. 5th Ave, Escondido, CA 92025.

First Name _____ Last Name _____ Nick Name _____
 Squadron (or friend) _____ Spouse name (if attending) _____
 Guest Names _____
 Street Address _____
 City _____ State _____ Zip _____ Phone (____) _____
 Disability / Diet Restrictions _____
 Arrival Time / Departure Time _____

REGISTRATION FEE PER PERSON IS \$25.00

Date	Event	No. Of People	Price	Total
Tuesday am Oct 2	Edsel Ford Home Tour and Detroit Renaissance Center Lunch on your own		\$40.00	
Tuesday pm Oct 2	Reception, Deli Buffet		\$21.00	
Wednesday am Oct 3	Tours: The Henry Ford Museum and River Rouge Plant Tour (Wednesday Only Ford Museum and Plant tour) COMBO pricing for Ford Museum, Rouge Plant tour and Greenfield Village (This is for BOTH Wed. and Thurs Tours). Lunch on your own		\$57.00 \$85.00	
Wednesday pm Oct 3	483rd Memories Night and Dinner Meal Choices: _____ Cheese Encrusted Tilapia _____ Chicken Marsala _____ Pork Chop Normandy		 \$27.00 \$24.00 \$20.00	
Thursday am Oct 4	Tours: Greenfield Village at Ford Museum SINGLE DAY. Thursday Only NO Plant Tour) IF YOU HAVE ALREADY PURCHASED THE COMBO PACKAGE FROM WEDNESDAY, YOU DO NOT NEED TO PURCHASE THE THURSDAY SINGLE PACKAGE. Lunch on your own		\$44.00	
Thursday pm Oct 4	2nd Generation (Suggested Donation) Munchies		\$10.00	
Friday am Oct 5	Ladies Brunch with entertainment TBD		\$18.00	
Friday pm Oct 5	Tours: Yankee Air Museum, Tuskegee Airmen National Museum, Detroit River Dinner Cruise Lunch on your own Special B-17 Flight (Prepaid by July 1st.)*** (To be paid seperately - DO NOT include with this registration)		\$68.00 \$400.00	
Saturday pm Oct 6	Meal Choices: _____ Chicken Picatta _____ Salmon with Orange Glaze _____ Top Sirloin Topped with Mushrooms		 \$26.00 \$30.00 \$37.00	
	Registration Fee Per Person		\$25.00	
Please enter number of people selecting meal choice for Each Meal Purchased. Write the first name of each person selecting this meal choice after the meal type.			TOTAL	

Mail Registration Form to Sandee Maeda, 1050 E. 5th Ave, Escondido, CA 92025.

*** Special B-17 Flight at Yankee Air Museum just for the 483rd is limited to 12 Seats. To gauge interest in this special flight please e-mail number of seats you would like reserved to Dennis West (e-mail address: ironman8x@yahoo.com.) This flight will cost the 483rd \$4,000 to reserve - so we need to get commitments, seats paid for, and a head count to determine those with an interest.

TAPS - Deceased Members not Previously Noted in Newsletters

Name	Squad	Date	Reported By
WARNER, WALTER E	817	12-16-11	ANNE WARNER
ANDERSON, HAROLD L	815	00-00-00	POST OFFICE
GRINDSTAFF, HENRY T	817	02-21-12	PRISCILLA RUDD (D)
FENCL, CLETUS M	815	04-13-12	FERN M FENCL
EVANS, EDMUND M	816	04-30-12	WILLIAM HALL
FLOYD, RICHARD I	817	05-05-12	SANDY JONES

PX Give—A—Way

The PX is pretty much closed because of a lack of customers. If you would like any of the listed items mailed to you, please send the postage fee back to me. You can email me at gstovall@peak.org, call (541) 758-0009 or snail mail me at 825 NE Lawndale Place, Corvallis, OR 97330.

Ball point Pens	Free
483 rd Logo bumper Stickers	Free
483 rd License plate holder, white with blue letters	Free
Reunion Note Pads (22)	\$1.00
Washington DC Reunion Books 4 Left (Rare)	\$1.00
483 rd Logo Desk Clock with two photo frames and folds into triangles (13)	\$1.00
483 rd Caps (5)	\$5.00

PATCHES:

15 th Air Force Shoulder Patch	\$ 4.00
U. S. Flag Shoulder Patch, Right or Left	\$ 4.00

MEDALS:

Victory Medal w/bar and bar holder	\$10.00
Good Conduct Medal w/bar and bar holder	\$10.00

PINS:

Wings - Pilot, Navigator, Bombardier or Gunner	
Small	\$ 4.00
Large	\$ 5.00
Wings - 15 th Air Force in middle	\$ 5.00
15 th Air Force Pin	\$ 5.00
Unit Citation, Small	\$ 4.00
Large	\$ 5.00
B-17 Hat Pin, Small	\$ 4.00
Large	\$ 5.00
U. S. Flag Pin, Large	\$ 5.00

<u>HEROES BOOK ON CD (includes S&H)</u>	\$22.00
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Did You Know?

This section contains reprints of selected stories and other interesting information from newsletters published during the past 34 years and other 483rd BG publications.

Ground Support Duties in the Mess Hall

(Reprinted from 483rd Newsletter - Volume 10, Number 2, March 1990)

Preparing meals for a B-17 Squadron of about 450 enlisted men, three times a day is not an easy job, but when the food supply is limited in both variety and quantity it becomes more of a problem for the mess sergeant and his crew. At the time we were overseas just about all men griped about the monotonous menus and the "mass-produced" food served. Now that we are older - and far more experienced - many have said at our Association's reunions that they are amazed when they look back on our daily meals, that the food was as good as it was, certainly with what was available and the time limit to prepare and serve.

Mess hall personnel not only prepared the food but went to Foggia and Bari weekly for their supplies in a squadron truck. The USAAF Food Depot (operated by the Quartermaster Corps serving our area of Italy) rationed the supplies available on the basis of the Morning Report prepared by the squadron orderly room.

Mess sergeants were not often permitted to select any part of their supplies, but one such occasion happened when a sunken supply ship in Naples harbor was raised and its contents sent to the QM warehouse as surplus. The Catch-22 was that none of the 1 gallon containers had a label - the labels had been bleached by the salt water and fallen from each can.

Needless to say, squadron mess sergeants took all of the unidentified cans they were permitted as a supplement to the usual ration. When opening a can in the kitchen, it was a case of "your guess is as good as mine". Those of us passing the serving counter were surprised at the small quantities but wide variety of individual vegetables available. There would be peas, carrots, string beans, corn and sauerkraut.

Squadron menus were determined by the supplies on hand each day. And when variety was limited, the reliable dehydrated eggs, dehydrated potatoes and Spam were used, Spam (generally immensely disliked by most of the troops) was offered in many forms - fried; in meal loaf, baked, for stew, in casserole croquettes; stuffed; as pot roast; etc. - but it was still Spam (See: Ode to Spam, June 1988 newsletter, page 11).

When perishable food was issued, sometimes dry ice was available by the Quartermaster, otherwise it had to be used as quickly as possible (one reason there were few occasions when fresh meat appeared on the menus).

The only foods that could be requested beyond the usual quota were limited quantities of coffee, salt and sugar when authorized by the Mess Officer.

Cooks and cooks' helpers were assigned to mess hall duty on a shift basis and shifts rotated daily. Cooks were usually awakened by the squadron CQ around 3:00 a.m. (depending upon mission take-off time). When new men arrived for assignment to the squadron after the supper hours, they were fed by cooks serving the "after hours shift" who would be readying supplies for the next day's breakfast.

There were occasions when the quantity of food available was insufficient to meet the need for an entire meal for all the men in the squadron. At such times supplemental food was quickly prepared – an example, chipped beef on toast (better known as SOS).

Mess hall stoves were heated with "white" gasoline because 100 octane gas would have contaminated the food and the mess hall. It was not an unusual situation in the kitchen for fuel leaks to occur and a fire started. Quick application of fire extinguishers handled such blazes but the food being cooked would be unusable and a new batch started on a spare stove. Kitchen fires were always a hazard that had to be guarded against, especially during the rush periods (better known as the "Hectic Hour").

Supplies of certain types of food often varied in quantity. One mess hall sergeant recalls that on one occasion he was supplied with an over-supply of sauerkraut and under-supplied in other vegetables. The squadron had sauerkraut every meal (except breakfast) for a week. And the following week the oversupply was hot dogs which were served once a day for a week. He said, "It would have been much better had they been issued at the same time." Another cook recalls the canned butter – he said it was of such poor quality that even the Italian KPs complained.

"Initiative" was the motto of all mess hall staffs. When hot cakes were on the breakfast menu, and as syrup was never available (though canned butter was) the mess sergeant would open one gallon cans of orange marmalade, dilute it with lots of hot water to provide a thin substitute syrup. Other challenges arose every week. These were but a few of the problems the mess hall personnel faced throughout our service in Italy, and they are to be highly commended for handling such a demanding job under the adverse conditions they operated.

Like all other units within the Group, the Mess hall personnel cooperated in every way with other units looking after the best interest of the men. Tables were sanitized with a solution of vinegar and water and the supply of atabrine replenished daily.

The newsletter staff appreciates the assistance and guidance provided by Earl B. Cundiff Jr. (816th) and Thomas F. Sullivan (12-01-09) (817th) who have made this report possible.

First 483rd Plane and Crew Lost in Combat

(from "Heroes of the 483rd", page 185)

The James O. Preston/Harry L. Johnston crew received orders on 9 March 1944 while at MacDill Field, Tampa, FL and flew the southern route to Italy, and assigned to 840th Squadron. Five weeks later (15 April 1944) while flying in B-17 42-5786 on a mission to Nis, Yugoslavia (483rd's third mission) they received a direct flak hit, was engulfed in flames and the right wing came off. An alert 483rd photographer captured this moment, providing one of the most horrific photos of World War II. All crew members were lost – this was the first crew and plane lost in combat by the 483rd (see "483rd Bomb Group (H)" page 12 for photo of this plane going down).

Members lost:

James O. Preston	P	John T. Cieslak	R
Harry L. Johnston	CP	Albert M. Cline	LW
Gordon G. Lindholm	N	Jack Brown, Jr.	RW
Jesse D. Gresham	B	Harold J. Pierce	BT
John C. Toutant	E	James E. Cooper	TG



Janie

(from "Heroes of the 483rd", page 30)

In contrast to the above, B-17 #42-102491, "Janie" of the 817th Squadron, was retired after VE-Day, having flown 92 missions with no one aboard being killed or wounded. The George E. Carenbauer, Jr. Crew flew Janie on the Berlin mission 24 March 1945 and Janie's ground crew was Don Lightner, Aurele Gallant and Eugene Cornell.

Ever Land at Vis?

(from "Heroes of the 483rd", page 18)

Vis, an island in the Adriatic Sea off the coast of Yugoslavia about 100 miles north of Foggia, Italy, was the place to go if in trouble. Hundreds of bomber crews and fighter pilots made emergency landings there.

Vis is a small island, part of a group of islands called the Dalmatian Islands. It was the only island unoccupied by the Germans; it was the furthest away from the mainland and had been liberated by Marshall Tito and his partisans. The island is about 14 miles long and 8 miles wide.

Publicity Director's Report



We are going to Detroit in October. Two Americans, Henry Ford and Joe Louis helped put Detroit on the United States map. I have previously written about the 1907 Model "T", the car Ford used to start assembly process of mass production. My article on Joe Louis shows the rise of black men from the cotton fields of Alabama and the slums of Detroit to the same status as Ford in the 1930's. As the writer of the following article which records the ascendancy of the first black person to nation prominence in the US, was raised in all white Benton County, Oregon in Corvallis, the county seat, population around 10,000; I had never seen a black person. No blacks ever lived in Benton County before WWII and none were welcome.

The first time I saw a black man, the person was Joe Louis, heavy weight champion of the world, now in the Army, a Master Sergeant, who was staging a boxing match against well-known opponents, usually Sugar Ray Robinson. Though I do not remember who it was at the time they came to McDill Field in February 1944, where we were in our third phase of Bomber Formation Training.

This Joe Louis boxing tour exhibition at McDill field showed in a way the hypocritical way racial segregation was kept in tack during WWII, except for exhibitions, beating the drums for war bonds; but when you look back on it, training of our troops, including air crews, had to be kept segregated because gearing up to fight Hitler and then the Japanese. It was no time to start radical race relationship experiments. Air Force high command under Hap Arnold knew that and wisely kept the status quo. Racial equality would have to wait until the WWII struggle was concluded. But FDR still worried about the blacks being involved: Thus his decision to start the all black Tuskegee Air Men.

The next time I saw a Black person was coming back from a mission, we were diverted to Foggia Main to land because of high winds at Steparone. The 2.5 ton truck picking up flight crews had some pilots who were black men from the 332nd Fighter Squadron, aka the "Red Tails". The third time was my senior year at the University of Denver in an advanced US History class. There was one Black student among us, a very handsome guy working towards his Master Degree in History. I wonder what ever happened to him.

Joe Louis - The Brown Bomber

Invented in the early 1920's by the Italian Marconi, the radio became the American news line of the 1930's. Those who could afford the luxury of a radio had a big Philco console in the living room; others had a radio that ran off the power of a car battery. Many a home in the deep depression of the 30's gathered around the console to hear the Fireside chats of FDR, or the much sought after news of the #1 crimester, John Dillinger or Ma Parker, or the kidnapping of the son of Charles and Ann Lindbergh, he who piloted the "Spirit of St.

Louis", his home town, on the first solo flight in 1927 from New York to Paris. And also the sport of boxing became the number one sport in America, mostly through radio broad casts of heavy weight champion title fights. One such bout was the rematch with the US challenger Joe Louis, of Detroit, against the running world champion Max Schmeling of Germany and Hitler's 3rd Reich on June 22, 1938.

My father was one of those individuals who followed the boxing career of Joe Louis. So it was only fitting that on the date June 22, 1938 we both were listening. To make some extra cash income my father and I picked crops, like strawberries, beans and hops, which found us in a strawberry camp in Lebanon known as the strawberry capital of the world; and to this date, Lebanon still heralds itself as the strawberry capitol of the world with an early June Parade. But it is debatable if Lebanon is the strawberry capitol of the world.

On that June 22nd, 1938 date the Title Match for boxing heavy weight crown was held in Yankee Stadium at 10:00 PM with an audience of some 60,000. It was a big affair with many famous attending, like Jack Dempsey, Gene Tunney, Jack Starkey, Bob Hope, and New York mayor Fiorillo La Guardia. There is a three hour time difference so the bout came over the air in waves at 700 PST.

As a kid of 13, going on 14 that summer, I remember it well, as locals out to make a few dimes picking berries; and the vast numbers who followed the harvest, either out of tradition or because of the great sand storm of the plains brought hordes of Arkies and Ookies to the Fertile Willamette Valley. This sundry group assembled in strawberry field center for evening meetings, some standing, mingling, or sitting on wooden benches, waiting for the portable radio to be set up and turned to a good signal, probably KOAC in Corvallis, soon the nationally known radio announcer's voice came over the air waves, a fellow by the name of Donovan who was setting the scene for the action. "Referee Humphrey is now introducing the two antagonists: The heavy weight champion of the world, Max Schmeling of Germany and the Challenger Joe Louis of the U.S.A. Play by play will be called by Clem McCarthy".

Round #1 Started: the announcer, Clem McCarthy hardly got into his routine as Joe Louis unleashed a series of at least three left jabs and a powerful right cross to the jaw and the world champion was down—" Schmeling is down, Schmeling is, Schmeling is down." Pandemonium was about to break out. Round one lasted just two minutes and four seconds. Joe Louis became that night June 22, 1938 heavy weight champion of the world, beating Hitler's number one German Nazi to a US challenger, Joe Louis, who was a black man. Redemption now reigned in the south and many big cities in the north, Chicago, Detroit, Philadelphia, and New York. The inferior status was removed!

Foot Note - Recently Time Magazine put out a list of the top 100 American individuals who have made a major impact on American society in the last 100 years. On that list was John Lithgow, the actor, most notably known from "3rd Rock from the Sun" TV series from about a decade ago. But oddly enough no mention of Joe Louis. This goes to show that this person or group of people know very little about modern American History, they know only about events that occurred in their life time!

Chaplain Corner

NEV 1 Corinthians 6:19-20 Do you not know that your body is a temple of the Holy Spirit, who is in you, whom you have received from God? You are not your own; you were bought at a price. Therefore honor God with your body.

Independence Day? July 4th is one of our great holidays; actually it is the oldest national celebration we have (only Easter has been celebrated longer in this country!) Mother's Day, Father's Day, Labor Day, and Veteran's Day, only date to the early 1900's; Memorial Day goes back to the Civil War (circa 1865 when Southern women decided to decorate the graves of Union soldiers as well as their own sons, husbands, and brothers); Groundhog Day (previously called Candlemas in German households) dates to the mid-late 1800's, and even Christmas, as a national celebration only dates to 1870! (Before the Revolutionary War, it was only a family/Church event, and even was rejected by many of the churches for its pagan connections; after the Revolution, Christmas was rejected by most as too "English" and wasn't celebrated outside of private homes until the prosperity boom [in the North] following the Civil War.) And most remember that, while Washington and some of our earliest Presidents called for national days of giving thanks to God, with all due respect to the Pilgrims and Indians of Plymouth Colony in 1620, it wasn't until President Lincoln (1863) that Thanksgiving Day was a national holiday. That leaves us with Independence Day. Commemorating July 4th, 1776 when the declaration of Independence was signed (officially). It has been celebrated annually ever since, though it wasn't made an official holiday by congress until rather late – 1870! Official or not, the birth of your country, especially when you or your fathers remember the birth pain, was something that needs to be celebrated, and so it has been every year since 1776.

While independence from tyrannical government is certainly something to celebrate, perhaps the day is misnamed! I mean, "independence"? Really? Do we think we somehow midwifed the birth of this nation all by ourselves? Were it not for the assistance of France, Prussia, and some of the native peoples of the Atlantic seaboard, the Revolution may well have been stillborn, or died in infancy in 1812. And, though it's politically incorrect to say so today, the Founding Fathers were generous in their praise when they acknowledged their debt to almighty God for the blessings of success they received against nearly impossible odds in both those wars. So I think this

holiday might better be called "Interdependence Day" to acknowledge the great help we received then, and continue to receive to this day. We are not our own, never have been, and never will be.

No one is truly a "self-made man" and regardless of how much or how little we got helped along our earthly paths, we all alike owe a great debt to God we could not avoid and cannot pay. We were all slaves to self, sin, and death, and would remain so eternally but for the intervention of Jesus. We are not our own, neither in soul nor in body. We have been bought with a priceless price: the blood of Jesus shed on the cross for our sin. The admonition of Scripture to honor God in our bodies is most often quoted in the context of sexual sin, but if we take a cue from Luther's Small Catechism, we must not let it stand as only a negative injunction, a command of "No!" or "Don't!" Luther consistently added the "But do this..." to the commandments so we would understand better the love and freedom God has given us in Christ to live fully as His children of light. So to this debt of interdependence let's add: "honor God in your bodies" by using them to help your neighbor and even the stranger, the alien, the leper, and the Pharisee alike, in the name of Christ. Don't 'make' the sacrifice but rather 'be' the living sacrifice of one who loves God even under pressure and who loves others in His name even when they reject Him and His love.

This July 4th, as we celebrate our independence with BBQ grills and bottle rockets, beer, brats and ice cream, take a moment to say thanks to those who have made your blessed life possible, those upon whom you are interdependent: parents, grandparents and ancestors; neighbors near and far; pilgrims, pioneers, and politicians; famous presidents and unknown soldiers; Americans, French, Germans, Prussians, and English. And somewhere in the mix, sometime in the day, say thanks to God for His Son, His love, and His continued daily bread of blessing. Hope you and yours have a good holiday celebration!

Blessings to you always,
Pastor Bryan Jones



YOUR 2011-2012 BOARD OF DIRECTORS

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PAST PRESIDENTS

Phillip A. Luetke (Deceased) 1980
William A. Haskins (Deceased) 1981
James V. Reardon (Deceased) 1982-83
Lynn M. Borders (Deceased) 1984
Joseph W. Gawthrop (Deceased) 1984
M.L. "Bob" Hottman 1985 (Deceased)
Harry K. Keller (Deceased) 1986
Donald R. Speegle (Deceased) 1987
James "Russ" Heflin (Deceased) 1988
Evan M. "Jack" Edwards (Deceased) 1989
Ralph H. Simpson 1990
Harry P. Millnamow 1991
William P. Dunn (Deceased) 1992
Edward T. Cotton (Deceased) 1993
Harry D. Whye (Deceased) 1994
Ray H. Whitaker 1995
Harold D. Leveridge, D.D. 1996
William I. Jeffs (Deceased) 1997
George F. Stovall 1998
John A. Campbell 1999
Verne H. Cole 2000
Benjamin H. Adams Jr. 2001
Robert W. Mitchell (Deceased) 2002
John P. Nobel 2003
Curtis B. Clark 2004
Fredric A. Hicks 2005
Wilfrid Hebert 2006
Stanton "Mike" Rickey 2007
Ellis Maxey 2008
Jim Ashley 2009
Dennis West 2010, 2011



483rd Bombardment Group (H) Association

Membership Secretary

Guido "Guy" Venier
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