



483RD BOMBARDMENT GROUP (H) ASSOCIATION

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

VOLUME 35

September 2012

NUMBER 3

President's Message

It is almost here. Yep – the reunion is just a short time away. Most of the festivities have been planned and programmed in, the hotel menus have been reviewed and selected, most of the details are in their final stages of planning - - to make this another great reunion. The reunion has been planned for Detroit for several reasons. One, it is where we started over 30 years ago, with the first reunion being held in Detroit. Another reason for Detroit, is its semi-central location - so those on either coast don't have too great an expense getting to the reunion.

I believe that this year's reunion will be a pivotal one, much like the first. We must begin the dialog of what the 483rd Bombardment Group (H) Reunion Association is going to do. It seems that our overtures for other groups to join with us in planning reunions has not taken off. We have had discussions with several other reunion groups over the past several years (and again this year) – but nothing seems to gel. As our reunion numbers are shrinking each year it gets more difficult to attract hotels and match their needs to host our group. In the squadron meetings we will discuss our future and be hopeful of a consensus at the business meeting of our direction. Your input is very important. If you, as a veteran of this organization are not able to be at the reunion – please call, write, e-mail me with any input you wish to offer. My contact information is on the last page of this newsletter. Better yet – make plans to attend the reunion in Detroit.

Wishing you all the best of health.

Dennis

Publicity Director's Report

I have already written about the history of Detroit in one article and in a second article wrote about the brief history of Henry Ford, who put Detroit on the map with his introduction of the Model T Ford car. Our reunion planner, Laura, has set up a great week of activities to keep us out of trouble. During the week of October 1st through the 7th I'm looking forward to our tour of the



Henry Ford's Greenfield Village and hopefully a ride on a Model T Ford. We will also see Edison's laboratory, the Wright Brothers bicycle shop (I wonder how they eventually went from a bike to an airplane?) the Tuskegee Airman Museum and whatever else happens to be on her list.

As this is our 34th reunion and we are going back to Detroit where our 1st reunion started in 1979, I expect a good showing of old Vets to top our attendance last year at Kansas City. On October 1st I hope to see old buddies I started with, 69 years ago when the Provisional Training Squadron of the 483rd Bomb Group began training in Rapid City, South Dakota on the 29th of November 1943, along with other relatives and friends they bring with them. It is a great moment when you arrive at the hotel and all through the week see guys that made the reunion this year

— So here is a Toast — To a great attendance and a delightful Reunion!!!

George



Time to get your Detroit Reservations In...

Time is quickly approaching when we will be traveling to Detroit for the 483rd Bombardment Group Association's 34th Reunion. Do you have your reservation in? The schedule has so many good activities and places of interest to see that I am sure you don't want to miss it.

I have missed reading a couple of emails on a timely basis from people wanting information about the Reunion because I receive so many emails in a day. So, I have created an email specifically for the 483rd veterans, spouses, and friends. It is 483rdreunion@gmail.com. So if you have me in your address book please make the necessary change. I do hope it will make it so I can answer people on a timely basis.

So, again, if you are planning on being in Detroit in October and haven't turned in your reservation, don't wait, get it in the mail NOW. Don't want to miss seeing you!

Sandee Maeda, Reunion Chair

TAPS - Deceased Members not Previously Noted in Newsletters

Name	Squad	Date	Reported By
GREGG, L LEN	840	12-18-11	ELEANOR GREGG
CAMPBELL, SAMUEL M	816	03-16-12	DIANE L CAMPBELL
LARRABEE, RAYMOND S	840	06-15-12	RAYMOND (SON)

In addition to the above veterans, Norma Flaherty, long-time Clipped Wings Chairman and supporter of the 483rd Bombardment Group (H) Association, died on June 11, 2012 at the age of 72.



PX Give—A—Way

The PX is alive and well but not being restocked because of a lack of customers. We are filling orders from stock we have on hand. **I'm taking 2 dozen caps to Detroit, so claim them before they are gone!** 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
---	---------

Tours Highlights for the 2012 Detroit Reunion



Edsel & Eleanor Ford House tells the story of the home life of a prominent American family. The Fords were cultural, social and economic leaders in an era of great optimism, as well as a

turbulent time of economic depression and world war. They were nationally prominent and they owned more than one house, but Southeast Michigan was their home. Here they built their final residence along the shores of Lake St. Clair, at a place known locally as **Gaukler Pointe**. Their impressive yet unpretentious home is where they raised and nurtured their four children - Henry II, Benson, Josephine and William - in a safe and

loving environment. It reflects their love of family as well as their mutual passion for art and quality design.

The GM Renaissance

Center (and nicknamed the **RenCen**) is a group of seven interconnected skyscrapers in Downtown Detroit, Michigan, United States. Located on the International Riverfront, the Renaissance Center complex is owned by General Motors as its world headquarters. The central tower, the Detroit Marriott at the Renaissance Center, is the tallest all-hotel skyscraper in the Western Hemisphere, and features the largest rooftop restaurant. It has been the tallest building in Michigan since its erection in 1977.





The Henry Ford Museum

It began as a simple yet bold idea to document the genius of ordinary people by recognizing and preserving the objects they used in the course of their everyday lives. It grew into the ultimate place to explore what Americans past and present have imagined and invented — a remarkable destination that brings American ideas and innovations to life. The sheer scope and design of Henry Ford Museum is as grand as the vision that inspired it. It's impossible not to feel a sense of awe as your mind adjusts to a different sense of scale — ~~more~~, ~~vast~~, more expansive and more diverse — by far — than anything you'll encounter in everyday life



Ford Rouge Factory Tour

is a self-guided five-part experience that includes: Legacy Theater, Art of Manufacturing Theater, Observation Deck, Dearborn Truck Plant and the Legacy Gallery. Theater seating is limited to 79 guests per show; shows run continuously until 4:00 PM and are seated on a first come first serve basis.



Green Field Village

Entering Greenfield Village is like stepping into an 80-acre time machine. It takes you back to the sights, sounds and sensations of America's past. There are 83 authentic, historic structures, from Noah Webster's home, where he wrote the first American dictionary, to Thomas Edison's Menlo Park laboratory, to the courthouse where Abraham Lincoln practiced law. The buildings and the things to see are only the beginning. There's the fun stuff, too. In Greenfield Village, you can ride in a genuine Model T or "pull" glass with world-class artisans; you can watch 1867 baseball or ride a train with a 19th-century steam engine. It's a place where you can choose your lunch from an 1850s menu or spend a quiet moment pondering the home and workshop where the Wright brothers invented the airplane. Greenfield Village is a celebration of people — people whose unbridled optimism came to define modern-day America.



Yankee Air Museum

Willow Run Airport was built by the Ford Motor Company in 1941 to serve as an airfield for their B-

24 Bomber Plant. This was the first aircraft manufacturing plant to use Ford's automotive mass production techniques, a leading technological innovation of the time. Ford Motor Company built 8,685 B-24s from 1942 until the end of World War II. In 1981, a group of enthusiastic people, adopting the name Yankee Air Force, shared the desire to preserve the facts and glamour of southeastern Michigan's aviation history. They began to lay plans to research, restore, and preserve the all but forgotten history of Willow Run Airport. Their initial goal was to acquire one of the original U.S. Army Air Forces hangars and restore it to its original condition. With the help of Wayne County, the owners of the airport, this first goal was accomplished and the Yankee Air Museum was born.

The National Museum of the Tuskegee Army

represents the culmination of the efforts of many individuals. It provides a place not only to record the contribution of Americans that came to the defense of our Nation during a period in our history when they were not thought of as the equal of other citizens, but a place where all of the youth of America may come to acquire inspiration, counseling and assistance in achieving excellence in their own education and career pursuits.



Dinner Cruise

Set sail aboard the Portofino Friendship from the Portofino docks located in beautiful downtown Wyandotte. There is always something exciting to see as you cruise along the Detroit River, one of the busiest international waterways, with all its historical and scenic sights.



Plane Engine from Memmingen Mission Found

Mike Rickey recently received information from his German research buddies, Ludwig Hauber and Gerhard Schmaus, that a fairly intact engine and propeller has been found. The engine was located with a metal detector while investigating a crash site in a field east of Isny, Bavaria.

After researching part numbers and exhaust manifold plate information, it has been found to be Number 1 engine on B17G - 42-102927 "Bunky" piloted by William P. Vandendries and co-pilot Wilber E. Wanstrom of the 815th squadron on the Memmingen Mission, 18 July 1944.

Mike Rickey has requested permission from the Burgermeisters of Isny, Buchenberg, Kempten, and officials in surrounding areas to allow Ludwig and Gerhard to continue investigation of the area to find additional historical debris using a metal detector. We look forward to hearing more about this from Mike Rickey as the search continues.

Below are pictures from the dig sight.



Reprinted from page 246 of "Heroes of the 483rd" is Vandendries' interesting account of this mission after being freed from a POW camp:

"On 18 July while on a mission to bomb an airfield at Memmingen, Germany, we were attacked by about 200 enemy fighters. The initial hit in our ship was in the nose section wounding the navigator (Wojciechowski), the second was also in the nose and this one wounded the bombardier (Rosoff). The fighters hit the ship in the left wing and set it afire. A shell burst in the radio room and set fire to the radio room and the bomb bay. Another shell burst in the cockpit and shattered the entire instrument panel. When the interphone went out I rang the alarm bell and assisted the wounded top turret gunner (Hancock) out and then went to the nose section and threw the injured navigator out. I then bailed out myself.

"On the first attack by enemy fighters Lt. Wojciechowski, navigator, was hit in the face and through the right arm and both legs. He was so seriously wounded that he lost sight of his right eye. When he was hit he was knocked away from his gun position but although in severe pain from his wounds he returned to his gun and continued to fire. He shot down one ME-109.

"Sgt. Hancock, engineer and top turret gunner, was injured by shell fire and severely burned by the fire in the cockpit but remained at his gun position in the turret and shot down three ME-109s."

"My Gal Sal"

Many of you may remember that Robert "Bob" Ready gave a presentation at our Cincinnati reunion in 2007 about the restoration of "My Gal Sal" and his plans for the Ultimate Sacrifice Memorial at a new corporate FBO at the Blue Ash Airport near Cincinnati. Bob Ready, the plane's owner, wanted to make Blue Ash Airport a destination for those wanting to learn about WWII and honor the men who flew the planes, but the cities of Cincinnati and Blue Ash have decided to close the airport. Now his restoration crew is shrink-wrapping the B-17 so it can survive the 1000 mile trip to its new home in the National WWII Museum in New Orleans.

B-17 E Serial # 9032 is the 10th Model E airplane manufactured by Boeing and was assigned to the European theater at Polebrook, England. On June 27, 1942 in route to England it hit bad weather, drifted off course, ran out of gas, and crashed landed with its landing gear up on the Greenland Ice Cap. By cutting off the propeller blade tips on engine #4 the crew was able to start the

engine, generate enough power to radio SOS and contact rescue station BW-8. An APBY-5A rescue plane found them, brought food, arctic clothing and supplies. On July 5th the rescue plane reached them and the next day picked up the crew and returned them to the States. The plane was forgotten until early summer 1964 when a USAF reconnaissance flight over the ice cap discovered it. However, it wasn't until 1995 that the plane was salvaged and brought in pieces to Norfolk, Virginia and then shipped to a warehouse in Tillamook, Oregon where it sat for 5 years. In March 2000, Bob Ready purchased My Gal Sal and shipped her to his hanger at Blue Ash Airport and began restoring the plane. He never planned to restore her to flying condition, but rather to create a memorial with her in the state she laid on the ice in Greenland. The Ultimate Sacrifice memorial was to honor the men and women of the AAF during WWII, while providing important educational content to younger generations on the human sacrifices of the air war.

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.

Down Memory Lane The Versatile Workhorse, Jeep

By Clyde Barnes

(Reprinted from 483rd newsletter – Vol. 16, No. 2, June 1996)

I often recall a familiar scene at the old Sterparone base where the planes returning from a mission were circling the airfield and peeling off to land; an unforgettable sight where every man on the ground had his eyes riveted on his squadron's formation, counting the planes, hoping they were all there, and when there were missing planes, the prayers was that they were just delayed due to damage and would be delayed only a short while.

This image includes the fast-moving activity taking place on the ground that had started a few minutes before the mission's ETA, and to such an extent that the layman would have considered it to be a mild case of chaos. Ground maintenance crews from all sections and units were moving to their assigned hardstands to receive the crews and planes. Vehicles of every description were moving into position to "do-their-thing." When the lead squadron appeared in the distance, everything came to a standstill and all eyes turned skyward.

As the planes landed and taxied to their hardstands, the most frequently noted vehicles were

the jeeps darting here and there, along with some 2½-ton vehicles, getting set to provide transportation for combat crews to the Personal Equipment and Tech Supply huts to return flight clothing. Then on to Headquarters for interrogation where the crews could relax with some refreshment, coffee and doughnuts, and a reminder of what an American woman looked like in a Red Cross uniform.

Those who were there at such times infrequently would wonder what it would have been without the jeep to handle so many transportation duties. They were so strongly built that it was a normal sight to see one loaded with a 10-man crew, a driver and often a visitor come to welcome the crew home. In addition to the 12 men there was also each crew member's personal flight clothing and equipment. With not enough places on a jeep to seat a dozen men and their baggage, every space would be occupied, including the jeep's hood. Men would be sitting across the front so tightly that the one occupying the passenger's seat would have to stand to pass along directions to the driver.

There is an interesting story about how the jeep got its name. When first introduced to the Armed Services in 1941, it was identified as a "Vehicle, General Purpose," which in militaryese became VGP. Soon it was referred to as "gee pee" and finally as "jeep."

The jeep won admiration from the GIs and newspaperman Ernie Pyle wrote, "It does everything, it goes everywhere, it is as faithful as a dog, strong as a mule and as agile as a goat."

The jeep was only 11 feet long, had a four-wheel drive transmission and a 60 horsepower engine, giving good acceleration and was capable of climbing sharp inclines, forging tank-size mud holes, turning on a short radius and answering most of the needs of the airfields such as Sterparone and Pisa. Jeep production during World War II was 600,000 manufactured by Wyllis-Overland and Ford Motor Co. The cost was \$900 each. It is also recorded that the New York Museum of Modern Art in 1951 enshrined the jeep as: "One of the World's automotive masterpieces", joining an elite group - the Mercedes, Bentley and Cord. We know it served the 483rd Bomb Group well.



Membership News

If anyone has any information regarding the lost members on the following list, let me know. They may have moved to an assisted housing home or may have passed.

Take care and God willing, will see you in Detroit.

Guy



Lost Souls

Name	Squad	Last Known City
Abendroth , Frederick W	483	Milwaukee, WI
Adamson, Thomas D Jr	815	Richmond, VA
Azzolina , Rocco N Jr	817	Zephyrhills, FL
Baer, Kurt A	HQ	Atlanta, GA
Ball, Harold E	815	Nampa, ID
Bauer, George E	816	Holland, MI and Palm Beach Gardens, FL
Beckman, Orval E	815	Wheaton, IL
Bennett, Harry H	815	Newland, NC
Blackstock , Dick H	840	Ruston, LA
Blakely, Robert	840	Maryland Heights, MO
Blakely, Andrew N	840	Ypsilanti, MI
Boswell, Ira	816	Red Oak, TX
Briscoe, C Nevin	815	Blackshear GA
Brown, L Dwight	815	St. Charles, MO
Burlew, Richard M	840	Memphis, TN
Childers, Henry A	840	Ione, OR
Chorley, John O Jr	Erd	Drummonds, TN
Cochran, Virgil D	817	Danville, IL
Cohen, Samuel	840	Philadelphia, PA
Conn, Robert	815	Maryland Heights, MO
Dancho , Cyril P	815	Eynon , PA
Dean, David E	817	Glendale, WV
Dutremble , Ermand	Erd	N Smithfield, RI
Eulrich , Robert J	817	Appleton, WI
Ett , John C	Erd	Deer Park, TX
Finch, William D	815	Jacksonville, FL
Foster, Charles K	816	Ellisville, MO
Frye, Orrin F	840	Durham, NC
Green, Rupert D	816	Floral, AL
Grundy, Mrs. Barbara	Erd	Cumberland, RI
Guernsey, Homer L	815	Stockton, MO
Hamilton, Robert S	815	Dillard, GA
Harrell, William B Jr	840	Houston, TX
Hartin , George M	817	Bradenton, FL
Henry, Leon R	817	Stigler, OK

Name	Squad	Last Known City
Hindman , Roy G	816	Littleton, CO
Horner, William B	817	Cape Coral, FL
Jackson, Ms. Janis L	Erd	Pasadena, TX
Jasper, Nathaniel C	817	Arlington, VA
Jordan, Arthur R	HQ	Hamden, CT
Kleppin , Mrs. Nina R	816	Fordyce, AR
Lang, Frederick W	815	Wimberly , TX
Langston, James T	815	Owensboro, KY
Lawson, Campbell L	815	Cincinnati, OH
Levandoski , Henry J	815	Fairfax, VA
Longo, James J	815	Elmont, NY
Manning, Mrs. Bernadette M	816	Bellingham, WA
Marsh, William H	HQ	High Point, NC
May, Loren A	815	Naples, FL and Saint Joseph, MN
Nathanson , Irving	817	Sarasota, FL
Nichols, Matthew A	Erd	North Charleston, SC
Norton, Frank P	816	Dover, NH
O'Brien, John B	815	Jupiter , FL
O'Hern , Morris A	840	Gretna, LA
Oic , Arnold J	817	Granite Falls, MN
Pendleton, John A	840	Holiday, FL
Pfender , August G	840	Kent, OH
Phalan , William A	483	Tewksbury, MA
Piotrowski , John	817	Parma, OH
Piper, Leroy F	HQ	Austin, TX
Pugh, Robert S	483	New Cumberland, PA
Roberts, Donald W	817	Frederick, MD
Scheffnacker , Lewis E	Arc	Bethany Beach, DE
Schroeder, Ms. Julie	Erd	Honolulu, HI
Schwedler , Eugene K	840	Los Angeles, CA
Shauris , Albert C	815	Deer Park, NY
Skarbeck , Mark P	Erd	HHC, APO AE
Smith, Matthew J	817	Richmond, VA
Stokinger , Frederick J	816	Hudson, FL
Stone, AC Royden	815	San Angelo, TX
Szeliga , Walter S	840	Melbourne, FL
Thirsk , Clover B	815	St. Simons Island, GA
Vanek , Merlin	840	Vero Beach, FL
Venables , Lloyd V	817	Huron, SD
Vice, Howard M	816	Melbourne, FL
Wallace, Thomas E	816	Houston, TX
Watkins, Jerry	Erd	Weatherford, TX
Weaver, Lester F	815	Fort Pierce, FL
Whalen, William J	817	Seattle, WA
White, Jack C	HQ	Arlington, VA
Wilkerson, Olan O	815	Spencerville, OH
Wolk , Cornelius	817	Fraser, MI
Ziegler, Richard	840	Metuchen, NJ

Chaplain Corner

Matthew 6:19-21 "Do not store up for yourselves treasures on earth, where moth and rust destroy, and where thieves break in and steal. But store up for yourselves treasures in heaven, where moth and rust do not destroy, and where thieves do not break in and steal. For where your treasure is, there your heart will be also."

Summer garden harvesting is full upon many of us. I don't mean the farming harvest of combines and grain trucks going to storage or market, I mean the fresh produce – green beans, sweet corn, peaches, tomatoes, and other delectables we enjoy each year in abundance for a short while. It seems all too soon the corn is gone and we're back to buying hot-house tomatoes from the grocery as the frosts have begun. (Frost! Now there's a delightful thought in this heat wave we've been enduring!) So it is that many today have carried on, or revived the practice of home canning and preservation of the summer goodies. Unlike the necessity of bygone years, today's home canner seems more motivated by the prospect of tasting the nearly-fresh flavors that only come from putting by those fully vine-ripened veggies instead of buying the ones that are picked early for processing and shipment commercially. At least, that's what many will tell you is their reason for heating the kitchen for hours at a time in July. And that's just what I have been doing. So far I have canned many pints and quarts of green beans, sweet corn, and beets. I have made fruit jams from blackberries, peaches, strawberries, gooseberries, and rhubarb. The cucumbers are ready to start making pickles, and the tomatoes are just now ripening. And then I read something like the passage above... and have to ask myself, "Is that what I'm doing? Storing up treasure here?"

The answer, I think, I hope, is, "No". That's because the treasure Jesus speaks of is that which would hold us here, attached too strongly to this world, this life, that we would forget, or forego heaven when it is offered. I tasted some of that sort of treasure-laying while living in Hawaii. It seemed many people there felt they were already in Paradise and there was no urgent need, no real desire to ever leave it, so what could heaven offer that was any better? But here, enduring the Kansas heat and drought, or the snow and ice storms, the fallen-ness

of this creation seems all too real, and most long for some deliverance. And while waiting, what joy it is to be refreshed by a summer rain, a winter warm-up, or the taste of sweet corn in January (I hope!).

So the real difference between "laying up" and "putting by" seems to be not so much in what the thing is, as it is in what's its intended usage is. In laying up, one seems to be saying, "I have mine, God, and don't need yours." In putting by one seems to be saying, "Thanks, God, for these blessings. May I share them with others, may they sustain us in hard times, and may they remind us there is sweeter yet to come when You shall call us home."

I said many longed for some deliverance. True enough, in a heat wave or cold spell many long for some form of relief. In times of drought we pray for rain. Last summer's flood had us praying the levies would hold. Seems we're constantly looking for some deliverance. But what about deliverance from this world of sin? Do we long for that as powerfully? I think some do, those who come to know the Lord personally and Sacramentally in His word and in His Church. But what about our neighbors, family members, friends, acquaintances, and co-workers that don't know Him? What about those who are thinking this world is pretty good, or is at least as good as it gets? Wouldn't we readily share some sweet corn or vine-ripened tomatoes with them, to let them share in the flavors that no store can sell? Don't we often pass along a unique jam or canned salsa we've made so they may rejoice with us in the taste? So why not pass along His word, in season and out? Only in this way will we be rejoicing in shared faith with those who also believe in Christ as Savior. And if they don't, only through hearing His word, perhaps from you, will the Holy Spirit lead them to believe and be saved, that they may rejoice with all the saved at that marriage feast of the Lamb that will have no end! Share the goodies! Share His word! Share His love! That is another gift, the greatest gift He gives us to share along with the fresh and put-by things we so readily pass around.

Blessings, Your friend in Christ,
Pastor Bryan Jones



YOUR 2011-2012 BOARD OF DIRECTORS

PRESIDENT

Dennis West
2447 Hooker St.
Denver, Colorado 80211
303-332-1625
ironman8x@yahoo.com

PRESIDENT-ELECT

Sandee West Maeda
1050 E. 5th Ave
Escondido, CA 92025
760-213-5022
lvt2u@msn.com

MEMBERSHIP

SECRETARY

Guido "Guy" Venier
13185 Picadilly Drive
Sterling Heights, MI 48312
586-268-3126
guy483rd@comcast.net

TREASURER

Leon Waldman
14630 Dickens ST. #108
Sherman Oaks, CA 91403-
3610
818-905-9466

SECRETARY

Carrie Davis
9901 Dickens Ave.
Bethesda, MD 20814
carrie_davis@hotmail.com

PUBLICITY DIRECTOR

George Stovall
825 NE Lawnsdale Pl.
Corvallis, OR 97330
541-758-0009
gstovall@peak.org

REUNION CHAIRMAN

Sandee West Maeda
1050 E. 5th Ave
Escondido, CA 92025
760-213-5022
lvt2u@msn.com
483rdreunion@gmail.com

CHAPLAIN

Bryan Jones
1194 Mineral Point Rd
Troy, Kansas 66084
816-244-7342
indybdj@hotmail.com

LEGAL COUNSEL

Timothy K. West, J.D.,
C.P.A.
8415 Meadowlark Dr
Lakewood, CO 80226-1167
tim@wennercpa.com

IMMEDIATE PAST PRESIDENT

Dennis West
2447 Hooker St.
Denver, Colorado 80211
ironman8x@yahoo.com

NEWSLETTER EDITOR

Bruce Coogler
6026 Spring Creek Lane
Spring, TX 77379
713-899-6854
bcoogler@comcast.net

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
13185 Picadilly Drive
Sterling Heights, MI 48312

ADDRESS SERVICE REQUESTED

FIRST CLASS MAIL