



483RD BOMBARDMENT GROUP (H) ASSOCIATION

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

VOLUME 37

June 2014

NUMBER 2

President's Message



Hi Everyone!

Memorial Day has just passed and we honored and remembered the many men and women who have given their lives in service of their country. How grateful we are for their ultimate sacrifice! Now summer is right around the corner and in about three

months we will be gathering for our 36th Reunion of the 483rd Bombardment Group (H) Reunion in New Orleans.

I think Dennis and his committee has done a fantastic job of putting together our "home base" near the French Quarters and the itinerary for this reunion . . . thanks again Dennis, Kathy and Laurie for all your hard work. I have not personally been in New Orleans for many years so I am really looking forward to being in The Big Easy and being with all of you again.

This leads me to a serious discussion about the funding for the 483rd. As our numbers grow smaller and smaller our bank account is also shrinking and not much is coming into the coffers. We try to make the reunions self-sustaining, however, even that is getting more and more difficult. If you would like to see our group continue, I would like to recommend that you each consider donating money to the organization, whatever your heart leads you to give. There are still a number that come to the reunions and are guests only. To you I say, "Wouldn't you like to become a Friend?" The annual dues are only \$25 and a lifetime membership is only \$100. Your Board has been cutting our organizational costs down as much as possible in order for us to be a viable group for as long as possible. Thanks so much for "listening."

Now, on a lighter note, I want you all to know that our Treasurer, Mr. Leon Waldman is a bit of celebrity in San Diego. In late April, Honor Flight San Diego took a group of WWII veterans (the oldest veteran on this trip was 99 years old) to Washington D.C. and Leon was in that group. Before the flight, the news channels were filming their departure and Leon was shown several times! Way to go Leon.

Have a wonderful summer and looking forward to seeing as many of you as possible in the fall in the city named after the Duke of Orleans.

Sandee West Maeda

Membership News

Dear Comrades:

This year will be the first year that I will be printing the roster using only the first part which includes everyone except the TAPS portion which is in the 2nd half. This came about since the TAPS are being printed in every newsletter, printing them with the roster would increase our cost enormously. So, will you look at your old rosters and let me know if there is anything missing from your record which is listed. This would be your phone number and your first name if you are a H-LM and have your first name omitted. Many widows have their first name omitted and their spouse's name is in their place

Thank you and see you in New Orleans, God willing.

Guy



TAPS – Deceased Members Not Previously Reported in Newsletter			
Name	Squad	Date	Reported By
ALEXANDER, BRUCE D	840	02-01-14	GUY VENIER (OBIT)
ANDREOLA, JOHN	817	02-21-14	GUY VENIER (OBIT)
BACK, GARFIELD G	840	01-17-14	GUY VENIER (OBIT)
BAUGHN, GLEN L	817	01-31-14	GARY BAUGHN
BERTA, DOMINIC F	815	04-14-14	VIOLET BERTA
BOICELLI, GEORGE F	815	08-02-11	GUY VENIER (OBIT)
BONDE, KENNETH A	816	03-12-14	GUY VENIER (OBIT)
BOWERS, ALDEN R	815	03-07-14	GUY VENIER (OBIT)
BRENNAN, JAMES F	817	09-11-12	GUY VENIER (OBIT)
BRODERICK, JOHN T	816	12-30-13	GUY VENIER (OBIT)
DECKER, EDWARD N	HQ	12-18-13	GUY VENIER (OBIT)
DEEDE, GERALD D	840	02-17-14	GUY VENIER (OBIT)
FLUKE, DONALD	816	02-03-12	GUY VENIER (OBIT)
FUNK, KENNETH C	816	01-21-14	GUY VENIER (OBIT)
GILL, WILLIAM M	483	12-20-10	GUY VENIER (OBIT)
GREENAWAY, ALBERT W	817	02-15-14	ESTELLE GREENAWAY
HARRIGAN, JOHN J	NF	05-23-09	GUY VENIER (OBIT)
HENSEY, WILLIAM H	815	02-23-08	GUY VENIER (OBIT)
KASTENDIECK, RAYMOND E	817	04-21-14	IONA SWEERS
KNUTSON, MEREDITH R	840	11-12-13	GUY VENIER (OBIT)
LENZ, W DAVID	816	01-05-13	GUY VENIER (OBIT)
MCENTERFER, RICHARD E	815	04-20-14	GUY VENIER (OBIT)
MCCORD, ADAIR J	840	0-00-00	POST OFFICE
MCCORD, ROY BO	840	01-24-14	GUY VENIER (OBIT)
MOREY, DAVID M	840	03-09-12	JILL
NAGY, CHARLES K JR	817	00-00-14	GUY VENIER (OBIT)
NEWBERRY, WILLIAM L	816	12-26-06	GUY VENIER (OBIT)
O'CONNELL, PATRICK A	817	02-15-14	ELSIE JOY
SKIFF, JAMES A	816	03-15-14	GUY VENIER (OBIT)
SMOLEN, WALTER	816	12-10-08	GUY VENIER (OBIT)
SNYDER, ERNEST A	840	03-19-14	GUY VENIER (OBIT)
STRAIN, DONALD A	815	04-16-14	GUY VENIER (OBIT)
TOMLINSON, GORDON J	816	05-16-06	GUY VENIER (OBIT)
WITHERSPOON, HOWELL R	816	01-19-14	GUY VENIER (OBIT)

Publicity Director's Report

I have a title: it is Publicity Director and one of my duties is to write a report for the quarterly newsletter. I have to keep in mind just who is my readership? How many people will be getting my message? several hundred or just a few?

We are a WWII Air Corp Unit – and we are preparing for our 36th Reunion in New Orleans this year. We publish a Quarterly Newsletter; our readership ranking has to be diminishing. One cannot write about our personal health conditions, money or religion, so what is left to talk about?

Well, here's what's left: It is now June here in Corvallis, Oregon. Spring has busted out all over the place. I enjoy getting out in the backyard because it's very therapeutic in several different ways. Just being able to sit and enjoy the spring scenery and periodically checking to see what's coming up in the raised beds, vegetables and flower gardens, and deciding what kind of plants I can put in next.

I have a backyard sanctuary for seasonal birds of all different kinds many of which enjoy eating sunflower seeds and cracked corn from the numerous bird feeders I have in

the yard and everyday one or two takes a shower in the bird bath out by the snowball tree.

I enjoy watching the rows of corn growing and picking sweet, ripe strawberries and pulling up an occasional onion or radish.

This past week was the first holiday weekend of the year, Memorial Day, historically referred to as Decoration Day. Susan and I visited the Kings Valley Cemetery and laid a bouquet of red roses on Marion's monument and took some photographs.

I am looking forward to my daughter's visit from Alaska next week as they will be arriving on the 4th of June, Susan and I have planned a backyard BBQ and will be shopping for a new gas grill. I'm leaving the menu planning to her.

We trust and pray that your summer activities are going to be full of fun and merriment. We are looking forward to our 36th Annual WWII Reunion in September. See you at the Big Easy!

George Stovall

Did You Know?

This section contains reprints of selected stories and other interesting information from newsletters published during the past 35 years and other 483rd BG publications.

Engines, Route Uncertain; Fort Smells Its Way Home

By Lt James Clinton Leigh

From the very beginning it looked tough. The weather was lousy – we were flying at 30,000 feet with a solid undercast. And I, ordinarily a bombardier, was flying the mission as navigator. According to my papers we were heading for the oil refinery at Bruix, Germany.

Within an hour, I was wishing I'd remembered everything I learned in school. As navigator I wasn't doing so well. I lost our position. Where was Bruix, anyway? A wave of panic swept over me but was quickly dispelled when I looked out over the formation. As long as we stayed in it, we were o.k. The lead ship had special navigation equipment.

Most of our routes keep us out of the flak except for over the target. But twice on this mission we ran into heavy and accurate attack and each time I wondered if we were off course, if we'd ever reach the target.

When we did make our run over it, the flak was about as heavy as I care to see it and our No. 3 engine was out. It began running rough and throwing oil. Skinner, the pilot, tried to feather it but the feathering mechanism wouldn't work. In a few minutes it was dead and wind milling.

Then something went wrong with No. 4 engine. Skinner feathered it. But our troubles had only begun for we had to drop out of formation. This meant we would be going back alone to our base in Italy.

There were a couple of flak positions near our route and according to my navigation we were heading straight for one of them. "Turn 10 degrees right" I shouted to Skinner. He completed the turn and flak burst to our left in our former position.

Crossing the Alps

I gave Skinner a course to fly. We were all as taut as high-tension wires. We still had the Alps to cross and were losing altitude, flying now at about 22,000 feet.

Flying with the two operating engines both on the same wing caused a false compass reading and soon we were 20 miles off course. I gave a correction.

Skinner expected the No. 3 prop to twist off. Because it could go in any direction, the nose gunner and I decided it would be safer in the waist section. The fellows were getting ready to salvo the ball turret which was creating a mean drag because of its weight.

All the while, I couldn't get my mind off No. 3. I took another look – the prop was cutting into the cowl and around the engine. Seconds later it broke with a crash and fell clear of the ship – but it hit the prop on our other disabled engine, No. 4, and started it turning.

Like frenzied mad men we were throwing out everything – machine guns, ammunition, armored flak suits, I tore at a gun but couldn't get all of it so I wrenched out the guts, barrel and all.

I kept worrying about the flak positions we hadn't come to and about crossing those treacherous mountain peaks. As if two motors being out, and the navigation wacky, wasn't enough, the tail gunner called out "Fighters at 5 o'clock high, coming in fast. If they get any closer I'm going to let 'em have it." A moment later they turned off. They were our own P-51s. To say we were relieved is putting it mildly.

Now things were getting better. We'd just crossed over the Alps. I wanted to hit the east coast of Italy so we could find a place to bail out on land. I kept thinking "We'll lose No. 4 prop." It was turning faster and faster.

Sinking Sensation

Then we broke through the clouds and all I could see was water! We were down to 8,000 feet in a fortress using two engines when it was built to fly with four! Safely past the next flak position, we had 350 miles to go and our speed had dropped to 110 miles per hour. Sweat ran down the pilot's face. All of us knew that a B-17 usually stalls at that speed. To top it off, we were short on gasoline.

I was worried about the weather at the base. What would it be? We kept losing altitude. We were flying at 1,500 feet now and Skinner was fighting to hold it. After what seemed a million years, we neared the field. Skinner called and told them to clear the runway – we only had one, and the first 300 feet of it was no good.

When Skinner set the plan down after 9 hours and 40 minutes, it was as good a landing as if we'd had four good engines, a concrete runway, and no crosswind. Our pilot and our plane, they were both damn good!

As for the navigator . . . well, when we reported to operations, I found we'd bombed the Skoda Arms works in Pilsen, Czechoslovakia instead of the oil refinery at Bruix, Germany. And all the time I'd been navigating from Bruix! They're only 50 miles apart, but next time I try being navigator I want to know where I'm going.



Special Speaker For Our Saturday Night Banquet in New Orleans

A very special guest has agreed to speak Saturday night for our reunion banquet in September - Col. (Ret) Pat Bartness, President/Chief Operating Officer of Warner Robins Museum of Aviation, where the archives and a mock up display of a B-17 representing the 483rd Bombardment Group (H) are located. The museum is undergoing some major changes and reorganization due to the loss of 29 aircraft either scrapped or moved to other museums because of Air Force personnel cut backs. These moves may also make it possible for the museum to acquire a B-17 for their collection.

Questions concerning the archives, their disposition and accessibility have been raised over the years. As we move forward, Col. Bartness is the person that may be able to answer these questions and more. Plan to attend the New Orleans Reunion and hear Col. Bartness and get your questions addressed.

Here is a biographical sketch of Col. Bartness:

Col. Bartness was born August 5, 1943 in Superior, Wisconsin. He attended school in Milwaukee, WI, and graduated from Marquette High School in 1961. He received his Bachelor of Arts degree in journalism from the University of Wisconsin and worked as a reporter for the Stoughton, Wisconsin newspaper prior to enlistment in the United States Air Force. He later received a Master's Degree in management from Troy State University.

Colonel Bartness was a Distinguished Graduate from Squadron Officer School at Maxwell, AFB, Alabama, and has completed Air Command and Staff College, the National Security Management Course and Air War College.

Col. Bartness enlisted in the Air Force in May 1966 and was commissioned through Officer Training School in November 1966. After graduation, he attended the Aircraft Maintenance Officer Course at Chanute AFB, Illinois. He spent his initial three-year duty assignment at Fairchild AFB, Washington, interspersed with three extended temporary duty assignments to Anderson AFB, Guam and Utapao Royal Thai Air Force Base, Thailand. In 1970, Colonel Bartness was assigned to March AFB, California as a 15th Air Force Staff Officer and in 1973, was transferred to Udorn Royal Thai Air Force Base maintaining F-4 fighters for the USAF. He later

served two tours at Strategic Air Command Headquarters in Omaha, Nebraska and was Chief of Maintenance for Detachment 1, 6th Strategic Recon Wing, Shemya, AFB, Alaska.

Throughout his military career, Col. Bartness held many other positions of increasing responsibility and in September, 1991 he became Chief of the Advanced Concepts Division supporting the logistics acquisition process for the B-2 bomber. In August, 1992, Col. Bartness became the Base Commander at Robins, AFB, Georgia where he remained until his retirement on May 1, 1994.

In his current position as President and COO of the Museum of Aviation Foundation, Colonel Bartness has been instrumental in initiating and developing an award winning education program at the museum of aviation. He has also played a key role in the planning and production of three major film productions for the Museum of Aviation. The first two have both been aired numerous times on Georgia Public Television and National Public Television. The second film "Papa Said - We Should Never Forget" about two young French girls and their experiences on D-Day was awarded a regional Emmy. The third, titled "WWII Flying Ace Robert L. Scott" has been completed and also aired on Georgia Public Television.

His military awards and decorations include the Legion of Merit, the Meritorious Service Medal with three oak leaf clusters, the Air Force Commendation Medal with two oak leaf clusters, the Air Force Achievement Medal, the Navy Achievement Medal, the Vietnam Service Medal and the Republic of Vietnam Gallantry Cross and Campaign Medal.

Colonel Bartness is married to the former Dee Harris of Cheltenham, England. They have two sons, Robert and Martin.



**Holiday Inn New Orleans
Downtown - Superdome**

330 Loyola Ave
New Orleans, LA 70112
1-800-972 2791
Group Nightly Rate \$109



Our host hotel for the New Orleans reunion will be the Holiday Inn Downtown. It is 12 miles from the airport and listed at \$27 taxi fare one way. Once at the hotel, it is very convenient to most of the venues that we will be visiting.

You may have noticed the \$109 nightly room rate. It is higher than what we have paid in the recent past. New Orleans room rates are considerably higher than other cities we have visited, and since New Orleans is a much desired city to visit, the rates are either high or higher!!! Without the group rate, the going rate for similar hotels in the vicinity are \$139 and up. October is when the room rates increase for the season. Checking current internet prices on the Holiday website rooms are \$169.99 for our dates. The hotel costs are the reason for having the reunion dates earlier than usual.

The hotel is located less than a mile from the WWII Museum, eight tenths of a mile from Jackson Square, and less than six tenths of a mile from famed Bourbon St. and Canal St. All of these locations will be easily accessed by the Loyola – UPT Streetcar (Not Trolley, as it has been pointed out) which goes right in front of the hotel. At Canal Street passengers can transfer to other streetcars in the city's network, including those for the Mississippi Riverfront line (French Quarter, Jackson Square, Cafe du Monde and the French Market). Streetcars in New Orleans have reasonable fares (\$1.25 each way) and can be paid with exact change when you board. 1 and 3 day unlimited ride Jazzy Passes are also available for \$3 and \$9. (See norta.com for more information.)



2014 Reunion Tours - New Orleans

Pitot House

Located on historic Bayou St. John, the Pitot House is the only Creole colonial country house that is open to the public in New Orleans. It tells the story of life along the bayou since the earliest days of settlement. The house has been furnished with Louisiana and American antiques that date from the early 1800s through mid-nineteenth century



Garden District

Laid out in 1806 by Barthelemy Lafon as an open, semi-urban system of interrelated parks with basins, fountains and canals, the Garden District was "one of the earliest expressions of the Greek Revival to appear in New Orleans." The area was originally developed between 1832 and 1900 and is considered one of the best-preserved collections of historic southern mansions in the United States. The 19th-century origins of the Garden District illustrate wealthy newcomers building opulent structures based upon the prosperity of New Orleans in that era. The whole area was once a number of plantations. They were sold off in parcels to mainly wealthy Americans who did not want to live in the French Quarter with the Creoles. It became a part of the city of Lafayette in 1833, and was annexed by New Orleans in 1852.



The Chalmette Battlefield and National Cemetery

is about 7 miles downriver from the New Orleans French Quarter. This historic site is a monument to two of the most significant wars in U.S. History, both having major implications regarding the survival of the nation. The Battle of New Orleans in 1814-1815, the last battle of the War of 1812, forever ended any attempt by England to regain control of the American Colonies, lost during the American Revolution, the War of Independence.



World War II Museum

The National WWII Museum in New Orleans opened on June 6, 2000, as The National D-Day Museum. Founded by historian and author, Stephen Ambrose, the Museum tells the story of the American Experience in the war that changed the world — why it was fought, how it was won, and what it means today — so that all generations will understand the price of freedom and be inspired by what they learn.



Houmas House

The first owners of the plantation were the indigenous Houmas Indians, who were given a land grant to occupy the fertile plain between the Mississippi and Lake Maurepas to the north. The Houmas sold the land to Maurice Conway and Alexander Latil in the mid 1700's. The original French Provincial house that Latil erected on the property is situated directly behind the Mansion, adjoined by a carriageway to the grand home described during its antebellum heyday as "The Sugar Palace". During the Civil War, Irishman John Burnside saved the Mansion from destruction at the hands of advancing Union forces by declaring immunity as a subject of the British Crown.



New Orleans Museum Of Art

The New Orleans Museum of Art (NOMA), New Orleans' oldest fine arts institution, hosts an impressive permanent collection of almost 40,000 objects. The collection, noted for its extraordinary strengths in French and American Art, photography, glass, and African and Japanese works, continues to expand and grow, making NOMA one of the top art museums in the south.



Jackson Square

Historic Jackson Square, originally known in the 18th century as "Place d'Armes," and later renamed in honor of the Battle of New Orleans hero Andrew Jackson, is a

timeless attraction in the heart of the French Quarter of New Orleans. This famous landmark facing the Mississippi River is surrounded by historic buildings, including the St. Louis Cathedral, the Presbytere and Cabildo (Louisiana State Museums), not to mention the Lower and Upper Pontalba Apartments, the oldest apartment buildings in the United State.



French Quarter

The French Quarter, also known as Vieux Carré - or the "Quarter" to locals, sits on a crescent in the Mississippi River on some of the highest ground in New Orleans. Intimate and unique, New Orleans' oldest neighborhood has exerted a spell over writers and artists since the time of Mark Twain, Lafcadio Hern and John James Audubon. French Quarter architecture is a mix of Spanish, French, Creole and American styles. The lacy galleries, along with plentiful stoops and porches on younger buildings, make the Quarter a great place for people-watching-and every kind of person imaginable can be spotted on the sidewalks of the Quarter.



Confederate Memorial Hall

This is a museum containing historical artifacts related to the Confederate States of America and the American Civil War. It is historically also known as "Memorial Hall". It houses the second largest collection of Confederate Civil War items in the world, behind the museum of the Confederacy in Richmond, Virginia. The museum is also known as Louisiana's Civil War Museum at Confederate Memorial Hall. It is the oldest continually active museum in Louisiana.



This museum is across the street from the World War II Museum. To keep tour costs down this was not included in the paid portion of the tours but can be seen for an additional \$7.00.

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 (H) Reunion New Orleans" and send to Dennis West, 2447 Hooker St., Denver, CO 80211. If you have questions about the form or registration, please call Dennis at (303) 332-1625.

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 Date / Departure Date _____ E-Mail _____

REGISTRATION FEE PER PERSON IS \$25.00

*LATE REGISTRATION FEE PER PERSON IS \$25.00 IF NOT REGISTERED BY AUGUST 7, 2014**

Date	Event	No. of People	Price	Total
Tuesday am, Sept 9	Early Bird Tour – 11:00 am Depart hotel by street car to Pilot House and New Orleans Museum of Art		\$22.00	
Wednesday am, Sept 10	Tours: Houmas Plantation House, Cemetery Tour and Garden District <i>Lunch on your own at Houmas.</i>		\$49.00	
Wednesday pm, Sept 10	483 rd Welcome and Memories Night & Dinner <div> <div>Meal Choices:</div> <div>Meal for (write name here):</div> <div> <input type="checkbox"/> Broiled Tilapia <input type="checkbox"/> Grilled Chicken <input type="checkbox"/> Blackened Pork Loin </div> </div>		\$31.00 \$27.00 \$30.00	
Thursday am, Sept 11	Tours: World War II Museum, Jackson Square, Saint Louis Cathedral, Café Du Monde (Optional Confederate Museum) <i>Lunch on your own.</i>		\$62.00	
Thursday pm, Sept 11	YounGuns Reception (Munchies – Suggested Donation)		\$12.00	
Friday am, Sept 12	Ladies Brunch with entertainment TBD		\$20.00	
Friday pm, Sept 12	Tours: Battle of New Orleans: Chalmette Battlefield, 9th Ward (Katrina Hurricane) viewing and Mardi Gras World		\$45.00	
Friday pm, Sept 12	Dinner on your own in French Quarter			
Saturday pm, Sept 13	483 rd Banquet <div> <div>Meal Choices:</div> <div>Meal for (write name here):</div> <div> <input type="checkbox"/> Chicken Palmira <input type="checkbox"/> Seared Filet of Salmon <input type="checkbox"/> 10oz Rib Eye </div> </div>		\$29.00 \$33.00 \$35.00	
	Registration Fee Per Person		\$25.00	
	LATE Registration Fee Per Person after August 7th (See note below*)		\$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 and check payable to "483rd Bombardment Group (H) Reunion New Orleans" to Dennis West, 2447 Hooker St., Denver, Colorado 80211

* This year a \$25 late fee will be imposed for registering after the 30-day prior registration deadline of August 7th, with special exceptions for health issues. This was initiated at the last 483rd General Business Meeting to help plan tours and schedule busses. Reunion registration cancellations will be accepted until September 2, 2014 without fee or penalty, so please help by registering early.

YOUR 2014 BOARD OF DIRECTORS

PRESIDENT

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

PRESIDENT-ELECT

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

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

LEGAL COUNSEL

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

CHAPLAIN

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

NEWSLETTER EDITOR

Bruce Coogler
6026 Spring Creek Lane
Spring, TX 77379
713-899-6854
bcogler@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. (Deceased) 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, 2012
Sandee West Maeda 2013



483rd Bombardment Group (H) Association

Membership Secretary

Guido "Guy" Venier
13185 Picadilly Drive
Sterling Heights, MI 48312

ADDRESS SERVICE REQUESTED

FIRST CLASS MAIL