

483RD BOMBARDMENT GROUP (H) ASSOCIATION

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

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President's Message



The Denver Reunion is quickly approaching . . . only about 3 more months. Are you looking forward to being there? I certainly hope so, I know I am. The Reunion Committee has put together some fantastic venues for us to visit. It is wonderful how the 2nd and 3rd generations are doing more and more for the

Association.

Are any of you wondering what you are supposed to do once you get to the Denver Airport? Hopefully, we can give you some information that will put your mind at ease. Denver International Airport is located approximately 25 miles from downtown Denver. The following modes of getting to the hotel that we are recommending are:

1. Hotel Shuttle – This is free and runs approximately every 45 minutes. There are 2 places where you can get the shuttle depending on which end of the airport your plane comes in. For the east end, you go out door 505 on level 3 which will take you to the east parking structure. For the west end you go out door 512 on level 3 that takes you to the west parking structure. It is at these two places that you get shuttles, buses, car rental buses, etc.
2. Electric Commuter Rail – This is called the A-Line and takes approximately 37 minutes from the airport to downtown (we don't go all the way into Downtown however). The cost for the train is approximately \$9. You are able to get the train by

going to the DIA Hotel and Transit Center located next to the Jeppesen (main) terminal. Board the train there and then get off at the Central Park Station. From there it is a short taxi ride to the hotel.

For information (questions, directions) at the airport, look for the people in white cowboy hats that they are responsible for visitor information.

Look forward to seeing everyone in Denver. Let's have a large turnout this year!

Harold Chubbs

Membership News

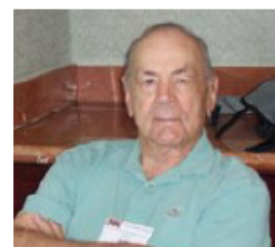
Dear Comrades:

In the past few days you may have heard your phone ring once and wonder what was that? It was me checking the phone numbers in our latest roster.

I checked all of the existing phone numbers listed in our roster and found these entries. Total entries of members in the roster are 811 members both Veterans and Friends. Missing and disconnected phone numbers are 228 which leaves 583 with valid phone numbers. Unfortunately, most of the members with missing phone numbers will not be able to see this article because most of them are delinquent and off the mailing list. I don't know if it is worth to contact these members since it seems they are no longer interested in the Association, so we have to live with it.

Take care and see you in Denver, God willing.

Guy



| TAPS – Deceased Members Not Previously Reported in Newsletter | | | |
|---|-------|----------|-------------------|
| Name | Squad | Date | Reported By |
| ADAMSON, THOMAS D JR | 815 | 01-20-15 | GUY VENIER (OBIT) |
| AGRESTA, GILDO V | 817 | 03-12-16 | GUY VENIER (OBIT) |
| BROOKS, MILLER M | 816 | 03-02-16 | GUY VENIER (OBIT) |
| CASPAR, KENNETH J | 816 | 03-29-16 | GUY VENIER (OBIT) |
| DOUGLAS, HARLAN N | 817 | 05-16-16 | PAULA A. DOUGLAS |
| FOSTER, GORDON D | 816 | 03-11-16 | IONA SWEERS |
| MCNELLY, THEODORE T | 817 | 11-06-15 | JEANETTE DEXTER |
| STIEN, HOWARD M | 840 | 02-22-16 | GUY VENIER (OBIT) |

Did You Know?

The 483rd After VE Day

By Cliff Momberg (840th)

(reprinted from 483rd Newsletter, Vol. 3, No. 2, April 1983)

Many of us wonder about the activity of 483rd - after VE day. For those who weren't there, we have an excellent personal tale about the Green Project operation - also known as our Homebound Task Force.

I was one of those sent to Pisa to fly "high point" people on the first leg of their voyage home. The 468th had a similar detachment at Naples and 8th AF had one at Marseille. We all flew passengers in stripped-down B-17's into Morocco, or French Morocco it was in those days. MATS was to take over their transportation from there. We quickly filled camps in Casablanca and Marrakech and most of our Pisa passengers were then taken to the navy base at Port Lyautey, or what is now Kinitra, Morocco.

Although they would hold more, twenty passengers was decided as the safe maximum, in case of ditching. We carried Mae Wests, but no parachutes. The passengers were mostly infantry combat veterans, many of whom had made the landings in Africa and pretty much had been fighting since. Although it was the first flight for many, I never had an airsick passenger. Most curled up on the floor on a blanket, as best they could. Our route was from Pisa past the northern tip of Corsica and direct to Algiers, then along the coast to Oran and, through the Taza Pass to our destination. On return we flew off the Moroccan coast, north to Gibraltar and over water to Algiers, then direct to Pisa. It was an eight or nine hour flight, each way.

One of the big attractions for many was the Navy mess at Port Lyautey. They had a 24-hour mess on the flight line, run by Italian POW's, and featuring fresh fruit and vegetables. I usually tried to get in five meals during each overnight visit. The Naval Base there had a detachment at Pisa, operating a "blimp" to spot mines. We carried mail and supplies to them and usually assessed a portion of the supplies. We had two hotels on the beach, north of Via Reggio, where we could relax and swim when we weren't flying.

There was also a nice beach at Marina de Pisa, closer to town. It was a very nice deal, generally, except for those anxious to get home.

When we closed the operation down we were assigned to the 99th Bomb Group, near Foggia. We had operated at Pisa with five-man crews of Pilot, Copilot, Navigator, Engineer and Radio Operator. Each crew was told at the 99th to get out to the parked B-17's and pick out one with which we thought we could get to Naples. We were allowed to cannibalize a couple of wrecks for parts and were on our own for mechanical work. At Naples the planes were turned over to some "real" mechanics for proper repair and we were assigned one - which they'd just "gone over" to fly to the States.

We got a war-weary combat model with all turrets still installed and took off for home with our five man crew and ten passengers. First stop was back in Marrakech, one night, then down the African coast to Dakar. We landed at Dakar with a flat tailwheel and there wasn't a mechanic on the base. We got a new one from supply, drew a jack and tools and eventually got it changed, although none of us had ever seen one taken apart before.

From Dakar we crossed the Atlantic to Natal, Brazil. Natal had a beer garden and unrationed beer. At closing time, one of my passengers pulled

a knife and wasn't going to let the MP's shut off his beer. They locked him up overnight and delivered him to the plane next morning. I looked through the man's records and found he's spent most of the war in some guardhouse or other and had just been released from the Pisa Disciplinary Barracks, which was reserved for very bad boys, indeed.

From Natal we flew northwest along the coast of Brazil, across the mouth of the Amazon and hours of jungles to Atkinson Field, near Georgetown, British Guiana. A night there and another at Borinquen Field, Puerto Rico, and we were at Morrison Field, West Palm Beach, Florida.

After the usual delays, several train rides and much processing, I was given 49 days of R & R, before reporting to Santa Ana, CA. During that time I spent a week in New York City and one night, strolling along Broadway, I bumped into former Lt. Rispecky (sp?), a member of Lt. Keen's crew, who had lived in the next tent at Sterparone. He was already a civilian, in New Jersey.

Well, enough nostalgia. Who would have thought at the time that living in a leaky pyramidal tent, surrounded by a sea of mud, subsisting on dehydrated food and canned meat, while going out every few days to be shot at would turn out to be "The Good Old Days"??

And When The Job Was Done

By: Clyde Barnes, 840th

(reprinted from 483rd Newsletter, Vol. 14, No. 3, August 1994)

On April 26, 1945, the 483rd Bombardment Group flew its last combat mission, each of us could feel that the European phase of W.W. II was near its end. It was shortly after this that we were ordered to move to Pisa. The actual transfer began in mid-May, as part of the Home Bound Airlines project, where ground troops of the Fifth Army were returned to the United States for either discharge or re-assignment to the Pacific Theater. 483rd flight crews were re-adjusted to five members - pilot, co-pilot, navigator, engineer and radio operator. Bombardiers and the remaining gunners were returned (in most cases) to the U.S. for re-assignment, generally to B-29 crews. However, those with high combat mission totals were given duties within the Continental U. S.

Ground Support Units were also split up. Aircraft maintenance crews were transferred intact

to Pisa as were others whose specialties were needed to operate the Home Bound Airlines. Those whose duties were related to combat needs and no longer required, such as Armament, Ordnance, Bombsight Maintenance, Etc., were assigned other duties.

Army Regulations stated that men with 86 points were eligible for discharge. Most 483rd Ground Support Units - because of their time overseas - had 110 or more points, but were re-classified as "Essential" because of the Home Bound Airlines.

B-17s were stripped of all turrets, armor plate, machine guns, etc., and wooden benches attached to each side of the fuselage. Fifth Army transferees were provided with parachutes and flown from Pisa to either Casablanca or Port Lyautey, French Morocco in most cases.

Work assignments were not tightly scheduled for those serving the Home Bound Airlines. Those wish to take Refresher Courses in scholastic subjects were provided with classes offering 26 subjects ranging from Algebra and Art to Trigonometry and Spanish at the University of Pisa. Some men were fortunate to be able to attend the University of Florence for four and five week college credit courses.

When Japan accepted the terms of surrender (August 14, 1945) orders began to arrive for 483rd men with high point totals to be returned to the U.S. When, on September 2nd the Japanese signed the surrender papers, orders began to arrive daily for shipment to Ports of Embarkation for transfer to the U.S. In some cases, newer B-17s and crews were ordered returned to the Continental U.S. Each man has a different story to tell about the way things went for him in this mass evacuation of Pisa. However, many experiences parallel the one outlined here as an example of how many were returned home.

One Ground Support Member relates:

"Orders appeared on the Bulletin Board each afternoon as notice for transfer to the POE. When my name appeared, we were to board a B-17 for transfer to Naples at 6:30 a.m. We were all there ahead of time - all 20 of us. After I had looked the plane over, I formed the opinion that this plane was making its last flight and would be assigned to the Naples Scrap Heap. As things turned out, it never made it to Naples. Somewhere north of Rome, the

#1 engine went out, then shortly afterwards, the #2 engine also gave up. Our pilot selected an emergency landing field for fighter planes north of Naples to sit down.

In the radio message to base, the pilot requested a jeep for his crew and a 2½ ton truck for his passengers. He got the plane down and stopped before the runway ended. Soon a jeep arrived and the flight crew climbed aboard and waved goodbye. It was about 10:00 a.m. at the time. The landing field was so far out we could hear no noise of road traffic or even that of the nearby Italian village. We sat there all day (our transportation probably could not find the emergency field). Just as the sun was about to set, an MP jeep arrived for a daily checkout of the field and the driver wanted to know "what the - —" we were doing there. He left and said a truck would pick us up (the same words we had heard earlier in the day). About half an hour later, he returned with a truck and off we went to the Naples POE.

We were processed and after eight days, boarded an empty Liberty ship ready for the sea voyage to the U.S. The ship had unloaded its cargo of flour at Naples Harbor and taken on two Sherman tanks for ballast, one in the forward hold and the other in the aft hold. The ship floated like a cork on the sea. As we crossed the Atlantic, we encountered a number of storms. Eighteen days after leaving Naples, we were told we would reach New York Harbor the next morning. Not very many of us slept that night.

Every man was on deck at 6:15 a.m. on our day of arrival. We found our ship creeping slowly through and extremely heavy fog, with many fog horns sounding warnings of the whereabouts of other ships in the harbor. There were more than 500 GIs at the rails who had spent more than a year and a half away from their loved ones. These men, toughened by long hours of work and days that had run together, by isolation, and the discomforts and hardships of military camp life overseas, were not tough enough to suppress a tear or two when slowly out of the dense fog emerged the Statue of Liberty. To top off this emotional moment of our lives, a harbor tug came sliding out of the dense sea-level fog - displaying 'Welcome Home' banners with about 50 beautiful American young ladies madly waving and throwing kiss! It was a welcome that made time stand still. Here was a group of

strangers (to us) who wanted us to know we were back home and they were glad for us. The thought passed through my mind here it is 6:30 a.m. and I wonder what time these wonderful people had to get out of their beds to be here to welcome us home - only in America would this happen."

2016 Reunion – Denver, Colorado

September 27 through October 1, 2016

Mark your calendars now for our 2016 reunion and send in your registration form now! Don't wait to make your hotel reservations – do it before the block of rooms fills up.

Holiday Inn Denver East - Stapleton

3333 East Quebec Street - Denver, Colorado 80207

Front Desk 1-303-321-3500

Hotel Fax 1-303-327-7343

Reservations: 1-888-HOLIDAY (1-888-465-4329)

The Denver hotel has a complimentary airport shuttle, 24/7 business center, high-speed internet, and fitness center.



The hotel is located between downtown and the airport. The airport pick up is on Level 5 (Baggage Claim) outside the airport on Island 3, just outside and across the driveway from door 510 (West side). Shuttles run every 30 minutes – hotel to airport starts at 4:30 a.m., airport to hotel starts at 7:35 a.m. Make sure you get the Holiday Inn Stapleton shuttle.

Our room block this year is \$113 per night (single or double) which includes breakfast for two at the breakfast buffet each morning from 6:30 a.m. – 9:00 a.m. (\$28.00 value). You can also keep the special room rates two days prior to the reunion and two days after.

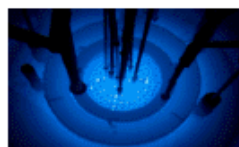
Tours

The Bureau of Land Management (BLM) may best be described as a small agency with a big mission: To sustain the health, diversity, and productivity of America's public lands for the use and enjoyment of present and future generations. It



administers more public land – over 245 million surface acres – than any other Federal agency in the United States and also manages 700 million acres of sub-surface mineral estate throughout the nation.

The U.S. Geological Survey (USGS) operates a low-enriched uranium-fueled, pool-type reactor located at the Federal Center in Denver, Colorado. The mission of the Geological Survey TRIGA®



Reactor (GSTR) is to support USGS science by providing information on geologic, plant, and animal specimens to advance methods and techniques unique to nuclear reactors. The USGS TRIGA® reactor has been in operation since the late 1960s in support of nuclear-based research for the USGS and a number of universities across the nation. It is the only research reactor in the Department of the Interior and the only research reactor within a 350-mile radius of Denver, Colo.

United States Mint -

When the framers of the U.S. Constitution created a new government for their untied Republic, they realized the critical need for a respected monetary system. Soon after the Constitution's ratification, Secretary of the Treasury Alexander Hamilton personally prepared plans for a national Mint. On April 2, 1792, Congress passed The Coinage Act, which created the Mint and authorized construction of a Mint building in the nation's capital, Philadelphia. This was the first federal building erected under the Constitution.



Buffalo Bill Museum - Born in 1846, William F. Cody experienced the Old West to its fullest. His skill as a buffalo hunter gained him the nickname "Buffalo Bill." Buffalo Bill's Wild West shows traveled the world leaving a lasting vision of the American West. The Museum illustrates the life, times, and legend of William F. Cody. It includes exhibits about Buffalo Bill's life and the Wild West shows, Indian artifacts and firearms. Located in Lookout Mountain Park, part of the Denver Mountain Parks system, the site



overlooks the natural beauty of the Great Plains and the Rockies.

Celestial Seasonings – Founded 1969 as the original herbal tea company, Celestial Seasons still takes the best ingredients to make the best teas. We'll learn about the many botanicals that



make up their signature tea blends.

The US Air Force Academy in Colorado is among the most selective colleges in the United States. Candidates are judged based on their academic achievement, demonstrated leadership,



athletics and character. Recent incoming classes have usually consisted of about 1,400 cadets; just under 1,000 of those usually make it through to graduation. Cadets pay no tuition, but are committed to serve a number of years in the military service after graduation.

The US Air Force Academy is perhaps best known for its stunning chapel. Soaring 150 feet toward the Colorado sky, the Air Force Academy Chapel is an all-faiths house of worship designed to meet the spiritual needs of cadets.

Garden of the Gods Park in Colorado Springs



consists of 1,367 acres and has been designated as a National Natural Landmark. The Park is a unique biological melting pot where the grasslands of the Great Plains meet the pinon-juniper woodlands characteristic of the American Southwest, and merge with the mountain forest of the 14,115-foot Pikes Peak. The 300 million years of geological history of the Garden of the Gods in Colorado Springs reveal one of the most extensive pictures of earth history found anywhere in the United States. It is a true geological wonder.

Coors Brewing Company - Denver is a beer town, no doubt about it. From large distributors to craft perfectionists, Denver is loaded with options for beer enthusiasts and perhaps that's why the Coors

headquarters are in Golden. The tour includes a 45-minute guided stroll through massive rooms where the malting, brewing and packaging processes take place. If you're so inclined, a sampling of Coors products is also available.



Colorado Railroad Museum - There's something amazing about trains. We'll experience it at the Colorado Railroad Museum with over 100 narrow and standard gauge steam and diesel locomotives, passenger cars, cabooses HO Model Railroad and G-scale garden railway on the 15-acre railyard.



We'll see the roundhouse restoration facility and working turntable and visit the Depot General Store with thousands of train gifts for every rail fan.

The museum building is a replica of an 1880's-style railroad depot. Exhibits feature original photographs by pioneer photographers such as William Henry Jackson and Louis Charles McClure. Locomotives and railroad cars modeled in the one inch scale by Herb Votaw are also displayed. A bay window contains a reconstructed depot telegrapher's office, complete with a working telegraph sounder. The lower level of the museum building contains an exhibition hall which features seasonal and traveling displays on railroading history. The lower level also contains the Denver HO Society's "Denver and Western" operating HO and HO_{n3} scale model train layout that represent Colorado's rail history in miniature.

The roundhouse area includes a display of locomotives and cars on the "radial" tracks, as well as a fully functioning 90-foot Armstrong turntable.

YOUR 2016 BOARD OF DIRECTORS

PRESIDENT

Harold Chubbs
715 Williams Drive
Crown Point, IN 46307
219-663-1892
H.Chubbs@ameritech.net

PRESIDENT-ELECT

Dennis West
1640 W 74th Way
Denver, CO 80211
303-332-1625
ironman8x@yahoo.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
1640 W 74th Way
Denver, CO 80211
303-332-1625
ironman8x@yahoo.com

LEGAL COUNSEL

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

CHAPLAIN

Richard Flaherty
416 Smithwood St.
Fuquay Varina, NC 27526
973-445-5452
RichardFlaherty@hotmail.com

NEWSLETTER EDITOR

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

WEB SITE

483rdBombGroup.org

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 (Deceased) 1990
Harry P. Millnamow (Deceased) 1991
William P. Dunn (Deceased) 1992
Edward T. Cotton (Deceased) 1993
Harry D. Whye (Deceased) 1994
Ray H. Whitaker 1995
Harold D. Leveridge 1996
William I. Jeffis (Deceased) 1997
George F. Stovall 1998
John A. Campbell (Deceased) 1999
Verne H. Cole (Deceased) 2000
Benjamin H. Adams Jr. (Deceased) 2001
Robert W. Mitchell (Deceased) 2002
John P. Nobel 2003
Curtis B. Clark 2004
Fredric A. Hicks (Deceased) 2005
Wilfrid Hebert 2006
Stanton "Mike" Rickey 2007
Ellis Maxey (Deceased) 2008
Jim Ashley 2009
Dennis West 2010, 2011, 2012
Santee West Maeda 2013, 2014, 2015

483rd Bomb Group Denver 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" and send to Dennis West, 1640 W. 74th Way, Denver, Colorado 80221. Any questions concerning Hotel Reservations, Meals, Tours, Registration or general reunion questions, call or text: Dennis West (303) 332-1625 or e-mail: ironman8x@yahoo.com.

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 _____ e-mail: _____

REGISTRATION FEE PER PERSON IS \$25.00

Late registration fee per person is \$25.00 if not registered by September 12, 2016

| Date | Event | Price | No. Attending | Total |
|-----------------------|---|--------------|---------------|-------|
| Tuesday pm Sept. 27 | Early Bird Tour, 1:00 pm Denver Federal Center - Bureau of Land Management, Geological Survey, National Energy Research Institute | \$25.00 | | |
| Wednesday am Sept. 28 | Tours: Denver Mint, Buffalo Bill Museum and Grave, Celestial Seasonings Tea Tour (Lunch: Red Rocks Grill on your own) | \$45.00 | | |
| Wednesday pm Sept. 28 | 483rd Welcome, Memories Night and Dinner Meal Choices: Chicken Marsala | \$31.00 | | |
| Thursday am Sept. 29 | Tours: Air Force Academy, Peterson Air Force Base, Garden of The Gods | \$45.00 | | |
| Thursday pm Sept. 29 | 2nd Generation (Suggested Donation) Munchies | \$12.00 | | |
| Friday am Sept 30 | Ladies Brunch with entertainment TBD | \$25.00 | | |
| Friday pm Sept. 30 | Tours: Coors Brewery, Colorado Railroad Museum, Dinner at Wynkoop in LoDo, Evening on the Denver Mall <u>Dinner included</u> (Buffet of Pulled Pork BBQ, Chicken, and Brats (Drinks extra)) | \$70.00 | | |
| Saturday pm Oct. 1 | 483rd Banquet Meal for: (please write names here) Meal Choices: Holiday Chicken X _____ \$38.00 Herb Seared Talapia X _____ \$38.00 Petite Sirloin X _____ \$42.00 Includes: Garden salad, Chef Vegetable, and Dessert | | | |
| | Registration Fee Per Person | \$25.00 | | |
| | Late Registration Fee Per Person after September 12, 2016 See Note Below ** | \$25.00 | | |
| | | TOTAL | | |

Mail Registration Form and check payable to 483rd Bombardment Group (H) Reunion Association to Dennis West, 1640 W. 74th Way, Denver, Colorado 80221.

** A late registration fee will be imposed for registering after the registration deadline of September 12, 2016, with special exceptions for health issues. This was initiated at the 2013 483rd General Business Meeting to help plan tours and schedule busses. Reunion registration cancellations will be accepted until September 20th, 2016 without fee or penalty, so . . . please help by registering early