

815th816th817th840th

483RD BOMBARDMENT GROUP (H) ASSOCIATION

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

VOLUME 42

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NUMBER 2

President's Message

Dear 483rd Members,

We just had Memorial Day, a time to help us remember those who have served this country. Who gave their time, service, and some their very lives. The National World War II Memorial on the National Mall in Washington D.C., that opened in 2004, helps honor these veterans.

Jay Clifton has given us an opportunity to join with other veterans, their families, and friends at this year's reunion. We have a chance to make new friends and hear more stories. Combining with 15th Air Force group gives us the potential to learn more about WWII and hear more personal experiences from the veterans. We can enrich, gain, and support each other.

The future is open to whatever reunions the 483rd Association wants to have in the future, so I hope everyone will attend this year and give us your input regarding future reunions.

I hope to see everyone at this fall's reunion in Dallas with the 15th Air Force. Jay, thanks again for all your hard work.

Mark Halebsky

2019 Reunion – Dallas, TX September 19–22, 2019

As discussed in our Business Meeting during last year's reunion, the 483rd Bombardment Group will join other bomb groups of the 15th Air Force for this year's reunion, to be held September 19-22, 2019 in Dallas Texas.

As we discussed last year, we recognize we need to minimize costs on hotel and tours. By partnering with the larger group, we will achieve this goal and

meet new friends. We will continue to have our own activities including a private group dinner, YounGuns, board meetings and our solemn memorial service. However, we will join the larger group banquet and two tours. We agreed to reduce the number of group tours to two tours to minimize fatigue and walking. The two scheduled tours include AT&T Dallas Cowboys Stadium (Friday) and the Frontiers of Flight Museum (Sunday). There are two other excellent venues as optional early-bird tours (Sixth Floor Museum and Bush Memorial Library), but they do not accommodate large groups. Please note your interest in these tours on the registration form so I can plan accordingly.

The hotel is the Wyndham Garden of North Dallas. Due to the hotel's already low rate and an incentive from the municipality of Farmers Branch Texas, we are receiving a special room rate of \$71.20 (per night + taxes) for single, double or ADA accessible rooms.

Reserve your room online now by using the website address below:

<https://www.wyndhamhotels.com/groups/gn/bo mbardment-reunion-20191>

Or, you may also reserve by calling Reservations Manager Kharin Hanes at the hotel's in-house reservations desk. Call (972) 243-3363 Monday-Friday between the hours of 9:00 AM - 5:00 PM, Central Time and ask for Kharin.

- Mention you are reserving with "Bombardment Reunion 2019" to receive the group rate.
- If you have mobility issues, ask Kharin for a room with the shortest walking distance to the hotel lobby.
- If you need an ADA accessible room, be sure to ask.
- If you have these or any other special requests, you must ask otherwise they will not know how to help you.

Reservations must be made by August 16, 2019. Reservations after that date are NOT guaranteed at the group rate and are subject to room availability. Please make your reservations before that date and if you need to cancel for any reason, you may do so without penalty if you cancel by 6:00 PM CST on the day before your arrival.

- The group rate is available between September 16 - 24, 2019.
- A full, hot breakfast buffet for two is included with each room. Additional persons in a room may purchase the buffet for only \$5 per person.
- Parking is plentiful and complimentary.
- The hotel shuttle is available for BOTH Love Field and DFW airports.

Here is our itinerary:

Thursday, September 19, 2019

Arrival and Check-In Day. Registration desk and hospitality room is open from mid-morning. Deli sandwiches, various snacks and drinks provided throughout the day.

6:30PM -- An optional informal welcome dinner (most likely an Italian buffet with extra help to carry plates for our folks) followed by a short welcome and information meeting. The mayor of Farmers Branch will welcome our group. The hospitality room will reopen after the dinner meeting.

Friday, September 20, 2019

9:00AM -- Depart the hotel to tour AT&T Cowboys Stadium, have lunch, and return to the hotel by 3:00PM. <http://attstadium.com/tours>

5:00PM -- Private Social Hour (cash bar)

6:00PM -- Dinner for our individual 483rd Bombardment Group

Saturday, September 21, 2019

Morning TBD: Board Meetings

Morning TBD: Ladies' Brunch and Crafts Demo led by Nancy Clifton

Morning TBD: Veterans and Guest Speaker Presentations. We'll have 15-minute bathroom breaks between each session and lunch break of 1-1 ½ hours at mid-day.

5:00PM -- Photo Session

5:15PM -- All Groups Social Hour (cash bar)

6:00PM -- Banquet Dinner

7:00PM -- Musical entertainment provided by Ladies for Liberty (Andrews Sisters type USO show) <http://ladiesforliberty.com/about/>

8:30PM -- Program ends, hospitality room reopens.

Sunday, September 22, 2019

8:30AM -- Optional Church Service

10:00AM -- Military Memorial Ceremony

11:00AM -- 483rd Bombardment Group Memorial Service

1:00PM -- Depart hotel for tour of Frontiers of Flight Museum <https://www.flightmuseum.com/>

4:00PM -- Depart the Frontiers of Flight Museum for return to the hotel

6:00PM -- Informal farewell dinner; hospitality room reopens after dinner

About the tours:

AT&T Dallas Cowboys Stadium



Whether you're a sports fan or not, this place is amazing to see as the premier arena in the country. We have arranged for the "Tour and Dine" package, a one-and-a-half-hour private tour that will take us throughout the entire stadium. We will have the ability to see a couple of the club areas, suites, the beautiful Cotton Bowl offices, the Cowboys and cheerleader locker rooms, and going onto the playing field. Does anyone want to kick a field goal? Afterwards, the stadium staff will lead our group into the beautiful Stadium Club. In the five-star restaurant, they will provide a suite-style luncheon and make sure that everyone is completely satisfied with the meal. Everybody will also receive a drink ticket for the bar so that they may have a drink of his/her choice, plus the bar stays open as a cash bar for the duration of your time there. Our group will have the Stadium Club for approximately two hours.

Note: All areas are ADA wheelchair accessible and wheelchairs will be available.

Frontiers of Flight Museum



We will experience the stories of aviation and space flight – from the *Wright Flyer* to the one-of-a-kind *Flying Pancake*; the Apollo VII spacecraft, 13 historical galleries, and over 35,000 artifacts; the Living History program and the acclaimed STEM education program. The Frontiers of Flight Museum is the perfect place to explore the history and progress of aviation as mankind continues to pursue going higher, faster and farther.

Membership News

Comrades:

Is this the beginning of the end? I have not received any dues or donations for the entire month of May. With so many life member, honorary life members, and inactive members not contributing, it sure looks like the beginning of the end for the 483rd Bombardment Group (H) Association. Let's hope things pick up after this article is mailed out to the membership.



Guy

TAPS – Deceased Members Not Previously Reported in Newsletter			
Name	Squad	Date	Reported By
BORZYCH, FRANK	817	10/27/2009	GUY VENIER (OBIT)
BUNNELL, BOYD	840	5/19/2019	GUY VENIER (OBIT)
CARR, WARD M	483	8/10/2015	GUY VENIER (OBIT)
DORION, RICHARD D	815	4/1/2019	GUY VENIER (OBIT)
JOHNSON, WARREN S	817	5/9/2015	GUY VENIER (OBIT)
LEHLING, FRITZ W	815	1/9/2019	GUY VENIER (OBIT)
MCCONNELL, JAMES D	817	2/4/2019	GUY VENIER (OBIT)
PIOLI, ROBERT L	815	2/21/2019	GUY VENIER (OBIT)
SOMMER, ROBERT W	815	12/26/2018	GUY VENIER (OBIT)
SULLIVAN, THOMAS	817	5/26/2019	GUY VENIER (OBIT)



Stanton Rickey, a veteran pilot who served in WW II, Korea and Vietnam, is recognized during a Memorial Day service at Dallas Cemetery in Dallas, Oregon on Monday 27 May 2019. (Photo from pg 2, *Statesman-Journal*, Salem, Oregon)

Did You Know?

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

ENROUTE TO ITALY WITH THE 483RD'S SURFACE ECHELON

*Written by the 1989 Newsletter Staff
(Vol. 10, No. 1, Dec 1989, pages 8-9)*

The Surface Echelon of the 483rd Bomb Group entered the Atlantic Ocean off the Virginia Capes in a small convoy containing three Liberty Ships-S.S. Lincoln Steffin; S.S. Theodore Bland and S.S. Henry Balwin. There were about 620 men aboard each ship. The small convoy slowly moved into the Atlantic with no other ship in sight, however it was not long before a ship appeared on the northern horizon, then more ships; and finally, as they drew near, the sea seemed filled with ships of all types. The approaching convoy

opened up and our convoy slipped into the center of a 128 ship east bound convoy, one of the largest to that date. It was on the 2nd day we learned our destination was Italy. There were destroyer-escorts bouncing along in the distance and we were told that larger Naval ships were out ahead of the convoy, and that a baby flat-top was out ahead of them, however, search planes were never noted by those in the convoy.

The weather deteriorated and it wasn't long before most of the troops were feeling the effects of being at sea for the first time. Sea sickness stayed with us for many days as it grew colder and windy, with one storm front following another. Unfortunately, a man would be unable to reach the "head" in time to relieve his discomfort, thus the answer to a million situations - our helmets - found a ready use. Needless to say, in spite of the ventilation provided, everything in the cargo hold was soon impregnated with the stench of sea sickness and was with us most of the whole voyage.

One passenger reported:

"For the first few days we learned the routine and procedures that were to be followed if a submarine or air attack occurred. We learned the meaning of "General Quarters." Practice drills took place often and without warning until we became familiar with them. In most cases, 483rd Armament and Ordinance men were assigned to assist the Naval gun crews in case of attack. All other troops were to remain in the Troop Quarters throughout the time General Quarters was in effect.

"The speed of the convoy was limited to the best speed of the slowest ship. In general, this was about 8 knots. Soon after our convoy pattern had been well established, each ship would drop out of its established position to a short distance behind the convoy to test fire its guns and to teach the 483rd men their duties should they be needed. Our ship was equipped with two 5 in. Naval guns that could be used as anti-aircraft guns or be lowered for surface action. There was one gun forward and one gun aft. Additional armament consisted of eight single barrel Oerlikon anti-aircraft machine guns. When boarding the ship, each man had been issued a life jacket and he was required to wear it 24 hours a day, something we finally got used to but which was never comfortable. Peace of mind that the life jackets offered made up for the discomfort.

"We all had to learn things that normally would not have been needed had we not been aboard ship. One thing was getting used to hearing the detonations off and on during the night. We were told by the ship's crew that these were the "ash cans" being dropped by

the destroyer-escorts when their sonar located under the surface things that they were unable to identify. An incident that gave the ship's officers a bad time occurred when two radio gunners decided to practice their art by sending messages in Morse Code to one another by tapping on the steel frame of the ship. This was quickly noted by the ship's captain the night it happened and the Troop's Quarters was invaded by a dozen members of the deck watch looking for the culprits. Of course, none of us knew or had heard anything, but the practice sessions never occurred again, as we had learned that such sounds travel a long way under water."

Many hours each day were spent in the chow lines because the mess facilities on the ship were very limited and it took ages to get through the line. Two meals a day was about all that could be handled. The hours were broken by playing cards, shooting craps, checkers and chess. There was also a small library, but the choice was limited. However, those who preferred to read seemed to find something of interest. And some men even wrote letters home to be mailed when we reached Italy. There was also "PT" on deck at times when weather permitted. There was also another activity that will never be forgotten - taking salt water showers. A fire hose was used, and a soap supposedly made for salt water was applied. The soap seemed no different than regular soap - never any suds, leaving the bather feeling sticky after his shower. Washing clothing was not too successful either. When dried, they were as stiff as if they had been starched, but it made them feel fresher.

After about two weeks at sea, birds were seen for the first time, indicating that the convoy was not too far from land (less than 100 miles). A map was found and it was decided that we were passing south of the Azores Islands. As the third week neared its end there was the call of "Land Ho!", all rushed to the deck and on the right there - through an early morning mist - was a shoreline. No one had any idea of where the convoy was, and as the sun burned off the fog, we saw ships approaching from the north, and beyond them more land. And as we looked around, we noted that there were only about 35 ships in our convoy.

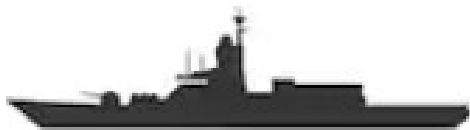
As we continued northward, we saw the Rock of Gibraltar in the distance, then we realized that the main convoy had turned off during the night for England. And that the land on our right was Africa and the land to the north was Spain. Rail space on the ship was at a premium that day. The convoy formed up in a straight line and began to pass through the sub nets (which had been dragged aside), the mine fields and harbor

facilities of Gibraltar and the huge fortress, then on into the Mediterranean Sea. It was March 30th.

As we slipped past the Fortress of Gibraltar a British submarine drew abreast the convoy and slowly began to submerge. As its deck went below; the last man down the hatch waved farewell. The convoy's entrance had not gone unnoticed by the German agents in Spain. The Luftwaffe was alerted and on April 1st about 4:00 a.m., they paid the convoy an unwelcome visit. With the General Quarters sounded, the guns topside going like mad, the troops were restricted to their quarters, only those with assignments to assist the Naval gunners were called on deck. Later we learned that much of the shooting had been at the parachute flares that had been dropped, and faint images seen above the flares.

After the "All Clear" sounded, we rushed on deck, were told that two planes had been shot down and that two cargo ships had been hit, and were on their way to Algerian ports for assistance and repairs. The convoy proceeded to Augusta, Sicily (located on the east coast) where native venders came out in small boats selling fruit, nuts and musical instruments. Some had vino for sale, but that was not permitted to be purchased. Cigarettes were the medium of exchange - each cigarette was valued at about 10 cents. Buckets, cans, and helmets were used to hoist the purchases aboard. When a vender would fail to offer his wares at a fair price, threats to drop heavy objects on the small boats soon brought a more suitable deal.

At Augusta our convoy was again broken up with most of the ships going on to Naples. The remainder (about a dozen) sailed around the Italian heel and into the Adriatic Sea. Protected by destroyer escorts but kept under surveillance by German "E" boats, which came from Albania and Yugoslavia. On the night we were to enter Bari harbor, our convoy Commodore decided that the Luftwaffe would schedule a raid for the time we were due to arrive, consequently long after dark, he turned the convoy around and selected the historical port of the Roman Empire Brindisi as our Port of Debarkation, 28 days after leaving the U.S.



GROUND SUPPORT DUTIES IN SQUADRON SUPPLY

*Written by Ralph H. Seigler (840th); Tom Moe
(817th) and David U. Campbell (840th)
(Vol. 10, No. 1, Dec 1989, pages 8)*

When the nights began to get cold, who did you turn to for an extra blanket? Or when your fatigues became so soiled and torn you were ashamed of them and desired replacements, or if your shoes wore out from those long daily hikes to and from the Flight Line, who became your best friend? Squadron Supply was the answer and that was where you headed.

Few of us knew what a headache it was to keep a supply of clothing on hand to meet the needs of a 5 ft. 4 in., 120 pounder or those of a 6ft. 6 in., 250 pounder, and every size in between. But Squadron Supply never let us down. And when a leg broke on a folding cot, a blanket became torn or fur-lined winter gear was issued before foul weather made its appearance, it was the Squadron Supply who had an issue for each of us.

These are but a few of the variety of things kept available to ease life in a military camp located in the middle of a wheat field, eight miles from the nearest town and it kept five men busy to keep an adequate inventory to meet every need.

The issuing of redesigned clothing such as the Eisenhower jacket, combat boots, new field jackets and wet-weather equipment was done on orders from 15th Air Force Headquarters in Bari, where the supply sergeant had to report to the Quartermaster's Depot to obtain new supplies and replacement items.

As the weather changed with each season, supply routines also changed. In early Spring as the weather warmed up, one of the four blankets had to be turned in. No one liked this requirement as the extra blanket made a fair mattress for meager comfort. Later, as Spring advanced, a second blanket had to be turned in, and it too was sent to the Quartermaster's Depot to be replaced by laundered blankets and returned to inventory. One Squadron Supply sergeant said the major job involved with the exchange of issued items was to see that each man was credited on his personal equipment record for what was turned in.

Clothing, shoes and other personal equipment when damaged or badly worn was replaced from Squadron Supply inventory. Each week the worn-out and damaged equipment was taken to Bari's QM Depot for replacement to squadron inventory.

Squadron Supply also issued such "non-regulated" supplies as: mosquito repellent; flea powder; toilet paper; GI soap, etc. Other items kept on hand included

canteens; mess kits; chevrons; Theater Ribbons; medals; campaign ribbons and battle stars; "K" rations, etc. which were issued as needed. However, Squadron Supply did not inventory ammunition, pistols or carbines.

Another duty (a most unpleasant one), was an inventory of the property of our deceased and POWs, of both their personal and government property. The personal property was packaged and sent to the home address.

An accurate inventory was a daily problem that haunted Squadron Supply men. Squadron members had to turn in something to get a replacement and there was a "Property Book" that must be kept up-to-date to meet inspections that were possible at any time. Current inventory had to match the numbers recorded in the Property Book at all times. The greatest problem that arose during an inspection was an accounting of "lost" items reported by squadron personnel. There is one story that has many different versions to which any Supply Sergeant could relate. The story goes along these lines: a flight crew member was being rotated to

the US, and as per regulations was to turn in to Squadron Supply all Government gear not needed for the journey home. As he stood before the supply counter wearing sun glasses, watch and a side arm, he was asked to turn in his sun glasses, he would reply, "I lost them." Next, he was asked to turn in his watch, his reply, "I lost it." And when asked for his sidearm, he answered, "I lost it." At this point the Supply Sergeant would say, "Please sign this form showing you have turned in the items listed, these being sun glasses, watch and side arm. And have a good trip home." The Supply Sergeant, being a good and resourceful Supply Sergeant, had to find a way to adjust his Property Book.

The above example of Squadron Supply problems - the Property Book vs. Inventory was a never-ending problem in the day-to-day operation. And because of the importance of maintaining a high morale among the troops, it was the men behind the supply counter who took care of those things that made life a little bit easier for us all.

YOUR 2018 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 (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 (Deceased) 1995
Harold D. Leveridge (Deceased) 1996
William I. Jeffs (Deceased) 1997
George F. Stovall 1998 (Deceased)
John A. Campbell (Deceased) 1999
Verne H. Cole (Deceased) 2000
Benjamin H. Adams Jr. (Deceased) 2001
Robert W. Mitchell (Deceased) 2002
John P. Nobel (Deceased) 2003
Curtis B. Clark 2004
Fredric A. Hicks (Deceased) 2005
Wilfrid Hebert (Deceased) 2006
Stanton "Mike" Rickey 2007
Ellis Maxey (Deceased) 2008
Jim Ashley (Deceased) 2009
Dennis West 2010, 2011, 2012
Sandee West Maeda 2013, 2014, 2015
Harold Chubbs 2016
Dennis West 2017
Russell Daniel 2018

BOMB GROUPS REUNION

September 19—22, 2019 Dallas, Texas



Name _____ Group 483rd Squadron _____

Address _____ City _____

State _____ Zip _____ Phone _____ Email _____

Names as they are to appear on name tags: _____

Are you interested in Early Bird Tours? ☐ Sixth Floor Museum ☐ Bush Memorial Library ☐ None

Registration fee # people _____ @ \$25.00 each Sub Total \$ _____

THURSDAY, SEPTEMBER 19TH—Welcome Dinner, Italian Buffet

#people _____ @ \$28.50 Sub Total \$ _____

FRIDAY, SEPTEMBER 20TH—Tour AT&T Dallas Cowboys Stadium with gourmet lunch & drinks

people _____ @ \$85.00 each Sub Total \$ _____

Individual Group Dinners:

Grilled Filet 10 oz. # people _____ @ \$37.00 each Sub Total \$ _____

Grilled Salmon # people _____ @ \$28.50 each Sub Total \$ _____

Eggplant Parmesan # people _____ @ \$28.50 each Sub Total \$ _____

SATURDAY, SEPTEMBER 21ST

All Groups Banquet:

New York Strip 12 oz. # people _____ @ \$34.00 each Sub Total \$ _____

Rosemary Lemon Chicken # people _____ @ \$28.50 each Sub Total \$ _____

Vegetarian Tart (Chef's Choice of Veggies) # people _____ @ \$28.50 each Sub Total \$ _____

SUNDAY, SEPTEMBER 22ND

Lunch on your own today. Tour in afternoon

Tour Frontiers of Flight Museum # people _____ @ \$29.00 each Sub Total \$ _____

Farewell Dinner—Farewell Fajitas # people _____ @ \$25.00 each Sub Total \$ _____

Do you need a wheelchair? Yes _____ No _____ GRAND TOTAL \$ _____

Please send this form along with your check payable to Jay Clifton:

Jay Clifton 7589 Bittersweet Drive, Gurnee IL 60031