



483RD BOMBARDMENT GROUP (H) ASSOCIATION

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

VOLUME 35

March 2012

NUMBER 1

Detroit Here We Come!

October 1-7, 2012

But first some background information.

The city of Detroit is in the state of Michigan. The state is separated into two parts; we won't go into that. Detroit is in the lower eastern part on the Detroit River across from Windsor, Canada. Detroit's population is 951,270; elevation 600 ft.

Detroit was a French settlement, founded by Antoine de La Mothe Cadillac in 1701 and named "d'etroit", or "city of straits" referring to the 27 mile Detroit River. Early Detroit was alternately ruled by the British and French. The British won out in 1763. Then in 1783 the British yielded the area to the US, but the stars and stripes did not wave over Detroit until 1796. Then the city fell back to the British in the war of 1812, recaptured a year later by the US. Settlers started pouring in from 1830 to 1860 and the city of Detroit became a center for beer brewing and stove making.

The big push came in the early 1900's with the advent of the horseless carriage, spurred on by dramatic fashion with Henry Ford's Model "T" and his perfection of the assembly line system, and the rest is history. So from 1905 to 1960 Detroit was known as motor city; then in the 60's the rhythmic jive of hip hop, the city became also known as Motown with Hitsville USA, Marvin Gaye, Steve Wonder, The Supremes, and Smokey Robinson and the Miracles. But for you who are older like me, Detroit was the home of the Brown Bomber, Joe Louis and the Detroit Major League Tigers who signed the 1st Jewish baseball player, Hank Greenberg.

The city of Detroit has had its share of growing pains and problems. One of the first was the race riots in 1937 when waves of southern blacks moved out of the south for better wages and equality to be found in the auto industry. Henry Ford had raised wages to the unheard of \$5.00 an hour. His philosophy was: "I need to pay my workers who build Ford cars a wage high enough so they can buy my cars." So in 1967 the city of Detroit experienced massive race riot and unrest brought on "white flight" to the outlying neighborhoods. The wounds of living together besides working together is a

difficult social process for Detroit, but some four million people call Detroit their home, with some 840,000 Black Americans, the country's largest population of Bulgarians, Chaldeans, Belgians, and Arabs, the most outside of the Middle East.

Detroit has never been a major tourist destination. Maybe the influx of the 483rd members will spice the place up a bit. We were there in 1979 and we are looking forward to our return trip in October 2012.

Hang in There
Bombs Away
George



Here's Your Chance!

Have you ever wondered what it was like to be flying in the very aircraft that your dad, granddad, uncle, or cousin flew in WWII? Maybe even sitting where they did on the aircraft? At our reunion in Detroit you are going to have that chance. A chance to live or recreate those days of flying in a B-17G. The rush of the air, the roar of those four giant Wright R-1820 with 4800 horsepower screaming against gravity at takeoff.

While at the Yankee Air Museum, we have arranged for our group to have a special flight on the Yankee Lady (B-17G-110-VE, N3193G - 44-85829). Seats are extremely limited - 11 (Of course I booked the first one!) at a cost of \$400 per seat, which is \$50 off air show prices. This should fill up fast, and money talks - so to insure your place - send \$400 to Sandee Maeda, 1050 E. 5th Ave. Escondido, CA 92025. We won't be high enough to get to 20 below, but dress warm and take this ride!

President's Message

Here we are beginning March already - Spring is not far behind, and planning for the summer and fall events for the family will be under way, and of course - making the 483rd Reunion a part of our travel plans for October. Detroit is the chosen city for this year's reunion. Detroit has special meaning for the 483rd. Detroit is where our 1991 President, Harry Millnamow started us off with the very first reunion 34 years ago. Yes this will be the 34th Annual Reunion. The Marriott hotel in Romulus is the event hotel and a very nice one, I might add. There will be shuttles to and from the airport



included in the room rates for this reunion, which should save a bit on taxi fare.

We have planned a full schedule of events and tours - including as you will read elsewhere in the newsletter - the possibility of flights on the B-17 "Yankee Lady" at well below Air Show pricing, as we tour the Yankee Air Museum. There is also a possibility of meeting up with some of the veterans of the Red Tails, the 332nd Fighter Group of the U.S. Army Air Corps, at the National Museum of the Tuskegee Airman. The Tuskegee Airmen will be holding their Black Tie Gala while we are in Detroit. For our Friday night dinner out of the hotel, we have chartered a private boat for a special 3 hour dinner cruise on the Detroit River for just the 483rd Reunion Association.

I hope you will consider Detroit in October and the 483rd reunion in your travel plans.

Be safe, be well - see you in Detroit -
Dennis

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

Tuesday, October 2

- 9:00 am Tour of the Edsel Ford House. No host lunch at the Detroit Renaissance Center and (GM World Headquarters) and River Walk
- Registration will be on going in the Hospitality room from 1:00 pm to 5:00 pm
- 6:00pm-7:00pm **Welcome Reception** - Cash Bar and Mixer
- 7:00 pm Deli Buffet

Wednesday, October 3

- 9:00am - 5:00pm Registration in Hospitality room
- 9:00 am Load and Depart for The Henry Ford Museum Or GreenField Village
- Take the Museum bus to the Ford Rouge River Plant Tour
- COMBO pricing for Ford Museum, Rouge Plant tour and Greenfield Village (Thursday) this includes BOTH days.
- (Please note, we recommend buying the combination tour of the Ford Museum, Ford Rouge Plant Tour and Greenfield Village for Wednesday and Thursday. There is plenty to see and do! For complete information, please go to <http://www.thehenryford.org/>.)*
- Continuous bus loading to and from the hotel.
- 4:30pm Last Bus Depart for Hotel
- 6:00pm-7:00pm Conversation Hour, Cash Bar.
- 7:00 pm **Memories Night** - Entertainment and dinner with open mike for those in the 483rd who have a story to tell.

Thursday, October 4

- Continue registration in the Hospitality room. Check Times
- 9:00 am Depart hotel for Green Field Village or The Henry Ford Museum
- Continuous bus loading to and from the hotel.
- 4:30 pm Last Bus Depart for Hotel
- 5:00pm - 5:15pm Arrive Back at Hotel
- Free evening for most - EXCEPT for POW/Escapes meeting and Clipped Wings meeting in conference rooms at 7:00 pm
- 7:00 pm ~~2nd Generation mixer.~~ Cash Bar and munchies.

Friday, October 5

- 8:00am-11:00am Ladies Brunch. Entertainment TBD
- 8:00am-9:00am Squadron Meetings and Pictures
- 9:01 - 10:00 am Squadron Meetings and Pictures
- 11:00am-12:15pm Board of Directors Meeting held in Conference room
- 12:45 pm Load Bus for Yankee Air Museum
- 1:00 pm Arrive Yankee Air Museum
- 2:30 pm Depart for Tuskegee Airmen National Museum
- 4:30 pm Depart for Detroit River and Dinner Cruise
- 8:00 pm Depart for hotel & head for the bar at the Marriott Hotel

Saturday, October 6

- 9:00am-11:00am Business meeting
- 1:00pm-2:30 pm Memorial service
- 5:30pm-6:45pm Cash Bar/ Happy Hour
- 7:00 pm **Banquet** - Dinner with ROTC Scholarship presentation. Speaker and entertainment TBD, if any.

483rd Bomb Group Reunion Registration Form

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

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

REGISTRATION FEE PER PERSON IS \$25.00

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

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

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

Membership News

Dear comrades,

This message is meant for the 23 members who have dual residences. When a newsletter is mailed to one of your addresses and you are not residing there at the time the newsletters are mailed out, the post office sends me a change of address. Guess what, they tell me that you have moved to your new address which is actually your other address. If you have made arrangements for your 1st class mail be sent to one of your addresses, please let me know that address and I will see to it that the newsletters and any other correspondence will be sent to that address only, thus avoiding getting the post office involved.

On another note, in this issue the inactive members who are still on the mailing list will get a newsletter. If you are an inactive member, please send in your dues before you are taken off the mailing list. \$25.00 actually pay's for two years, one as an active member and one as an Semi inactive member (SI) before you are put on the inactive list again. So, please stay active.

Take care,
Guy



TAPS - Deceased Members not Previously Noted in Newsletters

Name	Squad	Date	Reported By
HAVILAND, JOHN H.	815	08-30-11	PEGGY BELL
MAULDIN, EDWARD L.	840	10-08-11	EDWARD E. MAULDIN
MCCREADY, RALPH J.	815	10-01-11	HELEN MCCREADY
MILBURN, THOMAS G.	840	10-00-11	LEON WALDMAN
KULAK, HARRY J.	840	01-20-12	LEON WALDMAN
NINFO, JOSEPH F.	817	01-29-12	JOSEPHINE NINFO
COPLIN, MARK E.	815	05-15 -08	MICHAEL COPLIN
GAMBLE, ELBERT J	815	12-24-05	LOREE GAMBLE
RAFFEL, MAURICE	817	04-28-09	HARRIET
ROBINSON, CON L.	817	10-26-11	NANCY ROBINSON
LAWTON, THOMAS F. JR	817	01-25-12	IONA SWEERS
PAPPAS, JAMES C	817	02-04-12*	HARRY P MILLNAMOW

PX Give—A—Way

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

Ball point Pens	Free
483 rd Logo bumper Stickers	Free
483 rd Logo Canvas tote bag	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 (16)	\$1.00
483 rd Caps	\$5.00
<u>PINS:</u>	
Wings, Small, Pilot, Navigator, Bombardier or Gunner	\$ 4.00
Wings, Large, Pilot, Navigator, Bombardier or Gunner	\$ 5.00
Wings, 15 th Air Force in middle	\$ 5.00
15 th Air Force Pin	\$ 5.00
Unit Citation, Small	\$ 4.00
Unit Citation, Large	\$ 5.00
B-17 Hat Pin, Small	\$ 4.00
B-17 Hat Pin, Large	\$ 5.00
U. S. Flag Pin, Large	\$ 5.00
<u>PATCHES:</u>	
15 th Air Force Shoulder Patch	\$ 4.00
U. S. Flag Shoulder Patch, Right or Left	\$ 4.00
<u>MEDALS:</u>	
Victory Medal w/bar and bar holder	\$10.00
Good Conduct Medal w/bar and bar holder	\$10.00
<u>HEROES BOOK ON CD (includes S&H)</u>	\$22.00

Stories Needed from Women of the 483rd Airmen

During the Kansas City reunion, many of the YounGuns of the 483rd began discussing what the wives and mothers of the veterans were doing in support of the troops during the war. We would appreciate hearing those stories, so please send a short write-up to the editor, Bruce Coogler, at the address shown on the back of this newsletter and we'll publish them in a future newsletter. Debi Smith sent an email recently with a link to a very touching story of a Navy veteran and how his mother had helped in the war effort. If you have a computer it is worth watching this short video at: <http://www.youtube.com/v/ETeB2JnpXiU>

Did You Know?

Many of the newsletters from the past 34 years had a section with stories and tidbits of information that someone decided was worth telling about. As the new editor and a YounGun, I've been looking for stories that the veterans would like repeated and that would be helpful to the YounGuns of the 483rd in gaining an understanding what their fathers, grandfathers, or other loved ones endured. With the help of my father, I have a lot of good information from past newsletters and the books published by the 483rd. In each newsletter, I plan to have a section titled "Did You Know?" with reprints of some of those stories and other information that have not been heard in many years. I hope you enjoy these as much as I have.

Bruce Coogler

The 483rd Insignia

Do you know what the insignia of 483rd stands for? It shows the light of freedom and good will for nations in Axis oppression. The sword demonstrated the aim of uncompromising defeat of the enemy. The colors streaming down were for the four Squadrons –



from inside to outside: dark blue, yellow, red, and white. "Ab Nublibus Vinceremus" below the shield means "From the skies we conquer" and the blue background represented the sky.

Activation and Training

(Reprinted from 483rd Bomb Group (H) published 1994, page 10)

The 483rd Bombardment Group (H) was activated at Ephrata, Washington on September 20, 1943. Its basis for organization was the 21st Anti-Submarine Squadron from Gulfport, Mississippi. The 21st had been formed from the 128th Observation Squadron of the Georgia National Guard.

The 21st provided the cadre for the 483rd Bomb Group, forming Group Headquarters and men for the 815, 816, 817 and 818th Squadrons. The 818th Squadron was redesignated the 840th Squadron in February 1944. The origin of the 840th goes back to February 1, 1918 where it was activated in Waco, Texas as the 840th Aero Squadron.

The Group's Commanding Officer was Lt. Col. Paul L. Barton. Among his staff was Deputy Group Commander Lt. Col. Edward J. York who participated in the Doolittle raid over Tokyo. At that time, it was not common knowledge.

On April 18, 1942, Lt. Col. James H. Doolittle, taking off from the carrier "Hornet", led 16 U.S. Army B-25 bombers on the first surprise raid over Tokyo and neighboring targets. With one exception, all crews either bailed out or crash landed in China. That one exception was Lt. Col. York who, running low on fuel, decided to try for friendly territory, Siberia. He and his crew landed and were interned by the Russians. After a year they "escaped" and returned to the U.S.A.

On Nov. 1, 1943, most of those assigned to the 483rd entrained for MacDill Field Tampa, Florida. The train trip took 6 ½ days, arriving on Nov. 7th. The air crews flew four old B-17s (the Group's total) to their new base. Each day between Nov. 7th and the end of 1943 saw new members arriving for assignment and extensive training. By early December each squadron had three B-17s (all battle-worn) in use. The flight training programs were varied to provide both day and night training so that as many crews as possible were given the air time needed to qualify the Group for overseas duty.

The training planes were in the air more than they were on the ground. When a B-17 returned to the parking ramp, Ground Support Crews swarmed all over it, refueling, making inspections, adjustments and other needed repairs so that another flight crew could take it up for more training time. It was a continuous day and night operation.

As the weeks passed, a few more training B-17s were added to each squadron, but there never appeared

to be enough planes to meet the rigid training schedule. One plane was lost during training. The B-17 crashed into a mountain near Elkins, West Virginia on 15 January 1944. Six of the 7 man crew were killed.

A famous B-17 of that period was the Memphis Belle. It was the first B-17 to complete 25 combat missions against German Occupied Europe. The Memphis Belle had been returned to the U.S. for War Bond promotion, and later assigned to the 815th for training.

Tail Number "044 Good Deal"

(Reprint from 483rd Newsletter - Volume 2, Number 3, August 1, 1982, page 2)

How many of you have looked closely at the B-17 pictured on our mail envelope?

Notice the serial no. 232044? That tail number was not a random choice. 044 might well have been the most illustrious B-17 in our Group. She was a

well known aircraft among us and survived the entire combat tour of the 483rd. Seattle built, the B-17G no. 42-32044 (only 232044 on her tail) left the Denver Modification Center in January 1944 and was issued to the 483rd. She was flown back to Cincinnati (probably by Jack Gorman (817), now B/G retired, in September 1945. Later flown to Walnut Ridge, Arkansas, she was disposed of for scrap in late 1945 or 1946.

044 was the lead aircraft on the Memmingen Raid. Some of us used her on a mission or two, usually over the tacit protest of her original "owner" Captain Joe Stein (815). Once in a while he came to me and actually protested its mission use by someone he considered a "throttle jockey" (too rough on the engines).

Joe was truly an outstanding young leader – a fine college athlete – a superior flyer and aircraft/flight commander. I can still hear the Georgia-born Joe calling out "Zero FO-FO, the Best Ayuhplane in the Grooop!" Joe died flying a jet in the Korean War.

Captain Stein inspired his flight and ground crew to extraordinary efforts to keep 044 the best. They knew where all the spare parts were, and were not above special trips to the Supply Depots in Foggia or even Bari to keep it in top condition. We might be hearing more about this distinguished B-17 – and its role in the 483rd – one of these days.



Editor's notes:

(1) From "Heroes of the 483rd" I found additional information pertaining to "044" as follows:

From page 191 - The Paul E. Ray crew started overseas with air echelon after flying to Hunter Field in B-17 42-32044 for staging. They embarked from Morrison Field and flew overseas the southern route, had mechanical problems which caused a delay in Fortaleza, Brazil. While there, the crew named 044 "Good Deal" and a nude maiden was painted on the nose of the plane. The crew arrived at Foggia 1 April 1944. The Ray crew participated in the first mission flown by the group, 12 April 1944 to Split, Yugoslavia.

From pages 235-236 - The Joseph H. Stein crew participated in the first shuttle mission (Mission Frantic) to Russia flying "044" in early-June 1944. The Stein crew also flew 044 in the Memmingen raid.

B-17 "Good Deal" flew about 80 sorties, then was designated a "war-weary" in December 1944. It remained with the group until the 483rd was deactivated at Pisa in September 1945. The plane was flown home by Harlin Neuman. The final landing was at Walnut Ridge, AR, 17 December 1945.

Loren May learned from Stein's widow that, during a routine flight, Joe had to bail out of a P-51 over California (in about 1952) and his chute failed to open.

(2) At some time over the past 30 years the tail number of the B-17 on our newsletter was changed – probably to represent someone else's favorite B-17. I changed it back to 232044 on this mailing of our newsletter in honor of this article.

Chaplain Corner

NEV John 15:13-17

Greater love has no one than this, that he lay down his life for his friends. You are my friends if you do what I command. I no longer call you servants, because a servant does not know his master's business. Instead, I have called you friends, for everything that I learned from my Father I have made known to you. You did not choose me, but I chose you and appointed you to go and bear fruit--fruit that will last. Then the Father will give you whatever you ask in my name. This is my command: Love each other.

The teacher was leading her class in a study of definitions. She read the words, and the children would take turns giving their own definitions. It seemed all the children were well prepared on this particular morning. One after another gave a definition of uncle, aunt, cousin, neighbor---much to the delight not only of the teacher, but also of the whole class, which took pride in the group achievement. When Sarah's turn came, however, it looked for a moment as though their splendid record would be broken. Sarah was the first student to hesitate and to fumble. The word that she had been given to define was friend. Simple as it might be, Sarah could think of no way to define this familiar word. Finally, after desperate mental effort, she blurted out her childlike definition of a friend. "A friend," she said, "is someone who likes me, even though he knows me!" Perhaps Sarah's definition won't be included in any dictionary, yet it contains insights that aren't contained in many formal definitions of friend. Isn't part of the essence of friendship that one person continues to "like" the other despite evident faults and shortcomings? Truly, a friend is someone who likes us, even though he knows us! How true that is especially of the friendship that exists in the heart of God and that goes out to all His fallen creatures. He knows us for what we are, yet He loves us. Indeed, no one knows us better nor loves us more. St. Paul tells us that "God demonstrates His own love for us in this: While we were still sinners, Christ died for us" (Romans 5:8). In the very same chapter, we are told that Christ died for those whom He knew to be ungodly. If it is true, as Sarah said, that "A friend is someone who likes me, even though he knows me," then what a friend we have in Jesus! Jesus knows our every weakness, yet His heart goes out to us in

pity, compassion, and affection. He who said, "Greater love has no one than this, that he lay down his life for his friends" proved the immeasurableness of His love by dying even for His enemies!

What a friend we have in Jesus, All our sins and griefs to bear!

What a privilege to carry Everything to God in prayer!

Oh, what peace we often forfeit; Oh, what needless pain we bear---

All because we do not carry Everything to God in prayer! LSB 770

Adapted from My Hand in His by Herman Gockel. Copyright (c) 1961, 1999 Concordia Publishing House. All rights reserved. Used by permission.

When I read this little devotion, I thought how casually we use the word 'friend' and how blessed it is to have a few true ones. I once read that most people meet fewer than 1000 people in their lifetimes. Even those who travel probably won't tally more than a few thousand, and it would be rare indeed to remember all those we've met. The spectrum from 'met' thru 'acquaintance' to 'friend' thins the numbers quickly. That person is blessed who can count more real friends than he has fingers. And that one who seems to find himself all alone, either due to circumstance or choice, is counted among the most pitiable of creatures. Yet, no matter where you place yourself along the line, there is no one so blessed as not to need one more friend, and no one so alone as to have absolutely none. Jesus comes to all of us, calls us 'friend' and promises to be ours forever. Have you talked to your friends lately? Maybe it's time for a catching-up visit. And don't forget your best Friend!

Blessings to you always,

Pastor Bryan Jones



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PAST PRESIDENTS

Phillip A. Luetke (Deceased) 1980
William A. Haskins (Deceased) 1981
James V. Reardon (Deceased) 1982-83
Lynn M. Borders (Deceased) 1984
Joseph W. Gawthrop (Deceased) 1984
M.L. "Bob" Hottman 1985 (Deceased)
Harry K. Keller (Deceased) 1986
Donald R. Speegle (Deceased) 1987
James "Russ" Heflin (Deceased) 1988
Evan M. "Jack" Edwards (Deceased) 1989
Ralph H. Simpson 1990
Harry P. Millnamow 1991
William P. Dunn (Deceased) 1992
Edward T. Cotton (Deceased) 1993
Harry D. Whye (Deceased) 1994
Ray H. Whitaker 1995
Harold D. Leveridge, D.D. 1996
William I. Jeffs (Deceased) 1997
George F. Stovall 1998
John A. Campbell 1999
Verne H. Cole 2000
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