



# 783<sup>rd</sup> Latrine O Gram

MARCH 2002

Fifteenth Air Force  
55<sup>th</sup> Bombardment Wing

## 2002 MINI REUNION PLANS SET

"MEMORIES RECALLED" – A LOOK BACK

DAVENPORT, IOWA  
September 12, 13, 14, 15

Taking on a second term as president provides Lola and me an opportunity to invite all of you back to the Quad Cities for a change-of-pace mini reunion. Those of you who were here two years ago know that the hospitality at our host motel was superb. It is a pleasure to tell you that the Signature Inn in Bettendorf will again be our hosts. They are providing us with the same service for the same price as two years ago. For those of you who could not make the mini two years ago, you need to know the following:

The Signature Inn (563) 355-7575 is at I-74, Exit 2 at Spruce Hills Drive (just east of the interstate).

**Make your reservations directly with the motel and mention the 783<sup>rd</sup> Reunion.**

ROOM RATE: \$55 + tax (12%). Single, double or 3 in room. This is \$11 less than the senior rate.

ROOMS: 2 double beds or 1 queen. Each room has a microwave oven, refrigerator, ironing board, hair dryer, coffee maker, and cable TV. They also have 5 handicap rooms (**Reserve these early**).

OTHER: Elevator, outdoor pool and a friendly, peaceful lobby.

FREE Breakfast Buffet – a fantastic selection.

FREE Airport shuttle (There is a Signature Inn telephone at the baggage claim area).

FREE Shopping Mall shuttle (Northpark is one of the largest in Iowa).

The Quad City International Airport serves the region. For land travelers, the Quad Cities sits at the crossroads of I-80 and I-74. Easy to get to by car – just ask Mike and Sarah Magazzino. There are many interesting places and activities in the Quad Cities, such as Arsenal Island, which dates back to before the Civil War. Arsenal Island includes a manufacturing arsenal, a National Cemetery, a Confederate Cemetery, and a historic military museum (including a large collection of small firearms). There are three large riverboat casinos. Winning is a possibility according to the Jackson's and the Kulczyk's (however, some had to fall back on their oil wells to get back home). We also have great shopping including the historic Village of East Davenport and the John Deere Commons; and we have just added an IMAX theater.

On Friday there will be a free small-group auto tour for those who indicate an interest in Arsenal Island on the registration form. Also Friday and Saturday there will be ample time for viewing photo albums, videos, etc. Two years ago I spent over an hour looking at and reading an album put together by Bob Wills – it was great. I would like all of you to bring picture albums, photos and other memorabilia for all of us to enjoy.

Our golf on Saturday will again be at the Duck Creek Golf Course (ask Sam how easy this course is). Details will be provided by scramble directors, Joe and Doris Einecker.

If you have enjoyed the reunions, please show us your appreciation by making your reservations early. Let us know your preferences and we will do our best to "make it happen." Judging by the comments at Omaha, we should have more attendees this time. We had almost 40 at our farewell dinner in Davenport two years ago.

Harry Fike



# TAPS

## IN MEMORY OF OUR DEPARTED EAGLES NEST FLITE MEMBERS

*MAY THEY REST IN PEACE KNOWING THEY ARE NOT FORGOTTEN*

**ROBERT E. 'BOB' WILLEKE**-will be remembered as the Tail Gunner on the Mickey Schwartz Crew. He had been a loyal Reunion attendee thru the San Antonio Round Up. Shortly thereafter his health failed curtailing his traveling. Approximately four years ago his health problems took a dramatic turn down hill. Two years ago he became completely confined to bed. In a phone conversation with him last May in spite of his confining health problems he was up beat and cheerful. Many will recall he always had a smile on his face. Josephine stated to Mickey Schwartz that thirty minutes before he passed on he was still smiling. He was born on October 7, 1925 in Kenton, OH and passed on December 17, 2001, at Lima Memorial Hospital, Lima, OH. He was preceeded in death by a son, Gary Robert KIA July 22, 1968 proudly serving his country. He is survived by Josephine, who he married March 30, 1946. Also surviving are a brother, Orland; a sister, Sarah Dearth; a daughter-in-law, Diane Simon; a grandson, two great grandchildren and a step- grand-daughter all of Ada, OH. Bob retired as a Supervisor with Ford Motor company after 28 years. He was a member of St Johns Lutheran Church; the Ada American Legion Post and a life member of Ada VFW. **WE HAVE LOST ANOTHER OF THE BEST!**

**RICHARD F 'DICK' ROUNDHOUSE**-flew as the Radio Operator Gunner on the Harry Fike Crew. He was born on Feb 1, 1926 and passed away Aug 30, 2001 at his residence in Lancaster, OH. Like so many he fought a long and loosing battle with Big C. Following his service days he attended Franklin University and received a degree in Radio and TV Technology. He was instrumental in the start up of many local radio stations including WHOK and WNRE. His employment included WOSU and WTVN-TV from which he retired with 28 years service. In addition to being the past President of the Hooking Valley Steam Club he was a long time member in the Lancaster Ham Radio Club (WBAPT). He is survived by his wife Jean of 63 years; 4 daughters, Joyce (John) Ortman; Diane (Michael) Wolfe; Donna (Michael) Reicheld Lois (Don) Grayson. His 6 sons are, David (Kathy); Douglas; Richard L.; Ross; Roger (Jennifer) & Royce (Tracy). Also, he had 12 Grandchildren and 1 great grandchild. He and Jean had experienced the heart ache of loosing and infant son, Francis Lynn. He was a long time member of the Lancaster St Mary Catholic Church. **WE HAVE LOST ANOTHER OF THE BEST!**

**JOSEPH E. 'JOE' HARRISON**- will be remembered as a Gunner on the Fishback Crew. This crew on their 5th mission were 'scragged' on the September 13, 1944 raid on Oswiecem, Poland. Along with his good friend Ed Miosky and Bob Arnold with the help of the Partisan underground they evaded capture. During his 6 week stay with the Partisans his weight dropped from 165 pounds to 135. Eventually, a Russian transport landed on a Yugo field and ferried them back to Bari enabling him to rejoin the Squadron. On his arrival back in the states he again courted and won the hand of Marie Nadeau in marriage who he had met while in OTU training at Westover Field, MA. Both being devout Catholics and Eucharist Ministers this union was blessed with 9 children. Along with Marie he is survived by Jane(Steve)Zanini; Paul(Natalie) Harrison; Diane(John) Lumsden; Mary(Linwood) Strickland; Carol(Mat) Crovitz; Tim(Noel) Harrison; Ann Harrison; Joe (Judy) Harrison & Jerome(Marian) Harrison. In turn they presented Joe & Marie with 16 grandchildren. Joe is also survived by a sister, Sr Elenor Harrison O.S.B. In civilian life Joe enjoyed a successful 37 YEAR career as a Saleman of Green Stamps. **WE HAVE LOST ANOTHER OF THE BEST!**

### MEMORIES OF GREAT GUYS

Each time while writing the obits many memories of the great guys we have lost wander thru our thoughts. Always first to come to mind is M/Sgt HOMER T. GREEN 28 years good time 3 years bad time. When we laid him to rest that day in Oran, Africa there wasn't a dry eye among the 350 or more troops. What a great 'Ole Soldier'. Over Vienna flying in the same box when Moby Dick went down seeing DAN RYAN give his life is a permanent memory. When the guys came back and reported the loss of BOB SWANZY the All American Guy the gloom that permeated the O Club. And, we can never forget LUPE MONTANA also lost that day. What a shock it was the morning we learned that Sgt JORDAN of Tech Supply while making a mid nite run up from the line for coffee and sandwiches for the guys had flipped his weapons carrier sustaining fatal injuries. Another great guy gone who contributed so much. Space limits more memories at this time.



CHARLES ELLIS-Evelyn Ellis advises they have found it necessary to attach a GT feeding tube to his stomach. Charley being an original 50 mission Crew Commander was always a scrapper when the going got the roughest. You

can bet your boots & spurs he will give his health problems a good battle. Hang in there 'Ole Friend'. We have a few more hills to climb. It is always darkest before the sun shines. All the gang are pulling for you!

BURT ANDRUS-the Father & original Commanding Officer of this Band of Umbriagos recently paid a visit to the 'Tooth Mechanics' and allowed them to lay a con job on him. Consequently, they treated him badly. Being one tough 'Ole Rascal' he is recovering from their handy work

snapping like an angry crocodile. Having known the 'Ole Soldier' for so many years I wouldn't be surprised to find the fingers of a Dentist or two in a jar over his fire place on my next visit.

GOLDEN JONES-after the December Latrine O Gram had gone to the printers we received word the 'Ole' Crew Commander fell on his 'Keester' and broke the large bone in his left leg that left him flat of his back side for a spell. At last report he was up and managing to navigate slowly

with the help of a walker. Wish I had been in his area when he was hobbled on the walker. Would have been a great time to go by and direct a load of bad talk on one of those big dudes when they can't catch you.

REMEMBER-BUT FOR THE 'THE BIG SKY PILOT' YOUR NAME AND PROBLEMS MIGHT BE ABOVE. TAKE TIME TO WRITE OR CALL A WORD OF CHEER!

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### RELATIVES SEEK INFORMATION

**JOE HARRISON**-the family members led by son **JEROME HARRISON**; 104 Chariot Drive; Morrisonville, NC 27560; [jharrison@worldnet.att.net](mailto:jharrison@worldnet.att.net) are seeking contact with any Squadron Member who knew their father appearing in the Taps Section of this issue. He will be remembered as a member of the Fishback Crew while on their 5th mission were 'scragged' on the 9-13-44 raid on Oswiecem, Poland. Along with his very good friend Ed Miosky and Bob Arnold with the help of Tito's Partisan's during a 6 week journey finally were loaded aboard a Russian transport and flown back to Bari and returned to the Squadron.



**JAMES E. ODOM, JR**-Along with other family members **DOUG ODOM** is seeking any info about his father's service with the Squadron. Jim was the Engineer-Gunner who was Killed In Action when the Hugh Thompson Crew was 'scragged' on the 12-16-44 raid on Brux, Germany. F/O Abraham Haber, Bombardier after his release from Prison Camp stated he and Sgt Bernard Shott after receiving orders to bail out departed thru the nose wheel opening. The remainder of the crew stayed with the plane that the Germans reported crashed approximately 10 miles east of Tamsweg, Austria. All of the recoverable crew remains were found interned in a common grave. Contact **DOUG ODOM**; 640 Hill St; San Luis Obispo, CA 93405; 805 546 0605; [dcodom@pacbell.net](mailto:dcodom@pacbell.net)

**MYLES ROTHWELL**-son of **JOE ROTHWELL** the Squadron Engineering Officer, who led that magnificent group down on the line that kept those old shot up birds flying, would like to hear from any of you guys knowing his Dad. His address is 324 Jefferson Ave; Cheltenham, PA 19012; 215-663-1604; [myles630@hotmail.com](mailto:myles630@hotmail.com)

COME ON GUYS! TAKE TIME & RESPOND TO THESE FOLKS SEEKING INFO-IT MIGHT HAVE BEEN YOUR FOLKS ASKING!

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## ONE OF OUR OWN AMONG VERY FEW CHOSEN



MELANIE JONES-the grand-daughter of Charley & Iris Payne was one of the very few selected to be among those to attend the United States Air Force Academy, class of 2006. This young lady will graduate in June from Pebblebrook High School in Mableton, GA having made quite a record. She was selected to be a member of the National Honors Society-Projects Chairman; Gamma Chi (science honors society)-President; Mu Alpha Theta (math honors society); Student Leadership Team; & member of both the Golf & Tennis Teams. Her awards were- Attended the Govenor's Honors Program in Social Studies; served as Page in the Georgia House of Representatives & Senate; Received Student of the Year Award in American Literature Honors; received Varsity Letter in Golf; and local winner of the VFW's Voice of Democracy essay contest. ALL OF THE 783RD JOIN IN CONGRATUALTIONS! TO THIS YOUNG LADY ON A JOB WELL DONE. MAY EVERY SUCCESS FOLLOW IN HER ACADEMIC & MILITARY CAREER & HER ULTIMATE GOAL OF BECOMING A PILOT.

SAM'S PRAYER-May this lady not fly a plane in the manner her grandfather drove a truck scaring the very you know what out of his passengers bound for raids on such places as Ploesti, Munich, Vienna, Blechammer etc.

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### LATRINE O GRAMS FROM FIRST STOOL DOWN



MICKEY SCHWARTZ-in a recent ceremony some 57 years delayed-Mickey one of the Squadron's Crew Commanders, received a long over due Purple Heart.

FRANK GOPLIN-we were advised that some weeks back he disappeared. When located he had rushed to his Minnesota lake house fishing for perch after recieving word they were biting. Sounds reasonable.

Some years back when he spent the winter at our Texas lake house we never got to bait and run our trot line. He cleaned and ate our bait faster than we could catch them.

LEONARD CLUTTS-a 39 mission Engineer-Gunner 'scragged' with the Greenwood Crew and not having attended a Reunion since Dayton vows to make the Davenport 'Round Up'. Bo Bolinski, Frank Goplen and the writer will welcome him back.

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### HAPPY BIRTHDAY TO AL YATKAUSKAS

On January 17, 2002 one of the great guys in this outfit said hello to the Big 81! Hope you enjoy many more.

*If you think nobody cares if you are alive, try missing a couple of car payments*

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### TS & GROUND CREW

We need your help in identifying the members of the Ground Crew that gave such great care to ole TS flown by the Pilegard Crew. If you can come up with a name please take time to drop us a line.

# 2002 MINI REUNION REGISTRATION

"MEMORIES RECALLED" – A LOOK BACK

DAVENPORT, IOWA

September 12, 13, 14, & 15

MOTEL: The **SIGNATURE INN**, 3330 Utica Ridge Rd, Bettendorf, IA **(563) 355-7575**

ROOM RATE: \$55 + tax (12%). Single, double or 3 in room

ROOMS: 2 double beds or 1 queen.

FREE Breakfast Express Buffet – **a fantastic selection**. FREE Shopping Mall shuttle.

FREE Airport shuttle (There is a Signature Inn telephone at the baggage claim area.)

Make your reservations directly with the motel. Mention the 783<sup>rd</sup> reunion to get this rate.

## SCHEDULE

THURSDAY Sep 12: Arrival and registration

4:00 PM – Iowa Welcome in the Hospitality Room.

FRIDAY Sep 13: Free small-group auto tour of Arsenal Island by special arrangement.

Memorabilia available all day – photo albums videos & stuff

SATURDAY Sep 14: Hospitality Room open all day – Memorabilia available

GOLF TEE TIME 12:00 noon: Duck Creek – one of our beautiful municipal golf courses. \$30.00 covers green fees, prizes and ½ of a cart. Other details in hands of scramble directors, Joe and Doris Einecker.

FAREWELL DINNER 7 PM: Catered buffet at our motel.

SUNDAY Sep 15: The final good-byes. Hospitality room will be open a few hours in the AM.

Please do the following as soon as you can: **(1) Make your reservations at the Signature Inn**; **(2) Send the registration slip below along with a check made out to 783<sup>rd</sup> Bomb Squadron Assn., 1132 W. 53<sup>rd</sup> St, D2, Davenport, IA 52806. (563) 391-2807.**

CUT

CUT

CUT

CUT

NAME(s) \_\_\_\_\_

DATE OF ARRIVAL \_\_\_\_ . ARRIVING BY: AIR \_\_\_\_ AUTO \_\_\_\_ DATE OF DEPARTURE \_\_\_\_

WELCOME RECEPTION (Thurs 9/12) ----- \$ 8 per person # \_\_\_\_ Amt. \$ \_\_\_\_

FAREWELL DINNER (Sat 9/14) ----- \$10 per person # \_\_\_\_ Amt. \$ \_\_\_\_

GOLF SCRAMBLE (Sat 9/14) ----- \$30 per person # \_\_\_\_ Amt. \$ \_\_\_\_

GOLF PARTICIPANTS NAMES: \_\_\_\_\_ Total-----\$ \_\_\_\_

I am interested in a tour of Arsenal Island: Yes \_\_\_\_ # \_\_\_\_ No \_\_\_\_

I will bring photo albums \_\_\_\_ VCR videos \_\_\_\_ memorabilia \_\_\_\_

My mailing address \_\_\_\_\_

My Telephone # \_\_\_\_\_ My e-mail address \_\_\_\_\_

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## OCTOBER 13, 1944 TRIP TO BLECHAMMER

By Wally Volkman

After receiving Gunner; Navigation & Bombardier training I reported to Mountain Home, Idaho and was assigned to the Homer Lane Crew. Upon completing our OTU training we journeyed to Italy by ship. On our arrival we were assigned to the 783<sup>rd</sup> Bomb Squadron. Following several practice missions we made a mission into Germany. Due to heavy cloud cover we had to return to base after salvaging our bombs into the Adriatic.

Then came the fateful morning of Friday October 13. Our Co Pilot was sick that morning and 1<sup>st</sup> Lt Marvin Tannebaum replaced him. His previous crew had been lost in action and he was making his 35<sup>th</sup> and final mission before being returned to the states. The target was to be the heavily defended Oil Refinery at Blechammer in the far northern part of Germany (originally part of Czechoslovakia) near the Russian border. Our mission was to be one of the largest raids of the war. With Ploesti having been knocked out earlier it was hoped the recently rebuilt Blechammer Refinery could be heavily damaged once again depriving the Germans of badly needed petroleum supplies. Some 900 B-24's and B-17's were scheduled to bomb the target area with 300 P-51's and P-38's for escorts. Briefing indicated the mission would be some 8 1/2 hours from Italy across the Adriatic, across Yugoslavia, Hungary and Czechoslovakia. The locations of various flak batteries located along the route were given.

At take off each plane was carrying ten 500 pound bombs. It took nearly an hour to assemble the 21 Bomb Groups to be followed by the faster 7 Groups of Fighter Escorts. The ride was long and cold, with temperatures around minus 40 degrees at our altitude of 24,000 feet. Our old open air planes lacked the pressurization and comforts enjoyed by our modern planes of today. The Crew Members wore sheepskin-lined jackets, pants, helmet, flying boots; electric socks and gloves and wore a back pack carrying a chest pack for a spare.

About an hour before reaching the target, I checked the bomb racks and removed the pins from the fuses. During my struggle and crawl thru the narrow bomb bay cat walk I failed to realize I had bent the pins on the back pack chute. Later this would cause my being gripped by total and complete fear.

We had no fighter attacks until 50 miles before reaching the target. Form the IP turn in; over; and while leaving the target the flak was thick and accurate. A plane in front of us took a direct hit and exploded. We dropped our bombs thru dark smoke and left the target area safely. About 1 1/2 hours following our departing the target area while over Hungary we were hit by flak. Our fuel lines were severed between the wing tanks to the belly tanks. We were able to proceed about another 30 minutes before two engines failed. At that point we were now over Yugoslavia and our Pilot gave the order—"BAIL OUT!"

Our Tail Gunner radioed, "did you say bail out"? He realized we were now where near our home base in Italy. We were at about 20,000 feet when we took the 'silk elevator'. The enlisted men bailed out first thru the bomb bays. I bailed out third from last and attempted to pull the ripcord on my chute only to find nothing happened. I just kept falling. Yet, I had no sensation of falling. It was very, very quiet. I knew it

would be only a matter of seconds before I hit the ground. Believe me, there are no atheists in fox holes or airplanes when you face death. You are in the hands of the Lord! I prayed to God (if it was HIS WILL) let me live....here goes....one more yank on the rip cord. In a cloud my chute opened and I was floating between some 100 feet tall trees helping to break the impact. Now, how to get down suspended above the ground? I buried my chute and hid in a wooded area. Finally, I checked my sealed escape kit, which contained maps, a compass and money. I was so nervous that the dime-sized compass was dropped. I was shocked to see the maps were of China. Obviously, these kits were supposed to have been sent to the China, Burma area. The money was \$25.00 in U. S. currency. At this point I realized I was on one side of a mountain and because of my long, delayed free fall the remainder of the crew had drifted to the other side.

Approximately an hour later, a wagon carrying an elderly man with his grandson came down a nearby country road. I showed him the American flag I had painted on my jacket and he motioned for me to stay in the woods. I had no choice for fear of being captured by the Germans. As darkness approached, a woman in communist uniform, speaking in English called to me. She had worked in the steel mills in Gary, Indiana and returned to get her boy friend. With war breaking out they had put her in the Army under Tito.

I was transported by hay wagon about 30 miles to where what was left of my crew was being kept. Six had been saved and four captured and taken to prison camps in Germany. Several had been fired on and wounded while descending in their chutes. We then continued our journey thru the German lines in the hay wagon. German guards stopped the wagon and used pitchforks to search the hay. However, we were buried deep within. Following our hayride we traveled with the Partisan Army for six weeks walking mostly at night. The Air Force made supply drops by parachute that included canned food and G. I boots for walking. During this time I witnessed much brutality and execution of Serbs by Croats. The country was very poor with the residents having little to eat. One night we crossed the German lines by a railroad track. We were nervous having no guns. The Partisans laughed because they had laid dynamite along the tracks and insisted we stay and watch a train blow up. On another night we were on the outskirts of Belgrade and watched as some 400 British Air Force night bombers hit it. On another occasion I watched as a P-51 Captain crash through a thatched roof of a farm home and helped pull him out. He was a Member of the Tuskegee Red Tail Group and quite a polite gentleman.

During our journey Marino Guiffre, our Navigator from Chicago told me later that he saw me drop straight down when my chute didn't open. He thought, "what am I going to tell June?"

We were back in Italy the first week of December. My weight had dropped from 160 to 130 pounds. The 6-crew members were offered a plane flight return to the states but declined in favor of returning by ship arriving in January.

*Excerpts from Wally Volkman's October 13, 1944 visit to Blechammer*

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### FOOD FOR THOUGHT

*I finally got my head together, and my body fell apart. Time may be a great healer, but it is a lousy beautician..* (These quotes may have originated attempting to describe My Amigo, Bobby Wills)

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## HELP! WE ARE SINKING FOR THE NEED OF NEWS ARTICLES!

Like a broken record we are repeating our plea for each and everyone of you folks to send news articles to keep this 'Rag Sheet' filled with interesting news. **THE CONTENTS DEPEND ON WHAT YOU FOLKS CONTRIBUTE.** Otherwise, you get a load of 'Texas Bull Poop'. Get your head out of the 'Boob Tube; get out of that recliner; take a pen in hand; pick up the phone; or send an E mail. **Send news anyway you choose!**

### OTHER WAYS TO HELP

**A.** When moving; departing for the 'Snow Bird' season; changing phone numbers etc; remember to advise Mike or us.

**B.** Those wondering about some obituaries being so short compared to others. When word is received of a death a letter of sympathy & condolence on behalf of the Squadron membership is sent also containing a request for a copy of the local obituary. A questionnaire is included when one wasn't returned requesting a family member to complete & return. In many cases no reply is received. Now is the time to instruct a reliable family member or friend to forward helpful info. Each member and spouse are as important as the next. The info you: a family member; or a friend forwards determines what can be written for the LOG. Every Mother's son that served with the Squadron has interesting stories or experiences the readers

would enjoy. Example, the other day a member was requested to jot down or put onto a tape his words describing some of his experiences. He pleaded the years had dulled his memories. Within a minute of our conversation passing another members name was mentioned. He immediately detailed two very interesting stories of POWville life that had occurred you members would enjoy. Be a contributor. Either jot down stories; events; happenings etc or put them into a tape recorder. If you don't have a tape we will send you one. Your neighbor, friend or someone around will have a tape recorder. Unfortunately, we didn't include birth dates on the Questionnaire. Take time to send the dates of yours and your spouse so they can be recorded and birthdays included in the LOG. A permanent computerized record will be made to accompany the Questionnaires left for history. Questionnaires will be sent upon request from those that failed to do so.

**NEWS IS NEEDED FOR EACH & EVERY MEMBER & HIS FAMILY THAT SERVED IN THIS OUTFIT!**

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## REUNION



DAVENPORT, IOWA  
SIGNATURE INN  
SEPT 12-15, 2002

**BE THERE**

QUID FIT!

SAM

HARRY & LOLA INVITE ALL TO



**Join  
US..**  
..for a  
devil  
of a good  
time!

GOOD FOLKS-STOP & THINK!

At our age the sand in our hour glass of life is running out fast. This may well be the last time for the opportunity of seeing our friends once again. **MAKE YOUR PLANS**

**TODAY!**



# **783RD BOMB SQUADRON ASSOCIATION**

**SAM MARIE**

13306 Lobelia

San Antonio, Texas 78232

(Return Service Requested)

First Class Mail  
U S Postage Paid  
San Antonio, TX  
Permit No. 3358

## **REPORT ADDRESS & PHONE CHANGES TO:**

**MIKE MAGAZINE**  
24023 E. OAKLAND RD  
BAY VILLAGE, OH 44140  
440-871-3203

## **ADDRESS CORRECTIONS & ADDITIONS:**

Martin D. Seiler; 5450 Vesper Ave B 409; Sherman, CA 91411  
Sandy Delucia; 11108 Williamsburg Ct; Fredericksburg, VA 22407

## **E MAIL ADDRESSES CORRECTIONS & ADDITIONS**

Guy Carter [guyn1bye@attibroadband.com](mailto:guyn1bye@attibroadband.com)  
Doug Odom [dcodom@pacbell.net](mailto:dcodom@pacbell.net)

## **PHONE CHANGES CORRECTIONS & ADDITIONS**

Mickey Schwartz 941-493-6504  
Leroy Crenshaw 936 582-6764  
Doug Odom 805-546-0605

## **783RD OFFICERS**

**HARRY FIKE-PRESIDENT**  
**CHARLIE PAYNE-VICE PRESIDENT**  
**BOB WILLS-TREASURER**  
**SAM MARIE-SECRETARY**



## **DIRECTORS**

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