



The Ragged Irregular

91st Bombardment Group (H) Newsletter

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'84 Reunion Headquarters, Date Set



The 1984 National Reunion at Colorado Springs will be headquartered at the Four Seasons Hotel, the site of the 1976 reunion, the 91st Reunion Committee has announced. The date for the get-together has been set for September 5 through 8, 1984.

P.O.W. 'Death March' To Moosberg

Editor's Note: The story from Maury Herman in the January issue of the R/I about his meeting at the Dayton Reunion with Leonard Figie and Bill Corson, fellow P.O.W.s from Stalag Luft III, Sagan, Germany, and the "death march" to Moosberg stirred the memories of a number of ex-91sters who were also at Sagan and Moosberg. A number sent comments about the march, and Hubert Carpenter sent a copy of a diary of the journey kept by Herbert "Swede" Carlson. Carpenter and Carlson were shot down the same day as Leonard Figie August 16, 1944, and were sent to the South Compound, block 128, Stalag Luft III. Carpenter also sent along a copy of the book "Kriegie," written by Kenneth W. Simmons and published by Thomas Nelson & Sons in 1960. Simmons spent several years in Stalag Luft III, in the Center Compound. He describes the camp thus:

"Sagan is located halfway between Berlin and Breslau. By November, 1944 Stalag Luft III held 10,000 officers in its old compounds and some 5,000 others in new adjacent compounds. The main area of Stalag Luft III was composed of five compounds: North, South, East, West, and Center. Each compound was about one-fifth of a mile square, enclosed by two 12-foot barbed wire fences. These fences were parallel and six feet apart. The space between was filled with tangled barbed wire. About 25 feet inside the barrier was a small steel wire supported by stakes two and a half feet above the ground. This wire was known as the warning wire; any prisoner crossing it was shot

without warning. Immediately outside the fences were sentry towers, fifteen feet high and spaced a hundred yards apart. Each tower was equipped with a searchlight, siren, machine guns and trigger-happy sentries..."

"On January 12, 1945 three Russian armies were 165 miles from Sagan and advancing. On their advance the Russians liberated 8,000 American Air Force enlisted men from the Breslau prison... By January 24 Russians were 39 miles from Sagan, and by January 27 they were 22 miles away... On January 28 at about 11:30 p.m. the evacuation began in a blizzard of snow and sub-freezing weather... The German civilians of Sagan were evacuating also -- they were in worse shape than the prisoners... The guards had orders to shoot any prisoner who fell out from exhaustion or who could not continue the march..."

Here is Herbert "Swede" Carlson's account: February 6, 1945 - Today is Tuesday and the past eleven days have been spent en route from Sagan to Moosberg. It has been a complete nightmare and I am not exactly sure that I won't wake up and find it a horrible dream. It started Saturday, January 27, when the Germans evacuated us from Sagan which became a combat zone when the Russian offensive penetrated to the Oder River. I shall attempt to relate as accurately as possible our trip, day by day. There are hundreds sick, exhausted, half starved, completely broken men within this compound and the dead are yet uncounted. It is by the grace of God and God alone that so many of us survived this evacuation. The sub-zero weather, lack of food and proper clothing and the poor condition of our men accounted for a great deal. The long forced march of the 27, 28, and 29th accounted for yet more. If my memory still serves me I shall attempt a day by day diary of our trip.

January 27 - Rumors had been running back for a week that we might be evacuated but few of us thought it possible. At 8:30 p.m. we were given notice by the Germans to be ready to march in 30 minutes. Amidst the excitement we gathered what little belongings we had together, tried to assimilate some type of pack, and fell out by our barracks. We were marched out under guard by soldiers and German police dogs. As we halted outside the camp to be counted we could hear Russian guns in the distance.

After being counted we started marching around 11:30. The weather was frigid and the snow was falling. Civilian homes we passed were already evacuated, and several civilians were on the roads in wagons, carts, and whatever they had, running from the Russian drive. We marched, marched, and marched. Finally we had a rest and any excess clothes, books, etc., we had we made into fires to try to keep from freezing to death. After resting a few minutes, we started again. At 7 o'clock next morning we arrived in Priebus, 30 km away.

Our ration for that day was one loaf of bread for four men. At Priebus we were quartered in barns, and those who were lucky had some hay to sleep in. We frozen and exhausted men were glad to even stop and rest. At 4 p.m. we started out again. Our destination was Moskan. During this leg of our march several men dropped out. The weather was still sub-zero and the snow was still falling. Whether these men were left there in the snow where they fell no one knows. All you were interested in was "Will I be next?" At 2 a.m. the 29th we arrived at Moskan. How many men we lost on this march no one knows. Our ration for this 28 kms. was 1 loaf of bread for 10 men and 1 small block of margarine per man.

After arriving at Moskan we were lined up for shelter outside a glass factory. We stood in line for several hours waiting our turn to go in. It took 4 to 5 hours to get us all in the factory. Luckily the factory contained a furnace and a line was organized by our senior officer which allowed each man a few seconds by the fire. Later this section was roped off for the sick. At this place all men were wondering if they should continue or just give up. Panic was very close. We had 1,097 men in a small section which wasn't large enough for 100. Frozen men slept on concrete floors amidst factory machinery paraphernalia. Everyone slept with their clothes on, next to each other, and hugged each other as close as possible to keep from freezing. Common exhaustion and fatigue was noticed in everyone.

Our third ration was 18 loaves of bread for 1,097 men, and 1 lb. of margarine for three men. God knows whether we just slept or passed out that night. Early in the

morning of the 30th the Germans insisted we continue. Our C.O. told them we were staying there awhile longer, and that they could shoot us if they wanted to. We stayed, and as yet have not been shot. Our ration for the 30th was one loaf of bread for 4 men and $\frac{1}{2}$ block of margarine per man. Later in the day we started marching again. Seventy-four men remained behind, unable to continue. There were no rations during this 18 km. march to a small town where men were again quartered in barns for awhile.

At 9 a.m. on the 31st we marched on to Spremberg, where we lined up in a circle inside an army base. Here we were given hot soup, and used what containers we could pick up for them to pour it in. Later that afternoon we were marched out to a marshaling yard and put into boxcars, 50 men to a car. Unfortunately some of the boxcars had previously been used to haul livestock. We were locked in the cars and started out at 6 p.m. of the 31st. We arrived at Moosberg February 7. During these seven days by rail our ration was one can of meat for four men, one loaf of bread for four men, and one block of margarine for four men. The train stopped once a day for a few seconds in order to let us out of the cars. We picked snow off the ground and used it as a substitute for water. We were all very glad to reach our new camp, Stalag VII-A."

Ernest B. Kidd, 4397 LeMarie CT. #D, Columbus, Ohio, 43224, a first pilot with the 322nd. sqdn., from December 43 until he was shot down over Belgium on the Leipsig raid 2-20-44 has this to say about the march: "I was on that death march mentioned, page 7, the January Ragged Irregular, that January 28, 1945 night (some march). The first one to die that I know of was an old German WWI vet, one of our guards. I suppose from exposure and a heart attack.

Those giant Doberman pinchers guard dogs became as little puppies from the exposure. We were all suffering from the cold, even helping each other. We even helped the guards. One of the guards became delirious. After we reached a town he began swinging his rifle around at anyone near. One of our rugged Yanks ducked, went up to him and knocked him out, picked him up and carried him over to his German comrades and said "take care of your comrade" and they did. As I said, some march. Many other things happened... For many years I called my escape luck, but in the last 12 years God has shown me there is no such thing as luck, but He was the reason for us coming through this. I give him all the credit now, and I am now in full time ministry."

Simmons, in his book "Kriegie," points out that the marching prisoners were divided at Spremberg, and that half were sent to Moosberg and the other half to Nuremberg.

Gen. Patton and his troops reached Moosberg and after a brief resistance by the Germans freed the prisoners April 29.

John R. (Jack) Brickley, 1499 Papago Drive, Medford, Oregon 97501, a 324th Sqdn. navigator, who flew Lady Luck and The Great Speckled Bird and was shot down on the August 17, 43 Schweinfurt mission recalls this incident: "I was in Moosberg walking along the highway when I was stopped by Gen. Patton in his jeep and chewed out for no necktie and no insignia, when he was told "POW". He swore, said "Hell, we liberated you a day ago. What do you want me to do, give you a piggy back ride to France? You have a thumb -- use it!" So I went by verbal orders of the commanding general and was the first POW at Camp Lucky Strike in Le Harve. Reached Camp Hamilton, N. Y. on May 18, 1945. I had to trade a second story to the ground swastika flag so my three buddies could ride up front in C-47s out of Regensburg to Le Harve."

Edwin Carmichael, ex-401st sqdn. navigator, who turned out to be the last "commanding officer" at Moosberg, has this to relate: "I, too, was at South Compound, Stalag Luft III. I was our mail officer, our contact with the Luftwaffe censors. All the mail of all Allied air POWs was censored there at Stalag Luft III.

About October, 1943 the rumor swept Stalag Luft III that refugees from destroyed Hamburg were being located nearby and they would attack us POWs. I received the joyous news that I would co-command the defense of Block 125, which was where I lived. It was

also the nearest building inside the gate to the compound. This all blew over and I never heard any Kriegie mention the false rumor again.

I don't know how many of the U.S. POWs of all Stalag Luft III reached Stalag VII-A, from where we were liberated 4/29/1945.

I'm a bit hazy about some of the last few weeks there. I was very sick and I think I took to sleeping on the floor - night or day. I must have been delirious at times because somebody was always shaking me awake and saying something like "Come out of it."

The day before we were liberated another POW shook me and said "You are now in command." That was sickening news. "The senior officers have left the camp and they said to tell Carmichael to take charge among U.S. POWs," he explained.

I wondered what had happened to our leaders. In my fog I didn't even know enough to ask any clear sharp minds to help me. POWs brought rumors and looked to me for guidance, and I had none. I just wished they would go away with their rumors so I could rest.

Next morning somebody reminded me that we should fall in for one last formation. So we did, and that was the only command that I exercised. Soon after, most of us got a building between us and the main gate. There was some gunfire and the few Germans who had refused to surrender were eliminated.

I'm aware that our formation probably did not include all U.S. POWs there. It was a mad house the last day or two. And I didn't think then, or now, that I was in any meaningful command position. There was little we could do except take cover when the action started. Most of the Germans were gone that last morning and there may have been some 3rd Army officers within the camp then. I suppose our senior POW officers came in with the assault troops."

'Non-Com' Pilot Led 91st Missions

A non-commissioned aircraft commander was a common bird with the RAF, but with the U.S. fliers it was almost non-existent. Yet at least one 91ster served not only as an aircraft commander while non-commissioned, but as squadron lead pilot and group lead pilot. That man was Louis Malone (Lt. Col. Ret.), ex-322nd sqdn. pilot, who flew Wabash Cannonball, My Baby, Chowhound, and other well-known 91st planes. He also had the distinction of going from non-commissioned rank through second lieutenant, first lieutenant to captain in less than two months.

When Lou finished pilot training in the U.S. he was appointed a Flight Officer instead of being commissioned, as 99 per cent of the graduates were. He was sent to B-17 school in Roswell, New Mexico, and upon graduation was told that he would soon be commissioned. At Salt Lake City he received a crew of Orin Harper, co-pilot, Robert Shea, navigator, and Milton Freiday, bombardier, all second lieutenants and all out-ranking him.

Combat training was at Dyersburg, Tenn., and when the promotion board there decided Flight Officer Lou Malone was not qualified for promotion, he thought seriously of resigning, but decided to stick it out in deference to his crew and the training they had done together.

The crew flew overseas at the end of May, 1944, with a group of replacement crews. Five of these crews, including Lou's, were sent to Basingbourn upon arrival.

Most 91sters had never seen the blue bars of a Flight Officer, and persisted in calling Lou "lieutenant."

After four missions June 13, 15, 18, 20, 1944, (the last two to Hamburg) the crew was promoted to squadron lead, and led the 322nd on missions to Berlin June 21 and 22; to Distre June 24; to Toulouse June 25; to Anizy June 28; to Tours July 4; to Crepical July 9; and to Munich July 11, 12, 13.

On July 18 as a Flight Officer Lou led the Group on the Peenemunde mission, the only non-commissioned group leader of the 91st during the war, and perhaps the only non-commissioned lead pilot of any group. The day after the mission Lou was commissioned a second lieutenant, with his date of commission back dated to before the

Pennemunde lead. The crew was group lead on July 20 to Leipzig; to St. Lo July 24 and 25; to Merseberg on July 28 and 29; to Munich on July 31; to Chartres August 1; to Peenemunde August 4; Neinburg August 5; to Brandenburg August 6 and Met/Frechaty Aug. 14. On August 23 he became a first lieutenant and led the group on New Brandenburg on August 25.

A week after making first lieutenant he was promoted to captain and celebrated by leading the group to Ludwigshaven on Sept. 8. On a foggy Sept. 19 the crew led the 91st on a mission to Hamm, where the group made two runs over the target because the first run was obscured. Their 30th mission was a group lead to Cologne.

During their Dyersburg training days the crew always wore red baseball caps when flying. They brought the style to Bassingbourn, and the fad was picked up by a number of crews.



Lou Malone's crew posed before "Zootie Cutie." Standing, left to right, Robert M. Shea, navigator; Orin E. Harper, co-pilot; Malone, Milton P. Frieday, bombardier. Kneeling, Downs, radio operator; Winters, engineer; Hofferber, tail gunner; Hogan, waist gunner; Kandior, ball turret; Hall, waist gunner.

From the Editor's Desk...

Paul C. Burnett

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The 1983 membership report as of June 25 from Sec.-Treas. George Parks shows an important increase over the figures for June 25, 1982, especially in the number of dues received.

The June, 1982 figures show a total of 1555 members on our rolls, with 548 paid as of June 25, plus 104 Life Members, for a total of 652 having paid dues by June.

The June 25, 1983 figures show a total on the rolls of 1596, of whom 961 had paid their 1983 dues, plus 121 Life Members, for a total paid membership of 1082.

In 1982 there were 113 associate mem-

bers, of which 50 paid dues, plus 13 Life Members.

In 1983 there were 90 associate members, 35 paid dues, plus 15 Life Members.

An effort to get a commemorative stamp block issued honoring the B-17 has gained 91st support, and Pres. Tom Gunn has sent an official letter of recommendation to the Citizens Committee charged with choosing commemoratives. Several years ago an effort was made to have a Shoo Shoo Baby commemorative issued, but the Committee rejected the idea.

The new effort, headed by William J. Offerman, of Trenton, N.J., would include the Boeing Model 299, the first B-17, Alexander, the Swoose, B-17D of the 19th

BG, Clark Field, Philippines, now in disrepair at the National Air & Space Museum; The Memphis Belle (B-17F) and Shoo Shoo Baby (B-17G). Since two of the planes are from the 91st it was particularly appropriate that the Group support the proposal.

The 1983 91st Membership Directory is currently being printed and copies will be mailed to all dues-paying members as soon as possible, Sec.-Treas. George Parks has announced. As there are constant changes and additions to be made in addresses, updates will be published in The Ragged Irregular at frequent intervals.

The 8th Air Force Historical Society will hold its 1983 National Reunion in Houston, Texas October 12-16. Air historian Roger Freeman, author of "The Mighty Eighth" and numerous other outstanding works, will head up the program. You can contact Murray Fein, P.O. Box 1304, Hallandale, FL. 33009 for reunion information.

There are four new Life Members since our April issue, making a total of 10 Gold Card newcomers since January.

Don T. Ballou, of Lakewood, CO., continued his good work by finding a seventh ex-member of his crew, George R. Simons, Box 71, Georgetown, IL. 61841, and enrolling him as a Life Member. Except for co-pilot John Welch, who was K.I.A., the radio operator Bill Hicks, deceased, and ball turret gunner John Liggin, who has not been located yet, the crew, who flew with pilot John J. Ondrovic, are all Life Members.

Morris Spielberg, ex-401st, of 377 Springfield Ave., Newark, N.J. 07103, became a Lifer May 2. Morris is looking for members of his former crew, including pilot Dick Broughton; William Hubert, bombardier; Shirley, co-pilot; Wheeler, navigator; Wagner, gunner.

Eve Odenwaller gave her donation of \$100 for the Life Membership of her husband George H. Odenwaller, ex-323rd crew member of "Outhouse Mouse" for a surprise on Fathers Day for "being a terrific husband and a fantastic father."

Florence Painter, Plumville, PA., sent in her check for \$100 as a surprise birthday gift for her husband Marion E. 'Earl' Painter, M/Sgt USAF (Ret). Florence said Earl was "tired of ties..."

Memorial services for former 91sters were held in three widely separated locations this past Memorial Day. Bob Iiams and Don Bader planned and conducted services at the 91st memorial at the Air Force Museum in Dayton.

Bob Iiams placed a wreath at the plaque dedicated at the National Reunion last September. He was accompanied by Chaplain Seaton of Wright-Patterson AFB, Bill and Thelma Cornwell, June Bryant, Wilma Iiams, Steve Cornwell, and Chris Cornwell.

A wreath was presented from the 91st Memorial Association during Memorial Day services at the Military Cemetery in Madingly, England. M/Sgt. Otto Meikus (Ret) and his wife Gladys, of Cambridge, represented the 91st.

A special memorial service for the 8 91sters buried at Opijnen, Holland, by the American Women's Club of that country.

Details and pictures of the Madingly and Opijnen memorials have not been received in time for this issue of the R/I., but will appear in the October issue.



Remembering ex-91sters at Dayton were Chaplain Seaton, Bill Cornwell, June Bryant, Steve Cornwell, Thelma Cornwell, Wilma Iiams, and Chris Cornwell (age 7). Project leader Bob Iiams was behind the camera, recording the scene.

Gunder Berg, a regular at all 91st reunions, was recently awarded a plaque in recognition of 50 years of service to the newspaper industry by the North Dakota Newspaper Association.

Gunder retired 12 years ago as editor-manager and corporate secretary of the Cavalier (N.D.) Chronicle, and has been a part-time news writer and weekly columnist with the Valley City (N.D.) Times-Record since. He served with the 91st throughout W.W. II.

Bob Kelley, Project City, CA., recently made a double-header return to the scenes of his war-time experiences. First, he made a trip to Bassingbourn with Joe Giambrone's group, and from there he went to Hanover, Germany, and to the small town in northern France where his crew had bailed out and been picked up by the French underground. He also went to the crash site of their plane, and brought some pieces of "My Baby" home. He met the people who had hidden him, and the two who had found the body of the tail gunner and buried him.

The Confederate Air Force will hold its Airsho '83 at their home base of Rebel Field, Harlingen, Texas October 6, 7, 8, 9. This will be your chance to see every type of W.W. II combat aircraft, as well as many foreign models, on display, and also enjoy some spectacular airshows.

This is one week before the 8th AFHS Reunion in Houston, so "early birds" can take in both events if they choose. Interested 91sters should contact Col. Bob Geer, Confederate Air Force, Box CAF, Harlingen, Texas 78550, or phone (512) 425-1057. American Airlines flies to Rebel Field from the Dallas-Ft. Worth Airport, and Southwest Airlines flies from Hobby Field in Houston.

In Vince Hemming's report on the Tower Museum in the January R/I Bill McGavern, who visited the museum and donated his A-2 jacket to the display was identified as the pilot of Hi-Ho Silver. Bill points out that "our pilot during our crew's tour was Capt. Robert M. Hoffman, later retiring as colonel, and Ted L. Skawienski, 1st Lt., who later had his own ship and crew and also retired as colonel.

"In fact, if it hadn't been for the abilities and competence of these two fine gentlemen in handling this ship, Hi-Ho Silver, I would have been considerably less at ease while hiding under the desk in the radio operator's room!"

W.W. Hill, who has been busy with the commemorative Shoo Shoo (Shoo) Baby T-shirt promotion since 1980, adding \$2500 to the aircraft restoration fund, is winding up his operation on September 1. This is your last chance to help the cause. Send your \$10 and T-shirt size to: W.W. Hill, 4002 Braddock Rd., Alexandria, VA. 22312. Sizes are available for children.

Wayne A. Cupper, ex-C.O. of the 863rd Chemical Co. serving the 91st sent along this note recently: "The Jan. '83 issue with my old friend Al Krueger recounting those last days of AF Station 121 brought back a flood of memories of that period.

The 1st week of June, 1945, almost half of the station personnel flew home on B-17s loaded to the guards. Between June 21-23 the remaining AF personnel left by train from Royston headed for Scotland and the Queen Elizabeth for home.

On June 25 Gen. Gross and staff of 1st Bomb Wing left. On that day Al's holding party of 6 officers and 50 enlisted men from the 857th bomb sqdn. arrived and was attached to the 863rd Chemical Co. temporarily.

For about a week we were busy helping with station clean-up and supplying drivers for those truck loads of material Al referred to. I recall that segments of old Stn. 121 units also left to assist, QM, Medical, Finance, etc.

Around July 1st the company moved to Alconbury and was rejoined by detachments that had serviced Molesworth (301st) and Hardwick (93rd).

About this time Company break-up began. Numerous enlisted men were sent home on points and transfers came in from other units. By the time we were sent to a chemical bomb dump in Wales, where a large pool of German P.O.W.s were being used to vent mustard gas bombs and clean up other munitions, the company had little resemblance to the original.

That was particularly satisfying since the 863rd was committed - on paper - to occupation forces in Germany. I can't recount the final destiny of the 863rd since I started home about that time myself."

Following up on several earlier donations made to the Shoo Shoo Baby restoration group the 91st Memorial Association has given \$100 toward the publication of a new booklet on the progress and history of the restoration of Shoo Shoo Baby.

We have recently learned of the deaths of two Memorial Association members: Carol Milan, Route 1, Box 234, Keeling, VA. 24566, 322nd waist gunner on Wheel and Deal, who died January 12, 1983, and of Allen S. Bender, 1825 Watkins St., Apt. B-2, Bethlehem, PA. 18017, who died Oct. 28, 1982.

British writer Peter Harris is preparing a brief biography on Bert Stiles, the ex-91ster and author of "Serenade To The Big Bird." Harris would like to contact those who knew Stiles well when he was with the 91st. Bert flew co-pilot to Sam Newton in "Time's A Wastin'", but was killed after he transferred to P-51s when the crew finished its tour. You can contact Harris at 45, All Saints Road, Ipswich, Suffolk, England.

Fritz Dost, ex-323rd sqdn. from 1942-45, sends along this question to the R/I: "How many GIs in the 91st did not get the war bonds that the paymaster had taken out of their pay in the E.T.O.?" Dost's address is 3355 Garden Highway, Yuba City, CA. 95991.

Col. Paul McDuffee, first pilot of Shoo Shoo Baby, and No. 1 advocate in the restoration of the old ship, has donated \$1000 toward the restoration completion, matching the donation of ex-crewmate Larry Sylvester. McDuffee has made several visits to Dover in connection with the restoration.

Graham M. Simons, the Engineering Director for the East Anglian Aviation Society, is in the process of restoring to flying condition the only surviving example of the DeHavilland D.H. 89, a 'Dragon Rapide,' built for the RAF in 1944. He is tracing the histories of all the 727 D.H. 89s built, and wonders if anyone recalls such an aircraft at Bassingbourn, and especially if anyone has pictures of the craft. The D.H. 89 was an 8-seat bi-plane airliner. The U.S. air forces had a couple on loan from the RAF for communication purposes. If you can help please contact Simons at 67 Pyhill, Bretton, Peterborough, England PE3 8QQ.

Colorado Rally Round

It was a super Rocky Mountain Rally Round in Lakewood, Colorado, on May 14, headed up by 2nd Vice President Glenn Boyce, assisted by Don Ballou.

The affair started in the afternoon with a tour of the Adolph Coors Brewery. After the tour the Don Ballous hosted a social gathering before a 91st banquet at the Lakewood Elks Club. The Ballous furnished a cake decorated with the 91st and 8th Air Force emblems.

The mug for having travelled the greatest distance to attend was presented to Bill Reynolds of Pueblo by 91st President Tom Gunn.

Attending the Rally Round were: Don and Mazie Ballou, Glenn and Lois Boyce, Aulden and Ramona Dunn, Jim and Ruth Fletcher, Milton and Gertie Green, Tom Gunn, Paul and Mary Jo Jessop, Bill and Pearl Reynolds, Lewis and Maldrine Simpson, Jim and Antoinette Stocco. Also attending were guests Jean Derowitsch, Tom and Carmen Banister.



Glenn Boyce, Tom Gunn, and Donald Ballou admire the cake with the 91st and 8th AF emblems.



Attending the May 14 Rocky Mountain Rally Round were: front row, l to r, William A. Reynolds, Aulden N. Dunn, Thomas H. Gunn, Donald T. Ballou, Glenn V. Boyce.

Back row, Paul D. Jessop, Lewis Simpson, James D. Fletcher, Milton A. Green, James Stocco, Thomas Banister.

**Why Don't YOU
Head A
Rally Round?**