

# The Ragged Irregular



322nd SQDN



323rd SQDN



SUPPORTING UNITS



324th SQDN



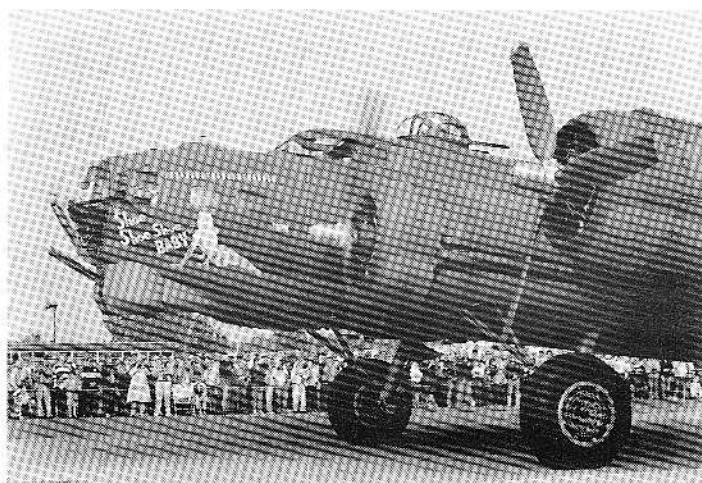
401st SQDN

Vol. 22, No 1

91st Bombardment Group (H) Newsletter

January, 1989

## 10,000 WELCOME HOME SHOO SHOO BABY



L- "SHOO SHOO BABY" CONCLUDES HER FINAL FLIGHT AND flying career at the USAF Museum at Wright-Patterson AFB on Oct 15,

"SHOO SHOO BABY," WHOSE VARIED CAREER began with the 401st Sq, 91st BG(H) in Mar 1944 and later included service with Sweden's SAAB, the Danish Airlines, Army, Navy and Royal AF and ended with the French National Geographic Institute in July, 1961, is resting on her laurels at the USAF Museum at Wright-Patterson AFB, Dayton, OH. She is now a static display.

She was flown to Ohio from the Dover AFB on Oct 13, 1988 by Dr William Hospers, a retired Army Colonel who privately owns a B17.

The dedication of the 512th Military Airlift Wing of Dover, AFB, which had restored her as "a public service and training project," was forever confirmed when 512th MAW representatives went the "last mile" with her.

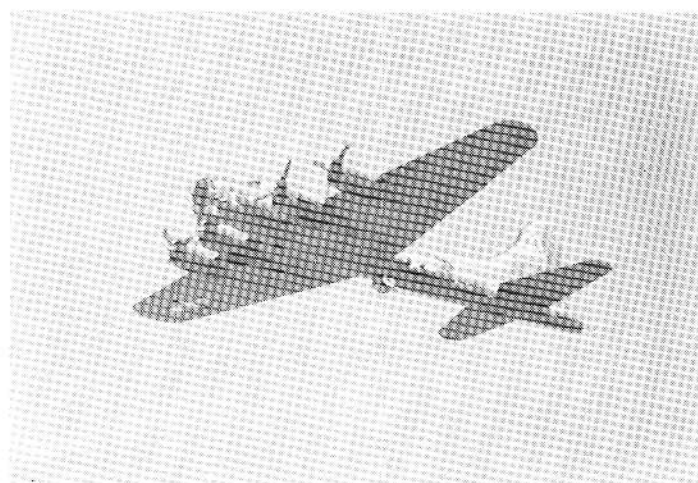
Sgts Ray McCloskey, Vic Rossica, Dan Vasey and Tom Corbeil, who worked on restoring her for the full 10 years she was at Dover, and Major Quinton Smith flew with Hospers on her final flight.

Smith, who had earlier tested the restored plane for air worthiness, served as co-pilot.

Col Paul G McDuffee, "Shoo Shoo Baby's" original pilot, was among the honored guests at her "WELCOME HOME!" ceremonies at the USAF Museum. Long immersed in preservation planning pertaining to her, McDuffee was contacted by phone for comments when, surprisingly, the R/I received no newspaper clippings regarding his plane's last flight.

McDuffee, who is confined to a wheel chair, reports more mobile sources told him nearly 150 91st BGMAers were among the 10,000 who witnessed "Shoo Shoo Baby's" final fly-by, landing and Dedication Ceremonies

(Continued on Page 3)



1988 (USAF Museum Photo). R - "Shoo Shoo Baby" departs Dover, DE AFB, site of her 10 year restoration, on Oct 13, 1988 (Photo - R Malkin).

## SUITABLE WESTERN SITE SOUGHT FOR '90 REUNION

THE 91st BGMA BY-LAWS, AS REVISED AT THE 1986 Tampa Reunion, provide for the rotation of Reunion sites between the Eastern, Central and Western regions of the States. Consequently, following Tampa and Chicago, the 1990 Reunion will be in the Western region - which is not defined in the By-Laws.

Certainly, Hawaii, Alaska and the Pacific states are in the "Western" category - as are the Dakotas, Montana, Wyoming, Utah, Arizona, Idaho, Nevada, Colorado and New Mexico.

The guiding principles of choosing a host city are: 1) Diverse tourist attractions for 91st BGMAers and their families and 2) A sufficient number of members in the host city who are willing to volunteer their services for the necessary administrative and logistical support

Members who believe their cities to be excellent Reunion sites and who are willing to serve on Reunion Committees are requested to write: Paul J Limm, 601 Calle De Soto, San Clemente, CA 92672.

Limm, the Non-Voting Convention Chairman, will head a Reunion Site Selection Committee of five other members. This committee will choose the top three contending Reunion sites, rank them and present them to the 91st BGMA membership for a vote.

Some members have suggested a Bassingbourn Reunion to 91st BGMA Pres Tony Montalvo. Past-Pres Paul Chryst has volunteered his services and expertise in

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## THE PRESIDENT'S CORNER

BY TONY MONTALVO

### WISH US SUCCESS

AS MY FIRST OFFICIAL ACT I WISH EVERYONE A happy, prosperous and exciting New Year. As president, one of my big resolutions is to make myself as accessible as humanly possible to all 91st BGMAers and provide everyone an opportunity to participate in our association's management and administration by encouraging communication. Since the scattered nature of our membership precludes it I can only add I wish I could meet or communicate in some way with everyone - if only to say, "Thank you for my opportunity to serve you."

Special thanks are due to those who, in the past, contributed to the successful founding and maturation of the 91st BGMA. All your 1989-1991 officials are honored by being selected to help lead our association for the next two years. With the help of God and you, the members, your present officials will strive to provide an administration that is both pleasing and productive.

It is certain the difficulty regarding the election of officers at the Chicago Convention has come to the attention of most members. The problem arose because newly adopted Absentee Ballot Rules came into play for the first time.

Judge Harold Lieberman, now our 1st Vice Pres, was appointed to rule on the situation. Rather than delve deeply into the dilemma with which he dealt let me put the 1989-1991 Election of Officers to rest in the following brief manner.

It was finally determined that, because of the unforeseen difficulty with the Absentee Ballots, only the office of Treasurer was unresolved. Charles V Welbes, who had been elected to that post with Absentee Ballots, graciously agreed to resolve the issue by submitting a Letter of Resignation dated Dec 31, 1988 to me. After accepting his resignation I appointed him to the post he had resigned - Treasurer.

I must add that the difficulty has been resolved amicably. A cohesive and cooperative Board of Officers has now been solidified and is now ready to serve the 91st

In addition to Welbes' appointment I have appointed the following members to head committees which I'd like to see become active immediately. They are: 1) Paul J Limm, CA, Chairman, 1990 Reunion and Western Rally Round Committee; 2) Whitmal W Hill, VA, Chairman, Memorials Committee; 3) Earl C Pate, Jr TN, Chairman, Pictorial History Committee and 4) Marvin M Goldberg, IL, Chairman, Funds Audit and Review Committee.

The names, addresses and telephone numbers of the entire 91st BGMA 1989-1991 Board of Officers appears elsewhere in this issue. Members are encouraged to contact them and volunteer services or suggestions to assist them in the tasks assigned them.

Also I have asked Hal Lieberman and Jim Bacon to join me in a partnership to manage, direct, control and coordinate association activity. It is apparent that association activities require other association officers and appointees be involved in our wide-spread interests. Consequently Lieberman has been asked to assume full

responsibility for managing and administering Eastern area activities and Bacon has been asked to similarly serve the Central area. While overseeing their activities I will also have full responsibility for the Western area. Anyone wishing to comment on this management concept for our association is urged to write me.

I cannot end this letter without saying a few words about our most pressing problem - the backbiting and feuding that has been going on between members, groups, cliques, geographic areas, etc in our association.

As a neophyte 91st BGMA official I must add I sincerely believe in it's original, basic purpose. Basically, its' goal is, "... to perpetuate the memory of former men and women who lost their lives during World War II, or have since passed away, ..." That's a solemn commitment for every member to honor.

I would carry it a step further.

Therefore I have indicated to the members of my administration that they not participate in any attempt to deprecate or belittle any individual of our association or similar organizations. And I ask that all our committees contain cross section representation between the Eastern, Central and Western areas. Decisions made by the committees will consider inputs by all decision making elements of my administration.

I trust this, my first communication to all our members, has at least indicated the extent of my commitment to provide an association in which everyone can participate without fear of recriminations or ill feeling. I trust I've made it clear the expressed opinions of individuals are solicited, will be considered and will be respected. It is hoped that that approach will be helpful in resolving many association-related issues for individual members while, at the sametime, contribute to fulfilling the desires of the majority of our members.

Other plans for our association will be broached in the future. It is my hope and the hope of all your other officials that during the ensuing two years some 91st BGMA project or activity will draw many more members into active participation and that, for now, all 91st BGMAers wish us, their present officials, success in that endeavor.

1989-1990 91st BGMA PRES  
Tony Montalvo (left) receives  
the gavel from out-going Pres  
Paul Chryst at the recent  
Chicago Convention.



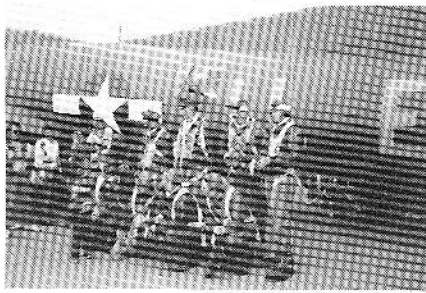
## SUITABLE WESTERN SITE

(Continued from page 1)

organizing such a trip. Such a trip, Limm presumes, would be in the nature of a Rally-Round and would be held in an odd-numbered year (1989, 1991, etc.) so as not to conflict with the regularly scheduled Reunions.

Limm also reports sentiment for a 1992 Bassingbourn Reunion to mark the 50th (Golden) Anniversary of the arrival of the 91st BG(H) in the ETO.

"Decisions regarding these proposals will be left to the membership and another planning group," he says.



L - MEMBERS OF THE OHIO CHAPTER OF THE ASSOCIATION OF living History pose in WWII garb before "Shoo Shoo Baby" at W-P AFB. Center - Col Paul McDuffee and son, William (foreground) enjoy the ceremonies (Photos - A Ciarimboli). R - "Shoo Shoo Baby's" last flight

crew is interviewed by the R/I prior to her Dover AF departure. Pilot Dr William Hoppers is seated. Co-Pilot Maj Quinton Smith, 512 MAW, Rudy Malkin, R/I editor and Mrs Hoppers stand in the rear (Photo - J Hohman).

## SHOO SHOO BABY

(Continued from page 1)

on the museum side of W-P AFB on Oct 15, 1988.

"I was privileged to renew my acquaintance with long-time members of the Group at Basingbourn whom I had not seen since leaving the 91st. One was Jerry Pope, an early and long-time member of our Group, and also Al Ciarimboli, another prominent old-time member. Roy Griesbach, a 401st pilot, was there with several members of his crew, and in fact, so many others that listing them all would require considerable space. Suffice to say there were many renewals of friendship and none of was less than a highly emotional experience, certainly for myself," he says.

Historian Hiliary "Bud" Evers, among the 91st BGMA-ers attending the ceremonies, confirmed the "emotional" aspect of the event in an official letter to General Alfred G Hansen, USAF Logistics Commander.

In behalf of the 91st BGMA, he wrote the "WELCOME HOME!" ceremony "proved again the USAF continues to do the impossible today and the improbable tomorrow."

He also commended Col Upstrom and Col Joseph C Winsett for the "...beyond the call of duty" hospitality they and their staffs provided.

Evers' letter closed with:

"Well over a hundred of our members saw 'Shoo Shoo Baby' make her last flight. Tears of appreciation were seen flowing from many. These old warriors are grateful that you are preserving a Living Memorial to our Comrades who gave themselves in battle during World War II.

"The staff of the USAF Museum did indeed 'WELCOME HOME!' 'Shoo Shoo Baby' in a manner befitting this 'VALIANT LADY.'"

Seven original "Shoo Shoo Baby" crew members, in addition to McDuffee, attended the affair. Though they were billeted elsewhere, McDuffee reports the accommodations provided them probably equaled the royal treatment he received.

Colonel Richard L Uppstrom (Ret), the USAF Museum Commandant, greeted him at the VIP Quarters; a Flight Surgeon and an AeroMed-Evac Nurse were assigned to him on a round-the-clock basis while he, and his son William, occupied a two bedroom, two bath parlor suite which was fully stocked with alcoholic beverages, mixes, soft drinks and snacks.

In an open letter to all his crew members he subsequently wrote, "...I have decided to forsake the pursuit of any further aviation activities that would evoke

any demand...upon my already severely impaired capabilities. Please believe I am not 'buckling-at-the-knees,' but instead, I am endeavoring to let myself down easily before such buckling occurs unannounced. I owe my life to each and every one of you...I said when we first became a crew that any success we might enjoy would be the result of team effort...Not wishing to slight anyone, I ask you all to remember our great crew chief, Hank Cordes and his capable staff for keeping us aloft during those months of combat."

"Shoo Shoo Baby" made her last flight during the fly-by at the USAF Museum at 10:50 a.m., Oct 15, 1988. At 11 a.m. she taxied to the Museum before the throng awaiting her.

Ceremonies honoring her began at 10:00 a.m. with a band concert by the USAF "AIRMEN OF NOTE" from Wash, DC. World War II era music set the mood of the day.

Col Uppstrom, the Museum Director, welcomed her and spoke on "History of Aircraft and Restoration;" Gen Hansen, Commander, AF Logistic Command, provided additional comments and Maj Gen Roger P Scheer, Chief, AF Reserve, officiated over the formal Presentation Ceremonies of "Shoo Shoo Baby" and other formalities involving her Original Crew Members and Primary Restorers.

(Continued on Page 4)



"SHOO SHOO BABY'S" ORIGINAL CREW MEMBERS IN THEIR PRIME time! Front, L-R - Maurice Bonomo, Bombardier; Paul G McDuffee, Pilot; Larry Sylvester, Navigator and Robert Langford, Co-Pilot. Standing, L-R - Harry Soderberg, Engineer; George Bogert, Ball Turret; Charles Borchet, Waist; Hank Cordes, Crew Chief; Charles R Braman, Radio; Ed Gallagher, Tail and Eldon Hughes, Waist. This photo by Capt Edward E Ray, 91st Photo Officer, was taken before Cpl Tony Starcer applied the nose-art now distinguishing the plane.

# POTPOURRI

## ENGLAND



FORMER 324th CREW CHIEF OTTO E MEIKUS (LEFT), AND NOW USAAF 91st BG(H) Tower Museum volunteer at Basingbourn, is presented the 91st BGMA's replacement bowl at Madingly, England by former Pres Paul Chryst.

• THE REPLACEMENT BOWL FOR THE ORIGINAL Silver Bowl donated by the 91st BGMA in 1963 to the Chapel in the American Military Cemetery at Madingly, England has been safely delivered. Former 324th Sq Crew Chief Otto E Meikus, a member of the Friends of the Eighth Air Force and now a Cambridge, England resident (left) and former 91st BGMA Pres Paul Chryst display the replacement at Madingly following Chryst's special trip to deliver it. Meikus attended the recent 91st Chicago Convention and received the trophy for "travelling the furthest." Formal dedication ceremonies are planned for the Replacement Bowl.

## U.S.A.

• AN A-2 FLIGHT JACKET IS BEING SOUGHT FOR display in a notable Army Air Corps Museum. Anyone interested in donating or selling his jacket for this public display should contact James Marks, 4215 Baum Place, Temple, PA 19560 for details. Marks is a new BGMA Associate Member.

• DATA PERTAINING TO THE DOWNING OF THE 323rd Sq's "Miss Ouachita" on 22 Feb 44 continues to surface. LTC Marion H. Havelaar (Ret) of Rapid City, SD is the latest source. A note from him congratulating the 91st BGMA's increasing activity in assembling historical data included data concerning Luftwaffe ace Maj Heinz Baer. Baer, credited with downing "Miss Ouachita," survived the war only to be killed in a light plane accident later. He was credited with 220 victories.

• FORMER 91ST BGMA SEC W W HILL WAS surprised and pleased by the response to his personal mass mailings announcing the departure of "Shoo Shoo Baby" from the Dover AFB on Oct 13, 1988 to Wright-Patterson AFB, OH. He was surprised to see his generous gesture merited several inches of copy in the Oct 1988 R/I. He did not request it.

He was pleased by the responses to the article. Donations by members to help defray his personal outlay

exceeded the cost of the mailing. The surplus funds were forwarded to former Trea Charles Hackstock to be deposited in the 91st BGMA Memorial Fund. The R/I joins Hill in thanking those 91st BGMAers who contributed so generously to Hill's impromptu activism.

## 1989-1990 91st BGMA OFFICERS

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Phone: (714) 492-4502

**Memorials Committee** - Whitmal W Hill, Jr  
4002 Bradock Rd  
Alexandria, VA 22312  
Phone: (703) 256-9165

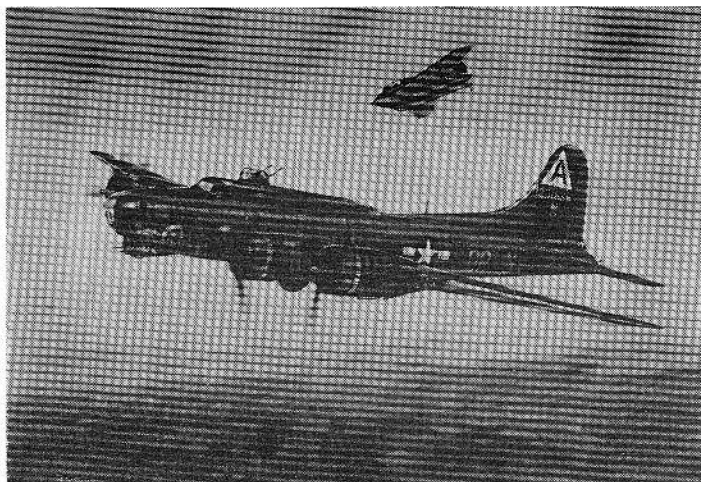
**Funds Audit and Review Committee** - Marvin M Goldberg  
5530 Southshore Dr  
Chicago, IL 60637  
Phone: (312) 752-5426

## SHOO SHOO BABY

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A tour of the Museum spotlighting "World War II Bombers" and a lecture by Don Sachs, a former WWII co-pilot, on "The B17... A Legend in Its Time" were among other activities filling out the day.

## ORIGINAL OIL OF "MOUSE AND FLEA" OFFERED FOR SALE BY ARTIST



THE MOUSE AND THE FLEA

THIS ORIGINAL, EXCELLENT AND METICULOUSLY detailed full color oil painting of the 323rd Sq, 91 BG(H)'s "Outhouse Mouse" is for sale. The painting depicts the 8th AF's first encounter with a Luftwaffe Jet fighter. The

"Outhouse Mouse," piloted by Reese W "Moon" Mullins, received the attention of the ME 163 while straggling home from the Aug 16, 1944 Leisig raid. A P51 downed the Jet moments after its attack on Mullin's plane.

The painting, by Jerry Crandall whose aviation art works now total seven, is 28" x 40". Full color prints of it were first advertised in various aviation magazines such as "Air Classics" and "World War II." The 19 1/2" x 28" prints, of which only a limited quantity remain are signed by LTC Mullins (Ret) who died in 1987.

Artist Crandall and his wife, Judy, thought the sale of the original painting should be brought to the attention of as many 91sters as possible in order to give them a "first shot." The price asked is \$2,500.00, framed. The Crandalls accept payment through Master Card or Visa. They also have their own payment plan of 1/3 down with the balance due over three months.

The remaining limited quantity of prints are still available for \$85.00 each. The Crandall's are offering these to 91st BGMAers with a 10% reduction and free shipping inducement. That means \$76.50 per print.

Those interested should contact Jerry Crandall, PO Box 2606, Sedona, AZ 86336. His home phone is: (602) 284-1068.

## BOOK REVIEW

### NEW BOOK INCLUDES B17's AMONG THOSE THAT MADE A DIFFERENCE

*FIFTY CLASSIC WARBIRDS. JEFFREY L ETHELL, (80 PP; 151 Photographs, 16 in color; published by Arms & Armour Press, Artillery House, Artillery Row, London SW1P 1 RT England;*

WHAT IS YOUR FAVORITE WARBIRD? A SIMPLE enough question, but the answer is likely to vary with the individual, and each opinion would be valid.

Now try to name 50 great Warbirds. If there were discussions before, now there might be arguments. Each enthusiast would use his or her own criteria to narrow the list. Not very easy is it?

However, author Jeffrey Ethell has endeavored to do just that with his latest book, FIFTY CLASSIC WARBIRDS. The title is an apt one, considering that it celebrates the fiftieth volume of the Warbirds Illustrated Series. This book is an interesting compilation of photographs of 50 aircraft that made a difference, from World War I to the present.

Obviously, there are many aircraft to choose from. Considering the author's expertise in the field, the choices made were ultimately correct. Some of these are indisputable, while others took some thought about their places in history before I came to agree with the author. There are no aircraft presented that I would have struck off the list, but I would have found a way to include the AT-6/SNJ and the C-46 (another enthusiast heard from.....).

The photos themselves are great. Though I should know better by now, author Ethell continues to surprise me with the wealth of aviation photographs he has access to. This book is no different in this respect, though it does include one extra surprise.

While everyone in the Warbird scene knows Ethell for his fine writing work, not many of those same people would recognize him as an excellent photographer as

well. His photos of some modern aircraft are as good as any I have ever seen, and this book finally gives him a chance to show that ability.

As with the Warbird Illustrated Series, FIFTY CLASSIC WARBIRDS is a good buy. But rather than argue about which 50 should be in the book, take the author's advice to "sit back and take an enjoyable ride through aviation history." A fine way to view a fine book.

Yes, it does have B-17s in it!

ROBERT S DEGROAT

*FIFTY CLASSIC WARBIRDS may be ordered from the author. Send \$8.95 Plus \$1.00 for postage to: Jeffrey L Ethell, Rt 1, Box 3154, Front Royal, VA 22630.*

## Folded Wings

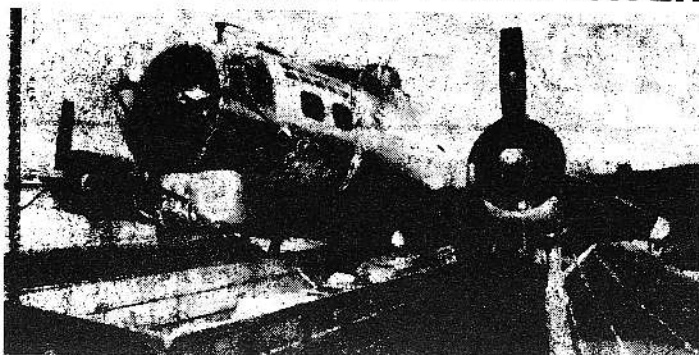
• GORDON, ANYAN A, LTC (Ret), Hq 91st, 11 Hickory Hill, Tuscaloosa, AL 35404; Aug 17, 1988. Reported by his wife, Myitis.

• PRESCOTT, DON, Hq 91st; 20 Heatherfield, Buriton, Petersfield, Hants, GU31-5RY, England; Oct 30, 1988. Reported by his wife, Babs, who wrote the treasured memories she shared with Don after their attendance at the 1982 Reunion in Dayton, Ohio remain with her. The trophy awarded him for travelling the most miles to the 91st Reunion "still holds a place of pride in our lounge," she says. Don was a Life Member.

• SWENSON, ADOLPH LEROY, 323rd, Salt Lake City, UT; April 8, 1988. An engineer-gunner on 1Lt Hunt's crew, Swenson flew most of his missions on "Outhouse Mouse" and "Hi Ho Silver." After the war he was, for many years, a music teacher in Utah. Reported by a friend, James L Waymire of Oregon who also served on Hunt's crew as an armorer-gunner.

• VAUGHN, WILLIAM, RRI, Box 507, Winslow, IN 47598; Oct 23, 1988.

## WARTIME B17 CRASH SURVIVOR REPEATS SAME 45 YEARS LATER



"SENTIMENTAL JOURNEY'S" CRASH SCENE

FORMER 322nd Sq GUNNER DAN GOLDSTEIN OF Phoenix, AZ shares with many other 91sters the distinguish experience of surviving more than one crash landing in a B17. The thing that sets him apart from the others is his first crash landing occurred June 22, 1943 while his second one happened 45 years later, Nov. 10, 1988.

Back in 1943 his crew crash landed in Germany after having "the heck shot out of the plane," he says. He was subsequently held prisoner for two years in Stalag 17, a POW camp in Austria made famous in the 1953 film of the same name.

Goldstein's second crash landing occurred at a Burbank, CA airport during an air show. A passenger on "Sentimental Journey," a restored B17 owned by the Arizona Wing of the Confederate Air Force, Goldstein saw the crash coming.

"I saw the end of the runway coming and I thought, 'Oh no! Not again,' he says. "It was like being frozen in time."

Apparent brake failure sent "Sentimental Journey" into a fence and a garbage bin. No one was hurt in the crash.

This time the only inconvenience awaiting Goldstein after the crash was trudging through the garbage bin the plane had hit. That was better than the two years at Stalag 17 awaiting him after the 1943 crash.

"I guess you could say it was the second-best crash landing I ever made," Goldstein says.

Now 72, Goldstein can't wait to fly in a B17 again. "You can't scare me off. That plane is the best ever made," he says.

Goldstein's wife, Henerretta, submitted a clipping from the Arizona Republic newspaper and other data for this article. Additional good news pertaining to the incident is that damage to "Sentimental Journey" seemed negligible and Goldstein, who has never attended a 91st Reunion, hopes to be at the next one.

## 91st BGMA PLANNING AID FOR "909" REPLICA RESTORATION

MR ROBERT F COLLINGS, OF THE COLLINGS Foundation, which owns and operates the now only flyable B17 carrying the proud colors of the 91st BG(H), called for help from the 91st BGMA in a fund raising drive to complete the restoration of the replica of the 323rd Sq's famous "909" which crashed during an air show in Aug 1987.

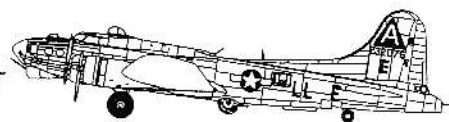
The 91st BGMA responded immediately by releasing its mailing list to The Collings Foundation so it could mail a direct fund raising plea to our members. The mailing should have reached everyone before Christmas.

Since then Pres Tony Montalvo has given the "green-light" to planning for a 91st BGMA group contribution to help complete the restoration of the replica of "909."

Memorials Committee Chairman W W Hill and Treasurer Charles V Welbes are proceeding with the spade work on the methodology for the 91st BGMA to solicit membership donations and then forward the total to the Collings Foundation as a group contribution. Details concerning this will be published as soon as possible.

In the meantime members may, of course, donate directly by sending checks to: The Collings Foundation, Save the B17, Box 248, Stow, MA 01775.

PRESERVE  
OUR PROUD PAST



### THE RAGGED IRREGULAR

These newsletters are published quarterly. October, January, April and July are the scheduled publication months. The R/I's purpose is to keep alive the spirit of the 91st Bombardment Group (H) and to maintain the fellowship of all those who fought together in World War II from AF Station 121 in Bassingbourn, England from 1942 to 1945.

Material for publication should be sent to the Editor, Rudy Malkin, 1643 Thetford Rd., Balto., Md. 21204. "Time-Value" items must be received three weeks before the first day of the month of publication to permit necessary priority consideration for inclusion in that issue. Every effort will be made to utilize other submitted material in the scheduled or later R/I issues.

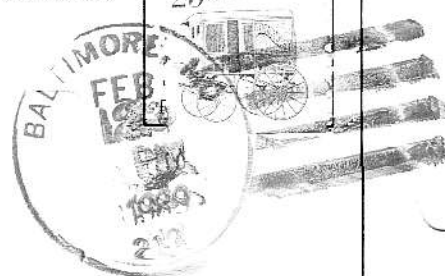
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