

RECORD UPDATE

306th Bomb Group Association

(Please complete as much of this form as you wish, and return to  
Russ Strong at the reunion, or mail to Russ Strong, 5323 Cheval  
Place, Charlotte, NC 28205) Little Rock 1989

Date completed 9-6-90

LAST NAME: McKENNA FIRST NAME: BILL (WILLIAM J) TITLE:

Street address: 640 SOUTH AVE A 6 Telephone: (215) 247-9834

City, state, zip: SECANE, PA 19018

Date of Birth: 2/24/25 Wife's name: SINGLE (FRIEND: MS CAROL FEUSSNER)

College(s) attended: WHARTON SCHOOL UNIV. OF PENNSYLVANIA Degree(s): B.S, ECONOMICS Year(s): 1945-1949

Last employment and job title: DIRECTOR OF SALES - AVOSET Co, SUBSIDIARY SMITH KLINE CORP

Reunions attended: (by year or location) 1990 - SAN ANTONIO

Serial #: 0-709423 Squadron: 367<sup>TH</sup> Specialty: NAVIGATOR

Date joined 306th: APRIL, 1944 If combat, what crew: ① P.F. BAILY - 11 MISSIONS

Special duties or assignments w/306th: LEAD NAVIGATOR. ② JOHN HERATY - 24 MISSIONS

Number of missions flown: 35 Date of last mission: OCT 22, 1944

Date left 306th: NOVEMBER, 1944 Highest rank/grade with 306th: 1ST LT

Other 8th AF units served with: NONE

Top service assignments after 306th: CAP LIAISON OFFICER ELLINGTON FIELD, TEXAS

USAF retirement date: NOV 15, 1945 Rank/grade: 1ST LT.

Copies of old 306th orders, either from the Group or Station 111, or any of the squadrons or other units, will be welcomed by the secretary.

If you know of other 306th people who do not appear in the directory, please add their names and current or former addresses to this sheet so that we may search further for them.

A HISTORY OF THE 306th BOMBARDMENT GROUP - EIGHTH AIR FORCE  
Russell A. Strong, Rt. 1, Scotch Meadows Dr. Laurinburg, NC 28352

Name WILLIAM J. MCKENNA, JR  
Address 222 ALLISTON RD., SPRINGFIELD, PA. 19064  
Telephone 215/544-3255 Date 4-8-78  
Occupation SALES MGR Employer TAYLOR & SLEDD, INC.  
Address RICHMOND, VA Telephone 800-446-1680

Service Record: Serial No(s) 13178124  
0-709423

Before joining the 306th:  
NONE

After leaving the 306th:  
C.A.P. LIASON OFFICER  
ELLINGTON FIELD, TEXAS UNTIL V-J Day

306th Record: ON OR ABOUT  
Arrival Date 16 JUNE 1944 Squadron or other unit 367  
MOS NAVIGATOR (1089?) Combat Status NAVIGATOR  
Missions Completed 35  
Promotions TO FIRST LT.  
Decorations AM 3 olcs DFC olcs SS DSM DSC MH SM  
PH Battle Stars 3 other

Other personal data:

Description of Air Missions:

(What were the highlights of your combat career? What was your role? What heroics did you witness? What events were there of which you have special knowledge?)

I WAS CHANGED from Crew of P. F. Bailey to that of John Heraty after flying about 10 missions. On next strike, Bailey crew was shot down - all crew missing in action. Three years ago I made contact with P. F. Bailey's co-pilot, R. M. Babel, who told me the story of their being shot down, their interment in POW Camp etc. (8 survivors).

Most vivid memory is our bombing of German troops - near St. Lo, France. We did not drop, due to malfunction of bomb bay doors that day. Also recall being forced to leave formation and returning to base from Germany with engine failure; landing at base without landing gear (do not recall exact date) - no casualties!

Bill McLean

WILLIAM J. Mc KENNA, JR.  
222 Alliston Road  
Springfield, Pennsylvania 19064

March 26, 1978

Mr. Russel A. Strong  
Route 1 -  
Scotch Meadows Drive.  
Lawrensburg, NC. 28352

Dear Russ,

Through Ed Ronczy, Chicago, a fellow navigator of the 367<sup>th</sup> Clay Pigeons - 306 BG, I just learned of the 306<sup>th</sup> Bombardment Group Association and the 8<sup>th</sup> AF Historical Society plus the past reunions and the next one scheduled for October in Washington, D.C.

Bill Collins heard from Ed Ronczy and he, Collins, sent me a note and plenty of literature - 306<sup>th</sup> Echoes issues of October '76, August '76 and March 1977. Today I read, laughed and had a "lapse of nostalgia". I never knew until this week, Russ, that the 8<sup>th</sup> AFHS and the 306<sup>th</sup> BGA existed. Like someone said, "You get nostalgic in your fifties".

I've already attempted to contact former 367 Squadron members and former crew members without much success. I'll give you a re-cap at length of who I've located so far, Russ. (See yellow pages enclosed - notes.)

(2)

WILLIAM J. McKENNA, JR.  
222 Alliston Road  
Springfield, Pennsylvania 19064

Please include me in your list of volunteers. Since I have a "fairly complete" memory, plenty of photos (both air and ground shots), collection of letters from ETO to USA which my dad saved, newspaper clippings from 'Stars and Stripes', a log of missions from 6/25/44 to 10/22/44, an old address book from 1944 and a recollection of former 306 BG members (navigators) who were sent to Ellington Field, Texas between January 1945 and V-J day prior to our separation, I might be of some help to you, Russ, in locating 306 BG members.

I'm hoping that I'll be able to attend the October Reunion in Washington. I need more info.

Since I'm not an official member of the 8TH AF HS or 306 Bomb Group Association, please forward info on enlistment and also reunion data.

I'll scribble some names and last known addresses, etc - both 306<sup>TH</sup> BG and possibly a few others of the 8TH AF - Let's hear from you please and kindly include me in your mailings. Lets have more Popop from the Group!

Sincerely

Bill McKenna

See my scribbled notes enclosed -

from William J McKenna Jr  
(Bill McKenna)

Happy Easter -  
4/26/78

TO Russel A Strong -

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Re - 306 BG. - 367 Squadron

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Plane # 340055 (I'm pretty sure here)  
Christened "Prayers and Patches" summer 1944

members - crew - Lt. John P. Heraty - pilot  
last address known - 1305 2nd Street  
1977 -  
(NOT HERE 4/25/78) → Comanche, Texas, 50730

Following addresses are 1944 -

Lt. Charles E. Cushing - co pilot  
Pittsburg, Pa area (Churchill, Pa)

S/SGT. H. R. Nelson, New Castle, Nebraska  
Ball turret

S/SGT. H. M. Mondshein  
35 Oliver Street, Fall River, Mass  
waist-gunner

T/SGT. W. A. Nelson  
377 E Robie St  
St Paul, Minn.

from Bill McKenna

(2)

John P. Heraty crew - above

FIRST  
CREW

6/44

TIL

7/44

I joined this crew after my 12<sup>TH</sup> mission. My first crew

- ① (P.H. Bailey, pilot, Kansas)
- ② (R.M. Babel, Pawtucket, Rhode Island. Co-pilot. (known deceased 1975))
- ③ (R.M. Vickers, Bombardier) Missouri

was shot down over Germany on or about July 10 1944 -

I was not on flight - having been switched to John P. Heraty's crew a few days before. Most of Bailey's crew bailed out and were interned in prisoner of war camp, Germany til after V-E day. I spoke with R.M. Babel in 1970 and learned details of mission and their experiences.

I have Operations Sortie Record  
367 Squadron - 306 BG  
from June 25, 1944 to  
October 22, 1944

Flew 35 missions, 290 hours total  
operational time

Russ-

4/26/78

I'll be glad to share my records, logs, photos and help you in your efforts to re-organize for re-union, history and newspaper published occasionally —

Bill McNamee —

"Echoes" is great!

Let's have more poop from the Group!



31 March 1978

Dear Bill,

I am returning the picture of Thurleigh, as I have it in my collection. Guess I have a thousand or more pictures by this time.

I find it a bit difficult to remember everyone who served in the 367th when I was there, but I have a vague picture of you in my mind. I am enclosing some of the materials I have been using in eliciting information, and that will give you a brief rundown on me.

In the past three years I've talked with a lot of interesting people who served with the 306th, and have collected a good bit of information. I still have not started to write, but the time approacheth, or my wife will murder me.

Thanks for the leads on people. We'll follow them up, and some night when I have a WATS line available I'll give you a ring.

Sincerely yours,

WILLIAM J. MCKENNA  
222 ALLISTON RD.  
SPRINGFIELD, PA. 19064

Russ -

4/8/78

You're doing great work!

Look forward to meeting you  
at Reunion in Washington DC

but - I do not have  
info and/or forms for reservation  
for the October Reunion -  
How can I get the forms on Reunion?  
Regards -

Bill McKenna

WILLIAM J. McKENNA, JR.  
222 Alliston Road  
Springfield, Pennsylvania 19064

March 20, 1978

Dear Bill -

I'm a former member of 367<sup>th</sup> Squadron, 306 Bomb Group. Ed Roncny, a fellow navigator, told me yesterday that you are the one to contact regarding the address list for the old outfit.

I'd appreciate your keeping me aware of what's going on and adding my name to your "roster" of former ETO, 8<sup>th</sup> Air Force reunions or sessions of hangar-flying.

Ed said that the 306 BG was well-represented at the 3 re-unions and told me that another is planned for Washington, DC in October 1978... what's the poop from the Group? I must have missed the briefing, Bill.

Kindly add my name to your mailing list, Bill, and let me know who, what when and where. ETA for Washington? How many pounds sterling, etc. - I hope you'll contact me - Thanks, Yank!

Sincerely,

Bill McKenna

PS I're a bet that my scrap book is one of the best. omek

my  
have  
Something

BILL MCKENNA

PRESIDENTIAL SQUARE

6 ADAMS BUILDING

SECANE, PA 19018

October 16, 1989

Dear Russ,

Thanks for your letter of 12 August 89 and the back issues of Echoes... Looking through several special orders, I recently became aware that you and I joined the 306<sup>th</sup> on or about the same day in 1944.

I flew several missions with P.F. Bailey crew and joined John Heraty's crew for Volume of my 35 mission tour. When navigators were in short supply I sometimes flew with Peterson and others. Bailey and entire crew were shot down (and POW's or KIAs) on the next mission they flew after Bill Flanagan snatched me to Heraty's great bunch... I did locate Rudolf (Max) Botel, Bailey's copilot in Pawtucket, Rhode Island in 1969 and got the whole story from Max. Bailey was, I knew, an alcoholic and he was sometimes half drunk on take off. On at least one mission, he had a bottle of

2  
whisky under his seat in the cockpit  
and was snoring loudly as we crossed  
the Channel en route to Germany. May  
depressed Bailey's throat-mike button  
and signaled to me as I stood up in  
the astro-dome. May flew the mission  
alone! When we landed that afternoon  
at Thurleigh, I told Bailey he was a  
no-good, F - - ING, shit head, etc.  
bastard, SOB and a few other choice  
descriptive words which made mention  
of his ancestry and sex habits, Russ.  
That was my last encounter with  
PF Bailey. . . I went to London for  
48 hours with John Heraty's crew  
and learned when I returned, that Bailey  
was shot down the next day.

I have tried unsuccessfully  
to locate any of Heraty's crew.  
Heraty's engineer/top turret gunner,  
May Medoff and I were together at  
The Wharton School, University of  
Pennsylvania, but after receiving  
our degrees in 1949, Medoff

3/ "Vanished". His Cousin was our family  
pediatrician for years but Dr Medoff  
didn't know Max Medoff's whereabouts.  
Enter since 1950.

Charles "Chuck" Cushing, Heraty  
co-pilot, and I were close pals in 1944.  
Cushing was a Pittsburgh native but  
I never could locate him there. For  
over 20 years, I traveled extensively  
on business for Kraft Foods and also  
for Smith Klein Corporation and never  
had any luck in my attempts to find  
any of the 367<sup>th</sup> Clay Pigeons...  
Except Ed Ronczy... I've been  
together with Ed unpteen times (in  
Houston, Philadelphia and at his  
home town, Chicago. But I haven't  
heard from Ronczy since 1984 when  
he, his wife Pat and I had dinner  
near O'Hare Airport. —

As for photos, although I  
kept a good scrap book and treasure  
it to this day, Russ, I doubt that

4 I have any pictures in my collection that you do not already have...

You mentioned that you and your wife were in Lancaster in the spring and couldn't locate me. I'm semi-retired now, divorced 5 years ago and live in suburban Philadelphia.

I'm 15 minutes from Philadelphia airport. I have one daughter in Los Angeles, two daughters live near me and my son also is now living nearby. ... My life took a turn

for the BEST very recently when my "college love", a beautiful lady (RITA) who I should have married in 1949, came back into my life.

We hadn't seen each other for 40 years and she, widowed twice and alone in a big home only 8 miles away, learned <sup>of</sup> my whereabouts through some detective work. I

feel 21 years of age again, am in good health and happy as a clam. Rita Callahan is my life time love and we are enjoying each other now and both do some writing as our hobbies.

3  
I hope to get back in the 306<sup>th</sup> formation - maybe Rita and I can attend one of the upcoming conventions. If you're ever planning a trip to this area or Atlantic City let me know. We could rendezvous and swap stories.

If you have present address of Charles Cushing or May Medoff or any of either Heraty's or Bailey's crew, I'd appreciate your sending them to me, Russ. My business-traveling days are over but Rita and I are currently planning a series of "long weekend" trips. We both have jobs that keep us from going on extended tours during the week. Summer time is something else, however. We plan to take 10 week vacations from our part time jobs and enjoy some pleasure pursuits and travel in July and August if possible.

I wrote Ed Roney a short letter within past 4 months but



6/ Have not had a reply. Hope he's well and that he'll keep in touch. I assure he still lives on Manistee Avenue in Chicago. Do you know?

I've got an excellent memory and it's triggered by the fine reporting done in Echoes. I thoroughly enjoy it. Maybe some day I'll put pen to paper and write my recollections of some of the fun things that occurred during the summer of '44: Bedford pub crawls, London excursions, Major Bill Flanagan's B-17 trips to pick up his girl friend at an air base near Cambridge, the fiasco at the party to celebrate the Group's 200th mission and the girls involved, Glenn Miller, (the night we "caught" Major John Bairnsfather enjoying the company of his English lady in his billet & would be censored) my encounter

7  
with the British court system when  
I was a witness at a trial in  
Kimbakon when the MP's caught an  
English girl on our base. She had  
told the CQ that she was a guest  
of Lt. McKenna. It's a long story  
with a happy ending for me but a  
sad one for the girl involved and for  
her pretty 18 year old girl friend too.  
Memories! Great days!!  
Exciting nights, too!

Keep in touch please and  
thanks for everything, Russ.

All the best and more,

Bill McKenna

P.S. I have a new car and need insignia  
for my rear window. 8th Air Force  
and 306th Bombardment (H) Group. Are  
they still available? where?  
B

BILL MCKENNA

PRESIDENTIAL SQUARE

6 ADAMS BUILDING

SECANE, PA 19018

November 12, 1989

Mr Russel Strong,  
Secretary / "Treasurer" / Editor  
306 N+ Bomb Squad Association

Dear Russ -

Enclosed is my application  
and \$10.00 check for membership  
in the 8<sup>th</sup> Air Force Historical  
Society.. Hope the check doesn't bounce.

The October issue of Echoes  
arrived today. Great! Congratulations  
on a fine publication... My gal  
friend, Rita Ryan Callahan, is a  
professional editor and is also  
editor of her college alumnae  
newspaper and she raved compliments  
on your Echoes! Nice work, Russ.

I'm excited about the  
prospects of a 50<sup>th</sup> Anniversary

reunion being planned for September  
1992 in England.. I'll start saving  
my money for this. As far, I have  
4 pounds, tuppence ha'penny and  
a bar maid in Bedford owes me  
2 shillings. I won a dart game and  
had to leave before the pay-off  
in August 1944. Her name is  
Sybil Shaw and I took her to our  
200 mission party but didn't collect  
the 2 shillings then or later, Russ.

Keep me posted. And  
again - Congratulations on a  
fine publication.

Kindest regards,

Bill McCann

Has Ed Roney moved to a  
new address? Do you still  
show 13048 Manistee Avenue  
Chicago on the membership  
list? Dnep

May Day + 46 years  
6 June 1990

Dear Russ-

Thanks for your thoughtful and witty letter. It arrived today as I was leaving for a very long weekend at the New Jersey sea shore. In scribbling this note from my car seat - don't worry, I am parked at a rest stop on the Atlantic City Expressway

The thought has run through my mind that it would be great to HAVE ANDY ROONEY do his thing at a 306 BG reunion. Has he ever attended? Has anyone asked him? Heck, if you'd like, I'll personally ask him since he's located about 100 miles from my home and I like New York. (to visit).

I especially likes your thing about "the pilots still think they are running things", Russ, And about the liars not knowing the difference any more, etc.

I must warn you, however, that I know everything. And if I don't know it, I make it up. And I have a good memory and remember alot of stuff that happened "off-duty" in the pubs and alleys of Bedford and on the Shurlough Air Base on the days and nights we were not scheduled to fly.

I'm prepared to have a great time.

Best regards  
Bill McKenna

6 July 1990

Dear Bill:

Sorry to take a month to answer your letter, but I spent a lot of that month out of the state or at the ocean, and also got the 1990 Directory printed and mailed, have completed the July issue of Echoes, and have been working on various aspects of the reprint of my book, which is at the printer.

So, my mind has been somewhat diverted. It was drained at an earlier point in history.

The Andy Rooney idea has gone up and down the flagpole, and the sum of it is that no one thinks he is worth \$15,000, which is what his agent is asking.

You mentioned "liars". I talked today with a guy who swears up and down that the Royal Family ~~was not there~~ made two visits to Thurleigh in the summer of 44. I think he's been on the sauce too long, or the second visit was the best kept secret of the century. He does say it really involved only one plane and his crew and the Group CO. Sounds like a winner to me!

That goes along with the guy from the Service Group, who flew as a tail gunner on the Schweinfurt mission, 14 Oct 43, and when the pilot and other officers were all killed or wounded, sensed that something was wrong, and came up from the trail and flew the plane back to Thurleigh and landed it. Never got a medal--and probably had never been in a B-17 before!

After 10 hours in a Piper Cub in CTD, and hours watching the pilots make the little bugger fly, I never did get the hang of keeping a 17 straight level and on a constant air speed. The crew thought my attempt to fly one were the funniest they had ever experienced.

See you in San Antone,

90° Fahrenheit, sunny.  
On the Beach -  
Longport, N.J.  
16 July 1998

Dear Russ,

My daughter, who lives with her family near my home in Secaucus brought my mail from Secaucus to the seashore for me last night. And your 1990 Directory and your witty letter of 16 July was in the pile. The Director is perfect! I found address of Bob Vickers in Missouri and I'll write to him later today from my beach chair. Vick was bombardier on P-7 Bailey's crew, shot down and was POW. I had previously located Rudy Babel, co-pilot of Bailey's crew. I arrived at Thurleigh with the Bailey Bunch but luckily was switched to John Heraty's crew after about a dozen missions. Babel, who I ran him down in Rhode Island several years ago, gave me the story of the raid and their internment in German prison camp. Vickers is a mule-mate and had studied animal husbandry at U. of Missouri before WWII. Funny as a fact in church, too and a great story teller.

When I read your letter, sitting in a beach chair, my very close personal friend Carol was sitting next to me wearing a revealing bathing



suit. (And Carol has alot to reveal, I must add. 36 DD x 26 x 35 with good legs) When I read her your addendum - "if she'll lay you regularly and be sweet and affectionate, she's probably better to have around than most of the wives. Better hang on to her!" - she laughed so hard her left breast popped out of her bathing attire, Russ. I got an immediate erection which ultimately led to premature ejaculation. The lifeguard, however, came to my rescue and threw me into the Atlantic Ocean before Carol had removed her bottom in broad daylight. It did draw a crowd of college age kids and we were invited to a rock concert for tomorrow night with the Villanova and Penn students. And I got my dork sun-burned and a sea gull bit Carol's left tit. What a day!

TP. Could we "eliminate" the agent and approach Andy Rooney personally to do his thing at our reunion in Pittsburgh? Well, I'm not too bashful. I'd give it a shot to raise \$15M or even 15%. He could give Andy tuppence ha' penny and material for a column.

I'm anxious to get a copy of your book, which you mentioned, is at the printer. Keep me posted.

Enough Poop from the Group —

Still looking forward to San Antonio

Regards and Thanks,

Bill McKenna

PS

Waiting for July issue of Echoes - and I've fabricated some WWII flying stories plus some true stuff from the pubs in Bedford, Luton and London and Cambridge that you couldn't let your children read, Russ. I'd like a column (NO BY - (or any) LINE) in the following issue of Echoes. I often navigated Maj. Flanagan and Capt. Peters to pick up a Red Cross girl who boarded our B-17 at 8th Base near Cambridge. Her name was Mary and Flanagan let her fly the Fortress back to Thurleigh more than once - with Peters as Co-pilot.

Lawling

Christie

---

DeMar —

4-7 Friday  
not conflict  
w/ anything  
else

---

Bill McKenna  
Presidential Square A6  
640 South Avenue  
Secane, PA 19018

2 August 1990

Dear Russ,

The July issue of Echoes is great! Congratulations on a wonderful job on the newspaper and the Directory.

The photos of the B-17's brought back memories, mostly good. "Prayers and Patches" was John Heraty's plane and I helped with the paint job on the "Best Fortress in 367 Squadron." (Heraty's words). I have some photos in my scrapbook - I took one when 053 U burned on the ground, Russ, on the runway or on the edge of the taxi strip. We weren't shot down - didn't "go down in flames" but old Prayers and Patches did. The plane never flew again, a total loss of \$336,000., I was told by Operations Officer.



The number on the tail was 42-40053 U, I believe. It had flown quite a few missions before John Heraty was assigned to this B-17 and I became the navigator on his crew.

My lucky plane. I had flown about a dozen missions with P.F. Bailey's crew before being switched, Russ. Bailey was shot down on the the next mission after I left his crew and I <sup>later</sup> spent many an evening in Pawtucket, Rhode Island with Rudolph (Max) Babel, the copilot for Bailey, during <sup>the</sup> 1943-1945 years when Max owned a fine restaurant <sup>near</sup> there before he died in '45.

Vic Vickers, I noticed, is coming to San Antonio. He was P.F. Bailey's bombardier and was a POW with the survivors. I haven't seen Vic since August 1944 but wrote him a note last week.

I completed my tour on 22 October 1944

and Bill Kaufman became Heraty's navigator.

He was KIA <sup>I believe,</sup> in December while I was

back in the States on a 30 day leave showing

off my DFC to the girls in Philadelphia!  
I was lucky both before and after the 2 reassignments if-

I have the facts straight<sup>3-</sup> regarding the crew members.

I'll try to remember to bring my scrap book to San Antonio. I may have some stuff in it that <sup>may</sup> be of interest to you, Russ. And if there's anything you want to know, just ask me. If I don't know, you can count on me to "make it up" rather than admit that I have forgotten. I know I can out-bullshit any 6 pilots and 12 bombardiers! And I'll take on any surviving 36<sup>th</sup> Squadron or 306<sup>th</sup> Group Colonels or Generals when it comes to slinging the bullshit about the missions, the briefings or the pussy chases in Bedford, London, Cambridge, Luton or wherever. I'll even bring a log or two from the summer of 44 to back up my "history" and some nude photographs of their girl friends if I feel that the pilots still think that they really won the air and ground war and get too cocky. Or throw their pants at me. I play dirty if I feel I'm losing the bullshit contest.

I'm praying that I can attend the San Antonio reunion but do not want to go alone. Mrs Carol Feussner, my lovely lady from the New Jersey seashore area, is a Real Estate broker and is having some difficulty getting someone to mind the store in early September so that she can go with me to Texas. I spent last weekend at her place and she is doing her damndest to arrange her business so that she can get away for a week after Labor Day. I'll make reservations at the Marriott as soon as I know that I'll have an attractive, sexy, well built lady to keep me happy after midnight between the sheets. (And to make all the pilots who married their high school sweethearts hungry for a younger girl and to agree that navigators know their way.) Thanks & Best regards,  
Bill McKeown

Bill McKenna  
Presidential Sq, 6 Adams Bldg  
640 South Avenue  
Secane, PA 19018

Dear Russ,

Your history of the  
306<sup>th</sup> Bombardment Group, "First  
Over Germany" is outstanding!  
Since returning from San Antonio  
I have read it twice and I know  
it will continue to give me many  
more hours of enjoyment. Your  
painstaking research and your  
tedious attention to detail along  
with your narrative style, Russ,  
has paid off. I'll bring my copy  
to Pittsburgh and have you sign the  
fly-leaf.

Carol joins me in sending  
our kindest personal regards to you  
and your lovely wife.

Sincerely,

September 21, 1990 Bill McKenna