



MOTOR POOL MESSENGER

the official monthly newsletter of the
MILITARY TRANSPORT ASSOCIATION

visit us online at www.MTAofNJ.org

Issue DECEMBER 2020

Editor: Dave Steinert



NOW

THEN



The 2020 Christmas Issue

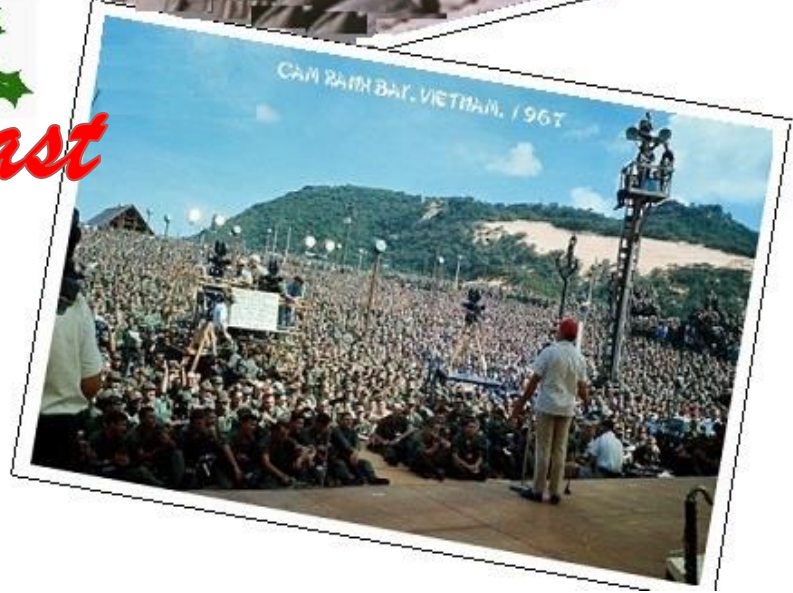


Merry Christmas



from

Vietnam



Past

ATTENTION MEMBERS!

Because of the latest New Jersey Pandemic Restrictions...

THE NEXT MTA MEETING IS CANCELLED!

envelope for you to return your dues. Remember, "dues are due". (IF YOU ARE AN APPOINTED MTA LIFE MEMBER OR YOU HAVE ALREADY PAID YOUR 2021 MTA MEMBERSHIP DUES, PLEASE DISREGARD SAS ENVELOPE) Fred is lonely - swamp him with checks and keep our Club healthy into 2021. Its only 8 cents per day. Incidentally, the MVPA is hurting financially and is raising their 2021 dues. If you have already paid your 21 dues – THANK YOU! If you are a Life Member – consider a donation.

Lastly, as I won't see most of you in December, I want to wish you all a safe and healthy holiday season.

With respect, Al



OPERATION TOY TRUCKS TO THE RESCUE!

Operation Toy Train is unable to run this year due to the COVID19 Pandemic. This is doubly tragic because it not only interrupts the Toys for Tots chain, but it does so in a year when so many children have already been denied so much.

The MTA wants to get out to help get the toys to the tots. This year, instead of the toy train going to train stations from town to town, a motor pool of MTA trucks and their support vehicles will go to various collection points in those towns.

The peak of the effort will be the weekend of December 5th and 6th. The collection points need to have their toys boxed and ready by Saturday, December 5th. The MTA Motor Transport Pool needs to pick up the boxed toys and bring them to the central collection at Picatinny Arsenal.

Caroline Hoffman is contacting and coordinating with the collection points. Having the towns roll up their collection points into one pick will make things more convenient. We won't be able to have the same capacity as Operation Toy Train. The number of collection points will be limited, and the more familiar and the closer to Picatinny, the favorable.

Weather is unpredictable and of course we hope for the best. Hopefully we won't have to deal with rain or even snow. Vehicles with covered cargo areas will be more advantageous in bad weather.

As in previous years, when collecting at the stations we invariably will encounter toys that haven't been boxed. We hope to have some extra boxes to distribute to the vehicles. Also, having large plastic bags will be paramount to facilitate loading toys into the vehicles as well. We need to have estimated capacities for the vehicles and whether they're covered. It's estimated that a 5-ton truck can accommodate 24 boxes.

I am recruiting and coordinating the motor pool. The MTA is looking to get as involved as we can, this is not limited to 5-tons and deuces, we can also use the help of civilian vehicles also. I'm asking all MTA members who can contribute their time and vehicles to Operation Toy Truck to contact me at Kenneth.gardner@yahoo.com or call me at 973-714-2271.

Thank you,
Ken Gardner
Parade Coordinator

MTA 2020 Officers and Key Committee Heads

President- Al Mellini

Tel: 973-723-2166 email: albert.mellini@gmail.com

Vice President- John Sobotka

Tel: 862-266-6284 email: jsobotka@hotmail.com

Recording Secretary- Anita Roberts

email: akroberts356@gmail.com

Treasurer -Ginnie McDevitt

Tel: 845-987-7896

Sergeant at Arms-Andrew Salzano

Tel: 973-831-0920

Membership Chairman- Fred Schlesinger

Tel: 908-617-5066 email: fred@mtaofnj.us

Newsletter Editor- Dave Steinert

Tel: 973-347-9091 email: dsteinert@mtaofnj.org

Parade Coordinator- Ken Gardner

Tel: 973-714-2271 email: mtanjevents@gmail.com

Swap Meet Chairman- Bill Murphy

Tel: 973-803-9725 email: bmurph411@gmail.com

Webmaster- Rudy Garbely

Tel: 973-800-9251 email: rgarbely@gmail.com

MESSAGE FROM THE PRESIDENT

Members, I thought I would take this opportunity to update you on MTA news. As you know, the northeast is experiencing a resurgence of Covid-19. The NJ Governor has set an inside "gathering" limit of 10. Therefore, I have to reluctantly cancel our MTA meeting for December and probably January. While it is a disappointment, I firmly believe the safety and welfare of our members at Club events is my responsibility. A Covid-19 infection in our Club would likely destroy us.

The cancellation of the December meeting means that there will be no meeting before this year's Toys for Tots run. In case you missed the latest update, the train will not run this year. Instead, the Operation Toy Train Group will be running an on-line toy program and the MTA will be visiting some of the traditional towns with our big trucks to collect toys and bring them to Picatinny. The dates of the collection are Dec 5 and 6. So far, we have three big trucks and need more. The trucks need to be covered. We also need volunteers who will follow the trucks and help load boxes. Please contact Ken Gardner at kenneth.gardner@yahoo.com to volunteer.

The Club's finances are stable. Our only source of income now are dues and "Vehicles in Movies". To preserve our account balance, we have reduced our expenditures. We hope that the 2021 parade season will happen next May so income can start refilling our coffers. Accordingly, I must remind you that all dues are due January 1. To make it easier for you, this newsletter includes a self-addressed stamped

Military Transport Association

MTA Meeting Minutes – November 5th 2020 at the American Legion, Whippany, NJ

The meeting was called to order by Sergeant-at-Arms **Andrew Salzano** and opened with the Pledge of Allegiance and a Moment of Silence. Vice President **John Sobotka** opened the meeting with a request that everyone wear their mask and social distance while meeting at the Legion Hall in accordance with Legion policy and most important, to protect all members of the MTA Family. John asked for a motion to approve the Oct 1, 2020 Minutes. **Dennis Dutcher** made the motion to approve the Oct 1, 2020 Minutes, **Carolyn Hoffman** seconded.

Financial Report

Oct 1, 2020

Beginning Balance: \$44,666.54
 Income: 7,477.31
 Expenditures: (823.14)
 Ending Balance: \$51,320.73

An AAR on the Trail Ride was given by **Gary Schultz**. **John Sobotka** discussed a trail ride to Hawk's Nest, maybe an overnight train ride/trail ride. John is working with the owner of Hawk's Nest, who loves the club and would like for the MTA to display some of their vehicles on his property.

John called for ideas/suggestions from the members on activities for the good of the club. **Gary Schultz** discussed a January trip to the *Military Technology Museum*. **Tim Swanick** raised the idea of a June picnic at Fireman's Field for the club to think about.

Operation Toy Train and Toy Truck

Carolyn Hoffman reported that *Operation Toy Train* would not be running this year, but that **Ken Gardner** had reached out to her about *Operation Toy Truck* and asked if anyone with a truck would be interested in using trucks to pick up toy collections. Ken and Carolyn are working on pick-up locations. **Ken Gardner** spoke about getting a motor pool together for pickups and that he'd sent out an email blast to the list about *Operation Toy Truck* and already had a sign up.

Dec. 4 & 5 are possible pick-up dates. Carolyn said it wasn't about how many toys but about getting what we can and meeting up and caravanning to Picatinny. Carolyn will be sending an email to the list with further details. She also discussed a "Virtual Santa" with donations received going to *Operation Toy Train* and *Donate-a-Toy*. This organization will match a toy already purchased. Carolyn also informed the club that *Operation Toy Train* had obtained a baggage and she's hopeful for the donation of a dining car.

Quartermaster Report:

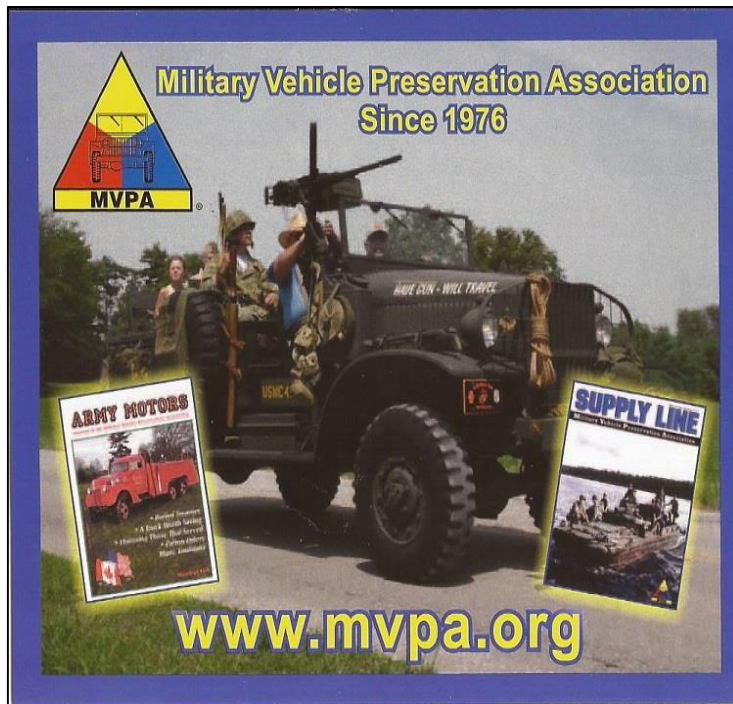
Gary Schultz thanked **Fabian Ledesma** and his family for fabrication of the MTA pins that were donated to the club.


Membership and Newsletter

John reminded the club that dues are due. **Dave Steinert** informed the club that the December newsletter would include a self-addressed stamped envelope for members to send in their dues.

MTA Parades and Events

Ken Gardner indicated that all parades had been cancelled.





MILITARY VEHICLE PRESERVATION ASSOCIATION
HISTORY IN MOTION
 PO Box 520378 * Independence, MO 64052
 (816) 833-MVPA * (800) 365-5798 * hq@mvpa.org

Please mail this application with your payment to MVPA-HQ or join online at www.mvpa.org

Recruited by: _____ MVPA #: _____

Name: _____

Address: _____

City: _____ State/Prov: _____

Country: _____ Zip/Postal: _____

Phone: (____) _____

E-mail: _____
E-mail address REQUIRED on E-membership

United States Memberships:

Regular Periodical Postage \$50

First Class 1st Class Postage \$75

Outreach School or Library \$50

Canadian Memberships:

Regular Economy Air Mail \$60

Overseas Memberships:
(Outside US & Canada)

Regular Economy Air Mail \$70

Electronic Membership:

Worldwide* \$35
*Online Access to publications ONLY, the magazines are not mailed

All memberships are for 1-year and include *Army Motors* & *Supply Line*





All payments in U.S. Funds * Do Not Send Cash

Credit Card #: _____

Expiration Date: ____/____/____ Signature: _____

Is this a gift membership? No Yes, please send a gift card

Name of giver: _____

Checks & Money Orders Accepted

Presentations

Pat Tipton gave a visual presentation on the History of the Studebaker Weasel, a two-man amphibious vehicle he is now restoring. (Follow Pat's T-24 Weasel restoration on You Tube: Preserving WW2 History: Rare 1943 Studebaker Weasel).

Pat Dolan followed with a presentation on the Special Forces the gear used by the military stationed in the Aleutian Islands.

Miscellaneous MTA News

Dennis Dutcher announced that this was his last meeting, he's moving to North Carolina. He will still be a member and will be

returning for the Swap Meet in 2021. **Dennis, you will be missed by the MTA!**

Motion to adjourn the meeting was made by **Carolyn Hoffman** and seconded by **Pat Dolan**.

Respectfully submitted by Anita Roberts



Usually the locomotive 1823 is parked far from public view along Green Pond Road in Rockaway. As Assistant System Superintendent for the Chesapeake & Delaware LLC., which operates the railroad for Morris County, I had the train crew place 1823 at Potbelly's on Main Street Rockaway for the public to see for Veteran's Day. Just to remind all MTA members, the club supported and contributed to the painting and lettering on that locomotive...which has our logo on it. **John Sobotka**

The Emergence of Firepower: US Army Field Artillery Development in the First World War Part I

By Jim Swanick

The call came in over the radio at five minutes after four in the morning: "Put heavy fire on all our DP's [defensive points]." One minute later the fire mission was assigned to Battery A of the 33d Field Artillery Battalion, which immediately began fulfilling the request. Over the next 27 hours the battery fired nearly nonstop, shifting fire around the battlefield on call to hit over twenty distinct targets in as many fire missions and expending approximately 1,500 rounds of ammunition in the process. Battery A constituted only a fraction of the firepower utilized during the fighting around Dom Butgenbach on the northern shoulder of the Bulge, which at its height saw nearly a dozen field artillery battalions of or attached to the 1st, 2d, and 99th Divisions coordinating together to smash the German attack. The ammunition expenditure was immense- from 1600 on 20 December to 1600 on 21 December, 1st Division artillery and its attached and supporting units alone fired 9,940 rounds of ammunition. And yet, while this performance was out of the ordinary, it was not unique, as massing extreme firepower offhand was a regular occurrence in the US Army. Neither was it a new phenomenon; division and corps commanders had massed fire from up to twelve battalions as early as the North African campaign. The ability to respond to requests for fire as if a reflex and to then rapidly maneuver that fire around the

battlefield was distinctly American- more so was the ability to mass the fire of several battalions with the same speed. These capabilities made the US Army's field artillery branch the most formidable in the world, even at the outset of American involvement in the war. They represented the culmination of a learning cycle of over two decades in which the Army was forced to recognize the ascendancy of firepower as a result of its experiences in the First World War, attempt to adapt those lessons during the manpower- and money-poor years of the Interwar Period, and rapidly modernize the Field Artillery Branch between 1939 and 1941 as a direct result of events in Europe. As the ultimate agent of firepower on the battlefield, a study of the development of the Field Artillery Branch over this period is desirable to better understand the capabilities of the US Army on the eve of the Battle of the Bulge.



Yank gunners with 75mm M1897 guns of French design in France. Caissons are upended to the left of each gun for rapid access to ammunition.

The twilight years of the 19th century ushered in a new generation of weaponry. A period that had opened with smoothbore muzzleloaders firing ball ammunition propelled by black powder ended with the adoption of bolt-action, magazine-fed rifles firing smokeless cased ammunition. Tactics changed accordingly, as infantrymen disposed of linear formations in favor of advancing in open order, utilizing what cover and concealment lay in front of them. Field artillery experienced a similar revolution. Smoothbore cannons were replaced by rifles, smokeless powder appeared on the scene and new shells were designed that proved far more accurate, reliable, and deadly than those developed even a decade before. At the end of the century breech loading gun tubes, which had usurped the muzzleloader following the American Civil War, were married with pneumatic and hydraulic recoil systems that allowed the gun to recoil without displacing the carriage, vastly increasing rate of fire. This marked a watershed moment in the history of field artillery, and by extension, conventional warfare: the era of the quick-firing gun had begun.

Basic field artillery tactics remained unchanged into the first few years of the 20th century. Batteries emplaced themselves in the open in line with or just behind the infantry, employing direct fire to destroy their adversary. Experiences in the Russo-Japanese War quickly exposed the danger of this, however, as the increased range, accuracy, and lethality of modern weapons wreaked havoc among gun crews and forced both armies to move their guns behind the lines and behind terrain features, where they could not be seen. Increased survivability combined with positive effect as Japanese forces utilized indirect fire techniques to destroy Russian batteries emplaced in the open, and over the course of the next decade armies around the world began to adopt indirect fire as their



19th Annual

MILITARY VEHICLE SHOW & SWAP MEET

APRIL 25-26, 2020

FOR VENDORS:

Indoor tables &
outdoor spaces
available!

CHECK-IN:

Friday, April 24th
4:00 PM - 8:00 PM

Saturday, April 25th
6:00 AM - 8:00 AM

AMENITIES:

Onsite camping
Heated bathrooms
Free hot showers

CONTACT:

Fred Schlesinger
58 Bunnvale Road
Califon, NJ 07830
908-617-5066
spaces@mtaswapmeet.com

FOR VEHICLE OWNERS:

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OR AMMO!**



held rain or shine at the

SUSSEX COUNTY FAIRGROUNDS

37 Plains Road, Augusta, NJ 07822

SATURDAY

8:00 AM - 6:00 PM

SUNDAY

8:00 AM - 3:00 PM

ADMISSION

adults - \$7.00

veterans & active duty military with ID - \$5.00

children 12 & under - free!

anyone in active military uniform - free!

Boy Scouts & Girl Scouts in uniform - free!

**VEHICLE DISPLAYS - REENACTORS
FOOD - CAMPING - MILITARY SURPLUS
SPECIAL EVENTS & DISPLAYS
VEHICLES, PARTS, UNIFORMS, & MORE!**

Visit our website for more information:

www.MTASwapMeet.com

The MTA is an MVPA affiliated club.





a chapter of the Military Vehicle Preservation Association



The Military Transport Association is dedicated to the education and preservation of historic to present military vehicles. Members enjoy restoring, displaying, and operating military vehicles of all types, from bicycles to tanks.

But trucks and Jeeps aren't all we do! Join today and participate with us at our annual Toys for Tots train ride and toy drive, help at our annual Swap Meet at the Sussex County Fairgrounds, or attend our special events for veterans. Our lively, informative monthly meetings are held in Whippany, NJ.

You do not have to own a military vehicle to be part of this exciting and active hobby - you just need a desire to do your part in keeping our military history alive. All you need to join the MTA is to fill out the the form below, include your dues payment, and mail it to the address below. Alternately, you can give your form and dues to any MTA member you meet at any of our events.

for more information, visit our website at www.MTAofNJ.org

Name: _____

Street: _____

City: _____ State: _____ ZIP: _____

Phone: (_____) _____ (cell preferred)

Email: _____

MTA Membership Level: Single (\$30) Family (\$35)

Are you a member of MVPA? Yes No

Military vehicles owned: _____

Skills or interests of benefit to the group: _____

Return form with \$ _____ annual dues and \$ _____ donation to:

Military Transport Association, Inc.
P.O. Box 393
Budd Lake, NJ 07828

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basic tactic. This transition was not made in full, however, and the opening battles of the First World War featured artillery deployed in the open to deliver direct fire.

The US Army kept track of developments in technology and tactics. It strove to modernize its arsenal in the aftermath of the Spanish-American War and as early as 1905 identified the need to conduct indirect fire. The establishment of the Field Artillery School in the summer of 1911 sought to aid in teaching the latter, which represented a formidable hurdle, but lack of adequate schooling prior to the creation of the school had had a desultory effect on the quality of field artillery officers. So inadequately trained were the students sent to the school, in fact, that early in 1912 the school commandant, Captain Dan T. Moore, eliminated everything but the very basics. Over the next few years students of the Field Artillery School began to improve, but by 1916, however, when the school was closed to



Cannoneers of Battery C, 6th Field Artillery Regiment, 1st Division with the "French 75" that fired the first American shot of the war at 0605 on 23 October 1917.

furnish troops for Pershing's pursuit of Pancho Villa into Mexico, graduates remained inadequate. Thus the US Army found itself in an unenviable position on the eve of its entry into the First World War: it possessed blueprints for a somewhat modern arsenal and was in the process of adapting its field artillery doctrine to what it perceived as the demands of 20th century warfare, but it lacked the qualified personnel, literally, to man the guns. This problem was subsequently compounded exponentially with America's entry into World War I, as the branch swelled from 42,954 officers and men of the Regular Army, National Guard, and National Army to 462,152 officers and men by November 1918, completely outstripping its ability to adequately train personnel.

As Pancho Villa led Pershing on a merry chase the armies of Europe were locked in combat. Several lessons were learned from early war experiences, including the extreme danger inherent in deploying batteries in the open to deliver direct fire, the value of the howitzer's arcing trajectory fire and greater explosive yield, and, critically, the need for artillery to accompany all infantry attacks. New types of barrages and fires were developed to fit different purposes, such as providing constant close infantry support and isolating the battlefield; not every concept survived to the end of the war. The duration of bombardments evolved accordingly, as the tactics of 1915-16, which featured preparations of extreme length, gave way to shorter, more concentrated bombardments designed to neutralize the enemy's ability to quickly and adequately

respond to an attack. By the time the first American formations came into the line, the costly direct fire tactics of 1914 had all but disappeared, with a standard attack featuring the employment of massive amounts of firepower conducted via elaborate fire plans and schedules that targeted frontline elements, obstacles, and strongpoints, command posts, lines of communication, supply depots, and enemy batteries simultaneously, thus shattering and paralyzing the enemy in depth.

The evolution of field artillery tactics as experienced by the primary combatants of the First World War was not readily embraced by American officers. The US Army championed a doctrine of open warfare that envisioned utilizing infantry to outmaneuver enemy forces and rout them, resulting in a pursuit intended to destroy an enemy's forces in the field. The majority of the Army derided the "trench warfare" tactics utilized by the Allies on the Western Front, having outright ignored the lesson that the effectiveness of modern weaponry had, at least temporarily, stripped the infantry of its mobility. As a result of this willful ignorance the American Expeditionary Force (AEF) sallied forth into battle intent on attacking the enemy with rifle fire before charging with the bayonet. The role of the field artillery was to be substantially muted and restricted to the timely employment of light batteries in the open delivering bursts of fire against troublesome positions. Such a myopic

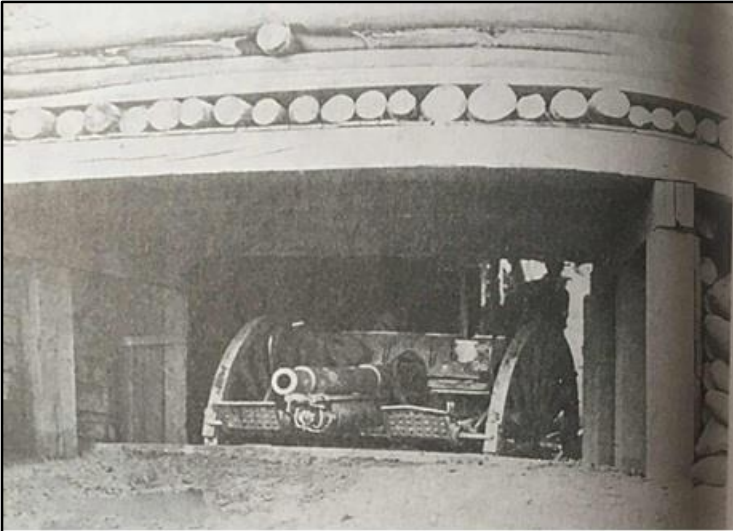


75mm guns of the 6th Field Artillery settling into position after displacing forward. During the Soissons battle the regiment fired in support of the 1st Division's 1st Brigade.

manner of thinking toward the use of field artillery would persist among untested officers, staff officers, and the higher echelons of command, including Pershing, through the end of the war, but within frontline divisions it quickly changed. Under the tutelage of Allied instructors, the best divisions of the AEF became proficient in planning and executing set-piece, firepower-based attacks that sought to achieve limited objectives in exchange for minimal loss of life. Through combat experience in which both American "open warfare" and European "trench warfare" concepts were applied, these formations came to realize that mobility and firepower ran hand-in-hand: since enemy machine guns and artillery worked to immobilize and destroy attacking units, so must friendly machine guns and artillery work to neutralize or destroy enemy batteries and emplacements in order for the infantry to maneuver. Such experiences led the most effective American divisions to adopt strictly the ethos that artillery be employed to

prepare enemy positions and accompany infantry in the assault.

By the end of hostilities in November 1918 the US Army had learned valuable lessons in the employment of field artillery, but it would be several years before these were officially applied. The Pershing school of thought- that of the self-reliant infantryman routing the enemy from the field through prodigious use of the rifle and bayonet- pointed to Allied successes in the closing days of the war as vindication of their views, conveniently glossing over the fact that by the end of the war the US Army was conducting massive artillery and machine gun preparations that segued into rolling



The 3-inch gun. An American invention, it was never used in France due to the desire to standardize ammunition supply with that of the French.

barrages that accompanied the infantry for the duration of the assault.¹⁷ On the other side of the aisle lay combat commanders, men who had seen the capabilities of applied firepower with their own eyes and understood the nature of the modern battlefield. Therefore, as the Army entered the peacetime years of the Interwar Period, it was confronted with a new task, and a new conundrum: to analyze and apply the lessons of the World War to develop a modern, effective doctrine without sacrificing the tenets of the American vision of war. ...continued in Part II in the next issue of Motor Pool Messenger.

CLASSIFIEDS

To add or remove listings from the Classifieds, please email Dave Steinert at dsteinert@mtaofnj.org or call 973-347-9091.

For Sale: Two 1952 Dodge M37s. One restored and in good condition, \$4500. Another 1952 M37 unrestored, \$3200. I also have many Jeep and M37 parts for sale, call Tom Weaver @ 973-627-9448.

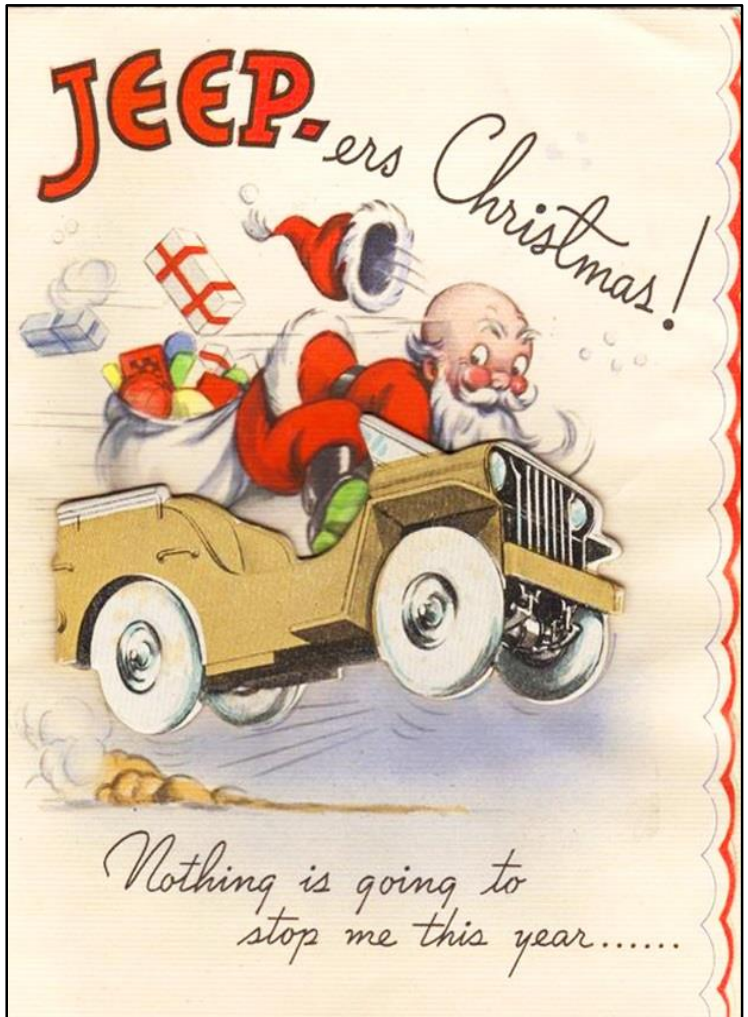
FOR SALE - M725 \$3,800.00, Ammo trailer \$350, 1957 DAF 1- ton troop carrier. Rare, not many of these around \$6,000, M109A3-

shop van with benches and shelves. Good shape \$4,500. Call or text Jude Meehan 732-433-3359.

Parts for Sale- 230 CI M725 motor, ran when pulled, burns oil \$200, M725 litter racks-best offer, M725 Rear doors, some dents, no rust \$200 for the pair, M715 windshield frame, minor surface rust \$150, NOS in packing Southwind heater for M725 possible M-43 best offer, M37 windshield frame outer only \$75, M725-M715 rims with lock rings -make offer. Many more items available, too many to list. Call for more information. Call Matt Ziegler, cell 973-445-3890, email : Matrziegler@gmail.com

For Sale: 1964 Ford M151, current Odometer: 34252. Currently registered and inspected in New York State. Comes with Army radio, mounted machine gun (disabled firearm) w/ mount and cartridges, trailer, plastics to go over vehicle (no photo included, but available at request) as well as two large boxes of extra parts. Vehicle has always been garage kept. Buyer is responsible for pick-up or to arrange for shipment for out of town sales. This vehicle has not been cut. Asking \$18,000. Located in Pine Island NY. Please contact Lodzia - 845-258-4493 or Vince - 845-728-9191.

For Sale: Replica 81mm mortar. M1 tube and bi-pod. M4 sight. Has incorrect M23A1 two-piece base (Nam era?). The tube is original with 1 pin cross welded and a dummy cup welded on. Comes with one practice round (inert) in a newer tared tube. And a wooden ammo crate. Asking \$3000.00 . Will take a M35a2 ring mount in trade. Kirk Stinson 862-209-0933



Military Transport Association

P.O. Box 391

Budd Lake, NJ 07828

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