



Third US Army LH Newsletter

Volume 1, Number 4 – November 2012

A Word from the Commander

Job Well Done!

I want to extend to each of you that attended the 6th Cavalry Museum, Honoring our Heroes, a commendation of a high order. It is not often 23 like-minded people from eight different states and gather on- time in a flawless execution of a mission. The logistics to make this happen was extensive and the planning was dealt with in a highly professional manner.

On Saturday, October 6th, truck loading began at the Hockley Headquarters, which nearly took the entire day. On Tuesday, two individuals arrived and on Wednesday morning a contingent of 6 left for Fort O. At the same two other contingents from Texas, Col. Manning and Col. Hall left and proceeded to travel the 16 hour journey from Texas. Then from Illinois, Georgia, Iowa, Michigan, Ohio, Indiana, and Wisconsin joined the national effort and by Thursday most arrived and set up began. Two GP medium tents, a double fly "A" frame, and individual flies were set up resulting in the largest to date display of Patton's Third Army Headquarters. On Friday we hosted school groups, and we traveled to Hardees and Home Depot to present a thank you to those who sponsored the event.

Saturday morning was the General's Formal Mess and Award Ceremony; we honored those that did a little bit more than most. Throughout Saturday saw many visitors to the exhibits and the War Room presentation was new and a big hit. This was the brain storm of Major's Jones and Weakley and will be added to all our shows.

We all pitched in the take it all down and left Sunday morning for the trip back home. This event went off flawlessly and again I must commend all who participated with a big, JOB WELL DONE!

Denny Hair
(Patton)

CG, Patton Third Army Living Historians

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Lucky Forward newsletter where we keep you informed and up to date on our current activities, and articles pertaining to our continued study of the Third Army. We want your contributions and experiences; send your stories to

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Annual Awards Ceremony

By Gen. Denny Hair
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As part of Patton's Third Army Living Historians, I have created an annual awards program, were at the annual national event I will host an awards ceremony for those individuals who are selected to receive an award. I am pleased to announce the following awards that were presented at Fort Oglethorpe.

Soldier of the Year Annual Awards Presentation

Each year only one Soldier of the Year Award will be presented to a Patton Third Army Living Historian. It can be receive only once. It is an award that is given without regard to rank, length of service or age. It represents the very best effort of an individual in the Patton's Third Army Living Historians and just one step above the rest for that year. It is not easy to earn.

Before I give you this year's recipients name and tell you why he received it, and I want to tell you about those who came very close this year.

Honorable Recognition Awards

Honorable Recognition

Brig. General Maloney received the time keeping award. He was awarded this as a thank you for many tireless efforts that most people do not know he did. He went to several gun shows and events and recruited both for the Adopt the Tank Program for the Museum of the American GI, and recruited for the Third Army. He has driven from Austin to Houston several times and several times to other events, including many events that are too numerous to count. He was always there and helps make sure others are there. He is the Chief of Staff of Operations and I wanted to say thank you.



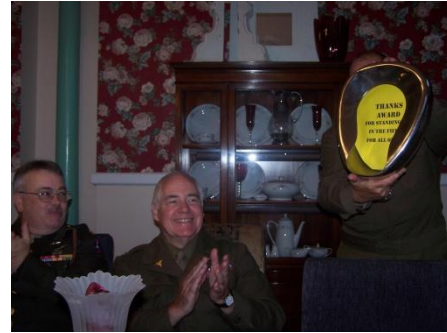
Brig. General Maloney receives the time keeping award

Honorable Recognition

Colonel Hugh Hall

We gave him a stainless steel bed pan and we had good light hearted fun with it. However, he has really done a great job. He is an Ambassador of Good Will for us to other groups. He has worked tirelessly to develop his impression and has assumed the role of Colonel Charles Odom, Patton's Chief of Surgeons for Third Army. He and Sue Hall have not only set up a good Emergency Evacuation Exhibit but have pursued the

buying of a Jeep and now an Ambulance to finish out his impression. His daughter Jennifer has also made many events. This family has made a real contribution to the hobby and is always a class act to add to what we do.



Brig. General Maloney presents Col. Hall the bed pan

Bayonet Award Recipients

Bayonet Award

Lt. Dan Vreeland

This soldier's attention to details is almost mind boggling. He researches every little item he could think of to bring the finishing touches to many of our exhibits. He gave of his time and talents to anyone who asked. He found and reproduced our WWII Military ID, free of charge to anyone who asked. He developed a real unique piece of radio gear. He took to original speaker boxes and rewired them. He then took an MP-3 player and downloaded original radio traffic and original music. This combination was then used to bring the radio exhibits alive. He also worked on the exhibit labels and made them look professional. He made as many events as his work would allow and made the trip from Austin to the Wonderland Event last April several weekend to support Third Army and d the fund raising efforts. He has help research several projects and is there to call on by phone or email. His work needs no revision. He has assumed the character of Lt. Murnane who was General Gay's Aide de Camp under General Patton. He researched the character and found enough information to accurately perform the part.



Bayonet Award presented to 1Lt. Vreeland

Bayonet Award

2nd Lt. Chris O'Connor Promoted to 1st Lt and received the Bayonet Award

Lt. O'Connor has tirelessly worked behind the scenes to establish a viable TUSA Battle Staff program that can compute estimated cost of any trip and with as many men and material we can muster. He volunteered to do the Lucky Forward Newsletter and has done an excellent job. You are now reading his third addition of our newsletter. He is an excellent researcher and help immensely in finding some very rare and hard to find materials for the book I am writing.



2nd Lt. O'Connor presented the Bayonet Award

Bayonet Award

Chaplain Kenneth Stewart, "Colonel Chaplain James O'Neil" Over the years we have search for a person who could perform as a real Chaplain when called upon and was involved in living history. This in itself was a tough calling. In thirty years of living history I only found one other Chaplain who could do this function and he was a Civil war Chaplain, and a real Preacher. You may not be aware of this but Chaplain Stewart is a real ordained minister. He has not only assumed the role of Chaplain James O'Neal, Patton's Chief of Chaplains, but has researched the part and knows the character he portrays so well. He has purchased the real gear to make the displays and conducted real services as he did this last Easter Sunday at the Museum of the American GI. He has also volunteers and painted twelve of our MP helmets for the 503rd impression, he has tireless volunteered and helped load on many occasions and participated in many of the events. He has given tirelessly of himself and it is much appreciated. His devotion to what we do is only exceeded to his devotion to his wife and the Lord.



Chaplain Stewart receiving his Bayonet Award

Bayonet Award

Major Alan Jones

What he has done behind the scenes is nothing short of excellent and many hours of hard work. He has molded the Third Army 503rd MP Battalion into a premiere living history group. He established the TUSA Battle Staff that is working on becoming a national presence and will be a force to contend

with in event sponsorships and has expanded the Patton's Third Army Living Historians in his recruiting efforts. Recently, I asked him to take over the position of Deputy Chief of Staff, Administration. He has performed that job as well. He and I confer on the phone several times a week and his attention to details is superb.



Maj. Jones accepting his Bayonet Award

Soldier of the Year

The "Cavalry Sabre" Award for Excellence!

If you read through the other award recipients, you may wonder just what has this soldier did to top the others.

Col. William "Bill" White has given of himself, talents and resources without ever asking for anything in return. He made all of the events and missed none. This was tough to do as after his wife died last year; he took a job that developed in to well over 70 hours a week. It was supposed to be part time but was anything but. At each event he provided a large cooler filled with water, gator aid, soda pop and water for all to consume and refused to be compensated for it. He made an emergency run last year and got a replacement generator when the one being used for the public address of the event at the Museum of the American GI, failed within an hour of being needed. He drove the command car when no one else could or did and so many events when just he and I could attend. He spent two days rebuilding the fly set up for the Patton Mobile headquarters and was the only help available at the time. He took off work six days to help get all the equipment to the Museum of the American GI and get it back again, in a two week period. He located and corresponded with a man in France and found the rarest of the rare connectors to finish out the HO -17 wiring system. He found and purchased a rare PE 75 generator to finish out the HO -17. He designed and reproduced the working lights for SCR 399 radio chests. He was there to move all of the heavy radio chests on several occasions when no one else was available to move them. Now that all of you have moved them, can you imagine doing it by yourself? He has giving of his talents to restore several radios at no charge to make sure our radios will one day function.

He spends several days helping inventory and repairing the massive radio collection. When he is around he makes sure no one is hungry or goes without refreshments, so quietly and unassuming that you seldom know he was the source of it. He never once asked for any recognition or reimbursement for anything he did.

In addition, he researched and assumed the character of Col. Alton Hammond, who was Patton's head of Third Army Signal Corps in WWII.

As I looked over all of the fine soldiers who could have received the award I settled on Col. White for all of the above reasons and one that was obvious to the tenants of leadership. He did his job over and above all that was expected of him and it never occurred to him that he had done anything special or outstanding. Now that is leadership.



Soldier of the Year, Col. Bill White, receives his "Cavalry Sabre" from Gen. Hair

Congratulations to the Soldier of the Year
Col. Bill White; Patton's Third Army Living Historians



Coping with the Cold

By Denny Hair
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Ice and Snow February 1945

Patton wrote,

"American soldiers are most ingenious. When they could not capture a town to sleep in, they would roll three large snowballs or snow rolls, place one on each side and the third on the windward end, and, lining them with pine-tree branches, they slept in groups of three or four. How human beings could endure this continuous fighting at sub-zero temperatures is still beyond my comprehension."

Patton wrote to Beatrice, "I drove in a peep in zero weather for about eight hours.

When I came in I was so cold I got in a hot tub and to give a tropical aspect, turned on the sun lamp. And left it on for about 20 minutes. It was some 12 feet away, but is pretty potent. My eyes were already bad from the snow.

I woke up at 1145 in great pain with my eyes running like a spigot. I got up and woke Col. Odom, the Dr. who lives with us - my personal physician? - He put cold barasic compresses on for two hours, gave me a shot of morphine and a sleeping powder.

The weather was so bad that I gave General Eddy permission to stop the attack, which immediately induced him to attack more vigorously. Such is the nature of man.

During the whole of the Bastogne operation, I spent five or six hours almost every day in an open car and had practically no trouble. I never had a cold, and my face, though sometimes slightly blistered, did not hurt me much nor did I wear very heavy clothes. I did, however, have a blanket around my legs, which was exceedingly valuable in keeping me from freezing. Codman and Stiller, who sat in the back seat, suffered a great deal more than I did."



Luxembourg 3rd Army HQ outside guard post

The 503rd MP Battalion was assigned to guard Patton's Headquarters and were as cold as everybody else. Patton headquarters was at Luxembourg City in an old Chateau that looks regal on the outside but was also cold and drafty.

The 503rd MP Battalion stopped all who approached and asked for papers. They rigorously inspected any and all to see that Patton orders as to attire and proper military decorum was obeyed at all times. They formed a defensive ring around the headquarters and manned posts inside and outside the headquarters. No one entered unless they were listed on the daily roster. Even then, they were checked one last time at the guard shack before being authorized to enter. Outside, the shack was a fully operational which include a manned Sherman tank, and was in place 24 hours a day. The picture was taken on February 4, 1945 at the entrance to Patton Headquarters. The sentry on duty is a 503rd MP on duty on that day. The second picture is taken from the Third Army After Action Report of a 503rd MP on a WLA Motorcycle in full winter attire.



MP in winter attire

Excerpts from Patton's Third Army Headquarters From the Ground up and the top down, day by day by Denny Hair ©

**"Do more than is required of you"
GSP**



The Ghosts of Patton's Army

By MSG. Eric J. Rennie
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The 2nd Cavalry Regiment was originally formed on 23 May 1836 as the 2nd Regiment of Dragoons in result to the hostilities with Indians in Florida starting the 2nd Seminole Wars. The 2nd Dragoons underwent many changes and many conflicts prior to World War II but they still called themselves Dragoons. They fought in every campaign in the Mexican-American Wars, continually fought against Indians from 1839 to 1898, participated in the War Between the States, deployed to the Philippines, Cuba, and Puerto Rico for the Spanish-American War, was the only mounted cavalry regiment to serve on horseback in World War I, and conducted border patrols in Arizona in 1942.

The 2nd Cavalry was reactivated on 18 Dec 1942 at Fort Jackson, S.C. COL Charles H. Reed took command that day and stayed with Regiment until 1947. The Army was going through a changing phase at this time and deemed that the 2nd Cavalry will not be a Horse Cavalry but a Mechanized Cavalry. On 21 Dec 1943 the Regiment was redesignated to 2nd Cavalry Group, Mechanized. The 2nd Cav Group was made up of two squadrons the 2nd and 42nd Cavalry Recon Squadron. Each Squadron was composed of three Recon Troops - A, B, C, along with an assault gun - Troop E, Light Tank - Troop F, and a HQ & Service Troop. They participated in the 1943 Tennessee Maneuvers prior to debarkation from Fort Dix, N.J. on 21 Apr 1944 to England. Once in England they continued to train and train in the beautiful English countryside. At Camp Bewdley the 2nd Cav Group heard GEN Patton's famous speech that is in the opening of the 1970 movie "Patton."

After receiving their travel orders the 2nd Cav Group loaded into 31 US Navy ships and sailed 65 miles to dock at Omaha and Utah Beach on the 20 July 1944. On 03 Aug 1944 in the town of Fougères, France C Troop, 2d Squadron was the first unit to engage the enemy in combat and this first to take a casualty. Next, the 2nd Cavalry found they were engaging the 11th Panzer Division at a place called Luneville, France on 15 Sept 1944 and on 18 Sept 1944. The fight was so fierce and powerful that COL Charles H. Reed was awarded the Distinguished Service Cross for his extraordinary heroism and a Purple Heart from the wounds he received when his tank was hit, killing his driver. On the 23 Dec 1944, the 2nd Cav Group was in position along the Moselle River near Mouffort, Luxemburg successfully halting the 11th Panzer Division (again) from attacking the Saar-Moselle triangle. In early March 1944, the 2d Cav was attached to 76th Infantry Division for the drive to the Rhine until released on 18 March after the successful attack on the town of Bingen, Germany. After CPT Stewart of A Troop, 42nd Squadron returned from his night recon on the morning of 28 Apr 1945, he quickly returned to the Horse Depot near Hostoun, Germany with a task force to attack and liberate Allied POW and 670 horses. When V-E Day came on 09 May 1945, the 2nd Cavalry Group found itself from Plzen to Nepomuk, Czechoslovakia and being the furthest penetration by Third Army. During the war the 2nd Cavalry

Group earned the nickname "The Ghosts of Patton's Army" by their ability to conduct reconnaissance, materializing seemingly at will behind German lines.

The Occupation of Germany began for the 2nd Cavalry on 18 May 1945 when they started conducting Constabulary Duty until December 1948 when they began conducting Border Patrols and stayed in country until Operation Gyroscope in August 1955. The 2nd Cavalry returned to Germany in March 1958 and picked patrolling the Czech Border again until the fall of the Berlin Wall in 1989. The Regiment was deployed to the Gulf War and re-deployed to Fort Lewis, WA until 1995 they received orders to Haiti and to Bosnia in 1997. After Bosnia the 2nd Cavalry was located in Fort Lewis, WA and again was deployed back to the Middle East for Operation Iraqi Freedom in 2003 for 14 months and return to Fort Lewis, WA. In June 2006 the Regiment was re-flagged and relocated to Rose Barracks, Germany. The following year the 2nd Cavalry was deployed to Iraq for its second tour to Operation Iraqi Freedom in 2007 to 2008. On November 2008, the Dragoons were welcomed back to Rose Barracks, Germany and in 2010 they deployed to Afghanistan in support of Operation Enduring Freedom until their return to Rose Barracks in 2011.

Since 23 May 1836 the 2nd Cavalry Regiment is the longest serving regiment in the US Army and has earned 76 campaign streamers, 12 unit citations, and has 18 Medal of Honor recipients.



Uniform Requirements

By Maj. Alan Jones
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This is being submitted to assist fellow Officers of 3d Army not to criticize them.

All Officers (to include all Medical Personnel) of this command should obtain and utilize an OD Duty uniform for wear at all events that 3d Army participates in. Class A uniforms should be utilized for evening activities and formal activities such as the Dining-In breakfast that we conducted at Ft Oglethorpe last month. To paraphrase from the book 'War AS I Knew It' by General Patton, the proper uniform for duty is the "Olive-drab wool shirt and trousers, combat boots and helmet with liner". This information can be found on page 279, Part Three, RETROSPECT, Chap. 1, Section V, Para 2, Uniforms. These are the 'Mustard' Brown M-37 Shirt and Trousers, with either an M-41 Field Jacket or the Combat (Tankers) Jacket. The boots may be either the standard Combat Boot (2 Buckle) or 'Jump Boots'. This uniform is the 'Duty Uniform' and will be worn with a khaki necktie.

I will assist and provide guidance to all 3d Army Personnel as to the proper wear of all uniforms and the best locations to obtain them. Proper authenticity should be followed to maintain 3d Army's high standards and to also set the example to any others in the Living History or reenactment hobbies.



Bicycle Usage by the Army

By Rev. Kenneth Stewart
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Scripture for November 2012

Job 33:14-18 New King James Version (NKJV)

¹⁴ For God may speak in one way, or in another, Yet man does not perceive it.

¹⁵ In a dream, in a vision of the night, When deep sleep falls upon men, While slumbering on their beds,

¹⁶ Then He opens the ears of men, And seals their instruction.

¹⁷ In order to turn man from his deed, And conceal pride from man,

¹⁸ He keeps back his soul from the Pit, And his life from perishing by the sword.



Soldiers and bicycle

This month is my birthday. November 18th to be exact. It brings to mind those 21 years before my birth on the same day on the Western Front... Around Aachen, the British 30th Corps (part of British 2nd Army) coordinates assaults with the U.S. 9th and 1st Armies. Julich and Duren are penetrated. Meanwhile, the U.S. 3rd Army advances approach on the German border. Bouzonville on the Nied River is captured. Metz is entered from north and south.

During this time the American Government was in an all-out war effort to win the war in Europe and in the Pacific. The American people set out to conserve rubber, gasoline, and oil. The U.S. Army tried to set the standard by example using bicycles instead of motor transport whenever possible.

This seemed to be true at military bases across America, and the ETO, where every available bicycle in the region was bought up by military personnel and by civilian war workers. All this took place right after the bombing of Pearl Harbor.

Although the U.S. Army had used bicycles for many years before WWII, none were officially procured before 1942. The Army's official use for these bicycles was, "To provide Transportation for Personnel engaged in Dispatch or Messenger Service" by officers and enlisted men alike. Of course they



Columbia Bicycle

were used for many other purposes. They proved a fast and economical way to get around Depots, Camps, and Airfields.

The "Bicycle, Military, Universal" as it was called, was adopted

in October 1942 by the Ordnance Department. It was a military version of the Westfield Columbia and was equipped with



Intelligence Platoon, HQ Company, 34th Infantry Regiment on patrol in Hawaii. Rifles are carried in leather scabbards on the front forks.

heavy duty loddell rims and 12 gauge spokes. The early models had a curved front tube. It came with a two D-Cell powered headlight mounted on the front fender and basic tools were carried in a "Persons tool bag" attached to the "Persons saddle". A tire pump was clamped to the frame.

These bikes were manufactured by both Westfield Columbia and Huffman with only minor differences in parts. Huffman fenders were rounded as opposed to gothic ones on the Columbia. Chain guards varied and Huffman front sprockets had a unique whirlwind design. All parts were interchangeable. Early rubber pedal blocks were replaced with wooden ones later in the war. Tires were chain pattern from the United States Rubber Company. Early frames had a curved front tube but these were replaced with straight tubes on later models.

Late in WWII Columbia produced a Women's model. Folding "Compax" models were tested by Airborne Troops and the U.S. Marine Corps but saw no action in Europe during WWII.

Many civilian bicycles were put to use on airfields and military bases around the country and overseas. Some were painted olive drab and are not genuine U.S. Army contract bikes. The bicycles are still rare but not as highly prized as the "MG" contract bikes.

I tried to recreate and restore my Columbia to perfection and to reflect the great effort that went into winning the Second World War by the greatest generation that ever lived. I am proud to say that my uncle Marion B. Belinowski, God rest his soul, was a soldier in the 88th Blue Devil Division of WWII.

About my Columbia Bicycle

The "Persons" seat and tool bag were reproduced by me to original WWII specifications and has all the correct issued tools of the period. The paint is an exact reproduction from Brent Mullins over at Mullins Jeep Parts. Most of the bicycle has (NOS) new old stock WWII U.S. G.I. parts. I built this bicycle from scratch. It was a great recreation/restoration. I had the pleasure of meeting and conversing with so many great



My wife and I, with our Westfield Columbia Bicycle.

people to help make this build come alive. You don't see these bicycles anymore and if you do it is few and far between. I think that any vehicle or impression by any living historian should be done with great pride and honor. Giving 110% just as these great men and women did so long ago.

This article was derived from the folks at the Liberator webpage and all the folks at the Classic & Antique Bicycle Exchange. I also want to thank Carlos Manning at Manning's Army Surplus and Mullins Jeep Parts. Thank you for making history come alive.

"Moral courage is the most valuable and usually the most absent characteristic in men"
GSP



Military Police Performance at Fort Oglethorpe

By 1st Lt. Kaleb Beavers
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To all of the 3rd Army Military Police who attended the Fort Oglethorpe event on 11th, 12th, 13th October, 2012; thank you for a job well done. You all worked as a team and showed exemplary military bearing in your execution of operations during the event. The compliance to orders, even in instances when we were required to "wing it," impressed me and the rest of the staff. During this event every MP was engaged, in one way or another, with the public and never once displayed a lack of tact. I thank you for displaying integrity and never faltering to achieve a mission given to us, and also for performing duties that you may have found less than wanting. I am proud to have you all in my MP Platoon; I would trade none of you for any other, for I have pride and the pleasure to work with every one of you.

During this event the 3rd Army MP Platoon was subject to many different tasks. The General Color Guard, went off as smooth as I hoped it would, even though we had to improvise on the fly. I would like everyone to bush up on their Drill and Ceremonies. If you should need some assistance in remembering all the facing movements, rifle movements, marching movements, etc.; please reference them from, "Basic Field Manual FM 22-5". This manual has all you will need to efficiently practice on your own, as well as, strengthen the Platoon for further operations. Also, the MP Platoon got to practice security. I was impressed with the results the presence of a single MP had during the weekend as he entered into a certain area. Know that you are being watched, that I expect you to always carry yourself with integrity anytime you should have the MP uniform on. I see no reason, from any of you whom I worked with, that I should ever have to worry about this. Moreover, I was pleased with your

interaction with the public. I saw smiles from the crowd as you spoke with them, and helped them understand more of the role Military Police had at 3rd Army Headquarters, an all-around excellent job done by everyone.

In future newsletters I will include more information pertaining to the Military Police overall expectations as stated in FM 29-5, which is the Basic Field Manual for Military Police. This is a tool I foresee will make us an authentic unit and that performs more efficient operations. I thank you for your time and the work you have done. I only hope that you instill your trust in me as I have in you.



Military Impression – A Veteran's View

By Staff Sgt. Wayne Coulter
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I retired from the United States Army in the fall of 2008 after 28 years total service and attended a local airshow at one of the small airports near where I live shortly after returning home to Cincinnati. There were numerous living history displays set up at the event, and I was drawn in by the number of people that were there, displaying all their equipment. Having just left the Army, I was looking for something to do with my time as a worthwhile hobby. The people at the airshow gave me contact information on a few reenacting units and I wound up joining a 505th Parachute Infantry Regiment unit out of Indianapolis. I started with an M1 Garand and an M1911 (retirement gifts to myself), and set about obtaining the uniform for my first impression, an 82nd Airborne Paratrooper.



Dayton- Vectren Airshow display

As time went on, I began obtaining more and more items to improve my impression, and began expanding my impression to include a Military Police Impression as I had been an MP on active duty for fourteen and a half years before I retired. One thing led to another and I wound up with so much gear and uniforms, I began to display my meager collection at local events. It started with the Troop Aid 2010 event in Middletown Ohio with a table and a cot full of gear and several weeks later, it was the Dayton Veteran's Administration's Patriot Freedom Festival. As time went on, my display grew a little more each time, and I began to display more and more. In July of 2011, I offered to display at the Dayton-Vectren Airshow in Dayton, Ohio and was accepted. My display was vetted by both the TSA and the Department of Homeland Security to allow me to display on the airport grounds with weapons. I was invited back in 2012, as well as an invite to display at the Indianapolis Airshow and also the Cincinnati Museum Center's 1940's Days event.

**505th PIR Impression**

From those meager beginnings in 2008, I have amassed a display valued at approximately \$13,000 which includes weapons, demolitions, medical, field gear, rations and personal items, all used by our soldiers in WWII. If I

cannot find an original of an item, such as the time pencil detonators for my demolitions display, I attempt to manufacture them myself. While I had started out as a reenactor, I am now more involved in the living history part. I no longer consider myself a reenactor, but a living historian. The satisfying part for me is when I am doing a display and the public asks questions and is totally shocked at the answers they receive. Most remark on how they were never taught anything like that in school. I have always enjoyed studying Military History, and this is my way of imparting my knowledge to others to keep the memory of our greatest generation alive. I was honored with an invite by Alan Jones to join your group. Alan and I served in the same MP Battalion a Fort Carson

Colorado, so he knew I had been an MP on Active Duty and invited me to be the MP Section Sergeant for your Group to help train and guide the MP section. I accepted whole heartedly after he explained about the 3rd Army Battle Staff.

**Demolition display**

I look forward to attending as many events as I can. I have to say I was amazed at the display at Fort Oglethorpe. It is good to know that I am involved with a group that is as dedicated as I am to keep this history alive.

1. Vehicle abuse is the chief cause of mechanical failures, excessive operating and maintenance costs. The following should be avoided:

- Improper use of controls, gear shift, clutch, brakes and choke.
- Racing engine, especially when cold.
- Improper lubrication.
- Lack of proper servicing and adjustments.
- Lack of systematic maintenance inspection and follow up.
- Speeding. Fast driving over rough, slippery roads or congested roads is unsafe driving. When passing through towns and villages, a proper reduction in speed is required.

Careful reconnaissance of routes to be traveled is advised.

Proper use of signals. Give the appropriate warning signal before changing direction, slowing down, or stopping. Keep to the right of the road. Keep alert for road signs, traffic directions, and bad spots in the road and side roads. Give the right-of-way promptly to faster moving vehicles. Reduce speed on wet, foggy or icy roads. If driving at night with lights, dim your lights when meeting another vehicle. At intersection of roads of parallel importance, give the vehicle on the right the right-a-way.

The manual is timeless as a lot of them are. All the above is good information. I pass it along with a wish that with winter season upon us, please drive carefully. I want to see every shining face at our next formation.



Old Soldier's Association

By David Davis
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Warning Orders - Mark Your Calendar
Saturday, December 1, 2012
College Station, Texas

Patton's Third Army Living Historians are all invited to attend the first get together of the OSA. It will be December 1st 2012. We will meet at the Golden Coral at 2 pm in College Station, and from there we will drive to the Museum of the American GI coming together at 5 pm to 7 pm. It is hoped that their expertise, which is immense, will help us develop the Infantry School, Artillery school and the School of the Soldier, into one cohesive and fun activity.

Plan on having a great time, talking with friends and hearing what plans we have for the future. We also want your input on that as well. There will be a lot more information later but we wanted to get this out soon enough so you could mark your calendars and plan for a great time.



Third Army Safety

By Col. Carlos Manning
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I was thinking about the fine event we had in North GA. It also reminded me that we are a National Organization. I could justify that by the mileage that I have put on my vehicles this year so far. In a progression of thought I thanked the Good Lord for our safe passages. I next looked at the library (military of course) and noticed a dusty copy that I have not looked at for some time, FM-25. Motor Transport. (dated March 12, 1942).

Believe it or not, the information is still relevant especially to those of us in the Third Army. Because we care about each other, I would like to review some of the manual's timely information:



My B-17 Ride

By Capt. Karie Hubnik
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On Friday March 30 I had the incredible opportunity of flying in a WWII B17 bomber along with several WWII veterans. Who would have ever thought?



B-24J flight with WWII veterans

Julee the daughter of Pete, a 95 year old WWII veteran, B-17 pilot, and former prisoner of war, organized a flight on a B17 and B24 with the Collings foundation for a handful of WWII veterans. The Collings Foundation maintains historical vehicles and aircraft. They fly these planes all over the United States visiting air shows and airports. The flight would take off from an air base south of downtown, and fly to another local airport. Initially I was to photograph the veterans landing or taking off. It didn't matter which end I was on, however, three days before the flight I was told I was "on" the flight and could choose whichever plane I wanted to ride on. Really? How many times in your life do you get a choice like that!? and when you do how in the world do you "choose" between two pieces of history?

About this time I told my husband I would be flying with the veterans to which he responded half joking, and half serious, "What if it crashes?"... Huh? In my excitement I really hadn't thought about that and now the seeds of superstition floated through my brain. After all, these planes which made it through combat missions are 70 years old. So I kindly finished the taxes so at least THAT would be out of the way in case I didn't come home on Friday.

Fortunately, it was decided for me which plane I would be on. The B17 would come in with the engines hot and Collings doesn't like shutting them down just to start back up. So my job was to hop on the B24, photograph the veterans who would be on that plane, and then make it over to the B17. All that preparation and they turned off the engines anyway. But I didn't mind.

My experience was amazing and funny at the same time. My instructions after getting off the B24 were to stand near the tip of the B17 wing and wait until the engines were running. This is a process. There are 4 engines. The crewman makes sure the propeller on the first engine is in the right position, gives the signal to the pilot who turns that engine on, then he does the same for the next 3 engines. I enjoyed watching all of this. Once he was done he signaled for me to follow him to the rear

of the plane near the tail to the hatch door we would enter. I took no thought of this until I was directly behind the powerful burst of wind from the engines which about blew me over, cameras and all. I felt like I was trudging through cement trying to stay standing as I made it to the hatch. I'm sure the crewman was amused, at least the smile on his face made it seem that way. Somehow I don't remember seeing him having such a hard time walking to the door. After finally making it to the hatch door, he instructed me to face forward with my back against the hatch, reach up to the top of the doorway and pull myself up. This is simple as long as you can do pull-ups, something I stink at even without a backpack on and cameras around my neck. Added to the issue of being pull-up dysfunctional, the incredible wind current from the engines was blowing my t-shirt up to my face and my hair was in my eyes. You have to visualize this as the crewman was not yet in the plane. I was facing him and he was facing me trying to help as I struggled with cameras, and an air filled t-shirt with my hair in my face. Not a pretty site, then again, I'm getting on a bomber, not an ice skating rink.

There are no real seats on a bomber (excluding the pilots, radioman, and front gunner area) more like cushions on the floor or you find a nice comfortable spot on the steel floor between the ribs of the plane's interior. Surprisingly the floor contained seatbelts - not like what we have today, but the old quick release military type seat belts.



Example of the seat belt, although ours did not have the leather piece

Before I go on here is a little information on the veterans who were on the flights.

Pete. As I mentioned Pete is 95 years old. He served as a B17 pilot in the Eighth Air force. His last mission was on "Black Thursday." That was our attempt to bomb the ball bearing factories in the city of Schweinfurt which was one of Hitler's most highly defended targets. The mission didn't go as well. Over 60 planes would be shot down. More than 600 airmen were killed or captured. Pete was one of those who was captured and remained a prisoner of war for a year and a half. Ike, a Navy veteran. They say never to trust a sailor because you never know when they are telling the truth. This is accurate with Ike; he was barely 16 when he lied about his age to join the service.

Bob, an Army veteran. He was flying in honor of his brother in-law who was a B17 crewmember. RB, a B17 ball turret gunner who was shot down on Valentine's day 1945.

George, another B17 ball turret gunner, shot down and

remained a prisoner of war for 15 months.

Renard, a B24 top turret gunner, shot down and remained a prisoner of war for 11 months before escaping. It should be noted that while Renard and George did not know each other then, they found out that they were held in the same prison camp during the same time. It was during a forced march that Renard and a few others made a successful escape.

Walter, a B24 tail gunner. Thankfully he made all of his missions without being shot down.

Martha, a Korean Air Force veteran, flying in honor of her late husband who served during WWII, Korea, and Vietnam.

Bobby, another Army veteran.

Carl, a Korean Air Force veteran.

The process of flying WWII veterans is one thing, getting them on a plane like this is another. There are no stairs or jet ways to make getting on easy. Each veteran was carefully loaded in and positioned on the floor with promises that we would help them get back up from a floor seated position. In our safety briefing we were told that we must stay buckled until we were up in the air and get the "thumbs up" sign signifying that we could go ANYWHERE we wanted on the plane excluding the tail gunner position.

In a B17, you are literally sitting in an iron or steel shell of a plane. There is no insulation so the roar of the engines is loud, but not as loud as it is standing outside of the plane.

Fortunately for the veterans all they had to do was turn their hearing aids off. As for me I was glad I brought earplugs. We taxied down the runway, which I wouldn't have known since there are no windows near the floor. The closest windows to me were the waist guns but you would have to be standing to see out of them. The crewman sitting by me mouthed the words "It's about to get really loud."

"What? I can't hear you!" I thought, and at that moment we got the thumbs up that we could unbuckle and move around the plane. WHAT?! we are in the air? For the inexperienced bomber flight newbie that I am I learned something that I never considered due to my experience being limited to commercial airplanes. First, these planes are NOT fast.

According to Boeing the top speed is 287 miles per hour with a cruising speed of 150. George said they cruised at 150 but would drop out of the sky at 145. Considering that my van can go 160 miles an hour that's not real impressive. Because they are not that fast and do not incline on takeoff as sharp as a commercial plane, I never experienced any inertia so I had no clue we even lifted off. Add to it not being able to see out of the window really messes with your sense of orientation.

Now as for the veterans, who we carefully stuffed onto the plane, the moment they got the thumbs up, unbuckled their seat belts and jumped up faster than lightning. With smiles from ear to ear they maneuvered around the plane as if they were 20 years old again, taking pictures, looking out windows, turrets and hatches, crawling through tight spots, and squeezing through bomb bay doors (afterwards, George who is a lean 91 year old, said if he did all that bending and climbing every day he would be back in shape in six months! Such humor.)

I was thrilled to witness this moment with them. To fly with men who were there was a perfectly amazing humbling experience. I wondered what might be going through their minds, surely all the memories. I thought of the men who were shot out of the

sky and tried to imagine the horror that must have been. I watched RB as he stood near his ball turret, leaning against the waist gun looking out over the land. His face was filled with a smile of complete content. I watched Bob smile as he took pictures. I watched Pete sit in contentment as he sat behind the pilot. Later I would witness Walter, George, and Renard climb out of the B24 with such excitement it seemed as though they just experienced the best day of their lives. Watching them taught me an important lesson. While war is an ugly thing, as human beings we are quite resilient and can make good memories among the difficult ones. There is some connection between men and women who experience, complete, or survive something hard together. There is also some connection with the tools they used, in this case, a ship, plane, tank, etc. The thought of touching and using it again brings some sense of satisfaction and a whole lot of great memories that turn in to smiles. In the case of these men, they had a lot of great memories of their crew and the missions that they came back safely from. The ball turret gunners remarked that usually the ball turret was the least desired position but they loved it because they had an incredible 360° view. This was the first time since the war that any of them flew on a bomber.



RB, a ball turret gunner in WWII

Now, back to me. As soon as the veterans were up and about I hopped up to start taking pictures. Experience number 2 in a bomber. They are not stable like a commercial plane. To walk anywhere I had to hold on to something to avoid losing my balance. It's not extremely rough, but more like sitting in a small boat that ebbs and flows on the lake. It was difficult and I again wondered how these veterans did it without falling. I walked all over, up, down, turned around, in and out of places. Finally I found myself crawling under the pilot's position to get to the front gunner position. This by far was one of the coolest spots. This position has a seat and is surrounded by a huge bubble shaped window. So you have this feeling that you are sitting in the air and can see everything in front of you. This is also the best spot to see the engines from. This was about the only time I was reminded I was on a very very old piece of machinery. The propellers play a trick on your eyes and look like they are barely moving and you can see that the plates of the plane are quite old. This didn't bother me though as I was completely in awe of it all.



View of the right engines from the front gunner position



View of the tail through the top turret



Front gunner position

Soon I found myself alone in the front gunner position and suddenly felt hot, sweaty and a bit clammy. That's when I realized that I did NOT feel to swell. I have been known to get motion sick in a car. It never occurred to me that moving all around in different directions in an unbalanced plane might make me sick. WWII veteran, Ike's comment on taking Dramamine on the way to the airport did not register to me either, nor did the mention of baggies being in the ammo boxes during our flight briefing raise a red flag for me. You might be wondering what in the world I did. Well, I'll tell you. I decided then and there that no way in this world was I going to go down in history as getting sick in front of seasoned WWII veterans on a B17. I used all the energy I had to mentally

convince myself that I felt just fine. Really, that's the truth. I also tried to get back to the radio room where Pete was as quickly as possible. I knew there would be fresh air there. Behind the pilot is a top turret and behind that is located the radio room. This is where a top hatch is located. Collings left that open for us and told us we could stick our head out of it if we would like. That was super cool except I was too short to really get all of my head out but I did get a good shot of the tail from that position. Here I stood, breathing in the fresh air, smiling at Pete as if nothing was wrong, convincing myself that I felt fine, and forcing myself to take a few photographs. Soon we got the signal that it was time to be seated. There I went, wobbling my way back through the swaying plane to my seat on the floor. Just like on takeoff, I never knew we landed, and I really couldn't tell we had even stopped.

Regardless of the slight motion sickness near the end of the flight, I soaked up every minute of this experience and would do it all over again in a heartbeat - with the aid of Dramamine of course.



M4A3(105mm) Sherman Tank in 1/35th scale

*By Staff Sgt. Wayne Coulter
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Over my years in the Military I acquired quite a few plastic model kits and reference materials, yet never quite had the time to really devote to building them as a result of the many deployments and time I needed to dedicate to my duties. That changed after I retired. One of the many kits I'd acquired was the Tamiya 1/35th scale M4A3 (105mm) Sherman tank. The Tamiya Sherman is typical of their Sherman series. The kit is broken down into three major sub-assemblies: Turret, Upper Hull and Lower Hull/Suspension. The kit does include several sprues of detail parts specific to the M4A3 (105) as well as three infantry figures and several half figures for the tank crew. As with any kit, this one isn't without its own inaccuracies and I'll get to those as I go through the build, but at the end of the day, it looks like a Sherman out of the box. I set about building this one without any major modifications and only minimal additions of photo etch or resin.



Tamiya 1/35th scale – M4A3

The first step to building any kit for me is research. I looked through my reference books on the Sherman and found a photo of a 6th Armored Division, 69th Armored Regiment M4A3 (105) during the Battle of the Bulge moving through a town. The Sherman shown was marked with the markings included with the kit, and to my surprise was towing an armored ammunition trailer. I had a resin kit of the trailer that I'd built, but never had anything I really wanted to use it with... until now.



Armored ammunition trailer behind an M4A3

The M4 Sherman began its life as a follow on to the M2 and M3 medium tanks. The M2 was armed with Machine guns and the M3 Lee was a hybrid tank with a 75mm short barreled, low velocity gun in a hull sponson, and a 37mm gun in a small cast rotating turret. At the time it was designed, it was comparable to German armor at the time, Panzer marks I and II and nominally effective against the Panzer III. It worked rather well against the early models of the Panzer Mark IV until the advent of larger and longer barreled high velocity 75mm guns. The M4 was designed with a cast hull and turret; housing the short barreled, low velocity M2 75mm cannon that required a barrel counter-balance. Later models mounted the M3 75mm cannon with a longer barrel that did not need the counter-balance. At the time, the hull and turret casting for the Sherman were the largest castings attempted for an armored vehicle. The initial, as-designed model of the Sherman had a large sand cast turret and hull with small driver and co-driver hatches and direct vision slits covered by a moveable flap. The castings required for the design were a serious problem for a lot of the companies contracted to build the tank so a re-design of the hull was undertaken and the new hull was constructed of welded plate armor. While this resulted in more room inside the tank, it also negated some of the protection provided by the smooth flowing lines and corners. The second model, welded hull Sherman was accepted as standard and designated as M4, and the first model, cast hull Sherman was accepted as limited standard and designated as M4A1. The A1 designation usually reserved for upgraded versions of an original product. Shermans were powered by various engines during the war, beginning with the Continental R975C radial aircraft engine (license build version of the Wright Wasp engine used on the B-17), progressing through diesel engines (M4A2), the Chrysler multibank engine (M4A4), and the Ford GAA V-8 gasoline engine (M4A3). Power was transferred to the transmission at the front of the tank by a large propeller shaft from the engine compartment to the transmission. This is the

reason the Sherman had such a high relative profile. The turret and basket needed to be mounted far enough above the shaft so as not to interfere with the power transfer to the transmission at the front of the tank. Turret traverse was accomplished by an electro-hydraulic motor, with a manual crank back up and a limited gyroscopic stabilization system. The Sherman crew consisted of five men: Commander, gunner, loader, driver and co-driver/machine gunner. The nominal performance of the original 75mm guns in the Sherman caused much consternation when faced with prepared fortifications. A program began in 1942 to up-gun the M4 to a 105mm gun to better deal with fixed fortifications. Modifications were made to the M4 and M4A3 to mount the 105mm howitzer. It is the M4A3 (105) that is the subject matter here.

As with most armor kits assembly begins with the lower hull, running gear and suspension. Early Shermans mounted the M3 style suspension bogies with the return roller mounted directly above the truck. Later versions mounted a new bogie truck with a trailing return roller mounted to an arm extending from the rear of the bogie truck. Beginning here, I added the three bolts to the bottom of each bogie truck. These bolts held a bracket that helped hold the pivot shafts for the road wheel arms to the bogie. Four mounting holes were drilled into the front face of each bogie (the bogie truck could be used on either side of the tank and the return roller and arm could be attached to either side of the truck). The mounting bolts for the skid on top of the bogie are missing, but I did not add these. As I painted assembled the bogies I added dish type road wheels common to the Sherman in the late WWII period. I assembled the lower hull according to the instructions and added the bogies and set it aside for the glue to dry. Once dry, I painted and weathered the lower hull by giving it a burnt umber acrylic wash and dry brushing to pick out the highlights. I painted and weathered a set of T-48 tracks with extended end connectors and installed them. Moving to the upper hull, I assembled as per the instructions with the following changes. I drilled the drain holes in the armored surrounds around the armored fuel cap covers. I also added two pieces of photo-etched brass to the front fenders to simulate the brackets that held a beam of wood the crews used to allow some stowage on the front glacis plate. Tamiya's early M4 has these brackets, the M4A3 does not. At this point I decided something needed to be done with the weld seams on the upper hull. The kit shows them as sunk in seams, but in real life, the seams stood proud of the hull plating. I used a tube of Testors white putty and a glue tip to control how much putty flowed out and where it went. Working carefully I ran a bead of putty into the sunken seams and worked it like cake icing to produce a realistic looking weld. I set that aside for a few days for the putty to dry. Once dry, I painted the upper hull and weathered it with a dark wash to pick up the panel lines and dry brushing to pick out highlights. At this point I began on the turret. I'd purchased an Azimut 105mm conversion kit years ago before the Tamiya kit had been released and raided it to add the breech mechanism to the interior of the turret. I took copper wire and bent it to shape to add the foul weather cover attachment bracket to the gun mantlet.



105mm Howitzer Conversion

In real life, this bracket was lined with posts for fasteners similar to the snaps used on the canteen cover. Again, I added the drain holes to the armored surround for the antenna mount, painted and weathered and completed the turret. After painting I turned to touching up and repainting the Armored Ammunition trailer. After a quick coat of paint, I used a wash of burnt umber acrylic paint to add a little shading and was pleasantly surprised when instead of shading; the wash resulted in what appeared to be dust accumulated in the nooks and crannies. It actually turned out to be a better bit of weathering than the shading I'd hoped for. I populated the trailer with a series of 105mm ammo and K-Ration crates. I'm still trying to decide on what crew to put on the tank but the tank itself is done.



Military Order of the Purple Heart

By Col. Ray Marino, Aide de Camp
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Ray & Ken presenting membership award to Jim

Photo provided by Military Order of the Purple Heart organization held in Bound Brook November 8 2012

At a recent Military Order of the Purple Heart event, Ken & I presented awards to Jim, a WWII Battle of the Bulge Vet. We presented the Life Time CJMMP MEMBER AWARD, a Hallmark

ornament for Christmas tree, and a 1/43 scale case WWII FORD GPW jeep. This was a good event!

The Military Order of the Purple Heart is an organization made up of Veterans from World War II through the current campaigns in Iraq and Afghanistan. We hope to continue this tradition in the future and to bring in the wounded young warriors of the war on terror today to supplement the ranks of this fine organization.

These Vets gave for part of themselves & some gave all

we are very grateful for their service to our country

Thank you for our freedom!

CJMMP MEMBERS ARE PROUD TO BE THERE!!

Headquarters Notes

G-3 Operations

The G-3 section is currently planning on two events to be held at Camp Atterbury in which TUSA will be coordinating and running both events. Also, TUSA will be coordinating an event to be hosted at Fort Benjamin Harrison, Indiana, where the public will view a Battle of the Bulge impression and a visit by General Patton.

G-4 Supply

Third Army Mugs. If you want one with your name on it, contact Mike Malone at moonshadow5739@sbcglobal.net. It is \$10 with your name and \$8 without, plus shipping.

AUCTIONS AMERICA

BY RM

The National Military History Center is hosting an auction on December 8, 2012 from 1:00 PM - 6:00 PM. Preview Dates & Times are Friday, December 7, 2012 from 9:00 AM - 5:00 PM, and Saturday, December 8, 2012 from 9:00 AM - 6:00 PM.

Admission - \$10 per day admits one to the National Military History Center Museum for preview and the auction. All admission and concessions proceeds will benefit the National Military History Center.

Bidder registration is \$100 and admits the bidder and one guest to the auction and preview.

Event site:

<http://www.auctionsamerica.com/events/event.cfm?SaleCode=MM12>



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