



Keeping History Alive

Lucky Forward



Second Quarter

News Magazine

2014

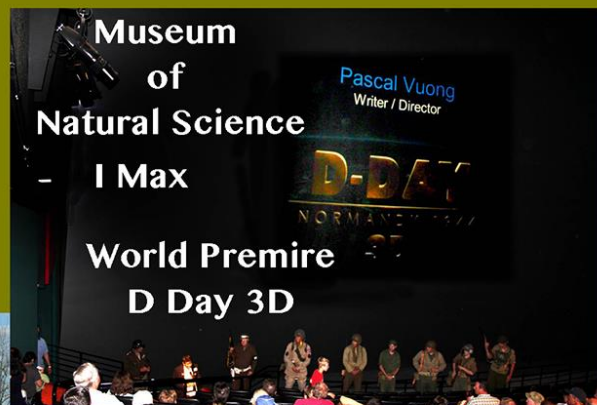
Camp Atterbury Huge Success



Museum
of
Natural Science

- I Max

World Premire
D Day 3D



Hearts Museum
with the 501st Able co.



Commemorative
Air Force
Memorial day

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A Word from the Commander



"Patton" and "Willie"

Since the last newsletter went out we have done quite a bit. The Atterbury event was a huge success. We participated in events nationwide across the country. We had a presence at the Hearts Museum in Conroe Texas, flew on a C -90 and were part of the CAF B17 flight day at the Hooks airport. We were at the Military Forces Museum in Austin, The 2014 Dayton Vectren Airshow had 1st Sgt. Wayne Coulter doing an outstanding exhibit.

One of our youngest members, Travis Smith, went to a local car show in Roscoe Illinois with his Jeep representing our Third army in uniform with his WWII jeep. OUTSTANDING! We had members at the Museum of National Science participate with the 6th Cavalry Historical Association in the world premiere of D Day 1944 in 3D. We meet with the movie director and writer and he said we will hear from him again about another movie. He is aware of my book that is being edited.

We participated in the 100th anniversary of the Battleship Texas and many of our members attending quite a few events, reenactments and living history shows throughout the country.

Our on line presence is growing. Our Facebook page has doubles in the number of people following it. Our web page had as of May 30, we have had 81,411 hits for the month of May 2014. In one year we have had 853461 hits 719592 files downloaded and hits from almost all countries allowed on the internet. Please go to the web site, look it over and give me suggestions for improvement.

The World of Tanks online gaming is doing well. The 3rd Army group has a huge following and is growing. Michael Maloney has ramrodded this along with Brian Brown who heads it up. They post our web site and how to join us in their gaming web.

We are growing in in our Military Vehicle restoration projects. The Third Army headquarters recently acquired two trucks. One is 2 ½ ton CCKW that will be converted to a clubmobile. The other, restored, is a 1 ½ ton International Harvester for troop movement in the field. These come with two 1 ton Ben Hur trailers. Patton's M20 armored car has now been completed. Bill White has his WWII jeep under restoration and hopes to see it done by the end of the year or thereafter.

Tate Mower is working of on an Explorer Scout presence and is actively recruiting in the Dallas area.

All of this comes from our friends and family attitude. We encourage participation and welcome all like-minded people.

Denny Hair
(Patton)
CG, Patton Third Army Living Historians

www.pattonthirdarmy.com

Willis The Jeep	3
Maj. Glenn Miller – Part I	5
Patton and Prayer	6
A Daughter's Hero	7
MVPA Convention M20 Win	8
Rocket Launchers	11

Lucky Forward newsletter is 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

patton@pattonthirdarmy.com





Willis The Jeep

By Robert J. "Bob" Collins

During World War II, on a beautiful spring day
Willis the Jeep was born at the Ford factory in Detroit - USA .

Willis was never lonely, because he was born more than a twin
For Ford had made thousands of jeeps that looked just like him.

Willis had numbers painted on his side
To tell him from his brothers and sisters far and wide.

Like a horse, Ford put him through the paces in a driving test
And he passed the course with flying colors like all the rest.

The Ford factory told him, "It's time to be on your way."
The Army said, "Report to Fort Riley, Kansas without delay."

While Willis certainly and technically could drive that far,
His parts would wear out, so Ford put him on a railroad car.

* * *

Fort Riley was where Willis saw his first horse
But at first he didn't know what it was, of course.

Horses had four legs and ran as fast as the wind.
But in a race, horses couldn't keep up with him.

Horses could carry a man a long way
But Willis could carry four men all day.

When Willis arrived at Fort Riley, the Army put their horses away
Because the Army knew Willis would replace them and help save the day.

The horses said good-bye to Willis and Willis cried
Because he knew the horses were saying good-bye.

The lieutenant told the men, "We won't have horses anymore
Instead, we'll have jeeps, tanks, and more in store.

Joe, a soldier, lost his horse that day,
And Joe teared up as his horse was led away.

Joe said, "I will see you, old friend,
I thought we'd be together till the end."

Willis saw Joe, with tears in his eyes, hug his horse and comb his mane

Joe knew for sure that nothing would ever be the same.

Willis began to cry just then
When he saw the broken hearts of the men.

Because for years the men worked and played
With their fine horses every day.

It was a very sad day indeed
When the men lost their wonderful steeds.

* * *

Then one day the Lieutenant told Joe
He would have to drive Willis and make him go.

Joe said to Willis, "I was in the horse cavalry, you see
Until the Lieutenant assigned you to me."

Joe told Willis he could never love an ugly Jeep
Like Joe's love for his horse that ran so deep.

Joe said to Willis, "They tell me this is the mechanized infantry
And it will never be the same as the horse cavalry."

Willis felt bad that Joe was so mean.
He wanted to shout and he wanted to scream.

Joe told Willis they would always be strangers.
Little did Joe know that Willis would protect him from dangers.

Willis realized that replacing the horses was no easy chore
When the Army told Willis what they had in store.

Joe drove Willis over the hills and through the rivers
And dried Willis off so he wouldn't get the shivers.

In a strange way Joe felt Willis had touched his heart,
But his feelings for his horse and Willis were still miles apart.

* * *

Then one day the Jeeps were told
That it was their time to get ready to go.

"Where are we going, Joe?" Willis asked.
But not a word from Joe's lips would pass.

The only thing Willis could guess so far
Was it'd be a long journey on a railroad car.

Then Joe told Willis he was going far away on a trip
Sailing to France aboard a transport ship.

Willis and his twins were travelling this way
In defense of liberty to help save the day.

Willis missed Joe when he shipped out
To a far away place that he'd never heard about.

* * *

When Willis arrived on the docks, he was lonely in this new land

But he said to himself, "I will cheer myself up the best I can."

Then he felt the touch of a man's hand on his steering wheel,
And Willis began to smile and then to squeal.

"Joe, it's you! I thought I would never see you again!"

Joe said to Willis, "I was shipped out with the rest of the men!"

Joe said, "Willis, I could never leave you to toil
Without giving you gas and changing your oil."

Joe continued, "The lieutenant has just told me
That you and I are in the mechanized cavalry!"

For the first time Willis knew how a horse felt
Because for Joe, his heart began to melt.

Joe whispered to Willis so the men wouldn't hear,
That his feelings for Willis were just as dear.

* * *

Then one day the lieutenant told Joe,
"Get Willis ready because you have places to go."

The lieutenant told Joe everywhere he needed to be
So Joe and Willis were busy as bees.

They delivered orders every day
 To the troops on the front lines not very far away.
 They worked hard and long
 Because Joe and Willis were young and strong.
 Willis and Joe became great friends
 Who had the chores of freedom to tend.
 Sometimes, Willis took Joe to the bakery
 Because Joe was as hungry as could be.
 Joe took Willis over many roads and bridges
 Over mountains and on the tops of ridges.
 In the forest, they once stopped and stayed
 And Willis heard Joe as he knelt and prayed.
 "Dear God, can you take us back to the Garden of Eden as
 before
 Where there was no hate and certainly no war?"
 Then they were on their way once again
 Relaying orders to many of the men.
 On the way back to headquarters they were running out of
 time,
 And it was then Willis drove over a land mine.
 Willis moved quickly to protect Joe from the blast.
 He wanted to make sure Joe wouldn't breathe his last.
 He threw Joe out. Joe landed with a thud
 Joe broke his arm and ended face down in the mud.
 Joe rushed Willis to the Jeep hospital in hopes for his survival
 But the doctors told Joe, "Sorry; Willis was dead on arrival."
 "This cannot be!" Joe hollered at them.
 "I'll take him with me and bring him back to life again!"
 Joe's heart broke over Willis way down to its core,
 He cried over his death; Willis would be with him no more.
 Joe's love for Willis was so very deep
 He would not let Willis end up on the scrap heap.
 Joe received the Purple Heart in that action,
 But Joe knew it belonged to Willis for his quick reaction.
 The next day Willis woke up and was thrilled,
 To see that Joe pinned the Purple Heart on his grill.
 Then the lieutenant told Joe he needed a new jeep
 Since Willis was gone and Joe had a schedule to keep
 Joe took Willis and put him inside his tent
 And mourned and mourned seeing Willis all bent.
 Late one night when Joe was asleep,
 He dreamed he heard Willis begin to creak.
 One the morning when Joe drank coffee from his mug
 He thought he saw sparks fly from Willis' plugs.
 He walked over to Willis and pulled his choke
 And that's when he saw the tail pipe smoke.
 "Willis! You're alive!" Joe exclaimed
 Willis could be fixed - to Joe this was plain.
 When Joe changed all the damaged parts,
 He pulled the choke and heard Willis start.
 When Willis finally awoke, he smiled at Joe
 "Thanks for your help. I'm ready to go!"
 Joe turned to Willis and decided to say,

"You're not as ugly as I thought that first day."
 Joe and Willis were together for the rest of the war
 Doing the chores for freedom as they had before.
 Finally, when it was time to go home,
 The lieutenant told Joe he was going alone.
 Joe learned that Willis would have to stay behind
 There was no ship to take him home this time.
 Then Joe said to Willis when he was standing in line,
 "You're every bit as good as that old horse of mine!"

* * *

Many years later, Joe went back to France
 Never thinking he'd see Willis by chance.
 Fifty years had gone and passed
 Since Willis and Joe had seen each other last.
 Joe went to the Normandy cemetery and to the museum
 When Joe stepped in, Willis was there to greet him.
 "Joe! I can't believe it's you again!
 "You haven't forgotten me, my old friend."
 Joe told Willis he hadn't changed one bit
 Since that day long ago when Willis boarded that ship.
 Willis said, "They've taken good care of me
 In this museum where I live in Normandy."

* * *

I was a tourist in Normandy that day.
 And saw Joe and Willis had plenty to say.
 I listened to them talk for a long while
 And found I couldn't help but smile.
 I happened to be there to watch the scene
 To see the old man and Willis beam.
 Quietly speaking the old man turned to me,
 "I'm absolutely certain there will always be
 A Joe and Willis in the mechanized cavalry."

**"Prepare for the unknown
 by studying how others in
 the past have coped with the
 unforeseeable and the
 unpredictable."
 GSP**



Maj. Glenn Miller – Part I

By Capt. Dan Hermann
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Over the next year I will write excerpts on the military career of Capt., then Major Glenn Miller. Since I am portraying this great man I felt it only fitting that I know more about and share this knowledge with all.

But first, let's back track a few years and see where Glenn Miller started his career as a musician/song writer. After playing in many bands across the US and on several occasions having Benny Goodman as a roommate he ended up in the Tommy Dorsey band. Glenn wrote music for the Tommy Dorsey band as well as played in the group.



Interesting note: Glenn wrote a song called "Now I Lay Me Down to Weep" Lyrics by Eddie Heyman. The song was so sad that Al Bowlly almost cried singing it. Later the song sprang new lyrics and Glenn changed the name to "Moonlight Serenade" which was to become the Miller Theme Song from then on.



Life as a musician was hard bumping from band to band and writing songs to pay the bills. Glenn had his own bands and helped others with their bands.

The Glenn Miller sound using a Clarinet above the Saxophone parts did not come about quite like the movie suggests. Glenn's first band had a very good clarinet player that wasn't much of a sax player. Glenn thought if he played the high parts on clarinet he

wouldn't be sitting around so much waiting for a song with clarinet parts. Right after this his first band folded. Very depressed Miller said he would never have a band again. But after much prodding Glenn tried again and his second band finally made it big.

Once again, his lead trumpet player moved on and his replacement was not as good with the high notes. Glenn experimented with the clarinet player playing high parts. After a lengthy time of arranging parts like this the Miller sound took hold. So, you can see it did not happen all at once.

Glenn Miller was at the height of his popularity with his civilian band but still wanted more. With the U.S. now in the battle with the Axis Forces Glenn felt he could benefit our soldiers with morale building music. So he applied for a commission with the U.S. Naval Reserve. Next time I will continue with the rest of the story.



Needs for Patton's Third Army

By Col. Carlos Manning
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A few words from the old man on staff, first and foremost we are growing. I would like to predict 2014 will be a boom year. Things are getting pretty exciting. That's where our needs come in. As we grow our needs will grow. In my observation, our needs will fall in three major categories. Personnel,

Equipment and Vehicles.

We have the same needs as a major museum. We are a mobile museum. The Museums we all know that are successful have a good group of volunteers.

You go into the museums and see and learn about artifacts and always find the volunteers helpful and informative. That is what we need in the Third Army. Our displays are just equipment and vehicles sitting around unless we bring them to life for the Public. We have in our group some of the most knowledgeable people in our hobby's history. Our volunteers need to learn from them about our displays and take their turn making history come alive for the Public. I have often stood by a display and needed relief. No one offered and I would walk away leaving the display unattended. We need our volunteers to be knowledgeable and help with our most important obligation, to keep the memories of our veterans and our history alive.

Our equipment is unequal outside a large museum building. We have artifacts that most people cannot see anywhere else. The time is coming when the funds will be available to put the Patton's Third Army Show on the road and will dazzle, amaze all who get to see it complete. Equipment does not talk or explain itself. That is up to us. Some of our radio equipment is not available in our setting, in some of the biggest museums in the U.S.. What do you know about our equipment? What have you contributed? Your knowledge is just as important. Like I said, equipment does not explain its self.

What is a display?

It is for the Public to see. It is for the Public to learn. It is not on a glass or plastic screen. It is living History right before their eyes. They can see it, smell it in some cases touch it It is real folks. That is how we gain Public support. We know some of the story the Public wants to know. Let us make that our duty.

We have made some great acquisitions this year. We have gained trucks and trailers. The M-20 has been completed another Jeep is being completed. There are plans for a 2 ½ Ton, CCKW, Club Mobile that work has already started on. This means participation for the other gender that would like to participate other than Nurse or Correspondent a fun way to be a part of our show.

I guess what I am saying is, we need more playing of historical figures that know their history(they can answer questions as the real person would).

We need Drivers of our historical vehicles and our transport vehicles. Safe, qualified drivers .

We need Security people, not only to watch over our displays but our goods We need to sell to raise funds and our donation collection points.

We need personable, people to sell our souvenirs and keepsakes to cover our ever growing expenses.
 We need mechanics for our ever growing line of historical vehicles.
 We need people that are good at Public Relations.
 We need people that are good at logistics.

Most of all we need you.

Thanks for listening to an old man. I love our hobby. It has brought me and my wife some of our happiest years. We want nothing more than to see Patton's Third Army Historians grow and grow and bring all of you some of the happiness we have enjoyed.



Third Army Hero Capt. Robert K. Posey

Third Army Hero is a recurring biography series of individuals who served with Third Army

Capt. Robert Posey was born on 5 Apr 1904, in Morris, Alabama. Posey began his Army career as a Reserve Officers Training Corps (ROTC) cadet. Capt. Posey had been awarded an ROTC scholarship to attend Auburn University, and was commissioned on 13 May 1926 as a reserve officer in the Corps of Engineers.

In 1942, Capt. Posey entered active duty and was assigned to the building airstrips in the town of Churchill, Canada. Posey was assigned to the Third Army G-5 after the Normandy landings in 1944. Posey's duties included inspection of historic monuments, temporary repairs, and protection of buildings of cultural importance. While performing these duties, Capt. Posey began writing cultural history bulletins for the cities that Third Army captured, which included brief history and cultural monuments information.

Capt. Posey's most notable discovery was the Altaussee Art Repository, which included over 6,000 paintings, statues, furniture, weapons, and coins. Posey was personally responsible for the return of the "Adoration of the Mystic Lamb," also known as the Ghent Altarpiece to the Belgian government. In 1946, he wrote an article based on his experiences for the College Art Journal, entitled "Protection of Cultural Materials during Combat." Capt. Posey was also the inspiration for the character Richard Campbell in the 2014 film, *The Monuments Men*, portrayed by Bill Murray.

Posey died on 18 Apr 1977 in White Plains, New York, and was buried in Elmwood Cemetery, in Birmingham, Alabama.

Capt. Posey's decorations include the American Campaign medal, the European-African-Middle Eastern Campaign medal with 1 silver service star, the World War II Victory medal, the Legion of Honor (France), and the Order of Leopold (Belgium).



Capt. Posey, during WWII



Patton believed in the Power of Prayer

By Gen. Denny Hair
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When General Patton had his Third Army Chaplain, Col. Charles O'Neil. The General had several things on his mind. Foremost was his concern that prayers were needed to sustain the Third Army. He conferred with his chaplain on this matter and from his conference he issued Training Letter Number 5 to all of his Chaplain and his division commanders.

Training Letter Number 5

"Our Glorious march from the Normandy Beach across France to where we stand, before and beyond the Siegfried line, with the wreckage of German Army behind us, should convince the most skeptical soldier that God has ridden with our banner. Pestilence and Famine have not touched us. We have continued in unity of purpose. We have had no quitters, and our leadership has been masterful. The Third Army has no roster of Retreats. None of Defeats. We have no memory of a lost battle to hand to our children from this great campaign.

"But we are not stopping at the Siegfried Line. Tough days may be ahead of us before we eat our rations at the Chancellory of the Deutsches Reich.

"As chaplains it is out business to pray. We preach it's importance. We urge its practice. But the time is now to intensify our faith in prayer, not alone with ourselves but with every believing man, Protestant, Catholic, Jew or Christian, in the ranks of the Third United States Army.

"those who pray do more for the world than those who fight; and if the world goes from bad to worse, it is because there are more battles than prayers." "Hands lifted up" said Boussuet, "smash more battalions than hands that strike." Gideon of the Bible fame was least in his father's house. He came from Israel's smallest tribe. But he was a mighty man of valor. His strength lay not in his military might, but in his recognition of God's proper claims upon his life. He reduced his army from Thirty-two thousand to three hundred men lest the people of Israel would think their valor had saved them. We have no intention to reduce our vast attacking force. But we must urge, instruct, and indoctrinate every fighting man to pray as well as fight. In Gideon's day, and in our own, spiritually alert minorities carry the burdens and bring the victories.

Urge all of our men to pray, not alone in the church, but everywhere. Pray when driving. Pray when fighting. Pray alone. Pray with others. Pray by night and pray by day. Pray for the cessation of immoderate rains, for good weather for Battle. Pray for the defeat of our wicked enemies whose banner is injustice and whose god is oppression. Pray for Victory. Pray for our Army, and pray for peace.

We must march together, all out for God. The soldier who "cracks up" does not need sympathy or comfort as much as he needs strength. We are not trying to make the best of these days. It is our job to make the most of them.

Now is not the time to follow God from afar off." This army

needs the assurance and the faith that God is with us. With prayer we can not fail.

“Be assured that this message on prayer has the approval, the encouragement, and the enthusiastic support of the Third Army United States army Commander.

With every good wish to each of you for a Happy Christmas and my personal congratulations for your splendid and courageous work since landing on the beach. I am., General George S. Patton.



A Daughter's Hero

By Lynn Gregg

My dad, Raymond Willson, is a World War II, United States Navy Veteran and a hero in my eyes in the truest sense. He came home from the War, married my mom, and had my brother, sister, and me. He went about his life working hard to make America a better place. He never bragged about his war experiences. In fact, he hardly ever spoke of them. He joined the American Legion, saluted the flag every time it passed, and taught his children how to be patriotic citizens.

As a First Class Aviation Mechanic, Dad served in the Navy aboard the U.S.S. Saratoga in the South Pacific Theater of the War. He repaired planes on the flight deck. We had seen pictures of him in his Navy uniform and also a picture of him with two hula dancers in Hawaii that always made us giggle and ask Mom if she was jealous. He had a couple U.S.S. Saratoga yearbooks which I found in the back of a closet, but he didn't say much as I looked through them. My grandmother had a wooden elephant he'd brought her from India. He also had a boomerang from Australia. He mentioned places like New Zealand, Burma and Ceylon when I was doing my social studies homework. These were the total of my impressions of my dad's war experiences.

Right around the Fiftieth Anniversary of the bombing of Pearl Harbor, I invited my parents to join me on a trip to Hawaii. It was on this trip that I learned so much about my dad. At Pearl Harbor when we took the boat out to visit the U.S.S. Arizona Shrine, my usually funny, talkative, dad was very somber. As he read the names on the memorial wall and peered into the water below the Arizona monument, I saw a seriousness on my dad's face I'd never seen before. I learned then that my dad had been at Pearl Harbor every December of his four years in the Navy. Although he tried to find the right words, he couldn't explain to us how bad the destruction had been, but for the first time as he talked, I saw it in his face.

We toured the National Memorial Cemetery of the Pacific in Honolulu, sometimes called The Punch Bowl National Cemetery because of its deep bowl shape. This is where thousands of American servicemen killed in World War II are buried. At the top of the bowl is a series of mosaic maps of the South Pacific War arena. Dad showed us places that the Saratoga traveled in blackout conditions. He showed us one South Seas peninsula that was only a quarter of a mile from the opposite shore with enemy troops stationed on both sides. After fifty years of silence, he said, “We moved that giant aircraft carrier through that small passageway in those silent black waters knowing we could be under heavy fire at any second. I was never so scared in all my life.” A daughter

never thinks of her dad as being afraid; he had always been my protector. I couldn't imagine holding inside a memory like that for fifty years. For the first time war became real for me.

In the Punchbowl Cemetery, they also have a series of reflection pools, benches, and stone walls etched with the names of the fallen servicemen. I remember my mom softly saying, “Well, Ray, give us some names to find.”

For a few moments, my dad's seventy year-old face paled as he struggled to remember names of the men who had fought beside him. He was torturing himself trying to think of the names of the men that he knew who had lost their lives so that we might live in freedom. Then to our relief, calmness washed over him, and he started reeling off the names of the casualties of that terrible war. We found them one-by-one on the walls and gently rubbed our fingers over their names respectfully. It was there among those memorial stones that Dad told us a story I'd never heard before and will never forget. Sitting on a concrete bench among the names of the heroes, he talked quietly as we listened.

“We were about a quarter of a mile off the shore of Iwo Jima. We had been shelling it constantly all day so the Marines could move in. That night the Saratoga was in total black-out because Kamikaze pilots were headed our way as they had been for two months. We turned in early to try to get a little sleep after a long day. We knew our sleep would be interrupted when the Japanese planes arrived. We were only about seven hundred miles from Japan—one tank of airplane fuel. The pilots didn't plan to return home.

“It seemed like I had just dozed off when the general quarters bells sounded. That meant we were under direct attack and should report immediately to our assigned posts to defend the ship. It was a scramble in our dark, small quarters as we hurried to throw on our clothes. One guy seemed to panic because he couldn't find his shirt. I tossed him one of mine from a stack that I had retrieved that day from the ship's laundry.

“I ran up the steps to take my place in my turret at the edge of the flight deck. The attack that night was one of the worst. The Kamikazes were all over the sky. I manned a twenty-millimeter gun that I kept firing at them—obeying my orders.

“The hangar deck was right below us. We kept flight deck tools down there in a series of storerooms that had water-tight doors. A bunch of guys firing from the hangar deck saw a Kamikaze plane coming right at them. They quit firing and closed themselves in one of those water-tight storerooms just before the Kamikaze crashed into the ship.

“When the attack was over and we were assessing the damage, we opened the water-tight door on the hangar deck. Every man locked in that storeroom had died from the impact of the Kamikaze. They weren't torn up or anything. They looked like they were sleeping in a neat stack. There must have been over a half a dozen sailors lying there.

“The guy on the top of the stack had on my shirt that I had tossed to him below. I looked at my name on that body and realized it could have been me. I had a feeling that night I might not make it home from the war.”

I'm so thankful he did. This event took place in February of 1945. My dad turned 21 on February 12th of that year. He had enlisted when he turned 18. In three short years as he grew into a man, he had been through so much. The next month he was still firing off shore. It was then the soldiers raised the flag on Iwo Jima.

Today my dad is eighty-two. He still puts up the American flags all along the main streets of the small Iowa town where I grew up and often carries the Colors in parades. When he had hip replacement surgery, he had to drive rather than march to the cemetery for the Memorial Day ceremony. He never considered staying home.

My dad didn't win the war single-handedly. As a naïve teenager, all he knew was our country needed him; he knew nothing of the truly unspeakable acts of war that awaited him. He signed up, he served, and luckily he came home. I am so proud to call United States Navy Veteran First Class Aviation Mechanic, Raymond Willson, my dad.



503d MPs - Adapting for the Future of Patton's 3rd Army

By 1st Lt. Brian Quillen
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When Denny Hair first started expanding the Third Army into the Midwest in 2010, I was fortunate enough to be "drafted" into Third Army as an MP. Back then the role of the MP's was simply compliment the overall appearance of the show. In the four years since Patton first appeared at Highland, Indiana; Third Army has taken root and is furnishing in the Midwest. What had started out as just a hand full of MPs has now expanded to include a fully functional battle staff; which is persistently looking for new opportunities within the Midwest while now hosting two annual events at Camp Atterbury Joint Maneuver Training Center in Indiana. The growth of Third Army Battle has also created new missions and greater responsibilities for the 503rd MP Battalion. At Camp Atterbury the full extent of our mission is apparent, in the battle field we perform routine patrols, and provide security for our forward operating base and communication relay station; however our most important mission is off the battlefield. The chain of command at Camp Atterbury has entrusted the responsibility of providing access onto post to the reenacts to the Third Army Battle Staff and is the primary mission of the 503rd MP's at this event.

Over the next several months the 503rd MP Battalion staff will be working to better prepare our members for the various task that they may need to perform. Currently we are working on establishing a series of Standard Operating Procedures, which will be a guide line on how we operate and perform various tasks ranging from color guard for the Patton Shows to basic gate security. We are also working towards improving the communications network for the entire Battle Staff to improve the safety and security of reenacts at our events. Like the real MP's we portray, our MPs are at times required to do task which while necessary, are not the most enjoyable. It takes a great deal of commitment and understanding of the overall picture to be a member of the 503rd MPs; this is why beginning this year we will be establishing the MP of the year award. This will be awarded each year to the member, who displays the highest level of commitment, exceeds Third Army's standards for personal appearance, and works towards improving our organization.



Dispatches from the Front

Updates from Third Army in the field

Social Media – We have a Facebook page. Please join it and upload the images of what we do and you do as part of Third Army. The page is at:

<https://www.facebook.com/PattonsThirdArmyLH>

Dayton Airshow – Third Army participated in the Dayton Airshow on 28 & 29 June, an estimated 65,000 people attended the 40th annual show held at Dayton International Airport. 1st Sgt. Wayne Coulter represented Third Army, displaying his personal collection.

World War II Day – Third Army participated in the World War II Day at the Elk Grove Historical Museum, Elk Grove Village, Illinois. on 28 June. Lt. Col. Alan Jones and Maj. C. L. O'Connor represented Third Army, with a Third Army display.



Patton's Third Army M20 Places First and wins the Gold in two categories

By Gen. Denny Hair
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We are pleased to announce that our fully restored and fully operational Patton's M20 armored Utility car won 1st Place at the 39th annual MVPA (Military Vehicle Preservation Association) National Convention. We won the Gold, with a high score in the motor Pool Class, We won the Gold in the Military Display Award, and this qualified us to win Best of Show, First Place Military Vehicle Display Award. In order for this to accrue it had to be entered into stiff competition. Four of our members, Col. Bill White, Col. Marino, Brig. Gen. Maloney and General Denny Hair accompanied the M 20 to Louisville, Kentucky to the National Convention.

Nothing is done in a vacuum. Efforts to restore this vehicle were a cumulative effort of Third Army. It starts with the original owners of Gary and Linda Haas who began restoration in 1988. For health reasons, it was sold to Bill White and Denny Hair, who promised to restore it back to its original configuration. To make this happen, grateful acknowledgments go to the following: Carlos Manning, Ken Stewart, Michael Maloney, Will Huntington, Ray Marino, Bill White, Denny Hair, Claude Vaughn and Michael Ditto.

History of the M-20 under Patton

General Patton was as flamboyant Commanding General and one of the most skilled military tacticians the United States has ever produced. General Eisenhower assigned General George S. Patton Jr. to command the Third United States Army in February of 1944, but it was kept secret from everyone but

the two of them and General Marshal. That is a whole other story. As Patton assembled his beloved Third Army in England, he also assembled his personal motor pool. In early 1944, Patton had assigned to him two Jeeps, a ¾ ton Dodge Command Car, a Packard, a CCKW Mobile command headquarters van and an M 20 Armored car.

Not long after assuming command, Patton adopted his beloved Willie, an English Bull Terrier, and both Willie and Patton inspected his newly acquired M20 for the first time.

It was in April of 1944 at Peover England, where Patton's headquarters was located, that this armored car was brought to Patton's HQ for him to inspect. Patton brought Willie with him to help him inspect it. Lady Leese, wife of General Leese of the British Army, was there as she had helped Patton find Willie and wanted to watch the General and his new companion inspect the M-20. It had an interesting feature not seen any other. Near the front, attached to the outside of the fenders were two long metal feeler gauges, made of metal with a round flat indicator painted white. These were used by a number of countries, including the axis powers, to help judge objects as to their proximity to the fenders and to help center it. With the additions of the 3rd Army flags and rank recognition flag, these become very important visually. The driver needed it to be able to see around them. There is a very narrow line of sight. They were highly valuable to judge the distance the vehicle fenders were from objects. These were not common on US army vehicles but Patton was always experimenting and trying out theories.

The first known writing to reflect Patton's use of his armored car came in on August 4, 1944. Col. Codman, one of Patton's aide de camps, wrote home about this day and said, "Al (Major Alexander Stiller Aide de Camp) led off in the armored car and I rode with the General in his peep. For the next three hours we pursued the 6th Armored up the Brest peninsula. Soon we were well ahead of our own Infantry and I found myself sympathizing with the division commander's concern in regard to his flanks and rear."

During the time of August 1st through August 8th, General Patton used his M20 to literally race though the different roads to meet with his various commands. The M 20 was powered by a Hercules JXD 6 cylinder engine and had no governor. It was rated as capable of 57 miles per an hour, which was unheard of at the time. Patton would certainly have seen just how fast he could get it to go. Patton's approach could be heard for miles down those duty August roads. As he did in all of his vehicles, he equipped them with duel air horns made by Buell Air Horn Company. They were made of brass, but painted OD and the bell was the same as the trombones of the period. The horns, coupled with the siren made an unmistakable announcement that General Patton was coming to the front. In fact, during August 1944, Patton had his Third Army's three corps attacking in three directions at once. He found the stamina to not only visit the corps headquarters but almost all the front lines, all of this within the first 8 days of August in 1944. In what would develop into the Falaise Pocket, Patton set the stage for the envelopment of a German army. Lt. Col. Jack Widmer, one of Patton's headquarters staff quoted Patton and wrote, "I've not much word from higher headquarters, he said but I am not waiting. I've ordered the 79th Infantry and the 5th armored to

Mantes on the Seine. This should come close and bottling up an entire German Army..." "The old man, man pulled out of his headquarters in his armored car and went dashing to the Seine."



Disposition of Deceased Service Members

By Lt. Col. Dave Davis
sgtmajorsattic@yahoo.com

After the guns fell silent in 1945 the question arose as to what to do with the remains of those who had made the supreme sacrifice, and lay buried, in their thousands, in temporary military cemeteries, that spanned the globe.

The program of final disposition of these remains was carried out by the American Graves Registration Service, quartermaster general of the War Department under the provisions of Public Law 389, 66th Congress and Public Law 368, 80th Congress. It entitled the authorized next of kin to select one of the following alternatives:

1. The remains could be interred or reinterred in a permanent American military cemetery overseas.
2. The remains could be returned to the United States for final interment in a National Cemetery, to be selected from a list provided next of kin.
3. The remains could be returned to the United States, or Possession or Territory, for interment in a private cemetery. Shipment made to the nearest town designated by next of kin.
4. The remains could be reinterred in the country in which they now reposed or returned to the foreign homeland of the deceased, or to the homeland of next of kin, provided the foreign country gave permission for both entry and subsequent reinterment of remains.

Cost was estimated to be \$657.00 per service member according to the War Department.

The process for the European theatre began in July of 1947. The identifiable dead were exhumed one at a time, by hand, using local labor, the remains were then sprinkled with a complex embalming compound, wrapped in a Army blanket and placed in a government approved metal casket for the last journey. Morticians were recruited throughout the United States and sent to aid in the recovery mission. In October 1947, 5,600 American dead from the temporary cemetery at Henri-Chapelle, left Antwerp, Belgium aboard the *SS Joseph V. Connolly* for home. 30,000 sobbing Belgians lined the docks to bid farewell to the fallen. The Connolly was the first of twenty-one "Ghost Ships" to depart Europe bringing home nearly 82,000 of the 135,576 American war dead from Europe.

As this this happening the the twelve American military cemeteries located in Germany proper were emptied of their dead. A decision at the highest level of the American government decided that NO American soldier was to be knowingly left buried on the soil of Hitler's Third Reich. For 3 years the former battlefields were scoured in search of

the isolated grave.

(Cont. on next page)

In the end nearly 17,000 dead would be recovered, identified, when possible, and reinterred.

The dead, whose next of kin did not choose to have brought home, were reinterred in permanent cemeteries in the countries liberated by these fallen heroes. The people of these countries vowed to treat these cemeteries as though they were the graves of their own children.

A provision of the law terminated authority to make further disposition of remains after December 31, 1951, when the decision of the next of kin became final. The program of final disposition of war dead established the moral and legal obligation of the U.S. government to honor the expressed wishes of the next of kin authorized to make the decision regarding the permanent interment of their loved one's remains.

David Colley wrote movingly about the arrival of the first of the repatriated dead servicemen in New York,

"It was a parade of sorts that began shortly after the Joseph V. Connolly sailed past Ambrose Light, through the Narrows, and glided slowly into New York harbor in the early morning haze of October 26, 1947. Two sleek navy destroyers, the USS Bristol and the USS Beatty, and the gleaming white Coast Guard cutter, Spencer, wheeled into position to escort the Liberty Ship as their crews snapped to rigid attention along the guardrails. On the Connolly's boat deck an honor guard surrounded a solitary flag-draped coffin that stood out in the defused autumn light, a swatch of red, white and blue against the ship's gray flanks. The Connolly approached the towering mass of New York City as the huge 16-inch guns of the battleship, USS Missouri, boomed a salute that echoed off the New Jersey Palisades and back through Manhattan's man-made canyons. The thunder of the guns rolled away, and a flight of fighter planes roared overhead before gracefully turning to leave the city's streets in an unnatural quiet. To fill the sudden void, a lone marine on the Bristol's fantail raised his bugle and sounded "Church Call." As the notes drifted away, a somber voice broke the silence to deliver a prayer.

The Connolly slipped into Pier 61 at West Twenty-first Street in Manhattan with a reassuring nudge, marking the end of a journey to fulfill a long-held promise of a grateful nation in bringing her cargo safely home. The accompanying tugboats reversed screws and withdrew in a rush of churning water and pounding engines as the crew cast the Connolly's lines ashore and she was firmly secured. In her reinforced holds she carried the coffins containing the remains of thousands of American soldiers killed in the European theater of World War II. The casket on deck, bearing an unnamed Medal of Honor winner killed in the Battle of the Bulge, was a symbol of all the young men who were coming home on the Connolly and of the scores of thousands more American dead who will also be returned in the months and years ahead.

At 12:45 p.m. the heavy steel sarcophagus was carried ashore by pallbearers representing all the nation's armed services and placed on a caisson that was hitched to a turreted armored car. A bugle sounded, onlookers wiped away tears, and the procession began, solemnly, quietly, 6,000 men strong, as it moved up Fifth Avenue, past the first ranks of 400,000 New

Yorkers who lined the sidewalks on this warm autumn day to pay final tribute to the nation's war dead.

This was very different from the victory parade and celebration two years earlier in 1945 when frenzied, elated, and war weary New Yorkers welcomed the return of their proud and triumphant fighting men, who marched along the same route in battle dress. The war had

been won and all thoughts were to the future and to the living, not to the past and to the dead. General of the Army Dwight D. Eisenhower was among the soldiers, seamen, and airmen passing in review in 1945, and smartly dressed, khaki clad "Ike", seated in the back of an open limousine, greeted the throngs in his typical public salute of outstretched arms and broad smile. The din from the cheering crowds had filled the avenue, and a festive blizzard of ticker tape and confetti swirled down to blanket the street along the way. The parade route was festooned with signs: "Welcome Home" and "Well Done." The people of New York were delirious.

In October 1947, the old welcome signs from '45 were still visible, but faded, and an eerie silence greeted the marching ranks as they filled up Fifth Avenue, stopping briefly in Madison Square at Twenty-second Street. They moved on, through the shadow of the Empire State Building on Thirty-fourth Street, past the public library on Forty-second Street, and on toward Central Park. There was no confetti or ticker tape and no roaring crowds, only the sound of muffled footsteps and the hollow clop of horses' hooves. Many in the crowd sobbed openly and prayed as the military formations passed, led by mounted New York City policemen, followed by contingents of West Point cadets and Naval Academy midshipmen, soldiers from the Eighty-second Airborne Division, marines and sailors, and members of civic groups from the city of New York. Behind them came the caisson bearing the flag-draped coffin.

A band in the procession struck up a funereal, "Onward Christian Soldiers," and muted bells tolled as it passed St. Patrick's Cathedral with its flag at half-mast. At Sixty-third and Fifth Avenue a diminutive city street sweeper raised his broom rigidly with his left hand in a present arms and snapped a salute with his right hand as the coffin went by. The marchers turned into Central Park at Seventy-second Street and advanced into the Sheep Meadow where forty thousand mourners had assembled to see the casket lifted from its caisson by pallbearers, who solemnly carried it forward and placed it on a purple and black catafalque. As the day wore on and a heat haze settled over the Sheep Meadow, the crowd swelled to 150,000.

Chaplains of three faiths offered prayers for the souls of the war dead and for solace and peace for their loved ones. Speakers eulogized the fallen warriors of World War II; Secretary of the Army Kenneth C. Royall represented the nation, Governor Thomas E. Dewey came on behalf of the state of New York, and Mayor William O'Dwyer appeared for the city. Maj. Gen. Harry H. Vaughan, President Harry S. Truman's military aide, placed a wreath on the coffin. At 4 p.m. a seven-man honor guard fired a three-volley salute, a drummer began a slow roll, and a mournful taps sounded across the Sheep Meadow as the setting sun backlit the skyline to cast ever lengthening shadows across the park. Another, distant bugler

beyond a stand of trees echoed with the same faint quivering notes. The pallbearers returned the casket to the caisson as the West Point band played "Nearer My God To Thee." The public ceremonies ended, and the assembled onlookers filed home to continue their lives. The casket was carried away and returned to the Connolly from whence the body would make its way home to Ohio or maybe Alabama, where a mother, a father, a brother, or a wife would accompany the remains to a final resting place.

For these American families, life would never be the same."

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By Denny Hair
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A fantastic source for military historians and Military Vehicle Field Manual and Technical Manuals has changed hands. The new owner is slowly bringing it into the modern digital world. When you need a reproduction manual to go with your military vehicle, this is a great place to get one. These are quality reproductions that look like the originals. Let me give you a little history on this business. It started in 1980, and specialized in providing restorers, enthusiasts and historians with manuals and books on historic U.S. and foreign military vehicles, including motorcycles, jeeps, trucks, scout cars, tanks, amphibians, bicycles and much, more. What began as a few titles has grown to over 1,800 manuals and 100's of book titles with more being added regularly. The original owner was a man of high integrity. He did not believe in credit cars or the Internet. The only way to get a book was to call him, tell him what you wanted and then send him a check. If he knew you, he'd send the book even before he got your check.

I had a long conversation with the new owner Patrick and found him to be of the same high caliber of a person as the original owner. He is also a General Patton fan so we got along very well. He is doing his best to bring his company into the digital age. He has a web site, takes credit cards and Paypal. He is in the process of listing all of his publications on his web site, but this takes time. He also sells books and other related publications relating to the military and its history, of several countries.

Now here is the reason I am telling you about Portrayal Press. He is looking to find publications, can print high quality books and loves the military hobby. He will be at the MVPA convention and likes our web site. I spoke also with him about by book that is soon to be back from the editor.

Visit their website at: www.portrayal.com



2.36 Inch Rocket Launcher - M1, M1A1 and M9

By 1st Sgt. Wayne Coulter
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As early as 1940, the U.S. Army was actively seeking better and more reliable anti-tank weapons to counter the latest tank designs seen being used by the Germans in Poland and France. The standard anti-tank weapon of the day was usually a small gun (cannon) usually 37mm in caliber which was usually towed, but sometimes mounted in light tanks. The 37mm Anti-tank gun, M3 was a towed gun and was barely effective against the PzKfw III and IV tanks of the German Army. The American Army had been working on rocket propelled anti-tank technology since 1933, but with little funding, not much progress was made.

In 1940, a Swedish gunner invented what would become the 2.36 inch (60mm) anti-tank spigot grenade, standardized as the M10 Shaped Charge Grenade. This consisted of a 2.36 inch, or 60mm shaped charge High Explosive, Anti-Tank (HEAT) warhead section that was too heavy to be thrown as a grenade or to be launched effectively as a rifle grenade. This warhead was given to two officers, Captain Leslie Skinner, who had been working on launchers, and 2nd Lieutenant Edward Uhl whose forte' was rocketry, to experiment with to come up with effective methods of accurately launching this warhead against tank sized targets. Their final solution was a length of steel pipe, with a shoulder stock, two pistol grips and associated electrical firing circuit. The prototype launcher was designated T1. A rocket motor and stabilizing fins were attached to the M10 Warhead and after some trial and error was successfully launched from their new launcher. This new Rocket was standardized as the High Explosive, Anti-tank Rocket M6.

After the attack on Pearl Harbor, most weapons systems then in advanced development were accepted as standard and rushed into service. Such it was that the Launcher was standardized as the Launcher, Rocket 2.36 inch, M1 on 20 May 1942 and the production contract was awarded to General Electric. The new launcher was compared to the musical contraption used by the 1930s comedian Bob Burns which he called the Bazooka and the nick name stuck. Other nicknames were zooka and stove pipe.

The M1/M1A1 Launcher was 54.5 inches long and weighed in at almost 13 pounds empty. The M1 incorporated sights graduated to 400 yards but this was simplified to 100, 200, and 300 yards in the M1A1. The maximum range of the M6/M6A1 rocket was approximately 700 yards. Armor penetration was between 2.5 to 3.5 inches of armor depending on the angle of the armor at impact. Obviously, the greater the angle at impact, the greater the thickness of armor the penetration would have to overcome.



M1 Rocket Launcher

The initial combat debut for the M1 launcher was during the Torch Landings in North Africa. Eisenhower was appalled to learn that the weapon had been fielded with no prior training on the weapon by the troops it was issued to. In the hands of green American Troops, there were no known combat reports on the efficiency of the M1 Launcher in the North African Campaign. This Campaign was to be an intelligence coup for the Germans however, who after capturing several examples of the M1, reverse engineered it and designed their own 'Bazooka', which they enlarged in size to 88mm and named Panzerschreck (Tank Terror).

The M1 was found to have some problems with the M6 Rocket hanging in the tube and bursting prematurely. The Rocket was redesigned and standardized as the M6A1 HEAT. The launcher itself was reinforced by wrapping heavy gauge wire around the rear portion of the tube to prevent the tube from blowing out. The design was further modified by removing the front most pistol grip and adding a redesigned firing circuit and was designated M1A1. This redesigned launcher made the landings on Sicily and was used to some effect during Operation Husky.



M1A1 Rocket Launcher

As with all weapons and equipment used by any armed forces, there was a constant effort to upgrade the M1/M1A1 Rocket Launcher. The Airborne Forces were especially eager to obtain a lighter weight, possibly collapsible launcher for Airborne troops after the jumps in Normandy revealed the M1A1 as less than optimal as a jumped weapon system. In 1943 there were two major significant changes to the bazooka concept. The first was a total redesign of the launcher. The new launcher, designated the M9 and M9A1 consisted of a two piece launcher tube which could be broken down and clipped together for easier carrying. This also facilitated easier dropability for Airborne forces. The tube was sectioned in two pieces which fitted together with a sort of lap joint to avoid exhaust seepage from the joint. The tube locked together with a three pronged bayonet type fitting, the tube sliding in and twisting to lock.

The launcher firing mechanism was redesigned, replacing batteries with a magneto sparker type system contained within the pistol grip, eliminating the need for batteries, which would often get stuck in the wooden stock of the M1A1. The sights were also redesigned as an optical sight glass which had a graduated range finder, protective covers, and would fold against the side of the launcher when not in use. The M9/M9A1 was longer, nearly 61 inches long in firing condition, and weighed 14.3 pounds.

The second change concerned the Rocket itself. The M6/M6A1 had a pointed wind shield over the shaped charge warhead. When striking angled armor, the round would often deflect instead of detonate if the angle of the armor was too great.

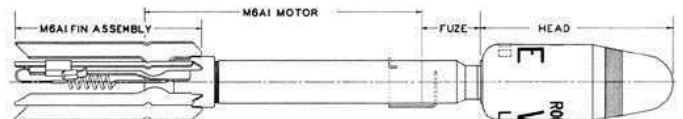


M9/M9A1 Rocket Launcher

The M6A1 Rocket was modified with new fusing and a rounded wind shield over the shaped charge warhead. In addition a modified tail fin section was fitted to improve stability in flight. While the new rocket looked drastically different, it maintained the original rocket's range and armor penetration statistics. This new Rocket was designated M6A3.



M6 Rocket (top), M6A3 Rocket (bottom)



M10 Smoke Rocket (White Phosphorus)

Ammunition Statistics:

The rocket motor was designed to burn out before leaving the tube to protect the gunner from back-blast, but any one behind the launcher would catch the full blast effect of the launch. The Rocket left the muzzle at a velocity of 270 feet per second, which while relatively slow, ensured point accuracy out to about 300 yards.

Armor penetration for the M6/M6A1 HEAT rocket weighed was on the order of 2.5 to 3 inches.

Armor penetration for the M6A3 rocket was approximately 3.5 to 4 inches.

In addition to the M6/M6A1 and M6A3 rockets, three additional rockets were designed for use with the M1, M1A1 and M9/M9A1 rocket launchers. The first, the M10 and its variants, M10A1, M10A2 and M10A4 were white phosphorous rockets.

White Phosphorous, often referred to as willy pete, a reference to the WWII phonetic alphabet for the letters W (William) and P (peter) burns intensely when ignited and creates a thick white smoke. Burning white phosphorus particles can also burn human skin and set fire to canvas and clothing. The M10 Rocket was used to create smoke screens to mask friendly movement, blind enemy gunners and when used against buildings and bunkers, to drive the enemy out of these structures.

The second rocket was the T31 Incendiary Rocket. The T31 was a variation of the M10 with an incendiary warhead which was used to physically set fire to vehicles, ammunition and materiel.

The third rocket was the M26 Gas Rocket. The M26 was filled with Cyanogen Chloride (CK) a deadly blood agent. While it was deemed an effective weapon intended for use against the Japanese, whose gas masks were not thought to be able to protect against it, the M26 was stockpiled, but never issued or used in combat.

By the end of WWII, the M1A1 and M9 rocket launchers were woefully inadequate as anti tank weapons, but were used to great effect against trucks and light skinned vehicles, bunkers and sandbagged emplacements. An upgraded design, the M20, was a 3.5 inch Rocket launcher that was in design and testing but was never accepted for service till after the WWII ended. Eisenhower was known to have called the M1A1 and M9 one of the four tools that won the war (along with the Jeep, atom bomb and the C-47 Skytrain).



Third Army Member Highlight – Josh Fergus



Group: Third Army (Midwest)
Impression: Military Police Sergeant – Co. A. 503d MP Bn

“My hobbies include WW2 reenacting and restoring classic cars. I am a trooper with the Illinois State Police. My impression with Third Army is a Sergeant in the Third Army MP's. I own a 1942 Ford GPW, and have marked it with 503rd MP.”



Headquarters Notes

G-1 Personnel

By CWO. Brian Hart
balls2n@yahoo.com

Prepare for movement to Rockford for participating in the World War II Days over 18-21 September. This is a maximum effort event, if you can attend you should. This event has over 1000 uniformed participants, and many vendors. Meet many great people and enjoy the evening activities including a back to the '40s dance.

While Third Army is in Rockford, the annual award ceremony will be held which will include the presentation of the Third Army Member of the Year, 503d MP Bn – MP of the Year, and other awards.

G-2 Intelligence

By Lt. Col. Dave Davis
sgtmajorsattic@yahoo.com

Preliminary reports for Rockford event in April show German forces preparing for deployment to the village and surrounding forest areas. Imperial Japanese forces are also forming for deployment to the jungle areas, and are conducting preparatory training for jungle fighting. Allied troops will conduct deployment over the unoccupied areas of Midway Village Museum.

G-3 Operations

By Maj. Dave Weakley
dwweakley@yahoo.com

D-Day 70th Anniversary, at Camp Atterbury and held in April, was an excellent event with great weather, The Airborne elements were dropped at 23:00 and it wasn't too long before the action started. the 14th Armored had 2 M-5 Stuart tanks in attendance and the Germans had a pack gun and the kubels and the normal vehicles they used. I want to especially Thank Dave Morrison for bringing his WC-63 to transport the troops to and from the field. Everyone had a good time and plenty of action.

We are now working toward the December event. The details will be coming soon. To see photos of this event visit <http://cpatterburyww2ne.webs.com/apps/photos/>, we hope you enjoy the photos.

G-4 Supply

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

Upcoming events

18 – 21 September 2014 – World War II Days, Rockford, IL – Third Army National Event - battles complete with tanks, artillery, armored vehicles, and pyrotechnic displays – Over 1,000 event participants.

To register: <https://www.eventbrite.com/e/rockford-event-2014-tickets-11935957771>

Event information site: <http://www.ww2rockfordevent.com/>

See you in Rockford!!!

Patton's Third Army M20



General Patton inspects his M-20
for the first time
April 1944



Patton brought Willie with him to help him inspect it his new armored car

Fender Proximity Gauge

It had an interesting feature not seen any other. Near the front, attached to the outside of the fenders were two long metal feeler gauge, made of metal with a round flat indicator painted white.

These were used by a number of countries, including the axis powers, to help judge objects as to their proximity to the fenders and to help center it.

**Congratulations
to the M20
Restoration
Team**

Patton's Third Army M20 (Cont.)



Military Vehicle Preservation Association

In Recognition of Your Accomplishments

Mr. Denny Hair, the Officers and Men of the 3rd Army



*The MVPA Extends its Appreciation
for the Outstanding Video Portrayal of
the Association and the Historic
Military Vehicle hobby*

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Tom Wolboldt

MVPA Secretary

David Cadorette

MVPA President

Third Army on the Move



D-Day 70th Anniversary, Camp Atterbury



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**Send comments and story ideas to the editor via email at
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