



MOTOR POOL MESSENGER

the official monthly newsletter of the
MILITARY TRANSPORT ASSOCIATION

visit us online at www.MTAofNJ.org

Issue: SEPTEMBER 2020

Editor: Dave Steinert



In this issue...

Whup-Whup-Whup!...The WWII Helicopter

On the cover...



THEN- Early in 1944, the U.S. Army's Sikorsky's R-4 became the world's first production helicopter. The Sikorsky R-4, powered by a single lifting rotor and an anti-torque tail rotor, was used for local rescue duties at U.S. air bases in the Pacific and was also used in several combat rescues in Burma.

The Sikorsky R-4 was designed by Igor Sikorsky and was two-seat helicopter with a single, three-bladed main rotor and powered by a radial engine. The R-4 was the world's first large-scale mass-produced helicopter and the first helicopter used by the United States Army Air Forces, the U.S. Navy, the U.S. Coast Guard and the United Kingdom's Royal Air Force and Royal Navy. In U.S. Navy and U.S. Coast Guard service, the helicopter was known as the Sikorsky HNS-1. In British service it was known as the Hoverfly.

The R-4 was also used for local rescue duties at U.S. air bases in the Pacific and was used in several combat rescues in Burma.

On 5 January 1943, the United States Army Air Forces ordered 29 prototypes. The first three were designated YR-4A and used for evaluation and testing. The YR-4A benefited from a 180 hp Warner R-550-1 engine, compared to the 165 hp (R-500-3 in the prototype, and a rotor diameter increased by one foot. Evaluation of the YR-4A demonstrated a need for further improvements, including moving the tailwheel further aft on the tail boom, venting the exhaust to the side instead of downward, and increasing the fuel capacity by 5 US gal. These and other design changes led to the designation of later prototypes as YR-4B, which were used for service testing and flight training.

MTA 2020 Officers and Key Committee Heads

President- Al Mellini

Tel: 973-723-2166

email: albert.mellini@gmail.com

Vice President- John Sobotka

Tel: 862-266-6284

email: jsobotka@hotmail.com

Recording Secretary- Anita Roberts

Tel:

email: akroberts356@gmail.com

Treasurer -Ginnie McDevitt

Tel: 845-987-7896

email:

Sergeant at Arms-Andrew Salzano

Tel: 973-831-0920

Membership Chairman- Fred Schlesinger

Tel: 908-617-5066

email: fred@mtaofnj.us

Newsletter Editor- Dave Steinert

Tel: 973-347-9091

email: dsteinert@mtaofnj.org

Parade Coordinator- Ken Gardner

Tel: 973-714-2271

email: mtanjevents@gmail.com

Swap Meet Chairman- Bill Murphy

Tel: 973-803-9725

email: bmurph411@gmail.com

Webmaster- Rudy Garbely

Tel: 973-800-9251

email: rgarbely@gmail.com

The United Aircraft Corp. announced on 5 November 1944 that the one hundredth helicopter had been completed, and that the production rate had reached five every six days.

NOW- The Bell V-280 Valor is a tiltrotor aircraft being developed by Bell and Lockheed Martin for the United States Army's Future Vertical Lift (FVL) program. The aircraft was officially unveiled at the 2013 Army Aviation Association of America's (AAAA) Annual Professional Forum and Exposition in Fort Worth, Texas. The V-280 made its first flight on 18 December 2017 in Amarillo, Texas.

The V-280 is reported to be designed for a cruising speed of 280 knots (320 mph), hence the name V-280, a top speed of 300 knots (350 mph), a range of 2,100 nautical miles (2,400 miles), and an effective combat range of 580 to 920 miles. Expected maximum takeoff weight is around 30,000 pounds. In one major difference from the earlier V-22 Osprey tiltrotor, the engines remain in place while the rotors and drive shafts tilt. A driveshaft runs through the straight wing, allowing both prop rotors to be driven by a single engine in the event of engine loss. The V-280 will have retractable landing gear, a triple-redundant fly by wire control system, and a V-tail configuration.

The wings are made of a single section of carbon fiber reinforced polymer composite, reducing weight and production costs. The V-280 will have a crew of four and be capable of transporting up to 14 troops. Dual cargo hooks will give it a lift capacity to transport a 10,000 pound M777A2 Howitzer while flying at a speed of 150 knots (170 mph). The fuselage is visually similar to that of the UH-60 Black Hawk medium lift helicopter. When landed, the wing is in excess of 7 feet from the ground, allowing soldiers to egress easily out of two 6-foot wide side doors and door gunners to have wide fields of fire. Although the initial design is a utility configuration, Bell is also working on an attack configuration.



THE NEXT MTA MEETING WILL BE HELD ON THURSDAY, SEPTEMBER 3rd AT 7PM AT THE FIREMAN'S FIELD IN ROCKAWAY.

"Fireman's Field" is located at:
144 Beach Street, Rockaway, NJ 07866

Military Transport Association

MTA Meeting Minutes – August 5th, 2020 at Fireman's Field, Rockway, NJ.

The meeting was called to order at about 7:00PM by MTA Sergeant-at-Arms **Andy Salzano** with the Pledge of Allegiance followed by a moment of silence.

President **Al Mellini** Al opened the meeting with a request for a motion to approve the July 2020 Minutes. **Pat Dolan** made the motion to approve the July 2020 Minutes, **Gary Schultz** seconded. Al specifically mentioned that by approving the minutes of the July Mtg the members were not approving the new by-laws because they had not been published for the required 30 days. The new bylaws will be motioned for approval at the September Mtg.

Al thanked **Tim Swanick** for making the field available for the meeting, his wife, **Jean Swanick** for the delicious pierogis and **Jim Mescher**, who prepared a delicious dinner of filet mignon and salad. Jim auctioned off the remaining filet mignon. **Art Swain** won with a bid of \$20.

Al informed the club that he was looking into getting both D&O and basic liability insurance in the amounts of 1-3 million. Quotes were coming in and he expected final numbers soon.

Membership was also informed that the MTA 2020 Swap Meet has been cancelled due to state mandated guidelines. New date is October 2-3, 2021. **Fred Schlesinger** reports he is polling vendors for feedback.

Treasurer's Report as reported by Al:

Military Transport Association, Inc. Summary of Funds Activity For the Month Ending July 31, 2020	
	All Funds
Beginning balance from last month	\$ 48,341.14
Income	115.33
Expenditures	(816.59)
Closing balance	<u>\$ 47,639.88</u>

Donations: \$500. Donation to the Rockaway Firemen's Association for field September 19th picnic. Motion to Approve made by **Pat Dolan**. Seconded by **Ken Gardner**.

Events

Al mentioned that the Lead East Car Show was cancelled for Labor Day Weekend.

Mendham Labor Day Parade scheduled for Sept 7th has been cancelled.

MTA Family Picnic – September 19th
Fireman's Field, Rockaway, NJ. **Al would like to encourage members to vend at the Picnic. Email Al for a table request (at least this won't be cancelled!).**

Pat Dolan gave an excellent presentation on military patches and trench art, with an awesome display of both.

Motion to adjourn the meeting was made by **Jim Mescher** and seconded by **Pat Dolan**.

Submitted by Anita Roberts,
Recording Secretary



August 8, 2020 MTA Summer Trail Ride
By Gary Schultz

Today was our first outing of the year and the MTA Summer Trail Ride today was an awesome ride, which started promptly at 9 am with breakfast provided by the MTA at the *Allamuchy General and Cafe*. Eyes were wide open with the mammoth sized breakfast portions. Dean the owner and his staff truly appreciated our business as they were shut down for a few days because of this week's storm and power outages.

We had 12 members and family and 10 vehicles in total including 7 WWII Jeeps, M38A1, M151A2 the topper of all ... **Rob Cassin's** immaculately restored 1941 German Zundapp motorcycle with sidecar!

We departed as planned precisely at 10 a.m. with bellies bulging with pancakes, eggs and bacon and of course New Jersey's favorite.... Taylor Ham;)



Proceeded onwards to the *Four Sisters Winery* at a slow pace to accommodate the Zundapp and Nick Morello's Jeep which developed the infamous death wobble at speeds over 30.

We reached the *Four Sisters Winery* about 45 minutes later and corralled our vehicles at the far side of the parking lot for pictures. The owner and her staff did not know we were coming and we're excited to see all the MVs, they took videos and photos for their website. We shopped the wine store and the team walked away with many bottles of locally vintage wines.

We formed up the convoy again, the morning clouds gave way to a strong sunshine and it was starting to get hot. We made several stops to keep the convoy tight and arrived at our final destination *Johnny's Hot Dogs* about noon.

Fortunately, today the crowds at Johnny's were not overwhelming and we were easily able to park together in the main parking lot.... I found a spot and squeezed in next to a State Police SUV, they were loading upon hot dogs for the troopers back at the barracks.



After that huge breakfast believe it or not most of us found room to still down a few of Johnny's famous hot dogs!

A half mile before Johnny's we pasted the Butzville Flea Market. Yes, that's the name of the town... Butzville NJ, bet you didn't know we had a Butzville in New Jersey!



After quickly downing the hot dogs the team wanted to go rummaging back at the flea market for a while looking for hidden militaria under piles of mostly junk;)

The group rallied back up into our convoy line and we reversed our path which mostly traveled scenic Route 519 back towards the cafe and the Allamuchy Elementary School where most of the team's tow vehicles were parked.

We arrived back at the elementary school around 2:30pm having traveled about 42 miles round trip.

Everyone truly enjoyed the day, we had a lot of thumbs up for a most enjoyable start to the day, fun and laughs as the convoy rolled along. Most importantly everything was safe, most members wore their masks when appropriate and there were no travel incidents. I heard many requests to repeat the trail ride again, particularly the morning breakfast gathering at the cafe!

Stand by for our next MTA event, September 19th, for the MTA picnic and trail rides along the canals at Rockaway Fireman's Field.



Concrete Breakwater: The American Tank-Infantry Team and Heavy Fortifications

Part III
Jim Swanick

If there is a word that simultaneously encapsulates and understates the collective experience of 12th Army Group in the three months that followed, it would be "difficult." The fall campaign introduced the Americans to several new kinds of

warfare that they would have to master if they wanted to drive into the heart of the Reich: breaking heavy, static fortifications, covered in this article; fighting through dense forests, covered in Part 4 of this series; and securing cities, covered in Part 5.



The Battle of Aachen 1944

In terms of terrain neither the First nor Third Army sectors were ideal; the former featured sharp ridges, heights, and ravines covered by dense forest. Industrial towns dot the open ground to be found, the most desirable of which is guarded by the city of Aachen. The Roer River constituted the major water barrier that Courtney Hodges' command would strive to reach for the duration of the fall. The latter, the Lorraine region of eastern France and a historic Franco-German war prize, consists of rolling, eastward-rising farmland cut by several waterways, with the Moselle, Seille, and Saar Rivers presenting the most serious obstacles. Hills and high ground pepper and dominate the countryside, and forested ridges are plentiful. In addition to the problems presented by terrain, the autumn of 1944 was unusually wet along the German border. The rains created seas of mud that bogged down armor and supply trains alike and caused rivers to burst their banks. The poor weather led to the grounding of Allied airpower, and by mid-November the first snows of winter began to arrive, causing extensive non-battle injuries. Stubborn German resistance combined with these factors to make the autumn campaign a decidedly miserable experience for all involved.



The "Dragon-Teeth" of the Siegfried Line"

On arrival at the frontier and in Lorraine the tank-infantry teams immediately went to work against static fortifications. As it charged toward the Aachen Gap and into the Stolberg Corridor First Army ran into the Siegfried Line while Third Army came under fire from several fortresses surrounding Metz as it tried to muscle its way across the Moselle. The Siegfried Line had been constructed from 1936-1940 and was a band of mutually supporting concrete emplacements in depth behind cement "dragon's teeth" anti-tank obstacles, running the length of the German border from the Netherlands to Switzerland. The Metz fortresses had been built in stages from 1871-1916 and were a complex of large, concrete, and partially subterranean artillery and infantry forts linked by fire and outlying fortifications that commanded the high ground along the approaches to the city of Metz. Both had been neglected and pillaged for equipment and weapons during the glory years of Germany's war.



Fighting for Metz

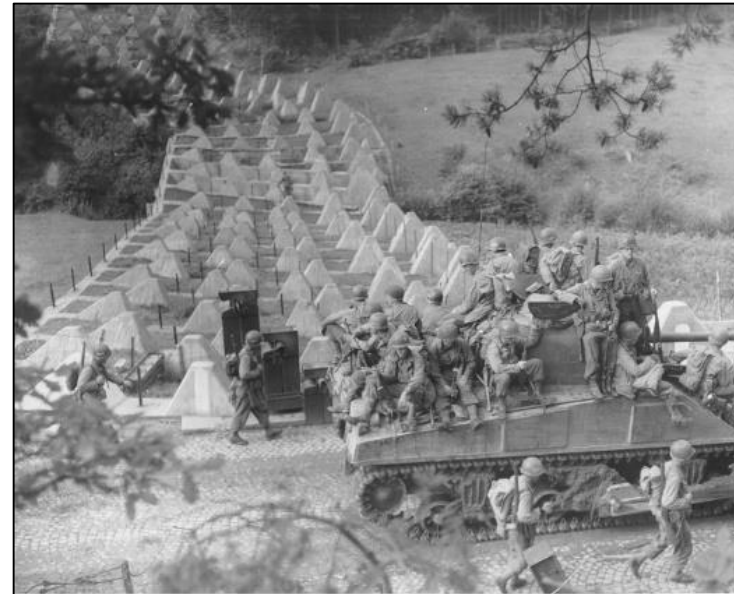
During August a feverish rehabilitation program was undertaken to ready both for combat, and by the time the Americans arrived in force they had been manned by troops of variable quality. To this point in the war the US Army had never assaulted such heavily fortified positions, though it theorized on how it would, and so there was a steep but short learning curve. This was mostly overcome by violence. Doctrine was found to be generally correct in its concept of dealing with heavy fortifications, but many of the details were wrong. It called for field artillery to neutralize bunkers and pillboxes so that armor could be conserved for exploitation, but the fortifications encountered by 12th Army Group were impervious to indirect shellfire. Direct fire was needed to suppress the occupants, and so the M4's came roaring back into the line- on occasion, self-propelled 155mm guns were brought up as well. The tank destroyers had never left, as doctrine had prescribed them to be used as assault guns. Infantry were to envelop or bypass defenses and the emplacements themselves neutralized via hand-placed explosives, but this was rarely possible because the positions encountered on both fronts were mutually supporting. As a result, frontal attacks were required; doctrine provided for these but insisted they be



Bursting through the Siegfried Line

preceded by proper planning and the issue of assault equipment.

Like they had in hedgerow country the GI's of First Army quickly developed a system for cracking the Siegfried Line. Field artillery, heavy machine guns, mortars, and tank destroyers isolated the battlefield by taking a section of the line



The 39th Infantry Brigade crossing the Siegfried Line September 1944

under fire and smoke, focusing on pillboxes surrounding the emplacement under assault. This negated the defenders' ability to bring all their firepower to bear on the advancing American assault troops. Armor took on a central role, firing first on the field fortifications to chase enemy infantry into their pillboxes before switching their fire to the apertures. This was done at range or from point blank while the infantry, organized into assault teams armed with multiple BAR's, satchel charges, bazookas, and flamethrowers, advanced under cover of fire in front of or in line with the armor. Once isolated and suppressed, the position was enveloped by the attackers and entry was gained by blowing the doors in with demolitions, bazookas, or

tank fire, after which it was cleared using grenades. In many instances various anti-tank obstacles such as dragon's teeth, steel gates, mines and large craters blocked the advance of the armor; in these cases combat engineers worked under fire to clear the way. When this was performed during the assault armor often advanced to the point of the obstacle and deployed to suppress enemy positions while the engineers came forward. As this occurred the infantry advanced beyond the armor and engineers, maneuvering to subdue the pillboxes in question. Following the end of the day's action the infantry dug in around and between captured emplacements in order to guard against the counterattack that could be expected once darkness fell. The emplacements themselves were not used as fighting positions as they were poorly defensible from the rear, and once the assault had passed they were destroyed via demolitions or buried by tank dozers.



U.S. Troops cross the Siegfried Line

In the Third Army sector attempts to overcome the Metz fortresses were all but abandoned as a result of the disastrous effort to neutralize Fort Driant in early October. The attack on the fort had seen tank-infantry teams of the 5th Division attempt to storm the complex, but once forcing their way onto the top of the subterranean works the GI's had been pinned down by artillery fire from neighboring fortresses while the tanks were disabled by antitank rockets. In two weeks of fighting only superficial gains into the interior of the structure were made in exchange for heavy casualties, and the attack was discontinued. The durability of the fortresses, several of which held Third Army at bay during September, led Patton to order that they be bypassed. When the advance resumed in November those that had to be taken by force out of necessity were done so largely by infantry backed by artillery, but tank-infantry teams did assault or work to contain at least two. During the neutralization and containment of Fort Plappeville, elements of the 95th Division fought their way into the above-ground portion of the fort, after which nearly 300 German defenders were persuaded to surrender by tanks firing smoke into the fort's ventilation ducts. Meanwhile, a combined arms task force built around 95th Division elements stormed Fort St. Julien (the inner bastion of which was protected by a moat) by breaking into the outer environs of the fortress using infantry. Once the infantry had secured the courtyard leading to the bridge over the moat, light tanks and a tank destroyer came up, the former suppressing the embrasures surrounding a large

metal gate on the opposite end of the bridge with machine gun fire. As this occurred the tank destroyer destroyed the arch housing the gate. In this manner entry to the fort proper was gained, and the following morning infantry infiltrated the citadel and induced the garrison's surrender. Once beyond Metz the Maginot Line factored into the German defense as well; much like the Metz fortresses, the Maginot Line forts were subterranean concrete structures connected by strings of conventional pillboxes. In contrast to the Metz positions very little or no effort had been made to prepare the Line for combat, with the result that fighting within it concluded quickly. During this limited fighting, tank destroyers proved valuable, closing to point-blank range with the infantry in order to fire armor-piercing rounds into enemy pillboxes.

Stay tune for Part IV in the next issue of Motor Pool Messenger...

CLASSIFIEDS

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

FOR SALE

1942 Willy's Slat Grill Jeep. Entered service Jan. 12, 1942. Original body restored. Runs & looks good.

\$18,500 W/O Display Armament



Roger de Socarras, Bucks County, PA
 Email....tinear@epix.net
 Phone 610 847 2798

FOR SALE - M725 \$3,800.00, Ammo trailer \$350, 1957 DAF 1-ton troop carrier. Rare, not many of these around \$6,000, M109A3-shop van with benches and shelves. Good shape \$4,500. Call or text Jude Meehan 732-433-3359.

Parts for Sale- 230 CI M725 motor, ran when pulled, burns oil \$200, M725 litter racks-best offer, M725 Rear doors, some dents, no rust \$200 for the pair, M715 windshield frame, minor surface rust \$150, NOS in packing Southwind heater for M725

possible M-43 best offer, M37 windshield frame outer only \$75, M725-M715 rims with lock rings –make offer. Many more items available, too many to list. Call for more information. Call Matt

FOR SALE

1941 Dodge WC7 Command Car. It has all doors, new top, leather seats, pioneer tool kit.

All original. \$27,500



Roger de Socarras, Bucks County, PA
 Email....tinear@epix.net
 Phone 610 847 2798

Ziegler, cell 973-445-3890, email : Matrziegler@gmail.com

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

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

For Sale: I have many Jeep and M37 parts for sale, call Tom Weaver @ 973-627-9448.



Military Transport Association

P.O. Box 391

Budd Lake, NJ 07828

THE NEXT MTA MEETING WILL
BE HELD ON THURSDAY, SEPTEMBER 3rd
AT 7PM AT FIREMAN'S FIELD
IN ROCKAWAY



a chapter of the Military Vehicle Preservation Association

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

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

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

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

Name: _____

Street: _____

City: _____ State: _____ ZIP: _____

Phone: (____) _____ - _____ (cell preferred)

Email: _____

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

Are you a member of MVPA? Yes No

Military vehicles owned: _____

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

Military Transport Association, Inc.
P.O. Box 391
Budd Lake, NJ 07828

Contributions, gifts, or membership dues made or paid to the Military Transport Association, a 501(c)(4) organization, are non-refundable or transferable, and are NOT deductible as charitable contributions for federal tax purposes.