ON THE COVER: Long time MTA Member Vinny Schwartz stands in front of a B17G at Millville Airport.

The minutes of the previous MTA meeting were approved as they appeared in last month’s newsletter.

The MTA elections for President and Vice-President are quickly approaching! Our current President Randy Emr and current Vice-President Dennis Vecchiarelli’s terms will expire on December 31, 2016. Both gentlemen have served the MTA for the past five years and it’s time for a new administration.

Anyone interested in running for any of the elected MTA positions is encouraged to do so.

The MTA supported the Marine’s Toys for Tots Program at this year’s Lead East Car Show in Whippany on September 2nd thru the September 4th. The money totals are not in as of this writing but, 120 toys were collected as the result of our efforts and the cash contributions are expected to exceed last year’s amounts.

Sven’s Picnic: John Sobotka thanked everyone who came to Sven’s picnic and those who volunteered to help set up before the guests arrived. Sven and Olga Johnson were very appreciative of our efforts. Sven’s chicken is the best chicken you will ever eat at a picnic!

John advised us that the picnic came in a bit under budget and any unused funds will be returned to the MTA account.

The dumpster supplied by Mike Juliano of Juliano Carting of Hopatcong, N.J. s once again proved to be a great help in facilitating the clean up after the event. Mr. Juliano appreciates the MTA’s and the Red Ball Club’s efforts in supporting members of our armed services. Thank you, Mike Juliano.

Newsletter: Dave Steinert thanked everyone who contributed articles to last month’s newsletter. He always encourages members to submit interesting articles.

Good of the Club: Jack Stuart advised the members in attendance that the fate of the U.S.S. Ling is in serious jeopardy. The property that houses the Ling has been sold by the owner and the decision to move or scrape the vessel is being debated.

Art Swain suggested that the MTA offer our services to the Sea Girt Museum located on the National Guard/State Police Training Base in Sea Girt, N.J. The museum and its artifacts were damaged as the result of Hurricane Sandy.

Art suggested that the MTA organize a work detail to assist with the restoration. More details to follow.

President Emr concluded the meeting at 8:35 p.m.
After Action Report:
1 Sept 2016
Story and Pictures by Vinny Schwartz

I saw an article in the paper on the morning of September 1st about Wings of Freedom living history. The organization was going to have four WWII warbirds on display at Millville Airport for three days. The day started out overcast and we weren't going to do much anyway so I asked my wife Shirley if she would like to take a ride and see the planes. We had no idea where we were going but the GPS “bitch” seemed like she knew, so I followed her directions.

We drove right through Glassboro and it was the first day of classes at Rowan College. Like I said, we didn't have anything to do so we might as well watch the college kiddies go to school. For those who are as clueless as I am, we discovered that the town of Millville is in southern New Jersey and is just south of Vineland.

We got to Millville Airport and I was surprised to find that it had historical significance. It was the first training school for fighter pilots in the US, during WWII. It is pretty much the same as it was back in 1939. All the Administrative buildings are right where they were then. Runway and taxiways are all the same as well. There are modern hangers and general aviation alongside the historical area of the airport. It was fun just looking at all the historical exhibits.

We went to look at the bombers and a P-51 Mustang. I was told they needed a tenth man to make a flight in a B17G called “Nine-O-Nine” and Shirley said for me to do it. But only once! I was all signed up and starting to get antsy as we waited the three hours till flight time. The flight chief asked if anyone had any medical issues. I got to sit in an actual seat (better seating in armor) but I stretched the seatbelt as far as it would go and got strapped in. Pretty sure those flight crews were a skinny bunch.

The crew did their preflight check, cranked the props and primed the engines and got them all fired up. A couple minutes at idle and we moved to the flight line. The pilot ran the engines up a few more minutes, then returned to idle as he brought it to take off position. Another run up of the engines and he released the brakes, we were moving. The...
old bird hauled ass as it took off and it was thrilling to feel the thrust as it pulled up. It was an easy take off with a slight climb and we were cruising pretty fast. It’s loud inside but not too bad. I peeked at the engine controls and could tell we were nowhere near full power. The entire flight was little above an idle. The plane uses four 1200 HP engines. It is capable of flying on just one. As soon as we were airborne, we were free to move around the plane (like there’s a lot of places to go) but we got to move from front to rear and check everything out. There is a cat walk between the bomb racks to get to the forward part of the plane. It got well-polished from some of us as we squeezed our fat asses and big stomachs between the bombs. I was afraid for a couple seconds that I would be spending the entire flight wedged in that rack but I gave it all I had and made it to the front. We each had a chance to sit in the bombardier seat but I’m too fat to get in position to see through the Norden bomb sight.

All in all it was an experience of a lifetime and I’m glad I did it. I will never forget it.

The Boeing B-17G Flying Fortress
Made famous in its role in the Daylight Strategic Bombing Campaign of WWII and the post-war movies that made it an icon, the B-17 flies proudly across the United States with its companion.

No longer avoiding anti-aircraft fire or the terror of enemy fighters, the B-17 stands as a living history exhibit for the nation.

The most widely recognized and revered aircraft type of World War II, the B-17 Flying Fortress, takes to the skies again. The B-17G (Serial # 44-83575) has been returned to its wartime configuration under the auspices of the nonprofit Collings Foundation of Stow, MA and given the name “Nine-O-Nine”.

The Collings Flying Fortress was built at Long Beach, CA by the Douglas Aircraft Company and accepted on April 7, 1945. Although she was too late for combat, #44-83575 did serve as part of the Air/Sea 1st Rescue Squadron and later in the Military Air Transport Service.

In April 1952, #44-83575 was instrumented and subjected to the effects of three different nuclear explosions. After a thirteen-year “cool down” period, #44-83575 was sold as part of an 800-ton scrap pile and Aircraft Specialties Company began the restoration of the aircraft.

Damaged skin was fabricated and replaced on site; engines and props were stripped, cleaned, repaired, and tested; four thousand feet of new control cable was installed; all electrical wiring and instrumentation was replaced. As she neared completion, the jeers and laughter of those who said she would never fly again faded as the sounds of four 1200 HP Wright-Cyclone engines echoed across the desert and “Yucca Lady” rose as the phoenix and climbed into the sky.

For twenty years, without a major problem or incident, #44-83575 served as a fire bomber dropping water and borate on forest fires. She was sold in January 1986 to the Collings Foundation. Restored back to her original wartime configuration by Tom Reilly Vintage Aircraft, she represented one of the finest B-17 restorations and won several awards.

In August 1987, while performing at an airshow in western Pennsylvania, “Nine-O-Nine” was caught by a severe crosswind moments after touchdown. The right wing lifted in the air, finally coming down too far down the runway. Despite the efforts of her crew, she rolled off the end of the runway, crashed through a chain link fence, sheared off a power pole and roared down a 100-foot ravine to a thundering stop. The landing gear sheared off, the chin turret was smashed and pushed into the nose; the Plexiglas nose was shattered; bomb bay doors, fuselage, fuselage, ball turret, wing and nacelles all took a tremendous beating. Engines and propellers were also torn form their mounts. Fortunately, there were no fatalities to the crew or riders although there were injuries.

For a second time, this B-17 “rose from the ashes”. With nacelles from the famed B-17 “Shoo Shoo Shoo Baby”, thousands of volunteer hours, support from the folks of Beaver Falls, PA, and donations from individuals and corporations, she was made whole again to carry on the proud and rugged heritage of the B-17.

Since the crash at Beaver Falls, the B-17 has succeeded in visiting over 1200 tour stops. This means that millions, who would otherwise never seen the Flying Fortress, have been able to experience first-hand the plane that helped change the history of the world fifty years ago.

The Collings Foundation B-17 was named “Nine-O-Nine” in honor of a 91st Bomb Group, 323rd Squadron plane of the same name which completed 140 missions without an abort or loss of a crewman.

The original “Nine-O-Nine” was assigned to combat on February 25, 1944. By April 1945, she had made eighteen trips to Berlin, dropped 562,000 pounds of bombs, and flown 1,129 hours. She had twenty-one engine changes, four wing panel changes, fifteen main gas tank changes, and 18 Tokyo tank changes (long-range fuel tanks). She also suffered from considerable flak damage.

After European hostilities ceased, “Nine-O-Nine”, with its six-hundred patched holes, flew back to the United States. While the rigors of war never stopped the historic “Nine-O-Nine”, she succumbed at last to the scrappers guillotine, along with thousands of other proud aircraft.
Once upon a time, when I was younger, better looking, and certainly had more ambition than I have now, I had a desire to own a Duck (DUKW). I already had my Jeep, but I could just imagine myself in a parade with this new military toy, with all those people watching me in awe and wishing that they also had a Duck (DUKW). (Yeah----RIGHT!).

And, I continued to imagine how neat it would be to take it to a shopping mall to pick up a nice cool six-pack of beer or some groceries. Again, the people would watch me in wonder as I skillfully parked it by taking up four regular parking spaces and then hauling out my ladder to climb down from the cockpit.

Or even better-----I could cruise down to a boat landing ramp and then just drive out into the lake without the bother of backing a boat down the ramp. I could hear the people cheering wildly as I made my entrance. The DUKW of course, is a rather large vehicle. It measures thirty-one feet long, eight-feet, three inches wide and the drop from the cockpit to the ground is almost seven feet.

In our local club, I found a friend with similar interests. This friend was Dennis Spence (of Portrayal Press), also one of the MTA’s Founding Members. We both felt that owning a DUKW in a partnership would make things easier financially as well as sharing the work of a restoration project. I would keep the DUKW at my house in the back or side yard.

Looking through a construction equipment want ad paper, we found that there was a man named Bill, in Connecticut somewhere, who had a few DUKWs for sale. So, arrangements were made for us to drive up and give Bill a visit to look over his DUKWs. Bill was a very interesting guy. He had a passion for DUKWs, and actually had five of them. He kept one or two at his house as I recall, and the other three were parked on a friend’s property somewhere in the area.

One of his DUKWs he had actually found in California, where he bought it and then drove it cross-country back to his home in Connecticut. Bill showed us around a few of his DUKWs so that we could get an idea of what we were getting ourselves into. They looked pretty good, and it seemed like the prices for them were not unrealistic. After thirty years, I don’t remember exactly what the prices were, but I believe they were around $2000 or $2500. But back then, two thousand bucks was still a lot of money.

Having second thoughts, Dennis and I decided we would not buy that day because we felt we should think about it a little while longer. So, for a couple of weeks we did think about it----how awesome it would look in a parade and how it would turn people’s heads when we took it shopping or out on a lake. We also thought about how BIG it was, and how, being like a boat, most all the work you did on it would have you hanging upside down. Also, being like a boat, it would be open to the weather all the time and collecting water.

Because of its size, the only place to park it or work on it would be outside in the yard since it would not even begin to fit in my two-car garage, unlike my Jeep, which sort of sat off in one corner of my garage with plenty of room left to walk around it. Still undaunted however, we decided to buy one of Bill’s DUKWs, and made arrangements to drive up and pick one out.

Off to Connecticut we went. I believe that both of us were full of concern about what we were getting into, but neither of us wanted to be the first one to say so. We looked over Bill’s collection and settled on one that appeared to be in the best condition over all. We then really gave it a close look, checking out the engine compartment and taking out the planks of the cargo bed so we could get down inside the hull. While down in the hull, I casually kicked the side of the DUKW where it seemed to be a little rusty and I’ll be danged if my shoe didn’t make a hole through the side of the hull.

MTA of NJ Newsletter Page 5 October 2016
Another Duck (DUKW) Tale

That was the end of that DUKW adventure, but I became aware of a couple more stories over the years.

When at a MV Rally, at Aberdeen, I met a gentleman who was the proud owner of a DUKW. He did not have it at the rally but he was very excited about his find. It had been tucked away in the equipment yard of a contractor for many years, and he had FOUND IT, and purchased it. As happenstance would have it, upon further conversation, I found that I was actually familiar with his particular DUKW. In my employment years as a City Engineer, I had worked with a well drilling contractor in connection with the city’s water supply system. Visiting his yard over the years, I observed a DUKW parked there along with his drilling equipment, and with my interest in DUKWs, of course, I asked him about it.

It seems that at one point, he got a contract to drill a well on an island somewhere on the Delaware River. This presented a problem of how to get his equipment and men to and from the undeveloped island. Somewhere, he happened upon a DUKW for sale and purchased it to use on the job. It worked well, until one day the DUKW sank in the Delaware River. This presented a problem of how to get his equipment and men to and from the undeveloped island. Somewhere, he happened upon a DUKW for sale and purchased it to use on the job. It worked well, until one day the DUKW sank in the Delaware River. (I do not remember the details of the sinking, but I do remember that no one was hurt in the incident).

The contractor managed to finish his project without the help of the DUKW, so he let it sit in his yard. He hauled the DUKW up out of the river, returned with it to his equipment yard, shoveled and otherwise cleaned the sand and silt out of it as best he could, and parked it in his yard. For years, the DUKW sat there, gathering rainwater, and rusting, as DUKWs do so well.

I kept watching it, and at one point even put a ‘for sale’ ad in our local club newsletter to try to help him sell it, but the ad got no takers.

Upon my retirement of course, I lost contact with the contractor and the DUKW until the chance meeting with the new owner at a Military Vehicle Rally. So, you may ask, what is the point of this story in the Collectors Corner of the newsletter?

This is the point. Imagine that you are the collector/owner of the DUKW, and you have restored the DUKW to fresh out of factory condition. There you are, standing beside it at a Rally and another DUKW admirer comes along and compliments you on the great restoration you have done on it. You can truthfully and nonchalantly say “Yeah, I did do a pretty good job on it, considering the fact that IT WAS ON THE BOTTOM OF THE DELAWARE RIVER FOR SIX MONTHS!” Now if that doesn’t make the spectator step back and take notice, I don’t know what would. ------ And isn’t that why we collectors put so much time, effort and money in our vehicles?----- to make people take notice?

I do not know if the new owner actually finished restoring the DUKW or how much work he has put into it at this time. It has been years now since I met him at Aberdeen. But he has my admiration for tackling the job and I certainly wish him well.

One more Duck Story

This story comes to us from the Red Ball Newsletter of our neighboring MV Club. The latest DUKW to come out of hiding was found by Red Ball Member, Jeff Hain-Matson. He has added it to his collection by being the high bidder at the Northampton Country (PA) auction where the 1944 GMC DUKW was the star attraction. It was formerly owned by the Northampton Civil Defense organization, and as such, it probably had inside storage over the years, as it is noted as being the most complete and rust free DUKW that was ever seen in a un-restored vehicle. Even the original lube chart was in its holder and the original TM was in its canvas pouch. It just goes to show you that treasures are still out there, hiding from us collectors. Congratulations Jeff. The MTA would certainly welcome you to our Spring Rally at the Sussex County Fairgrounds to show off your new toy. I promise Jeff, I will NOT try to kick any holes in YOUR hull….and everyone lived happy ever after.

Quack, quack...
...and now a word from our sponsor Wikipedia!
The designation of DUKW is not a military pun - the name comes from the terminology used for military vehicles in World War II; the D indicates a vehicle designed in 1942, the U meant "utility (amphibious)", the K indicated all-wheel drive and the W indicated two powered rear axles. Although technically a misnomer, DUKWs are often referred to as duck boats. Another popular nickname was old magoo or simply magoo. Though the origin of this term is unknown, it probably refers to the odd shape of the vehicle.

Willys Jeep Parts Free to MTA Members-Axle Flange, Rear, No Wheel Studs; Bell Housing, 1949 Willis Truck, w/ Inspection Plate; Bell Housing, CJ-3A, 10 Hole, 3/8" Starter Bushing, No Motor Plate, Inspection Hole Cut in Side; Bell Housing, M-38A1, 10 Hole, w/ Motor Plate, ½" Starter Bolts; Bell Housing, M-38A1, 10 Hole, w/ Motor Plate, w/ Threaded Clutch Cable Hole, w/ Stud for PTO; Bracket, Oil Filter To Block, F-134; Cylinder Head, L-134, w/ Firing Order & Valve Adjustment; Missing Water Bypass Tapping; Dipstick & Tube, Indicates ‘FULL’ at 25", possibly M-38; Flywheel, 12.5" OD, 124 Tooth w/ Bronze Bearing, Surface Rust, But Smooth & Useable, Used Friction Disc & Pressure Plate Included; Generator, L-134, 6 Volt; Leaf Springs – Rear, Pair, M-38 (10 Leaf), Needs Bushings / Cushions to Be Perfect; Motor Plate, M-38 (Late), w/ Back Supports; Motor Plate, M-38, w/ Timing Hole: Oil Pan, Good Condition; Starter, L-134, 12 Volt, Style W/O External Switch Mechanism; Transmission Shift Lever Cover; Valve Cover, F-134, Good Condition; Water Pumps, 1) w/ Single Belt Pulley, 2) w/ Single Belt Pulley & Fan Blades. Call Robert 201-226-9289, Saddler Book, NJ.

For Sale: Full set of M35A2 wheel and 9.00 x 20 NDT tire take-offs. I have a quantity of 12. Tires are fair to poor condition, but good for spares or trailers. Mix and match any quantities for $50 each or b/o. Call or email Rich: 732-236-1159, r.pascale1@verizon.net (3/16)

For Sale: Looking for a military vehicle? From projects to ground-up Restorations and everything in between! Check out: WWW.USMILITARYVEHICLES.COM

CLASSIFIEDS

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

For Sale: 1946 ¼-Ton Bantam Trailer, complete with tarp, asking $900, 1939 Chevy Pickup, good running condition, I have many Jeep and M37 parts for sale, call Tom Weaver @ 973-627-9448.

For Sale: 1969 Kaiser M 54 Cargo truck for sale. It is parade ready. Recently repainted and lovely restored. It has a hard top, spin on filters, and full vinyl cargo cover with bows / troop seats and it’s a drop side. Tires are like new and include three new spares. This truck is a steal at $5000.00 call Vinny Cell# 973-476-9544.
Military Transport Association
Of North Jersey
P.O. Box 393
Budd Lake, NJ 07828

"You shouldn't be afraid of the dentist"

The next MTA monthly meeting will be held on Thursday, October 6th 7:30PM at the Whippany American Legion Hall, Legion Place, Whippany.

MILITARY TRANSPORT ASSOCIATION INC.
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!

You do not have to own a military vehicle to be part of this exciting and active hobby, just a desire to do your part in helping keep our military history alive. All you need to join is a member in good standing to sign this form, fill out the rest and you are ready to start enjoying all the MTA has to offer!

If you are not yet sponsored by a member in good standing, please check out our website and you are welcome to come to a meeting introduce yourself and start enjoying all we have to offer!

You may mail this form to the address below signed by a member in good standing.
Member in Good Standing__________________________
Membership # ________________________________
Are you a member of MVPA □ Yes □ No
Membership # ________________________________
Name ________________________________
Address ________________________________
City, State, Zip ________________________________
Telephone (______) ________________________________
Email ________________________________
Military vehicle(s) owned ________________________________

Mail completed application with annual dues to:
Check one Single □ Family □
$20 □ $25 □
Military Transport Association Inc.
PO Box 393
Budd Lake, NJ 07828

www.mtaofnj.org

*Contributions, gifts or membership dues made or paid to the Military Transport Association Inc. are non-refundable or transferable and are "not" deductible as charitable contribution for federal tax purposes.