



# BARTREAD



**WARTIME VEHICLE CONSERVATION GROUP**  
SOUTH AUSTRALIA



NEWSLETTER NO: 33 JUNE 2019



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### WVCG MONTHLY MEETINGS

ARE HELD AT THE TOWER HOTEL, MAGILL SA ON THE FIRST TUESDAY OF THE MONTH STARTING AT 1900 HR'S. MEALS AVAILABLE, ORDER AT THE BAR AND WILL BE SERVED IN THE MEETING ROOM.

THE ANSWER TO THE MARCH  
2019 ISSUE OF;  
"WHO AM I" - is  
Mick Jenner Aged 19  
While Serving in Vietnam.

## PHIL HOADLEYS JEEP RESTORATION

Chalk application of old thing's Australian number. This has been sent to the AWM in Canberra for research.

Dr. Phil Hoadley, Ph.D.

Doctor of Leisure Science from Abide University





# WHO AM I



## WHO AM I

CAN YOU IDENTIFY THE WVCG MEMBER IN THE PHOTOGRAPH.

The correct answers will be posted in the following issue of the magazine. So forward a copy of yourself and let's see what you looked like years ago. It may be of you playing sport or in the services or just doing anything at all. Please forward your photograph to:

Editor/Publisher.

Email: [gumbrae44@tpg.com.au](mailto:gumbrae44@tpg.com.au)

ANSWER'S TO DECEMBER 2018 SSUE OF: **WHO AM I**

Kev Tipler

ID;

Mick Jenner.

Correct answer

## A SPECIAL REQUEST

DON'T THROW AWAY THOSE OLD JEEP BARTREAD TYRES. RICK SHEARMAN WILL TAKE THEM OFF YOUR HANDS. IT DOESN'T MAKE ANY DIFFERENCE WHAT CONDITION THE TYRES ARE IN AS LONG AS THEY ARE NOT HOLED OR CRACKED.

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# ANZAC DAY MARCH 2019



~ LEST WE FORGET ~











## A Message To All WVCG Members from the Vice President

It is interesting to see that a lot of our sister clubs enjoy terrific club outings always well supported. Their members have a great time and look forward to their next clubs outing. Then why is it that our WVCG members rarely attend club activities. Oh well, I hear you say, the other clubs have much larger memberships, but I suggest the size of the membership has nothing to do with it. 20 people can have fun and enjoy an outing as much as 50 people. Why then are our club outings not well supported, Always left to the same handful of members. I ask you;

1. *You are a member just for obtaining reduced registration fees.*
2. *You don't want to get your vehicles wet or dirty.*
3. *You do not like mixing with other people.*
4. *You don't like organized activities.*
5. *You feel you don't fit in with other members.*
6. *You live too far away to attend an outing.*
7. *You always seem to be too busy to attend.*

You purchased or restored your Historical Military Vehicle, you are proud of your vehicle. Then why not use your vehicle for the purpose it was made during WWII. Be proud to show it off, why not join other members and attend your club activities, there is nothing that looks as good as seeing a convoy, large or small of military vehicles being driven on our roads. You are aware that people stop and watch you go by, or gather around with their kids and take photos of your vehicle, now that must make you feel so proud to own it. So why then do you stay away and not join your fellow members on an outing.

I am fully aware that having an annual event, like a weekend away is not everyone's idea of fun, but I assure you it is a lot of fun to be away with fellow members on such an event. To sit around at night around a roaring fire and seeing the lineup of vehicles in background lit up by the glow of the fire is a terrific feeling. Using your vehicle how they were used so many years ago and now used by a new generation of men and women. You will recall your club used to have an annual weekend outing in conjunction with the Pichi Richi Railways people. We were part of the troop train reenactment held every year. We would load our vehicles onto flat top carriages in Port Augusta, then when all tied down, we would travel in the train to Quorn via the Woolshed stop. The amount of people along the route watching and taking photos was a pleasurable thing to be part of. At Quorn we lined up our vehicles in front of the Quorn Station. Supported and loved by members of the public. Unfortunately this annual event was halted a few years ago due to Political Correction and the Fun Police. This event was very well supported by our club members who still talk about the great time we all had. We are again looking at having an annual weekend away event. Once worked out you will all be advised well in advanced and being an annual event you will always be able to diarise the event 12 months in advance.

Your club has on many occasions asked members for their ideas and suggestion's in surveys in the magazine, however I must say whenever we do this no one bothers to answer. So I ask again, what do you as a member of the WVCG want from your club besides cheap registration. Be a participant in your club events enjoy your vehicle and camaraderie of fellow likeminded member's. Show of your vehicle along with other club members. I assure you have a forward thinking committee, let them know your thoughts and let them know what you want from your club. Don't always leave it to the same few people.

Thank You.

Tony Vice President Editor/Publisher

## CLUB ANNOUNCEMENTS

### REGISTRATION DAY

WVCG Registration Day will be held on Sunday 23rd June 2019. At the Stanley Bridge Hotel, Verdun. We will have a short committee meeting at 1230Hrs and lunch will be served at 1300Hrs. I am sure we will have a good turnout as usual and possible bring your military vehicles the are always a hit with members of the public. The treasurer; Mick Jenner will accept annual membership fees for those who have not yet renewed their membership.

### NATIONAL MILITARY MUSEUM

The Military Museum at Edinburgh has asked the club to remind our members of their forthcoming Truck Show to be held at the National Military Museum at Edinburgh on 6th October 2019.

### STRATHALBYN SWAP MEET

The Historic Motor Vehicle Club will be holding their 36th Annual Swap Meet on **Sunday, 20th October 2019** at the Strathalbyn Harness Racing Club, Milne Road 500 meters from the West Tce/South Tce roundabout. Gates open 0530 Hrs for Sellers and 0630 Hrs for Buyers.

BUYERS ADMISSION, \$5.00 children free. Car Parking free in the complex plus street parking, Show and Shine, parts pick up available P/A system for buy, sell, swap. Food and drinks—Fully Catered.

FURTHER ENQUIRIES:

Malcolm 0488 528 331 - Deidre 0422 978 127- Dean 08 8552 1042



## NEW ZEALAND MILITARY VEHICLE CLUB ANNUAL EASTER WEEKEND RALLY

Produced with kind permission of the NZMVC.

The New Zealand military Vehicle Club (NZMVC) has a National Rally each year at Easter. The Waiouru Military Camp is one of the major military training camps in NZ where foreign forces also come to train. It is Defence land and as such, access is not normally allowed to civilians. There is a charitable trust called "Off Limits" that raises funds for disabled veterans. "Off Limits" runs events on the Waiouru training ground. Each year, they hold a motor cycle event with approx. 1500 entries. (the largest motorsport event in the southern hemisphere) Other events include; 4wd, Horse Trekking and Canam car (side by side) events. However due to the "nut job" who killed all those people in ChristChurch our event was nearly cancelled. It only went ahead because of the work done by our organisers, the military personnel in our club, in conjunction with the Off Limits volunteer crew who are comprised of (mostly) ex-service people. The event went ahead because of the hard yards done by those people. The result was that we had 250 people and 100 privately owned Military Vehicles being bunked and fed in the camp. We had (guided) access to 63,000 hectares of amazing real estate. The weather was gloriously fine for the two days, with rain on Sunday night to travel home in.



Local Pattern Bren Carrier, Scorpion and NZ Patterned Wheeled Carrier. Of note was the first official outing for the New Zealand Patterned Wheeled Carrier. This was an accumulation of two years of a full "nut and bolt" restoration by a local young enthusiast. It runs the Canadian rear engine chassis with the ever ready Flathead V8 , on 20" tires and weighs in at 5 Tons. The chassis numbers are from the 1943 period of production, that came to NZ , 99



The central north island Army training area, dominated by Mt Ruapehu.



There' were quite a few wild horses there also. we had some cracking weather!



Waiouru military camp is one of the major military training camps in NZ we had 250 people and 100 privately owned Military Vehicles being bunked and fed in the camp.



**NZ Patterned Wheeled Carrier.**

It runs the Canadian rear engine chassis with the ever ready Flathead V8, on 20" tires and weighs in at 5 Tons.



## Ex-WWII tanks still used as paddock bashers on Australian farms.

ABC Central West. Luke Wong and Melanie Pearce

The cows do not seem too perturbed, but they make sure they get out of the way whenever the members of the Busted Arse Tank Repairs and Co roll by on an armoured vehicle. These giant machines may seem out of place on the otherwise quiet, rural property near Oberon in central-west New South Wales. But their owner said in the years following World War II, ex-military vehicles played an important role on many Australian farms and he and his band of tank tinkerers want to pay tribute to that history.



PHOTO: Matt McMahon restores and drives his collection of ex-military tanks. (ABC Central West: Melanie Pearce)

Many sheds on farms across Australia are jam-packed full of dusty collections of tools, equipment and junk. But the shed owned by Matt McMahon, a cattle producer in the Oberon district, contains some massive rusty specimens that speak of a little-known part of Australia's farming history. It is a collection of tanks and other ex-military vehicles which was originally started by his father, John McMahon, in the decades following World War II. "The Army had an enormous amount of them, and they were sold off in the late 40s and early 50s [when] bulldozers were very hard to come by and very expensive," *Matt McMahon said. In the great tradition of farmers making do with what was to hand, many snapped up cheap ex-military vehicles at auction. "I've read stories of people getting a whole row of them for 50 quid."*

Mr McMahon said tanks helped shape many Australian properties including his, where his father cleared land and built dams with a converted Matilda tank. *"You could go to an auction and buy a vehicle like this and it'd be the most powerful vehicle on your property, and you could pull scrub and do all those sorts of things that are not so politically correct to do."* "Bulldozers and that type of machinery really didn't become available until around the time the Snowy Mountains scheme finished," he said. Shane Casey, the Australian War Memorial's senior curator for Military Heraldry and Technology, said it is unknown how many farmers used ex-WWII tanks as farm equipment. *"We understand that this happened quite a bit, but I think that the extent to which it happened is pretty much unknowable"* What people did to surplus army equipment on their own farms was unrecorded."

## TANKS THAT BUILT THE FARM



PHOTO: John McMahon using a converted tank to clear land on his farm near Oberon, NSW, circa 1973. (Photo: Matt McMahon)



PHOTO: A tank bought by John McMahon after World War II and converted into a bulldozer.

## Preserving rusty relics

Mr McMahon now has around a dozen ex-military machines, including five Matilda tanks, a Centurion and three Bren Gun Carriers as well as several jeeps. He and a group of like-minded enthusiasts gather most weekends to work on the historical hulks to bring them back to working condition. *"The group here is a loose association of friends and acquaintances called **BATRAC International**; that's the **Busted Arse Tank Repairs and Co.**"* When they are not tinkering in the shed, welding and bashing the rust buckets into shape, BATRAC members take the tanks out for a run on the farm. Often half a dozen or more adults and some children climb aboard and the vehicles power through the paddocks, only slowing so someone can hop down and open the gates.



PHOTO: The farm shed owned by the McMahon family near Oberon, NSW, houses a treasure trove of military history. (ABC Central West: Melanie Pearce)

## A passion for the past: increasing popularity

Mr McMahon said he and the members of BATRAC were not about glorifying war or playing war games. "It's more about the tribute to the people, the men and women that made them in the late 30s early 40s and the task that they played in giving everybody the freedom that they now enjoy," he said. *It can be quite expensive to keep the military vehicles running. "This one uses about six gallons an hour in diesel, we've got one down the shed there that'll use 13 litres of petrol every hundred yards,"* Mr McMahon said, patting one of his British-built Matildas.

Although they are disarmed, the vehicles are still a crowd favourite at occasional commemorative events, however Mr McMahon said it was becoming a tricky task to manoeuvre for road authorities. *"Once upon a time we used to go to town every year and trundle up the street, but now it's become very difficult to get a permit,"* he said. *"They don't like tracked vehicles on the road even though these tracks hardly mark the tar at all."* With increasing interest from collectors and the difficulty of sourcing spare parts, working tanks have experienced a rapid growth in value in recent years. *"This vehicle, Dad paid \$250 for it in 1972, now it would be worth somewhere around \$300,000."* But for Mr McMahon the real value in the vehicles was that they reminded him of his father and the role they played in the creation of the family farm. *It was something Dad really enjoyed, and he was very passionate about as well – we're just keeping on the tradition I guess."*

**RESTORING OLD USED FARM TANKS BACK TO THEIR ORIGINAL STATE**

PHOTO: A tank being restored by members of BATRAC (Busted Arse Tank repairs and Co). (ABC Central West: Melanie Pearce)



PHOTO: A tank being restored by members of BATRAC (Busted Arse Tank repairs and Co). (ABC Central West: Melanie Pearce)

# WINE TASTING RUN 2019

President; Kev Tipler organized this summer's Barossa Wine run on Saturday 23 January. Kev and I met at Williamstown bakery at 10 am, Kev having an extended entourage of 6, and I was accompanied by my son Alex and his partner Kate. As has become traditional with these events, Kev took us via multiple back-roads to our first stop at Seppeltsfield for coffee and tastings where we were met by Greg Helbig and Tony Luke. Then on to the new Lambert's cellar door for what turned about to be an extended lunch and tastings. From there the group travelled to Thorne Clark for more tastings, and finally on to Liebeck's for fortified tastings. A great day for all those who participated on a beautiful Barossa Valley day.

Mick Jenner. Treasurer.



# WINERY RUN CONTINUED





PLEASE NOTE ABOVE ; THE SPECIAL COLLECTION OF “ PARA PORT” BOXED IN COMMERATION OF WWI WITH A SPECIAL MEDAL STRUCK BUY CANBERRA. ALSO SHOWING TONY LUKE WITH HIS LANDROVER.

THERE WERE SOME APOLOGIES FROM MEMBERS UNABLE TO ATTEND THIS YEARS WINERY TOUR, THEY MISSED A GREAT DAY, BUT WE ARE SURE THEY WILL ALL BE THERE FOR NEXT YEARS TOUR.



# What Australian military vehicle will look like in five years.

By Nick Jordan |Pailton Engineering.



Warfare is changing, and governments are being forced to adapt their military vehicle fleets to keep up. The next five years will see the rapid adoption and adaptation of intelligent technology to disruptive military applications.

## Rise of the ultra-light military vehicle

Some military vehicle manufacturers are receiving orders worth more than \$195 million from the US Army. Take the Joint Light Tactical Vehicle (JLTV) program as an example. These vehicles will displace one-third of the Marine Corps high mobility multi-purpose wheeled vehicles (HMMWV) by 2019.

## The impressive payload, miles range and speed of light military vehicles explains why they're generating so much interest

The impressive payload, range and speed of light military vehicles explains why they're generating so much interest. Some of these large vehicle orders are set to have planned operating capability by the end of 2020. So how is this all possible? Well, engineers are accounting for every milligram of weight during the design and development process — without compromising on performance and survivability. This weight consideration includes the vehicle's steering system, many of which have been crucially made up of light weight and durable parts to ensure the success of the overall design. Another benefit of some of these light weight military vehicles is adjustable height. Compared with the vehicle's operational height, the fording height can be up to 60 inches higher, making them exceptionally amphibious and able to clear water obstacles. The steering system further complements these efforts, with parts designed for deep water wading and preventing water ingress.

## Autonomous supply convoys

According to figures released from the Pentagon, in just 12 months, 60 per cent of US combat casualties were related to convoy resupply. Military leaders have now pledged to make vehicle autonomy a top modernisation priority in a bid to address this issue.

The US Army has recently awarded a \$49.7 million contract to Robotic Research LLC. The investment will fund autonomous kit testing on large supply vehicles, with the objective of safely sending unmanned resupply convoys into warzones. The US Army aims to have its first Robotic Combat Vehicles (RCV) technology demonstrator ready by 2021, but how will it meet this deadline? According to a release from Robotic Research, the three-year contract is part of the Expedient Leader Follower program, designed to extend the scope of the *Autonomous Ground Resupply* program. The *Next Generation Combat Vehicle* program will be designed to train soldiers to manage both manned and unmanned combat vehicles, giving commanders the option to send robotic vehicles against the enemy before committing manned combat forces. If all goes to plan, the early RCVs will help program officials develop future designs of autonomous combat vehicles. This will prove revolutionary and demonstrate the potential of taking humans out of the equation in supply delivery. Will the US Army meet its 2021 goals? Watch this space.

### Steering capabilities that change the game

The modernisation of military fleets is crucial, but even the most high-tech vehicles must be designed to withstand the tough terrains of military service — including the steering system.

### Steering components for military vehicles must be designed to take on extreme debris, moisture and temperature variation

Unlike off-the-shelf products, vehicle manufacturers are opting for bespoke steering systems, where parts are tested against dynamic loads and extreme environmental fluctuation. This means adverse weather conditions, such as sandstorms, black ice and dust, which challenges even the best military vehicles in the industry, are accounted for in the design process. Steering components for military vehicles must be designed to take on extreme debris, moisture and temperature variation, without resulting in water ingress or high torque steering. These challenges can wreak havoc on steering systems that are not designed for the correct application. As governments in the US, UK, and Australia make important decisions to leverage technology for military vehicles, what will always remain at the forefront of this process is designing for survivability. New technology could improve the survival rates of personnel — whether it is a result of increased agility, autonomous resupply or high-performance steering, and it's this notion that makes the implementation of such technology incredibly important.



"Meet the Jeep" wrote Scientific American in early 1942 "The United States Army's answer to Germany's Panzer Divisions".

# COROWA 2019

Well I Finally experienced a trip to Corowa. I hooked my Jeep to the rear of my ute with an A frame hitch and travelled the eight hundred Klm to Corowa , staying at the Ball Park Camping ground. I arrived Tuesday evening and after establishing my site on the oval, I started eyeballing green equipment everywhere. What visual candy. The next morning, after registering we travelled to Dookie, via Mulwala, Tungamah, Devenish and Goorambat. This was an enjoyable trip, and viewing silo art. The silos in Devenish depicted images of two female nurses, one in early twentieth century regalia, the other in modern medic fatigues. Spectacular paintings. Dookie was a lunch break. The inside of the cafe was an emporium crammed with militaria covering many theatre's of war and nationalities. Many of the visitors were seen leaving with armfuls of army clothes and other items. The round trip covered over three hundred Klm and the beautiful weather suited tops off.

I spent the next day meandering around the camp, checking out vehicles and looking for bargains, I also found myself at the lagoon and soon joined a group of others on my first amphibious ride. The vessel was a LARC, an aluminium hulled cargo vehicle capable of carrying five tonnes. It was developed in the USA during the fifties and powered by a Cummins 300hp V8 engine. It's size dwarfed the GPA's. There were two Army DUKS, one giving many rides, plus ten GPA's, eight regularly swimming. A Studebaker Weasel propelled by it's wide tracks and minimal free board and a Amphibious Car, although non-military, it swam with agility, providing many rides and was a crowd pleaser.

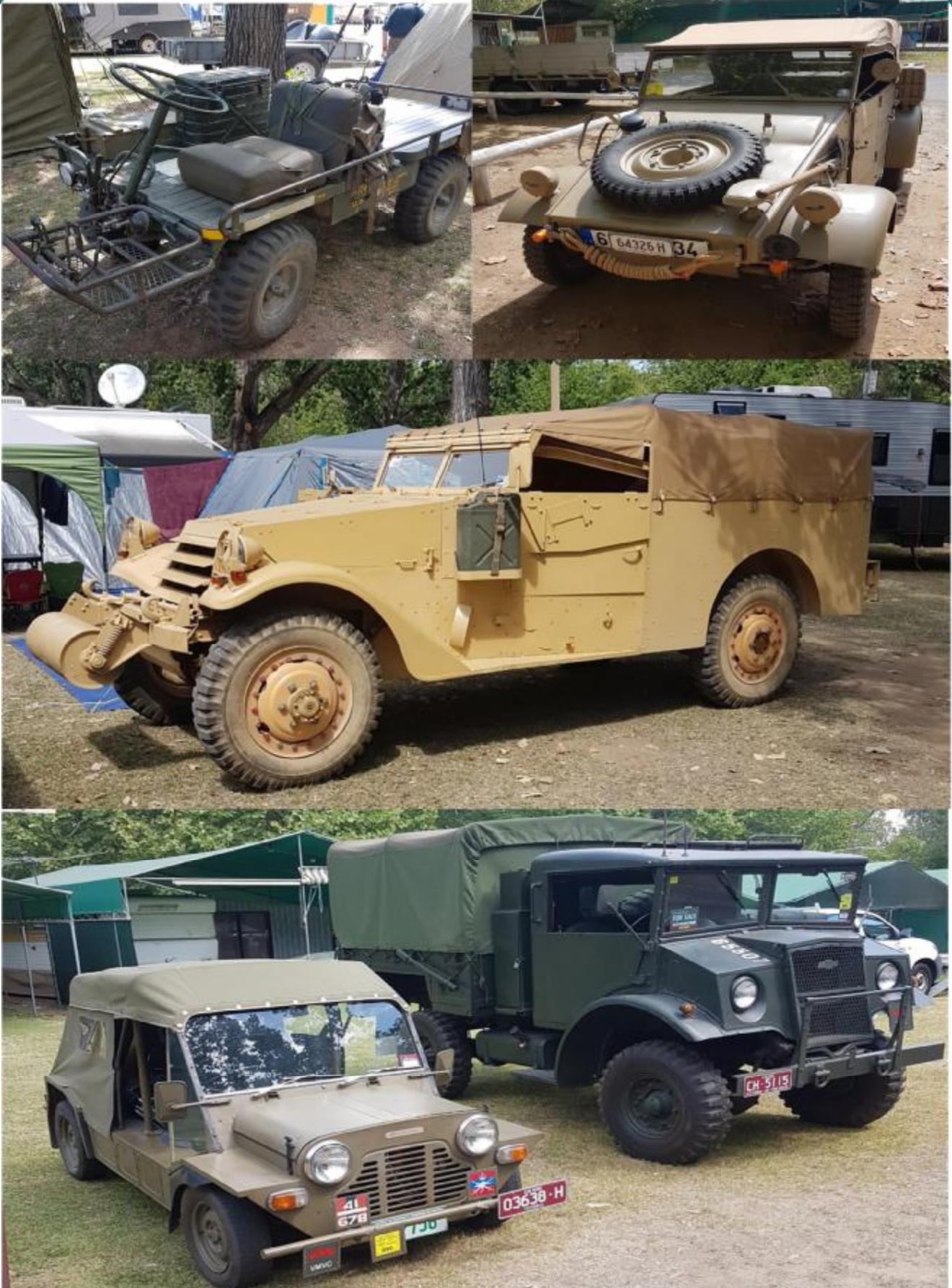
There was a short enjoyable run to a local farm on Friday. I was looking forward to the parade through Corowa on Saturday, followed by the famous swap meet. I counted 62 jeeps in the parade, accompanied by a similar number of Landover's, a Ferret Scout Car, couple of Bren Carriers and a couple of Humvees. There was also a good variety of trucks, a Kubelwagen, many Motorcycles, two Mutts, a Mule, a White, a Moke, a couple of Steyer Pinzgauers, several Dodge vehicles including Simon Allen's Command Car. Summing up; I met a lot of great enthusiasts, compared many issues over many beers and came away with a thickened address book. I spent more money than I intended but with Corowa's hospitality and the array of fine goodies available. It was a great experience. I have already started saving for next years event. Motorcycles.

Kev Tipler. President WVCG .

**SEE BELOW FOR A MONTACHE OF PHOTOGRAPHS TAKEN BY KEVIN TIPLER AT THE COROWA SWIM IN.**











## "WHAT IS THIS"

I know it is a Dart. Built by Dart in 1942. A tank transporter. T3: 6x6 had a Waukesha Petrol . 6-cyl, 250 bhp, 4x2 trans, 1400-24" tyres, Weighed in at 42,000 lb. 40 ton with tank trailer. What a magnificent beast.

Reported by: Frank SCOTT.



## CAN YOU HELP

GREG HELBIG IS LOOKING FOR A REGULATOR FOR MB WILLYS OR FORD JEEP WW2 VINTAGE ANY REASONABLE CONDITION WILL DO. IF YOU CAN ASSIST CONTACT;

GREG HELBIG.

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# Wreck of WWII aircraft carrier USS Hornet discovered in the South Pacific.

By James Rogers | Fox News

A World War II aircraft carrier, best known for taking part in the Doolittle raid on Japan in April 1942, the USS Hornet, has been discovered off the coast of the Solomon Islands in the South Pacific. The wreck was found at a depth of nearly 17,500 feet. Hornet was sunk during the brutal battle of the Santa Cruz Islands that raged from Oct. 25 to Oct. 27, 1942



The wreck of the World War II aircraft carrier USS Hornet (CV-8) has been discovered off the Solomon Islands by a research organization set up by the late billionaire Paul Allen. The carrier was located in late January by the crew of the Research Vessel Petrel resting on the floor of the South Pacific, according to a statement released by Allen's Vulcan organization. Vulcan oversees Allen's network of organizations and initiatives, which includes R/V Petrel's research. Researchers used information from national and naval archives to find the ship, as well as action reports from other vessels involved in the fateful Battle of the Santa Cruz Islands in 1942. The wreck was found at a depth of nearly 17,500 feet.

## MAJOR WWII SHIPWRECK DISCOVERED: JAPANESE BATTLESHIP SUNK BY USA FOUND.

"Positions and sightings from nine other U.S. warships in the area were plotted on a chart to generate the starting point for the search grid," explained Allen's organization, in a statement. "In the case of Hornet, she was discovered on the first dive mission of Petrel's autonomous underwater vehicle and confirmed by video footage from the remotely operated vehicle." The aircraft carrier was also involved in the decisive battle of Midway in June 1942 when U.S. naval forces defeated a Japanese fleet. Hornet was sunk during the brutal battle of the Santa Cruz Islands that raged from Oct. 25 to Oct. 27, 1942. After enduring relentless attacks from Japanese bombers and torpedo planes, Hornet's crew was forced to abandon ship, Allen's organization noted. Attempts to scuttle the carrier by the U.S. Navy were unsuccessful and it took four torpedoes launch by two Japanese destroyers to finally sink Hornet in the late evening of Oct. 26. Out of her crew of almost 2,200, 111 sailors lost their lives in the battle.



**5-inch gun director on USS Hornet's deck. (Navigea Ltd, R/V Petrel, Paul G. Allen's Vulcan Inc)**

USS Enterprise, another Yorktown-class carrier, suffered extensive damage in the battle. "With the loss of Hornet and serious damage to Enterprise, the Battle of Santa Cruz was a Japanese victory, but at an extremely high cost," said Rear Admiral (Ret.) Samuel Cox, director of Naval History and Heritage Command, in a statement. "About half the Japanese aircraft engaged were shot down by greatly improved U.S. Navy anti-aircraft defences. As a result, the Japanese carriers did not engage again in battle for almost another two years." "We had Hornet on our list of WWII warships that we wanted to locate because of its place in history as an aircraft carrier that saw many pivotal moments in naval battles," said Robert Kraft, director of subsea operations for Vulcan, in a statement. "Paul Allen was particularly interested in historically significant and capital ships, so this mission and discovery honour his legacy."



**Oerlikon cannons on USS Hornet's port quarter deck. (Navigea Ltd, R/V Petrel, Paul G. Allen's Vulcan Inc)**

Microsoft co-founder Paul Allen died in October 2018 from complications of non-Hodgkin's lymphoma. The research organization established by Allen has located a host of historic military shipwrecks, including the wreck of the Hiei, one of the first Japanese battleship to be sunk by U.S. forces during World War II. The group has also found the wrecks of the USS Helena, the USS Lexington and the USS Juneau. Vulcan's biggest discovery, however, came in 2017, when Allen and his team found the long-lost wreck of the USS Indianapolis in the Philippine Sea. Researchers across the globe are working to locate sites of World War II wrecks. The wreckage of U.S. B-24 bomber, for example, was discovered in Papua New Guinea, in a separate project. The plane's wreck was found in 2018, 74 years after it was shot down during a fierce battle with Japanese forces.



1.1inch F4F-4 Wildcat with wings folded (Navigea Ltd, R/V Petrel, Paul G. Allen's Vulcan Inc)



F4F-4 Wildcat with wings folded (Navigea Ltd, R/V Petrel, Paul G. Allen's Vulcan Inc)



International Harvester tractor photographed on the USS Hornet wreck. (Navigea Ltd, R/V Petrel, Paul G. Allen's Vulcan Inc)



Damage to the USS Hornet's hull. (Navigea Ltd, R/V Petrel, Paul G. Allen's Vulcan Inc.)

*Hornet* sank months later, in October 1942 in the Battle of Santa Cruz Island in a fight to push Japanese forces out of the southern Solomon Islands. Japanese dive bombers and torpedo planes fired heavily upon the carrier, setting fire to the ship and irreparably damaging the hull. Other nearby U.S. Navy ships attempted to rescue the crew, and destroyers USS *Mustin* (DD-413) and USS *Anderson* (DD-411) tried to scuttle *Hornet* with torpedoes and gunfire. *Hornet* still wouldn't sink, and with more Japanese warships approaching the American destroyers fled the burning carrier. Japanese destroyers finally sank *Hornet* about 24 hours after the initial bombing of the carrier began.

**'LEST WE FORGET**

# Vickers Light Tank Restoration

I would like to thank Colin Jones for his kind permission to publish the restoration of his two Vickers Light Tanks, including photographs for use in the WVCG Magazine too share with our club members.

Tony VAN RHODA. Editor/Publisher.

## THE RESTORATION CONTINUES:

I am working on the traversing gearboxes and bought some standard gears that are of similar size. Fortunately I have the drawing that is really well described and easy to scale.



Obviously the original was cast but the design is as such that it is relatively easy to reproduce by fabrication.



The handle on the bottom releases a set of brake shoes which I will find a small set from a motorcycle or similar. It is quite a large reduction of gears so traversing will be very easy. In the manual it says that one revolution of the handle will rotate the turret 3 deg.



I did quite a bit of searching to find some brake shoes the size I wanted but just couldn't seem to find what I wanted so I decided to make some. As they are very low pressure on little to no speed I thought it would they would be ok.



The main shoe body is complete, now I just need to work out the tension part with handle.



The traversing gearbox is progressing and I'm understanding the drawings more and more each day. One thing I have noticed when I am under the turret with the gear box and test fitting it, it would have been a real problem when the crew would have been bending down getting supplies from the floor stowage, they would have had to hit their head so many times on the handle. When I get to that stage you will see what I mean. I have got the brake shoes fitted but need to make the handle and release mechanism before that part is complete.



It is not exactly as per the drawing I have but its the best I can come up with from what I can see. Once it is all together it will be out of sight but should operate as the original did. I wanted to do more but the last couple of days here in Adelaide have been stinking hot in the low 40s. Not good for the shed but great for a cold beer .



My traversing gearboxes are progressing well. I needed two small gears that are the final drive to the turret gear so I thought I would have a go and make them. I'm sure it is a very unorthodox method and I had no idea if they would work or even mesh for that matter. After completion I ran them around the big main gear and it was really nice. The teeth meshed with no catching at all so I am a happy vegemite with these. Again they won't be in view once installed but they will work as per the original.



**YOU WILL ALL AGREE COLIN'S ENGINEERING AND MANUFACTURING SKILLS ARE REALLY PROFESSIONAL.**  
**CONTINUES ON THE NEXT PAGE.**

I still need to machine a stem for the final gear which incorporates a couple



The two boxes are basically complete apart from the mounting brackets.



I will have to wait until I put the turret on to get an accurate height and location for the installation. They are ever so easy to turn and also very quiet with the grease now packed in. I will fit them first before I remove them for painting.

**THIS STORY CONTINUES IN OUR NEXT ISSUE:**

# KEVIN'S TIPLER'S Visit to the AVALON AIRSHOW

WVCG President Kevin Tipler recently visited the Avalon Air Show and had a good look around some of the Australian Military new hardware on display for members of the public to view and awe in amazement at how far our military has advanced since the Vietnam war.

Kevin TIPLER. WVCG President.





~ *In memory of* ~  
**Loyce Edward DEEN - USNR WW II**  
 And all who served aboard the USS Essex and in WWII  
*"Our Greatest Generation"*



One of the most dramatic WWII scene captured on film, showed a sailor buried at sea in the plane in which he gave his life. The plane was so badly hit by 40mm anti-aircraft (AA) shells, the Navy decided to leave his body in the plane. In addition, orders also came down not to strip the plane for parts - which was quite an extraordinary tribute at the time since aircraft parts were scarce and in demand. He is the only known USN sailor to be purposely buried with his plane. The sailor was 23 year old Loyce Edward Deen, an Aviation Machinist Mate (Gunner) 2nd Class enlistee from Altus, Oklahoma who served in VT-15 squadron assigned to the carrier USS Essex. Loyce was a remarkable young man and here is his story...

[https://www.youtube.com/embed/jpt6Bvr2L-s?rel=0&controls=0&s\\_howinf](https://www.youtube.com/embed/jpt6Bvr2L-s?rel=0&controls=0&s_howinf)

*COPY ABOVE AND PAST IN GOOGLE TO OPEN ACTUAL FOOTAGE*

Loyce was born to Allen and Grace Deen on April 24th 1921 in Sulphur, Oklahoma and was the youngest of seven children. At the time of his birth, he had three brothers Perry (16), Lance (14), Loyd (5) and three sisters Joyce (12), Lorene (10) and Martha (8). When Loyce was four years old, his parents had one more child, Lewis, who was born with Down's Syndrome. Growing up Loyce would care for Lewis and the two became close. Loyce's father was a school teacher and his mother stayed at home to care for their children. Like most small towns across America, Altus took pride in its youth evident by the impressive high school they completed during the Depression. Fewer states had it harder during the Depression than Oklahoma. The same buildings exist today and are still being utilized. Each spring in the 1940's, the Altus Times-Democrat newspaper highlighted the lives of each and every graduating senior. Sadly, four other members of Loyce's graduating class would later be killed in action during WWII.

Even before the Japanese attacked Pearl Harbor, Loyce wanted to join the US Navy. His dream of joining the US Navy and serving his country came true when he enlisted on October 1942. Loyce went to San Diego for basic training. Next, we believe he went to Purcell, OK for gunner's school, where he learned all aspects of the Avenger's guns and ammunition. Finally, Loyce went to where all Avenger airmen end up - NAS Fort Lauderdale 15th. Together, they practice flying up and down the southern New England coastline. On November 14th, they flew

the Avenger planes. In September 1943, Loyce joined a brand new Air Group, the 15th forming in Westerly, RI. On September 27th, Loyce teamed up with Lt. Robert Cosgrove. Donald "Digby" Denzek joined the group on October 15th. Together, they practice flying up and down the southern New England coastline. On November 14th, they flew to Chincoteague NAS, Virginia where they performed in the flyover for the inauguration of the new carrier, USS Hornet (CV-12). After brief leaves, on February 14th, Loyce and his squadron departed Norfolk, Virginia for Pacific duty aboard the USS Hornet. They arrived in San Diego on February 27th. Then, departing February 29th, the squadron arrived at Pearl Harbor on March 4th. They disembarked on March 5th and remained at NAS Barbers Point through March 8th when it proceeded to NAS Puunene, Maui, for forward area training. This phase ended when the squadron reported aboard USS Essex for duty on April 29th in Pearl Harbor.

USS Essex (CV-9) was the lead carrier of the 24 Essex class built for the United States navy during World War II. She was known as the "Fightingest Ship in the Navy" and was the fourth US Navy ship to bear the name "Essex". Commissioned in December 1942, Essex participated in several campaigns in the Pacific Theatre of Operations, earning the Presidential Unit Citation and 13 battle stars. During WWII, she had four highly decorated Air Groups assigned to her: Air Group 9 (Mar 43 - Feb 44), Air Group 15 (Apr 44 - Nov 44), Air Group 4 (Dec 44 - Mar 45) and Air Group 83 (Mar 45 - Sept 45). Air Group 15 was known as "The Fabled Fifteen" and received the most decorations. The Essex had some of highest decorated Aces in WWII, including top WWII Navy Ace Capt. David McCampbell who shot down 34 planes in six months, including 7 in one day. Loyce was assigned to this Air Group.

An Air Group usually consists of more than 80 airplanes of three distinct types. First are the fighters (VF-15) - the fast single-seater Grumman Hellcats with heavy fire power from six machine-guns, and which may also carry rockets and small bombs. Next are the dive bombers (VB-15) - Curtiss Helldivers. In addition to the pilot, these planes carry an enlisted-man rear-seat gunner. The gunner's job is to lay a one-ton bomb load upon the target from a very steep diving angle, and to strafe with their machine guns at the same time. The third type is the torpedo bomber (VT-15) - the Grumman Avenger. It has two enlisted crewmen in addition to the pilot. It carries a ton of bombs, depth charges, or aerial torpedoes, and like the Helldiver, is designed for low-level attack. Loyce and his crew flew in the Grumman TBM Avenger in VT-15



Loyce is the first sailor on the left in the second row from the front. Digby is the first sailor on the left in the first row on the front.

For almost all of his missions, Loyce teamed up with Pilot Lt. Robert Cosgrove (24) from New Orleans, Louisiana and Radioman Digby Denzek (20) from Grand Rapids, Michigan. Together, this team of young men fought courageously everywhere in the South Pacific. Places included the Battle of Leyte Gulf, Iwo Jima (to soften up Défense before the invasion), Formosa (now Taiwan), Philippines, Marcus Island, Wake Island, Saipan, Orate Airfield, Rota Island, Peleliu, Mindanao, Cebu, Luzon, Panay, Okinawa and finally Manila Bay. But they did not fly alone; there were notables such as;

*From the USS San Jacinto's VT-51 group, a 20 year old Avenger Pilot who would later become the 41st President. He was Lt. George W H Bush.*

*And an Avenger Radioman and Gunner in the VT-100 group who was assigned to the USS Bunker Hill. He was 3rd Class Aviation Machinist Mate, actor Paul Newman.*



**Lt. George W H Bush**



**Paul Newman.**



**(L to R) Digby Denzek (Radioman), Lt. Robert Cosgrove (Pilot) and Loyce Deen (Gunner) on the flight deck of the USS Essex in front of a Grumman Avenger TBM**

## Battle of Leyte Gulf

Sometime during Oct 24th, Loyce was injured on the right foot from AA shrapnel. He wrapped up the wound and stayed on to fight the following day. He would later receive posthumously, a Purple Heart medal for this injury. After the battle, the task force returned to Ulithi Atoll for replenishment. There, they would receive replacements for planes, ordinances, food, water, fuel and personnel. It was also a place to transfer the injured to hospital ships. Sadly, it was during his battle that Loyce lost one of his closest shipmates. Dennis Blalock of Calhoun, Georgia. Dennis who was always a very positive person, told his parents that he was not sure if he would return from the war. Unfortunately, Dennis premonition to his parents came true during the on October 24th. In the group photo, Dennis is standing behind Loyce with his hands on Loyce's shoulders. Within 10 days, both will be lost.

November the 5th 1944—battle of Manila Bay: That day, four strikes were made from the USS Essex. Two on Nichols Airfield at Manila and two on shipping in Manila Bay. At the same time, Japanese planes were on the radar screen most of the day, and at 1:39pm the carrier USS Lexington was damaged by a Kamikaze pilot which dove into her Island structure. In the same attack another enemy plane diving on the carrier USS Ticonderoga, narrowly missed and plunged into the sea alongside. The USS Essex, stationed between these two ships was not attacked.

The Final Fight: Each day, reveille was sounded on the USS Essex's intercom at 5:30 am. Breakfast was served in the mess hall at 6:30am. Throughout the night, the planes scheduled for the next day's mission were being prepared. On the flight deck, the Hellcat fighters were in front so they can take off first and protect the group and the carrier. In the rear were the Avenger and Hell Diver bombers and torpedo planes. After breakfast, pilots attended briefings in the 'Ready Room' to get their final orders, weather conditions and the plane that was to be assigned to them. That day, Lt. Cosgrove received tail number #93 - an new plane just acquired in Ulithi Atoll a few days ago. Lt. Cosgrove's orders were to go after the Japanese cruisers in Manila Bay.

After the briefing, Lt. Cosgrove joined his crew, Digby and Loyce, and they went topside to their plane. Loyce climbed into his gun turret for the final time. The VT-15 group took off mid morning and It would take about two hours to get to Manila Bay and release the ordinance. There, they encountered heavy anti-aircraft fire from a Japanese cruiser and Loyce was killed from two AA shells. In the 2001 History Channel documentary film "Battle Group Halsey" interview, Capt. Cosgrove recalled, "Denzek told me over the intercom that Deen was hit bad. Then Denssek came back up thru the small passage way to sit in the cabin behind me. He stayed there until we landed. During the attack, the plane and its controls were heavily damaged. Lt. Cosgrove had his hands full and used all his strength and skill to return another un-flyable plane. It was very sad, long and harrowing two hour flight back to the carrier.



USN film showing Lt. Robert Cosgrove landing after the attack.

On the next pages are actual photographs taken of the sequence of events after Lt. Cosgrove Landed back on the Carrier and the funeral of Loyce Deen's funeral at sea still in his plane. This must have been a very moving and emotional time for all the servicemen aboard the CV-9 Essex.



Airman preparing to take Loyce DEEN fingerprints above. And below taking the fingerprints for identification records prior to his burial at sea in his plane.





Preparing the body for burial.



Pushing the plane to the end of the carrier.



Top; Crewmen of the CV-9 Essex gather at the end of the flight deck for the burial service. Above the chaplain gives the blessing while the bugler plays the "Last Post". Prior to pushing the plane off the flight deck. This was the first such burial at sea.

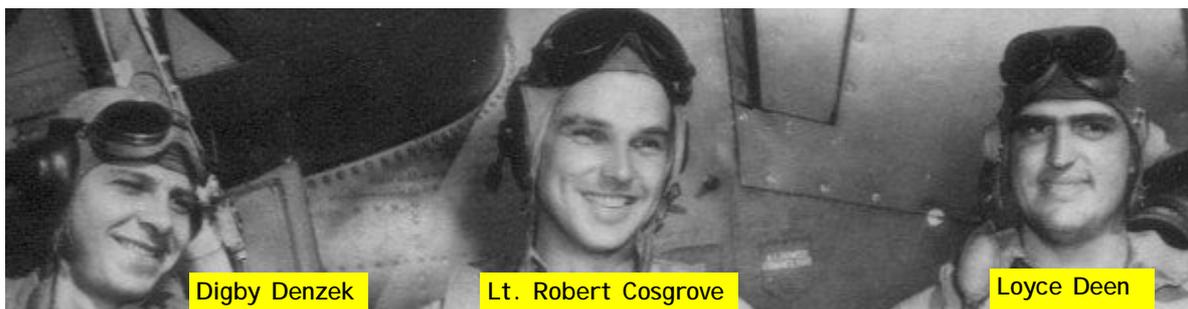


Still in his flight suit (Front left), Lt Robert Cosgrove at Loyce's funeral and sea burial.



At Ulithi Atoll, the surviving 45 members of Air Group 15 transferred to the USS Bunker Hill which was returning to Pearl Harbor for a week. Then, the USS Bunker Hill went to Seattle and brought Air Group 15 home.

*"And may this sailor find repose in the plane in which he gave his life so that we may live..."* —Victory at sea.



Digby Denzek

Lt. Robert Cosgrove

Loyce Deen

## Driver of rolled military vehicle in critical condition

**Mitch Gustin**

[mgustin@nemediamedia.com.au](mailto:mgustin@nemediamedia.com.au)



**SERIOUS INJURIES:** A 55-year-old man was airlifted to The Alfred hospital on Wednesday night after his vehicle rolled off the Hume Freeway near Winton as he was on his way to an ex-military vehicle gathering in Corowa on Thursday. PHOTO: Victoria Police.

A Drysdale man has sustained serious, life-threatening injuries following a collision between a B-double prime mover and an historic amphibious army vehicle on the Hume Freeway near Winton at 10pm on Wednesday. Sergeant Martin Torpey of Wangaratta police said the army vehicle was travelling north along the freeway when it was struck from behind by the truck before it exited the road. "The impact caused the vehicle to crash heavily off the road, it flipped a number of times and the driver was ejected through the roof, The latest report from the hospital is that he is now out of danger and on the road to recovery. I am sure he will be back in Corowa in the near future.



*"You shouldn't be so afraid of the dentist."*

## LANDROVER FOR SALE



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SHOULD MEMBERS HAVE ANY ITEMS FOR SALE THEY WISH LISTED IN BARTEAD. PLEASE FORWARD DETAILS INCLUDING A PHOTOGRAPH BY EMAIL TO THE EDITOR. REMEMBER IT IS YOUR MAGAZINE SO USE OUR FACILITIES.

TONY VAN RHODA EDITOR/PUBLISHER; [gumbrae44@tpg.com.au](mailto:gumbrae44@tpg.com.au)

## URGENT ITEMS REQUIRED

KEVIN TIPLER IS LOOKING FOR:

GPW ENGINE BLOCK PLUS SUMP AND ENGINE COVER

URGENTLY REQUIRED TO COMPLETE HIS JEEP PROJECT. IF YOU CAN HELP KEVIN PLEASE CONTACT HIM ON:

EMAIL; [kevintipler.kt@gmail.com](mailto:kevintipler.kt@gmail.com)

MOBILE; 0403 267 294



At the going down of the sun and in the morning  
we will remember them.

Lest We Forget