



MMoT POST EXCHANGE THE OFFICAL NEWSLETTER OF THE MILITARY MUSEUM OF TEXAS

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General News

Well it's time to renew your membership. Dues are the same great price they were last year, \$40. Please make your checks payable to The Military Museum of Texas, and mail them to:

The Military Museum of Texas
8611 Wallisville Road
Houston, Texas 77029-1313

These dues need to be in by July 31, 2005.
Thanks in advance.

Calendar of Events

July 4th Downtown 4th of July Event

July 29, 30 & 31 State Guard AT, Camp Swift

Aug 4th-6th MVPA Convention

4th of July Plans

By Capt. Kirk Sullivan S-3

We will be conducting exercises on the 4th of July weekend, all personnel are asked to attend. We will be setting up the M-60 and M113's Downtown on Sunday July 3rd; we will rendezvous at the Museum early Sunday afternoon. We will be breaking down the event Monday evening; again we will need all hands to help. We should be back to Fort Farris before Midnight July 4th.

THE RIDE OF THE MONTH

And a new Idea for a Display

By Kirk Sullivan

Well I have a new idea for a display at the Museum. We don't have anything commemorating the current events in the Middle East. As most of you know, I spent some time in West Africa in '2003 and '2004. One of my good friends over there is now in Iraq rebuilding Pipelines or something like that. He sent me a couple of pictures of his ride to work, and I think we can convert a couple of our rides to match the vehicles they are using now in Iraq, then we would have an Iraqi Freedom display.



Truck in Iraq, Notice the Gun Mount on Top

First we take my truck or maybe Mike Scudder's, and mount a camper with a Ma Deuce position on top. Then we add shooting positions where the passenger windows once were. Then we replace all the windows with bullet proof glass, and weld plate under the skin

Oak Ridge ROTC helps out MMoT

By Buddy West

On May 7, the Museum experienced a welcome, though temporary, injection of new blood to the membership. Fifteen cadets from the Oak Ridge High School Air Force JROTC program came down for the day to pitch in on a myriad of projects. Joe Kuti supervised several cadets in preparing and painting the front gate and cleaning up the front of our property. Frank Vera took charge of the work on the VTR. New holes were drilled and a vise installed, the road wheel on the roof was replaced with a much more



ROTC Cadet in the M-60 Turret

Attractive antenna mount, and the NBC filter housings were removed. Try as they might, that pesky bend in the crane hook stowage eye just would not pound out. James and William West got into the act too. James led a team that unloaded, at least partially, the Tan Truck (without damage to the forklift). William organized a group of four cadets in stripping Buddy's M151A2 of its "civilian" accoutrements, and putting yards of tape on everything in preparation for sandblasting. The cadets also contributed several hours in general upkeep of our facility, cleaning up trash along the fence and across the motor pool, emptying trash cans, sweeping the floors, watering the trees and cleaning up the bathrooms.

of the truck. I think I'm on to something here.



ROTC Cadets take the Huey for a spin

It was not all work. The cadets got to spend some time running engines to charge batteries, crawled all over the Huey (a big hit), learned a lot about the vehicles, and thanks to Ed got the opportunity to ride around in an M113. The Oak Ridge program would like to continue to support the Museum. Their cadre has offered to provide volunteer workers one Saturday in each of their four, 9-week marking periods. Buddy will be coordinating with them. If you have any project ideas or preferred dates, let me know.

After Action Report: Memorial Day, Sugar Land

By Capt. Kirk Sullivan S-3

The Morning started off early. We all met at the Museum at 07:00 Monday May 30. Present were Capt. Kirk Sullivan, Pvt. Charles Jr, Sgt. Dewveal, Capt. West, Lt Col. Farris, CSGT Maj. Madison, Sgt King, Pvt. S Rodgers, West and West, and Corp. Keller with two Constables from Sugar Land and last but not least Adm. Gen. Kuti. We took with us the 5 ton tractor with a M-113 loaded on it, the Hummer, 2 CUCV's and a 5 ton Cargo Truck. We left Fort Farris approximately 07:15 and proceeded to Sugar Land. When we arrived in Sugar Land we were met by Col. Klein in his M151, Chief Airman Warren in his DJ and SSgt. Burland in



New Member Kenny Rodgers (not the Singer), “Top” Madison, Pvt. Sumner and Gen. Adm. Kuti awaits orders for the Tidwell Operation

**Marine Corps Museum of the Carolinas
Rescues two rare vehicles
By Michael Scudder**

I made a trip from Houston, Texas to the Marine Corps base of Camp LeJeune near Jacksonville, NC on September 18, 2002. This trip was made to assist the Marine Corps Museum of the Carolinas in identifying M50A1 Ontos parts from a huge pile of blown up armor that was soon to be turned into small chunks of scrap iron. The pile was made up of armor that had been taken off the many firing ranges at Camp Lejeune. All of these vehicles had been rendered into rusty Swiss cheese by ordnance. I have to admit that it was hard for me to see all the M4 Sherman tanks blown up to a point that even small parts didn't survived. I remember the old Sherman's that I fired at when going through training at these ranges in 1961. I wondered if some of these hulls were once my targets.

I met with retired Marine Gunnery Sergeant David MacGillivray (military vehicle collector known for renting to movie companies) and retired Sergeant Major Joe Houle (Director for the Marine Corps Museum of the Carolinas).

his GPW. Lt Col. Farris returned to the fort to help with the other event and left Adm. Gen Kuti in charge “thank god we didn't have a mutiny”. We were up and ready for the



Lined up and ready to roll to Sugar Land

public at 09:30 which was right on time. Sugar Land had a great ceremony to honor Ft. Bend county's war dead, and wounded. Many dignitaries were there including a wounded vet from Afghanistan whom lost his sight in battle. Congressman Tom Delay was present and many others. After the ceremony the crowd can and looked at the vehicles. At 12:30 we mounted the vehicles and returned to the Fort. There were many little glitches and ancillary occurrences, if you would like all the details ask one of the aforementioned people and get all the details. There are no pictures of the event due to a camera malfunction.

**After Action Report: Memorial Day, Tidwell
By Capt Kirk Sullivan S-3**

No Report as this Exercise was cancelled due to wet ground and weather. Pvt. Rodgers, Capt West and Pvt's West and West, Lt. Col. Farris, CSGT Maj. Madison and WO1 Williams were all schedules to attend this event.



The Flame Throwing M-4 Removed from Camp LeJeune

The Marine Corps Museum of the Carolinas was still in the developing stage and securing a permanent home was still a year or so away. Joe is not the type of man to wait for artifacts to arrive at his desk. Joe wanted Dave and me to assist his museum in constructing a M50A1 Ontos. Two years prior to this trip, I had acquired seven Ontos parts chassis from White Owl Parts Company in nearby Kingston, NC and one running chassis from Bill Watson in Greensboro, NC. When I departed NC, I left four of the chassis with Gunny Dave. He would use one of these chassis to start the building of the museum's Ontos.

The museum needed additional Ontos parts to include the major portion of the hull and turret and hundreds of other parts particular to the Ontos. One of Dave's friends is an armored at Camp Lejeune and his work at the various firing ranges brought him in contact with this pile of destroyed vehicles. The armored knew the Ontos from his service in Vietnam and he spotted some Ontos parts in the pile. The trip to the scrap pile would take months and involve coordination with the Marine's Eight combat Engineers, Explosive Ordnance Disposal, the EPA and many levels of the base command. To set foot on a firing range

enlisted men from explosive ordnance disposal (they ended up being of use) six men from the engineers to operate the 25 ton mobile crane, two men to drive the 20 ton off-road truck-trailer and one guy from EPA to make sure no oil gets spilled or a bush doesn't die in the operation.

We had been told that a group of 81 mm mortars had earlier sprinkled the pile with their shells. One live round was found near a top hull that Dave was about to examine. The two young EOD Marines did a good job of keeping an eye on their two old-fart charges. We were focused on Ontos parts and would not see a 500 pound bomb if it were near an Ontos turret. The search of the pile involved two days. This was a pile of iron that was longer than a football field and was 30 feet high in places. Some of our parts were under several other vehicles



M-4 Coming out of its burial pit

Parts of the pile had to be disassembled to retrieve them. The Sergeant Major used the authority granted him by the Marine Corps base command along with the persistence gained from years of working within the military to secure a task force to accomplish the goal. The museum's cost for the operation was three dozen donuts and two coolers of gator aid. Some Sergeant Majors have the stroke. The two most common vehicles in the pile were the

involves an entourage of the range officer, two or more shoe-box. When ordnance hits the P5, large sections of the roof depart and you end up with an armored shoe-box with the top removed. Our Search for Ontos parts was successful. We found five Ontos turrets, a complete top hull and five or six rear doors. All but one of the turrets was found in three of the topless shoe-boxes. I theorize that the Ontos were decommissioned by torch-cutting the rear haft of the hulls along with the turrets and the remains were set inside the P5's.

Two of the turrets from the Shermans still contained restorable guns and manlets. No, we can't go parts shopping in many of these firing ranges. The Marine Corps Museum is closely affiliated with the base. Its directive is to show the history of Camp LeJeune and other related bases from its inception in 1942 until present. The Sergeant Major has official authority to search the base for historic vehicles and artifacts.

The base hobby shop is staffed by retire and active duty Marines. The shop has a capacity to manufacture the needed parts to complete the Ontos project. Gunny Dave had used his own funds to get the chassis running. He also secured six deactivated 106mm recoilless

M4 Sherman and the P5 Amtrak. The P5 can be described as huge, thinly armored rifles and started the process to have them restored into parade guns.

The Sergeant Major also recovered a Sherman flame tank and has been searching for two Jap tanks that are reported to be hidden in the deep woods of Camp LeJeune. I will endeavor to keep you posted on his finds. Just prior to our firing range diving expedition, the Sergeant Major had completed the recovery of a Sherman flame tank. The tank was located in an old infantry maneuver area and its location had been lost for decades due to over growth of the NC woods. The tank was missing its tracks. The biggest job for the Sergeant Major involved securing EPA authority to remove a few trees so a mile long trail could be constructed by the Eight Combat Engineers to gain access to the tank. The Base Hobby Shop constructed a still skid and two armored dozers were used to retrieve this Korean War era artifact. The photos show the result of their efforts. Congratulations to Dave MacGillavery, Joe Houle, the Marine Corps Museum of the Carolinas, and the Camp LeJeune Base hobby Shop and the Eight Combat Engineers for the rescue of these rare machines.