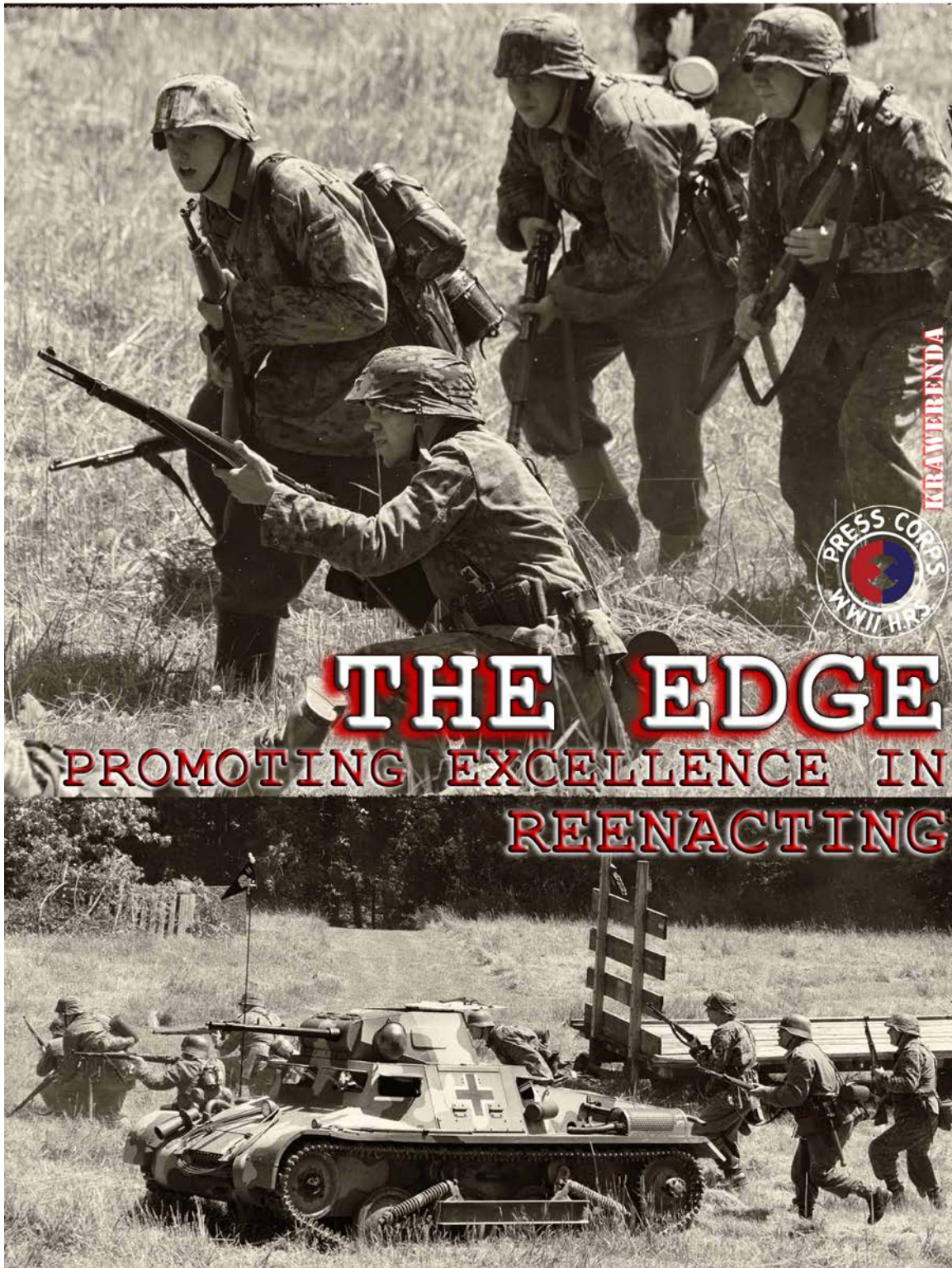


OFFICIAL JOURNAL OF THE

KRAWERENDA



DIXON, Illinois Event – June 2016



DIXON, Illinois Event – June 2016

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Dixon, Illinois Event June 2016 Photos By Piotr Krawerenda - WW2 HRS Press Corps

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2016 WWII HRS Board Elections

The positions up for election this year are
Vice President,
Treasurer,
and Allied Representative.

The terms are for two years. The qualifications to run for a board position are listed below and found in the WWII HRS bylaws under “**ARTICLE X: ADMINISTRATIVE RULES**, Section 3. Board of Directors Elections”:

“Any individual wishing to run for a Board position, who is at least 21 years of age and has been a member in good standing of the Society for at least two years, may announce his or her candidacy for office by September 1 of an election year. A written statement of intent and goals shall be delivered to at least two (2) Board members and the editor of the Society's publication(s).”

The expectations for any WWII HRS board member is to regularly attend board meetings, participate civilly in any discussions and decisions on WWII HRS business, and be available at events if needed. This means the position does require time and effort. If you have neither time nor effort please do not apply! In general the duties of the Vice President are to chair the Safety and Authenticity Committee, to regulate the new and existing unit charters, and encourage new units to seek an HRS charter. The Treasurer is to track and report on the organization finances and regularly report to the board and membership a complete picture of the financial situation. The Allied Representative's job is to ensure the needs of the Allied units, including Soviet units, are well met for the organization along with other assigned duties.

If you think you can meet these requirements and serve your fellow members, submit a no longer than one page written statement of your intentions for a position, a bio, and why you are qualified to serve on the board. Also include an image of yourself in your WWII uniform. This will be sent to the membership through the HRS media so the members can make their choice. The deadline is September 30 and the candidates will be announced in the October issue of the Edge. A committee of three people will review the submissions and make sure all seeking a board position meet the qualifications. Voting will take place in November.

Send all submissions to President Jon Stevens at jstevensww2@sbcglobal.net.



July 2016 Press Release New HRS Media Coordinator Position Created

HRS Axis Rep. Dave Fornell was appointed by the Board of Directors as the interim media coordinator for the society in an effort to develop promotional support for HRS events. He was asked to fill the position of media coordinator to get the position started and plans to step down after establishing promotional materials and defining what the role is for future appointees.

Fornell worked as a journalist and editor for local newspapers in the Chicago suburbs for 12 years before becoming editor of two medical magazines, spending the past 9 years covering cardiology and radiology. His job requires a lot of social media interaction, video production and website content management, so he was chosen for the temporary role based on that experience.

He plans to create sample press releases and tip sheets instructing members organizing events on how to promote their events to gain more public and re-enactors. This information will be shared on the HRS website when completed. He is also reviewing the HRS' social media and Website for make suggestions to enhance page views, likes and enhance service to HRS members.

The EDGE is the WW2 HRS's own publication.

It is where we promote what we do.

The EDGE promotes and features the works of WW2 HRS Members.

WW2 HRS Units are welcome to advertise their Events and Accomplishments in The Edge.
ANY WW2 HRS Member can submit an item for publication here in The EDGE.

If your unit has news it would like to published in The EDGE,
Or if a member would like to submit an article,
Then simply e-mail it to me and I will put it in The EDGE.

Heinz Thiel - WW2 HRS Press Corps
GD5.Heinz.Thiel@Gmail.Com

I am willing to spend a day with your unit to get photos and video.
Please contact me if you would like some special coverage of your unit or event.

*



Treasurer Wayne McCulley

**TREASURER'S REPORT
WORLD WAR II HISTORICAL RE-ENACTMENT SOCIETY
July 2016**

ACCOUNT BALANCES AS OF JUNE 30, 2016

PNC Bank Non-Profit Checking Account	\$11,949.27
PNC Bank Money Market Account	\$52,427.72
Wells Fargo Bank Account	\$302.20

Account Totals

\$64,679.19

INCOME FOR JUNE 2016

Membership Income	\$465.00
Interest from Money Market Account	\$5.16
Total Income	\$470.16

EXPENDITURES FOR JUNE 2016

Eventbrite Service Fees	\$53.94
Email Marketing Service	\$12.80
Total Expenditures	\$66.74

2016 Membership Income	\$10,000.00
2016 Interest Income	\$26.60
2016 Miscellaneous Income	\$300.00
2016 Total Income	\$10,326.60
2016 Expenses	\$9,367.38
2016 Total Income Less 2016 Expenditures	\$959.22





**TREASURER'S REPORT FIRST QUARTER 2016
WORLD WAR II HISTORICAL RE-ENACTMENT SOCIETY
MAY 8TH 2016**

BEGINNING BALANCES 1ST QUARTER 2016

PNC Bank Non-Profit Checking Account	\$9,940.90
PNC Bank Money Market Account	\$53,401.12
Wells Fargo Bank Account	\$302.20

ACCOUNT TOTALS

\$63,644.22

1ST QUARTER INCOME

Membership Dues Income	\$7,040.00
PNC Bank Money Market Account Interest Income	\$10.96

TOTAL 1ST QUARTER INCOME

\$7,050.96

1ST QUARTER EXPENDITURES

Liability Insurance	\$6,205.75
Director's and Officer's Insurance	\$744.00
Eventbrite Service Fees	1025.12
Email Marketing Service	\$38.40
Postage	\$199.45
Post Office Box Rental 1 year	\$86.00
Membership Refund of Overpaid Membership	\$10.00
Illinois Secretary of State Fees	\$26.00
Membership Card Supplies	\$101.24
Military History Fest table staff admissions	\$40.00
Event Support for 2015 Rails to Victory Restroom facilities	\$155.88

TOTAL 1ST QUARTER EXPENDITURES

\$8,631.84

ENDING BALANCES 1ST QUARTER 2016

PNC Bank Non-Profit Checking Account	\$9,349.06
PNC Bank Money Market Account	\$52,412.08
Wells Fargo Bank Account	\$302.20

TOTAL ENDING BALANCES

\$62,063.34

2016 MEMBERSHIP INCOME	\$7,040.00
2016 INTEREST INCOME	\$10.96
2016 MISCELLANEOUS INCOME	\$0.00
2016 TOTAL INCOME	\$7,050.96
2016 EXPENSES	\$8,631.84
2015 INCOME LESS 2015 EXPENDITURES	(\$1,580.88)

*



**TREASURER'S REPORT SECOND QUARTER 2016
WORLD WAR II HISTORICAL RE-ENACTMENT SOCIETY
JULY 12TH 2016**

BEGINNING BALANCES 2ND QUARTER 2016

PNC Bank Non-Profit Checking Account	\$9,349.06
PNC Bank Money Market Account	\$52,412.08
Wells Fargo Bank Account	\$302.20

ACCOUNT TOTALS	\$62,063.34
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2ND QUARTER INCOME

Membership Income	\$2,960.00
PNC Bank Money Market Account Interest Income	\$15.64
Insurance Reimbursement for Midway Village World War 1 Weekend	\$300.00

TOTAL 2ND QUARTER INCOME	\$3,275.64
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2ND QUARTER EXPENDITURES

Eventbrite Service Fees	\$394.51
Email Marketing Service	\$38.40
Postage	\$147.00
Membership Card Supplies	\$79.88

TOTAL 2ND QUARTER EXPENDITURES	\$659.79
---------------------------------------	-----------------

ENDING BALANCES 2ND QUARTER 2016

PNC Bank Non-Profit Checking Account	\$11,949.27
PNC Bank Money Market Account	\$52,427.72
Wells Fargo Bank Account	\$302.20

TOTAL ENDING BALANCES	\$64,679.19
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2016 MEMBERSHIP INCOME	\$10,000.00
2016 INTEREST INCOME	\$26.60
2016 MISCELLANEOUS INCOME	\$300.00
2016 TOTAL INCOME	\$10,326.60
2016 EXPENSES	\$9,367.38
2015 INCOME LESS 2015 EXPENDITURES	\$959.22

Respectfully Submitted by
Wayne McCulley
Treasurer
World War Two Re-Enactment Society Inc.

*



EVENTS

September

September

23-25

WALK BACK IN TIME 2016

Sep



Loc: Audrain County Historical Society, 501 South Muldrow Street, Mexico, MO 65265

Dates: Sept. 23-25, 2016

Event Times: Setup can occur from Thursday (Sept. 24) to Saturday (Sept. 26). Friday is the school education day. The event runs from 10-4pm Saturday and Sunday, with Candlelight Tours on Saturday from 6-9pm

Registration Times: All day Thursday, All day Friday and Saturday 0800-1000 in the 29th Panzergrenadiers Camp

Pre-Registration: Display space is reserved on a first come first served basis. You need to contact the event coordinator Chris Adams at cblackthorne@hotmail.com. Even if you have attended this event in the past do not assume you have the same area.

Fee: None

Contact: Chris Adams, 573-680-1244 or cblackthorne@hotmail.com

Website: <http://www.audrain.org>

Authenticity Notes: WWII HRS safety and authenticity rules apply. All theaters are welcome, ETO, PTO, and MTO.

Prohibited Vehicles/Items: No firing of weapons between 2200 and 0800 at night.

Restrictions on Minors: WWII HRS rules apply

Other restrictions: None

Sponsoring Unit(s): 84th Infantry Division Railsplitters and the 29th Panzergrenadier Regiment

October

October

01-02

MISSOURI MILITARY HISTORY WEEKEND 2016

Oct



Loc: Missouri Military History Museum, 2302 Militia Drive, Jefferson City, MO 65101

Dates: Oct. 1-2, 2016

Event Times: 10:00am - 4:00pm each day. Setup on Friday starting in the afternoon.

Registration Times: Friday afternoon and Saturday morning.

Pre-Registration: Space is limited so please contact the event coordinator to reserve your display area, Chris Adams at cblackthorne@hotmail.com

Fee: None

Contact: Chris Adams, 573-680-1244 or cblackthorne@hotmail.com

Website: None

Authenticity Notes: WWII HRS safety and authenticity rules apply. All theaters are welcome, ETO, PTO, and MTO.

Prohibited Vehicles/Items: No firing of weapons except during designated demonstration times.

Restrictions on Minors: WWII HRS rules apply

Other restrictions: None

Sponsoring Unit(s): 29th Panzergrenadier Regiment

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14-16		WINTER LINE, A WW II MTO TACTICAL	
	Oct	<p>Loc: Camp Siman Events, 10135 Oakland, Tiff, MO 63674 Dates: 14-16 October 2016 Event Times: 12noon 14 October - 12 noon 16 October 2016 Tactical 9am - 5 pm on 15 October. Camping from Friday - Sunday Registration Times: 0600 - 0800 15 October 2016 Pre-Registration: (click here) Fee: \$15 at the gate Contact: Gary Adkins papajoad@20thcenturygi.com Website(s): https://www.facebook.com/events/1132691540108726 http://campsimanevents.webs.com http://fssf6-3.com Authenticity Notes: Per HRS Prohibited Vehicles/Items: NO live Ammo Restrictions on Minors: Per HRS Regulations Other restrictions: N/A Sponsoring Unit(s): First Special Service Force 6th Co 3rd REG HRS / Camp Siman Events</p>	
	November	November	
	04-06	1944 OST FRONT WW II TACTICAL	
	Nov	<p>Loc: Camp Siman Events - 10135 Oakland Tiff, MO 63674 Dates: 4-6 November 2016 Event Times: Gate opens 12 noon 4 November, Event 9am - 4pm 5 November, gate closes 12 noon 6 November 2016 Registration Times: 7-9 am 5 November Pre-Registration: (click here) Fee: \$15 at the gate. Contact: papajoadfssf@sbcglobal.net or sapphiredragon495@gmail.com Websites: https://www.facebook.com/events/557586434419564 http://fssf6-3.com http://www.6thcorpslhq.com http://campsimanevents.webs.com Authenticity Notes: Per HRS regulations Prohibited Vehicles/Items: NO live ammo. Restrictions on Minors: Per HRS regulations Other restrictions: All blanks need to be in a clear plastic bag. End blocks, stripper clips and belts may be preloaded, all Magazines must be empty for inspection. Sponsoring Unit(s): First Special Service Force 6th CO 3rd REG</p>	



LOCKPORT TOWNSHIP PARK DISTRICT'S

WORLD WAR II EVENT SCHEDULE

Schedule is subject to change

DELLWOOD PARK

Rte. 171 & Woods Drive
Lockport, IL

SAT., SEPT. 10TH

- 9:00 a.m. - Park Opens/Flag Raising Ceremony
(Performing Arts Center)
Hosted by the Lockport VFW Post 5788

Re-enactor Safety and Authenticity Check
(Performing Arts Center)
- 10:15 a.m. - WWII Weapons Demonstration
(Performing Arts Center)
- 11:30 a.m. - Battle (Battlefield)
- 1:00 p.m. - Andrews Sisters Musical Revue by the
Legacy Girls (Performing Arts Center)
- 3:00 p.m. - Battle (Battlefield)

Field Hospital Demo at German Camps
following Battle
- 4:00 p.m. - Music & Dance Lessons of the Era
featuring Grand Avenue Big Band
- 6:30 p.m. - Bridge skirmish
- 8:00 p.m. - USO Show featuring
The Chicago Experience
- 10:30 p.m. - Park Closes

SUN., SEPT. 11TH

**Food Court &
Beer Garden
available**

- 9:00 a.m. - Park Opens/Flag Raising Ceremony
(Performing Arts Center)
Hosted by the Lockport VFW Post 5788

Re-enactor Safety and Authenticity Check
(Performing Arts Center)
- 10:15 a.m. - WWII Weapons Demonstration
(Performing Arts Center)
- 11:30 a.m. - Battle (Battlefield)

Field Hospital Demo at German Camps
following Battle
- 12:30 p.m. - WWII Girls Baseball Living History Demo
Meet the Rockford Peaches!
(Baseball Field)
- 1:00 p.m. - Andrews Sisters Musical Revue by the
Legacy Girls (Performing Arts Center)
Hosted by the Dellwood Foundation
- 3:00 p.m. - Battle (Battlefield)
- 5:00 p.m. - Camp Closes




Hospitality Tent for
WWII, Vietnam & Korean War Veterans
Sat., 12:30 p.m. - 2:30 p.m.
Located in Beer Garden
Sponsored by
Kozol Brothers & AARP
Enjoy appetizers & beverages



815-838-3621

WWW.LOCKPORTWWII.COM





See Back for
Other Event Themed
Experiences

Midwest's
Largest

20th Anniversary


WWII

DAYS

AT MIDWAY VILLAGE MUSEUM ★ ROCKFORD, IL
Located near I-90 on Rockford's east side

Saturday September 24th 10 a.m. to 5 p.m.	Sunday September 25th 10 a.m. to 4 p.m.
--	--

- ★ Over 40 Authentic Military Vehicles
- ★ Over 1,200 Reenactors
- ★ Battles with Pyrotechnics
- ★ Skirmishes, Demos & Displays
- ★ Andrews Sisters Live Musical Performance **NEW!**
- ★ Militaria Sales Vendors from around the Midwest
- ★ Tour General Patton's Mobile Command Center **NEW!**
- ★ Affordable Food



Midway Village Museum
Rockford
HISTORY MUSEUM

Admission:

- ★ \$14 Adults
- ★ \$7 Children
- ★ Museum Members are Free
- ★ Free Parking

Golf cart shuttles available for guests with special needs.

Save The Date

TICKETS: ONLINE WWW.MIDWAYVILLAGE.COM, MUSEUM STORE & AT THE GATES | INFO: 815-397-9112

* Registered card carrying re-enactors are the ONLY guests admitted into the event in vintage military uniform.
Visitors to the event may ONLY dress in 1940s civilian costume and must make sure the Visitor sticker is worn prominently.



20th Anniversary

WWII

DAYS

AT MIDWAY VILLAGE MUSEUM ★ ROCKFORD, IL
Located near I-90 on Rockford's east side



Dinner with General Patton

Thursday, September 22, 6-8 p.m.



Participants will enjoy a tasty meal and hear a first-person presentation by General Patton who stands out in the American conscious better than any other general. As a combat general he was unequalled, fearless, brave to a fault and keenly aware his destiny was out of his hands. Hear about his experiences, see photos and artifacts, and receive a special tour of the General Patton Mobile Command Center, new to the event this year!
\$35 per person for adults and children; \$30 museum members.
Space is limited and preregistration is required by Thursday, September 15.
Visit the website or call 815-397-9112 for ticket price and to register.
The dinner is held at the museum center on the museum grounds.



Behind the Lines Tour

Friday, September 23, 5:30-7:30 p.m.



Experience the WWII Days Event the evening before it opens to the public with a behind the scenes look. Participants will interact with reenactors, get an up close look at vehicles, and experience displays. Also included is a tour of the 150 yard, 3 bunker trench system and a copy of the 20th Anniversary souvenir book!
\$15 per person, preregistration is required by Monday, September 19 and space is limited. Please call 815-397-9112 to secure your space. The tour is held on the event site on the museum grounds.



USO Dance

Saturday, September 24, 7-11 p.m.



Listen to the featured swinging sounds of the Moonlight Jazz Orchestra. Guests are encouraged to attend the USO style dance in 1940s attire. A bar and concessions are available for purchase.
\$7 cover at the door, registered reenactors are free of charge.
The dance is held at the Indoor Sports Center, 8800 E. Riverside Blvd., Loves Park, IL.

MIDWAY VILLAGE MUSEUM | 6799 GUILFORD RD., ROCKFORD, IL | 815-397-9112 | WWW.MIDWAYVILLAGE.COM

* Registered card carrying re-enactors are the ONLY guests admitted into the event in vintage military uniform.
Visitors to the event may ONLY dress in 1940s civilian costume and must make sure the Visitor sticker is worn prominently.



DATES FOR ROCKFORD 2016:

Here are the dates for the WWII Days Rockford 2016 event -

Thurs., Sept 22 - Event/camp set up day

Friday, Sept 23 - School Kids Display (plan for public 900 attendees)

Sat., Sept. 24 and Sun, Sept. 25 - Public display and battle days

Rockford 2016 Pre-registration is now open, here is the link:

<https://www.eventbrite.com/e/rockford-event-2016-registration-26437127159>

IF the unit you belong to is not listed,
Please let [Scott Koelling](#) or [Dave Fornell](#) know.



30th Div. Encampment, Motor pool area. Dundas, MN. Armed Forces Day weekend.
May 21-22nd Photos Submitted by David Halseth



*



M4 Sherman in action during Public Battles/ Skits during the Dundas, MN. Armed Forces Day weekend.
May 21-22nd Photos Submitted by David Halseth



Part of the A Company, 30th Div. encampment. Dundas, MN. Armed Forces Day weekend.
May 21-22nd Photos Submitted by David Halseth

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A Company HQ, Command & Communications. 30th Div. encampment. Dundas, MN. Armed Forces Day weekend.
May 21-22nd Photos Submitted by David Halseth



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2nd WW II Quonset Hut under restoration and construction at Camp Hastings Military Museum, MN.
by WW II HRS members and others. Photos Submitted by David Halseth 117th IR, 30th Div. USA



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2nd WW II Quonset Hut under restoration and construction at Camp Hastings Military Museum, MN.
by WW II HRS members and others. Photos Submitted by David Halseth 117th IR, 30th Div. USA



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Camp Hastings, MN. Annual event, 1 Completed WW II Quonset Hut Barracks and 2nd Hut under construction during the event. Photos Submitted by David Halseth



WW II Jeep crosses Reproduction of the Hastings, MN. Spiral Bridge,
Little Log Village (and Camp Hastings) Hasting, MN.
Photo submitted by David Halseth

*



2nd WW II Quonset Hut under restoration and construction at Camp Hastings Military Museum, MN.
by WW II HRS members and others. Photos Submitted by David Halseth 117th IR, 30th Div. USA

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M22 "LOCUST" LIGHT AIRBORNE TANK By Chuck Roberts

INTRODUCTION

World War II strategists in the U.S. became aware of the effectiveness of airborne assault forces by studying German victories achieved in Europe. They were also aware of the vulnerability of the lightly armed, airborne infantry units, alone and behind enemy lines without direct support from a main force. Because of increasing interest in an air delivered light tank by experienced field commanders and the British, the Ordnance Department formulated a design concept requiring the development of a light tank that would aid airborne units during critical mission phases and be sufficiently light in weight to be delivered by airborne means. The light tank would support the airborne infantry until reinforcements from the main force arrived. In May of 1941, design began on the M22 Locust light tank at the Marmon-Herrington Company. Production began in April 1943 and ended in February 1944 with a total production of 830 tanks. Under lend-lease, 260 Locusts were given to the British. Figure 1 shows an early model M22 Locust.



Figure 1

PHYSICAL CHARACTERISTICS

The M22 was constructed of steel plate using welding, as opposed to riveting, technology. (Riveted construction methods had long since fallen from favor because of the disastrous propensity of rivets to bounce around inside the vehicle when the outside rivet head was sheared by anti-tank munitions.) The front armor was 1 inch thick with the sides being approximately 1/2 inch plate. The sloped front and sides added additional protection by helping deflect projectiles upward. The armor is minimal because of stringent weight requirements limiting the vehicle to less than 16,000 lbs. Weapons included a single 37mm main gun and coaxial 30 caliber machine gun. Typical ammunition used by the 37mm main gun included high explosive rounds that had a terminal velocity of 2700 ft/sec at 1000 yards. Original models of the vehicle had more machine guns, which were abandoned in the final design because of weight limitations. Ground contact pressure was 6.41 lbs/sq.in., quite low for a tank. The vehicle dimensions are: length 12ft. 11in., width 7ft. 3.75in., and height 5ft. 8in. This resulted in an extremely tight crew compartment, consistent with sardine style

packaging. The low silhouette was somewhat unusual for American light tanks of the era and a decided advantage by offering a low profile to enemy gunners. The 4 major lifting lugs on the side of the hull just above each road wheel suspension mount are for hoisting up under the belly of a C54 cargo plane, after turret removal. The C54 cargo plane and British Hamilcar glider were the only means available for airborne delivery of the vehicle.

Four road wheels connected to a volute spring suspension provided support for the vehicle. The rear idler wheel provided minimal vehicle support and was used to control track tension. The front drive sprocket was powered by the transmission unit and engaged a steel track. The vehicle was powered by a Lycoming O-435-T six cylinder air-cooled aircraft engine yielding 162 hp at 2800 rpm with a maximum torque of 332 ft-lb. at 2100 rpm. Like most tanks of the early war era, aircraft engines were used because of their high power to weight ratio. The engine was equipped with dual ignition, typical of adapted aircraft engines of the day. Fuel delivery was through long induction tubes which made starting difficult. An elaborate priming system was installed to deliver fuel to each cylinder before starting. The tank had a driving range of about 100 miles with a full tank of 57 gallons of gasoline. Dual engine exhaust pipes merged into a single pipe and circular muffler. The 6 cylinder opposed engine powered the vehicle at a top speed of 35 MPH. The engine was adapted to a large clutch/fan disk. The fan was required for cooling of the massive aircraft engine. A drop down gear box was mounted on the engine output shaft to bring the driveshaft close to the floor and allow room for the turret basket. The driveshaft was connected to a 4 speed transmission and differential unit at the front of the vehicle.

The box structure on the left front of the vehicle is the driver's hatch and vision port. The vehicle was equipped with M6 periscopes on the driver's hatch and the turret. The driver's seat is located to the left of the transmission unit. The driver essentially sits on the floor in very cramped quarters. Two levers control the left and right brakes of the vehicle. Pulling the right lever turns the vehicle right while pulling the left lever turns the vehicle left. Pulling both levers stops the vehicle. Due to space restrictions the control panel is to the right of the driver above the transmission unit. The turret was manually operated, a primitive yet weight saving feature. Behind the driveshaft is the escape hatch mounted on the floor.

USAGE IN WORLD WAR II

Development of the M22 continued by the Ordnance Department, but engineering problems dealing with excessive weight and poor performance were encountered. Testing showed the impracticalities of utilizing American aircraft at that time. Hoisting the tank hull under a C54 cargo plane and placing the turret in the plane proved cumbersome and time consuming. Because of the lack of a good air delivery system and disappointing performance of the vehicle, the Ordnance Department became less enthusiastic for any further development. However, the British were still interested in the vehicle and 260 were delivered with the remaining vehicles utilized for training purposes in the US.

*



The British were more active than the US in airborne tank development, having airborne tanks of their own such as the Tetrarch, Alexto and Hopkins. The British outfitted the 37mm guns with an extruder adapter (squeeze-bore) that reduced the projectile from 37mm to 30mm, increasing velocity to 4000 ft/sec from 2700 ft/sec. A new high mass and shatter resistant, tungsten carbide ammunition was developed for this application. Twelve of the tanks were landed using the giant Hamilcar glider during the Rhine crossing on March 24, 1945. The British airborne crossing of the Rhine River, called Operation Varsity, utilized over 50 large Hamilcar gliders, delivering airborne tanks and other equipment for the 6th Airborne Armored Reconnaissance Regiment, Royal Armored Corps, of the British forces. One Locust tank was credited with killing over 100 enemy soldiers.

TECHNICAL DATA

Weight.....16,000 lb.
Length.....12 ft. 11 in.
Width.....7 ft. 3.75 in.
Height.....5 ft. 8.5 in.
Ground Clearance.....10 in.
Armament: one 37 mm Gun, M6; ammunition
A.P.C., M51B1, M51B2; A.P., M74; H.E., M63
one cal .30 machine gun
Maximum speed.....35 mph
Turning radius.....20 ft
Maximum grade.....50 %

RESTORATION OF M22 "LOCUST" 110

M22 Locust (serial number 110) was found in a farmer's field in the Midwest as shown in Figure 2, in very poor condition. Only 830 of these tanks were manufactured. These tanks were sold to the public, minus the gun, after the war. Consequently, several hulls have been reclaimed throughout the Midwest by military vehicle collectors.



Figure 2

Luckily the vehicle still rolled, thereby making it relatively easy to load on a tilt bed vehicle carrier. There was no turret or gun available and the front armor had been torch cut for easy access by the driver. The engine did not run but did turn and could be made operable.

The first step in such a restoration is to define the goal or end result. In this case it was decided to restore the vehicle such that the outward appearance would be nearly identical to that of the original and that the vehicle be fully operable so that it could be used in WWII reenactments.

The first stage in the restoration is to get the vehicle running. The original Lycoming O435T engine was in good condition but needed parts such as a carburetor rebuild kit. Present day costs of aircraft repair parts are very high due to liability problems associated with aircraft manufacture. Also, the Lycoming engine had poor drivability, in that it was difficult to start and maintain. Some of the ignition parts such as the dual ignition distributor are hard to find. Conversations with other military vehicle collectors indicated success with removing the Lycoming power plant and replacing it with a 346 cu. in. V8 engine and hydromatic transmission; the type used in the Stuart tank. The Lycoming engine was then removed, preserved for possible future ground up restoration and replaced by a Stuart power plant.



Figure 3

The hull was cleaned, de-rusted and painted as shown in Figure 3. Steel fenders were manufactured and installed that matched the early production T9E1 vehicle. A standard tow cable and set of lights were added and the siren rebuilt. Figure 4 shows the



Figure 4

Stuart Engine (346 V8) and transmission being mounted on a specially designed engine mount that bolted to the hull through existing holes. A screw-on cartridge oil filter was adapted to the engine to save room. The cooling system utilized a large van radiator that was mounted over the transmission housing in a manner similar to that of the M24 Chaffee light tank that used the same engine. The generator was abandoned and replaced with an alternator in order to provide sufficient amperage to drive the electrical cooling fans mounted on the radiator. The engine mount was designed such that the oil pan was less than an inch off the floor, since this is a very tight fit under the rather low bustle. The distributor shaft was shortened in order to fit the engine. A heat shield was manufactured to reduce heat transfer from the exhaust to the fuel tank which sits adjacent to the engine on the left side. The Cadillac 346 V8 has a good drivability reputation in that it starts and runs well. Ignition and replacement parts are easily available. On the flip side, the engine and transmission are heavy, with relatively low horsepower output (roughly about 100 HP). So vehicle performance was expected to decrease when replacing an 800 lb., 160 HP engine with a 1300 lb., 100 HP engine. Nevertheless, the enhanced reliability/drivability outweighed the reduced vehicular performance.

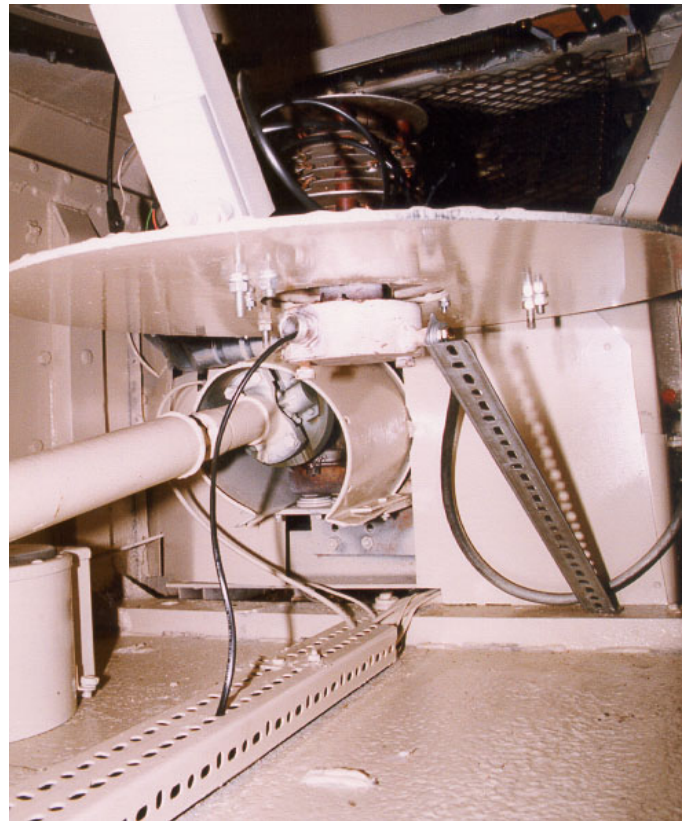


Figure 5

Figure 5 is a view of the driveshaft and radiator installation. A special U-joint adapter was required to interface the hydromatic output shaft with that of the driveshaft. Two electric fans blowing toward the rear of the vehicle enhanced radiator cooling. A custom automatic shift linkage was installed to control the hydromatic transmission. The 4 speed hydromatic transmission was interfaced through a driveshaft to the 4 speed manual transmission at the transaxle unit, yielding 12 speeds. The manual transmission gear is selected while the vehicle is not moving. Then the vehicle is driven as a typical automatic.

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The most difficult part of the restoration by far, was the acquisition of a turret. Turrets for this vehicle are simply unavailable since the military disposed of them prior to release to the public. Consequently, as a result of a review of field manuals and photographs, plans were drawn and a turret was fabricated out of 1/4 inch sheet steel and pipe sections. A locust at the Rock Island Armory Museum (Figure 6) was used to confirm the dimensions. Figure 7 shows the turret prior to mounting on the hull.



Figure 6



Figure 7

Curved surfaces were manufactured from pipe in order to simulate the round aspect of castings. Sections of steel plate were welded around the top deck to simulate the round shape of a casting. The turret weighed in at about 300 lbs. Dimensional tolerances were a challenge to hold on such a large thin structure, especially during welding when warpage can be a problem. Figure 8 shows the turret mounted on the hull. Roller bearings were used to support the turret. A long piece of gear rack material was bent into a large circle and shimmed with adjusting lugs for the turret traversing drive.



Figure 8

The rubber tire road wheels had deteriorated and were remolded with polyurethane, which allowed easy movement of the vehicle on the steel track. Fractured track link guides were built back up by welding. An aluminum motorboat fuel tank was fitted with the appropriate grounding and venting. A shop vacuum filter was adapted as a dry element air filter. The older style driver hatch (see Figure 1) was fabricated for more room and visibility. The driver hatch was designed to open fully for emergency exit. The original did not allow exit, and the driver had to exit out the turret. The restored vehicle, shown in Figure 9, was completed over a period of 10 months.



Figure 9

The vehicle appears reasonably authentic from the outside and is very reliable. It has participated in numerous displays and reenactments. The fact that several vehicle collectors have inquired as to the source for purchasing the turret attests to its authentic look. M22 Locust 110 appears in WWII reenactments throughout the Midwest with scheduled appearances listed in the 70th Tank Bn. web site: www.robertsarmory.com.

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The M1903 Rifle

By Kerwin Law July 2016

After the shortcomings of the US Krag rifle became apparent, the US was once again looking to replace its main battle rifle. Borrowing from some Mauser ideas like the internal box magazine and the ability to use stripper clips, Springfield Armory finally settled on the US Model of 1903 Rifle. This gave us a more powerful, 5 shot clip loading bolt action rifle that was pretty well on par with what other countries were using at the time. These borrowed ideas did get us into some legal trouble with Mauser, which led to our eventual payment of \$200,000 to settle the patent disputes. The M1903 was our standard rifle from 1903-1935, until it was replaced by the M1 Garand. It was used in a secondary role well beyond that. Along with Springfield Armory, Rock Island Arsenal and Remington made the M1903 in later years. Remington and Smith Corona Typewriter Company made the rifle's final incarnation during WWII. There has probably never been a more finely crafted US military rifle as the earlier M1903 rifles. They are noted for their accuracy as well.



There were a few refinements early on. The first being the replacement of the integral rod bayonet. While having a bayonet housed inside the stock when not in use would seem handy, the rod bayonet proved to be less than durable compared to the more common blade type bayonets of the time. One of its detractors was none other than President Teddy Roosevelt, who as the story goes, traded a demonstrator M1903 with a White House Marine guard's blade bayoneted Krag. After some sparring with him, the President managed to break the rod bayonet. Soon after, it was decided to convert the M1903 to accept a blade bayonet. This gave us the 16" M1905 bayonet that would be standard well into the 1940s. The next modification was done to the cartridge. The rifle was originally chambered in .30-03. (30 caliber-adopted 1903) While the .30-03 was a jump up from the 30/40 Krag cartridge in performance, it was still inferior to some foreign military cartridges. This was especially so when the Germans started using the "Spitzer" or pointed bullet. These bullets proved to be ballistically superior to round nose bullets. This new for 1906 cartridge upgrade gave us the famous .30-06 that's still in wide in use today. Most rifles made prior to these changes were retrofitted, thus making early rod bayoneted M1903 rifles in .30-03 extremely rare and valuable. After these changes, America at last had a battle rifle that was arguably as good as anything else in the world.



The rifle's first major test occurred during "The Great War" or as it was later known WWI. It passed with flying colors. Most "Doughboys" were very fond of them. As a side note it did have some competition. Although it was our standard rifle in WWI, the M1917 or "US Enfield" rifle was actually issued in greater numbers to our troops in Europe. This was because at the time Springfield Armory and Rock Island Arsenal could not keep up with demand.

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Rather than wait to have someone tool up to make more M1903s, it was decided to have Eddystone, Remington and Winchester modify a rifle they had recently made for the British. It required mostly a different bolt, barrel and rear sight. After the war, because there were more M1917s on hand, there was a push to have it adopted as our standard rifle. Supposedly, the military rifle match shooters were a factor in our keeping the M1903 from taking a back seat to the “new kid on the block”. They preferred the windage adjustable rear sight for target shooting as well as the rifles well-deserved reputation for accuracy. Another factor in my opinion was that it was “our” rifle and not some foreign design. In any case, it was decided by the powers that be that the beloved “03 Springfield” would remain standard.

One interesting modification to the rifle at the close of WWI, allowed it to shoot a pistol sized cartridge semi-automatically. This required a gadget called the Pederson Device to be inserted into the receiver in place of the bolt. It utilized a cumbersome 40 round magazine that stuck out the right side of the receiver at about a 45 degree angle. The rifles receiver had to be modified with a cutout for the spent cases to eject. The rifle was designated the Mk 1. These rifles aren't exceptionally rare, but the Pederson Devices are, as most of them were destroyed in the 1930s. There is at least one left though. It's on display at the Rock Island Arsenal Museum in Illinois. It's believed that WWI ended before the concept could be battle tested.

By the time WWI had ended, M1903 production had reached 800,000+. After the “war to end all wars” concluded it was felt that existing stocks on hand would be sufficient, so production remained relatively dormant afterwards, with a few exceptions. That is until later in 1941 when Remington was given a contract to produce the rifle using the Rock Island Arsenal tooling mothballed since 1919. Soon after, Remington gradually introduced modifications to streamline manufacturing. At some point enough changes had been made to warrant a new model designation. The new designation was called the 03A3. Remington began making the new rifle later in 1942 and shortly thereafter Smith-Corona started their production. With WWII upon us, the “03 Springfield” once again proved invaluable to our country. Although the semi-automatic M1 had been our standard rifle since 1936, not enough of them were on hand to meet demand. Therefore the trusty M1903 was brought out

of storage as well as newly made 03A3s, to help fill the void. 03s were used by our soldiers quite heavily until around 1943. By that time, M1 production was sufficient to allow it to be widely issued. Some soldiers preferred the old bolt action over the M1. It was found to be a better platform to launch rifle grenades and was the basis for our standard WWII sniper rifle the 03A4. So, it was still very common on battlefields till the end of the war.



Sometime after the war, the trusty old soldier was considered obsolete and was sold off as surplus, as well as given/loaned to our Cold War allies. Today they are still plentiful at gun shops and gun shows. Is there one with your name on it?

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WWII HRS Board of Directors and Staff

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HOW TO ATTEND a Board Meeting:

Monthly teleconference Board meetings are open to all members. Members do not need to register for the meetings nor do they need to contact the president or any board members.

They need to contact their unit commander for the call information to include phone number and password. This creates less of a choke point and gets the information out to more with less hassle.

The monthly board meeting time/dates will change to accommodate the board members time schedules.

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All of the HRS Board Meeting Minutes from the past six years are posted on the HRS WEB Site.
Current HRS By-Law call for these official business reports to be re-published here in The Edge.
See the BOD Minutes Page at <http://WorldWarTwoHrs.org/Business.htm> for past meeting Minutes

W W I I H R S Minutes

<p>2015 Minutes</p> <p>January February March April May June July August September October November December</p>	<p>2014 Minutes</p> <p>January February March April May June July August September October November December</p>
<p>2013 Minutes</p> <p>January February (canceled) March April May June July August September (canceled) October November December</p>	<p>2012 Minutes</p> <p>January February March April May June July August September (canceled) October November December (<u>No quorum</u>)</p>
<p>2011 Minutes</p> <p>January February March April May June July August September October November December</p>	<p>2010 Minutes</p> <p>January February March April May June July August September October November December</p>

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About Us



The World War Two Historical Re-enactment Society is an organization of over 1200 men and women members from coast to coast, as well as Canada and Europe. Our mission is to bring the history of World War Two to life with public displays, simulated battles, participation in parades, and a variety of other community activities.

The society strives to honor and preserve the memory of those who served in World War Two, as well as preserve the artifacts of that period.

Our members carry out a wide range of historical impressions, including those of The United States, the United Kingdom, the Soviet Union, Poland, and Germany.

Our focus is entirely on the military history of World War Two. We have no sympathy for the ideology of Nazism or fascism. Such beliefs are not welcome here.

If this exciting and rewarding hobby appeals to you, please consider joining us. Our hobby is dependent upon the talents and enthusiasm of its members and there is always room for new interest! Please contact any of our board members today for more information.

www.WorldWarTwoHRS.Org

WEB Site Is Hosted by Socket.NET

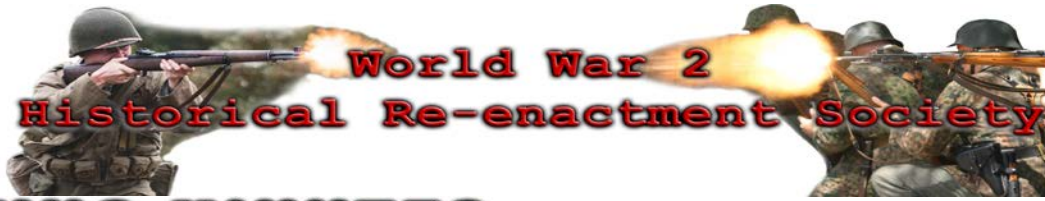


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MEETING MINUTES

Minutes of the WWII Historical Reenactment Society

Board Meeting

21 June 2016

Meeting Start 7:36 PM

Welcome and Roll Call:

Position	Name	Present
President	Jonathan Stevens	YES
Vice President	Chuck Bolanis	NO
Secretary	Doug Loge	YES
Treasurer	Wayne McCulley	YES
Allied Representative	Ron Kapustka	YES
Axis Representative	Dave Fornell	YES
Commonwealth Rep.	Brian Jones	YES

HRS Members Present

George Reinke, Dave Goodwin, Jim Schouten, Matt Rademacher, Mike Saltzgaver.

Approval of Agenda

June Agenda - Approved by BOD vote.

Reading of the Minutes

May Minutes - Read by DL - Approved by BOD vote.

Officer Reports:

Vice President - Not in attendance

TREASURER'S REPORT

WORLD WAR II HISTORICAL RE-ENACTMENT SOCIETY

June 2016

ACCOUNT BALANCES AS OF MAY 31ST 2016

PNC Bank Non-Profit Checking Account	\$11,551.01
PNC Bank Money Market Account	\$52,422.56
Wells Fargo Bank Account	\$302.20
Account Totals	\$64,275.77

INCOME FOR MAY 2016

Membership Income	\$945.00
Interest from Money Market Account	\$5.50
Insurance Reimbursement for Midway Village World War I weekend	\$300.00
Total Income	\$1,250.50

EXPENDITURES FOR MAY 2016

Eventbrite Service Fees	\$109.62
Email Marketing Service	\$12.80
Total Expenditures	\$122.42
2016 Membership Income	\$9,535.00
2016 Interest Income	\$21.44
2016 Miscellaneous Income	\$300.00
2016 Total Income	\$9,856.44
2016 Expenses	\$9,300.64
2016 Total Income Less 2016 Expenditures	\$555.80

JS asked WM to follow up on the 7TH ANNUAL ARMED FORCES DAY - WWII WEEKEND event, for the funding request.

Secretary - DL said

Current membership total - 956 which is similar to last year's totals at this time. Membership cards mailed - 544 for the year so far.

New events - New events are listed on the HRS website.

Commonwealth Rep - BJ spoke to the Unit Commander from 10th Commando, and a representative from the 1st Canadian units regarding their lack of 5 HRS members. They should have members signing up in the future.

Allied Rep - RK said has emailed all combat units not having 5 HRS members so far this year, and is awaiting their responses.

Axis Rep - DF said has emailed all combat units not having 5 HRS members so far this year, and is awaiting their responses.

Staff Reports

WWII Press Corps - Jeff Skender - Not in attendance.

Business Manager - David Jameson - Not in attendance.

Event Development Group - Rich Russo - Not in attendance.

Committee Reports:

S&A -

JS said they are reviewing the 1. Kompanie / I Bataillon, Jäger Regiment 83 Jägerdivision 28. unit at this time

Unit Commanders -

JS said membership registration information was posted several times on the group.

Vehicle Committee -

Jim Schouten said there has been some recent activity regarding motorcycles.

Civilian Committee - Nicole Fornell said there have been some emails so far, but no membership applications have been received.

Special Committee Safety Inspection Review - Mike Blazejack - Not in attendance. There was some general discussion of potential HRS liability in ammo checks.

Old Business:

Legal Review of Waivers - JS sd spoke to the Attorney and he has finished the review. He will send the review to Jon who will send it on to the BOD. There may be a conference call in the future. There will be a fee for the attorneys review.

HRS Website broken unit links - JS said there was some activity on the Unit Commanders Group concerning this and some broken links have been corrected.

New Business:

Media Committee and coordinator - JS discussed several people who may be interested in the position or positions in the HRS Media Staff.

DL called for a motion to approve -

Dave Fornell as the HRS Media Coordinator on an interim basis - Approved by BOD Vote.

Jeff Skender as the HRS Periodical Editor - Approved by BOD Vote.

John Olsen as the HRS Webmaster - Approved by BOD Vote.

Open Comments: -

George Reinke - The Chicago Memorial Day parade went very well. George and other reenactors portrayed WWI soldiers. He mentioned a request for possible HRS contributions in the future. He is looking for more participants for next year's parade.

DF said that there is a WWI component in the upcoming Oshkosh Airshow in WI.

Jim Schouten mentioned the main battlefield at Rockford is getting smaller because of the increased numbers of participants. This could be causing some S&A issues. Several ideas were discussed to resolve the issue.

Announcements: Next BOD meeting 16 August, 2016

Adjourn: 8:10pm

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Honor Flight Program

By Corey Vaughn July 2016

Hello Everyone! As I've written before, I'm involved in the Indianapolis Honor Flight program, which takes WWII Veterans out to see their memorial in Washington, D.C. Normally we as reenactors set up a display when they return, and salute as they are welcomed home.



On April 23rd, I was blessed enough to be chosen to be a Guardian on a flight, helping the WWII Veterans with whatever they might need. I was paired up with Jessie Kovener, who enlisted in 1947 into the United States Air Force, and was sent to Germany in a Supply unit. Even though he wasn't in during "the action", Jessie was still part of the aftermath of the war: his first duty was in Salvage. Jessie also participated in the Berlin Airlift, hauling coal into Berlin.

With the Honor Flight Guardians, you can ask to be paired with a specific Veteran, or be paired randomly. I had never met Jessie before in my life, but now, I thank God that I was able to meet him. Him and I hit it right off, and are a lot alike: we both can be stubborn and bull-headed, we both are always putting others ahead of ourselves, we will do anything for anyone in need, and we both love to laugh. Getting to know this gentleman was like spending time with another grandparent.

The experience was PHENOMENAL. We were able to see Arlington National Cemetery, which moves you to silence. Row after perfectly aligned row of headstones, as far as you can see. Knowing that each one represents a Hero. The Changing of the Guard at the Tomb of the Unknown gave me faith that these men and women are not forgotten. The serenity of that place is overwhelming, knowing that it is hallowed ground.

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The World War Two Memorial what breathtaking. Jessie didn't say much at the Memorial, but we walked all around it, taking in as much as we could. The sense I got from the memorial was a sense of pride, but also humbleness. Like reflecting on a completed mission: a job well done, but knowing the cost (which, of course, is what the memorial is meant to represent). Afterward, Jessie said he was very impressed and very happy with the memorial, and that this day would be one he would never forget. When we got back to the Indianapolis Airport, I was able to slip away and give a surprise to Jessie: I was able to recreate (the best I could) the uniform he wore in the service, and I met him at the Homecoming to welcome him home and to salute him. He had a big smile on his face, and it'll forever be etched in my memory.

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It was a tidal wave of emotions and experiences. I know I will never be able to fully comprehend what this trip means for Veterans. But I know that it **MUST** and **HAS** to be done. This program is nothing but greatness and kindness and appreciation, and love. Love is above everything. These men and women loved their families, their friends, their ideals of freedom, their country so much, that they were willing to take on a task of earth-shattering proportions, not knowing and with no guarantee that they would be alive tomorrow. And that's why this program needs to be the priority; because of love. Because we need to love the people who love this country so much that they defended it from evil. We need to have this love every **SECOND** of the day. It needs to be at the front of our minds. We need to always live our lives with the love and appreciation of Veterans in our hearts, in our souls, and in our actions. And that's what the Honor Flight is about. It's about showing love, and giving our Heroes a **FRACTION** of the homecoming and appreciation that they **TRULY** deserve. The program is so grand and fantastic and epic and does so much, and yet it's still only a small thank you.



Thank you to Mr. Jesse Kovener, United States Air Force. It's very hard to trust someone you just met, but I'm glad you trusted me. This was an amazing, wonderful, fantastic experience, and I hope I was able to add to yours. I hope that I can be a fraction of the man you are, and you've set the bar high.

Every reenactor needs to experience an Honor Flight at least once, and I guarantee that you will be hooked once you go to a Homecoming. If you would like to get involved, you can locate your local hub through www.honorflight.org, or, I am more than happy to help you get involved.

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Dixon, Illinois Event June 2016 Photos By Piotr Krawerenda - WW2 HRS Press Corps

From: _____



To: _____

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