



NY-PENN NEWS

NY—Penn Military Vehicle Collector's Club

JULY 2024



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In Memory of William "Bill" Harris

MARCH 22, 1930 – MAY 21, 2024



William "Bill" Harris passed away on May 21st, 2024 after an unexpected medical complication. He was born in Penn Yan NY on March 22nd, 1930 and was the son of the late William Roy and Anna (Johnson) Harris.

Bill was predeceased by Gloria (Thompson) Harris, his wife of 43 years, and their infant children Michael and Julie Harris. He is survived by his children, Lisa (Harris) Janicki and Daron Janicki, William Harris and Cynthia Davis, Patrick and Kimberly Harris, and his Grandchildren Noah and Willow Harris. He is additionally survived by his sister Glenda Alford, many nieces and nephews and his special companion, Florence Stacconi.

Bill began working at the local Allis Chalmers dealer, where he learned his many construction and mechanical skills. It was at this time where he built a strong relationship with his father while fishing for trout on Keuka Lake, building rowboats, cedar strip canoes, and an inboard speed boat with an engine salvaged from the bottom of the lake.

In 1951, Bill proudly enlisted in the United States Air Force for a four-year tour during the Korean War. He served at Air Force Bases across the United States and was deployed to Nouasseur Air Force Base in French Morocco repairing and servicing aircraft transiting to and from the war zone.

After an Honorable discharge in 1955, Bill began his lifelong career in the communications industry, working for the New York Telephone Company in Geneva NY. For the next 30 years he worked his way through the telephone company hierarchy as a lineman, splicer, installer, and assistant engineer and

outside plant engineer. While he enjoyed the seniority, his true passion was working with his hands outside to ensure the reliability of the phone service. It was during an out-of-town work project where he met his wife Gloria and they were married on May 7th, 1960. After retirement, Bill continued to work as an engineering consultant for telephone companies across New York State.

Bill was very active with the Boy Scouts of America and served as the committee Chair for Troop 126 in Port Dickenson for more than 10 years where his sons were both scouts. He was a lifetime member of the Telephone Company Pioneers, a member of the American Legion Post 1645, and the Sampson Air Force Base Veteran's Association. He additionally spent 14 years as the President, Editor, and Webmaster for the NYPENN military club which led to many lifelong friends. His love for historic military vehicles led to him to expand the club into the Syracuse and Schoharie regions as well as restoring 13 military jeeps himself. He could often be found displaying them proudly at car shows, military events, and parades every summer.

For anyone who knew Bill, they knew of his legendary building skills. No job or task was too large for him. He was undaunted by the prospect of building an addition to his house or installing an in-ground swimming pool by himself. He was generous with his time and talents by doing work for friends and family as well as helping work with the maintenance crews for his daughter and son-in-law's Yorktowne Apartments. There he served as a mentor and inspiration to many of the workers he came to call friends. Bill was very proud of his three children and their successes in each of their unique, diverse career paths. He has left a legacy that will long be remembered by friends and family.

Family and friends are invited to attend a visitation on Tuesday, May 28th at the Wm. R. Chase & Son Funeral Home, 737 Chenango Street, Port Dickinson, from 10am-11:30am, immediately followed by a time to share stories and favorite memories of Bill.

In lieu of flowers, expressions of sympathy can be made to the Lupus foundation in memory of Gloria Harris.

The following article was taken from The Roll Call Newsletter, December 2016

My Air Force career started on October 18, 1951. I beat the draft by two days and enlisted in the Air Force in Rochester, NY and went immediately to Sampson for the eight weeks of basic training. I was assigned to Flight 987 along with 50 other new recruits and my new home was in barracks E-12.

My home town was Penn Yan, NY which is about 25 miles from Sampson (as the crow flies). Being a native to the area, I was used to the cold and the winter weather that was common to Sampson. There was a lot of construction and rehabilitation of the base facilities at this time. Being a little older and a native, I remember all of the original construction in 1941 when Sampson was started as a naval base.

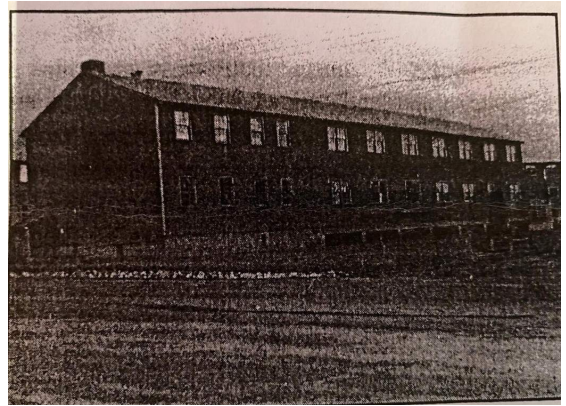
At the time of my enlistment, I was working at Allis Chalmers Implement Dealer. When I was interviewed at the base for a career choice, I had a letter from my former employer stating what I did while employed at the Business. This determined my future for the next four years as a Metal Processing (welder).

From Sampson, I was transferred to James Connelly AFB at Waco Texas. The civilian's in the shop were all very friendly and helpful. The supervisor in charge of the shop took a liking to me and showed me his previous skills of pipe line welding. While station at James Connelly, I was promoted to A2C.

In October, 1952 the powers to be decided that I needed additional training, and I was transferred to Warner Robins AFB at Macon Georgia. This was a large Repair Depot for rebuilding airplane engines and aircraft. At this time they were still refurbishing P51 Mustang Fighters for use in Korea. After my training and because of my past experiences, the civilian instructor requested that I remain there as an instructor. Naturally his request fell on deaf ears, I was just as happy, as the bug population there was plain nasty.

In March of 1953, I was transferred to Camp Kilmer, NJ in preparation for deployment overseas. From Kilmer, I went to Westover AFB, Mass, and learned that my final destination would be APO 30 Nouasseur AFB French Morocco. From Westover, via an Air Force transport plane with web seats and a bag lunch, we flew to the Azores, which is a little dot in the middle of the Atlantic Ocean. Due to available air transportation, the personnel I flew in with stayed at the base facility for an additional 15 days. This was a good duty as it deducted from my overseas time. From Azores, we flew in a plush Super Constellation Civilian plane direct to French Morocco.

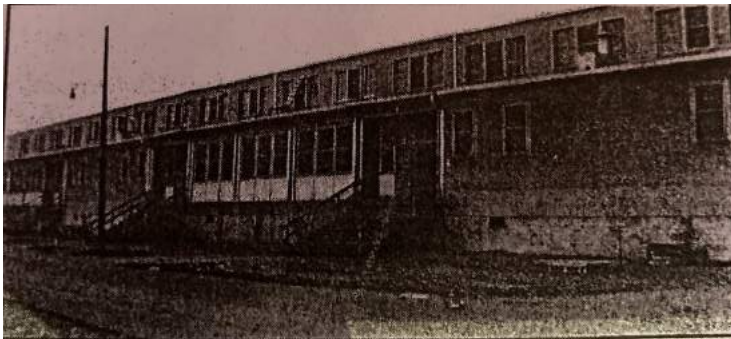
Arriving at Nouasseur AFB, I was assigned to the 7280th Vehicle Repair Squadron. My home for the



E-12 Barracks at Sampson,
December 16, 1951



Drill Hall at Sampson, 1951

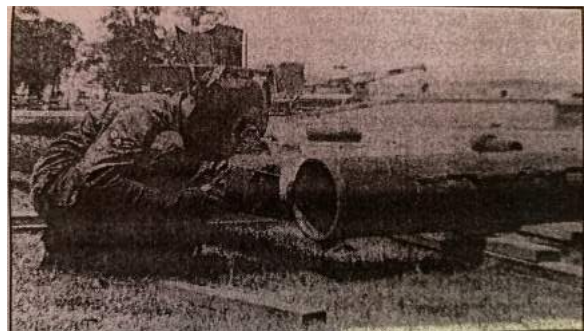


Mess Hall at Sampson, 1951

next 18 months was a 12 man Squad tent equipped with oil fired round bellied stove. Sometimes we had to double bunk when the base had too many personnel. Air conditioning was accomplished by rolling up the outside flaps. Much to my surprise, several of the people that I met at Warner Robbins were also sent to Nouasseur AFB and worked in the same building.

The building where I worked had no commercial power, so the welder/generator ran constantly during normal work hours as this was our only source of electricity.

Downtown Casablanca was a very third world county. I vividly remember a vendor with his goat skin full of water and a half dozen tin cups selling water on the street. (Like the old saying goes, don't drink the water). I was able to visit one of the invasion sites at Fedala, where Allied Troops stormed the beaches on Aug. 16, 1941. This was one of several landing sites of the North African campaign WW2 to invade French Morocco and French Algeria. Known as "Operation Torch", the intent was to capture the Port of Casablanca. All that was there was a plaque indicating the time, and place of the Allied landing.



Welding Pipe at Waco, Texas, 1952

The AF base was located 20-25 miles from Casablanca and the Ocean. Nouasseur was a SAC Base with 12, 000 foot runways which could accommodate B47 and the six engine and four jets B36 Bombers. Personnel walking on the wings of the B36 looked like ants. Anyone who has lived in the desert will verify that when it's hot, it's hot, especially when a Sirocco rolled in, the temperature could hit 120 plus. During the cold season, we would have the oil stove, cherry red to be comfortable.

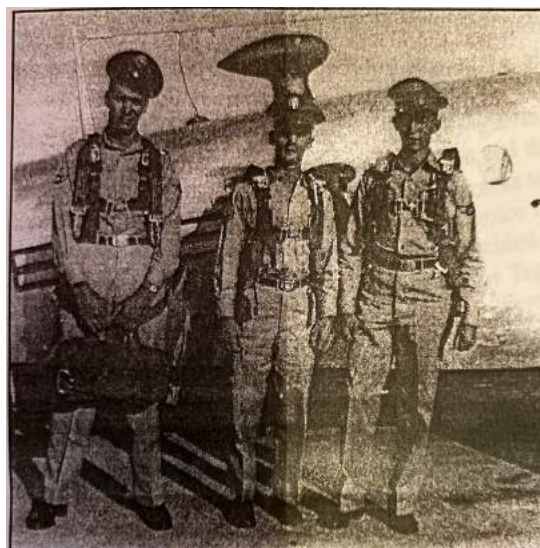
When I first arrived, the shop that I worked in was completely run by Air Force personnel. When I left, most of the work was being done by Civilian Personnel. During my tour in French Morocco, I was promoted to the rank of A1C.

In November 1954, it was time to head back to the States. In reverse, it was back to Camp Kilmer, NJ. From Camp Kilmer and a 30 day leave, I reported to Pope AFB, NC. At Pope AFB, I was assigned to the 464th Motor Vehicle Squadron. The 1st Sergeant in charge of the orderly room asked me if I was interested in working in the orderly room, I said OK, as this was an opportunity to explore a different field. I was given a temporary Function Code and assigned as an OJT supervisor. This eventually proved to be a good move on my part. In August 1955, much to my surprise I was promoted to SSGT and all its privileges. I got the feeling that someone was trying to get me to reenlist.

Because Pope AFB was in close proximity to Fort Bragg, we were able to see the parachute exercises conducted by the airborne personnel. By September 1955 I had fulfilled my active service obligation and was discharged from active duty. In October 1956, I was discharged from the Air Force Reserve, thus ending my Air Force Career.

In December 1955, I was hired by the NY Telephone Co in Geneva, NY where I started as a lineman. In 1964 I transferred to the Engineering Department in Binghamton, NY, where I retired in 1985 after 30 years of service. During my 31 years of retirement, I have been active as President, Newsletter Editor and Webmaster of the NYPENN Military Club. This local club of mostly retired Military people restores vintage military vehicles and equipment. During this time I personally restored 10 Military Jeeps of WW2 and Korean War vintage.

I currently live in Endicott, NY and try to winter in Florida.



Flying to Lorado, Texas. Myself on the far right. 1952

Bill Harris, AF 12406734 Member 3838



State Chapter Annual Summer Banquet

Sunday, June 30, 2024 at the Palma/Martin Family Camp in Cobleskill

Our annual banquet was held with 28 members in attendance. Chef Mark prepared brisket, ribs, Hamburg's, hotdogs and baked potatoes. Club members brought a dish to pass. With little rain and much sunshine everyone was able to enjoy a feast of food along with time to visit and relax. Several club members spent the weekend camping and preparing for the Sunday event. We thank the Palma/Martin family for sharing their venue with us.



Honor Flight

Submitted by Rita Messer

Welcoming them home at the Syracuse airport. Dan with his brother Jim who also served in the navy.

Sept 30th 2023 was Mission 19. Dan Delaney along with 82 Vets and guardians went to our nation's capital in Washington DC. This was the first time Dan and his brother Jim went together. The next trip will be in April. These trips are made possible with donations. Thank you Dan and your brother for your service.

Dan poses with his family.



Walking with his brother in DC.



Dan with his brother Jim who also served in the navy.



Welcoming them home at the Syracuse airport.



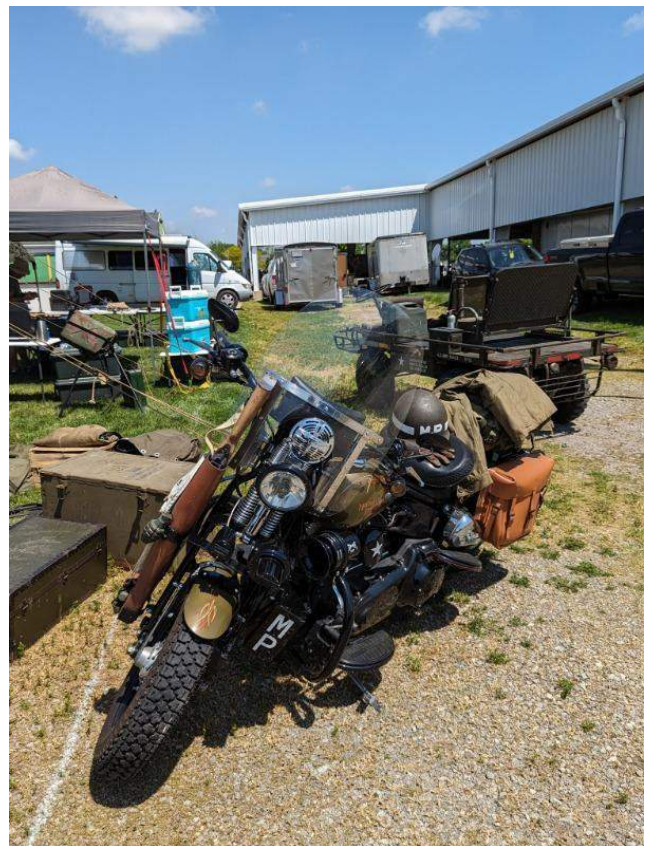
The Findlay Show May 16-19, 2024

Submitted by Rita Messer and Howard Smith









Memorial Day 2024

Niskayuna, NY Saturday, May 18, 2024



Altamont, NY Sunday, May 19, 2024



continued



Schoharie, NY, Thursday, May 23, 2024





Continued

Berne, NY, Monday, May 27, 2024 (R)



Albany, NY Monday, May 27, 2024 (L)

Corinth, NY, Thursday, May 30, 2024



A Company and Easy Company

We are sorry to report we have no updates to include in this newsletter. We look forward to hearing from them for future newsletters.

Hudson-Mohawk Chapter

April 7, 2024: meeting was held at ESAM.

Guest Eileen Fisher of Schoharie County Veterans Agency. Eileen spoke about the services her agency is provided to the Veterans of Schoharie County and up-coming programs they will be offering throughout the summer. Eileen did ask for volunteers from our chapter to assist with some of the programs as needed.

A thank you note was received from the Altamont Fire House for the donation made for the use of their facility for the Christmas Party.

A thank you note was received from The Pieceable Day Quilters for the donation made to support quilts being made for Veterans.

Trivia question was presented by Marc Pollard and won by Steve Garry.

State President Karl Remmers presented the new by-laws and requested a meeting in May to hold a vote.

Tech tip was done by Marc Pollard on vehicle alignment.

Bob Muller spoke about the possibility of new club t-shirts and will reach out to other chapters to see if any interest.

Next meeting May 5, 2024

May 5, 2024: meeting held at Schoharie Fire Dept.

Trivia question was done by Marc Pollard and won by Mark Bedell.

New member, Tim McIntyre.

Review of up-coming parades for the Memorial Holiday, reminder to all to let Marc Pollard or Karl Remmers know of the parades you will be participating in with military vehicles for insurance.

The new banners were given out to several members to be used in the parades and events.

Karl reminded members of the possibility of purchasing new t-shirts at members expense and a possible minor increase in the cost to help the state treasurer funds to continue to maintain our insurance and other expenses. We may be able to end the cost of zoom.

Reminder to all of the upcoming Summer Banquet to be held at the Palma/Martin Camp in Cobleskill.



June 30, 2024: meeting held at the Summer Banquet.

New members: Ruth and Jim Pollard, this brings our chapter membership to 42. Great job by all.

Karl spoke about the National Car Show in Syracuse the 19th, 20th & 21st. If you would like to attend with a military vehicle please let Brant Messer know for passes. Brant also offered parking at his home for anyone needing to trailer a vehicle.

Glen Preece spoke about ESAM hosting a 40th Anniversary on July 24 & 25, 2024. If you would like to have your vehicle present you will be able to leave it inside the fenced area.

Summer Picnic will be held Sunday, July 21, 2024 at Bill Lichlitters' camp on Warners Lake. Hamburgs, hotdogs, rolls, condiments, coffee and beverage will be provided by the club. Members are to bring a dish to pass, lawn chair and table setting. RSVP directly to Bill by Sunday, July 14th.

August meeting is being planned to be held at the shop of Bob Muller, Bob is planning a trail ride, weather permitting.

A Fall picnic is being planned to be held at the home of Mike & Christine Persons, date to be announced.

Please see the second part of the newsletter for additional articles.