

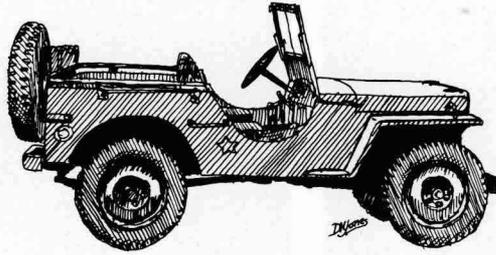
O.D.

and

AFTER

by

Lennart Lundh



Along the same vein, please contact me if you know of any ex-military vehicles in public use, especially local government and Civil Defense types. The same ground rules apply as above.

Last of all, a brief biography.

I'm thirty-three at present, married, with three daughters. Luckily my family both tolerates and encourages my interests in military vehicles and plastic modelling. By profession, I'm a programmer/analyst, and by education a sociologist and historian. The address, for anyone wanting to get in touch, is:

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That's it for now. Next time effort is scheduled to be an M4A3(105mm) HVSS Sherman medium tank.

Welcome to "O.D. and After." This is the first of a series of photo essays on American military and ex-military vehicles. All the shots will be current. Where possible, I'll include background on the particular vehicle. Given the state of record-keeping outside the service, this probably won't happen too often. My experience so far has been that the people who purchase or receive displays or private-use examples of military vehicles generally don't bother to get any of the documents which might accompany the vehicle through its service life.

This time, the subject is the mid-production M5 Stuart light tank, as represented by two much-abused display types. Of the one, at VFW Post 6366 in Northlake, Illinois, I have been able to learn nothing. The second, in Oak Lawn, Illinois as part of the old Blue Star Highway memorial, was probably placed on display sometime in the second half of 1943. It replaced a six-ton M1917, which photographs from early 1943 show to have been painted overall aluminum or silver, with the emblem of the American Legion on both sides and the glacis.

A 1947 photo of the Oak Lawn M5 shows it as serial W-044270, U.S. Army, with illegible unit codes on the glacis. This appears to be the original paint scheme, which was approximately maintained until the mid-70's, replete with the 1942-period star-and-stripe national insignia.

Both vehicles have been frequently, and badly, painted. This includes the track and rubber road wheels. The Northlake M5 is currently dark OD overall, while the Oak Lawn vehicle is an overall light OD.

My thanks to Jerry Anderson of the Local History Room at the Oak Lawn Public Library for his time and effort in trying to determine the history of the M5 there.

In line with this series, I am compiling a list of all display vehicles in this country, both armor and soft-skin. At some point, I hope to have enough material to share the fruits of this labor with the IPMS members. If anybody has any information, I would be pleased to hear from you. Where possible, I need as complete a description of the vehicle and its location as is possible. Also, I am interested in duplicate reports as a means of verification, so please don't hesitate to write because someone might have beat

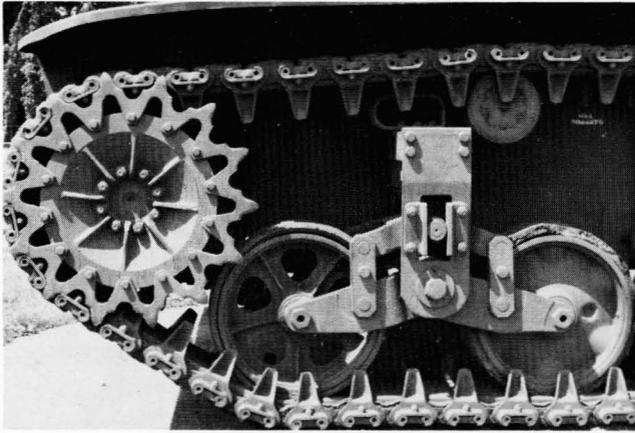
you to it. This applies to the large collections, such as Aberdeen, as well as the bits and pieces scattered across parks and courtyard lawns. I will also be happy to enter into correspondence on this subject with anyone who will include a SASE with their first letter; this keeps the cost of volunteering within reason.



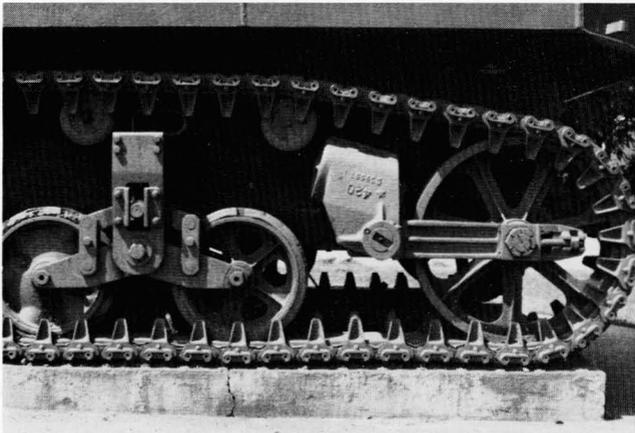
ABOVE: Oak lawn M-5.

BELOW: Northlake M-5.





Left front running gear—Oak Lawn M-5.



Left rear running gear—Oak Lawn M-5, stampings on Northlake M-5 are different.



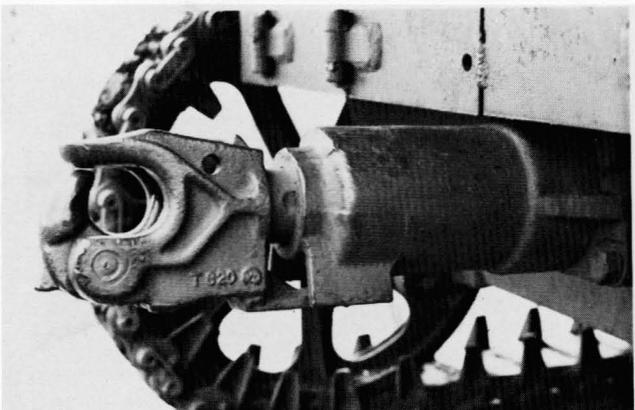
Inside view of idler gear. Note condition of the track—Oak Lawn M-5



Left quarter view—Oak Lawn M-5.



Front—Oak Lawn M-5 in the most current paint scheme.



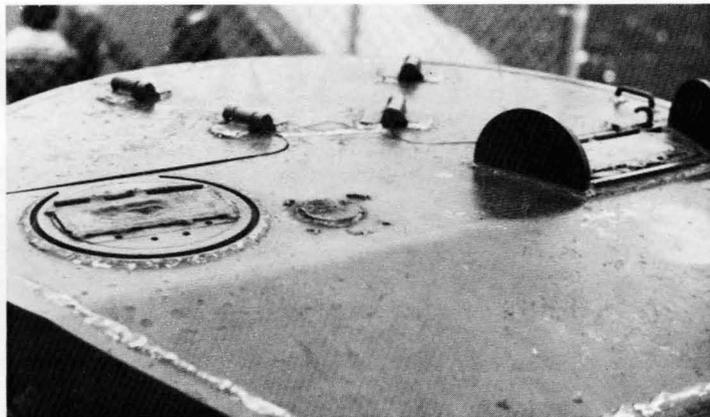
View of tow hook—Oak Lawn. Northlake M-5 has no provision for a tow hook.



Rear view—Note tie down points, track storage.



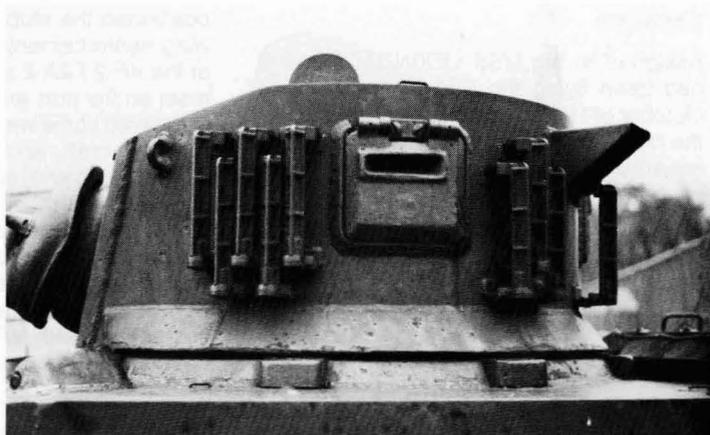
Oak Lawn M-5 in second paint scheme. Wear on fender revealed dark O.D. under this light O.D. paint.



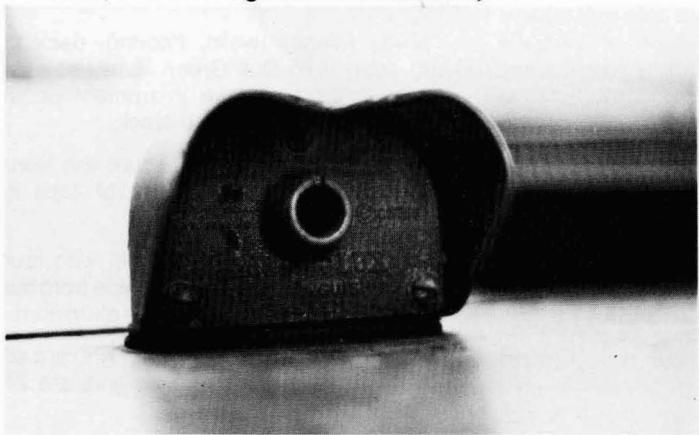
Turret top—Northlake M-5.



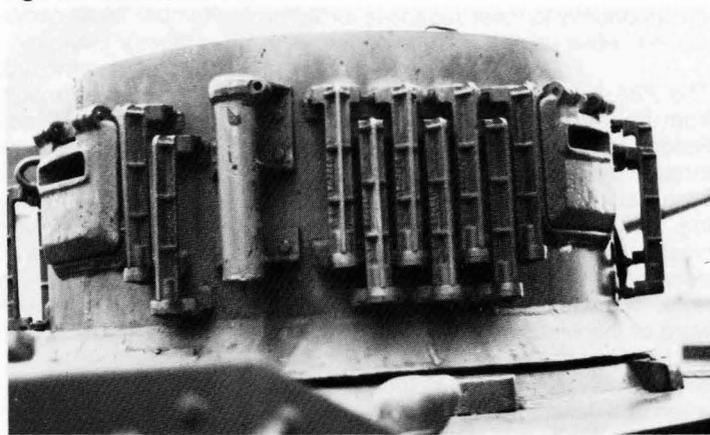
Oak Lawn M-5—Current. This is a mid-production M-5 (driver's ventilator, lack of doughnut above mantlet).



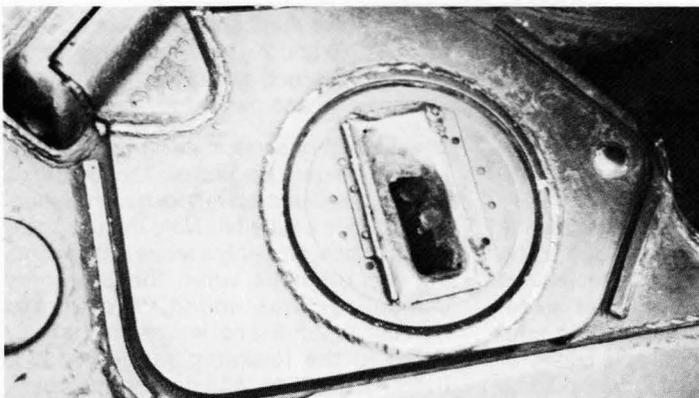
Left side of turret—Northlake M-5. No provision for track storage on Oak Lawn M-5.



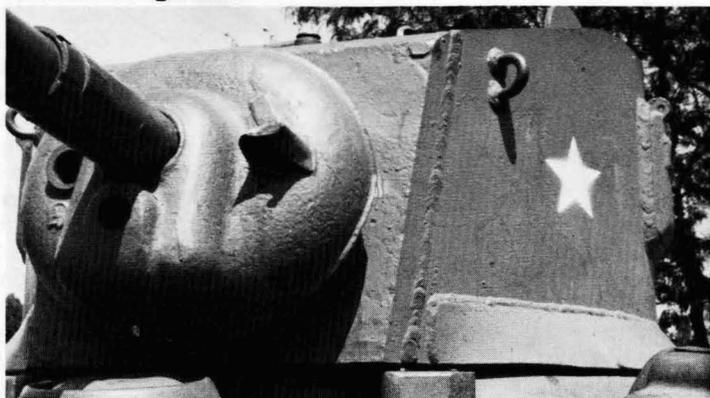
Close-up of fire extinguisher—Northlake M-5. Made by Kiddie of New Jersey (mission on O.L. M-5).



Rear quarter. Note M.G. pintle, track storage. Fire extinguisher is in the foreground.



Northlake M-5 co-driver's hatch.



Oak Lawn M-5. Note missing periscope on driver's hatch—since covered over.



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FRONT COVER

Do-335 B-1 heavy day fighters flying an interception mission as they might have looked had they reached operational status. No B-1 series aircraft were completed. Painting by Dallas Lloyd

BACK COVER

Top: Lineup of F-16 aircraft of the 422nd T and E squadron
Bottom: Boeing Jetfoil "Flying Princess II."

Photo by Keith Svendsen
Photo: Boeing via Max Zepeda

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