



WORLD WAR II

COLLECTED BY GARY HENDERSHOTT

VIEW COMPLETE HISTORICAL COLLECTION AT WWW.GARYHENDERSHOTT.NET

The World War II Collection

This collection contains some of the most historically important items from World War II that have ever come onto the market anywhere. D-Day – Sherman Tanks that won the war, these First Model Shermans are irreplaceable in this kind of original condition. Nothing can compare in rarity and historical importance to the Sherman Tank - Duplex propeller-driven that sunk off Omaha Beach in Normandy, France during the most important invasion in the history of mankind on D-Day June 6th, 1944, this tank and the relics found inside it are truly a historical time capsule of bravery and a testament to the desperate risk Eisenhower was willing to take in saving Europe from Hitler. A 30-ton tank in the open ocean with propellers and an inflatable raft, during the first amphibious tank assault in history was risky indeed. This tank is one of the 27 that did not make it and sunk to the bottom of the ocean. Only 2 Sherman's were able to float ashore on Omaha Beach and attack the enemy. A gamble, but D-Day was a gamble unto itself. Of all the relics of D-Day and in American military history, this tank and the guns and helmets inside it are not only unique but document a moment when brave men made dramatic decisions in order to win the war and free Europe!

Uniforms – Medals – Flags – battlefield captures; this catalog has it all, with more important icons than ever before offered in the history of collecting.



Lot 1

A Rare and Remarkable 3-inch, 50 mm Submarine Deck “Cannon” R Class Submarine Mk 21 Deck Gun

This is a remarkable find for the advanced weapons collector who wants something truly significant and rare. The R-Class submarines served our country from World War I and all the way through World War II. Light and fast, they were equipped with these unique waterproof versions of the Mk 21 3-inch, big 50 mm deck gun cannons capable of firing anti-aircraft and surface warfare shells. Built with no seat, more compact than surface Mk 21s and waterproofed through the addition of a water-proof breach enclosure for deep diving, surviving examples are very rare—especially in this near original condition.

De-accessed at the closure of the Submariners Club in Kittery, Maine near the submarine US Navy Yard, the gun has been completely de-milled and has the De-Activation plate, and has been maintained in museum condition. This massive and beautiful cannon was mounted either forward or aft of the Submarine conning tower and could fire a 13-pound high velocity explosive shell 16,000 yards in an anti-aircraft configuration of up to 85 degrees. With a muzzle velocity of 2,700 feet per second, they were highly effective cannons for the swift boats of the submarine service. This is will be a centerpiece of any military collection or museum. Wt 9500 lbs. de-milled and a non-fireable museum display, 16 ft bbl. (this is the only one of these rare guns to *ever* be offered) **\$45,000**



Lot 2

**The 'Ike' Jacket and Service Cap of Brigadier General Theodore 'Teddy' Roosevelt, Jr.
Medal of Honor Recipient for the Normandy D-Day Invasion**

The eldest son of President Theodore Roosevelt, Teddy, Jr. was born at the family estate in Oyster Bay and after Harvard joined the United States Army at the outbreak of World War I. He distinguished himself in leading the 26th Regiment of the 1st Division and was awarded the Distinguished Service Cross. His brother Quentin was killed in combat during WWI. But it was in France during World War II that Teddy, Jr would be awarded the Congressional Medal of Honor for personally leading his troops onto Utah Beach on D-Day, June 6, 1944.

Although already in poor health due to an ongoing heart problem, Roosevelt had earlier in the war led his men in the North Africa campaign where he was awarded the Croix de Guerre. When the invasion of Europe was being planned, Roosevelt lobbied for a hands-on part in the invasion, offering to lead his troops onto the beach. Being the son of a United States president didn't help and his repeated requests were denied. Finally, Roosevelt sent this final plea in a letter to the 4th Infantry Division's commander, Major General Tubby Barton:

The force and skill with which the first elements hit the beach and proceed may determine the ultimate success of the operation.... With troops engaged for the first time, the behavior pattern of all is apt to be set by those first engagements. [It is] considered that accurate information of the existing situation should be available for each succeeding element as it lands. You should have when you get to shore an overall picture in which you can place confidence. I believe I can contribute materially on all of the above by going in with the assault companies. Furthermore I personally know both officers and men of these advance units and believe that it will steady them to know that I am with them.

Barton finally relented even though he openly stated that he did not believe Roosevelt would survive. But Roosevelt did successfully lead the 4th Division onto Utah Beach, even with the aid of a walking cane - the only United States general to land by sea on the first day of the invasion, indeed one of the first soldiers off the landing craft. But the years of war and the invasion had taken their toll and Roosevelt died only one month later of a heart attack in France. He was only 56 years old. Orders for his promotion to Major General had already been sent when he died. He was posthumously awarded the Congressional Medal of Honor on September 28, 1944.

This olive colored 'Ike' style jacket and service cap were worn by Brigadier General Theodore Roosevelt, Jr.. Roosevelt was known for his relatively simple dress, a trait much frowned upon by his superior in North Africa, General George Patton. The jacket includes Roosevelt's Distinguished Service Cross and Silver Star ribbons and Combat Infantry Badge above the left breast pocket. The patch of the 4th Infantry Division appears at the left shoulder below his brigadier general's single star at each epaulet. His service cap has the single star as well. The jacket was tailored by the noted New York department store Abraham and Straus (A & S), the precursor of the modern Macy's. The founding families were family friends of the Roosevelts with one member, Oscar Straus, serving as Secretary of Commerce and Labor under his father President Theodore Roosevelt.

This is a historic uniform set from a remarkable soldier and son of a famous United States president who was awarded the nation's highest medal for valor, and gave his life for his country. Henry Fonda portrayed General Roosevelt in the World War II epic film, *The Longest Day*.

\$37,500



Lot 4

Omar Bradley's 5-Star General's Podium Flag, 18" x 18"

There were only five flags made for the only 5-Star Generals; Douglas MacArthur, Dwight Eisenhower, George C. Marshall, Henry 'Hap' Arnold and Omar Bradley.

After serving as Commander of U.S. Forces in the North Africa Campaign, Omar Bradley was Commander of the 1st Army for the U.S. invasion on D-Day, 1944, and was credited for holding the precarious right flank of the OVERLORD beachhead. In August of 1944 he was given command of the 10th Army Group, which he took across France and into Germany as a battle line commander.

The 12th Army consisted of over 900,000 men and consisted of four field armies. It was the largest group of American soldiers to ever serve under one field commander. This is a very rare flag owned by one of America's finest generals. **\$16,500**



Lot 5

US Army Tank Destroyer Flag - 121st Cavalry Reconnaissance Squadron

This is a magnificent World War II flag of this tank destroyer squad marked on the inside of the flagpole sleeve. Hand embroidered and of the highest quality, this flag was possibly made in France since the unit arrived there shortly after the D-Day invasion and fought all through France and Germany until the end of the war. Originally attached to VIII Corps, they attacked across the Ay River into Brittany, Le Mans, Frambois and Foret de Parroy and fought their way through Germany making it to Salzburg toward the close of the war. A showpiece of the fighting 121st, this flag measures 2 x 3 feet. **\$2,250**

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General Eisenhower wore this uniform coat and service cap while serving as a Major General and Commander of US forces in Europe..

Lot 6

Rare & Historical Uniform Jacket and Service Cap of General Dwight D. Eisenhower in 1942

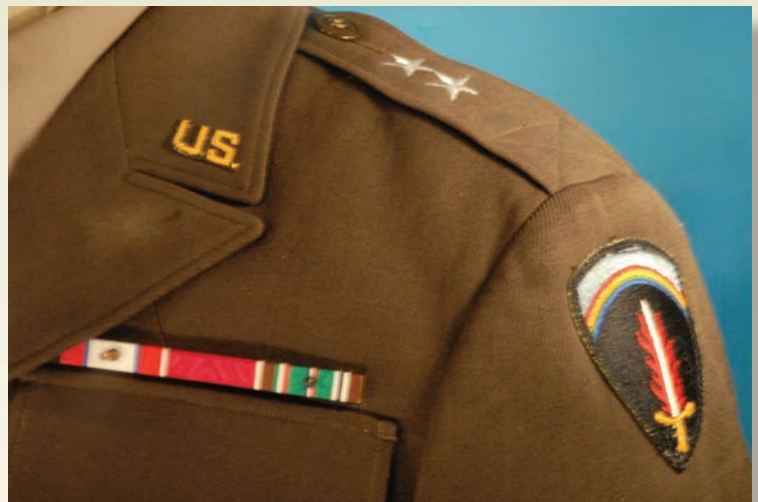
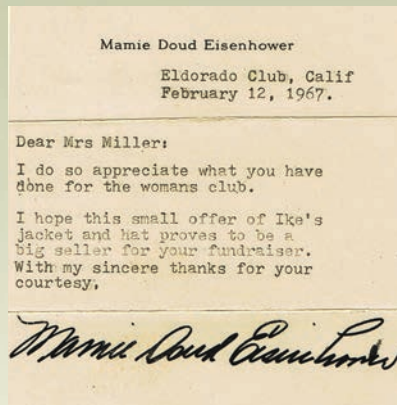
General Dwight D. Eisenhower, America's greatest military 'Icon' of WWII, who guided Allied forces to victory in Europe during World War II. He rose quickly through the ranks as a general officer in the US Army, he was promoted to the rank of Major General in March 27th, 1942, then in July 1942 less than four months later he was promoted to Lieutenant General, again in February 1943 he was promoted to 4 Star Full General, and became the 5 Star Supreme Commander in December 1944. As the need for Eisenhower's leadership abilities became more and more necessary in defeating the Axis forces in Europe, he was the first and only commander of the Supreme Headquarters Allied Expeditionary Forces in Europe.

Eisenhower designed and wore this uniform jacket and gold trimmed service hat in 1942 while he was a Major General stationed in England and serving as Commanding General, European Theater of Operations where he was the Supreme Commander of all United States Army land and sea operations for Europe. Ike designed this style of US Army jacket style as his own and this jacket could very well be his first design as it was not adopted by the US Army until 1944, the waist length uniform coat then becoming universally known as the 'Ike jacket'. The two silver stars of a Major General are embroidered onto each epaulet and the 'US' insignia is on each lapel. The jacket is accompanied by Eisenhower's service cap with two silver stars embroidered at the left front. The cap has his initials of 'DDE' embossed in gold into the brown leather sweatband of the cap.

General Eisenhower wore this style of campaign hat, with gold piping and light tan color. Eisenhower went on to become Supreme Allied Commander in Europe and carried out the Allied assault during D- Day on the coast of Normandy in 1944, along with the liberation of Western Europe and the invasion of Germany. His close association with General George Marshall at the War Department in Washington, DC led to Marshall's full commitment for Eisenhower to lead the US forces in Europe which set the stage for his rapid promotion to Supreme Allied Commander, leading all Allied forces in the liberation of Europe.

This Major General's uniform descended directly from Eisenhower as a result of it being a gift made by his wife Mamie Eisenhower to the Eldorado Country Club in Indian Wells, California in 1967. The Eisenhowers spent much time there and were very involved in the club, as indicated in the body of the letter, Mrs. Eisenhower gave this uniform for purposes of a fundraiser being held at the club. The Eisenhowers moved to Indian Wells, California after his 2nd term as President of the United States, their home there to this day is known as the 'Eisenhower Cottage', where he also wrote his famous book "At Ease" published in 1967 the same year this uniform and hat were presented in Mamie's letter, being a major general for just 4 months perhaps she was comfortable giving this coat to his friends and admirer's. Eisenhower was elected the 34th president of the United States for two terms, known to this day as the celebrated "Eisenhower Years" when America began development that we still enjoy to this day, he and his First Lady Mamie left the oval office as one of the most popular presidents in American history. He died on March 28, 1969 and after a state funeral at Washington, DC, his body was interred at the Eisenhower Presidential Library in Abilene, Kansas where he grew up.

\$85,000



“ Sherman Tank Time Capsule from Omaha Beach on D-Day – June 6, 1944 ”

Lot 7

Sherman M4 A1 Tank (Amphibious Landing Duplex Drive)– An American Military Icon Includes Significant, Historic Military Items from the D-Day Landing at Normandy, France

This is without a doubt the most important D-Day item(s) in existence, to own one of the famous M4 Sherman Tanks used during the largest beach landing in mankind's history is more than any collector or museum could ever dream of, and to discover the Tank with all of it's weaponry and the soldiers items still trapped inside make it even more exciting, an 'Icon' from the most important day in World War II.

The signature piece in this historic D- Day grouping is a very rare and intact Duplex Drive Sherman Amphibious Tank (M4, A1 DD). Discovered under water just off Omaha Beach, this tank still has its 75mm cannon intact with its .50 caliber machine guns still rusted in place. A virtual time capsule of D-Day, it was launched offshore by the 741st Armored Battalion. These tanks were designed with a floatation device and large dual brass boat propellers to motor to shore but high waves sunk 27 of these tanks as they went off the back of the LST's in a matter of minutes. But, 2 Tanks did make it to shore on Omaha Beach during the D- Day invasion being skippered by tankers with sailing experience, they actually made it to Omaha Beach and began blasting holes in the Nazi defenses. If all 29 Sherman Tanks had made it onto the beach on June 6th, 1944, Allied Forces may have quickly won the battle for Omaha Beach this was a daring attempt by both Eisenhower and Patton to get their tanks on the beachhead with their men. The bravery and valor of the men that launched these tanks in open seas is a testament to the courage and determination of the United States Army. This is absolutely the most important World War II weapon to ever come onto the market. Accompanied by relics recovered inside the Sherman Tank, under water for over 60 years, the guns are all rusted out and thus completely de-milled; all non-firing with the tank in non-running condition.



tion. There is even a rusted tube of Williams's shaving cream. These US Army tankers had planned to survive and break through the Nazi lines and had everything they needed onboard their Sherman Duplex Drive tanks to exist for several days of battle (over a dozen of these relics were found inside this tank).

This would be the ultimate museum display of D-Day as no other Museum in America has anything like this to offer the public a unique insight to the largest amphibious invasion in the history of mankind. This was an event that turned the tide of World War II as France was taken back from the Nazis. Soon, the rest of Europe would be liberated as Hitler's stranglehold on Europe came to an end within a year of this immortal day. It comes with full documentation and paperwork. This is suitable for only the greatest private collection or museum in America.

Weight of tank: 66,000 pounds

Provenance: Overlord Research, LLC. - These items were recovered in 1970 under water under contract with the French Government to remove the sunken vessels to clear the waterway along the D- Day beachheads. (One M4 – A1 Sherman 'Amphibious Assault' Duplex Drive - US Army Sherman Tank completely intact with all accouterments; over a dozen relics including helmets and weapons; all D-Day relics in relic condition and all recovered offshore Omaha Beach, Normandy, France; all sunk and lost at sea during the D- Day Invasion by Allied Forces on June 6th, 1944 which changed the world forever. The History Channel recently aired live footage of these tanks sinking off the back of LST's as they were being deployed at sea)

\$250,000

“ The Ultimate D-Day Exhibit ”

D-Day Omaha Beach Sherman Tank Collection Inventory Accompanied by the Entire Contents of D-Day Sherman Tank Sunk off Omaha Beach on June 6, 1944

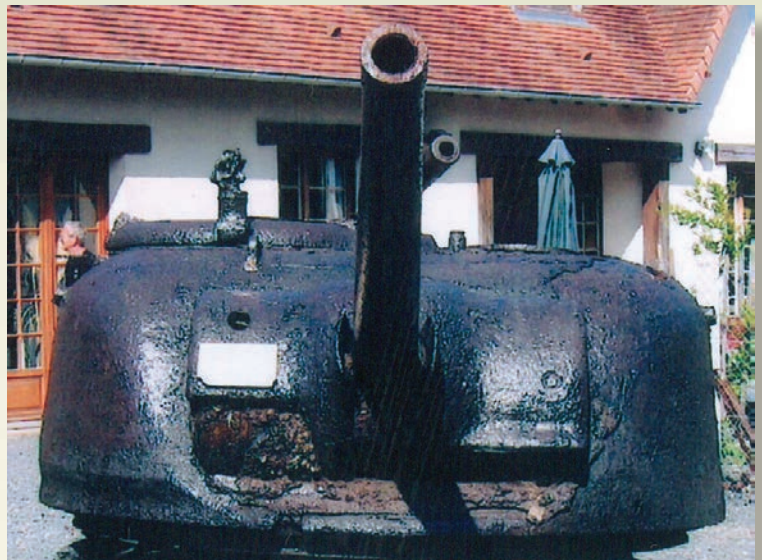
A Time Capsule of that immortal day in History. A US Army Tankers helmet, a rusted solid and fully encrusted Thompson .45 cal. submachine gun, US Army Tanker's goggles, several empty 75mm cannon shell casings, and even a rusted tube of Williams shaving cream. These US Army tankers 5 man crew had planned to survive and break through the Nazi lines and had everything they needed onboard their Sherman Tank to subsist for several days of battle. (12 items). Provenance: Overlord Research recovered in 1970 under water by contract with the French Government to remove the sunken vessels to clear the waterway along the D- Day Beachheads.





D-Day Sherman Tank Collection Inventory

- Sherman M4 A1 Duplex-Drive Tank intact
- 75 mm Barrel & Mantlet intact
- 50 Caliber Mounted Machine Gun intact
- 45 Caliber Thompson Submachine Gun intact
- 2 US Army Tanker's Helmet intact
- 2 Tanker's Goggles intact
- Several 75mm Brass Shell empty casings
- Many personal items of the US Army soldiers found inside the Sherman tank from June 6, 1944



I sell the “Old Fashion Way”, all prices are *NET* with *NO* hidden fees and *NO* buyers premium



Lot 8

801st Tank Destroyer Battalion Uniform – Complete Uniform of Lieutenant Eugene Boyd, Commander of the 1st Platoon

Lt. Eugene Boyd, 801st Tank Destroyers amazing and historical uniform set. He landed on Utah beach during the D-Day invasion, on June 6, 1944 and fought at the Battle of the Bulge, the liberation of France, also the liberation of the concentration camps in Germany. His uniform group consists of his dress uniform with his dog tags still in the pocket, as well as his shirt and dress pants. Also included are his tanker's overalls, his insignia, as well as his battlefield commission, and his V-E notice from the Commander-in-Chief of all the armies, General Eisenhower. A remarkable and completely original as well as intact Tank Destroyer archive, purchased from his descendants over twenty years ago and never before offered. Accompanied by a lengthy provenance including photographs of Lieutenant Boyd and his tank crew, and a congratulatory letter from General Devers for their battlefield bravery.

\$7,500

Lot 9

Clark Gable's World War II US Army Air Corps Uniform Jacket and Hat - 8th Air Corps 1943

Hollywood legend Clark Gable, perhaps best known for his iconic role as Rhett Butler in *"Gone with the Wind,"* the 1939 classic film, was in fact a front-line warrior in World War II, flying as a gunner on a B-17 Flying Fortress for five combat missions over Europe in 1943. He was awarded the Air Medal and Distinguished Flying Cross for his actions which included being a crew member of a badly damaged aircraft with Gable narrowly escaping death; a German fighter round passing through his boot, just missing his head.

Gable had completed Officer Candidate School with his commission being presented to him by General Henry 'Hap' Arnold in October 1942. He rose to the rank of Major before he received his discharge (signed by a young Captain named Ronald Reagan – later President). This historic uniform is complete with Gable's officer's coat with his then-rank of Captain's bars at the epaulets, his aviator insignia at the lapels and air crew member wings above the appropriate three ribbons designating the Air Medal, Good Conduct Medal and Distinguished Flying Cross above the left breast pocket. The 8th Air Corps patch is at the left sleeve and the belt is also included with its brass buckle – everything in excellent condition. Gable's officer's visor hat is included as well making this an excellent display uniform. The name 'C. Gable' is stenciled inside the coat pocket. Copy prints of Gable with his aircrew, an image of him aiming the B-17 machine gun and a print of a signed photograph of him in this uniform accompany his WW II uniform as well.

It was leaked that Clark Gable was so admired by Adolf Hitler that he placed a reward on Gable's head, that if captured Clark Gable was to be brought to Hitler alive. MGM studios pressured the US Army to return Gable to the United States, especially after they heard the news of his near-death experience as a gunner on-board his B-17. This is an excellent uniform of one of Hollywood's favorite stars that volunteered and fought for his country. An American icon. **\$16,500**



The sentences imposed by the International Military Tribunal



Göring
death



Hess
life imprisonment



Frank
death



Frick
death



Streicher
death



Funk
life imprisonment



Sauckel
death



Jodl
death



Bormann
death
(in absentia)



Papen
acquittal



Ribbentrop
death



Keitel
death



Kaltenbrunner
death



Rosenberg
death



Schacht
acquittal



Dönitz
ten years imprisonment



Raeder
life imprisonment



Schirach
twenty years imprisonment



Seyss-Inquart
death



Speer
twenty years imprisonment



Neurath
fifteen years imprisonment



Fritzche
acquittal

Lot 10

The Hangman of the Nazis during the Nuremberg War Crimes Trials Uniform of US Army Master Sergeant John C. Woods – The Hangman at the Nuremberg Trials He Executed 347 people during his career

John Chris Woods was born in 1911 in Wichita, Kansas and was famous for rising to the designation of Chief Hangman for the United States Third Army, amassing a record 357 executions under his direction. Most notably, he was the executioner for the condemned Nazi War Criminals at the Nuremberg Trial executions on October 16, 1946. Along with Joseph Malta he led the ten men to the gallows. Due to miscalculations of the opening of the trapdoor and appropriate length of the hangman's ropes, some of the Nazis died suffering, miserable deaths – some would say, given the heinous nature of their crimes – deservedly so. Woods was remembered for his comments to a reporter from Time magazine saying, "The way I look at this hanging job, somebody has to do it . . . ten men in 103 minutes. That's fast work."



He Executed 347 people during his career

This four-button World War II uniform of Master Sergeant Woods includes his "US" and Infantry insignia at the lapels, the Master Sergeant chevrons on each sleeve and the Corps patch of the Fifth Army on the left sleeve. Above the breast pocket are his decorations including the Good Conduct Medal above his Combat Infantry Badge. Included with the uniform is the overseas cap he wore during the executions. The Nazis he executed after the Nuremberg Trials were as follows: SS Obergruppenführer Hans Frank; high-ranking SS official and the top lawyer for the Nazi Party. Executed for war crimes and perpetuating the Holocaust.

Wilhelm Frick; Leader of the Nazi Party and Minister of the Interior. His policies led to the first concentration camp.

General Alfred Jodl; Chief of the Armed Forces High Command and General of the SS.

Ernst Kaltenbrunner; Chief of the Security Police and the

highest ranking SS leader to face trial at Nuremburg. He was responsible for leading Operation Long Jump, the attempt to assassinate President Roosevelt, Stalin, and Churchill at Malta.

SS Field Marshall Wilhelm Keitel; sentenced to death for his orders to have captured soldiers and political prisoners killed.

Joachim Ribbentrop; The Foreign Minister of Germany – Hitler's Deal Maker with Axis. He was charged with war crimes and connected to death camps and his advocacy of killing of American and British airmen shot down over Germany.

Alfred Rosenberg; The leader of the Nazi Political Party NSDAP. He was charged with war crimes and facilitating the persecution of Christian churches and Jews in general.

Fritz Sauckel; Third Reich Defense Commissioner. He was charged with war crimes and was responsible for the enslavement of millions of workers from countries occupied by Nazi Germany.

Author Seyss-Inquart; Chancellor of Austria, he sent 140,000 Jews to concentration camps.

Julius Streicher; publisher of Der Strumer newspaper, the central element of the Nazi propaganda machine. He wrote anti-Semitic articles for 25 years. **\$18,500**





Lot 11

10th Mountain Division Equipment And Uniform

10th Mountain Division Issued Colonel's Helmet & hat's, 10th Mountain Division Skis, 10th Mountain Division Ski Goggles, Cross Country Snow Shoes, 10th Mountain Division Ski Goggle Case, 10th Mountain Division Ski Wax, Pin, Patch with red crossed swords, 10th Mountain Division Camp Shoes, 10th Mountain Division crampons, 10th Mountain Division Gaitors, Uniform Handbook for the Soldier 10th Infantry Division, 10th Mountain Division Ice Axe, 10th Mountain Division Pitons, 10th Infantry Division Book and Leather Shoe Spikes. The entire exhibit impossible to replace. **\$16,500**

Specially trained and equipped for operations in mountainous terrain, the 10th Mountain Division served with great distinction in Italy during World War II. After the war, veterans of the Division did much to popularize skiing as a recreational sport in America. Some of these men were the original founders of famous ski resorts, especially in Vail, Colorado were the 10th Mountain Division trained.



Lot 12

WWI Fencing Outfit

These are seldom seen and were actively used pre WW1 at Fort Leavenworth for Patton's cavalry, the wooden training sword is identical to the famous Patton style cavalry sword which was the last sword issued to troopers in the field.

Includes riding pants, metal top gauntlets, high leather boots, padded fencing protective coat, faceguard cage, and wooden fencing sword. **\$12,500**





Lot 13

A World War II 9th Air Force Uniform

This World War II uniform was worn by a Captain of the historic 9th Air Force during World War II. The unit fought their way from North Africa through Italy and participated in the ultimate American D-Day invasion force at Normandy. This uniform has sterling silver pilot's wings, a Presidential Unit Citation and ribbons above the breast pockets and Aviator's insignia at the lapels below the 'US' officers insignia. The Army Air Corps patch is on the left sleeve while the distinctive and historic 9th Air Force patch is on the right.

The 9th Air Force was originally formed as an air support command but re-designated just before the Normandy invasion where they played an active role in the invasion of Nazi-controlled Europe. Having participated in the North African campaigns of Egypt, Libya and Tunisia, the 9th also were part of the invasion of Sicily and mainland Italy before they engaged in D-Day the largest invasion in the history of war. After Normandy, the 9th valiantly served through the remainder of the war until victory was achieved in Europe.

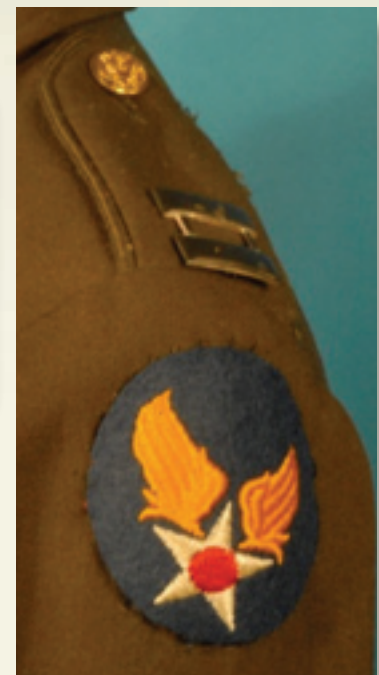
\$1,750



Lot 14

US Army Air Corps 'WASP' Uniform with a Rare Flight Jacket - The 1st Women to Fly Military Planes

The Women's Air Force Service Pilot 'WASP' program was developed by General 'Hap' Arnold in August of 1943 to free up male pilots for combat duty instead of transporting airplanes stateside. Only 1,074 women were enlisted into the program and became the first women to fly American military aircraft. Their duties consisted of flying transport, weather and target towing missions along with ferrying aircraft. They flew almost every type of aircraft including fighters and bombers. The program lasted only 18 months but during that time these women made a significant contribution to the wartime effort. Thirty-eight of these brave women would die in service to their country.



This WASP Captain's uniform not only consists of the olive jacket, cap and skirt but the very rare flying jacket as well. The four-button jacket has the captain's bars on each epaulet and on the cap as well. The Air Force patch is on the left sleeve of the jacket with the very rare WASP 'diamond' pilot's wings above the left breast pocket. The extremely rare flight jacket has the soft standing collar and elastic cuffs and six-button front. This is a very rare uniform ensemble representing one of the unsung hero units of World War II.

\$4,500



Lot 15

US Army World War II Tanker's Uniform

This complete US Army tanker's uniform includes the "Trousers, Combat, Winter", the correct US Army nomenclature for the bib overalls, that make up the bulk of this World War II tanker's uniform. These are the second pattern and have the hardware adjustments at the front and a front zipper. Completed by the tanker's helmet designed to fit inside the M-1 metal helmet, the helmet was a snug fit so that it could be worn in the cramped quarters inside the tank. Developed in 1938, this tanker's helmet is made of rubberized leather with a thick band of leather around the rim. The earflaps are loosely attached and have a hole for a radio earpiece. The helmet also helped protect the tanker crewmember from the steel hull inside the tank.

The uniform and helmet are accompanied by a pair of period tanker's boots and a wool World War II khaki shirt making this a complete, highly sought after tanker's uniform. The environment in which the World War II tanker fought was very uncomfortable and these uniforms were designed to make their duty more comfortable and survivable.

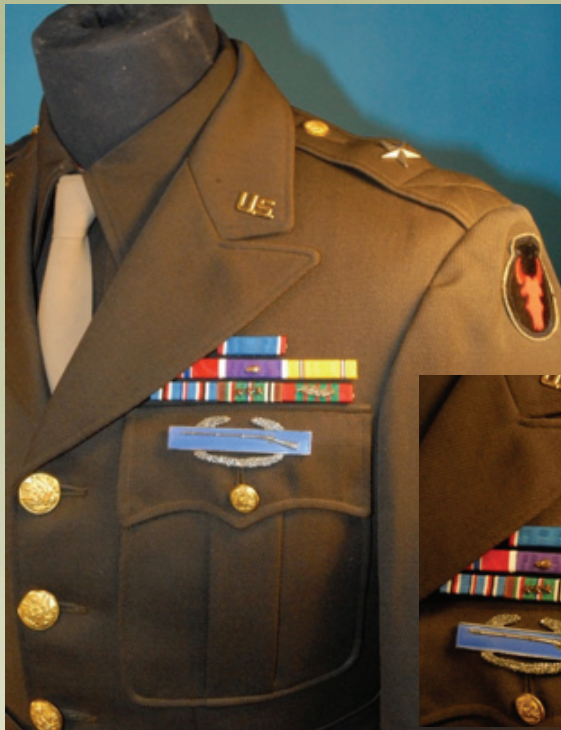
\$3,750



Lot 16

An Extremely Rare World War I Tanker's Combat Uniform

Tankers' uniforms from World War I are extremely rare. This fine example has all of the correct and ultra-rare patches in the right places. This is not a dress uniform – far from it. This is a uniform that has obviously seen much field use inside one of the earliest tanks used in war. The early Armor Division triangle-shaped patch is on the left shoulder, the precursor of such unit patches as the Super 6th Armored Division and other units under General Patton in World War II. A very rare white tanker's patch on left breast pocket is in the shape of the World War I tank and has the period whip stitching in place. This is a very rare combat uniform complete with the subdued brass four-button tunic and tank breeches and is an essential grouping for the finest collection of World War I uniforms. **\$8,500**



Lot 17

Uniform of General Benjamin Caffey, Jr.

During World War II, General Caffey was Commanding Officer of the 39th Regiment and Commanding Officer of the 29th Combat Team. From 1943-1943 he served as Assistant Commanding General of the 34th Division. The 34th Division was the first division deployed to Europe in World War II. They had been trained in Louisiana and transferred to Fort Dix for deployment, subsequently becoming the first troops to arrive in England. It was during training in England that members of the Division were chosen to form the US Army's First Ranger Battalion, many of whom went on to become part of Darby's Rangers. (See the next page of this catalog for General Darby's uniform) The 34th Division participated in six major Army campaigns in North Africa and Italy amassing more combat days than any other Division in the United States Army with many men achieving over 500 straight days of combat – and the most casualties. It was one of the most highly deco-



rated units in American history with Red Bull soldiers being awarded 10 Medals of Honor, 98 Distinguished Service Crosses, 1 Distinguished Service Medal, 1,052 Silver Stars, 116 Legion of Merit medals, 1 Distinguished Flying Cross, 1,713 Bronze Stars, 51 Soldier Medals, 34 Air Medals, with duplicate awards of 52 oak leaf clusters, and 15,000 purple hearts.

Because of the red bull on the 34th Division shoulder, patch, the German troops called this U.S. division's soldiers "Red Devils." In 1944 and 1945 General Caffey became Commanding General Special Troop 4th Army. **\$14,500**



Lot 18

Uniform of General Clarence Lionel Adcock - 6th Army

Clarence Adcock graduated from the United States Military Academy in 1918, from the Engineer School in 1921, the Command and General Staff School in 1935, and the Army War College in 1939. Adcock was commissioned a Second Lieutenant of Engineers in 1918 and advanced through the grades to Major General in 1945. He served as Assistant Chief of Staff, II Corps, in the invasion of North Africa, 1942-43, under Mark W. Clark, 5th Army, 1943, G-4 (supply) and with Eisenhower's HQ in North Africa and Italy, 1943-44. He was G-4 with 6th Army Group in France and Germany, 1944-45. Then he was Deputy to General Clay in Berlin with the military government. General Adcock took an active role in what would be the difficult administration of the war-torn Germany. Not only was the task of maintaining order a tremendous responsibility, the entire infrastructure of Germany had to be re-built with attention paid to economic, cultural and social affairs. Working with General Eisenhower, he put Germany on the road to recovery, a difficult task since the country was in ruins and the need to separate Germans who honestly wished to take part in rebuilding their country from the diehard Nazis was a day-to-day task.

General Adcock retired in 1947 and was recalled to active duty in 1948. He then served as Chairman of the Bipartite Control Office (BiCO), Frankfurt, Germany, supervising German Economic Government of British and American Zones of Occupation, 1947-49. In this role he was in a sense a supreme commander in that all decisions regarding issues of finance, industry and security were guided by him. There were many disputes on the course Germany should take with Adcock taking the lead. After laying the groundwork for the German recovery, General Adcock retired again in 1949.

His medals included the Distinguished Service Medal with two Oak Leaf Clusters, the Legion of Merit with Oak Leaf Cluster, Honorary Commander Most Excellent Order of the British Empire, Officer of Legion of Honor, Croix de Guerre.

\$14,500





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Lot 19

Brigadier General William Darby of 'Darby's Rangers' Fame - 10th Mountain Division - Italy

General William Darby was killed in action while fighting with the 10th Mountain Division in Italy during World War II. After hand-picking 500 men, Colonel (at that time) Darby formed and commanded the 1st Ranger Battalion. He led the battalion in the North African landings, fighting at Arzew, Algeria, and in the Tunisian battles. His battalions, known as the 'Ranger Force', fought in Sicily and in the Italian battles of Cisterna, Salerno, Chunzi Pass, Cassino and Anzio. Darby also commanded the 179th Infantry of the 34th Division. Darby's Rangers was the precursor to the US Army's Ranger program.

In 1945 he was chosen as the assistant division Commander of the 10th Mountain Division. The 10th was the original US Army Ranger unit, partially formed from men of the 34th US Infantry. (See preceding page for the 34th's General Caffey's uniform) Darby trained his men in Scotland alongside their British counterparts for deployment. The 10th first struck the Nazis at Arzew in North Africa, an action for which Darby received the Distinguished Service Cross. He led his men into the invasion of Italy where he again received another DSC for extreme valor in the face of the enemy. A Silver Star would follow. By then promoted to Colonel, he was transferred stateside to serve at the War Department, later returning to Italy with General 'Hap' Arnold for a review tour of the theatre of war. He took field command of the 10th Mountain Division again, replacing the wounded General Robinson Duff. He was directing the attack on retreating Germans at Trento in Italy's Po River Valley when he was killed in action while fighting alongside his men, an 88 mm artillery shell exploding near him on April 30, 1945; coincidentally, the same day that Adolf Hitler committed suicide. He was posthumously promoted to Brigadier General as of that date. He was only 34 years old.

Camp Darby near Fort Benning, Georgia is named for General Darby and is the location for the advanced phase of US Army Ranger training.

\$32,500



Lot 20

Uniform of General Guy Kurtz - Artillery of the 5th Army

General Kurtz served as Assistant Commanding General of the 88th Division. Created almost completely of draftees at the beginning of the war, the 88th Division served in North Africa and Italy, suffering over 11,000 casualties. In 1945 General Kurtz became Commanding General Artillery of the 5th Army. A major component of US Army forces in the Mediterranean Theatre of war, the 5th Army suffered 109,642 American casualties during World War II, fighting over 600 days. Serving under General Lucian Truscott, General Kurtz commanded the artillery component of the 5th Army which was charged with pounding the retreating Germans which were being driven up the Italian peninsula breaking up tough German resistance near Bologna. The 5th cleared out German forces while driving north to Bolzano near the Austrian border where it linked up with the US 7th Army. **\$14,500**

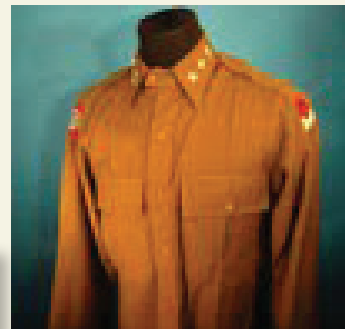
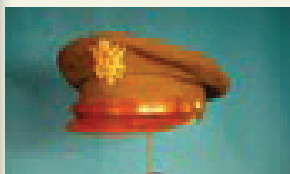


Lot 21

WWII Three Star General Leonard T. Gerow - Commanding General of the 15th Army

A VMI graduate, Leonard Gerow served in the Vera Cruz Mexican Expedition and fought in France in World War I. His study partner when he later attended the Army Command and General Staff school was Dwight Eisenhower. In 1943 he was promoted to command of the V Corps and was the first Corps commander ashore on D-Day. This uniform consists of an extremely rare dress shirt with sterling silver stars on collar. Includes pants and belt on mannequin. General Gerow was the first American with the rank of Major General to enter Paris after its liberation. He fought closely with his troops of V Corps and was awarded the Silver Star for his actions during the Normandy invasion. General was commanding troops into action from the ship Ancon and while seeing only smoke and dust on the Omaha beachhead, he knew that the first wave had encountered stiff resistance. After himself landing at Omaha, Gerow continued to direct his troops such as the 29th Division which he ordered to take the fishing village of Isigny, then fighting all the way to Paris. General Gerow had been one of General Dwight D. Eisenhower's, the Supreme Commander of Allied Forces, greatest assets in planning and executing the D-Day invasion. Housed within the VMI archives are the papers of General Gerow. Included is the letter written to General Gerow from Eisenhower at the close of the war in Europe. In it, Eisenhower writes:

My gratitude to you is a small token for the magnificent service which you have rendered, and my simple expression of thanks sounds totally inadequate...I can do nothing more than assure you of my lasting appreciation, which I ask you to convey to all those under your command for their exemplary devotion to duty and for the most magnificent loyalty which has ever been shown to a commander. **\$22,500**



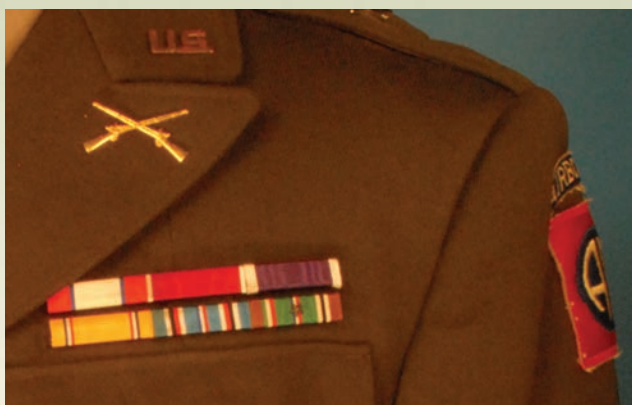
Lot 22

Uniform of Brigadier General Leslie Keerans, Assistant Commander of the 82nd Airborne

Killed/Missing in Action in 1943

General Keerans was participating in a paratroop drop as an observer alongside paratroopers of the 376th Field Artillery, successfully making the jump over southern Sicily. Keerans was in one of 144 planes that had to fly over the invasion fleet off the coast of Italy. The invasion fleet was under constant attack from the German Luftwaffe, and trigger-happy U.S. Navy gunners fired on the planes, shooting down twenty-three of them. General Keerans' plane crashed into the water 400 yards off shore. Keerans survived the crash and swam to shore. The next morning a sergeant found Keerans on the beach alone and talked to him before Keerans headed inland by himself, never to be seen again. His disappearance has been the subject of much controversy and investigation, all the way until after the fall of the Soviet Union. It was later revealed that Joseph Stalin had in fact held hundreds of Allied POWs liberated from German stalags at the close of the war, only to send them to the Soviet Union as hostages to be used later in the Cold War. As late as 2001 US and Russian officials have tried to determine the Allied soldiers' fate, including that of American General Keerans whose fate is uncertain to this day. He remains the highest ranking MIA of the war.

\$24,500



Lot 23

Uniform of Major General Donald Stroh

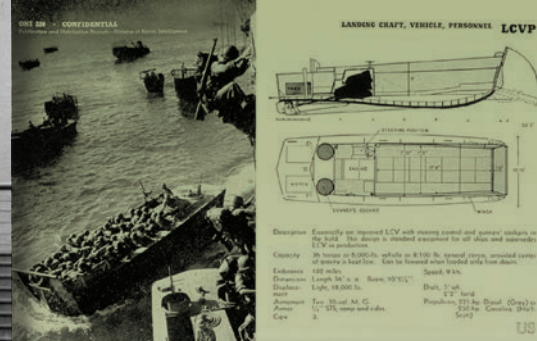
During World War II General Stroh served with the 4th Army attached to the 85th Division. From 1942 to 1944 he was Assistant Commanding General for the 9th Division and saw much action on the campaign of North Africa and Italy, receiving the Legion of Merit for his leadership and combat roles. The Division sailed to England to prepare for the D-Day invasion of Nazi-occupied Europe. While in England General Stroh was able to spend time with his son, Lieutenant Harry Stroh, a US Army Air Forces P-47 Thunderbolt pilot. The 9th landed on Utah Beach on June 10, 1944 and played an integral role in the capture of the strategic port of Cherbourg. For this action, General Stroh received a second Legion of Merit.

The reinforcing 8th Infantry Division landed in France on July 8, 1944. General Stroh assumed command of the Division on July 13th as it fought through the Crozon Peninsula and the battle for the port city of Brest. He was promoted to Major General and awarded the Distinguished Service Medal and Bronze Star for the campaign. But he was to suffer a terrible loss as he witnessed his son's P-47 Thunderbolt being shot down, killing the young pilot while in support of his father's Division.

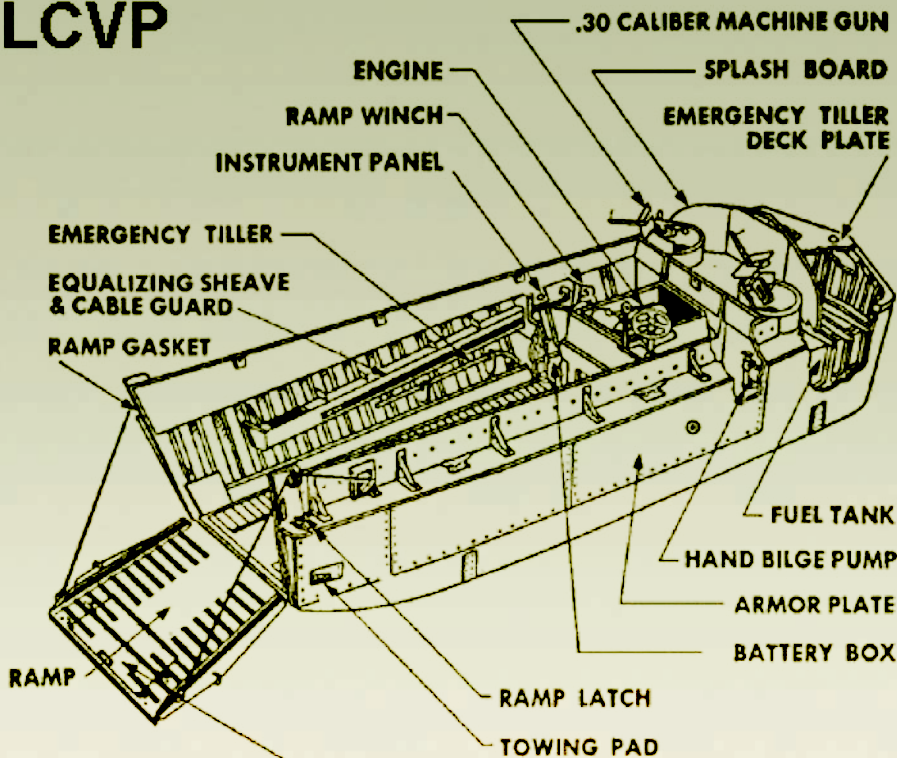
General Stroh was allowed to return home for two months following the death of his son. But he would return to the fight in Europe on early February 1945 to command the 106th Division helping to breach the Siegfried Line defeating the German 26th Division.

\$16,500





LCVP



Lot 24

Iwo Jima Invasion Higgins Boat LCVP Landing Craft – US Navy 1941-1945 - 1st Marines

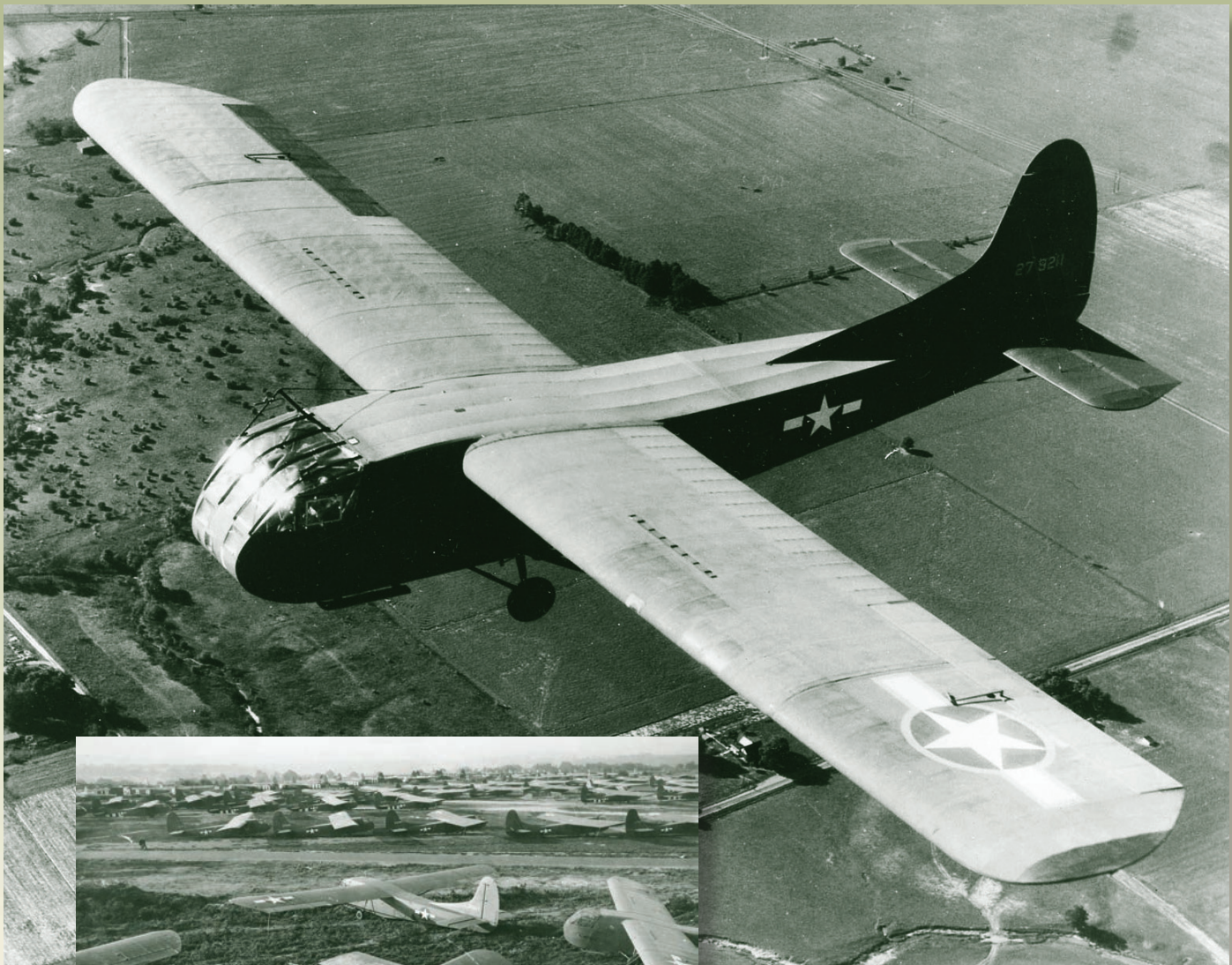
This LCVP was used during the invasion of Iwo Jima by the 1st Marine Expeditionary Forces, numbered KA12-7 on the hull, from the USS Libra AKA - 12 which was an attack cargo ship. The Higgins Boat could carry 36 fully armed men and their equipment or 12 men and a jeep, and could also transport a 3 ton truck or 8,100 pounds of supplies. Without the Higgins boat there could not have been a mass landing of troops and material on the European shores or on the beaches of the Pacific Islands. It was called “the boat that won the War.” Over 20,000 LCVPs were built during World War II and besides this one, there are only four other World War II LCVP boats known to still exist. Three are in the United States and one is in Europe. They were constructed of wood, the ramp door was metal and the sides of the craft had armor plating on each side that started just above the water line. Later used with the 3rd Marines both at Guam and Tokyo Bay.

This LCVP was discovered in a ship salvage yard in San Francisco several years ago, where it had remained for over 45 years, thus preserving the landing craft. The bottom of the boat shows wear, but can be sanded down and painted after the seams are filled. Most of the boat's sides have been preserved by the thick armor plating. The rudder and metal brackets are still attached. The inside of the boat is in excellent condition, still showing the original grey paint. The plywood floor, tiller deck, splash board, gunners' cockpits and steering room can be replaced. The steel ramp door is still attached to the boat and is in excellent condition. The 225 hp diesel engine has been stored for shipping and retains much of its original grey paint and the original prop, shaft and some controls are on a pallet stored next to the engine. There are six armor plates still attached to each side that are also in excellent condition. The boat is 36 feet long and 10 feet wide.

This is the early design with the armor plating attached to the wood sides so there is no doubt that it was used in combat during one of the major beach invasions. Andrew Higgins built the boats in Louisiana via US Navy contract. General Dwight D. Eisenhower stated: “Andrew Higgins won the war for us...if Higgins had not designed and built those LCVP's we could have never landed in an open beach. The whole strategy of war would have been different.” These boats are so rare that the D-Day Museum in New Orleans had to make a replica from original drawings. Weight 18,000 lbs., 36 feet long 11 feet wide, with original 225 hp engine, it is ready for restoration of the wooden hull and exhibit.

\$95,000





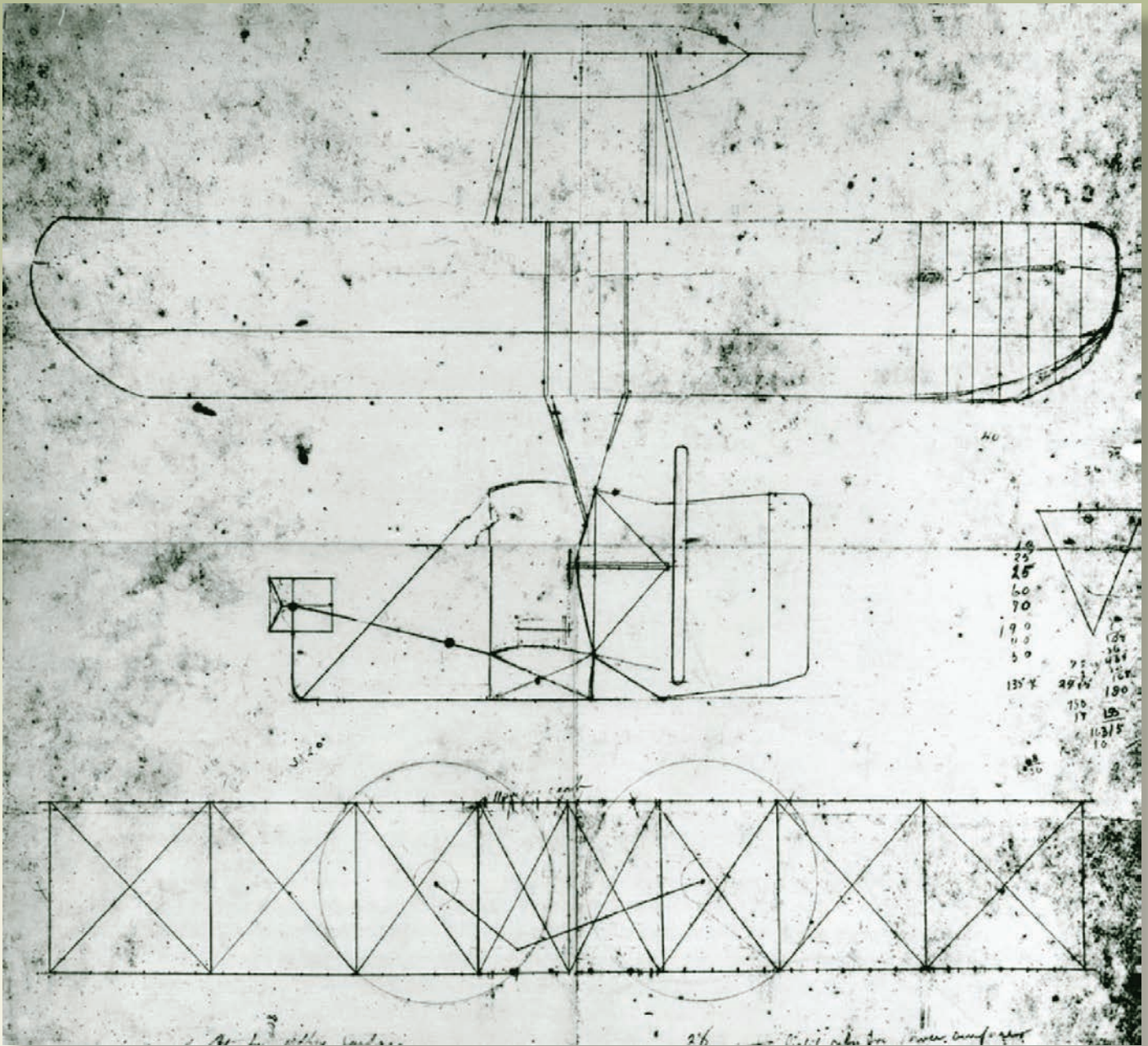
Lot 25

The Waco Invasion CG-15 Glider built by Ford Motor Company in 1945

During World War II, Americans produced the most formidable glider force in the world. More Waco CG-15 gliders were built at the Ford Motor Company plant in Kingsford, Michigan than anywhere else in North America. A total of 427 CG-15s were manufactured during the war. These gliders were indispensable in the Pacific. The outside appearance of the CG-15 gave an illusion of simple construction, but the final production models actually contained just over 70,000 parts.

The CG-15 glider's wingspan was 62 feet 2 inches and its overall length was 48 feet 10 inches. The floor was made of honeycombed plywood, a construction technique that provided strength with minimal weight. The load-bearing capacity of the floor enabled the glider to carry 4,035 pounds; which was 35 more pounds than the glider's own empty weight. The entire nose section (including the pilot's compartment) swung upward creating a 70 x 60 inch opening into its cargo compartment. This made it possible to quickly load and unload the glider. Types of cargo were fighting men, a jeep with radio equipment and driver, radio and operator plus one other soldier, two soldiers and a jeep trailer loaded with combat supplies, a 75mm pack howitzer with 25 rounds of ammunition and two artillerymen or a small bulldozer and its operator. The CG-15 could be towed at a maximum safe speed of 180 miles per hour with a gross weight load of 8,035 pounds. It was often towed at a slower speed of 110 to 130 m.p.h. The gliders were usually towed behind a C-47 tow plane on a 300 foot nylon rope, 1" in diameter. Two-way radio systems allowed communication between the gliders and their tugs. This glider has "No Wings" as it was crash landed - we have the entire cockpit intact and the entire fuselage which is 48 feet long. wt.3000 lbs

\$27,500





Lot 26

An Early WWI - 4th Infantry Regimental Dress Uniform

This dress uniform has the Sergeant's rank and three re-enlistment chevrons and sky blue trousers with the Non-Commissioned Officer's stripe down the pants. This early World War I uniform is an historical showpiece and a handsome dress uniform. The 4th US Infantry insignia include the crossed rifles and the distinctive '4' over 'D' are very rare and appear at the standing collar as well as on the hat which still has its maker's label inside along with light blue shoulder cords. The six eagle buttons down the front have a mellow patina and accentuate the medium blue tunic and sky blue pants. The 4th Infantry Division participated in the Argonne campaign during World War I fighting heroically with III Corps. The 4th fought valiantly during the Spanish-American War at the Battle of El Caney and in the occupation of Santiago de Cuba. This is a very rare and early World War I uniform.

\$12,500

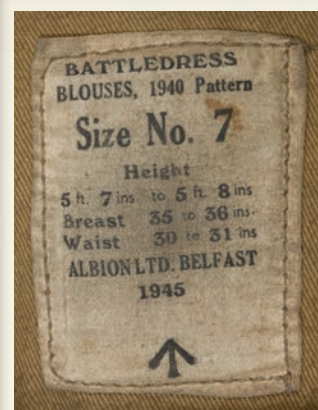


Lot 27

Canadian Paratrooper "Commando" Jacket

A superb Canadian Paratrooper Captain's jacket with embroidered parachute wings, this uniform jacket is in excellent condition. It has the correct 'Commando' patch at the upper part of both sleeves and the finely embroidered Canadian paratrooper wings patch at the right. Resembling the US Army 'Ike' jacket, it has six service ribbons above the left breast pocket. The three embroidered diamonds at epaulet signify the rank of captain. Canadian commandos took part in the D-Day invasion of Europe and made a significant contribution to winning the war in Europe, indeed in defeating the entire Axis forces.

\$750



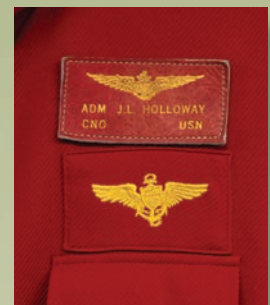
Lot 28

WWII – Irish Glider Pilot Uniform – Battle Coat 1945

A superb British Glider Pilot's Battle Coat, made in Belfast, Ireland by Albion Co. The tailor's label inside is dated 1945. This is the original 1940 pattern short coat, with Staff Sergeant's chevrons. Along with Glider Regiment embroidered 'Pegasus' insignia and brevet, it has the long service bar on the sleeve. The real treasure here is the light blue Army Flyer Badge, the glider pilot's wings which consist of spread wings below a lion.

Sergeants were frequently trained as glider pilots and the job was extremely hazardous since the glider was designed to crash land with the pilot being immediately converted to a ground combatant. Glider operations were conducted in the North Africa Campaign as well as in Norway during the war. But it was in advance of the great D-Day invasion that the gliders became so well known for the heroic actions of ferrying troops behind enemy lines. On the night of June 5, 1944 and into the early morning hours of June 6th, D-Day, gliders swept into occupied Nazi territory. In Operation 'Tonga' alone, 92 gliders ferried troops and equipment in support of the invasion. This is a very rare WWII coat worn by one of the most daring soldiers of the War.

\$950



Lot 29

Vietnam War - Joint Chiefs of Staff, Rear Admiral James Holloway III, ca. 1965-1978

A superb archive of Rear Admiral and Joint Chiefs of Staff James L. Holloway III, includes his Vietnam Aviator Coveralls as Flag Officer and Chief of Naval Operations, and his Aviator Coveralls blue Flag Officer Admiral, as well as his "signed photograph" of the Joint Chiefs of Staff during the Vietnam War.

\$1,750



Lot 30

Pre - Pearl Harbor M1 Garand made in the summer of 1941 six months before the Japanese bombed Hawaii which brought America into the 2nd World War

This is an exceptionally rare and early US Army .30 ca. M1 Garand, low serial # 300,000 range. It is a World War II gun throughout, all parts are original WWII and there are no postwar parts or arsenal rebuilds on the gun. It has the short receiver, which was used only in the first years of production. Made by the famous armorer Springfield Armory, it has 3 cartouches and a 1941 sub inspector marking, an unmodified op rod as well as its original WWII leather sling with steel brads. It has a special stock bedding indicating it could have been used as a sniper rifle, the barrel is stamped underside near the hand guard 1945, indicating that it was used during the war and the barrel is a war date replacement. It was serviced again in 1951 but no parts were added as it was approved as being in good firing condition. One of the rarest M1s in existence, made before Pearl Harbor and used throughout the entire war. (FFL required)

\$1,850



The WWII Recruiting Poster Archive of Colonel Willis Fitch, WW I Pilot and WW II Recruiting Commander

A veteran pilot in Major Fiorello La Guardia's bomber unit in World War I, Colonel Willis Fitch was tapped as the US Army's Air Corps recruiting commander during World War II. While his old flying boss La Guardia had gone on to a storied career as mayor of New York City and as the Roosevelt-appointed Chief of Civilian Defense, Colonel Fitch was charged with recruiting the young men who could fly the fighters and bombers needed to defeat the German-Axis powers.

Fitch took on a very important task in World War II, charged with finding America's best and brightest young men to fly the aircraft that would win the war in Europe and the Pacific. Part of that effort involved the production of patriotic posters and paintings to rouse the fervor of young men to join the war effort as American airmen. These six superb examples of that military fine art are from the personal archive of the late Colonel Fitch. Direct from his estate and never folded or posted, these are the original posters sent to him for his approval in the recruiting effort. Six of the mint condition large folio posters depict aviators and American bombers striking hard at the enemy. 'The Greatest Team in the World' is just one of the entreaties depicted on the posters encouraging young men to join the US Army Air Force, the forerunner of the US Air Force.

A noted artist, James Montgomery Flagg completed the art for the 'Coming Right Up' patriotic poster. A famous illustrator for Life magazine, Flagg was a major contributor to the war effort and perhaps the most war's most famous illustrator due to his 'Uncle Sam' poster he created for recruiting in World War I. With the now-iconic image of Uncle Sam pointing at the viewer declaring "I Want YOU for the US Army!", Flagg was already a very famous artist by the time he contributed to the war effort in World War II. The next original large folio recruiting poster is titled 'AAF The Greatest Team in the World' and dated 1944 (this is personally signed and presented to Col. Fitch by Clayton Knight). This excellent USAAF patriotic large folio recruiting poster depicts and Army Air Force bomber in a bombing run over a Japanese airfield. With the recruitment text of "If you are 17 and under 18...Call now for further information, or go to your nearest AAF Examining Board or any Army Recruiting Station". The poster has the AAF logo and is signed in the plate by the artist Clayton Knight with the imprint of 'P.X. 61 RPB - 7-11-1944' at the bottom. In perfect condition, it measures 25 x 38 inches. 'Under The Shadow Of Their Wings Our Land Shall Dwell Secure' was produced circa 1944. This poster has an excellent patriotic large folio design depicting two Army Air Corps pilots smiling and giving the 'OK' sign. Imprinted at the bottom 'Copyright 1944 General Cable Corporation', it is a very fine World War II recruiting poster in superb condition. Size: 27 x 37 inches. Another great patriotic poster is 'Bombs Away' by artists C. C. Beall. It depicts a bombardier in the nosecone of a B-23 bomber pushing the button to drop the plane's bombs as enemy fighters swirl around his aircraft. This poster is in superb, mint condition and measures 25 x 37.5 inches.

Included with this collection is Jes Schlaikjer's 'Home Front Fires are Enemy Victories', a patriotic poster entreating Americans at home to secure the homeland. The poster has a Japanese soldier looming in the distance as fires range in the United States.

Rounding out the collection of these inspirational wartime posters is another work completed by the former World War I aviator Clayton Knight. Knight was an established artist, friend and collaborator with Eddie Rickenbacker, illustrating the 1930's Ace Drummond newspaper series with Rickenbacker writing the text. Knight's signed-in-the-plate posters 'The Greatest Team' and 'There's a Place for YOU on This Team' are an homage to his air escapades of the Great War.

This collection is a once in a lifetime chance to own a unique collection of historic American patriotic art owned by a renowned aviator. These are wonderful examples by America's greatest aviation artists whose work is in great demand. Six USAAF Recruiting Posters.

\$3,250





Lot 32

World War I 'U.S. Official' Photographs Collection of Airplanes and Tanks

This historic collection of 227 different real photographs is housed in two albums each inscribed 'U.S. Official' in the corner. Most of these photographs measure in the range of 215 x 165mm (approximately 8 ½" x 6 ½"). The collection encompasses a variety of different scenes which look to be all taken in Europe. The photographs depict scenes of US Army soldiers and officers with some including General John 'Black Jack' Pershing. Battlefield shots of trenches, artillery, cannons, and machine guns all sorts of weaponry are included here. War related content includes railroads, Red Cross workers, blacks, cavalry, prisoners, transportation vehicles such as airplanes and ships are all included in this great overall imagery of World War I. The condition of these 227 photographs is overall very fine. This is a unique collection usually not seen outside of museums.

\$1,850



Lot 33

A World War I Army Air Service Mechanic's Trunk - Allied Expeditionary Forces in France 1918 A Very Rare Survivor of America's earliest aviation history

This World War I Army Air Service mechanic's trunk is a rare survivor from the first days of military aviation. The first aviation mechanics were themselves pioneers in American Aviation military history. They kept these airplanes serviced and airworthy enabling victory for aces such as Eddie Rickenbacker in the skies over France. This trunk has drawers which would have held the makeshift and newly designed tools for these first fighter aircraft which would change the way war would be fought forever. A.E.F. brass plaque is affixed to the top of this trunk making this a historic and important piece of Aviation military history. wt 125 lbs

\$550 + shipping & handling

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Lot 34

1938 Howard Hughes Record Around the World Flight signed by Howard Hughes and his entire Flight crew in 1938

This incredibly rare flown cover was specially prepared for Howard Hughes to carry onboard his plane to fly around the world, from the New York Worlds Fair on July 10, 1938. Postmarked at each stop as he broke the world record. The cover bears the appropriate flight cachet and hand stamps of various cities in route. This is a very rare flight cover as these were only given to people connected with Howard Hughes' flight. This one is also personally autographed by Howard Hughes, Dick Stoddart, Harry Connor and Edward Lund; his flight crew on the around the world trip. The condition is extremely fine. Making this exceedingly rare is the fact that Hughes actually signed this one for his crew, less than 5 are known to exist.

Hughes is remembered as a major innovator and pioneer of American aviation. Inheriting Hughes Tool Company at the age of just 19, he became a major aircraft designer building some of the most important aircraft of the 1930's. A daring pilot he set major aviation speed and distance records, Hughes became internationally famous for this around the world record breaking flight.

Hughes designed this record breaking around the world flight to celebrate the upcoming World's Fair in New York of which he was also a major sponsor. He made international headlines when he and his crew completed the trip of 14,672 miles in just three days, nineteen hours, fourteen minutes and ten seconds. **\$9,500**



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Lot 35

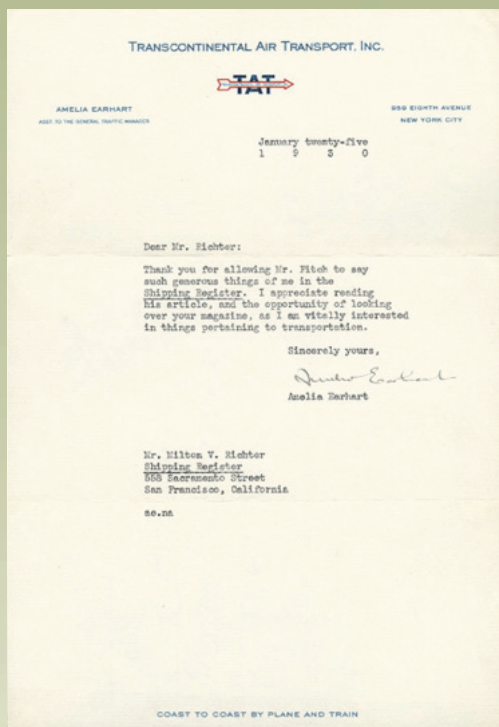
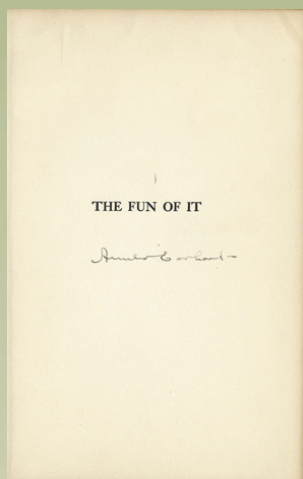
A Complete Set of all Ten legs of the “Round the World” Flight of the famous German Airship “Graf Zeppelin”

The Graf Zeppelin was named for the founder of rigid airships, Graf (Count) Ferdinand von Zeppelin of Germany. In August 1929 at the urging of newspaper publisher William Randolph Hearst, the airship was engaged to make an around the world flight beginning and ending at the Lakehurst Naval Air Station in New Jersey, the site where the German airship Hindenburg would meet its fiery end in 1937 thus ending any commercial hopes for rigid airship success. Later, in 1936 Adolf Hitler and propaganda minister Joseph Goebbels demanded that the Zeppelin company provide both airships for use in dropping propaganda leaflets prior to a crucial ‘ratification vote’ of the German people to affirm his invasion of the Rhineland, the first act that led to World War II.

These amazing ten pieces of history were actually carried onboard the Graf Zeppelin- Around the World, have been preserved thanks in part to the Lieutenant Commander who had the letter pictured here mailed to himself as he was stationed at the naval base. Lieutenant Commander L. E. Mueller’s name appears as the addressee and sender on the world-stamped cover pictured here, one of ten in this collection that made their way around the globe onboard this airship. Publisher Hearst had one of his reporters onboard the aircraft for the entire world flight. After taking off from New Jersey on August 8, 1929 and crossing the Atlantic, the Graf Zeppelin landed in Friedrichshafen, Germany to refuel. It then flew over Siberia to Tokyo and across the Pacific Ocean, the first time any aircraft had ever crossed the Pacific. After landing in Los Angeles, the Graf Zeppelin made the transcontinental trip across the United States landing back at Lakehurst on August 29, 1929 exactly three weeks after it left.

Commander Mueller retrieved these 10 letter’s which are stamped with ports of call and signed by the airship Graf Zeppelin Commander and pilot Hugo Eckener and the crew of the airship on this Round-the-World flight. The pictured cover is also signed by US Navy Airship Lieutenant Commander Charles Rosendahl, one of two American aviators who represented the United States on the trip. The condition of all ten is very fine. **\$2,850**





Lot 36

Amelia Earhart Archive of Letters and Photographs

Amelia Earhart, America's greatest female aviator and American hero, tragically lost over the Pacific just before WWII during her attempt at circumnavigating the globe, was an executive at Transcontinental Air Transport, the precursor of TWA Airlines which was founded by Howard Hughes. Her fame spread after she became the first female aviator to fly solo across the Atlantic. Dated January 25, 1930, in this crisply signed letter she is thanking the publisher of The Shipping Register for an article that had recently appeared in the magazine.

An amazing archive of her documents, photographs, even a signed copy of her book, being her Autobiography of Flight and about other Women in Aviation, another is a signed letter by her on TAT letterhead in which she meticulously types in the date at the heading stating that she is interested in all things pertaining to transportation. The letter is accompanied by a large box of newspapers concerning her disappearance in the Phoenix Islands in the central Pacific in 1937. It was presumed she could have been held prisoner by the Japanese as the island was occupied the day after Pearl Harbor by the Japanese Army. Includes letters from her sister and other family members regarding her loss. This archive documents her life and is an important and unique display grouping as well. (Over 100 items) **\$9,500**





Lot 37

A Unique Collection of Historic American Aviators' Autographs and Photographs taken at New York City's 1st Airport "Floyd Bennett Field"

Previously unpublished photographs/signatures of America's Greatest Pilots

From Orville Wright to Charles Lindbergh and all the way through to the first man on the moon, Neil Armstrong – they're all here with their autographs on a large vintage photograph of three US Navy fighter biplanes flying around the N Y Empire State Building. There are one hundred signatures of American aviation greats on this 20 x 16 inch original photograph which it self is surrounded by twelve original unpublished photographs of some of the greatest of all aviators. Collected and photographed by Major James G. Adams at Floyd Bennett Field the 1st airport in New York City where he worked, Major Adams himself was a World War I fighter pilot and squadron commander in World War II. Adams would meet these famous aviation figures as they flew from his airport, Howard Hughes began and ended his 1938 Worlds Fair Around-the-World flight at Floyd Bennett Field, as did Amelia Earhart – Wiley Post- Roscoe Turner even John Glenn raced aircraft setting records at this airfield, and Major Adams met them all with pen in hand and his camera he preserved them for future generations to enjoy.

The individual photographs include Amelia Earhart, Eddie Rickenbacker, Howard Hughes, Wiley Post and Fiorela LaGuardia for whom New York City's next airport would later be named. All are signers of this important photograph.

Other important luminaries include six men who walked on the moon – the first, Neil Armstrong, then Buzz Aldrin, Charles Conrad Jr., Dave Scott, John Young, and Gene Cernan. The pilot who dropped the first atomic bomb, Paul Tibbets and perhaps the greatest American aviator from World War II, General Jimmy Doolittle are also signers. This incredible 20 x 16 inch photograph is literally covered with aviation greats like Chuck Yeager, General Curtis LeMay and America's first pilot, Orville Wright. This is a singular opportunity to own a piece of aviation history like none other. In excellent condition, the photographs are matted and beautifully framed.



Jacky Cochran Sept. 1937



Howard Hughes 1936



George R. Pond, Cesare Savelli 1933



Frank Hawks



Major Alexander P. de Seversky



Amelia Earhart

The signers include, in roughly the order of their signature as it appears on the photograph: General Spaatz, General Westover, Bert Acosta, Admiral Radford, Billy Mitchell, Wiley Post, George Noville, Admiral Clarke, Augustus Post, General Maxwell Taylor, Ashley McKinley, Howard Hughes, Louis Bleriot, Gene Cernan, Admiral Dick Byrd, Clarence Chamberlin, General Hal George, John Young, Deke Slayton, Barry Goldwater, Don Eisele, General Vanderberg, Dean Smith, Gene Vidal, Thor Solberg, Jim Fitzmaurice, George Haldeman, Clayton Knight, Alex Seversky, Fiorela La Guardia, Benny Griffin, Jacqueline Cochran, Paul Codos, Lon Yancy, Admiral McMillan, Jack O'Meara, General Curtis LeMay, Dr. Eckner, Jimmie Mattern, Albert Stevens, Ted Williams, Orville Wright, General Frank Lahm, Clyde Pangborn, Eddie Rickenbacker, Lowel Thomas, Brigadier General Thomas Stafford, Lieutenant General William Kepner, Frank Borman, Dick Gordon, Major General Bob Douglas, Major General Clair Chennault, C.A (Charles) Lindbergh, Robert Williams, General Ernst Udet, F. De Pinedo, Doug "Wrong Way" Corrigan, Ruth Nichols, Sabelli, John Young, Billy Bishop, Brigadier General Paul Tibbets, Buzz Aldrin,



Ruth Nichols



Roscoe Turner



Douglas "Wrong Way" Corrigan



Dick Merrill, Eddie Rickenbacker,
Harry Richman 1936



Jimmie Mattern

Prince Phillip, Bill Odom, Don Scott, Laura Ingalls, Hubert Wilkins Jim and Amy Malison, Russell Boardman, General Jimmy Doolittle, General Chuck Yeager, General George Kennedy, Don Gentile, Wally Shirr, Bernie Blacken, Charles Conrad, Walt Cunningham, Frank Hawks, "Zack" Moseley, Viola Gentry, Roscoe Turner, Jim Lovell, Lincoln Elsworth, Errol Boyd, Lee Gehlbach, Amelia Earhart, Grover Loening, Dick Merrill, Lee Ya Ching, Casey Jones, Al Williams, Harold Hartney, James McDivitt and Neil Armstrong.

Never before have this many historic aviators and aviation related personalities been gathered in one collection. This amazing aviation collection was created over many years of collecting these autographs and personal photographs taken by Major Adams as these Aviators landed at New York City's first Airport – The Floyd Bennett Field in Brooklyn. Major Adams worked at this first airfield and was himself a distinguished aviation pioneer and photographer. This collection is worthy of the National Air and Space Museum, certainly in a collection where it will become a centerpiece.

\$95,000



Howard Hughes is pictured here in front of his Northrop Gamma monoplane. The airplane is equipped with the Hamilton Standard 3E50 propeller, which an identical one is part of this collection, an extremely rare propeller.

Lot 38

Amazing Collection of WWI through WWII Aircraft Propellers - The Golden Age of American Aviation

This amazing collection of 110 airplane propellers of what has been called 'The Golden Age of American Aviation' from WWI to WWII is like no other collection in existence. Painstakingly developed for the past 30 years by noted collector Monte Chase, this collection spans the years when propellers flew the airplanes of the world. Each a work of art and carefully preserved and researched, this collection represents some of the rarest aviation collectibles in the world.

With the advent of jet engines these beautiful reminders of the most daring days of aviation were replaced with their metal counterparts. Along with the normal wear and tear seen through normal usage, these propellers were usually discarded or dismantled with single propellers being used as mantelpiece displays. With the rest ending up as major exhibits in aviation and other historical museums, it is very rare that these survive in such remarkable condition. During World War II, with the shortage of aluminum due to its demand for military aircraft construction, there was a brief resurgence in manufacture of wooden propellers. This collection focuses on the years from 1926 through 1946 and is backed up by volumes of research from aviation magazines and research from the Smithsonian's Air and Space Museum.

The Golden Age of Aviation (1926-1946) is sometimes called the 'Forgotten Years' of aviation. This is the only time that the completion of a propeller collection from this era, and to this extent, has ever been achieved. A collection like this just does not exist anywhere else in the world and never will. Many of the propellers that are included in the collection are extremely rare.

A great example of the rarity of this collection is exemplified by their use by the greatest American aviators in history. Amelia Earhart, Howard Hughes, Wiley Post and Jimmy Doolittle are just a few of America's aviation heroes who flew behind historical propellers in this collection. Pictured above is Howard Hughes and his Northrop Gamma



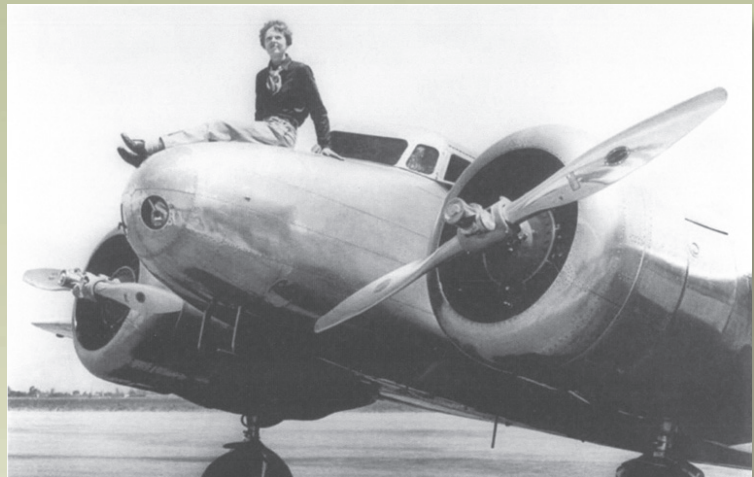
Howard Hughes stands near his H-1 racer, the first aircraft built by Hughes Aviation. It employed the use of the Hamilton Standard 2E40 propeller, an identical one being a part of this collection.



Hamilton Standard 22D30 100"



Seversky P-35



Amelia Earhart with her Lockheed Electra with Hamilton Standard 12D40 propellers identical to the ones in this collection. This is the plane she was flying when she disappeared over the Pacific in 1937.



Maynard DiCesare

monoplane in which he set a coast-to-coast speed record in 1936.

Hamilton Standard developed the hydromatic propeller employed in a design by Howard Hughes, the Hamilton Standard 2E40 propeller. Hughes incorporated the prop into his innovative H-1 which Hughes designed and piloted himself, recapturing the speed record on September 13, 1935 in Santa Ana, California with Amelia Earhart watching. At an awe-inspiring 352 miles per hour, the H-1 was an incredible feat, even for this accomplished genius of American aviation. Hughes used this type propeller on the very first aircraft ever built by Hughes Aircraft, Incorporated.

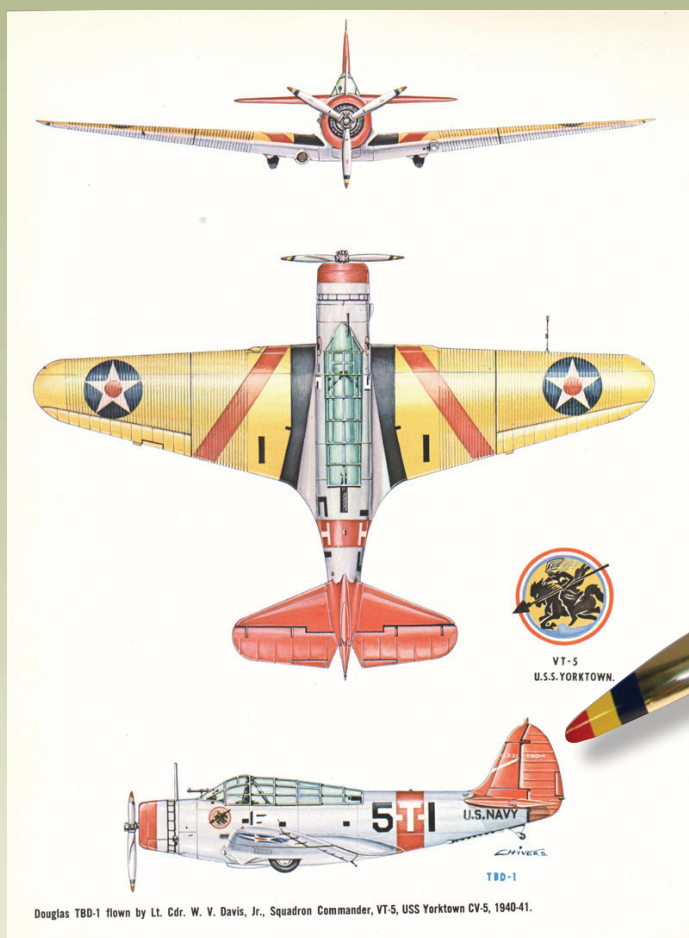
Another significant piece of history in this collection is the Hamilton Standard 12D40 propeller, the same type prop Amelia Earhart used on her Lockheed Electra, the aircraft she flew when she disappeared somewhere in the South Pacific. She was America's sweetheart aviator – but a daredevil determined to take her place in aviation history, a mark she achieved in exceeding degrees. From her air racing and long distance achievements to becoming an airline executive at what would become TWA Airlines owned by Howard Hughes, she was indeed an American aviation icon.

Perhaps America's most famous aviator of all time was Charles Lindbergh, 'Lucky Lindy'. Piloting his Spirit of Saint Louis monoplane he made the first solo crossing of the Atlantic in 1927. Fitted with its Wright J-5 Whirlwind 237 horsepower engine, the airplane was equipped with a standard steel DWG 1518 propeller identical to one in this wonderful collection. Lindbergh perhaps did more than anyone in America to promote civil aviation.

Another of America's great aviators whose aircraft used a very rare propeller identical to one in this collection was Commander Richard Byrd, whose three trips to the Antarctic made world news. On the most famous mission where he was the first person to fly over the South Pole he flew the Ford Tri-Motor equipped with Wright R-975-1 J6-9 engines. The powerful R-975 was outfitted with the standard steel (Ford) 1518 propeller identical to the 1926 propeller in the collection which is in fact stamped 'Ford' into the hub, one of the earliest propellers in the collection.

Many more propellers in this collection share a place in these great periods and events in American history. Pioneer aviator Charles Kingsford Smith, an Australian who made the first trans-Pacific flight was also the first to cross the Tasman Sea and then first to fly around the world with a crossing of the equator en route. Flying a Fokker F. V11B/3m tri-motor monoplane named the Southern Cross equipped with a Wright J-R engine, his historic aircraft was outfitted with Westinghouse





TBD- Douglas Devastator 1



Westinghouse Micarta 102" Dia



Micarta propellers with a Standard 1638 hub identical to those propellers being included in this collection.

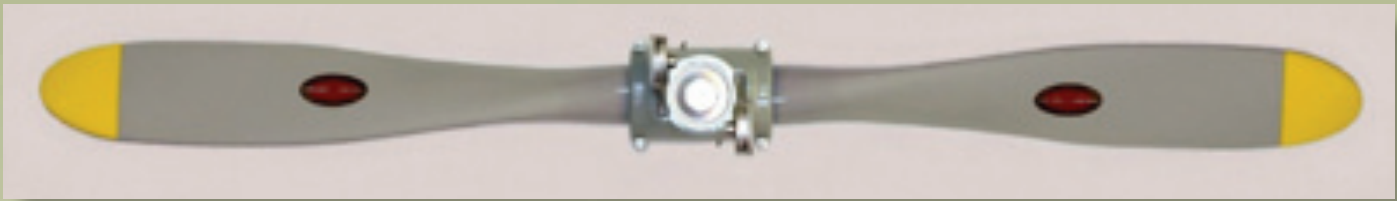
Another propeller from the early days of aviation in this collection is identical to those used by another of aviation's pioneer racing pilots, Roscoe Turner. An air racer like Howard Hughes, he set the record for east-west transcontinental flight across the United States in 1930. In 1939 he won the coveted Thompson Trophy while flying a Laird-Turner LTR Meteor equipped with a Twin Wasp 1050

Not to be outdone, the collection houses many propellers identical to those used by the great military pilots of aviation history. Jimmy Doolittle of the great World WarII Tokyo bombing raid fame, flew his Curtiss R3C-3 racer equipped with a Standard Steel propeller DWG 1535 just like one in this collection when he won the 1925 Schneider Trophy Race. This aircraft had a Packard left rotation engine and had a then-incredible average speed of 232 miles per hour.

Wiley Post, the first aviator to fly solo around the world, he left Floyd Bennett field in New York City flying his Lockheed Vega he named 'Winnie Mae' on June 23, 1931, returning on July 1, 1931. The Vega used the Hamilton Standard Ground adjustable SAE 30 hub propeller, two of which are included in this collection.

Hugh Herndon and Clyde Pangborn were the first pair of aviators to fly non-stop across the Pacific in 'Miss Veedol' a Bellanca Skyrocket fitted with a Hamilton Standard Ground adjustable SAE 30 hub propeller identical to two that are included in this collection. Herndon and Pangborn flew the Skyrocket from Japan to Washington state in 41 hours in October of 1931. They had jettisoned their landing gear as planned and made a controlled crash-landing upon reaching the coast. The propeller was destroyed but the plane was salvaged and lived to fly another day, a group of investors buying the plane and flying it for another 40,000 hours – with a new Hamilton Standard propeller.

The aviation enthusiast who assembled this amazing collection, Monte Chase, has been involved in the aviation business along with his family for over 50 years. His first propeller being a gift from his uncle when he was 17, Monte went on to become a private pilot and started this collection. He has always focused on rare, short-run production propellers. The fragility of the wooden propellers makes these survivors very scarce. They were not easily repaired once broken and were



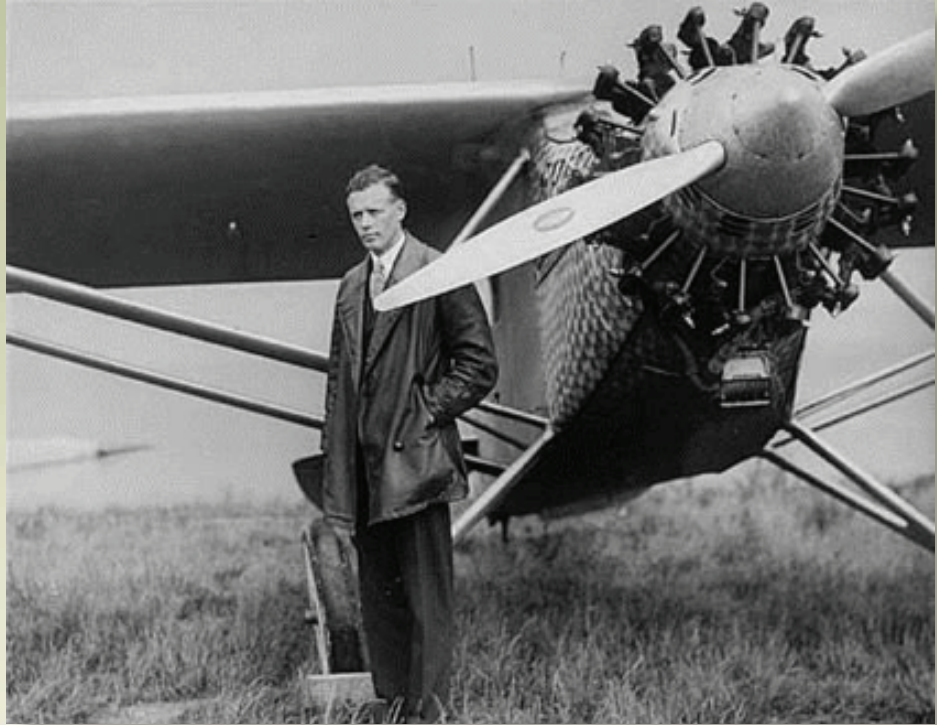
The Hamilton Standard 12D40 propeller in the collection, identical to those used on Amelia Earhart's Lockheed Electra

susceptible to moisture, bird strikes and gravel. The wooden propeller saw a resurgence when during World War II all available aluminum was being used for military propellers. Monte's collection focuses on the wooden propeller blades with metal ground adjustable, variable pitch and constant speed hubs from 1938 to 1946. Additionally, the collection contains a small number of metal propellers that represent the period prior to the wooden collection, the oldest a 1926 Standard Steel ground adjustable. Importantly, in 1946 after the war was over, aluminum was again available for propeller production and most wooden propellers were removed and again replaced with the more desirable metal props.

A Valuation of the Collection

The 'Golden Age of American Aviation' propeller collection continues to be compared to a P-51, a single airplane with thousands built and now has become popular to the vintage collector as has the British Spitfire, becoming a multi-million dollar collector's aircraft.

If the collection is compared to an aircraft, then it might be compared to F2G-1 Super Corsair that recently sold for \$6 million dollars.



Charles Lindbergh beside his Spirit of Saint Louis equipped with a standard steel DWG 1518 propeller identical to one in the collection.



Commander Richard Byrd's Ford Tri-Motor equipped with the standard steel (Ford) 1518 propellers.

These propellers were collected over an over thirty-five year time frame with well over a hundred transactions delivered and completed. The complete 'Golden Years' of developing the adjustable and controllable propeller is demonstrated in this Collection, not in one individual invention or original propeller, but in the world's largest collection of propellers for general aviation and racing and military aircraft of this era.

During the early years of aviation, these propellers were made by custom builders rather than being mass produced. The collection consists of propellers from thirty-one manufacturers, with multiple one-of-a-kind, prototypes, New Old Stock (NOS) or first run multiple serial numbers 1, 2, 3 and 4. There are numerous propellers that are in fact unique and only exist in this collection so, in that, another collection such as this could never be built again.

Mr. Chase has had some of the highest compliments from collectors and museums including numerous letters



Charles Kingsford Smith's Southern Cross equipped with the Westinghouse Micarta with a Standard 1638 hub propellers. A propeller identical to these is included in the collection.

from the National Air and Space Museum (NASM) on the condition, quality and rarity of the collection. He also has a printed list and pictures of propellers of the NASM collection. In comparing the collection with the Smithsonian NASM, there are only six propellers in common between these two important collections or this era. This leaves a big void in the Smithsonian's NASM collection.

The propellers are indeed from a Golden Age of America which people so long for in today's world. Many of the propellers are so rare that they are virtually unheard of by many experts that are otherwise well-versed in aviation. This era in aviation had very little documentation of the important advances that were made in the propeller designs that were a segue to aviation as we know it today.



American pioneer racer aviator Roscoe Turner standing in front of his Meteor racing aircraft, a hand on his Hamilton Standard 3E50 propeller. An identical propeller is in this collection.

Highlighting the collection are 26 one-of-a-kind propellers. Indeed, they are like a time capsule of American aviation history. Very rare propellers including those manufactured by Hamilton Standard, Freedman-Burnham and Roby, just to name a few, are included in this collection of aviation history from an era when propeller aircraft ruled the skies. Historically important, these propellers are accompanied by a massive research library, and an archive of aviation magazines and manuals from the 1930s that are impossible to find, and do not exist digitally in any research archives. In conjunction with unpublished



Wiley Post and his Lockheed Vega Winnie Mae equipped with a Hamilton Standard Ground adjustable SAE 30 hub propeller.



Hugh Herndon and Clyde Pangborn, former barnstormers who conquered the Pacific. They crash-landed the Miss Veedol in Washington state destroying the Hamilton Standard Ground adjustable SAE 30 hub propeller identical to the two in this collection.



photographs, programs and posters, this is truly an exceptional, and once-in-a-lifetime opportunity for a private or public museum to own a unique collection of aviation history which would be impossible to build today. All of the propellers are in excellent condition as well as maintained in a climate controlled building and mounted on custom-made rolling display stands which are also included with this collection. Ready for Display and unpublished, this is the finest American aviation collection ever offered. **\$2,500,000**



United States Marine Corps



An Ultra-Rare “Civil War” US Marine Corps Shako Helmet

This black leather United States Marine Corps shako is a very rare survivor and much in demand as a completion to any important collection. It is correct in every way for the model 1859 pattern enlisted man's shako. With the red pom-pom and brass shield plate surrounded by laurel branches, the important hunting horn and 'M' device make this a complete and original USMC shako from the Civil War period. There were only 600 US Marines in 1861, the foundation from which the Marine Corps numbers grew during the Civil War and is by far the rarest branch of military service during the Civil War.

The two-piece shield with 'M' at center of this ultra-rare example is surrounded by its original larger laurel branches. Making this 1st USMC shako even more special are the original US Eagle buttons at each side of the intact leather chinstrap. The patent leather visor is in very good condition as well making this an extremely important and attractive piece of American Marine Corps history. This is actually in better condition than the one on exhibit in the USMC Museum. The USMC 1859 shako insignia is illustrated in American Military Headgear Insignia by Duncan J. Campbell and Michael J. O'Donnell, figure 702. (just 3 others are known to exist including one in the USMC Museum, this being in the finest condition of them all).

\$25,000

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Lot 40

A Rhode Island officer's chapeau de bras of I.W. Clifford, Providence Marine Corps of Artillery dated 1842

The chapeau of black beaverskin, the front decorated with grey twill tame and cockade affixed with black silk passamenterie braid set with five black silk-covered buttons, an embroidered gold bullion and sequined six-pointed star and gilt brass buttons bearing the unit initials, a cannon and the date 1801. Black leather sweatband. White silk and striped cloth lining printed with maker's label Butts & Chace/3 Market Street/Providence. An old tag attached to the lining lacing notes the chapeau as a Gift of/Mrs. Herford/Powel. With original green pasteboard box, the lid with ink drawing of a Turk with drawn saber below a five-pointed star inscribed Marine/Arty/I.W. Clifford/1842. White ostrich plume panache. **\$7,500**

Footnote:

Provenance: William H. Guthman Collection.

Note: The Providence Marine Corps of Artillery were originally chartered in 1801. The unit was originally composed of seafaring men, the officers being members of the Providence Marine Society, from whence its name was derived. It took part in the expedition to Acote's hill in 1842. In the year 1847, it was equipped as a light Battery with four guns and caissons, as well as a battery wagon and forge. The first parade was conducted at Smith's Hill in Providence on 17 October 1847, and was known as "flying artillery", being the first Light Battery ever organized in the United States outside of the Regular Army. The PMCA served throughout the Civil War and eventually became part of the 103rd Field Artillery Brigade.

Lot 41

A Black USMC Pike Helmet

This early United States Marine Corps pike helmet is a rare and ornate example of late 19th century, early 20th century Marine Corps headgear. This model is actually from the Spanish American War era and never saw service after 1904. The heavy brass pike, eagle, globe and anchor are in excellent condition. A showpiece of Marine Corps history

\$4,500

Lot 42

A USMC White Pike Helmet – The Only Example Known to Exist

This incredibly rare “Unique” United States Marine Corps white dress helmet is in excellent condition, especially since it is the only example known to exist of the white version. Originally introduced in 1892, it was used in World War I and up until World War II, the large eagle globe and anchor is accentuated by the heavy gold braid at the visor and heavy brass pike at the top. This is a remarkably rare and Unique Marine Corps showpiece.

\$12,500



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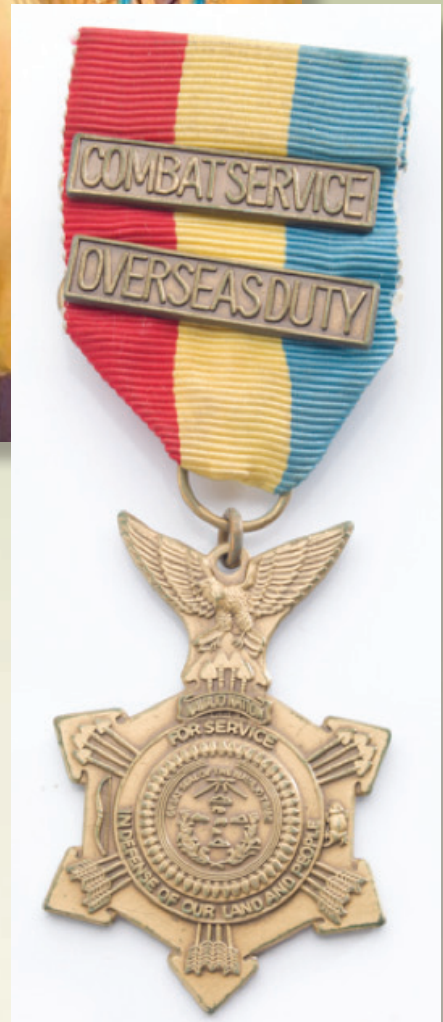


Lot 43

A US Marine Corps - Navajo Indian “Code Talkers” Combat Service Medal

This is a World War II medal awarded to the Navajo Code Talkers by the Navajo Nation for their combat service in the South Pacific. Awarded to the young Navajo men who served their country bravely by providing a code talking system that was never broken by the Japanese who could never understand the Navajo language, this is one of the rarest Marine Corps-related medals that exists.

\$3,500



Lot 44

Silver “Presentation” Lifesaving Medal-1939 made by Tiffany

A superb Naval Officer’s Silver Lifesaving Medal awarded to Edward Warner for bravely rescuing four persons from drowning on September 17, 1939. The ribbon has been replaced.

The Silver Lifesaving Medal was awarded under the same circumstances as the Gold Lifesaving Medal; the Silver Lifesaving Medal recognizes heroism of a lesser degree. The design changes in the Silver Lifesaving Medal parallel those of the Gold Lifesaving Medal. Originally known as the Lifesaving Medal of the Second Class, the first awards occurred on June 23, 1876. When Congress gave the initial approval of the wearable design in 1882, the 2-inch wide ribbon was light blue moiré.

\$4,500



Lot 45

A Nicaraguan Campaign Marine Corps Flag Carried by Lieutenant General Edward A. Craig, USMC

Edward A. Craig served in Nicaragua with the Guardia Nacional in 1929 before earning the Bronze Star and Navy Cross for action at Bougainville and Guam respectively. While in Nicaragua he carried this Nicaraguan flag as a means of communicating with US forces in the field. Craig's career spanned the World War I era through Korea where he was Commanding General of the 1st Marines Amphibious Assault Division at the Pusan Korea perimeter. The flag is accompanied by a Letter of Authenticity.

\$1,250

Lot 46

Personal "Flag" of W. G. Walker, USMC – Nicaraguan Campaign

This is a nicely hand-painted banner owned by W. G. Walker, USMC who served in many duty stations around the globe. From Hawaii to Nicaragua, his service locations surround the Marine Corps eagle, globe and anchor above a riband and the 'blue star' flag that family members of servicemen displayed starting in World War I.

\$750





Lot 47

**The Medal Grouping and Marine Corps Presentation Sword of
Marine Corps Tank Commander Captain Jack R. Munday, USMC
Battle and Capture of Okinawa 1945**

This medal grouping was awarded to United States Marine Corps Captain Jack R. Munday, an officer decorated for heroism at Okinawa in World War II. Munday would retire from the USMC as a full Colonel. His awards include the Silver Star (two awards) and the Purple Heart. This lot of medals is accompanied by Munday's personal, presentation "Mameluke Officer's Sword" the iconic symbol of the Marines along with photos of him awarding Purple Hearts to his men after Okinawa. There are also photos of Munday, and his tanks as commander in action with his men at Okinawa. A copy of his citation for the second Silver Star awarded for bravery at Peleliu Island is included as well. Captain Munday was also awarded another Silver Star for bravery at Okinawa. The Marine Corps gave out very few Silver Stars in WWII (less than 2000) and only to the most outstanding, as every Marine was expected to go over and beyond the call of duty. An amazing group of this Marine Corps Tanker's medals and Officer's presentation sword.

\$7,500





Marine Corps Presentation Sword of Marine Corps Tank Commander Captain Jack R. Munday, USMC

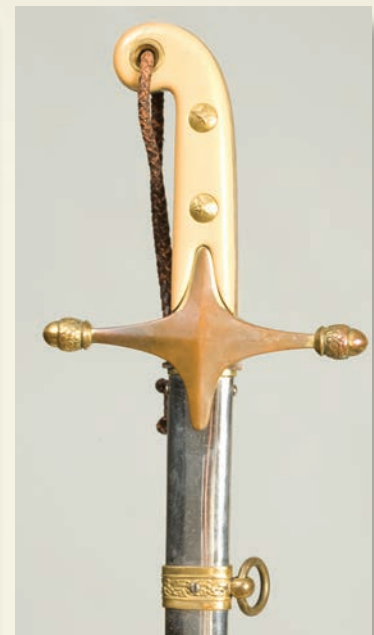
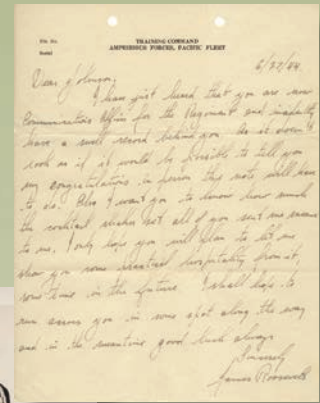


US Marine Corps "Raider's" Captain "Tex" Johnson - Presentation Sword with extra long blade for 6' 5" tall Marine Raider, letter from FDR's son who co-founded the Raiders, manuscript map of Japanese occupied island, photographs, and his USMC large vellum Military Commission 1941-1945

This is the finest USMC Raiders Mameluke Presentation Sword existent. It has a custom made, extra long blade to accommodate "Tex Johnson" who was 6' 5" tall. Also included is Lieutenant Colonel "Tex" Johnson, Jr's historic World War II U.S. Marine Corps, "Raiders" archive of war material. He began his military career in World War II as a Lieutenant in the famous 4th Marine Corps "Raider" battalion in February 1943, during the Marine Corps amphibious assault against the Japanese occupied Solomon Islands. The Japanese had arrived at New Georgia in the central Solomons in November, 1942 and began construction of an airfield which threatened American positions on Guadalcanal. On June 21, 1943, elements of the Marine 4th Raider Battalion began the operation to capture New Georgia from the entrenched Japanese occupation forces. The "Raiders" were an elite group of Marines sent in before the invasion to ascertain the troop strength of the Japanese forces.

Col. James Roosevelt, son of President Franklin D. Roosevelt, trained the 4th "Raider" Battalion for this New Georgia operation. This archive contains a manuscript map which Johnson secretly drew of Japanese entrenchments on the island prior to the American amphibious assault. There is also a Japanese flag that he captured, and his later battle map of Iwo Jima as well as a letter from Col. James Roosevelt congratulating him. Lieutenant Johnson's World War II Marine Corps officers presentation sword is a highlight of this collection. It was specially made for him with an extra long blade by Wilkinson in London (as he was 6 ft. 5 inches tall) and presented to him in 1943 with etched presentation including his name and the Marine Corps emblem on both sides of the blade and the original sword case with his initials in gold lettering. This is a fascinating sword and archive including his Marine Corps commission by President Roosevelt, of this great American patriot and Marine Corps "Raider".

\$9,500





Lot 49

Rare USMC Spanish-American War Officer's Hat

This rare, deep blue United States Marine Corps Officer's hat dates from the Spanish-American War. The eagle, globe and anchor device at the front has a rubbed patina, while the patent leather visor is still in very good condition. There is beautiful quatrefoil at the top and with the gold double hat cord at front, this a very attractive and historic USMC headgear. **\$6,500**



Lot 50

An Enlisted Man's Band Hat - USMC Circa 1912

This rare United States Marine Corps enlisted man's band hat dates from circa 1912. The eagle, globe and anchor device at the front has a rubbed patina while the patent leather visor is still in very good condition. A double hat cord at front makes this a very attractive and historic USMC headgear. **\$350**

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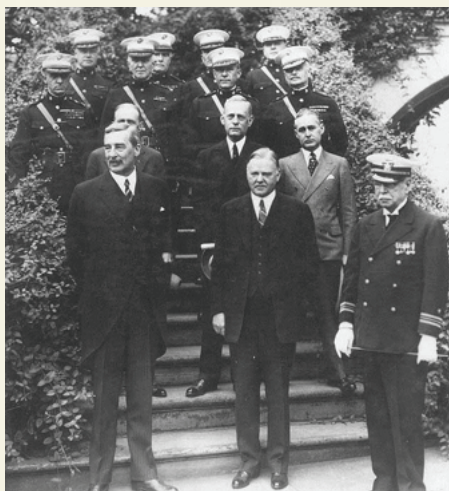
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Lot 51

**An Important Pair of US Marine Corps
"1908 Olympics" Shooter's Pistols
Colonel Edward Alonso Greene**

A shooter on the 1908 Olympic team in London, England, Lt. Edward Alonso Greene would ultimately retire as a Colonel with the United States Marine Corps. Greene was a marksman with the 1908 Olympic rifle team which competed at London. This pair of Smith & Wesson revolvers, one in .38 caliber with the other in .44, was presented to then-Lieutenant Green by the United States Cartridge Company as a token of their appreciation. Cased and in excellent condition, the revolvers are in near mint condition. The case has an engraved presentation plate commemorating his participation on the USMC 'Olympic' team. There are original boxes of .38 and .44 ammunition included as well. (FFL C & R required) **\$12,500**



USMC Colonel Edward Alonso Greene with President Herbert Hoover (front and center) at a White House reception in 1930. Colonel Greene is pictured on the back row, second from left.



Lot 52

A 5th Marine Corps Flag & Bugle used in France during WW I

This banner and bugle was owned and carried by a marine of the United States 5th Marines stationed with the Allied Expeditionary Forces in France in World War I. The 5th Marine's Brigade were activated on June 8, 1917 in Philadelphia and saw heavy action at Belleau Wood. There is also included a historic battlefield letter written by the Marine who carried this bugle and banner into battle.

\$6,500

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Lot 53

US Marine Corps tropical uniform from the US occupation of the Dominican Republic in 1919

In superb condition, all buttons intact, summer tunic worn by USMC Captain Carroll Byrd when he served during the US occupation of the Dominican Republic to the United States, with documents and a rare uniform from the brief US Caribbean occupation forces. The documents are from Santo Domingo City, October 2, 1919 in reference to transportation back to the USA by requesting that he be permitted to proceed to the United States via the USS Gulfport. This request was made because the USS Gulfport would land at a northern port (New York), which would be to his benefit for certain financial and business reasons. It was further requested that transportation for his wife be arranged for the same vessel as well as authority be obtained for him to take one Dominican woman domestic servant on the same transportation.

A rare USMC tunic from the US occupation of the Caribbean. **\$450**





Lot 54

A World War I USMC Standard Service Hat

This United States Marine Corps standard service hat made of a light green heavy wool. It has the eagle, globe and anchor device at the left front. A perfect example. **\$250**



Lot 55

A Rare World War I English-Made USMC Service Hat Glengarry Scotland style

This rare United States Marine Corps service hat was made in England/Scotland for American Marines en route to the battle front in Europe. It has the unusual two-button flap at the front, a dark eagle, globe and anchor at the front left and is made of dark green wool. On the right side is affixed a pin bearing the federal shield inside a laurel wreath over a crossed sword and axe. Made in Scotland and known as the "Glengarry" Marine Corps hat. **\$750**



Lot 56

A Very Rare White 'Piss-Cutter' US Marine Corps Garrison Cap ca. 1920-30

This white cap with embroidered insignia pre-dates World War II and was used by the United States Marine Corps only for a very short period of time during the intra-war years, in fact for only a few months before World War II. Few have survived and this is a must for any Marine Corps or military headgear collection or museum. The cap comes with a letter of identification from Colonel F. S. Nihart USMC.

\$3,750



Lot 57

A World War II Banner of the 13th Marines – Iwo Jima 1945

The 13th Marine Regiment was created in July 1918 as an infantry regiment. It served as an artillery regiment in World War II and played an active role in capturing Iwo Jima. **\$750**

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Lot 58

USMC Female Sergeant Uniform and Dog Tag

This uniform was worn by USMC WR, Anne Stachelski. Her jacket has USMC-EGA lapel insignia as well as collar tab, and coat buttons and her sergeant's chevrons on each shoulder. This uniform grouping consists of her jacket/skirt, which has her name stenciled on the waistband. A scarce Marine Corps set accompanied by her 1943 dog tags. **\$450**



Lot 59

Very Rare USMC World War II Chevrons

These two sets of United States Marine Corps chevrons and specialists' patches date to the beginning of World War II. The red and yellow chevrons are the regulation dress 1904 Gunnery Sergeant's stripes and are accompanied by the very rare white or 'undress' white Gunnery Sergeant's chevrons that were worn only from 1899-1904. The white chevrons have the Marine Corps eagle, globe and anchor over crossed rifles, while the 1904 stripes have the crossed rifles over the ordnance device. The white thread embroidered Marine Corps insignia is unique and ultra-rare. Two gunners and one bugler patches accompany these chevrons as well.

\$1,450



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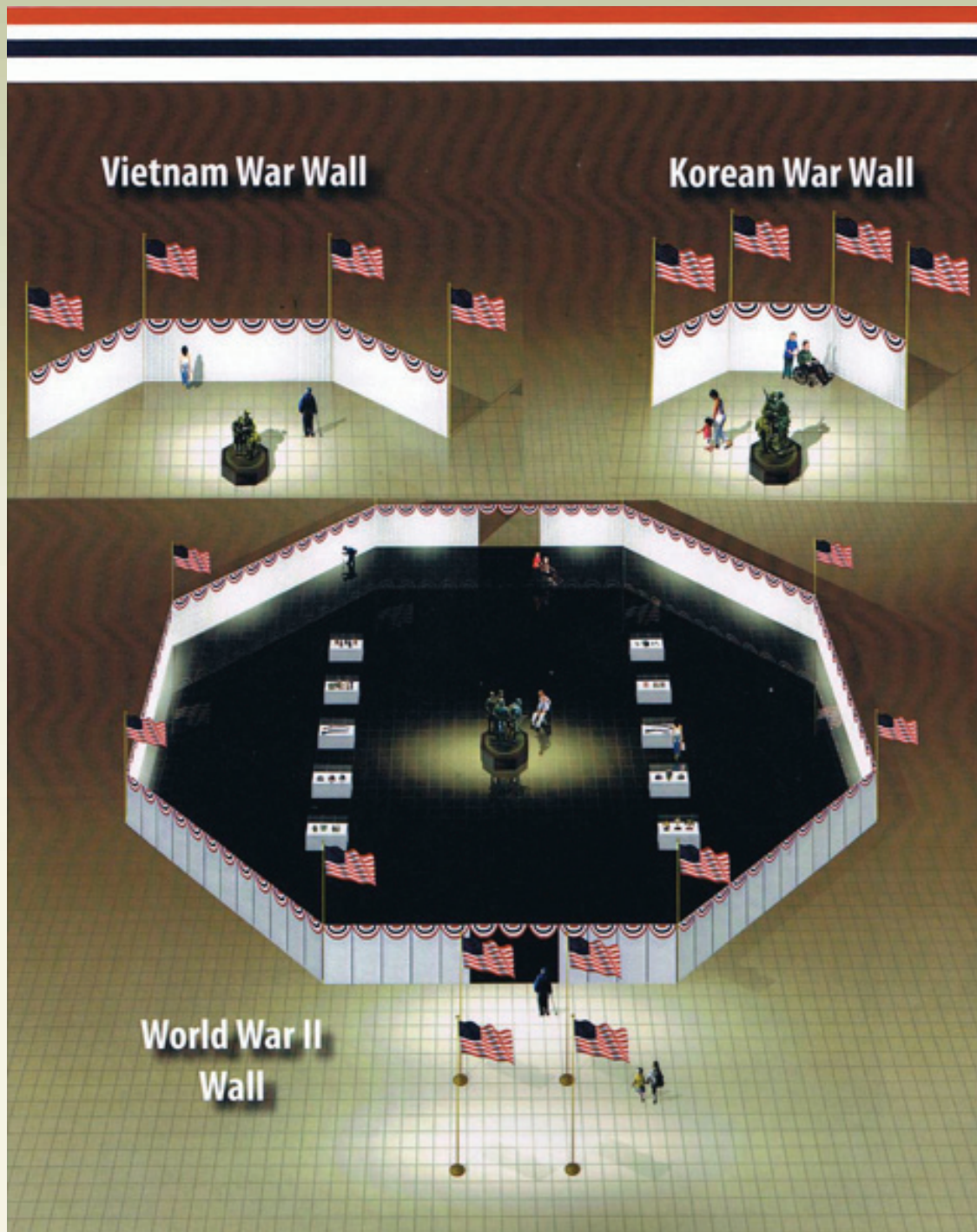
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Monumental Memorial Walls Museum Display - Commemorating the Killed In Action from World War II, Korea & Vietnam

These monumental walls are a memorial to the fallen who gave their lives in the conflicts of World War II, Korea and Vietnam. The World War II wall is inscribed with the more than 400,000 names of United States servicemen and women who died during the deadliest conflict of the 20th Century. There are 54,246 names from the historic, yet undeclared war in Korea on the wall dedicated to those that gave their lives in service of their country. The names of 58,226 killed-in-action from Vietnam make up the final and moving memorial wall of this Unique Museum Exhibit of all three war's.

Memorial walls are a powerful way to honor America's heroes who have given their lives for our country. Years in the making and thoughtfully constructed, these walls are perhaps one of the greatest tribute to our fallen heroes who have given all to keep America free.

The sheer magnitude of this collection of memorial walls is hard to comprehend. When viewed in person as hundreds of thousands of viewers from all over the world have done, it can be an overwhelmingly emotional experience. The World War II wall alone is 400 feet long and eight feet tall. There has been no effort like this before, all in one collection, to honor America's heroes. 600 feet total length. **\$125,000**





Lot 61

A 1941 United States Marine Corps First Brigade Iceland Plaque

The First Marine Brigade was formed in 1912 and saw service until 1950. Just before World War II it was activated to garrison Iceland. This commemorative plaque was designed to honor their service in that frigid climate. The First Brigade was sent to the country to assist the British troops who had already occupied Iceland, much to the chagrin of the native Icelanders. The United States was officially neutral at the time and was preferred over the British who were already at war. When the United States entered the war the brigade would see the occasional German reconnaissance aircraft but many Axis vessels had been sunk by Allied warships in the run-up to the US involvement in the war.

A number of Icelandic merchant ships were sunk by German U-Boats and thus the Allies supplied the Icelandic Coast Guard with underwater mines.

In February 1944 with Denmark being occupied by the Nazis, Iceland declared its independence in 1944 and, even though remaining officially neutral, cooperated with the Allies for the remainder of the war. German Admiral Karl Doenitz did send several of his two-man submarines to the islands and made secret landings just to 'prove' that he could land his forces on Iceland.

\$1,250



Lot 62

USMC Iwo Jima Posthumous Presentation "Silver Star" in Red WWII original Award Box and Documents

Accompanied by documents of 2nd Lt. Charles H. McCann USMCR who was Killed In Action during the bloody battle for Iwo Jima. He/his family was awarded this Silver Star posthumously after he was Killed in Action on Iwo Jima for gallantry during the deadly battles on Iwo Jima where he made the ultimate sacrifice on February 24, 1945 that secured the final assault on the Japanese homeland, and ended their domination of the Pacific. It is important to note that the US Marine Corps only presented 2000 Silver Stars during WWII, as every marine was expected to go over and above the call of duty, thus only certain heroic actions garnered a Marine a Silver Star.

\$4,500



Lot 63

US Navy 2nd Nicaraguan Campaign Medal

Still in its original box. The medal is numbered 76 out of the 1100 issued to US Navy personnel who fought in Nicaragua in 1912. Ultra-Rare and mint. **\$1,500**

Lot 64

US Navy – Haiti – from the 1st Haitian Campaign

Officially numbered 5186, in its original BB & B named and numbered box (5186) and still in its original tissue. Rare from this Caribbean island. **\$500**

Lot 65

US Navy – Cuba – 1908 Cuban Pacification Medal

Minted for the US Naval personnel that took part in this albeit brief conflict in the Caribbean. Officially numbered at the mint #1709 still in the original BB & B named and numbered box (1709) and still in its original tissue paper. Mint and rare West Indies service. **\$500**



Lot 66

US Marines/Navy – Mobile Base – WW I Victory medal

With official Mobile Base bar for duty on repair vessels in Combat Zone from April 6, 1917 to November 11, 1918. A very fine medal and ribbon/bar. **\$250**



Lot 67

US Marines/Navy – Naval Battery – WW I Victory medal and Naval Battery bar

Awarded only for duty onboard railway cars in France that were mounted with large US Navy Battleship guns during WW I. Unusual and quite rare and fine. **\$250**



Lot 68

WWII Navy National Pistol Shot Shooting Badges

Bronze, Silver and Gold marked 14K (1.2oz). A Very Rare and superb set of pistol marksman medals.

\$1,250

We Accept



Lot 69

"Typhus" Medical Medal – Only Presented to 150 Doctors during WWII, ca. 1944

Typhus was the most dreaded disease of the war. Many a POW and Concentration Camp prisoner died of Typhus. This very rare medal was only issued during WWII, to less than 150 Army & Marine Corps doctors who were trying to find a cure for the dreaded disease that took many civilian and military lives. Established under the guidance of Capt. (later Rear Admiral) Charles Stephenson by President Roosevelt's Order in 1942, the first medal was presented in 1944. The Typhus Commission and the award were discontinued in 1946. Very Fine and very rare as only 150 were minted.

\$1,250

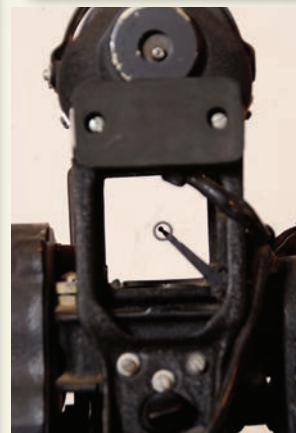




Lot 70

The Computerized B-29 Gunsight Developed by Yale Computer Engineer Dick Porter in 1944.

This gunsight was a closely held secret in World War II and was believed to be a key element in the self defense capability of the B-29 Bomber. Essentially the sight allowed a gunner to point all the available anti-aircraft guns on the B-29 at the same spot in space from a single remote location. The four turrets and tail mount of the B-29 all operated by remote control. The gunners sat at sighting stations inside the fuselage and manipulated their gunsights. Computers, connected to the sights, automatically figured deflections for any fighter that was within range. A system of control transfer enabled gunners to take over control of more than one turret for a single gunsight. For every turret in the B-29 there was a gunner who has 'first call' on that particular gun. The nose gunner was given first call on the upper and lower forward turrets. That afforded him the greatest possible fire power with which to meet a frontal attack. This was an amazing development for warfare of World War II. This computer system was designed by General Electric for Boeing Aircraft by Yale computer engineer Dick Porter in 1944. A forerunner to today's computer guidance systems, this was a breakthrough for the USAF. **\$27,500**



The Vietnam War Military Collection/Display



Lot 71

Vietnam wall of 58,000-plus names of those killed in action during the Vietnam War.

Vietcong Officer's Uniform. Includes pants, shoulder boards, and hat.

Vietnam 1919 Browning machine gun with ammo belt and tri-pod - de-milled; a M-60 machine gun - includes 100 round ammo belts, and barrel carrying case - de-milled.

Rare Vietnam soldier ground armor. It was hot and heavy in jungle warfare and the few sets issued were discarded.

Rubber Duck M-16 (Military training rifle), Law Rocket Launcher (de-milled), Vietnam Night Scope

M-16 pouches with magazines, 60mm mortar grouping mortar, bipod, sight, cover, base plate, aiming stick, manual, de-milled round, 81 mm mortar training round with fuse, 81 mm aerial flare, Viet era flak jacket, Wooden GI field desk, Signal Corp motion picture projector - (3) large reels of training film

U.S. Army metal small arms storage rack M-12, steel, holds 12 rifles

Complete Claymore mine set including: Roll of wire & Clacker (triggering device), two dummy blocks (dated 1967), Wooden crate with (29) M-67 grenade cardboard tubes

Vietnam combat boots, Emergency Radio URE 68, Complete radio field set, telephones with G-2328/CRA unit, bag, and manual, PRC-6 Walkie Talkie, Backpack PRC-77 Radio

Metal anti-vehicle mines (round); Plastic anti-vehicle mines (rectangle), Inert 2.75 inch aircraft rocket as used on helicopters, Green Vietnam era helicopter helmet with visor, Early flight helmet (white) with plastic cap visor including earphones, straps, mike

Jacket (Nobis name with beret), LRRP early pattern jacket (Parker name), OLOTP jump wings and badge with black beret, Later version of last jacket with nylon rip-stop (Kleath name) with Booney hat, cloth patches, Early woodland pattern camo shirt and pants with M-14 ammo, belt, and early soft backpack

Complete cotton uniform (Hefner name) with infantry badge patch, jump wings patch, AA patch, Ranger patch, large AA patch, helmet with cover, pistol belt, black leather pistol holster, Airborne Ranger jacket (named to 1st Lt. Michael Arthur Smoge) 1968 with airborne/ranger patches (cotton), Vietnam era shirt with patches, Dress jacket (Harmone name) with all decorations, Vietnam Woman's green uniform (Robinson named), U.S. Navy jacket, slant pockets, Riv-Ron 5R patch TF-116 patch, Original 'booney' hat with patch, River Patrol Force TF-MC with white cloth bandana 24-21 stamp (River Patrol Force Badge), Shirt, early pattern, short sleeve U.S. Navy patch, Mine Division. Vietnam (rank name)

M-79 grenade launcher vest, Vietnam medical field packs (small), with original contents, Vietnam helmet with original combat used cover, Vietnam metal pack frame, Plywood field backpack

Four foot long 50 cal. Machine Gun Ammo belts, with dummy ammo

Captured Vietcong flag

Vietcong grass pointed hat, Vietcong "black pajama" uniform with back pack, canteen, belt and rice shoulder pouch, Vietcong hard hat, De-milled Vietnam grenades, regular and baseball style, Vietnam canteen with cover, Combat blanket

Bayonets: M-14 with sheath, M-16, no sheaths; U.S. Navy M-16 with sheath, M1 carbine bayonet with leather handled sheath, carbine bayonet with plastic handle

Carton of Vietnam combat meals, Display cardboard boxes for combat meal

U.S. "issue" commercial radio (GE) short wave and regular. Standard receiver radio.

1964 U.S. field compass

ENTIRE COLLECTION, INCLUDING VIETNAM WALL LISTING THE 58,000 KILLED IN ACTION

\$87,500



Lot 72

**“Back to Back in the Combat Zone”
Life-size Vietnam War Bronze Sculpture**

Patriotic Sculptor - Fred Hoppe, Jr., an internationally acclaimed artist, created this commemoration of three combat troops from the Vietnam War. The life-sized sculpture is a remarkable depiction of each soldier protecting the other in a firefight. All three soldiers were sculpted by the artist from real life Vietnam combat veterans, their photographs and military records of whom accompany this highly detailed sculpture. The three U.S. Army soldiers are each holding different, separately cast weapons that were most commonly used on the battlefields of Vietnam including the M-16 Colt rifle, an M-60 machine gun and a M-79 grenade launcher.

Fred Hoppe, an American sculptor, has completed commissions for international figures including former president George Bush, General Norman Schwarzkopf, to mention only a few.

The sculpture is exquisitely crafted and designed for interior or exterior display and measures six feet in circumference, 7' feet tall without base and weighs 1,200 pounds. The sales price includes delivery within the continental United States.

\$125,000

Uniform & Hat worn by Jimmy Stewart in the 1958 Movie *Strategic Air Command*

Jimmy Stewart, one of Hollywood's truly iconic film stars was also a hero during World War II flying B-24 bombers deep into Nazi-occupied Europe risking his life – much to the dismay of Hollywood film executives who worried that America's leading man would lose his life in the service of his country.

Jimmy Stewart's war service began in August 1943, as he was assigned to the 445th Bombardment Group at Sioux City Army Air Corps Base in Iowa, first as operations officer of the 703d Bombardment Squadron and then as its commander with the rank of Captain. In December, the 45th Bombardment Group flew its B-24 Liberator Bombers to RAF Tibenham, Norfolk, England and immediately began combat operations. While flying missions over Germany, Stewart was promoted to Major. In March 1944, he was transferred as group operations officer to the 453rd Bombardment group, a new B-24 unit that had been experiencing difficulties. As a means to inspire his new group, Stewart flew as command pilot in the lead B-24 on numerous missions deep into Nazi-occupied Europe. These missions went uncounted at Stewart's orders. His 'official' total is listed as 20 and is limited to those with the 445th. In 1944, he twice received the Distinguished Flying Cross for actions in combat and was awarded the Croix de Guerre as well. He also received the Air Medal with three oak leaf clusters. In July 1944, after flying 20 combat missions, Stewart was made Chief of Staff of the 2nd Combat Bombardment Wing of the Eighth Air Force, and though he was no longer required or expected to fly missions, he continued to do so. Before the war ended, he was promoted to colonel, one of the few Americans to rise from private to colonel in four years.

This remarkable movie prop uniform grouping was worn by Jimmy Stewart in the Hollywood blockbuster *Strategic Air Command* where he aptly played a squadron commander, Colonel Dutch Holland in the United States Air Force. This uniform jacket complete with senior pilot wings, Colonel's eagle insignia and ribbons along with the uniform officer's hat Stewart actually wore during the film are complete with a letter from Paramount Studio's own Rona Boyne certifying its authenticity. The Paramount film label bearing Stewart's name is still inside the senior officer's hat. The entire uniform is in excellent condition, a memento of one of Hollywood's greatest legends in a role he had previously acted out in real life during World War II.

\$9,500



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Lot 74

D-Day Life-Size Bronze Sculpture of 12 Soldiers charging Normandy Beach in 1944

An amazing Life-size and large bronze sculpture of a company of 12 US Army soldiers charging onto Normandy Beach on June 6th, 1944. Cast using original photographs of each of these real life combat soldiers and accompanied by copies of their war date photographs and their war records. A remarkable and historical World War II sculpture perfect as an Entry to a Museum building or a large private collection.

This artwork is 24 feet long and 9 feet tall; it is mounted on a cast bronze base and suitable for both inside as well as outside display. Sculpted by Fred Hoppe, Jr. the internationally renowned artist, famous for creating the world's largest WWII Memorial sculpture. This historical masterpiece is awe inspiring and accompanied by historical documentation of each of the soldiers it depicts. Artist: Fred Hoppe, Jr. weight 10000 lbs., length 24 feet, height 9 ft., bronze heavy casting with all weapons and accouterments cast from originals, all faces from different combat soldiers that were in the D-Day Invasion on June 6th, 1944 **\$550,000** (Plus S&H)

(Note: Single sculpture of just the squad leader, point man with M1 Garand can be purchased separately on a solid bronze base for just **\$65,000** plus S&H)

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