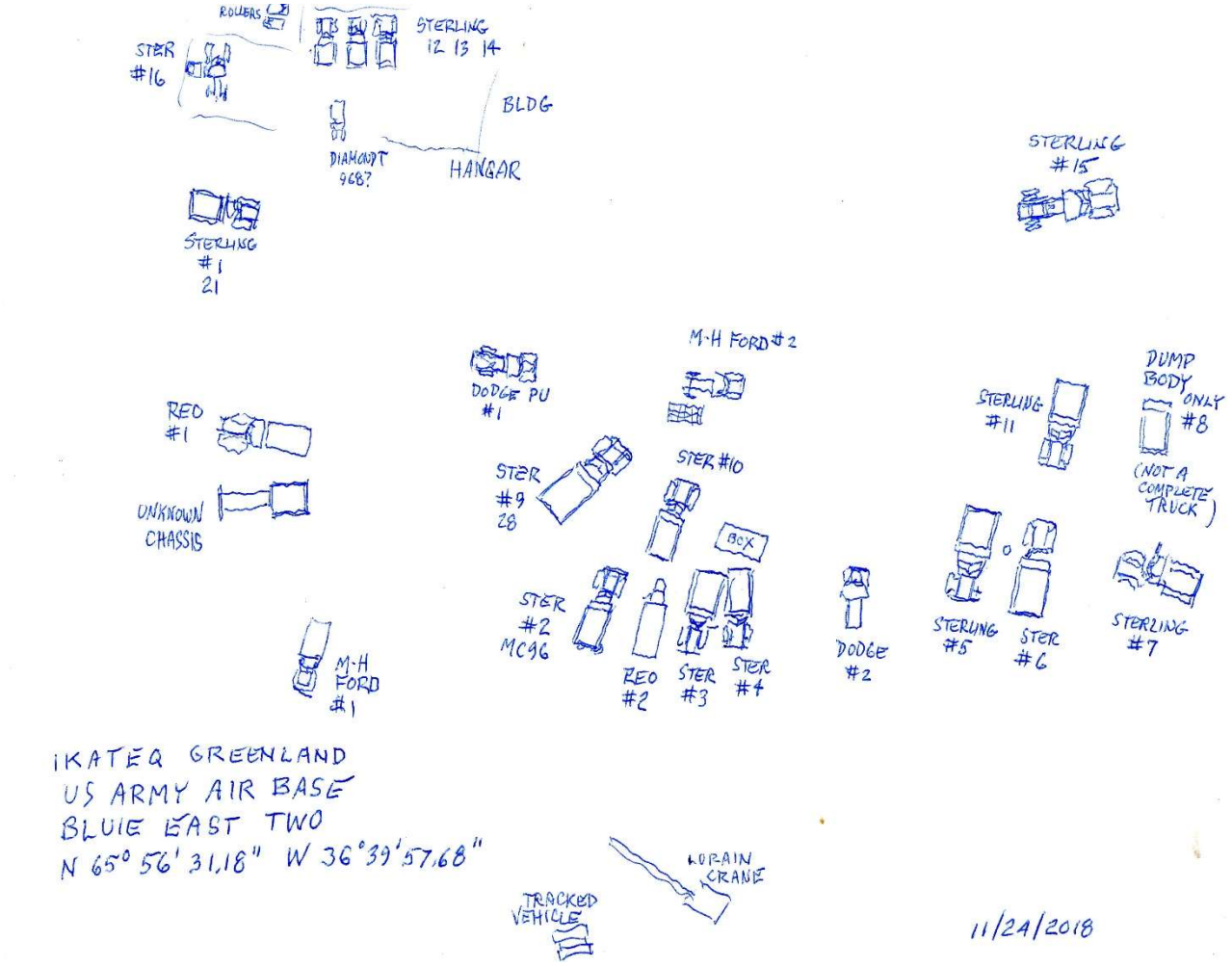
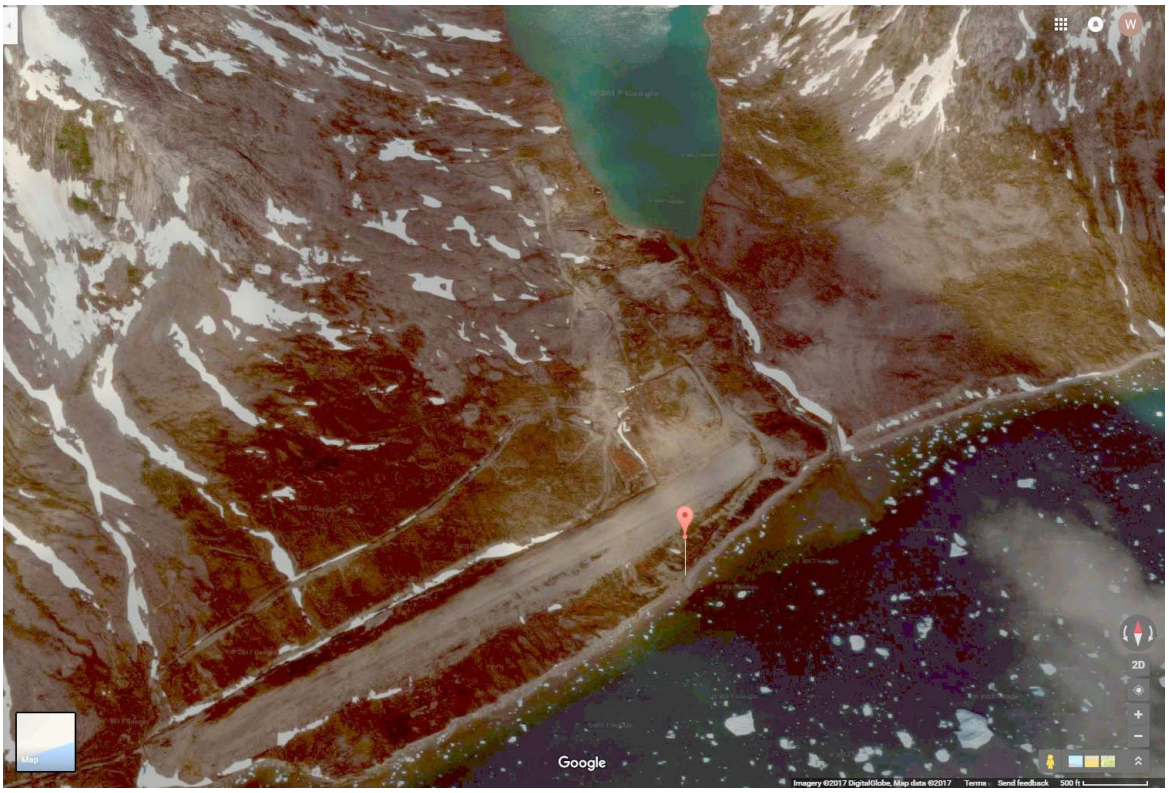
Trucks and Equipment at Ikkatteq Greenland US
Army Air Base
Bluie East Two
N 65 deg 56’ 31.18” W 36 deg 39’ 57.68”

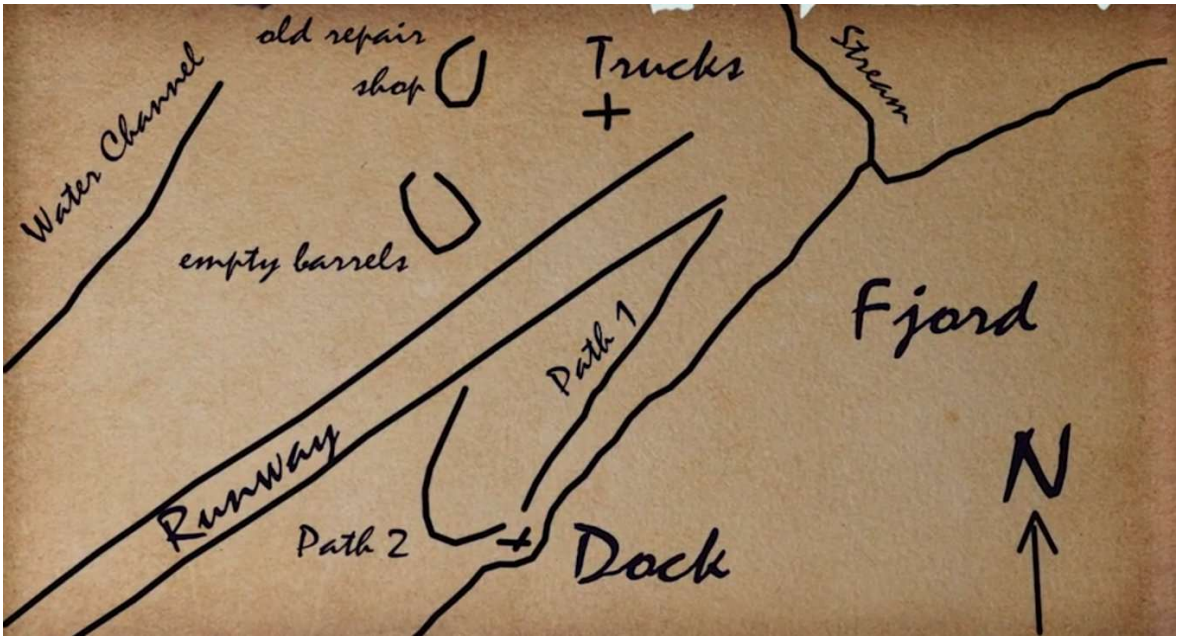
This is an attempt to map out the approximate positions of some 15 Sterling trucks, 2 Reo trucks, 2 Marmon-Herrington Ford trucks, 2 Dodge pickup trucks and some other miscellaneous equipment that is languishing at an abandoned US Army Air Base at or near Ikkatteq, Greenland. The positions and identification of these trucks and equipment have been deduced from study of photographs provided by Hans H Harmsen of the Greenland National Museum as well as other photographs of the area as found on the internet over the last few years.



In the above illustration the general position of the various trucks and equipment have been crudely represented. No attempt was made to position the trucks in scale but instead it was my goal to position the trucks and equipment in a general cluster oriented to each other to some degree.



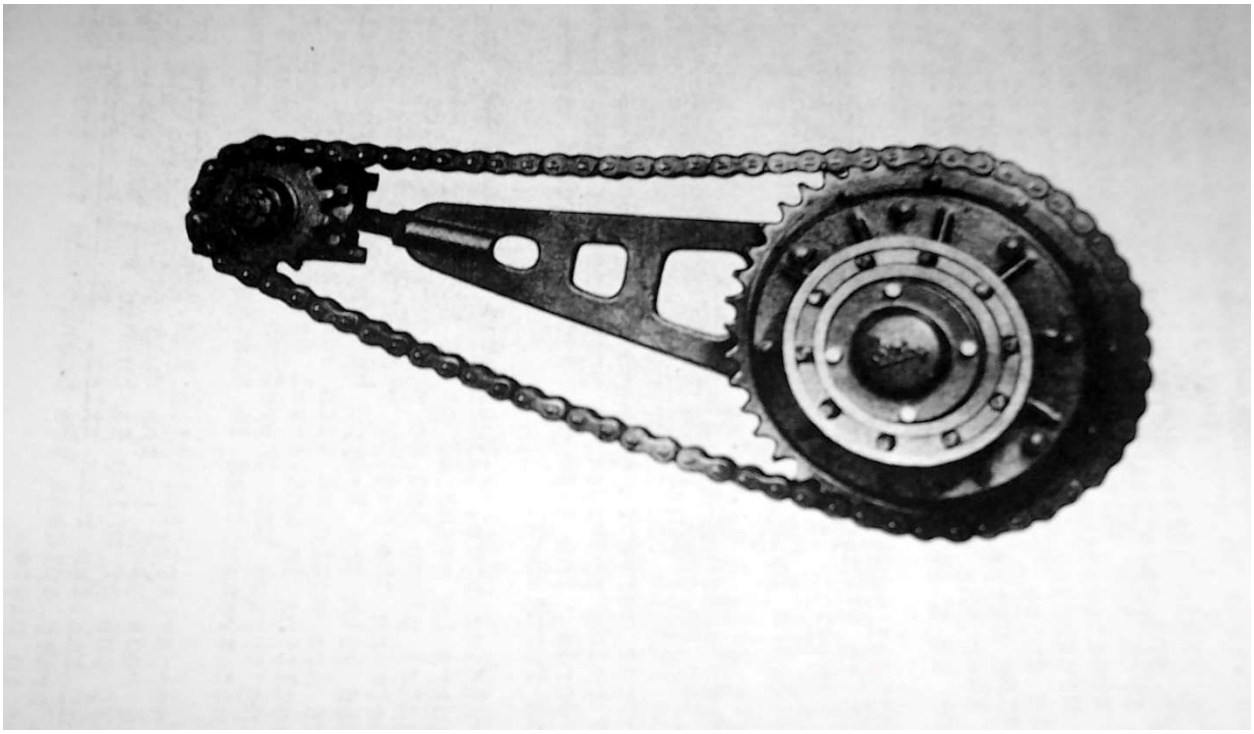
Above is a general layout of the area as found on Google Earth Maps when the position N 65 deg 56' 31.18" W 36 deg 39' 57.68" is keyed in. The runway of Bluie East 2 can be found as the parallel gray stripe parallel to the water at the lower right. The map below was taken from a screen shot of a video provided at the following internet site: https://vimeo.com/111537516. The coverage of the trucks begins at about 59 minutes and extends through about 1 hour 05 minutes. The map appears at about 1 hour 01:51 minutes.



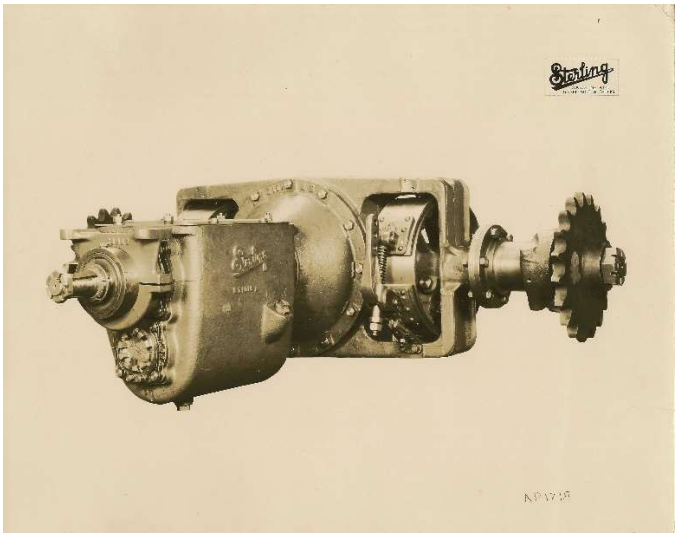
The trucks were numbered arbitrarily from my earlier attempts to position them dating back to January 2017. I collected images from the internet that were taken by numerous individuals who had travelled to this area of Greenland for various reasons. All thought that the area was worth photographing. I'll begin with the images provided by Hans H Harmsen:

This truck is #1 from my earlier numbering and is perhaps the most complete of the Sterlings represented. The rear suspension with the cast vee radius rod (this positions the rear axle and has an adjustment nut at the forward end to control the position of the rear axle relative to the jackshaft so that the chain tension of the chain drive may be adjusted). By the early 1940s only a few Sterling truck models used this cast Vee radius rod: The HC145, the HC147, the HC156 and the HC165. Also the larger HC200 and HC250 used a similar arrangement. The HC147 and HC165 used underslung rear springs so that they had no visible springs or spring hangers above the bottom of the truck's chassis frame rail. You can clearly see the helper spring and forward spring pad in this photo which rules out the HC147 and HC165. The HC156 was made in a very small quantity and generally were supplied with Dayton cast spoke wheels unlike the Budd type of steel wheels shown in the photo above. The HC145 was rated at 36,000 lbs. gross weight capacity which is towards the upper end of capacity for a single axle truck even today. Sterling built about 500 or so HC145 models from 1939 to 1946. Serial numbers proceeded from 145HC601 in 1939, 145HC662 up in 1940, 145HC6147 up in 1941, 145HC6298 up in 1942, 145HC6506 up in 1945. The highest known s/n was 145HC6517 built in May, 1946. Known s/n's built for George A Fuller, Merritt, Chapman & Scott (builders of US Army Air Bases in WWII) were: 145HC6149 A3673 (3/1941), 145HC6167 A3793 (3/1941), 145HC6404 (A number unknown – likely A4814) and 145HC6405 A4815 (last 2 were delivered in May, 1942). The tires on the trucks in the photographs appear to have

24 inch rims by my eye. Maybe 22 inch. Both sizes were supplied on HC145s. All in all, this looks like an HC145 to me.



This is a picture of the Sterling cast Vee type radius rod including the front drive sprocket (to the left) and the larger rear hub and drive sprocket to the right. The 1-3/4" pitch roller chain surrounds the assembly. The chain tension is controlled by the adjustment screw and nut on the left end of the cast Vee type radius rod.



This is a view of the jackshaft and auxiliary transmission assembly as used on the Sterling model HC145. The jackshaft housing encloses the differential gears and surrounds two pulley type brake drums (hand brake assembly)which was unique to Sterling. The photo at the right is of the same jackshaft / auxiliary transmission assembly as photographed at the Ikkatteq Airbase by an unknown photographer. This lends further weight to the theory that the Sterling dumps are model HC145 (or at least several are). This assembly is likely in place on Sterlings #11 and #15 and perhaps others (#12, #13, #14 and #16).

This is Sterling #2 which I believe is an MC96 model. The curved front frame horns (note that the frame rails curve down at the junction to the front bumper)were typical to the M series Sterlings. These trucks also were built with 60 inch wide cabs whereas the HC145 had a 64 inch wide cab. The M series cabs were cut down from the larger cabs and welded together at the center of the roof (and probably at the center of the cowl) This lent a different proportional aspect to the appearance of the truck when compared to the larger models. The MC96 was built from 1939- 1945 and serial numbers proceeded from 96MC601 to 96MC6106 as far as is known (this accounts for 106 units, the 6 in 601 and the 1st 6 in 6106 accounted for the 6-cylinder engine. The serial number along with an "A" number would have been stamped on the left frame rail likely about a foot behind the bumper. "A" numbers proceeded from about A3000 to about A6900 during this period, the A numbers being no longer used after some point in 1945. The observer will also notice that the sides of this dump body are lower than those on the HC145 model trucks. I think that this is the only M series Sterling at Ikkatteq. I think from other photos that this truck has its rear axle and suspension (see photo of Dodge #1). If so, the radius arms would be of the tubular type rather than the cast Vee type and they would be under the frame rather than alongside it. The truck is narrower than would be otherwise as a consequence of this design. This truck model had a 24,000 lbs. Gross Vehicle Weight Rating (GVWR).

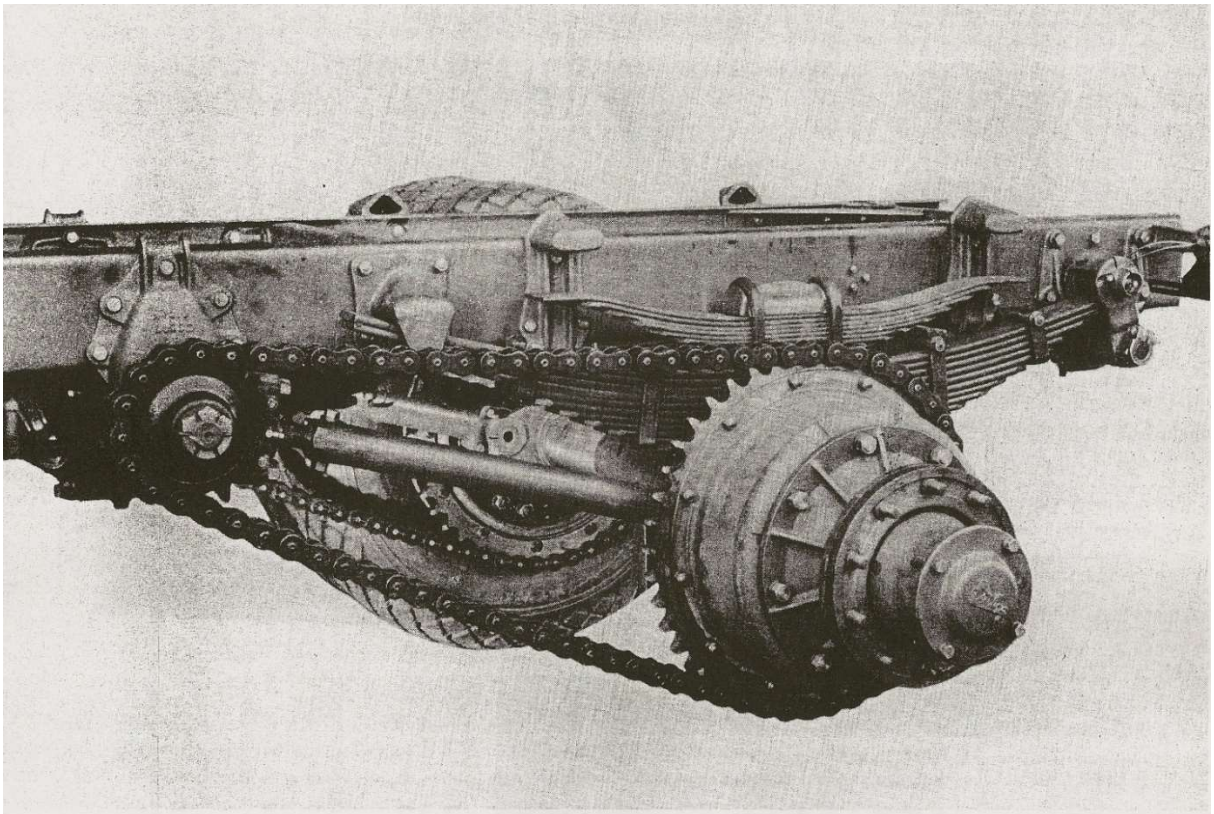


Figure 28
Rear Spring Suspension Wide Track Rear Axle
With Tubular Radius Rods
Side View

This illustration shows the type of rear suspension used on the MC96 model Sterling as well as the larger HC144 model. One Ikkatteq photo shows that the rear hub is still in place on the truck that is identified as an MC96 which means that much of what is in this illustration is likely also there. These type of radius rods were called tubular radius rods. They were positioned under the truck's frame and did not add to the overall width of the rear axle / suspension assembly whereas the cast Vee type did add several inches to the overall width of the truck since it was not possible to position them underneath the frame.

These photos illustrate the dash gauge cluster of the MC96 (left) and HC144 / HC145 (right). The MC96 was in front of the driver and the HC144 / HC145 was in an oval cluster in the center of the cab. Each of these photos are of restored trucks in Pennsylvania. The photo on the left is from the internet; I took the photo on the right.

Sterling #3 and #4 Dodge #2 (pickup - ?)

The two Sterlings in this photo appear to be HC145 models. The trucks below are the same - #3 & #4.

This is Sterling #5 and it appears to be an HC145 model as well. Since the rear suspension is missing as it is on some of the other Sterlings it is possible that this was a model HC144. In my opinion it is likely that this is an HC145 since it is known that several of them were supplied for the purpose of building air bases in the North Atlantic region. The HC144 models also had a 36,000 lbs. GVW capacity but had tubular radius arms like the MC96. This is the only truck missing its left front fender to my knowledge. Marmon-Herrington Ford #2 4x4 truck cab and chassis appear in the background.

This is Sterling #6 and is likely also an HC145 model. Since much of the rear suspension is missing the HC144 model can not be ruled out. This is the only truck missing the cab roof and windshield to my knowledge at Ikkatteq.

This is Sterling #7 and I think is at the extreme right side of the various Sterlings at Ikkatteq. The original radiator guard appears to be laying on the ground to the left of the truck. Here is another photo of this same truck found elsewhere on the internet (I don't know the photographer):

Sterling #7 Left Side View – Likely model HC145. The frame serial number would provide proof.

This is Marmon-Herrington Ford #2 at the left, Dump body #8, Sterling #11 and Sterling #5 at the right. Originally, I had thought that #8 was a complete truck and had numbered it as a Sterling, but it does not appear to be so.

Sterling #2 (MC96) at the left, and Sterling #9 in the foreground. Two Sterling hoods are visible either side of the rear of the truck in the foreground. A front radiator guard for a Sterling is laying on the ground to the right.

This is a photo of Sterling #10 at the left and Sterling #9 to the right.

(dump body #8 at the extreme left) This is Sterling #11 and Sterling #7 at the far right. The cast vee radius rod (arm) and rear suspension typical to the HC145 model is quite apparent in this view (Sterling #11).

This is Sterling #12 & #13 in the back of the remains of the hangar structure. This truck has some green paint left and a different kind of dump body than the others. I do not know who took this or the next photograph.

This is Sterling #12, #13 and #14 in the rear of the building structure.

This is Sterling #15 which is apparently a ways away from the other trucks. This truck has all of the identifying characteristics of a model HC145 and is one of the few trucks up on its tires. I wonder if dump body #8 came off this chassis. Photographer unknown.

Here is a front view of Sterling #15. Photographer unknown.

This is Sterling #16 which I think is at the far corner of the building (hangar?) remains.

These are the two road rollers behind the structure. I think that is Sterling #16 in the building.

Here is Reo #1 in the middle ground left and Marmon-Herrington Ford 4x4 in the foreground. In the left background is the remains of the building structure. The position of the headlights suggest that this truck was set up for plowing perhaps with a Sicard Sno Go, but the body was a plain flatbed which suggests something else or perhaps it was fitted with that body later-?. It is interesting that none of the Sterlings had a plow frame and apparently were not used for snow removal.

This photo illustrates a typical Marmon-Herrington Ford 4x4 set up with a Sno Go for snow removal. This is my photo of a collector's M-H in Maine.

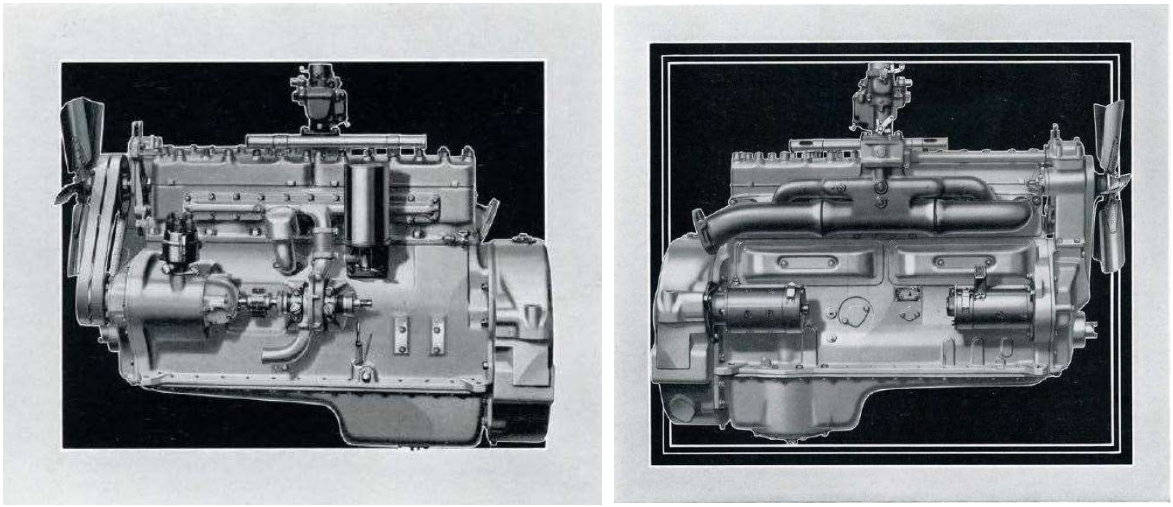
This is Dodge pickup #1 visible to the left and Marmon-Herrington Ford 4x4 #2 at the right. This truck has a reinforcing strut through the front fender possibly for snow removal equipment but does not show signs of the headlights being set up for that. Photographer unknown.

This is Reo # 1 with unknown chassis to the right. Photographer unknown.

Unknown chassis next to Reo #1. Sterling #2 (MC96) is visible behind it with Reo #2, Sterling #3 tipped to the right, Sterling #5 (Sterling #4 does not show) and Sterling #9 to the left (obscured by the back of Reo #1).

Dodge pickup #1. In the center closest to us is Sterling #9 and to the right of that is Sterling #2. Note that the rear hub assembly appears to still be attached to that truck (Sterling #2) indicating that the entire suspension may still be in place.

Sterling #9, back of Marmon-Herrington Ford #2, Sterling #2 (MC96), Reo #2, Sterling #3, Sterling #4, Dodge #2 to extreme right. In the left foreground is a Steering column from a Sterling (Distinctive bracket which surrounds the column and mounts the steering box), Waukesha cylinder block in the center foreground which would be typical to a Waukesha 6SRKR such as was used in the Sterling HC145 (and HC144) in the early 1940s. In the right foreground is a differential gear and auxiliary transmission (upside down) from a Sterling like used in the HC145 (and HC144). Not sure what the jack post or the item to the right extreme foreground is.



Waukesha 6SRKR 517 cubic inch displacement engine as used in the Sterling model HC145 (and HC144)

This is Dodge #2, Sterling #5, Sterling #6 and Sterling #7. Dump body #8 shows above the front fender of Sterling #7.

Dump #8, Sterling #11, Sterling #5, Sterling #7 (tipped to left), Sterling #4 (from behind tipped to right), Sterling #3 (only can see part of dump body from rear), Sterling #10, Sterling #9 (28 on door). Sterling #2 (MC96) dump body shows behind Sterling #9.