Uniforms



Arthur Rixon British tankers coveralls

- Sgt Arthur Rixon was part of the 79th Armored Division Landings on Sword Beach during the invasion at Normandy on June 6th, 1944.
- The 79th Armored Division was attached to the 3rd Canadian Division for the initial assault on German-Occupied France that took place on "D-Day".
- Sgt Rixon had been a driver/Mechanic with the 1st Royal Dragoons Armored Car Regiment 79th Armored Division since enlisting in 1940. His deployments took him through Africa, Italy, France and eventually to the Liberation of Copenhagen.
- Arthur Rixon is the father of AHM Lead Docent, Colin Rixon



German Paratrooper (Fallschrimjager)

Soldiers jumping out of planes was a new concept in WWII requiring specialized equipment including this splinter Camo combat jump smock, Special Steel helmet, Boots and even knee pads. A Special white linen parachute and gravity knife were designed for use by these "hunters from the sky"



MK VIII Cromwell

- This unit was built 1944
- first tank put into service by the British to combine high speed from a powerful and reliable engine (the Rolls-Royce Meteor), and reasonable armor.
- The Cromwell was the fastest tank in the UK's arsenal with a top speed of 40MPH
- The Cromwell's excellent V12 Meteor petrol engine was a non-supercharged version of the Merlin engine used in Spitfire fighter aircraft.
- This is one of only two Mk VII Cromwell tanks in the Western hemisphere.



Churchill MK VIII Crocodile

- The flame-thrower unit was installed in the hull gunners position and a trailer carrying 480 gallons of fuel and propellant was attached to the rear of the tank.
- It could shoot flames over 120 yards for up to 80 seconds, usually in one second bursts.
- The flame thrower uses 4 Imperial gallons of fuel per second.
- Because of the terror this weapon had wrought, captured Crocodile crews were often executed on the spot by Germans.
- Churchill Crocodiles served in europe and later in Korea
- Of the approximately 950 made, 15 are known to still exist



Ordnance QF 6 pounder

- First saw services in North Africa in April 1942
- The Ordnance Quick-Firing 6-pounder 7 cwt,or just 6-pounder, was a British 57 mm gun, serving during the Second World War as a primary anti-tank gun of both the British and American Army's



Universal Carrier

- Used by 21 countries during WWII including Germany and Japan (captured from the British)
- Also called a Bren Gun Carrier
- Produced from 1934 to 1960 with about 113,000 made
- Multi purpose including towing small guns like the QF 6 pounder

Battle of the Bulge



Jagdpanzer 38t (G13)Hetzer

- Requirement came up due to the Sturmgeschütz III (StuG III) factory receiving heavy bomb damage
- Based on the Panzer 38t tank, it uses the same engine, transmission and many other parts, but is very different. For example the suspension, wheels and tracks look the same, but the are different and not interchangeable with the Panzer 38t
- Designed as an ambush vehicle facing the enemy. Heavy front armor and limited traverse on the gun meant the vehicle needed to take on the enemy from the front.
- Frontal armor was nearly the equivalent of the Tiger due to the slope
- Side, back, top and bottom armor was only thick enough to protect against 7.92mm AP rounds.
- The Hetzer name was never an official name, more of a nickname meaning "hunter"
- Approx 2,827 built.
- Nearly 1,500 more in production at war's end.
- Half the cost of a Stug III

This "Hetzer"

- Built after the war in 1945 in Czech for Swiss contract
- **G13** It is just the internal manufacturer's code name for the Jagdpanzer 38 in the Škoda Factory. A WW2 wartime Škoda Jagdpanzer 38 Hetzer was called a G13 in the factory and on all internal documentation.
 - **G** = tank hunter, 1 = light, 3 = model i.e number 3.
- In service with the Swiss Army
- Acquired by MVTF in Dec 1993



M4A3E2 Sherman Jumbo

- In March of 1944, the US government inked a deal that would bring some 254 of the modified Shermans to life to which the Ordnance Committee applied the designation of "M4A3E2" to the type "E" signifying the type as an "experimental design."
- The Sherman M4A3 hull by adding an extra 1.5" of armor plate to the hull front and sides. The original turret was also replaced with a new casting that had a maximum armor of 6" thick with a 7" thick gun shield. The added armor increased the weight of the tank from 35 to 42 tons.
- The first 128 Jumbos arrived in France via Cherbourg on the 22nd September 1944.
- All "Jumbo's" were assigned to the First, Third and Ninth Armys. All three armies saw combat during the battle of the Bugle
- There are believed to be eight complete survivors and maybe 3 incomplete hulls
- This Jumbo is one of only 2 running Jumbos in the world



M16 Multi Gun Carriage

- Equipped with four .50 caliber (12.7 mm) M2 Browning machine guns in an M45 Quadmount as an Anti Aircraft weapon
- Used heavily in the anti personnel role. Firing nearly 2,400 rounds per minute it was nicknamed the Meat Chopper when used in this role
- 3,550 made



M8 Gun motor carriage

- The museums M8 was built in 1943 (Serial # 1270, build by Cadillac June 1943)
- Built using the chassis of an M5 Stuart tank
- Went to France IN 1955
- Produced by the Cadillac division of General Motors, the M8 (HMC) was armed with a 75mm Howitzer M2/M3 mounted in an open topped turret and was designed for use as a close support weapon.
- The M8 was used against fortified enemy positions and, because of its high elevation turret, was good at hitting the enemy on sides of hills.
- The M8 (HMC) saw service with the U.S. Army in Europe and Pacific during WWII. It was also provided to the French who used them in Europe and post-war Indochina and Algeria.
- Estimated that only 5 are left in the US and only 3 are in museums on display.

Uniforms



Left to Right

101st Airborne M42 Jump Jacket

On display is a M42 Jump Jacket worn by Pvt. Duane Tedrick (Later Sgt.) from Company "D" 506 PIR, 101st Airborne.

The 101st airborne jumped from C-47's into German-occupied France in the area of Normandy on June 6th, 1944. They were deployed in advance of the Allied invasion of the beaches on "D-Day". The 101st then fought through France and were in Belgium for the siege of Bastogne, as part of the larger "Battle of the Bulge"

German Panzer Officer

This Second Leutnant (2nd LT) is wearing his dress uniform and overcoat. He served with the 39th Panzer Regiment as identified by the numbers on his shoulder boards. This unit was heavily engaged in combat throughout the war.

U-Boat Wintergarden (Currently on display in the hanger)

- Built in Wroclaw, Poland for upgrading a TypeVII U-Boats anti aircraft protection
- Was never sent to the shipyard for installation after being built. Most likely due to the Red Army pushing the Germans out of the city. Late December 1944 early January 1945
- Wroclaw is about 75 miles east of the current German border
- Served as a war trophy at the Polish navy's Inland Navigation school in Wroclaw.

- Graduating classes would pose on the platform
- In the late 1980's, the Navy closed the school and it became a normal school
- By 2003-2006, it was covered in graffiti and was rusting
- In 2009 it was acquired by a collector with the intent to restore it.
- AHM worked through a broker in Prague to acquire the platform. It is unclear where the platform was from the time it was removed from the school to being acquired by AHM
- U-boats had the highest fatality rate of any service during the war with a 75% fatality rate. The second highest rate was the merchant marine manning the ships that the U-boats hunted.
- This is the second largest U-Boat artifact on display in the US. The largest artifact is the entire U-505 on Display at the Museum of Science and Industry in Chicago.
- There are 4 complete WWII U-Boats on display world wide.

Crossing the Rhine



M-18 Hellcat

- The development of tank destroyer doctrine didn't really get off the ground until 1941.
- This shortened time span for developing a successful strategy culminated in the M18. The result was a tank destroyer that was light, weighing only 39,000lbs (26,000 less than its predecessor the M10) and maneuverable, clocking in with a top speed of 45 to 50 mph, making it one of the fastest armored and tracked vehicles used by any side throughout the war. The speed came at a cost of armor, however, which was only 12mm in the thickest parts. This made any head to head fight with a German tank a death sentence if not handled carefully. Its 76mm cannon was the same cannon being fitted onto the M4 Sherman when the Hellcat started coming off the assembly line, and although field tests claimed that the cannon could pierce German armor at 1000 yards, by the time the Hellcat first entered service in Italy during the spring of 1944, it turned out advances in German armor meant the M18 only had an effective range of about 300 yards.
- Even though the M18 was designed primarily to be a tank destroyer, the weakened efficacy of its cannon lead to the Hellcat taking on a number of roles that it was not initially intended for, such as serving in combined arms maneuvers as well as acting as infantry support. With that being said, however, the Hellcat turned out to be one of the finest tank destroyers employed by the US during WWII. Despite the decidedly poor killing power that the M18 had and the thin armor plating that encased the crew, the Hellcat's deftness and superior mobility allowed the tank destroyer to move around faster than enemy turrets could track, which afforded Hellcat crews the opportunity to aim for the weaker side armor in German Panther and Tiger tanks. Furthermore, Hellcat crews, like many tanker crews that served in the US during WWII, were some of the most adept at developing cunning new strategies to win battles by developing an all-

encompassing working knowledge of the Hellcat's strengths and weaknesses, as well as those of the enemy tanks.

- One of the most famous examples of Hellcat crew tactical proficiency occurred during the battle of Arracourt in France on September 19th, 1944. Under the cover of fog at dawn, four Hellcats from the 704th Tank Destroyer Battalion snuck up on a group of Panthers from the 113th Panzer Brigade, destroying seven before falling back. Later on, the 113th pressed an attack on what seemed like a group of Hellcats that were all alone, unaware that two more platoons were on their way to flank the Panthers. While being fired on from three sides, the 113th suffered four Panther losses before retreating, which was pressed by all three Hellcat platoons. At the end of the battle, thirty-nine total Panther kills were recorded by these Hellcats with only seven losses.
- For many, the Hellcat wasn't a tank destroyer without its faults. Crews praised its speed and mobility, but the exposed .50 caliber gun and open turret made them more unsafe against enemy ordinance and in the winter the open top combined with the air-cooling system for the engine turned the M18 into an ice box. Furthermore, the awkward way the inside of the tank was designed made it hard for crews to reload quickly and often with its almost nonexistent armor Hellcats would be sitting ducks for enemy tanks. Despite its flaws, the M18 was an incredibly agile tank that served a large multitude of roles with great success and was generally quite liked by its crews.
- Hellcat tank kills skied high due to the ingenuity of those who operated it, in total destroying 526 enemy tanks; 498 kills were recorded in the European theater, and 28 in the Pacific. For those 526, only 216 total M18s were lost. That means for every 1
 Hellcat destroyed, 2.4 enemy tanks were, which accounts for the highest kill to death ratio of all tank destroyers employed during WW



• Acquired by the MVTF in Dec 1993

- The Comet was a stop gap upgrade of the Cromwell. Main upgrade was an increase in the turret ring size , which allowed for a larger 17 pounder gun (called a 77mmHV) to avoid confusion with the standard 17 pounder.
- Our A34 Comet, T335001 was the 101st production Comet, built by Leyland Motors in Late 1944. It was delivered to the 11th Armored division around 14th December in Northern Belgium to re-equip 3 Armored regiments, 23rd Hussars, 3rd Royal tank regiment and the 2nd Fife and Forfor Yeomanry.
- The handover was halted as the Germans broke through in the Ardennes at the start of the Battle of the Bugle. The 29th Armored returned to their Shermans to support the US troops
- In February 1945, T335001 was allocated to the 2nd Fife and Forfar Yeomanry (2FFY) Csquardern, 3 Troop and the crew started 6 weeks of training in prep of the Rhine crossing
- The red/white number 52 on the front is incorrect. It should be a red/white 53 for the third regiment of the 29th Armored Brigade. The Black Bull on the right is for the 11th Armored Division.
- T335001 had the call sign 3A and was painted on the rear of the turret. This is visible in many pictures.
- Tanks of 2FFY were loaded onto transport trucks in Ypres, Belgium on March 27th , 1945 and taken to Brunnen were they began crossing the Rhine on March 28th.
- T3335001 was filmed and photographed on April 7th crossing the Weser at Petershagen. This is the picture on the display sign in front of the tank. Sergeant Jim Thompson-Bell is in the commander's cupola and Trooper Stan Weston in th eOperator/Loaders position guiding the drive across the pontoon bridge. Stan Weston positively identified this picture of him on the tank with call sign 3A on the back of the turret. In the picture there is no infantry on the rear deck as the first four tanks to advance did not carry infantry. Shortly after the picture was taken, C-Squadron were involved in action at Loccum. They engaged and destroyed 7 German 88mm guns without a loss. Sgt Thompson-Bell was awarded the Military Medal for his actions on that day
- On April 10th the regiment crossed the Aller River and on April 15th the 11th Armoured liberated Bergen-Belsen concentration camp
- Post war, there is a 15 gap in the tank's history. It may have saw service in Egypt or Palestine during 1946/47
- In 1949, records at the Tank Museum in Bovington showed that T335001 became 16ZR89. Tank 16ZR89 was struck off the British Vehicle census and sold to the Irish Embassy in London on Jan 22nd 1960.
- The Rolls-Royce Meteor engine was replaced, Serial number 11187 with 11813, sometime between 1949 and 1960.
- The tank was given Irish registration TYI497. Of the 8 sold to the Irish Defense Forces, 6 still exist. One Mk1A (TYI499-T334958) is in running condition, 3 are gate guards in Ireland including one MK 1B and two Mk1A's. The other MK1B is in the Muckleburgh Military Collection (England) and has been restored to running order.

- The final Mk1A was sold to the Budge Collection. Apicture showing it in it's final days with the Irish Defense Forces shows distinctive damage of the tow cable clip (front and center on the hull) being bent back. The Budge Collection acquired T335001 in 1988 and restored it. The red/white 52 wa appropriate for an early Mk1A, but this vehicle was part of the Fife and Forfar Yeomanry and should have received a 53
- First picture T33001 in background, note "3A" on back of turret
- Second picture, crossing the Wesor river
- Third picture close up of back of turret
- Last picture the crew







M22 Locust

- Designed and built U.S. manufacturer Marmon-Herrington at the request of Great Britain.
- It was the first American airborne tank that could be transported in a US C-54 aircraft or British Hamilcar glider.
- The Locust was the smallest tank ever produced in the U.S., but it was fast. At 40 mph
- During Operation Varsity eight Locusts were loaded into separate Hamilcar gliders in support of troops crossing the Rhine during Operation Plunder. Two tanks were lost in the landing and six went into action. One went on to support the U.S. 17th Airborne Division paratroopers but was destroyed by a German tank.
- This was the only time the type was used in combat during WWII.

Battle of Berlin

The two Russian flags



- Above the SU-100 "For Soviet motherland"
- Above the IS-2 "167 division for a town in the Ukraine"



Russian IS-2

• This IS-2 served with the red Army's 50 Guards Tank Regiment to the end of the war, including the Battle for Berlin

- It is believed that this tank was knocked out with two hits from a Panzerfaust in the front , to the left of the driver's view port.
- ThisIS-2 tank was manufactured in Russia in February 1944. By the war's end the tank was in Germany and served with the East German Army.
- The Collings Foundation acquired this tank from the Overloon War Museum in the Netherlands and transported it to the Collings Foundation in 2016. (One of only two in the Western Hemisphere.)
- The Collings Foundation has restored this IS-2 to running condition. The process of taking the tank apart has been fascinating. Bullet slugs were found wedged in the armor seams. Some bullet holes appear to go right through the entire hull. We have identified a large hole in the turret that must have been from a German anti-armor round.
- There are 7 "bullet" damage spots on the tank. We are not sure what caused it or when that damage was done. Mostly likely the damage is done by an RPG or similar shaped charged weapon well after the war

- The SU-100 (Samokhodnaya Ustanovka 100) was a tracked Soviet tank destroyer armed with a massive 100 mm anti-tank gun.
- Developing around the existing B-34 naval gun utilized on Soviet warships. The SU-100 was used most during the last year of World War II and saw service for many years afterwards with the armies of Soviet allies around the world.
- Closely related to the SU-85, the SU-100 incorporated much of its design, revolving around the new D10 100 mm (3.94 in) anti tank gun. A well-trained and experienced crew could fire up to six rounds per minute. The SU-100 was developed from the chassis of the T-34 tank replacing the turret with a larger, fixed superstructure that allowed a larger gun to be fitted. The larger cannon was effective, being able to pierce 4.72 in armor at up to 2187 yards and the sloped 80mm (3.35) frontal armor of the German Panther tank at 1640 yards.
- Development work started in February 1944 and the first prototype of the SU-100, "Object 138", was delivered in March. After testing different models of 100 mm guns, Soviet engineers approved the D-10S gun for mass production. 33 x 100mm projectiles were typically carried on a given SU-100 and this was usually divided into a standard issuing of 18 x AP (Armor-Piercing) rounds and 15 x HE/FRAG (High-Explosive / Fragmentation) rounds allowing the SU-100 crew to tackle both "hard" armored and "soft" targets. High-explosive ordnance proved highly effective when engaging concentrations of dug-in troops and light-armored vehicles. Interestingly, no thought was given to arm the SU-100 crew with self-defense machine guns – making her susceptible to both enemy infantry attacks and low-flying aircraft. After the Second World War the 100mm gun was installed on T-54 and T-55 tanks and continued to be used in service forty years after initial development.
- The hull of the SU-100 had major improvements over the SU-85; the thickness of the front armor was increased from 1.8" to 3.0", and the commander's workplace was made in a small sponson on the right side of the hull; combined with the commander's cupola this slightly improved the commander's effectiveness to see the battle space (barely effective as is). Mass production of the Su-100 began in September 1944. By July 1945, 2,335 SU-100s had been built.
- The SU-100 saw extensive service during the last year of the war. It was used en mass in Hungary at the Eastern Front in March 1945. The Soviet forces defeated the German Operation Frühlingserwachen (Operation Spring Awakening) offensive at Lake Balaton (where the last oil reserves for the Axis were located). This was Germany's last major offensive of WWII. This offensive was referred to in Germany as the Plattensee Offensive and in the Soviet Union as the Balaton Defensive Operation. The battle lasted from March 6th to 15th, 1945.
- The vehicle remained in service with the Red Army well after the war; production continued in the Soviet Union until 1947 and into the 1950s in Czechoslovakia. It was withdrawn from Soviet service in 1967 but many vehicles were transferred to reserve stocks. Some still remain in the Russian Army holding facilities.
- Many Warsaw Pact countries also used the SU-100, as did Soviet allies such as Egypt, Angola and Cuba. A few SU-100 were delivered to Yugoslavia after the war, under the

designation M-44. SU-100s entered service with the People's Liberation Army (PLA) of China after 1 December 1950 when Soviet forces left Dalian. The armaments in Dalian were sold to China, including 99 SU-100s, 18 IS-2 heavy tanks, and 224 T-34s, with which PLA formed its 1st Mechanized Division. The SU-100 saw service in the fighting that accompanied the 1956 Suez Crisis, in which the Egyptians used SU-100s against Israel's M4 Sherman tanks. The vehicle was also utilized in the 1967 Six-Day War and the 1973 Yom Kippur War. It was modified slightly to adapt it to the sandy conditions of the Middle East, thus creating the SU-100M variant. Exported SU-100s continued in service until the 1970s, and in some countries, even later. Yugoslavs used them during the civil war; however, due to lack of spare parts they were quickly retired, despite their satisfactory performance. The SU-100 remains in use by the Vietnam People's Army and the Korean People's Army Ground Force. Testament to the SU-100's longevity, in April 2015, a SU-100 self-propelled gun was photographed being used in Yemen as part of the ongoing conflict.

• This SU-100 is one of only two on display in the U.S.

- The Me-109 was a light air superiority fighter that served as the foundation of the German Luftwaffe from 1936 until the end of World War II in 1945 and served in other European air forces until the mid 1950s.
- The ME / BF 109 was the second most produced fighter just under the Russian Ilyushin II-2 Shturmovik. There were just over 36,000 IL-2s made versus 34,000 Me / BF 109s produced. It is the most produced single seat fighter in the world. Roughly 28% of the entire Luftwaffe consisted of Bf and Me 109 variants.
- The Bf-109 was developed by Wily Messerschmitt for Bayerische Flugzeugwerke AG(BFW) in like 1936 in a bid against three other companies(Foke-Wulfe, Heinkel, and Arado) to win a contract to build a light fighter plane for the Luftwaffe. In designing this plane, Messerschmitt prioritized lightness, which coincidentally allowed for easier

production because the method they used to achieve a lighter product involved consolidating what would typically be multiple parts into just one. Early versions of the 109(series A-D) were powered by the ~675HP Junkers Jumo 210, while the E and F series utilized the much more powerful 1085HP Daimler-Benz DB 601, and further still the G series, which consisted of roughly a third of all 109s developed, used the 1,455HP Daimler-Benz DB 605 engine.

- Despite the prevailing narrative that the Me-109 had a terrible landing gear that lead to many more crashes during taxi than any other plane during the war, the design for the landing gear of the 109 was actually contemporaneous to many other planes of the time and actually wider than the British Supermarine Spitfire. The narrow landing gear was a move made in effort to keep the design of the wings simple and light; if they were designed to include a retractable landing gear the wings would have to be much sturdier (and therefore heavier) to bear the weight of the plane. The landing gear in the fuselage also allowed the wings to be removed from the plane for storage and allowed it to stay standing, eliminating a need for something to prop them up. In fact, pilots who received appropriate training for the Bf 109 actually believed the plane taxied quite well, and trouble only really arose in the later years when undertrained and inexperienced pilots were the norm. Furthermore, 109 losses attributed to crashes during taxi made up about 10% of the total 109 losses, which is about on par with the average for most other planes at the time.
- The 109 served many different purposes throughout the length of the Second World War. They provided air support during the invasion of Poland and entirely outmatched the Polish PZLP.11, which just a few short years previous was considered to be one of the most advanced fighters around. They served throughout the invasion of France, thoroughly thwarting the French Morane-Saulnier M.S.406 and the Dewoitine D.520. They fought during the battle of Britain against the Supermarine Spitfire and Hurricanes, the former of which proved to be the Messer's first true challenge of the war. 109's counted for 534 losses from the beginning of the Battle of Britain on July 10th, 1940, until the close of the battle, at the end of October that year. They fought on the eastern front with the intent of completely wiping out the Red Air Force both in dogfights in the air and during land raids. They also escorted German heavy bombers throughout Operation Barbarossa. Most Me-109 pilots found their success in the eastern front, the most notable of whom became Erich Hartmann, the highest scoring fighter ace of all time, with 352 kills.
- The beginning of the end for the Me 109 as an unparalleled force of aviation began in August 1942 with the introduction of American heavy bombers, such as the B-17, that gave the Allies the ability to bring the fight into German territory. The entire war for the Luftwaffe had been offensive, and because of this only two 109 units were stationed to defend the Reich. On top of this, German pilots had never encountered a bomber like the B-17 that could take such a punishment as well as dish it out.
- The introduction of the P-51 Mustang to the European Theater in the spring of 1944 marked the end of the Luftwaffe's air superiority over Europe. The Mustang had a much greater performance and handling than the Me 109 and it also had the endurance to not

only outlast the short-legged Messer but also escort heavy bombers all the way to their targets and back.

- There is much discussion regarding whether the official designation for the 109 is Bf 109 or Me 109. It doesn't help that official Nazi documentation used both Bf and Me at the same time during the war. It seems it is important to discuss where these designations came from. BFW initially used the designation Bf as an abbreviation of their name for all of their designs. The company was sold to Wily Messerschmitt in 1938 and the official designation for all future designs from the company was set to Me instead of Bf. However, pilots throughout the war on both sides would use both, and it doesn't seem to matter much. For the sake of extreme technical correctness, however, one should probably use Bf.
- The Museums BF-109- Bf 109 G-14 *610937* (N109EV), ex-Bf 109 G-10/U-4, ex-Bulgarian AF, Ex-Yugoslavian AF 9644, 172 Group / 83rd SQ "44", *Green*
- There is approximately 107 remain 109's, of which 68 are German ME/BF-109s and the rest Spanish **HA-1112** versions
- Current estimate is between 20-24 are airworthy
- This example was built in the summer of 1944 as a ME-109G-14 (wk.nr.127914)
- It was either damaged or sent back to Erla Machinenwerk factory for and upgrade to G-10/U4 standard and received a new werk number (610937)
- Erla, a subcontractor of Messerschmitt, used forced labor from several Nazi concentration camps.
- This example was captured at the Zeltweg Airfield in Austria at the end of the war.
- Zeltweg Airfield is now called Hinterstoisser Air Base and is the main airbase of the Austrian air force.

LUFTWAFFE TABLE

- Stamped with Luftwaffe eagle and 1935 date (stamped on bottom of table)
- Possibly made in Munich (Munchen)
- Appears to be made off either maple or birch

Defense of the Reich

German Sd.Kfz 8

- The Sd.Kfz.8 Sonderkraftfahrzeug (special motorized vehicle) was a Daimler Benz designed German half-track used during WWII primarily as an artillery prime mover for heavy towed guns and infantry transporter. It was used in every campaign fought by Germany in WWII.
- The Sd.Kfz.8 could carry 18,000 pounds and tow 15 tons including the 10.5cm Flak 38, and their flak crews.
- Used to recover damaged vehicles including tanks, two or three would be hooked together to pull damaged Tigers
- This particular Sd.Kfz.8 in the American Heritage Museum is particularly rare. It was captured in North Africa by the British in 1942/43
- Built by Krauss-Maffei, it is the only Sd.Kfz.8 on display in North America.
- Subsequently it can be seen in the 1967 motion picture "The Dirty Dozen" with actor Lee Marvin at the wheel. Still from the movie below.

FLAK 38 8.8cm

- The 8.8cm Flak 36 (FLugAbwehtKanone 36) was a German heavy anti-aircraft gun
- Widely used throughout the war and considered the single greatest threat to the bomber
- More than half the total aircraft losses were from "Flak" anti-aircraft fire
- The "88" as referred to by the Allies was designed by Krupp with Bofors of Sweden in the early 1930's.
- The gun could reach up to 26,240' in altitude
- Designed an an anti-aircraft gun, it was a very potent field and anti-tank gun, especially on the wide open and flat planes of the Eastern front and North Africa
- This gun was the basis for the 8.8cm KwK 36 used in the Tiger 1 heavy tank
- In 1944, 10,704 were being used in an anti-aircraft role destroying 6,400 Allied aircraft and damaging 27,000 more.
- This gun was built by Skoda in occupied Czechoslovakia in 1943

40Telemeter KDO Kommandogerat

• The German Kommandogerät (command control computer) 40, known as a Director, was an optical range finder used principally for large anti-aircraft guns, such as the 8.8cm Flak 36 or the 10.5cm Flak 40. By calculating the length of the tube and the angle at which the lenses were positioned, the crew could pinpoint aircraft target locations.

Introduced by the German military in 1941, this Director was utilized by all three services and could be modified for use with almost any anti-aircraft gun.

- In the field, the Director required a 5 man crew; two men to input azimuth and elevation data, a third man to set the slant range by means of a 4 meter stereo range finder mounted on top of the Director, a fourth man to set the horizontal angle of approach, and a fifth man as general operator.
- Using the Director, the time from acquiring a target to firing the first round could be achieved in less than 30 seconds. A slant range of up to 18,000 meters (11.1 miles) or an aircraft altitude of 39,000 feet could be targeted. A flak pattern fired according to the "predictor's" data was deadly for Allied planes during their unswerving bombing runs.
- For transport, the Director is mounted on a special trailer, equipped with lifting devices and towed by a light truck.
- This Kommandogerät 40 was in service until 1969 in Finland and is believed to be one of three that remain in existence and the only one in North America.

150cm Flakscheinwerfer

- Used to support Flak batteries to identify targets at night
- Has a light output of 990 million candelas (990 million candles or in current terms 92,093,023 Lumens. A 100W light bulb produces about 850 Lumens)
- Had a range of 5 miles or up to 13-16,000 feet in altitude.
- Not particularly successful in illuminating high-flying bombers, they did produce "dazzle" or "glare" to blind and confuse aircrews
- A typical anti aircraft battery might contain up to a dozen searchlights
- Each searchlight section included 3 trucks, and 13 men.
- It worked with both sound locators and an Optical director