



AMS CHRONICLE

IPMS DENVER ROB WOLF CHAPTER MAY2018

	<u>2018 OFFICERS</u>	<u>2017 OFFICERS EMAILS</u>
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<u>NEXT MEETING:</u> D-DAY, 2018 1900	Viva la Revolucion!	RUSSIAN CIVIL WAR WAYNE

EDITOR RAMBLINGS FROM THE BUNKER

Classes are over until the fall when I teach my 5 week Leningrad class again. I intend to redo a lot based on new information and experience but it will not be from scratch. The Russian Civil War has got to be one of the most complex courses to teach based on so much happening in so many places in an area the size of the USSR simultaneously. (You will see how complex when I condense my 16 hour class into 1 hour). ~~Thinking seriously~~ I have started work on a future class (5 weeks on Russo-Japanese War and 3 weeks on Russo-Polish War).

BUT I can get back to the bench, clean up the bunker and finish some stuff.

HAMPS in Colorado Springs is doing another GB for nationals, APCs and Infantry vehicles. I am doing a JGSDF TYPE 96B (done), TYPE 96A, and a PLA ZBL-09 SNOW LEOPARD (in progress). I hope to have something done for next week contest. If not I may win an honorable mention for the number of entries in the November contest. OH picked up the newest Meng egg tank, a PANTHER

Nikto ne Zabyt
Nichto ne Zabyto

A NOTE FROM THE PRESIDENT

Coming Attractions

On Wednesday May 2nd IPMS Denver Rob Wolf held its annual Club Model Contest at Colpar Hobby Town. We are quite lucky to have Colpar provide such a large and well equipped venue.

Ten club members and one visiting Junior entered models for a total of 35 entries.

Dale Summers had the most entries with thirteen.

Only two Categories lacked any entries; Automobiles and Dioramas, Historical.

Many club members helped with setup, registration, signing up new members, photography, judging, awards presentation and cleanup, many of whom participated even though they were not entering models, resulting in a successful event.

Without your help and participation this would not have been possible.

It is amazing what we can accomplish together.

Our June meeting will be back at our usual venue, John Elway Chevrolet at 7:00 P.M.

The monthly contest theme is Viva la Revolucion! Civil wars, insurrections, uprisings, revolutions...you get the picture.

In keeping with our contest theme the night's presentation will be on the Russian Civil War. Club Newsletter Editor Wayne Cassell will be the presenter. Wayne has to condense his multi week (ed: 16 hours) Russian Civil War class down to just one hour!

June is also time for nominations for the IPMS Denver Rob Wolf Executive Board, election to be held at our July meeting. Positions are:

- President
- Vice President
- Treasurer
- Correspondence Secretary/Chapter Contact
- Secretary
- Newsletter Editor

If any of this is wrong I am sure Cliff Davis can correct me.

I urge each of you to consider throwing your names in the ring.

Thanks

Matt Levesque

2018 Rocky Mountain Hobby-Expo

On April 23rd I emailed a Draft Proposal, Agreement between IPMS Denver Rob Wolf and the 2018 Rocky Mountain Hobby-Expo (RMHE) to Tom Grossman, Director of Demos and Education, Rocky Mountain Hobby-Expo.

This Draft Proposal was authorized and developed by both the IPMS Denver Rob Wolf Contest Committee and Executive Board, the intent being, if RMHE approved the agreement it would be presented to our membership for an up or down vote at the June meeting. Without such approval by the membership there would be no agreement.

RMHE's response did not approve the Draft Proposal and after a review of their response, by both the Contest Committee and Executive Board, it was decided to forgo holding any model contests at RMHE, they wanted us to hold two simultaneous contest over two days.

Our response indicated we would consider participating at RMHE in staffing a booth to represent the Front Range IPMS Chapters as well as the IPMS USA, but not support any model contests.

As of May 30th I have received no reply from RMHE.



At Wings Over The Rockies

...2018 MONTHLY CONTEST THEMES

Month	Theme	Description
January	Under the Red Star	Any subject made in Russia/Soviet Union, in Russian/Soviet markings, any scale, any era. CANNOT be Russian vehicles in another country's marking, such as North Korean MiGs
February	Enter the Dragon	Any DML/Dragon kit. Bring proof (box lid or instructions)
March	Winter Storm Watch	Anything in a winter theme, any scale, any era
April	Club Kit Auction	Get rid of your trash and buy my treasure!
May	Club contest: Crazy 8's	Any subject in any scale where "eight" is a major feature. Examples, F-8 (not F-18), V-8 engines autos, M8 Greyhound, 8th Air Force markings, hull number or race car with an 8, etc.
June	Viva la Revolucion!	Civil wars, insurrections, uprisings, revolutions...you get the idea. Any scale, any era
July	Warrior Class	Any subject named after a class of warrior: chieftain, gladiator, corsair, pirate, commando, centurion, etc. Also, named after any Indian or native tribes. CANNOT be named after a specific warrior, such as a Patton, Sherman, Lee, Montgomery, etc.
August	That's Depressing!	Any civilian subject in any scale in a version and markings appropriate to the years 1925-1945
September	Trash Haulers	Cargo and transport (aircraft, vehicles, ships), military or civilian, any scale, any era
October	SciFi and Fantasy	Any scale, any subject with a science fiction or fantasy theme
November	Better Late Than Never	Any model that would have fit any of the previous 2018 contest themes that you didn't get a chance to finish
December	Cut Throat Gift Exchange	It's better to give than receive, but even better to steal what someone was given!

MAY ANNUAL CONTEST



– Multiple First Place
Entry 10 by John Everett
Mi-8
Trumpeter
1/35

Best of the Rest
Entry 8 by John Everett
Danube Class Runabout

Dallas Lloyd Award for Best Scratchbuilt or Conversion

Entry 8 by John Everett
Danube Class Runabout

Theme – Crazy Eights
Entry 10 by John Everett
Mi-8

Theme – Crazy Eights
Entry 10 by John Everett
MI-8



Category 1 – Aircraft 1/72 & Smaller Props
First Place
Entry 32 by David Bathke
Walrus II
Matchbox/Airfix



Category 2 – Aircraft 1/72 & Smaller Jets
Entry 24 by Dale Summers
Bae-146 United Airlines
Revell
1/144 Scale



Entry 31 by David Bathke
DC-8
Lodella/Revell
1/144 Scale



Entry 33 by David Bathke
F/A-18F Super Hornet
Italeri
1/72 Scale



Entry 26 by Dale Summers
BAe-146 Retro Colors
Revell
1/144 Scale



Third Place
Entry 25 by Dale Summers
BAe-146 United Express
Revell
1/144 Scale



Second Place
Entry 34 by David Bathke
XF-107
Unknown Asian Company
1/72 Scale



First Place
Entry 30 by Davie Bathke
F8U-3 Crusader II
AMT
1/72 Scale



**Category 3 -Aircraft 1/71 through 1/31Props
– Single Engine**

Third Place
Entry 15 by Dale Summers
Flettner FI-282 German Navy
Huma
1/48 Scale



Second Place
Entry 14 By Dale Summers
Flettner FI-282 German Airforce
Huma
1/48 Scale



First Place
Entry 6 by Steve Luevane
Spitfire Mk VIII
Eduard
1/48 Scale



Category 4 – Aircraft 1/71 through 1/31 Props

– **Multiple First Place**
Entry 10 by John Everett
Mi-8
Trumpeter
1/35



Category 5 -Aircraft 1/71 Through 1/31 Jets

Second Place
Entry 29 by John Trueblood
F-8 Crusader
Hasegawa
1/48 Scale



First Place
Entry 9 by John Everett
A-7 Corsair
Hasegawa
1/48 Scale



Category 6 -Aircraft 1/32 and Larger

First Place
Entry 7 by Matt Oursler
F-4F-3 Wildcat
Trumpeter
1/32 Scale



Category 7 – Armor – 1/35 and Larger – Good Guys

First Place
Entry 22 by Dale Summers
Leopard II Winter Camouflage
Tamiya
1/35 Scale



Category 8 – Armor – 1/35 and Larger – Bad Guys

First Place
Entry 12 by Mike McTigue
Hummel 165
Dragon
1/35 Scale



Category 9 – Armor Smaller than 1/35

Entry 1 by Matt Levesque
305 Autocannone 3RD with 90/53 AA Gun
Italeri
1/72 Scale



Entry 2 by Matt Levesque
Italian Heavy Gun 149/40
Waterloo 1815
1/72 Scale



Entry 3 by Matt Levesque
Soviet Konminern Artillery Tractor
Trumpeter
1/72 Scale



Third Place
Entry 5 by Matt Levesque
SpPz2 Luchs
Revell Germany
1/72



Second Place
Entry 4 by Matt Levesque
KV-1 M1942 Simplified Turret Tank
Trumpeter



First Place
Entry 13 by Danny Gallegos
Marder III H
Tamiya & Scratch
1/48 Scale



Category 10 – Ships – All Scales and Types

First Place
Entry 14 by Dale Summers
X-Craft Submarine
Merit
1/35 Scale



Category 12 -Miscellaneous

Entry 17 by Dale Summers
War of The Worlds Tripod 1953
Pegasus
1/48 Scale



Entry 19 by Dale Summers
Proteus Experimental Submarine
Moebius
1/32 Scale



Entry 21 by Dale Summers
Aerial Hunter Killer
Pegasus
1/32 Scale



Entry 23 by Dale Summers
Star Destroyer
Revell
1/2700 Scale



Third Place
Entry 20 by Dale Summers
Aerial Hunter Killer (Piloted)
Pegasus
1/32 Scale



Second Place
Entry 16 by Dale Summers
Colonial Raptor
Moebius
1/32 Scale



First Place
 Entry 8 by John Everett
 Danube Class Runabout
 Scratchbuilt
 1/35



Category 14 – Dioramas, Fiction/Fantasy

First Place
 Entry 11 by John Everett
 Honest Days Work
 Scratch and Hasegawa
 1/20 Scale



Category 15 – Juniors

Third Place
 Entry 28 by Zeke Jones
 Space Battleship Yamato 2202
 Bandai
 1/1000 Scale



Second Place
 Entry 27 by Zeke Jones
 Earth's Defense Ship 2202
 Bandai
 1/1000 Scale



First Place

Entry 35 by Spensly Miller
Eastern Front Panther
Tamiya
1/35 Scale



Best Armor

Entry 12 by Mike McTigue
Hummel 165



Best Aircraft

Entry 10 by John Everett
Mi-8

B-17 'FLYING FORTRESS' MEMPHIS BELLE IS INTRODUCED AT NATIONAL MUSEUM OF USAF IN OHIO

Memphis Belle is saved from the scrapheap: Legendary WWII bomber that survived 25 missions over occupied Europe is lovingly restored and put on display

Plane was celebrated for being first bomber to survive 25 missions over Europe before returning to US in 1943

It had been kept in Memphis, Tennessee for years but had been subject to vandalism before being refurbished

It was the subject of a 1944 documentary directed by William Wyler and the 1990 Hollywood feature film by the same name starring Matthew Modine, Eric Stoltz and Harry Connick Jr



Visitors gather for a private viewing of the Memphis Belle, a Boeing B-17 'Flying Fortress,' at the National Museum of the US Air Force on Wednesday. The Memphis Belle has spent the last dozen years or so undergoing a piece-by-piece rehabilitation, from the clear plastic nose cone down to the twin .50-caliber machine guns mounted in the tail

A legendary Second World War bomber is set to go on display for the first time after being restored

at the National Museum of the United States Air Force in Ohio.

The B-17 'Flying Fortress' known as Memphis Belle was introduced as the anchor of an extensive exhibit in the Dayton-area museum's war gallery.

The Memphis Belle has spent the last dozen years or so undergoing a piece-by-piece rehabilitation, from the clear plastic nose cone down to the twin .50-caliber machine guns mounted in the tail.

The plane, known for its risque nose paintings featuring a pin-up girl, was celebrated for being the first bomber to survive 25 missions over occupied Europe and return to the US in 1943.

It was the subject of a 1944 documentary directed by William Wyler, wherein its final mission over northern Germany was charted.

The Memphis Belle also inspired the 1990 Hollywood feature film by the same name, starring Matthew Modine, Eric Stoltz and Harry Connick Jr.

It became symbolic of the US air effort as Americans aided the British in pummeling German territory from above in mass bombing raids.

Read MUCH MUCH more: <http://www.dailymail.co.uk/news/article-5740867/Legendary-WWII-bomber-survived-25-missions-occupied-Europe-lovingly-restored.html>

FRANCE'S NEW ARMORED CAR DOES NOT MESS AROUND

The husky armored car is heavily armed and ready to roll.

By [Kyle Mizokami](#)

May 17, 2018



French defense contractor Nexter has unveiled a prototype of its new Jaguar armored car. Designed to act as both a reconnaissance vehicle and tank killer, the Jaguar is even more heavily armed than the U.S. Army's Bradley Fighting Vehicle. The vehicle was unveiled before the start of the June Eurosatory 2018 defense trade show.

The ERBC Jaguar (*Engin Blindé de Reconnaissance et de Combat*) is a 6x6 armored car designed for both French Army reconnaissance and anti-tank units. The Jaguar is designed to replace three different vehicles in French service: the [AMX-10RC reconnaissance vehicle](#) armed with a 105-millimeter gun, [ERC 90 Sagaie reconnaissance vehicles](#), and the VAB 'Mephisto' tank destroyer armed with HOT anti-tank guided missiles. **[ED NOTE: I have all 3 variants of the AMX-10RC, and the ERC-90 and the ATGM VAB in my stash]**



AMX-10RCs with the 1st Regiment Marines Infantry, Afghanistan, 2010.

All three of the vehicles the Jaguar replaces are more than thirty years old with obsolete armament. The 105-millimeter gun of the AMX-10RC can no longer penetrate the frontal armor of modern tanks, and the HOT anti-tank missile, comparable to the American TOW-II, is also an older system with questionable utility against new tanks.

The Jaguar is a wheeled armored vehicle with a crew of three consisting of commander, driver, and gunner. It has a six-wheel drive for cross-country travel, a 490 horsepower engine that gives it a maximum speed of 55 miles an hour, and weighs 25 tons. According to a [tweet](#) by Grant Turnbull of Shephard News, it has a PASEO electro-optical turret for detecting and observing enemy forces at a distance, and a Pilar V acoustic detection system for locating the direction of enemy weapons fire.



The vehicle is heavily armed, with a 40-millimeter gun firing cased telescoped ammunition. Cased telescoped ammo, in which the projectile is fully enclosed in a shell casing, [is only now coming into common use with modern armies](#) and results in a more compact projectile. The 40-millimeter gun is useful against light armored vehicles and has an effective range of 1,500 meters. Jaguar is also fitted with a missile launcher holding two long-range [MMP anti-tank missiles](#) that hides within the turret. It also stores a second pair of MMPs as reloads. Finally, a remote-controlled 7.62-millimeter machine gun is controlled by the vehicle commander.

The Jaguar's [armor](#) protects crews from 14.5-millimeter heavy machine guns, 155-millimeter artillery shrapnel at ranges up to 30 yards, and mine or IED explosions involving up to 20 pounds of TNT. A bolt-on/bolt-off armor system allows the French Army to increase or decrease the Jaguar's armor, depending on the situation: Jaguar might shed most of its armor for travel or operation in low armor threat areas such as Africa, while donning additional armor going up against Russian tank forces.



ED NOTE I want a 1/35 model of this to add to my French armored car collection.

The Jaguar features a very large turret in order to protect critical systems and keep them safe behind armor. Unlike other vehicles like the U.S. Army's Bradley whose TOW missile launchers and smoke dischargers are installed outside the turret, the Jaguar's missiles and smoke dischargers are tucked away within the turret where they are better protected.

All of this adds up to a very capable vehicle that can take on most ground-based threats, from enemy infantry to tanks, at ranges of up to 4,000 meters. In the world of reconnaissance there are two types of recon or cavalry forces: lightly armed "sneak and peek" forces that hide and passively observe the enemy, and recon forces that expect to fight for information, duking it out with the enemy's own recon forces. Jaguar falls solidly into the latter category.



U.S. Marine Corps LAV-25.

Would the U.S. military find Jaguar useful? Absolutely. U.S. armored brigade combat teams, which

rely on the scout variant of the Bradley for reconnaissance missions, would probably be better served by the lighter, more heavily armed Jaguar. The U.S. Marine Corps is looking for a replacement for the LAV-25 and, although it's unknown how amphibious the Jaguar is (a key requirement for the Marines) Nexter's armored vehicle would otherwise fill that slot nicely. While the Jaguar turret is probably not a drop-in fit for the M2 Bradley its turret and armament suite is exactly along the lines of proposed Bradley upgrades.

The French Army plans to buy at least 248 Jaguars, with 110 vehicles delivered by 2025. While the French Army for now is stuck with obsolete vehicles, the new Jaguar appears to be worth the wait.

UKRAINE'S T-84 TANKS TO COMPETE WITH NATO ARMOR IN DRILLS IN GERMANY

By [Illia Ponomarenko](#).

Published June 1. Updated June 1 at 5:36 pm



A Ukrainian army T-64 tank crew of the 1st Armored Brigade holds maneuvers during drills on May 31 Photo by **Ministry of Defense of Ukraine**

Less than a month after their [credible debut at the Combined Resolve X](#) drills with NATO troops in May, Ukraine's tankmen have accepted yet another challenge for their Western colleagues – the Strong Europe Tank Challenge 2018, which is due to kick-off on June 3 in central Germany.

The competition this year features the top armored units of the United States, Germany, Austria, the United Kingdom, Poland, Ukraine, France, and Sweden at the U.S. 7th Army training ground by the town of Grafenwoehr near Nuremberg.

It is the third annual competition between the best Western armored forces, which has been co-

hosted annually by the U.S. Army Europe and Germany's Bundeswehr since 2016.

"The Strong Europe Tank Challenge is designed to project a dynamic presence, foster military partnership, promote interoperability, and provide an environment for sharing tactics, techniques and procedures," the U.S. 7th Army Command press service said regarding the maneuvers.

"Participating units are tested on offensive and defensive operations as well as tasks including vehicle identification, battle damage assessment, and precision maneuvers."

Similarly to previous challenges, the Western militaries have put forward their most skilled tank crews of their most advanced warhorses, such as Germany's Leopard 2A6, the American Abrams M1A2 SEP, the French Leclerc, and the British Challenger 2.

Ukraine, which is taking part in the annual challenge for the second time, has rolled out five modernized T-84 tanks, including one spare vehicle, with the team being commanded by Captain Roman Bagaev of the 14th Armored Brigade. Crowned the Ukrainian army's best tank platoon in 2016 and 2017, Bagaev and his men also participated in the previous Strong Europe challenge.

Last year, the Ukrainian tankmen in T-64BV tanks took 4th place out of five teams, placing ahead of the Polish team in their Leopard 2A5 vehicles. The Austrian team in their Leopard 2A4s were the winners last year, while the Germans won in 2016.

This time, Bagaev's platoon are equipped with the much more advanced T-84 machines, modernized and overhauled at the Malyshev Tank Factory in Kharkiv.



Ukrainian army tank company leader Captain Roman Bagaev takes a selfie with fellow tankmen from Ukrainian and U.S. armed forces during the Combined Resolve X drills in Germany on May 12.

According to UkrOboronProm, Ukraine's state-run defense industry giant, the newer tanks are a much-improved weapon compared to the army's old warhorse, the T-64, and its modernized

version, the T-64BV.

The T-84s for the Ukrainian team are equipped with advanced TPN-4 fire sights that detect hostile vehicles from the distance of up to 3,500 meters, or from up to 2,200 meters for hostile manpower. Their autoloading 125-millimeter cannons can deliver up to eight rounds per minute, which, according to the designers, allows for effective target destruction in the minimum time.

Also, their 1,200-horsepower engines are a third more powerful than those of the older T-64BVs, so the 50-ton T-84 tanks are now on a par with the Abrams and Leopard 2 in terms of motor power.

“This allows the carrying out of rapid maneuvers on the battlefield, with frequent changes of position and without the risk of exposing the vulnerable elements of a vehicle to enemy fire,” UkrOboronProm claimed on June 1, adding that T-84 can reach forward speeds of up to 70 kilometers per hour, and up to 35 kilometers per hour when using its four reverse gears.

“The battle vehicle has an additional electricity supply set that powers onboard systems when the tank is stationary,” the designers added.

Besides, more attention has been paid to crew survivability and protection.

The T-84s have been equipped with the Varta electro-optical jamming system, which detects targeting laser irradiation on the tanks, and also with the Shtora smoke curtain that fools the targeting systems of anti-tank rockets.

“The tank is also supplemented with high-sensitivity fire detectors instead of thermal probes. They boost the response of the automatic fire suppression system if the tank catches fire.”

“This helps save the crew and increases the durability of the battle tank in combat.”

The T-84 was designed in Ukraine in the early 1990s as a new modification of the T-80, a Soviet development of the 1970s, praised for their gas turbines and increased mobility but severely criticized for their weak armor, high production cost, and complexity of service and repair.

In particular, the T-80 performed badly during Russia’s First Chechen War of 1994-1996, suffering an extremely high loss rate in urban warfare in Grozny.

Compared to its predecessor, the T-84 has stronger armor, including new reactive explosive armor, and a more powerful engine. However, only 10 vehicles had been produced for the Ukrainian army by 2000.

Over subsequent years, several new versions of the T-84 were released, with the most famous being the [Oplot main battle tank, which the Ukrainian leadership traditionally presents as Ukraine’s most advanced military product.](#)

In late December 2017, Ukraine’s Armed Forces Chief of General Staff Victor Muzhenko said that Oplot might be rolled out for the Strong Europe Tank challenge 2018. However, due to the Oplots not being ready, Ukraine’s team was given T-84s.

SOME PICS OF THE "KONIGSTIGER" AND A BIT OF HISTORY

ED NOTE I have a Takom 1/35 with complete interior. Hard to believe at this late stage it had a gasoline engine.

The Germans built some of the most sophisticated weapons of the 2nd World War and unfortunately the ultra-sophistication of the weapons in wartime was a hindrance for them, and lucky for us.



The German Tiger II heavy tank is disputably one of the best tanks of the entire World War II, and despite its flaws it was also one of the most fearsome. Armed with an 88mm KwK 43 gun, this 70-tonne kitty was able to penetrate any tank from the Allied arsenal including the Soviet heavy tanks. An experienced gunner, able to estimate the range properly, had one more advantage – it was deadly accurate. Presented on the Western Front in mid 1944, when air superiority was in the hands of Allies, the full capabilities of German armored divisions even with the Tiger II were seriously limited. On the Eastern Front, the first divisions outfitted with the Tiger II introduced themselves only in autumn of 1944.

Although targeting was somewhat of a challenge when the enemy was further than 2000m, anything in sight below that distance was easy prey. It was heavy, designed to shoot from a distance, and had thick sloped frontal armor. Regardless of its relatively slow speed, no sane foe was willing to take its chances in a duel against it. Luckily for the Allies, it was a rare machine with less than 500 seeing production.

The 501st Heavy Panzer Battalion was the first unit fully equipped with the Tigers B, with 25 in total. However with its late introduction, the Tiger II couldn't change the fate of the war, and only served to slow down the inevitable outcome. Less than in a year after the Tiger II's first

engagements, Berlin fell and the war was over.



Tiger IIs with the narrower “transport tracks”, of Schwere Heeres Panzer Abteilung 503 (s.H.Pz.Abt. 503) ‘Feldherrnhalle’ posing in formation for the German newsreel. Photo: Bundesarchiv, Bild



Königstigers in Northern France, 1944. Photo: Bundesarchiv, Bild

Problems with the King Tiger

The biggest enemy of the Panzerkampfwagen Tiger Ausf. B was its own "body". An under-powered engine and common malfunctions resulted in ten Tigers to be stopped on a 10 km route while assigned to the command of 16th Panzer Division. German sappers also had to reinforce all the bridges in its way.

When the Soviets captured a few examples of Tigers, they concluded the same – it was under-powered, had limited maneuverability due to its extreme weight, was prone to malfunctions, and had significant design defects (mainly in the propulsion system). Basically was overcomplicated.

They also discovered that the quality of German was considerably worse when compared to earlier versions of the Tiger I and Panther tanks. This is likely attributable to a lack of resources during manufacturing late in the war, but it's worth noting that malfunctions were also a merit of slave labor, brave prisoners who intentionally sabotaged their work. When I was at Ford, I was talking to my foreman in the late 90's and he was telling me a story, he was an older gentleman and worked his way from hourly to supervisor. Actually was a nice guy. But I digress, he noticed a book I was reading at the time called "DeathTraps", it was about the American Sherman and he told me that his dad was a driver on a Sherman and that a German Soldier got the drop on them with a Panzerfaust and his dad told him "We were toast, the guy had us cold, but when he pushed the trigger, it blew up on him". That kinda gave me chills, I remembered reading stories about the convict labor sabotaging German armaments as they left the factory and many of them got caught and executed by the Gestapo.



Gen. Dwight D. Eisenhower, supreme commander of the Allied expeditionary forces, inspects an overturned German tank left by a roadside in France.

While the armor was still impenetrable, it was likely to crack, even from the inside. In the second half of the war, Germany was short on resources of all kinds. The design commissioned by Albert Speer (Minister of Armaments and War Production) in 1943 was not only costly in precious

materials and burned a lot of fuel, but was also time-consuming.

Orders were placed for around 1500, yet Allied bombings and the sheer cost reduced production to a third of that target – **one** was built in 1943, **379** in 1944, and **112** in 1945. The cost for one Tiger II was double that of a Tiger I and 5 times that of a Panther. In contrast, the Soviets could produce **10** T-34's for about the same amount. Production of T-34's armed with an 85mm gun alone reached 22,559. One on one the Tiger was superior, but they got swarmed by the T-34's or Shermans.



British troops inspect a knocked out King Tiger tank in Le Plessis-Grimoult, 10 August 1944

Clumsiness

One of the biggest uses of Tigers II occurred during the Ardennes Offensive. Hitler wanted to again use the iron fist of Blitzkrieg tactics against his enemies. It worked well in 1939-1942 when the Luftwaffe had air superiority and the Panzer corps were outfitted with fast, mobile tanks.



Rear view. Photo: Bundesarchiv, BildIn

December 1944, the situation was much different. Monstrous and ponderous Tigers B were clumsy and slow. They blocked local bridges and were often more than a burden than a help.

Allies tried to avoid any direct confrontation with them, which wasn't a difficult task in the heavily wooded areas of the Ardennes. Infantry had their hands full with the Tiger II but were able to use mines and Bazookas with some degree of success in disabling the behemoths.

After the Battle of Bulge, the Americans also captured several of the Tiger II's and sent them for evaluation back to the US.

Their conclusion mirrored the Soviets, and American engineers were perplexed about what drove the Germans to build such a design. The reason for the Germans building the King Tiger was Hitler's obsession for the bigger and better. I saw pics of the MAUS, Hitler was obsessed about bigger and bigger. He was wanting a "land battleship". Ironically, the Americans were working on the T-29 Heavy Tank at the time, in which the weight and size were comparable.



When King Tiger 105, commanded by SS-Obersturmführer Jürgen Wessel, was struck by bazooka fire, the driver reversed into the debris of a house and got stuck. The crew abandoned the tank on Rue St. Emilion in Stavelot, Belgium. Wessell jumped on the next tank and continued west towards Trois Ponts.

What made Tiger II so special then? Its gun, tests estimated its maximum range at 3800 meters, firepower was simply perfect, and accuracy was simply shocking. The whole barrel was very stable after a shot and it was capable of firing 9 shells in 35 seconds (during tests).

The high velocity also made it easy to shoot at moving targets. All of the above suggest that Panzerkampfwagen Tiger Ausf. B was created for an Eastern Front "habitat" where in the boundless flat terrain it's terrific gun and thick sloped armor would diminish most of its drawbacks.



Bundesarchiv, Bild 1011-721-0398-22A
Foto: Wagner | Juni 1944

Close-up at the turret and barrel. Photo: Bundesarchiv, BildMore Photos



Bundesarchiv, Bild 1011-721-0398-17A
Foto: Wagner | Juni 1944

France, June 1944. Photo: Bundesarchiv, Bild



Destroyed in Normandy, 1944
Ed Note might be an interesting diorama



A Tiger II of s.H.Pz.Abt. 503 and Hungarian troops in a battle-scarred street in Buda's Castle district, October 1944. Photo: Bundesarchiv, Bild



A King Tiger of the 503rd heavy tank battalion, after it has been rammed by a British Sherman commanded by Lieutenant John Gorman of the 2nd Armoured Irish Guards, Guards Armoured Division during Operation Goodwood. Gorman and his crew then captured most of the Tiger's crew. The event took place on 18 July 1944 to the west of Cagny, Normandy, France.



Bundesarchiv, Bild 1011-721-0364-06
Foto: Vennemann, Wolfgang | Juli 1944

Tigers II in France, July 1944. Photo: Bundesarchiv, Bild



Four German heavy tanks at the Panzer experimental establishment in Haustenbeck near Paderborn



Close view of Zimmerit on the turret of a Tiger II. Photo: Bundesarchiv, Bild



Tiger II knocked out by two AP rounds – Eastern Front 1944



Front view. Note the damage on the bottom.



Panzerkam

pfswagen VI Tiger II (104) in the Bovington Tank Museum. Photo: Simon Q /



Panz
erkampfwagen VI Tiger II (213) in the December 44 Museum. Photo: Uwe Brodrecht /



Panzer

kampfwagen VI Tiger II (233) in the Musée des Blindés



Panzerkampfwagen VI Tiger II (502) in the Kubinka Museum



Panzerkampfwagen VI Tiger II (341) in the Swiss Militärmuseum Full, Notice the barrel



Panzer

kampfwagen VI Tiger II (321) in the Panzermuseum Munster



Panzerkampfwagen VI Tiger II at the Panzermuseum Thun. Photo: Benutzer Chlempi /