

# DOWNLOAD PDF TANKS AND OTHER ARMORED FIGHTING VEHICLES, 1942 1945

## Chapter 1 : American armored fighting vehicle production during World War II - Wikipedia

*Between the greatest fighting tanks in the history of warfare clashed in Stalingrad and Kursk, North Africa, and Southeast Asia. Here in exacting detail and full color are the memorable tanks that played such decisive roles in those campaigns.*

Zimmerit in Soviet and German tests Aftermath of the Versailles treaty During WW1, after the initial shock, the Germans paid little attention to the idea of tanks in trench warfare. They mostly relied on special infantry units to perform breakthroughs, like the famous Sturmtruppen. It was thought that tanks were too vulnerable<sup>1</sup>. However, after the successes of isolated British tanks, which made their way into German lines, they first began to consider an appropriate response, and then a tank of their own. The A7V , a mobile fortress, was their only successful attempt in this direction, and only a handful were produced until the armistice. Several light tanks were also considered, but none reached production in time. In , the drastic Versailles treaty imposed severe limitations on military personal and material, and it also forbade tank construction. Only a handful armored cars were retained for police duties. Many models were developed in Sweden or the Soviet Union, earning some much valued experience. In , the first Panzerkampfwagen I was issued to the Wehrmacht, with the ordnance Waffenamt designation Sd. There were capable against the armored vehicles of neighboring powers, like Czechoslovakia and Poland, but not against those of France, and even less against the USSR. Panzer development Tanks available prior to the Campaign of France The Panzer I and II were considered transitional models, designed for training and to prepare the industry for future, more advanced, vehicles. Despite this, they were forced into combat, mostly as scout vehicles. The Panzer II remained in service for quite a long time. But the real game changer was the Panzer III. After a long elaboration, both technical and theoretical, this first true German medium tank entered mass production quite late, with the Ausf. L upgrade, all mounted the same 37 mm <sup>1</sup>. But these drawback were compensated by many other qualities, including reliability, speed, a radio and a three-man turret. By then, another model became available in great numbers, the Panzer IV. Conceived by Guderian and developed in as a support medium tank Begleitwagen , it was available in limited quantities during the battle of France, but formed a large part of the Wehrmacht in the summer of , during Operation Barbarossa. It borrowed many components from the Panzer III , but mounted a 75 mm <sup>2</sup>. But as the limitations of the former became evident, the latter was quickly upgraded with long-barrel, high velocity AT guns. This model became the mainstay of the German armor until For the first time, an unpleasant feeling of inferiority spread through the Wehrmacht, especially after the merciless winter of December February Under the insistence of Hitler and Eastern Front generals, two new design were quickly put on the drawing board. The Panzer V , also called the Panther , and the Tiger , or Panzer VI were meant as an answer to the shortcomings of their predecessors. Both were equipped with excellent guns. Both tanks first appeared after a year and a half development, and they were ready in time for the battle of Kursk, in July They gave cold sweats to the Russian tank crews, as well as the Allies later, in Italy and France. Panther and Tiger Both the Tiger and the Panther were, on paper, some of the best designs in the world when they came into service. However, both of them suffered from serious teething problems due to them being rushed into production and to the front lines. The Panther became the second most produced German tank of the war, but neither of these vehicles was produced to the numbers reached by the Allied tanks. Costs speak for themselves. The very early series, still incorporating uniquely designed parts and accumulated development costs, were probably up to eight times more costly than the average StuG. But, with parts commonality and simplification, new modular production methods, and a huge, expendable forced labor force from concentration camps , a significant numbers of each model was built until the end of the war. If the Panther was the most cost-effective German AFV, and perhaps the most effective tank of WW2, the Tiger made such an impression, that it quickly shaped its own legend, besides any propaganda effort. For its time, it was a hardened steel mobile bunker, equipped with one of the most awe-inspiring guns of the war, the German

## DOWNLOAD PDF TANKS AND OTHER ARMORED FIGHTING VEHICLES, 1942 1945

anti-aircraft 88 mm 3. The before feared T and many Allied tanks, including the M4 Sherman , were now easy targets from up to three miles away. With limited availability, this machine was only given to young, highly motivated crews. The Tiger had serious tendencies to breakdown, was slow and had a limited range due to very high consumption figures. The complicated drivetrain was difficult to repair, as were the tracks. Moreso, Tigers disabled and abandoned were often lost for good, as towing was difficult. However, the large tracks were an advantage on soft grounds snow and mud , lowering ground pressure. In fact both tanks incorporated a great deal of wartime learnt improvements. A misjudged success story Both the Panzer III and IV were quite expensive, and new mass-producible, cheaper variants for infantry support and tank-hunting were sought. The most expensive part of these models, the turret, was replaced by a new, lowered hull, in the StuG III and IV , and their tank-hunter equivalents. Ultimately, with versions equipped with the 75 mm 2. More robust, more difficult to hit, easier to repair, they added their numerical advantage, with no sacrifice to quality. Some StuGs were used extensively as tank-hunters, and proved more lethal even than the Tiger , with some 20, kills credited to these small hunters. They simply used shorter range and ambush tactics, enabled by their lower silhouette, easy to camouflage. Hunting spirit As soon as the fall of Poland, German planners thought of converting existing platform in order to mount heavier ordnance than the regular 37 mm 1. At this point, they looked upon the excellent Czech AT 47 mm gun 1. Soon after, the elderly Panzer II chassis was chosen to carry the 7. The Czech 38 t provided two other variants, Marder III and the famous Jagdpanzer 38 t ubiquitously and incorrectly known as the Hetzer. Attempts to use the deadly 88 mm 3. The later stages of the war gave birth to more advanced vehicles, like the Jagdpanther , Elefant , and Jagdtiger. The latter, only produced in small numbers, was equipped with the most awesome piece of anti-tank artillery ever carried during the war, a mm 5 in gun. But the ultimate defeat was quickened thanks to a near total air superiority and new Allied tank-hunters. The British 6-pdr gun proved lethal against the Axis war machines, and was subsequently employed by many US and British tank destroyers. Thus, some some real killing power was added to the numerical advantage on Soviet side. Despite the lack of resources required to produce even the Tigers , Hitler insisted for more gargantuan models. As soon as , a replacement for the Panzer VI was designed. This nearly 70 tons monster incorporated some features from the Panther and an even more powerful and lethal gun. As the engines were still not up to the task, mobility was, once again, an issue. Plus, these new tanks were even more costly, and the Allied bombardment campaign began to take its toll. As the future in the east looked bleaker, Hitler and his generals looked west. The plan was simple and daring. The objective was to pierce the weakest point of the US sector defensive line, in the Ardennes, in Belgium, and once again achieve the masterstroke, a rush to the sea, ultimately cutting off the supplies of the Allied forces. The project was cancelled. Weighing close to tons, powered by a gargantuan diesel and sporting a monstrous mm 5 in gun, this was the ultimate Wagnerian war machine. However, with long-lasting trials, relatively weak performance, and many problems to cope with, like huge consumption, slow speed, weak maneuvering capabilities and ultra-high cost, the entire project was cancelled in It was a late rebirth of the very early tank concepts of tanks, inspired by H. A single prototype was captured by the British before reaching completion. A big waste of resources was used to forge the superhuman, oversized tracks more or less similar to those used later by NASA Saturn V pod carrier , which were all that remained of it. Featured AT guns From to , the Wehrmacht took delivery to tens of thousands of antitank guns, from the puny standard 37 mm to the legendary 8. The wartime German arsenal comprised in all 15 models registered, like the unusual 2. About 2, were built by Mauser. Basically an airborne version of the regular Pak 36, but using the same squeeze bore principle as described above for a real final caliber of 28 mm. Only were delivered. They could defeat 87 mm of straight armour at m. The Germans have these modified by a new muzzle brake and mounted on a 5 cm Pak 38 carriage, then sent to the Eastern front. But they lacked modern AP shells and had a low muzzle velocity. The unmodified ones were named in German service 7. Rounds in use were the PzGr. Was used also by Finland and Hungary. Krupp Semi-experimental built until and using the Gerlich principle: Real diameter was 55mm. Also used on the Panther KwK Best performances with the Pzgr. Captured Soviet gun, about

## DOWNLOAD PDF TANKS AND OTHER ARMORED FIGHTING VEHICLES, 1942 1945

converted. These mm divisional guns model F were originally designed as field gun but with AT capabilities in mind. Best performances were obtained with the German-built 7. Semi-experimental high-low pressure gun firing hollow charges, developed by Rheinmetall. AT adaptation by Krupp and Rheintemall of the legendary anti-aircraft 88mm gun. Produced to about 2, until Use a tailored carriage of the cruciform quad mount. Effective at m and more in almost flat trajecories it could fire indirectly at 15,m. Could fire the versatile Pzgr. Most massive AT gun in use by the Wehrmacht, produced by Krupp to just 51 unit until

# DOWNLOAD PDF TANKS AND OTHER ARMORED FIGHTING VEHICLES, 1942 1945

## Chapter 2 : Books by B.T. White (Author of Tanks And Other Armoured Fighting Vehicles Of World War Ii)

*Add tags for "Tanks and other armored fighting vehicles ; Tanks and other tracked vehicles in service.". Be the first.*

Development of tank manufacturing Edit German manufacturing of tanks began in when Adolf Hitler untethered Germany from the restrictions of the Treaty of Versailles. Designed and produced by the Krupp works , it was developed as a training vehicle and was the first tank the panzer formations were given to complete exercises and develop their methods. Delays in its development and manufacture led to the production of an interim vehicle, the liquid-cooled Panzer II. It was not clear yet how tanks would be used in the next war, nor was it apparent that tank-versus-tank combat would be a major operation that tanks would have to perform. Some military theorists envisioned tanks operating in support of infantry. The cavalry arm of the Heer saw the major function of tanks to be that of reconnaissance. Early in development the Heer settled on the concept of the tank having a commander who was in radio communication with his superiors. Thus the basic design of the main battle tanks called for a larger turret that would house the tank commander, gunner and loader, while a driver and a machine gunner were down in the hull. Guderian insisted on the tank commander being in radio communication with both his platoon and with the members of his own tank crew. Of the main battle tanks, only 98 Pz IIIs were in service during the invasion of Poland, along with Pz IVs, with tanks of various models also available as command tanks after being modified with extra communications equipment. Due to the insertion of the Nazi Party into the procurement process and political considerations that had nothing to do with the goal of providing arms for the military, the companies that ended up gaining the contracts for tank production had limited actual experience in mass production. Ford and Opel, two manufacturers with considerable knowledge and ability in assembly line techniques, were not allowed to participate in the bidding process. In contrast to the Messerschmitt fighter aircraft, which was designed by Willy Messerschmitt with the production of large numbers of the aircraft in mind, tank design and production in Germany in was a work of craftsman. German industry anticipated supporting the military in brief conflicts, and production of civilian use vehicles was not set aside till In the run up to the outbreak of war, the large companies engaged in production did not have space set aside for expanding their production lines. In consequence, unlike allied manufacturers, German tank manufacturers never came to a point where they were stock piling and storing excess finished products. Though these companies did expand with the increased demand of the ongoing war, it was not until the assignment of Albert Speer as Minister of Armaments that true efforts were made to bring mass production techniques to the German tank production industry. All these companies, with the exception again of Alkett, produced tanks in addition to their normal peacetime manufacture of trucks, locomotives, and other heavy equipment. From onward, the government progressively increased its control over industries engaged in rearmament. All companies were forced to join the Economic Board of the tank industry which handled all questions affecting the industry. Location of German tank manufacturing industry Edit The tank manufacturing industry in Germany was not concentrated in any one geographic location. There was, however, some geographical concentration of tank component manufacturers, such as engines and gears in Friedrichshafen, hulls, turrets, and guns in the Ruhr, rubber treads in Hanover, and instruments in Berlin. These locations, if interdicted, represented a potential choke point to German tank manufacturing. German tank problem Edit Panther tanks are loaded for transport to the front, During the course of the war the Allies made sustained efforts to determine the extent of German productivity, and approached this in two major ways: In many cases statistical analysis substantially improved on conventional intelligence. In some cases conventional intelligence was used in conjunction with statistical methods, as was the case in estimation of Panther tank production just prior to D-Day. The allied command structure had thought the Panther tanks seen in Italy were an unusual heavy tank, and would only be seen in northern France in small numbers, much the same way as the Tiger I was seen in Tunisia. To ascertain if this were true the Allies attempted to estimate the number of Panther tanks being produced. To do this they made use of the

## DOWNLOAD PDF TANKS AND OTHER ARMORED FIGHTING VEHICLES, 1942 1945

serial numbers printed on captured or destroyed German tanks. The principal numbers used were gearbox numbers, as these fell in two unbroken sequences. Chassis and engine numbers were also used, though their use was more complicated. Various other components were used to cross-check the analysis. Similar analyses were done on tires, which were known to be sequentially numbered. The analysis of Panther tank wheels yielded an estimate for the number of wheel molds that were in use. A discussion with British road wheel makers then estimated the number of wheels that could be produced from this many molds, which yielded the total number of Panthers that were being produced each month. Analysis of road wheels from the two tanks obtained yielded an estimate of Panthers produced in February , substantially more than had previously been suspected. German records after the war showed production for the month of February was The M4 tank has been hailed widely as the best tank of the battlefield today There can be no basis for the T26 tank other than the conception of a tank-vs.

# DOWNLOAD PDF TANKS AND OTHER ARMORED FIGHTING VEHICLES, 1942 1945

## Chapter 3 : - Tanks and Other Armored Fighting Vehicles by Kenneth Munson

*Estimated delivery dates - opens in a new window or tab include seller's handling time, origin ZIP Code, destination ZIP Code and time of acceptance and will depend on shipping service selected and receipt of cleared payment - opens in a new window or tab.*

Furthermore, the assessment of relative strength assumes that the United States is a non-combatant. The industrial capacity of the United States dwarfed the industrial nations of Europe, and this fact became obvious toward the end of the campaign in North Africa in late 1942. Lastly, the chart ignores Soviet production capacity, which Guderian knew would be quite extensive. Thus the basic design of the main battle tanks called for a larger turret that would house the tank commander, gunner and loader, while a driver and a machine gunner were down in the hull. Guderian insisted on the tank commander being in radio communication with both his platoon and with the members of his own tank crew. Of the main battle tanks, only 98 Pz III's were in service during the invasion of Poland, along with Pz IV's, with tanks of various models also available as command tanks after being modified by having their main armament removed and extra communications equipment installed. Due to the insertion of the Nazi Party into the procurement process and political considerations that had nothing to do with the goal of providing arms for the military, the companies that ended up gaining the contracts for tank production had limited actual experience in mass production. Ford and Opel, two manufacturers with considerable knowledge and ability in assembly line techniques, were not allowed to participate in the bidding process. In contrast to the Messerschmitt fighter aircraft, which was designed by Willy Messerschmitt with the production of large numbers of the aircraft in mind, tank design and production in Germany in 1942 was the work of a craftsman. German industry anticipated supporting the military in brief conflicts. A full commitment to war production was not made until the midpoint in the conflict. Surprisingly, civilian vehicle production was not set aside till 1943. In the run up to the outbreak of war, the large companies engaged in tank production did not have space set aside for expanding their production lines. In consequence, unlike allied manufacturers, German tank manufacturers never came to a point where they were stock piling and storing excess finished products. Though these companies did expand with the increased demand of the ongoing war, it was not until the assignment of Albert Speer as Minister of Armaments that true efforts were made to bring mass production techniques to the German tank production industry. All these companies, with the exception again of Alkett, produced tanks in addition to their normal peacetime manufacture of trucks, locomotives, and other heavy equipment. From onward, the government progressively increased its control over industries engaged in rearmament. All companies were forced to join the Economic Board of the tank industry which handled all questions affecting the industry. Location of German tank manufacturing industry[ edit ] The tank manufacturing industry in Germany was not concentrated in any one geographic location. There was, however, some geographical concentration of tank component manufacturers, such as engines and gears in Friedrichshafen, hulls, turrets, and guns in the Ruhr, rubber treads in Hanover, and instruments in Berlin. These locations, if interdicted, represented a potential choke point to German tank manufacturing. German tank problem[ edit ] Panther tanks are loaded for transport to the front, During the course of the war the Allies made sustained efforts to determine the extent of German productivity, and approached this in two major ways: In many cases statistical analysis substantially improved on conventional intelligence. In some cases conventional intelligence was used in conjunction with statistical methods, as was the case in estimation of Panther tank production just prior to D-Day. The allied command structure had thought the Panther tanks seen in Italy were an unusual heavy tank, and would only be seen in northern France in small numbers, much the same way as the Tiger I was seen in Tunisia. To ascertain if this were true the Allies attempted to estimate the number of Panther tanks being produced. To do this they made use of the serial numbers printed on captured or destroyed German tanks. The principal numbers used were gearbox numbers, as these fell in two unbroken sequences. Chassis and engine numbers were also used, though their use was more complicated.

# DOWNLOAD PDF TANKS AND OTHER ARMORED FIGHTING VEHICLES, 1942 1945

Various other components were used to cross-check the analysis. Similar analyses were done on tires, which were known to be sequentially numbered. The analysis of Panther tank wheels yielded an estimate for the number of wheel molds that were in use. A discussion with British road wheel makers then allowed the estimation of the number of wheels that could be produced from this many molds. This in turn yielded the total number of Panthers that were being produced each month. Analysis of road wheels from the two tanks obtained yielded an estimate of Panthers produced in February alone, substantially more than had previously been suspected. German records after the war showed production for the month of February was

## Chapter 4 : American armored fighting vehicle production during World War II

*Tanks and other armored fighting vehicles: b, between the greatest fighting tanks in the history of warfare clashed in stalingrad and kursk, north africa, and southeast asia here in exacting detail and full color are the.*

## Chapter 5 : Tanks And Other Armored Fighting Vehicles ()-box 27 | eBay

*B.T. White has 12 books on Goodreads with 32 ratings. B.T. White's most popular book is Tanks and Other Armored Fighting Vehicles, -*

## Chapter 6 : Nazi Germany tanks and armored vehicles

*The Armoured Ramp Carrier, also known as the ARK, was a modified Churchill tank with a foldable ramp in place of its turret. It was driven into a gap where it opened its ramps, creating a bridge that other vehicles could cross.*

## Chapter 7 : B.T. White (Author of Tanks And Other Armoured Fighting Vehicles Of World War II)

*This article lists production figures for German armored fighting vehicles during the World War II era. Vehicles include tanks, self-propelled artillery, assault guns and tank destroyers.*

## Chapter 8 : Books on Tanks - Armored Fighting Vehicles, APC's and other Tracked Vehicles

*Work began in early to develop a significantly heavier variant of the M26 Pershing, the T32 heavy tank, but after the end of the World War II, the project was cancelled and the vehicles were scrapped.*

## Chapter 9 : World War 2 Tanks ()

*Infamously called "door-knocker device" in the campaign because of its poor performances against heavily-armored allied tanks, it was sufficient against lighter armored vehicle and stayed into service to the last day of the war, recycled to fire shaped-charges like the StielgrÃ¶n*