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Tiger I ... and the T-34 and KVs eliminated hundreds of Tigers.... an article in the Russian newspaper about the Battle of Kursk, Novati Press Agency, 1943. The original 250 Tigers were powered by the 12-cylinder Maybach HL 230 P 45 engine with a total power of 650ps, which caused the Tiger to be poorly powered and its off-road performance suffered as a result. To improve this problem, the 12-cylinder modified 12-cylinder Maybach HL 230 P 45 engine has increased to 700HP on all models since May 1943. The sound of the Tiger engine starting had a distinct noise even from a distance and was well known to allied soldiers, who remember it with respect. The first 500 (495) Tigers were equipped with a diving device that allows them to travel underwater up to 4-5 meters for 2.5 hours. Later models were provided with wading equipment allowing them to travel underwater only up to 1.3 meters deep. Tigers produced from November to August 1943 were equipped with the complete tropical air filter system 'Feife!'. Five male crew members - commander, gunner, loader, radio operator and driver, tiger operated. Tiger's interior layout consisted of four four - driver's compartment, gunner/radio operator compartment, combat compartment (tower) and engine compartment. The driver's and the operator's/radio compartment was in one compartment, but were divided by transmission and final drive unit. The driver guided the tank through the steering wheel, which controlled the hydraulic hydraulic steering system. In case of breakage, two manual steering levers were provided. The levers controlled manual steering brakes and were also used as parking brakes. The Tiger's suspension consisted of interleaved wheel wheels, rear and steering wheels (36 in total). The interspersed arrangement of the steering wheel used in Tiger I caused mud, ice and stones to stop the track mechanism and, as a result, immobilize the tank. To overcome this problem, the running equipment needed constant attention, especially on the Eastern Front. The tigers were equipped with two types of tracks, narrow 520mm tracks (used for transport) and 720mm (wider) battle/combat tracks. To transport tiger by train, the external wheel of the road was removed from each axle and the tank was equipped with transport rails. This was done to get tiger tanks to fit into the wagons and meet the authorization requirements. This practice was mainly done in areas with rail traffic, but not often during open country transportation. Special railway wagons were also produced to transport and unload tigers quickly. An experienced team can change the tracks in half an hour. The rest of the time was needed to remove or install the outboard wheels and side mud protectors, and bend or unfold the stern sections of the front and rear mud protectors, among other things. Tiger I - inside the tower, showing the position of breech and gunner. The Tiger tower housed an 88mm gun, which was shifted to the right and was mounted on a 185cm diameter tower ring. The main weapon was fired electrically with a switch on the gunner's manual crossing wheel. 92 rounds of AP (armor drilling) and HE (highly explosive) ammunition were stored in dumpsters under the tower basket, on the hull floor, and on the side of the superstructure. The large size of the weapon divided the tower into two sections - gunner and commander on the left and loader on the right. The tower was traversed by hydraulic power, but for adjustment and elevation were used steering wheels. Armor piercing bullets generally accounted for half the ammunition supply of a Tiger, the rest occupied with sprgr. Highly explosive bullets for use against soft-skinned enemy vehicles and infantry. The gr.39HL hollow load round, which was less productive at short range, was sometimes exchanged by part of the HE load, although it was less accurate. The Round Pzgr.39 APCBC (Armor Piercing Composite Cap) was able to drill 100mm of armor at a 30 degree angle within a range of 1000m. The Round Pzgr.40 tungsten could easily drill 171mm of armor at short range and 110mm to 2000m, while the Gr.39HL round could penetrate 90mm of armor up to 2000m. During the Tiger has been constantly modified and improved almost on monthly bases. The pistol door of the initial model tower was replaced by an exhaust hatch (also used to carry ammunition) in the medium production model. The two gunner vision holes (for the view of the TZF 9b gun) in the gun of an initial model were reinforced with an armor block in the medium production model and replaced by a single view hole in the final model (for the TZF 9c gun view). Two Bosch front headlights from the initial version were replaced by a single center mounted on the late model. Three different types of exhaust covers were used, two at the beginning and one in the late model. In late 1943, the commander's battery dome was replaced by the one cast designed for Tiger II. As of February 1944, the Tigers were mounted with sturdy steel-plated road wheels, as were those of the Tiger II and Panther II tanks. The wheels had internal rubber bead and were adapted from those used in the Tiger II tank, but were based on wheels used in Soviet KV heavy tanks. The wheels were introduced because they could support more weight and allowed the number of road wheels per axle to be reduced from three to two. Deutsche Eisenwerke produced these wheels. In addition to factory modifications, the sPzAbt 501 field modified its Tigers while in Tunisia. Modifications included thinner narrow mud protectors without folding sections and Bosch headlights moved from the top plate of the hull to the front hull plate (installed on brackets). Since September 1943, tigers were very commonly coated with anti-magêconeticamente zimmerit paste. During service in 1944, 84 Tigers were converted into command tanks - Befehlswagen Tiger I Ausf. E (Sd.Kfz.267/268) equipped with additional radio equipment. The Sd.Kfz.267 was equipped with a 30-watt FuG 8 transmitter/receiver and a 10-watt FuG 5 transmitter, while the Sd.Kfz.268 with a 20-watt FuG 7 transmitter/receiver and a 10-watt FuG 5 transmitter. From August to December 1944, 18 tigers retired or damaged in battle were converted into Sturm Tigers armed with short-barreled Raketenwerfer 61 38cm rocket/mortar launchers loaded with breech. In 1944, three Tigers were converted by the sPzAbt 509 to recovery vehicles - Bergepanzer Tiger. In November 1944, all three were transferred to sPzAbt 501. Single average production Tiger I (pictured above) damaged near Anzio in Italy has been rebuilt and converted by the sPzAbt 508 workshop into a special purpose vehicle. The conversion took place from March 1 to 5, 1944. His weapon was removed and the tower went back and fixed. A winch was mounted on top of the tower along with a 10-ton lifting crane. It has also been equipped with other auxiliary equipment. This particular vehicle was lost April 20 and May 25, 1944 and was captured by the British, who reported him as Bergetiger with a crane. This single Tiger was not a real Bergetiger, but vehicle placement and cleaning charge. Bergepanzer Tiger has been named SdKfz.185, but has not been confirmed since With 88mm KwK 43 L/71 gun also received the same designation. There was also an experimental assembly of 88mm KwK 43 L/71 weapon on Tiger, but it was postponed and abandoned in favor of the development of Tiger II, which eventually went to replace Tiger I. It is suggested to the Red Army to use German tanks like StuG III and Pz IV due to its reuse and availability of spare parts. The new German Panther and tiger can be used until they break without trying to fix them. They have bad engines, transmission and suspension. - Red Army Armaments Department, late 1944. 1944.

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