

German Helmets

1933 — 1945



VOLUME II
FEATURING A SPECIAL SECTION
WITH OVER 70 FULL COLOR PHOTOGRAPHS



A Collector's Guide

by

T.V. Goodapple, W.R. Maertz
and R.J. Weinand



Paratroopers on the Italian Front: Two German paratroopers are shown after days of artillery bombardment. Note the draw-string camouflage cover on the paratroop helmet. The photo is dated June 7, 1944.

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**Illustrations
by
William R. Maertz**

**Front Cover Design and Photography
by
William R. Maertz**

**Back Cover Concept
by
Ronald J. Weinand**

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DEDICATED TO OUR WIVES:
NANCY GOODAPPLE, JULIE MAERTZ AND MARGARET WEINAND



"PRECEDING PAGE, A German soldier sorts through helmets in Hilversum, Holland on May 18th, 1945. Photograph (number 132388) courtesy of the Public Archives of Canada. (PA-132388/PUBLIC ARCHIVES CANADA)."

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INTRODUCTION

More than two years have passed since the idea of writing a book on the subject of Third Reich era German helmets was conceived. The fruit of this initial seed of thought was, of course, **German Helmets 1933-1945: A Collector's Guide**. This book was accepted willingly, even eagerly, by the collecting world. It was obvious that there had been a large void in detailed reference material for this area of the hobby, with only the early attempts by one or two authors standing alone for many years. Our intention was merely to provide a handbook of the basics for anyone interested in helmet collecting. This entailed an attempt to convey a "little information about a lot of things", without delving deeply into any one facet of the hobby. A large selection of photographs, depicting the wide variety of helmets commonly encountered and available in the market place today, complemented this fundamental guide.

In all honesty, there was at first neither the intention nor the desire to write a second volume after the initial undertaking. However, the favorable response of the collecting community has been overwhelming! Countless letters have been received from all over the world, praising our endeavor but also clamoring for more information. Many notes and letters began with the line "I have a helmet which is not pictured in your book..." This is certainly not surprising; indeed, the statement was made in the book itself that there is an endless variety of German helmets. While this truly is the case, it appears that the first book served only to whet the appetite of many collectors. The question that immediately comes to mind is: "What else is there to say in a second book, without going into tedious details or statistics?" Should it be a book of pictures only, with no text? After much deliberation, it was decided that a second volume should be an extension of the initial writing. The information in Volume I could certainly be explored in greater depth and even stated with more certainty, clarity, and detail, without making it seem like just a rehashing of what has already been said.

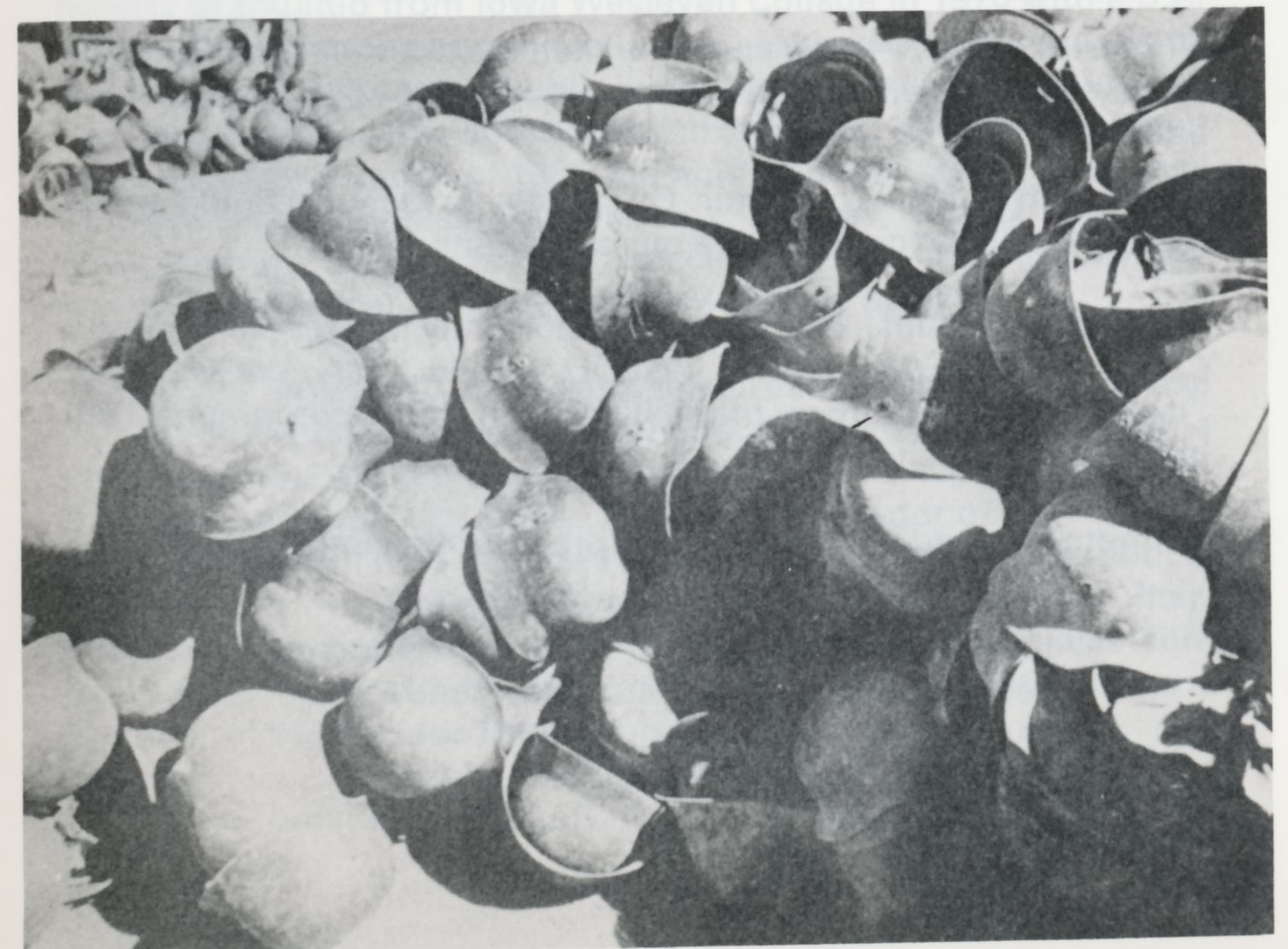
With this in mind, the authors set out to extensively research the basic information already contained in Volume I, in order to assure its precision and authority. In addition, even more collections were searched for potential helmets to be included in Volume II. Variations, unique or one-of-a-kind pieces, and interesting camouflage helmets were sought out and photographed.

One of the main criticisms of Volume I has been the lack of color photos. While that was done purposely, for the sake of economy, this book will overcome this shortcoming by providing a large section of color photographs. This is a necessity in order to properly convey and describe the colors of a helmet and/or its insignia. In this regard, a picture is truly "worth a thousand words".

There are two other significant changes evidenced in this volume. First is the lack of a price guide. The price guide in Volume I served a useful purpose, as an integral part of a basic collector's guide. However, in an advanced guide as this is intended to be, it serves no real purpose. The type of helmets contained herein do not lend themselves to exact evaluation.

The second change may be less noticeable, but is even more significant. It is a pleasure to point out that this effort is the joint undertaking of three authors instead of two. Although William R. Maertz provided invaluable assistance with Volume I, it was all done graciously as a "contributing collector". This time, Bill has taken an active role in the entire overall operation, and his expertise and skill are a real asset.

A final thought in passing: The war relic collector, like any other collector, takes great pride in his hobby and his collection. The interest in the history and the memorabilia of World War II is ever growing, and so is the number of collectors in the hobby. It is our sincere hope that this work serves to stimulate this interest and provide information of some value to our fellow collectors.



Stacked German helmets after the Battle of Stalingrad.

ACKNOWLEDGEMENTS

JOHN P. COY — headgear collector. A special thanks to John for allowing us to photograph many rare and unique helmets from his vast collection. His complete cooperation, expert opinions and unending generosity were greatly appreciated.

JAMES H. PETERSON — headgear collector. His advice and suggestions provided balance and refinement to our efforts. Our thanks to Jim for his constant interest and encouragement.

ALBERT E. BARROWS — "Mister Helmet". We are indebted once again to Al for sharing his expertise and for contributing photographs of numerous rare and interesting helmets from his renowned collection.

JERRY SANDERS — collector. Our thanks to Jerry for allowing us to photograph many helmets from his impressive collection.

KEITH TOOK — collector. Our thanks to Keith for making his fine collection available for us to photograph.

MICHAEL W. ALANSON — headgear collector. Our thanks to Mike for sharing his knowledge of Fallschirmjager chinstrap harnesses and buckles.

STEVE HUFFMAN — collector. Our thanks to Steve for providing the camo shelter quarter used in the photographic construction of the back cover.

MARK S. NOLAN — collector. Our thanks to Mark for donating his time and skills to computerize our operations.

The authors would like to take the opportunity to offer our thanks to CATHY VIDEBECK, GARY McNEILLY, and LISA WIGODA for "custom printing" many of the black and white photographs used in this book.

Helmets pictured in this book are from the following collections:

Donald Atkins	Kim McGee
Albert E. Barrows	James H. Peterson
Greg Bergman	Jerry Sanders
John P. Coy	Keith Took
Terrance V. Goodapple	Mark Warren
William R. Maertz	Ronald J. Weinand
Mark J. McBride	

ABOUT THE AUTHORS . . .

TERRANCE V. GOODAPPLE has been a history buff and militaria collector for twenty years. German helmets and daggers are his main collecting interests. He has worked for the Federal Government for ten years, most recently as the supervisor in the SSA District Office in Bloomington, Illinois. Terry graduated from Quincy College in 1973 with a B.A. degree in Sociology, and is a member of the Ohio Valley Military Society.

WILLIAM R. MAERTZ has been a "collector" for most of his life. He became interested in German helmets as a child playing "army" and finally began to collect them in earnest five years ago. Mr. Maertz graduated from Iowa Wesleyan College in 1970 with a B.A. degree in art. For the next eleven years he worked for the Anaconda Corporation, first as a designer in the production of diamond dies, and later as a systems coordinator of shipping. Mr. Maertz left the Anaconda Corporation in 1981 and now manages his own business in Sycamore, Illinois. His interests include German helmets, numismatics, four-wheel-drive vehicles, boxing, photography and art. He is a member of the Ohio Valley Military Society.

RONALD J. WEINAND, D.P., has been an active collector of German war memorabilia for the past 25 years. Mr. Weinand is currently a practicing hospital pharmacist and a pharmaceutical consultant for the State of Illinois. He serves as associate curator of the All Wars Museum at the Illinois Veterans Home in Quincy, Illinois. His education consists of a B.S. degree from The St. Louis College of Pharmacy and post-graduate work in associated fields. He has contributed to many reference works on German militaria and is a member of the Ohio Valley Military Society.



Policeman on the defensive front: This late war photo dated March 15, 1945, shows a policeman on the Baltic Sea at Kustrin. Note the re-issued Czech helmet with police shield.



Waffen SS grave sights: Typical SS wooden grave markers topped by helmets as photographed during ceremonies on November 9, 1941.

IDENTIFICATION AND CLASSIFICATION

In the two years that have passed since **"GERMAN HELMETS 1933-1945"** was published, the authors have had the opportunity to examine many more helmets and to study other literary sources dealing with the classification, manufacture and issue of these helmets. Based on this research, it became obvious that there was a need to revise some of the information which appeared in the first book, and at the same time, to include all of the material that was unknown or unavailable at that writing. At first glance this may appear to be just a restatement of the same basic information that was included in the first book, but upon closer inspection, it will become evident that much new and revised data is contained herein.

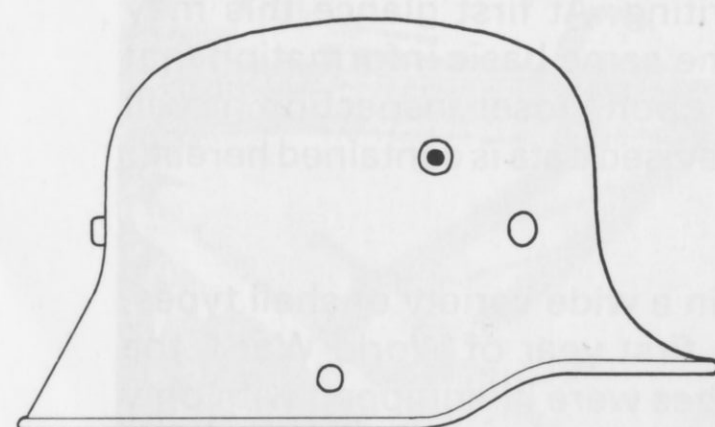
THE SHELL

German helmets were produced in a wide variety of shell types, materials, weights and sizes. In the first year of World War I, the German troops fighting in the trenches were ill-equipped with only their ornamental leather helmets for head protection. In January 1916, the first standardized and mass-produced German steel helmet was issued to the troops, this being the "Model 1916", or simply, the "M-16". This helmet was produced in six metric shell sizes (60, 62, 64, 66, 68 and 70) and was made from molybdenum steel. The shell incorporated a protective dome, or crown, for the top of the head, along with a protruding front visor to shade the eyes and a lower, flared-out ear/neck guard. Another feature of the M-16 helmet was the chinstrap-post rivethead affixed to the neck-guard on each side of the shell, just above the bottom edge rolled rim.

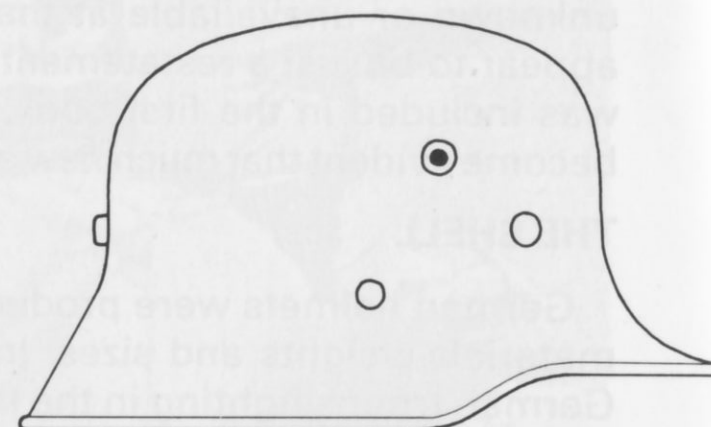
The Austrians also produced their version of the M-16 shell. These can be distinguished from the German model by the positioning of the chinstrap-post rivetheads. On the Austrian helmets, the rivetheads are located much higher up on the neckguard, sometimes actually being placed on the lower dome, or crown, of the helmet shell. The Austrian shell was made in only four metric sizes, those being 62, 64, 66 and 68.

In the early summer of 1917, the Germans modified the liner system used in their helmets. The chinstrap was now attached to the new metal liner band by means of a "D" ring fastened to the band itself. This change resulted in the elimination of the chinstrap-post rivethead on the helmet shell. Many collectors and writers refer to this helmet as the "Model 1918", or the "M-18", since it was not until early 1918 that large numbers were in use. Technically however, this style helmet should be referred to as the "Model 1917", or the "M-17", as it was produced in large quantities during the latter half of 1917 and reached the front line troops in the last months of that year. Most of the new recruits were equipped with it from August 1917 on.

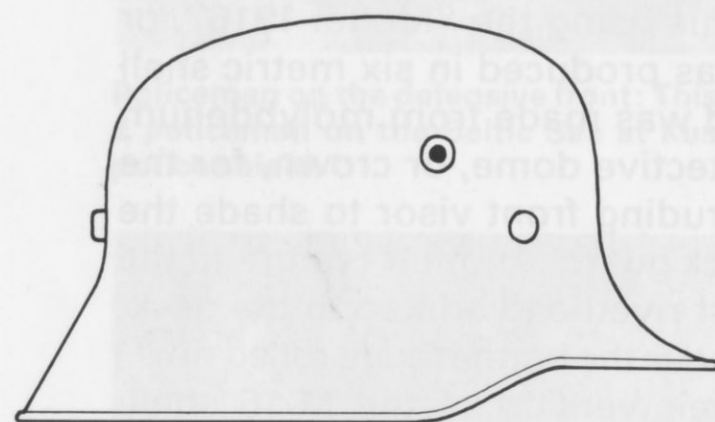
In the summer of 1918, yet another modification was made to the basic shell design. "Ear cutouts" were now provided on each side of the neckguard. This helmet retained the revised M-17 style metal liner band and chinstrap mounting system. The "ear cutout" shell has also been referred to as the "telephone", "artillery" and "cavalry" helmet, but it should be listed as just the "Model 1918", or the "M-18 Ear Cutout". The six metric shell sizes remained the same for the M-17 and M-18 Ear Cutout shells.



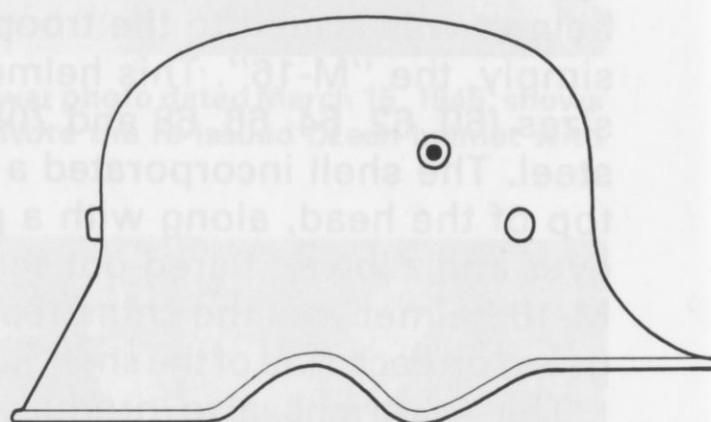
M-16



AUSTRIAN M-16



M-17



M-18 EAR CUTOUT

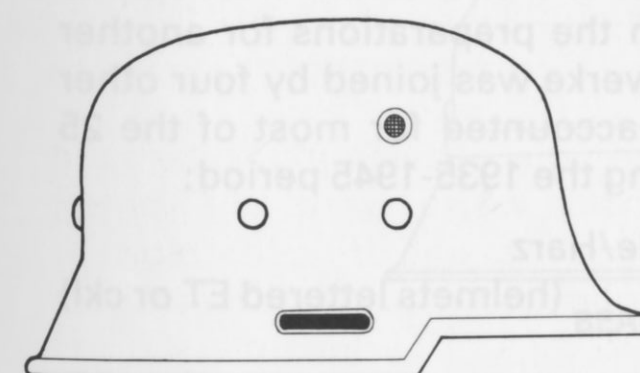
In the period following the First World War, the German Weimar Republic continued to use the existing M-16, M-17 and M-18 Ear Cutout helmets. In 1931, a new liner and suspension system was introduced to replace the old M-16 and M-17 styles (see **THE LINER**). This new system was known as the M-31 liner.

As early as 1933, attempts were being made to modernize the military. Under the direction of the National Socialists, or "Nazis", an experimental, prototype helmet was manufactured for use with the newly reformed Wehrmacht. This helmet, known as the "Helmet Model 1933", or the M-33, resembled the WWI era helmets, but it was smaller and much lighter in weight. These helmets were made of "Vulkanfiber", a material similar to bakelite. It is not clear whether the intention was to use the Vulkanfiber in place of steel when the helmet went into actual production, or if this material was to be used in the prototype models only. The latter seems likely, due to the superior protection afforded by steel.

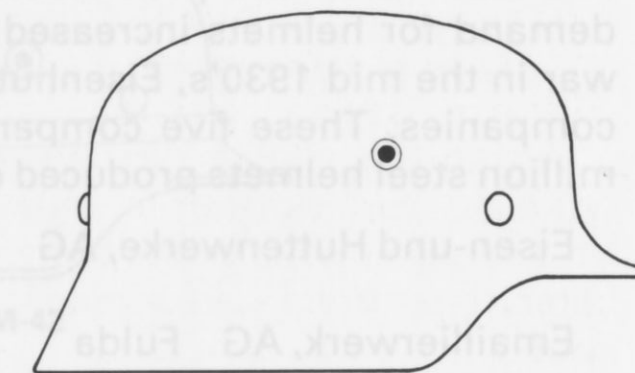
Unlike the M-16 and M-17 shells, the M-33 no longer had the vent lugs on either side of the dome to mount a "frontal plate". These lugs were replaced by circular, screened air vents. The smooth curve from the visor to the neckguard of the M-16 and M-17 shells was changed to sharp, angular bends on the M-33. A separate piece of thin metal, in a U-shape, was fastened to the rim and extended a short distance up on the inside and outside of the bottom edge. The result was a rather wide and prominent ridge around the entire rim. Elongated slots on each side of the neckguard were incorporated into this new shell, though their purpose is unknown. This helmet utilized a civic style liner, held in place with 5 domed-head split rivets. This design was apparently not adopted, and never went into mass production.

In the summer of 1935, another new German helmet was produced and gained immediate acceptance by the army, navy, air force, Waffen-SS and field police. The new helmet retained the same classic configuration of the M-16 and M-17 shells, while keeping with the smaller size and lighter weight of the M-33 shell. This helmet was "cleaner" looking than the M-33 and did away with the elongated slots in the neckguard. As with the earlier styles of shells, this new helmet had a "rolled rim", but unlike the others, the edge was rolled completely smooth, with no "ridge" in evidence. The visor on this new shell was slightly higher than any of the preceding models, which made for better visibility. Grommetted air vents replaced the screened air vents found on the M-33 helmet. This helmet shell was known as the "Steel Helmet 1935", or the "M-35".

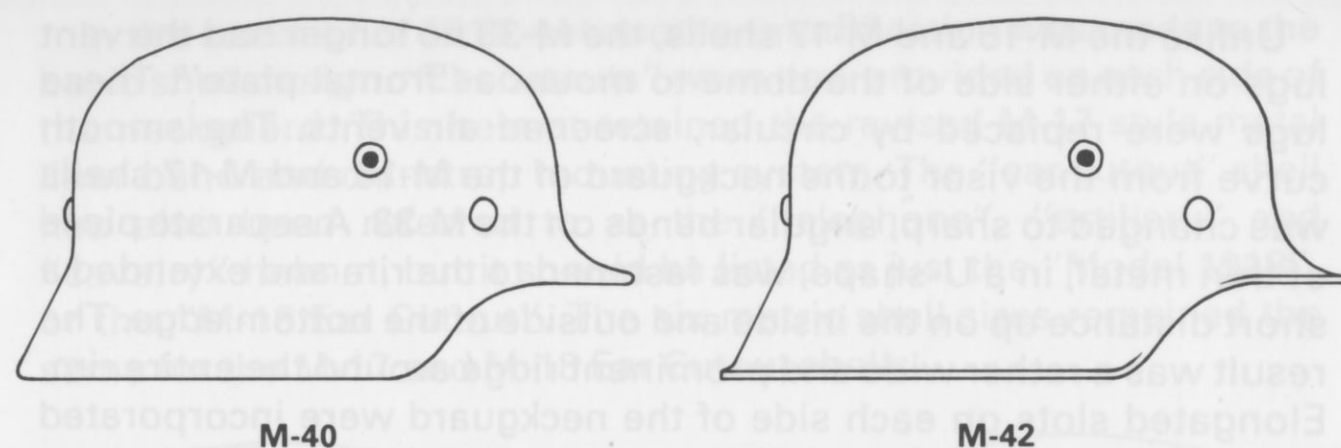
The helmet shell of the M-35 was stamped from a single planchet of molybdenum steel, as were the M-16, M-17 and M-18 Ear Cutout shells. The gauge of the finished shell also remained the same. The M-35 helmet was produced in six metric shell sizes (60, 62, 64, 66, 68 and 70) and was fitted with the M-31 liner and suspension system.



M-33



M-35



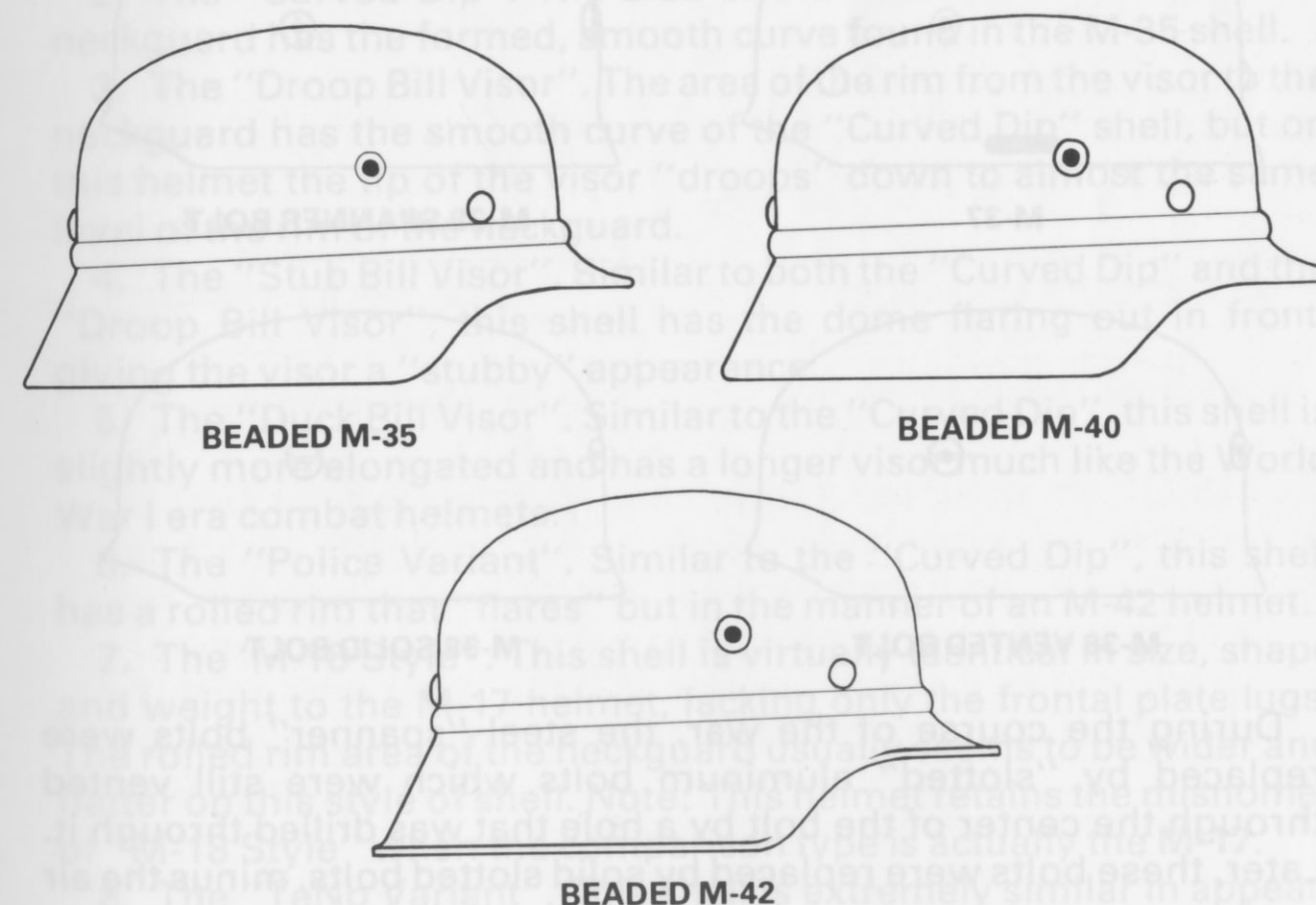
In the spring of 1940, the shell was modified to the extent that the air vent grommets were eliminated. The vent holes and a circular ring embossed around them were now formed in a one-step punching process to the shell itself. The steel alloy content was changed at this time too. Manganese/silicon steel was now to be used for both economy measures and to permit a slight increase in the gauge of steel used in the new shells. This helmet was known as the "Steel Helmet 1940", or the "M-40".

In the summer of 1942, the German helmet was altered one more time. As an economy and labor saving measure, the rim of the visor and neckguard was no longer to be rolled under, as was the case of the M-35 and M-40 helmet shells. Thus the rim of the neckguard was now flared-out, while the visor was simply trimmed off, leaving the rim with a rough and unfinished edge. Also at this point in time, the thickness of the manganese/silicon steel was reduced, reverting back to the thinner gauge of the M-35 shells. This helmet was known as the "Steel Helmet 1942", or the "M-42".

As many as ten different manufacturing firms were involved in steel helmet production during the First World War, but most were closed when the war ended. The Iron Smelting Works (Eisenhuttenwerke) located in Thale/Harz was one of the largest of these, and one that continued production after the end of the war. As the demand for helmets increased with the preparations for another war in the mid 1930's, Eisenhuttenwerke was joined by four other companies. These five companies accounted for most of the 25 million steel helmets produced during the 1935-1945 period:

Eisen-und Huttenwerke, AG	Thale/Harz	(helmets lettered ET or ckl)
Emaillierwerk, AG	Fulda	(helmets lettered FS or EF)
F. W. Quist, G.m.b.H.	Esslingen	(helmets lettered Q)
Sachsische Emaillier-und Stanzwerke, AG	Lauter	(helmets lettered SE)
Vereinigte Deutsche Nickelwerke, AG	Schwerte	(helmets lettered NS)

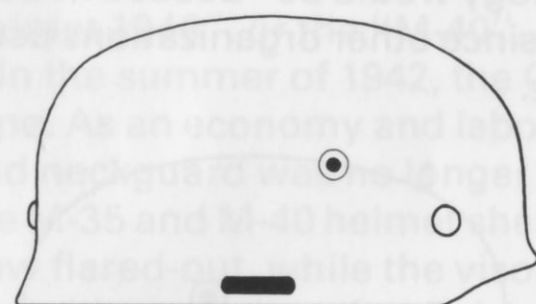
Special helmet shells of the M-35, M-40 and M-42 styles were also produced in the corresponding time periods for members of the Luftschutz and factory guard organizations. These "combat" style shells were virtually identical to the M-35, M-40 and M-42 shells, with the only difference being the addition of an extruded ridge, or "bead", around the circumference of the helmets. The purpose of this bead is not known, but at least two theories exist. One says that the bead represents a defective shell, and was "added" to insure that the helmet shell would not be issued to combat troops. The other theory says that the bead was stamped into the shell for recognition purposes. Since other lightweight Luftschutz helmets had this bead incorporated into the actual manufacturing process of the shells, there was then the desire to have it included in the combat style shells too. The authors are more inclined to accept the latter explanation, as there certainly would have been more simplified methods of "marking" a defective helmet shell. These beaded shells are commonly known as "Luftschutz combat" helmets, but a more precise terminology would be "Beaded M-35", "Beaded M-40" and "Beaded M-42" since other organizations used these helmets besides the Luftschutz.



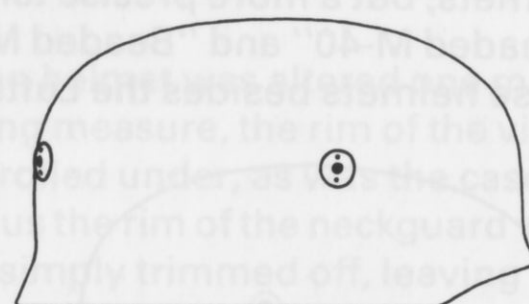
In 1936, both the army and the air force had established paratroop units within their organizations. The first helmets that these units used were made from leather. In 1937, M-35 helmets were radically modified to be used by these fledgling paratroopers. The M-35 shells had the visor and the neckguard removed, with the resulting "new" edges being rolled back under the rim. The three M-35 liner

mounting split rivets were retained, but a fundamentally redesigned liner and chinstrap system was introduced. Elongated slots, like those found in the M-33 shell, were punched into the shortened neckguard near the rim on each side of the shell. These helmets were known as the "Model 1937", or the "M-37", but were considered to be "experimental" during their short production period.

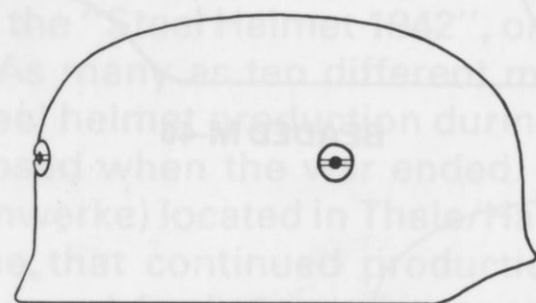
In the spring of 1938, an entirely new paratrooper helmet was introduced. Retaining the same basic shape as the M-37, this new shell had the M-35 style grommetted air vents completely removed. Also missing were the three liner mounting split rivets. In their place were four metric "spanner" bolts which were vented to provide air circulation. One bolt was located on each side of the shell in the approximate position of the grommetted air vents found on the M-37 shell, while the remaining two bolts were positioned at the same height in the back of the helmet. The purpose of the bolts was to hold a completely remodified liner and special chinstrap harness in place. This helmet was known as the "Model 1938", or the "M-38".



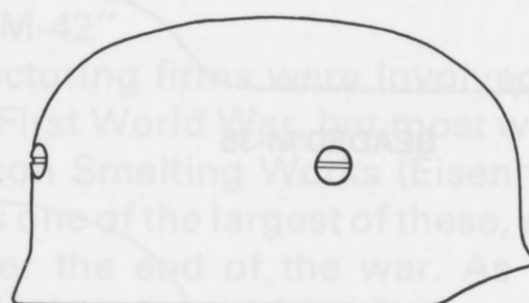
M-37



M-38 SPANNER BOLT



M-38 VENTED BOLT



M-38 SOLID BOLT

During the course of the war, the steel "spanner" bolts were replaced by "slotted" aluminum bolts which were still vented through the center of the bolt by a hole that was drilled through it. Later, these bolts were replaced by solid slotted bolts, minus the air vents.

The police, fire and other special purpose or para-military organizations also used helmets during the existence of the "Third Reich". These "civic" helmets resembled the M-35 style helmet shells, but were usually much lighter in weight and, most times, used a system of four split rivets or pop-rivets to secure the liners. Other variations included three, five and six rivet mounting systems.

The air vents used on these civic helmets varied greatly. Some closely imitated the embossed vents found on the M-40 and M-42 shells. Others used either single or double oversized vent holes which had special small mesh screens attached, much like the M-33 shells. However, the most common type of air vents used on these helmets was the single or dual "seven" hole vents on each side of the shell. Earlier helmets used separate, domed covers which had the seven holes punched directly into them. These were known as "saltshaker" air vents since they had the appearance of old fashioned saltshaker tops.

There are nine basic shell styles in the "civic" helmet category. Each style of shell used one or more types of air vents during its production period, as well as varying the number of vents and the number of liner mounting holes in the shell. Therefore, any number of combinations are found. The nine basic shells are as follows in the list below:

1. The "Square Dip". The area of the rim from the visor to the neckguard has the abrupt, sharp angles found in the M-33 shell. This type is probably the most commonly encountered of the civic style helmets.

2. The "Curved Dip". The area of the rim from the visor to the neckguard has the formed, smooth curve found in the M-35 shell.

3. The "Droop Bill Visor". The area of the rim from the visor to the neckguard has the smooth curve of the "Curved Dip" shell, but on this helmet the tip of the visor "droops" down to almost the same level of the rim of the neckguard.

4. The "Stub Bill Visor". Similar to both the "Curved Dip" and the "Droop Bill Visor", this shell has the dome flaring out in front, giving the visor a "stubby" appearance.

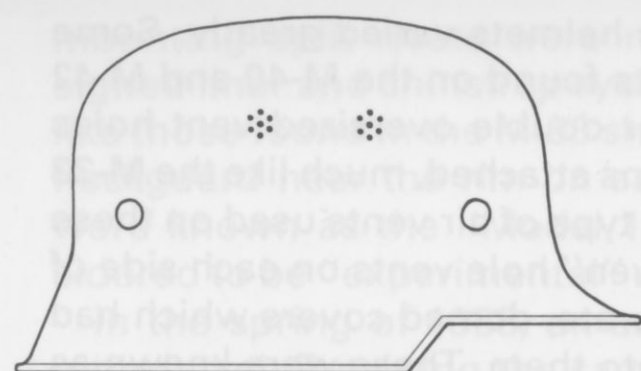
5. The "Duck Bill Visor". Similar to the "Curved Dip", this shell is slightly more elongated and has a longer visor much like the World War I era combat helmets.

6. The "Police Variant". Similar to the "Curved Dip", this shell has a rolled rim that "flares" out in the manner of an M-42 helmet.

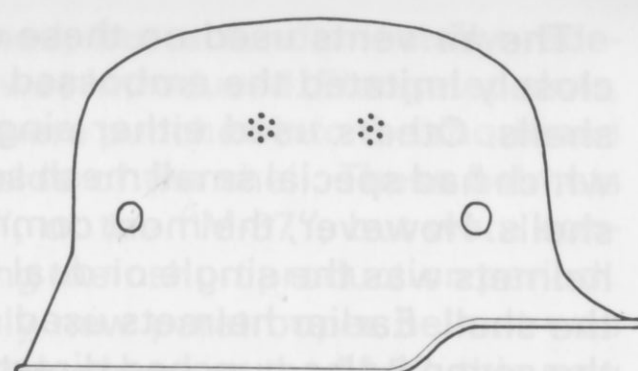
7. The "M-18 Style". This shell is virtually identical in size, shape and weight to the M-17 helmet, lacking only the frontal plate lugs. The rolled rim area of the neckguard usually seems to be wider and flatter on this style of shell. Note: This helmet retains the misnomer of "M-18 Style" when the comparison type is actually the M-17.

8. The "TeNo Variant". This shell is extremely similar in appearance to the M-35 helmet, but the visor is slightly shorter. This lightweight helmet shell seems to have been used exclusively by the "TeNo" organization.

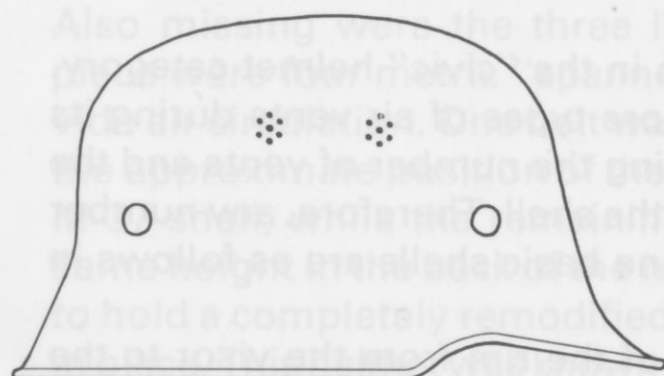
9. The "Fiber Parade". This shell, made from vulcanized fiber, is almost in a class all by itself. Nearly identical to the M-35, the visor is slightly higher and the rolled rim area of the neckguard has a wide and flat ridge.



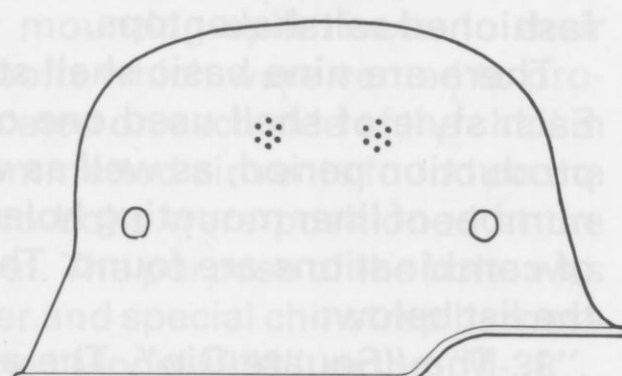
CIVIC "SQUARE DIP"



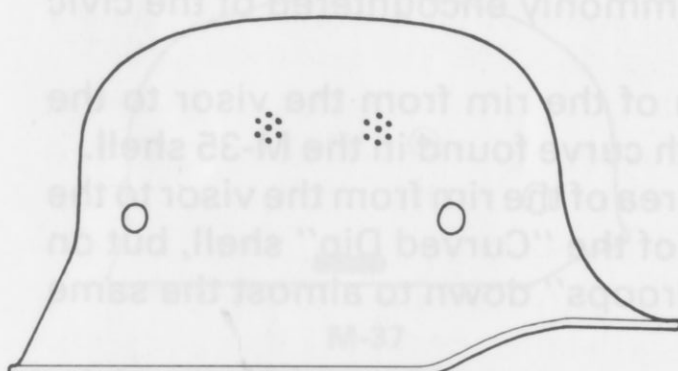
CIVIC "CURVED DIP"



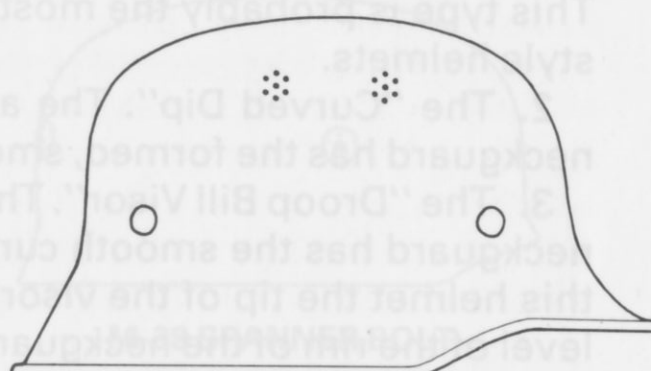
CIVIC "DROOP BILL VISOR"



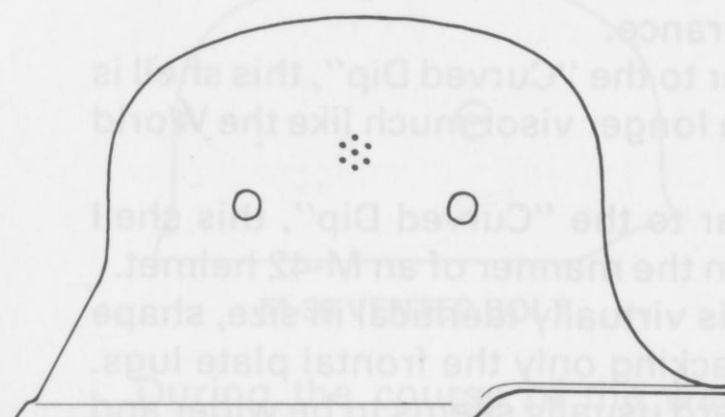
CIVIC "STUB BILL VISOR"



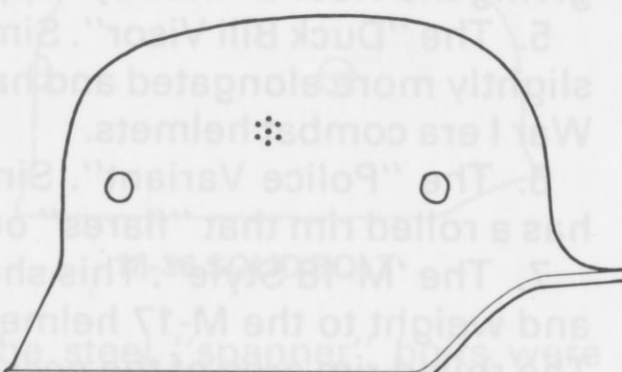
CIVIC "DUCK BILL VISOR"



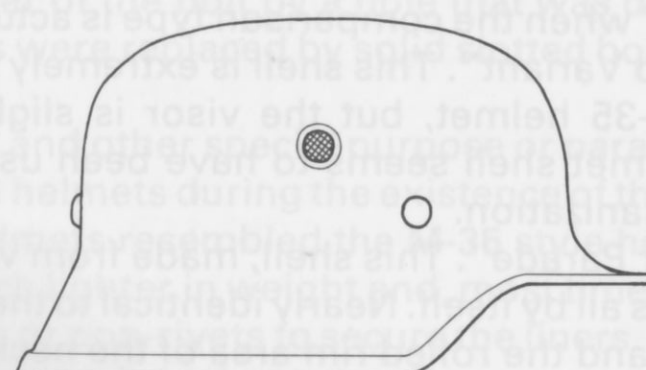
CIVIC "POLICE VARIANT"



CIVIC "M-18 STYLE"



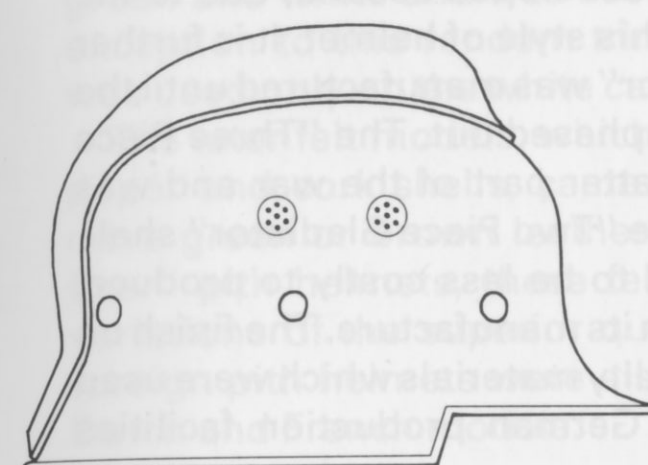
CIVIC "TEN0 VARIANT"



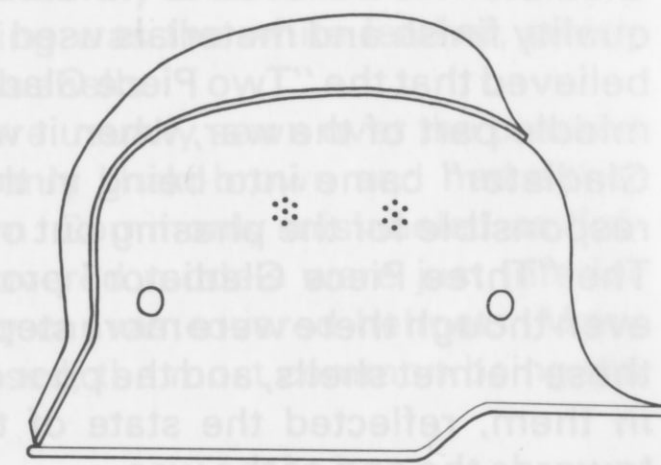
FIBER PARADE

"Parade" style helmets constructed of aluminum were also used. These helmets were made in the M-16, M-17, M-18 Earcutout, M-35, and M-40 shell types and were used by all the armed services.

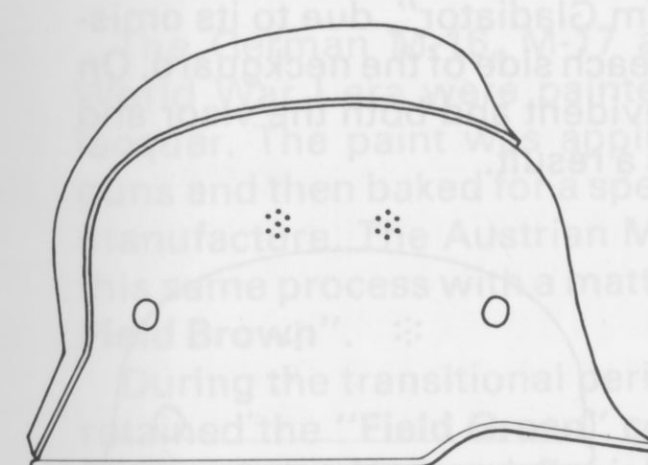
By the simple addition of a stainless steel or aluminum "comb", most of the previously described civic shells could be, and were, used by the fire organizations.



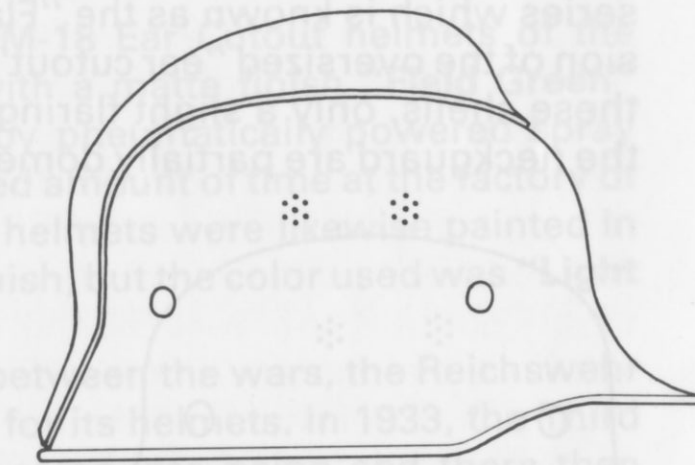
CIVIC "SQUARE DIP" FIRE



CIVIC "CURVED DIP" FIRE



CIVIC "DROOP BILL VISOR" FIRE



CIVIC "DUCK BILL VISOR" FIRE

The last type of helmet shells to be used were the "Luftschutz gladiators". These gladiator shells were large, clumsy looking helmets with lengthened neckguards and long, sloping visors. Their design dictated the use of extremely large "ear cutouts" on the sides of the neckguard. There are three styles that were used and their names are, for the most part, derived from the techniques incorporated in the fabrication of the shells.

The "One Piece Gladiator" shell is made from a single stamping of the planchet of steel. This style does not use the "bead" that is found on most other Luftschutz helmets.

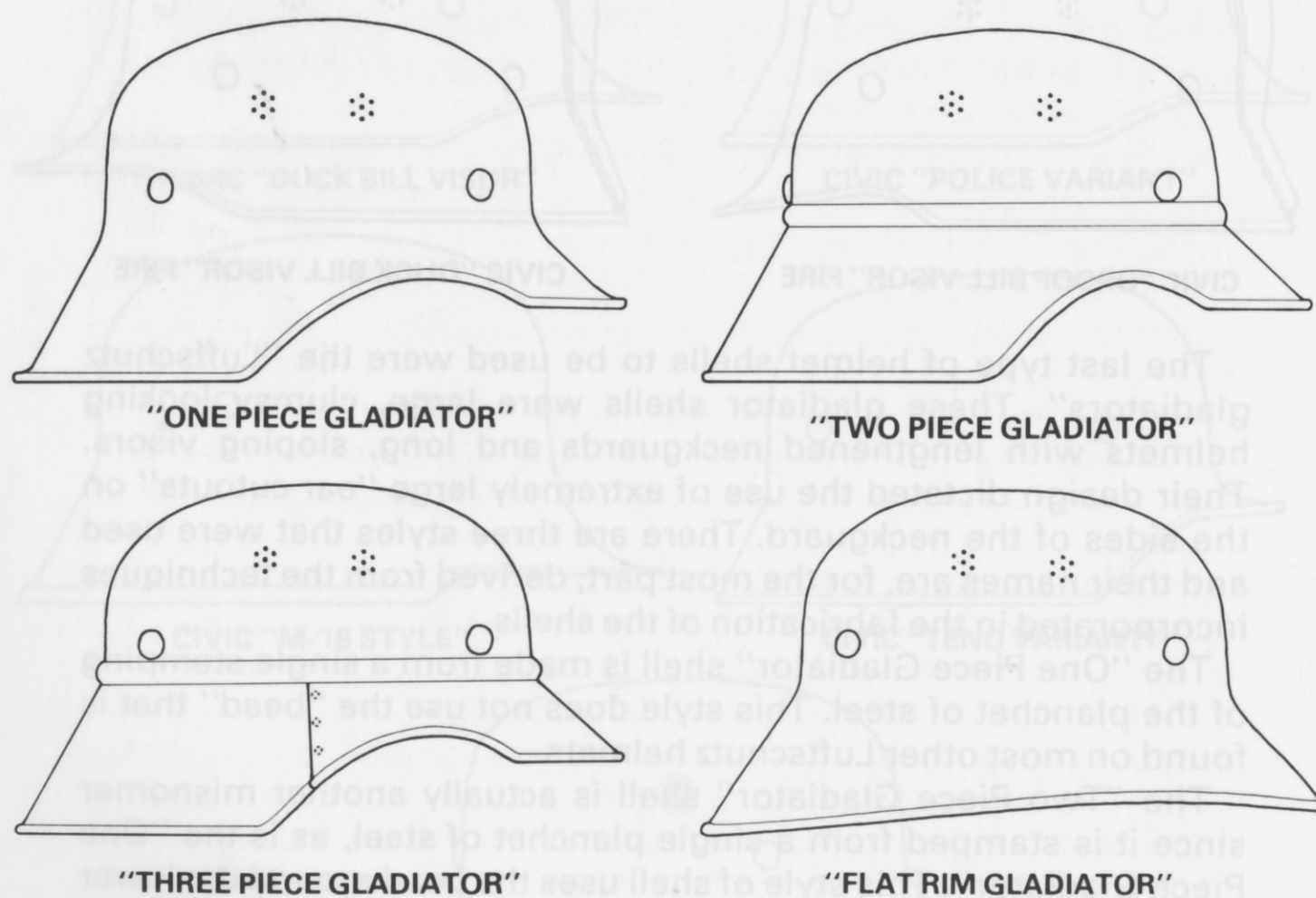
The "Two Piece Gladiator" shell is actually another misnomer since it is stamped from a single planchet of steel, as is the "One Piece Gladiator". This style of shell uses the bead around the lower circumference of the dome.

The "Three Piece Gladiator" shell is genuinely made of three separate pieces of steel. The visor front half and the neckguard rear

half are spot welded together on both sides over the "ear cutout". This unit then forms the base onto which the dome is added and welded on behind the the bead from the inside.

While it is not known for certain which style preceded the other, the most common speculation poses that the "One Piece Gladiator" was first, and was produced throughout the war. The "Two Piece Gladiator" is believed to have been developed second, due to the quality finish and materials used in this style of helmet. It is further believed that the "Two Piece Gladiator" was manufactured until the middle part of the war, when it was phased out. The "Three Piece Gladiator" came into being in the latter part of the war and was responsible for the phasing out of the "Two Piece Gladiator" shell. The "Three Piece Gladiator" proved to be less costly to produce, even though there were more steps in its manufacture. The finish on these helmet shells, and the poor quality materials which were used in them, reflected the state of the German production facilities towards the end of the war.

There is a seldom encountered variation in the "Gladiator" shell series which is known as the "Flat Rim Gladiator", due to its omission of the oversized "ear cutout" on each side of the neckguard. On these shells, only a slight flaring is evident and both the visor and the neckguard are partially domed as a result.



The last type of helmet to be dealt with in this book is the pith helmet. The earlier shells were actually made from the woven

"pith", that being the spongy stems taken from this dicotyledonous plant. Later shells were made from pressed paper pulp or water treated cork. Canvas or felt cloth was sewn onto these shells, along with leather trim. The canvas models, which usually used the woven pith shells, came in three basic colors, those being: tan, olive green and white. The leather trim was colored brown, tan, olive green and white and was used randomly on the helmets. The sole exception to this random trimming was the white leather, which was used only on the white canvas shells.

The later felt models, which were usually sewn over the pressed paper and cork shells, came in only khaki-brown and had either olive green or brown leather trim. Commonly mislabeled as "officer" pith helmets, these felt covered models were just inferior variations of the superior quality canvas covered helmets. Many foreign pith helmets were also used, the most common being the Dutch and French models.

THE PAINT

The German M-16, M-17 and M-18 Ear Cutout helmets of the World War I era were painted with a matte finish "**Field Green**" lacquer. The paint was applied by pneumatically powered spray guns and then baked for a specified amount of time at the factory of manufacture. The Austrian M-16 helmets were likewise painted in this same process with a matte finish, but the color used was "**Light Field Brown**".

During the transitional period between the wars, the Reichswehr retained the "**Field Green**" color for its helmets. In 1933, the Third Reich of the National Socialists came into being and there then began a revamping of the colors used on the helmets. A satin, "**Parade Finish Light Green**" was spray painted on the helmets intended for the army and navy, while the remaining "transitional" helmets (the M-16, M-17 and M-18 Ear Cutout helmets left over from the Reichswehr) were painted a satin, "**Parade Finish Blue/Gray**" for the air force. The Allgemeine-SS used a "**Satin Finish Black**", while the Waffen-SS and field police adopted the "**Parade Finish Light Green**". Though the colors varied somewhat on these transitional helmets, the basic shades remained fairly consistent. The M-33 helmets were only issued in "**Parade Finish Light Green**" due to their experimental nature.

The new M-35 helmets were also painted with these same "Parade Finishes", but the quality control of the painting and the blending of the colors was vastly improved over the 1933 and 1934 periods. Once again the army, navy, Waffen-SS and field police retained the "**Parade Finish Light Green**" on their M-35 helmets, while the air force continued using the "**Parade Finish Blue/Gray**". On the M-37 and M-38 paratrooper helmets, the army remained consistent,

using **"Parade Finish Light Green"** on its shells. The air force, however, used both the **"Parade Finish Light Green"** and its own **"Parade Finish Blue/Gray"** on the two shell types.

The Allgemeine-SS continued to use **"Satin Finish Black"** on its M-35 helmets, as did the police and fire organizations on their civic style helmets. A few helmets were painted in both **"Flat Finish Black"** and **"Gloss Finish Black"**, but these are the exception rather than the rule.

The Reichsluftschutzbund first used a **"Parade Finish Gray/Green"** on their **"RLB"** helmets. When the **"RLB"** was reformed into the Luftschutz, the color of paint used on the helmets was changed to **"Satin Finish Dark Blue"**. The later **"Luftschutz police"** formations and the **"railway police"** continued the use of this color.

Other organizations used, or adopted, a variety of colors. The early Red Cross used a **"Parade Finish Light Gray"**, a **"Parade Finish Medium Gray"** and **"Satin Finish Black"**. The N.S.D.A.P., the SA and the Feldherrnhalle used a **"Satin Finish Brown"**. The rural police, the SS-Sicherheitsdienst (**"SD"**) and the TeNo used either **"Parade Finish Light Green"** or **"Parade Finish Gray/Green"** or **"Satin Finish Black"** on their various helmets.

In 1940, the color and texture of the paint applied to the combat helmets was changed. The new M-40 helmets were all painted in darker shades and had aluminum oxide added to the shell during the spraying to **"roughen-up"** the finish. The army, navy, Waffen-SS and field police now used a **"Rough Texture Green/Gray"**. A small quantity of M-40 helmets issued to the field police were specially painted in **"Parade Finish Medium Green"**. The air force retained a slightly darker shade of its original paint color and this was known as **"Rough Texture Blue/Gray"**.

The M-38 paratrooper helmets were first painted in the **"Rough Texture Blue/Gray"**, but this color soon gave way to **"Rough Texture Green/Gray"** as so many of the paratroopers were being used in ground formations. Many of the early M-35 helmets were factory refinished in both the **"Rough Texture Green/Gray"** and the **"Rough Texture Blue/Gray"** and reissued to the various organizations which used these two colors. At this point in time, many M-16, M-17 and M-18 Ear Cutout helmets were also refinished, refitted with new liners and reissued to rear echelon troops to help fill the urgent need for more helmets.

In early 1942, the Waffen-SS, and the field police to a greater extent, changed their paint color requirements. This resulted in a few of the remaining M-40, and many of the M-42 helmets used by these two organizations to be painted in a **"slate"** gray, which is better known as **"Rough Texture SS Gray"**. A few army and navy helmets were also finished in this color.

The following is a catalog of the various factory issued paint colors and textures, and the organizations which used them. In-

cluded too, is a listing of the shell types on which these colors and textures are found.

Note: Many organizations, such as the **"RAD"**, the **"N.S.K.K."** and the **"Org. Todt"** generally used existing helmets issued to other groups, and simply reissued them for their own use by just the addition of the proper decals. Therefore, there is no **"right"** helmet colors or types for these organizations.

1. **"Field Green"**: All German WWI era helmets and most helmets used by the Reichswehr.
2. **"Light Field Brown"**: All Austrian M-16 WWI era helmets.
3. **"Parade Finish Light Green"**: Most Third Reich transitional helmets. All M-33 helmets. All M-35 helmets issued to the army, navy, Waffen-SS and field police from 1935 to 1940. All M-37 and M-38 helmets issued to the army. Some M-37 and M-38 helmets issued to the air force. Most rural police, SD and early TeNo helmets. Most **"Hermann Goring Police"** helmets. A very few M-35 helmets issued to the air force.
4. **"Parade Finish Medium Green"**: Some Third Reich transitional helmets. Some M-40 helmets issued to the field police.
5. **"Parade Finish Gray/Green"**: Most **"RLB"** helmets. Some **"Hermann Goring Police"** helmets. Some rural police helmets. An extremely few army and navy helmets.
6. **"Parade Finish Light Gray"**: Some Red Cross helmets.
7. **"Parade Finish Medium Gray"**: Some Red Cross helmets. Most factory guard helmets. Some Luftschutz and Luftschutz police helmets.
8. **"Parade Finish Blue/Gray"**: All transitional helmets issued to the air force. All M-35 helmets issued to the air force from 1935 to 1940. Some M-37 and M-38 helmets issued to the air force.
9. **"Satin Finish Dark Blue"**: Almost all Luftschutz and Luftschutz police helmets. Most railway police helmets.
10. **"Satin Finish Black"**: All Allgemeine-SS transitional helmets. All M-35 helmets issued to the Allgemeine-SS. Almost all police and fire helmets. Some **"RLB"** helmets. All air force fire helmets. Some Luftschutz helmets. A few Red Cross and TeNo helmets.
11. **"Satin Finish Brown"**: Most N.S.D.A.P. helmets. Most SA helmets. Most Feldherrnhalle helmets.
12. **"Rough Texture Green/Gray"**: Most of the reissued M-16, M-17 and M-18 Ear Cutout helmets, including the reissued M-35 and factory issued M-40 helmets used by army, navy, Waffen-SS and field police. A very few M-40 helmets issued to the air force. Most of the M-42 helmets used by the army and navy. A few of the M-42 helmets used by the Waffen-SS and field police. Most of the M-38 helmets used by the air force. Most of the helmets used by Org. Todt. Most of the helmets reissued to the RAD. A

few of the helmets reissued to the N.S.K.K. and TeNo.

13. **"Rough Texture Blue/Gray"**: All of the reissued WWI era helmets plus the reissued M-35 and the factory issued M-40 and M-42 helmets used by the air force. Some of the M-38 helmets used by the air force. Most of the helmets reissued to the N.S.K.K. A very few helmets reissued to the RAD.
14. **"Rough Texture SS Gray"**: Some of the M-40 helmets used by the Waffen-SS and field police. Many of the M-42 helmets used by the Waffen-SS and field police. A few of the M-42 helmets used by the army and navy. A few of the M-42 helmets reissued to the N.S.K.K. and RAD.

CAMOUFLAGE MATERIAL AND CAMOUFLAGE PAINT

From the beginning of World War II in the late summer of 1939, the front line German combat troops realized the need for concealment and camouflage. Like their fathers who had fought in "The Great War", they too began to camouflage their helmets to better blend into the terrain in which they found themselves fighting. From the onset of hostilities, certain units of the Waffen-SS had been issued special camouflage smocks and matching helmet covers. As the war progressed, almost all of the combat units of the SS were outfitted with special purpose camouflage clothing and helmet covers. The first model SS camouflage helmet cover (issued in 1939) was reversible from spring to fall colors, but had no foliage loops attached. By 1942, all of the new reversible covers now had these loops sewn on both sides. The SS helmet covers were made from the various patterns of the special, mottled camouflage material, designed specifically for the SS by Dr. Otto Schik. Three "spring/rocker clips" secured the cover to the helmet.

The army was much slower in issuing camouflage helmet covers to its combat troops. The first model helmet covers were reversible from the standard army "splinter" pattern to white. The later "splinter" covers were no longer reversible, due to the cost involved producing them. Both model covers were secured to the helmet by means of a drawstring. Most covers had foliage loops sewn onto the cloth.

The air force only manufactured helmet covers for their M-38 paratrooper helmets, relying on Waffen-SS and army covers to equip their ground troops who used the M-35, M-40 and M-42 helmets. The first pattern M-38 covers were made from "blue/gray", non-reversible cloth with a band sewn around the circumference, and two smaller bands criss-crossed over the top. These bands were used to attach foliage. The second pattern covers were made in the same style as the first, but used army "splinter" pattern non-reversible cloth. Both of these models used either four or six wire "hooks" to secure the cover to the helmet. Later versions of the

four and six hook "splinter" pattern covers omitted the two criss-crossed bands on the top. The third model cover was also made from army "splinter" pattern material, but this style used a drawstring to secure the cover. Like its immediate predecessor, this cover omitted the criss-crossed top bands, while retaining the circumferential side band.

M-38 covers were also made from "water" pattern material, but it is not known if these covers were "official" issues. The Waffen-SS made helmet covers for their small, elite paratroop force using the M-38 helmets. These covers were made in the air force style in the special SS camouflage material.

Due to the oft times unavailability of the "issued" helmet covers, individual soldiers used other means to camouflage their helmets. Bands cut from old tire inner tubes, bread bag straps, baling wire, chicken wire and equipment netting were used to attach foliage to helmets. Mud was used to reduce the reflective glare of the helmet shells. However, the most common means of camouflaging used by the front line troops was painting.

Soldiers stationed in North Africa, the Mediterranean area and in other "sandy" places used flat yellows, ochers, tans and browns either separately, or in conjunction with one another, in their camouflage paint schemes. Many army and air force ground personnel, stationed in more "country" settings, copied the three basic colors found on some of their "splinter" and "water" patterns shelter quarters. Therefore, a large number of helmets were painted in reddish brown, tan and forest green hues. Almost every earth tone color was used due to the wide variety of terrains in which the combat took place. In the winter, whitewash was used to blend the helmets to the snowy conditions at the front. Whitewash was preferred over white paint since the whitewash could be scrubbed off with water in the spring when the snow melted.

Depending on the skill, expertise and/or the whim of the soldier doing the painting, there was a wide range in the quality of the camouflaging. Some soldiers carefully painted around one or both of the decals on their helmets, while others just painted right over them. Some helmets demonstrated great care being taken, with intricate camouflage patterns or skillful use of color. Other helmets appear to have been crudely done, with no obvious thought given to the painting process. Finally, a great number of helmets were camouflaged by just using a fresh coat of the same, factory issued, **"Rough Texture Green/Gray"** paint, sometimes with a little dirt or sand thrown in to roughen up the surface even more.

THE INSIGNIA

The first emblems on German helmets appeared during World War I. Handpainted renditions of "machine gunners" and "artillery

gunners" insignia were sometimes used on the helmets of soldiers belonging to those units. Individual artwork and personal designs occasionally showed up on the helmets, but such "expressions" of these artists were officially frowned upon by the German High Command.

During the period of unrest following the Armistice (which was signed on November 11, 1918), various insignia, such as upright swastikas, skulls and crossbones, crossed stick grenades and the like, were painted on the front of helmets belonging to members of the Freikorps. These emblems were many and varied due to the fact that they were all handpainted with no specific guidelines to follow.

The Reichswehr chose to use painted shields representing the individual colors of the thirteen Weimar Republic States. A fourteenth painted shield was used to represent the navy. These badges were painted on the left side of the majority of the Reichswehr era helmets. On a few of the elite guard units, the particular shield painted on the left was painted on the right side of the helmet too. Metal badges, made in the shape of the handpainted, pointed shields, were sometimes affixed to the helmets, but their use was very limited.

Members of the National Socialist Party, the SA and the SS also used handpainted or stenciled insignia on their helmets during the early days. These ranged from simple swastikas to detailed runic lettering and carefully crafted eagles. Once again there were many variations and examples of these handmade designs.

Decals, or transfers, finally came into use after March 1933. The Nazi era transfers were much like the decals which are manufactured today. The colors were laminated in separate, micro-thin layers, with the entire finished design being affixed to a specially treated paper. The transfer designs were either mounted "face up" or "face down" on the paper. When the transfer was about to be applied to the helmet, it was first immersed in water for a specified time, and, after soaking, was slid from the paper backing and applied to the helmet shell. Once in place on the helmet, the transfers were allowed to dry completely, during which time the micro-thin images "snugged" down as the water evaporated. When dry, the transfers adhered themselves so closely to the paint that they usually could not be felt.

As for the designs themselves, the army was represented by a silver eagle perched atop a rotated swastika on a black field. The navy used the same shield design, but chose to use a gold eagle. The air force first used a "free flying" small white eagle clutching a thick, rotated swastika, but later redesigned the bird into a wider, more graceful appearing eagle, this time clutching a smaller and thinner rotated swastika. All three of these organizations had the eagle transfer on the left side and the new red, white and black

national colors shield transfer on the right side.

The field police, as well as the regular civic police and fire organizations, used a smaller spread-winged eagle inside an oval oakleaf wreath, perched atop a small circular wreath which enclosed a rotated swastika, all on a black field. On the civic police and fire organization helmets, as well as later field police helmets, there was a silver borderline around the edge of the shield. Only the field police from 1936 to 1941 used an unbordered eagle transfer. The eagle transfer appeared on the left side of the helmet shell. A party shield in the form of a black rotated swastika positioned in a white circle on a red shield with a black borderline appeared on the right side of the shell.

Earlier versions of the civic police, fire organization and "Hermann Goring Police" used a large, black bordered, white rotated swastika on the left side of the shell and a rotated, or "tipped", national colors transfer on the right side. These decals were used from July 1934 to July 1936.

The Allgemeine-SS and the Waffen-SS were represented by the dual "SS" runes on a silver shield with a black border. This runic transfer came in two distinct styles and was used on the right side of the helmet. The party shield was used on the left side of the shell.

Almost every organization of the Third Reich had their own distinctive transfer designs. Some organizations used the existing helmets of other groups, merely adding their own transfers to the shell. The RAD routinely used army helmets for this purpose, while the N.S.K.K. seemed to favor redeccalling helmets originally issued to the air force.

Most of the organizations applied their transfers to the sides of the helmet, either using the right side, the left side or both sides. A few organizations, notably the "RLB" (later the Luftschutz), chose to use the front of the helmet to affix their insignia. The later Luftschutz police and Luftschutz fire groups often used three transfers on a single helmet, those being the party shield and police eagle transfers on the sides, with the Luftschutz transfer on the front.

The helmets distributed to the army, navy and air force from February 1934 to March 1940 were issued with the previously described organizational transfers applied to both sides of the shell. The Waffen-SS used their two transfers on their combat helmets from August 1935 to November 1940. The field police helmets were issued with double transfers from July 1936 to April 1945.

On March 21, 1940, the national colors transfer was no longer to be applied to the M-35 shells still under manufacture for the army. On that same date, the "Parade Finish Light Green" paint was replaced by "Rough Texture Green/Gray" for use on these army shells.

Five days later, on March 26, 1940, the M-40 shell replaced the M-35 shell. On June 12, 1940, the air force, having exhausted its supply of M-35 helmets, took delivery of their first M-40 helmets. These air force M-40 helmets also omitted the national colors transfer and were painted in "**Rough Texture Blue/Gray**". A month later the navy followed suit and began to receive "**Rough Texture Green/Gray**" M-40 helmets, minus the national colors transfer. In November 1940, the Waffen-SS dropped the party shield transfer from the left side of their M-40 helmets. However, since the Waffen-SS had been using the M-40 shell since April 1940, some of these helmets were issued with both the SS runic transfer and the party shield transfer applied to them. Only the field police continued in the use of both transfers on their helmets throughout the war.

In the spring of 1940, all "frontline" combat troops were ordered to remove the highly visible national colors and party shield transfers from their helmets. These transfers were either scraped off or painted over. This order did not apply to supply troops, engineers, garrison troops or any other rear echelon soldiers.

A little over three years later, on August 28, 1943, the application of the service branch transfers was terminated. All new M-42 helmets, and the reissued M-35 and M-40 shells, were then distributed without any transfers at all. Once again, only the field police persisted in the practice of using both transfers. A subsequent order was issued in November 1943 which required that all "frontline" combat troops remove the service branch transfers from their helmets, but this order was not strictly adhered to.

The pith helmets used metal shields, for the most part, for organizational identification. The army, navy, air force and Waffen-SS had their shields, or badges, constructed to resemble their own distinctive helmet decals. Most of the pith helmets had two shields, one on each side of the helmet. Some, like "Naval Administration" and "Naval Officer", used only one: either a silver or gold spread winged eagle on the front. The N.S.K.K. used old air force pith helmets, removing the side eagle and sewing on the cloth N.S.K.K. insignia.

THE LINER

When the first M-16 helmets left the manufacturing plants in November 1915, they were fitted with "three pad" leather liners, secured inside the shell by three "pins", or split rivets. Two flat headed split rivets entered the shell on the two front sides of the lower dome and were then spread open to hold the thick leather liner band to the inside. At the rear of the shell, another split rivet, this one having a large, circular protruding head, was inserted in the same manner and spread open. The purpose of this larger rivet head on the back of the helmet was to provide a positioning lug for

the strap which held the optional front plate.

Stitched on to this thick leather liner band were three leather flaps, each with two drawstring tabs incorporated into their design. These flaps were positioned with one at the front of the helmet, and the other two located at the right and left rear sides. The aforementioned split rivets entered the liner band in the three areas separating the flaps. A drawstring was used to "draw" the flap tabs together in the upper inside dome to adjust the "fit" of the helmet. Cloth pockets, or pouches, were sewn onto the backsides of these leather flaps for the purpose of holding cloth packets of horsehair, which were also used to "fit" the helmet to the person wearing it. The horsehair packets could also be used for extra padding to make wearing the helmet a bit easier. The traditional name for this particular style of liner is the "three pad liner".

These liners came in twelve sizes and were installed in the six shell sizes as listed below:

METRIC LINER SIZES

51 and 52
53 and 54
55 and 56
57 and 58
59 and 60
61 and 62

METRIC SHELL SIZES

60
62
64
66
68
70

Later M-16 liners came stitched to a perforated steel band. The reasoning for this change was that the leather bands tended to distort, warp and break under the harsh conditions encountered in the trenches.

The model 1891 chinstrap, taken from the leather "spiked" helmet, was used to secure the M-16 helmet to the wearer's head. This style of chinstrap consisted of a strip of leather that was strung through two "slide" buckles and looped around brass swivel fasteners, which in turn were attached to the chinstrap posts inside the shell.

The Austrian M-16 helmet used the same basic three pad liner, but incorporated a few improvements over the German M-16 model. The leather the Austrians used in their liners was of better quality and there were metal eyelets in the drawstring holes of the liner flap tabs. The eyelets prevented the drawstring from "knifing through" the leather, which resulted in fewer repairs to the liner.

The Austrian chinstraps were made from reinforced, woven cloth and used the common pronged buckle as a means of adjusting the strap. The chinstraps were attached to the "D" ring chinstrap lug mounts, which were riveted to the upper neckguards on the sides of

the shell. The Austrian liners came in only eight sizes and were used in the four shell sizes as listed below:

METRIC LINER SIZES

53 and 54
55 and 56
57 and 58
59 and 60

METRIC SHELL SIZES

62
64
66
68

In 1917, the Germans modified the shells and liners to the extent that the chinstrap posts were removed and "D" rings were affixed to the metal liner band, for the purpose of attaching the chinstraps. The chinstraps were now issued with either the old slide buckles or the Austrian style pronged buckles. The liner sizes were the same as in the M-16.

The liners remained unchanged until 1931 when a new and completely redesigned liner and suspension system was introduced. This was known as the "M-31" liner. Instead of using three leather flaps, the M-31 liner used a single piece of leather, with an average of eight tabs, or "fingers", built into it. Each finger had five ventilation holes punched into it in the lower, wider portion of the tab. At the tip of each finger was a drawstring hole, reinforced by a leather ring glued on from the backside of the liner. A felt strip was sewn to the leather at the edge of the liner, which was used as padding between the leather and the mounting band. The liner was attached to the aluminum inner mounting band by an average of thirteen small flat headed aluminum split rivets, which passed through the leather and felt from the outside. These aluminum split rivets were then spread open on the inside of the inner band, with the remaining portion of the felt pad being folded down over them to form the padded area behind the leather.

This inner portion of the M-31 liner system was attached to an outer aluminum band by five center mounted steel spring clips. The five spring clips were inserted into five slots in the outer aluminum band in one direction, then rotated backwards while inserting the other ends of the spring clips into the outer band slots from the opposite direction. Then the liner was again rotated slightly in the other direction until the spring clips were inserted about the same distance in the five slots all the way around the outer band. In this manner, the sewn seam in the back of the liner would end up being positioned directly in front of the rear split rivet.

Like the preceding liner bands in the World War I era helmets, this one was also secured to the shell by means of three split rivets. Unlike the earlier rivets however, which were of both the flat headed and protruding types, the new rivets for the M-31 liner were all made in the same fashion, with a slight domed appearance to the heads. Another innovation was the slotted washers which were

slipped over the flat prongs of the rivets, helping to hold the liner band snugly to the shell when the prongs were spread open.

The outer liner band was stamped just behind the "D" ring on the right side with the date "1931". The date and/or manufacturer's name was also occasionally stamped into the leather part of the liner. On the left side just behind the "D" ring the shell size and liner size was stamped. The "1931" date remained unchanged from 1931 through 1934. Beginning in 1935, the date on the band was changed annually to reflect the actual year of manufacture. At this time, the various helmet manufacturers began to include their logos over, under and around the date stamping on the right side of the band. The addition of these logos had been only a sporadic occurrence on the "1931" dated bands.

The "D" rings for the chinstraps on most of the early "1931" dated bands, and on all of the 1935 through 1939 dated bands, had "square", right angled corners. On the bands dated from 1940 through 1945, the "D" rings had round, curved corners. A few 1940 dated bands retained the "squared-off" rings, due to the fact that the existing stock of these "D" rings had not yet been depleted by the time the M-40 helmet shell and 1940 dated outer liner bands appeared.

The M-31 liner system was used in the M-16, M-17 and M-18 Ear Cutout shells during the transitional era, and also in the M-35, M-40 and M-42 shells of the Third Reich period. The M-31 liners came in twelve sizes for the six shell sizes. The liners were stamped with the correct metric head size on one of the rear fingers, or tabs, and were fitted into the correct shell sizes as follows:

METRIC LINER SIZES

52 and 53
54 and 55
56 and 57
58 and 59
60 and 61
62 and 63

METRIC SHELL SIZES

60
62
64
66
68
70

Note: On the M-16, M-17 and M-18 Ear Cutout helmets, there may be some variations between the liner sizes encountered and the shell sizes. The earlier shells were sometimes smaller in the lower dome area than they were actually stamped. This resulted in smaller sized liners being used in these shells.

New leather chinstraps were produced to go along with the new M-31 liner and suspension system. Early examples used the prong and buckle style, including a metal snapclip incorporated onto the buckle side of the chinstrap for quick release. This snapclip was attached directly to the "D" ring, while the strap side of the chinstrap was looped around the opposite "D" ring and back through a

leather loop sewn onto the strap itself. Later examples no longer included the quick release snapclip. This was dropped in favor of removable, double-headed aluminum fasteners to secure the looped straps to the "D" rings. Early chinstraps were dated and usually carried the manufacturers' logo. Some also had unit markings stamped into the leather. Later chinstraps were either stamped with a factory code number or were just left unmarked.

In late 1940, the aluminum outer band of the M-31 liner system was replaced by one made of low grade steel and pot metal alloy. The size markings for the shell and liner continued to be stamped into the left side of the band while the date continued to be stamped on the right. However, there are a few examples known where the date and size appear on the opposite sides, and some of these later style bands even had no date stamp at all.

The "beaded" examples of the M-35, M-40 and M-42 shells at first used the M-31 liner and suspension system, but as the war dragged on, cheaper liners and bands were used. The outer band and the inner band with the five spring clips disappeared first. The M-31 "style" leather liner was then sewn directly onto a cardboard band with a felt strip used for padding on the backside, between the leather and cardboard. The liner was affixed to the inside of the lower dome by the three split rivets passing through cork spacers which held the band and liner the proper distance away from the sides of the shell. Later the leather liner was replaced by a brushed, white canvas cloth, still cut in the M-31 configuration. Towards the end of the war, liners made from vinyl were used, both in the M-31 cut and in the old M-16 style.

The chinstraps used on these "beaded" helmets varied greatly. Some used the M-31 style leather straps, while others utilized cheaper types of leather straps. Some helmets even used vinyl and clear plastic chinstraps.

The experimental M-37 paratrooper helmets use the "civic" style version of the M-31 leather liner. The M-37 liner had an average number of nine fingers, or tabs, which were pulled together in the dome by means of a drawstring in the same manner as in the M-31 liner. Unlike the M-31, the leather liner in the M-37 was sewn directly to a reinforced felt liner band. In the dome of the helmet, under the liner and band, was a thick, orange colored, foam rubber pad, which covered most of the interior of the shell. Three wide foam rubber blocks extended down from the main body in the dome, covering the areas where three split rivets entered the helmet. The foam rubber pad was fastened to an aluminum band at these three points by means of a heavy cotton string loosely sewn through both the pad block and band.

The M-37 liner was secured to the shell by the three flat pronged, split rivets found in the M-35 shells. These rivets went through the

metal on the band to which the foam rubber pad was attached. However, on most of the M-37 helmets, these split rivets were shortened for some reason by squaring off the tips of the two flat prongs. Slotted washers were again used, as in the M-35, to help the split rivets hold the metal band tightly to the sides of the shell.

The M-37 liners came in nine sizes and were used in three shell sizes as follows:

METRIC LINER SIZES	METRIC SHELL SIZES
52, 53, 54	66
55, 56, 57	68
58, 59, 60	70

The chinstraps for the M-37 helmets were borrowed from early examples used with the M-31 liners. Two snapclip, prong and buckle, chinstraps were used, with the strap portions of the chinstraps being fastened to rounded "D" rings, which were, in turn, attached to the liner band on the right and left rear side. The left strap was brought from the back, under the wearer's chin, and then up along the side of the face on the right. The snapclip was then hooked on to the "D" ring attached to the liner band on the front left side. The right rear strap was brought around in the same manner, being hooked onto the fourth and final "D" ring attached to the liner band on the front left side. Size adjustments to the straps were made by using the prong and buckles on both straps.

The M-38 liner was somewhat different from the one used in the M-37. A two piece leather liner was used in the M-38, with the two portions being joined by a seam sewn from the right side to the left across the inner dome area. This liner was non-adjustable and used eight medium and four large circular air holes interspaced in a pattern across the leather for "breathing". The four larger holes in the liner were provided as access portals to the four liner-bolt nuts.

The leather liner had a felt pad behind it at the edge, and both the leather and pad were sewn directly to a cardboard band, which, in turn, was fastened to the foam rubber pad. The foam rubber pad was itself fastened to an aluminum outer band by means of a heavy cotton string being sewn through both at widely spaced intervals. The outer aluminum band was secured to the M-38 by four bolts passing through the shell and entering four holes in the attached tabs of the metal band. Four flat hexagon shaped nuts drew the aluminum band up tight to the shell.

On early examples of the M-38 helmets, the foam rubber pad was made from "natural" rubber and was usually tan in color. On the later helmets, the foam rubber pad was constructed from "man-made" rubber, or imitation rubber, and the resulting product was black in color. Three "blocks" of foam rubber served as spacers around the edge of the liner, while four attached "finger" blocks extended downward from the central portion of the foam rubber

pad to the liner's edge, giving the appearance that seven "blocks" serve as spacers.

The M-38 liners came in nine sizes and were used in the three shell sizes as follows:

METRIC LINER SIZES

53, 54, 55

56, 57, 58

59, 60, 61

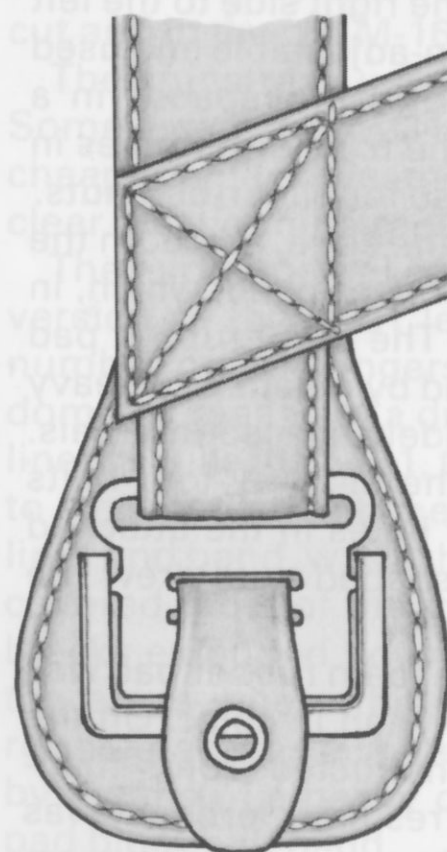
METRIC SHELL SIZES

66

68

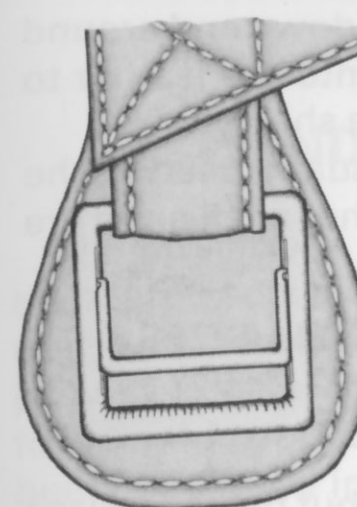
71

The chinstraps were redesigned for use in the new M-38 shell. Once again two separate straps were used, but this time each strap had **two** mounting points in the shell, while also joining together under the wearer's chin. The front and rear portions of each chinstrap were sewn together just below the wearer's ear and the opposite two "ends" of each strap were secured to the appropriate liner bolts by means of a wide aluminum nut. These aluminum nuts drew down on all four liner band nuts used in mounting the liner to the shell, so there was a total of two nuts per bolt. The back portion of the right chinstrap was mounted on the left rear bolt, while the front portion was mounted on the bolt located on the right side. The left side of the chinstrap was mounted in the same manner, with the rear portion of the strap attached to the back right bolt and the front portion being attached to the left side bolt. All four "ends" of the chinstraps had three position, grommetted mounting holes for length adjustments.

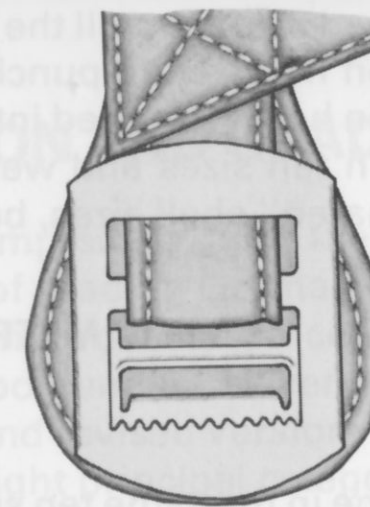


FRICITION CLIP
AND STRAP

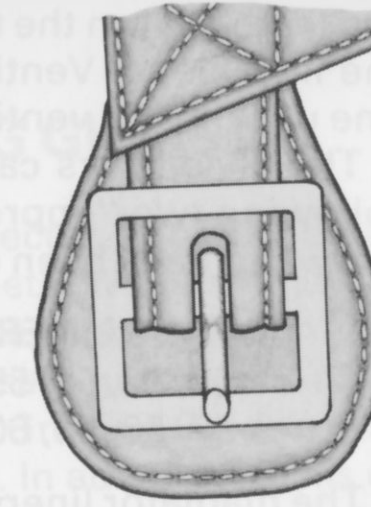
The entire chinstrap "harness" was fastened together under the wearers' chin by means of a buckle. The most common buckle, or fastener, was the quick release "Friction Clip". On this fastener, the strap was passed through a wide "U" clip which had a swivel plate attached. When the desired fit was obtained, the swivel plate would pivot up and prevent the strap from slipping back out. An attached leather "pull tab" on the swivel plate was used to release the strap. A leather "T" sewn across the end of most of the paratrooper chinstraps prevented the strap from being pulled all the way out of the buckle. In addition to the "Friction Clip" fastener, three other types of fasteners and buckles were used, those being: the "Gripper Clip", the "Gripper Buckle", and the "Prong Buckle".



"GRIPPER CLIP"



"GRIPPER BUCKLE"



"PRONG BUCKLE"

The "civic" and "gladiator" style helmets also used the M-31 type of leather liners, but the M-31 suspension system was usually omitted. The liners were sewn directly to a cardboard or fiber band, with either a felt strip or an orange foam rubber pad being sewn in behind them. Split rivets or "pop" rivets were used in conjunction with cork spacers to mount the liners in the helmet shells. The leather liners had from three to ten "fingers", or tabs, which were drawn together in the dome by means of a drawstring, just like the M-31 liners. However, the five ventilation holes per tab were eliminated for the most part in the "gladiator" shells, and were never used in the "civic" shells. The drawstring holes in the tips of the tabs were usually not reinforced by leather rings glued to the backside of the liners, as was the case for the M-31 liners. The color of the leather continued to be light tan, which was the same as that used in the M-31, M-37 and M-38 liners, but examples of "white" colored and black "pebble grain" leather liners are known to exist. Three pad leather and vinyl liners were likewise used, with the majority of these "cheaper" versions winding up in the "gladiator" shells.

Most of the civic helmets issued to the police and fire organizations had a "top pad" built into the liners used in these shells. Usually a matching piece of leather was cut into an oval or circular shape, and a cloth and vinyl matching piece of material sewn onto the back side, with an area of the seam left open. Horsehair, or other padding material, was put in through this opening to fill the pad. The seam was then sewn shut and the completed pad was pop-riveted to two crossed cardboard straps which met in the inner dome area over the liner. The four ends of these two straps were either secured by the four liner mounting rivets, or were sewn directly to the liner band itself. Sometimes mis-matched leather pads were used, as well as cloth or vinyl pads. Yet other examples exist where the crossed cardboard straps are present, but a top pad was never attached. There was also a "deluxe" top pad used where

the leather from the top pad extended all the way down and around the liner band. Ventilation holes were punched into the leather to line up with the ventilation holes stamped into the shell.

The civic liners came in ten sizes and were usually used in the following two "approximated" shell sizes, but other shell sizes are known to have been used:

METRIC LINER SIZES	METRIC SHELL SIZES
52, 53, 54, 55, 56	64
57, 58, 59, 60, 61	68

The gladiator liners came in the same ten sizes, but the shell sizes which were used for the liners varied greatly, so there is no "correct" liner size for any approximated shell size.

Various chinstraps were used on the civic and gladiator helmets. Of the leather versions, the "slipstrap" was the most common, followed by the "prong buckle", the "snapclip" and the "tabclip". The names of these four leather chinstraps were derived from the types of buckles used on them. "Tubular Y-straps" were also used on a number of early civic fire and police helmets. Clear plastic, black rubber, vinyl and canvas chinstraps were used in addition to the other types previously described.

The pith helmets used a thin, tan leather strip sewn to a cardboard band for a liner. The liner band was mounted in the helmet shell by means of attached cardboard and metal loops on the band, which were affixed to the shell with cotter keys, pins and/or rivets, to facilitate easy removal. The pith helmet liners were non-adjustable, but did come in "quarter" centimeter sizes between the ten basic sizes from 52 to 61. An example of this would be as follows: Sizes 57, 57¼, 57½ and 57¾.

The interior of the pith helmet was lined with either a canvas material or felt. These materials were generally color-coded for the organization to which the helmet was to be issued. The army usually used "red" colored interiors, while the air force used helmets with "orange" colored interiors. The navy used "green" colored interiors, or helmets which had the "red" interiors, but the areas under the brim were lined with "green" material. The Waffen-SS used all three types, but the majority of those used were the ones with the "red" interiors.

The chinstraps which were used on the pith helmets came in just one basic style, that being a "single clip" chinstrap. A "prong buckle" type was also used on the German issued helmets, but these are quite rare. The colors of the chinstraps usually matched the leather trim on the helmet shell. The colors used were brown, olive green, tan and white.

CONDITION AND GRADING GUIDE

The first book attempted to give the collector a basis for a standardized system of grading German helmets. While the guide that was listed therein strove to be concise and to the point, it proved to be a little too general for very accurate grading. Therefore, in this updated and revised version, the "Grading Guide" has been expanded into eight principal categories. In addition to this a photo guide has been included for each of the eight grade categories, to aid the collector with visual examples of what a typical decal and liner should look like in each of the defined grades.

Although the grading categories are intended primarily to describe the "overall" condition of the entire helmet, consisting of the paint, decal(s) and liner components, they can also be used to grade the various parts of the helmet separately. The eight categories in this expanded version of the "Grading Guide" are: RELIC, POOR, FAIR, GOOD, VERY GOOD, EXCELLENT, MINT and MINT UNISSUED. Any variations to the following described categories should always be noted when describing a German helmet. Examples of such variations, or "damage", are as follows: bullet holes in the shell; attempts to "repaint" or "touch-up" the original paint; attempts to "restore" or "touch-up" the decals; decals that are defaced, scratched out or removed; missing split rivets or slotted washers; missing liner band aluminum split pins; missing chinstraps or other liner components; missing portions of liners, including torn or ripped liners; oiled liners, replaced liners or liners with excessive staining; discolored or dried out liners; rotted or water distorted liners; and any helmets that have been varnished or have paint dripped or spilled all over them.

All of the preceding variations (damage) lower the grade of any helmet in any category. Therefore a collector or dealer using these standards will have to make decisions as to whether or not a helmet realistically meets the requirements of a certain grade. The collector and dealer should not make the all too common mistake of "overgrading" the helmet.

In the case of M-35, M-40, and M-42 helmets, missing chinstraps do not lower the grade of a helmet (except for "MINT UNISSUED") since the chinstrap can easily be replaced. On the paratrooper helmets the chinstrap harness is an integral part of the helmet and costly (if not impossible) to replace. These should be present and intact or else the helmet is obviously incomplete. On the civic style helmets the chinstraps were riveted or sewn directly to the liner band, and the helmet must be listed as "damaged" if they are missing.



RELIC



POOR



FAIR



GOOD

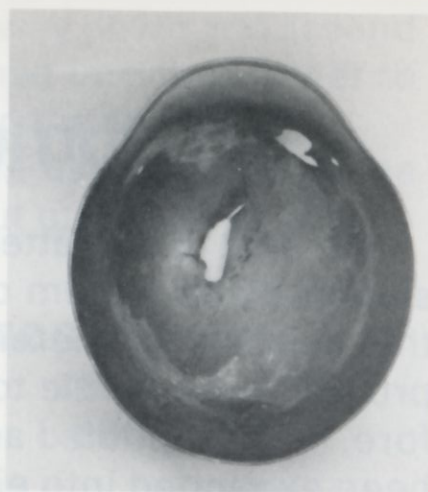
RELIC: A helmet shell, with little or no paint remaining. The decals, if there ever were any, will be completely gone. The liner will be missing, as well as the liner band and split rivets. The shell may be damaged and/or rusted through. Generally, not at all collectable in this grade.

POOR: The paint will be from 1% to 34% intact. The decals, if any, will be from 1% to 34% intact. The liner, if there is one, will be only partially complete, the rest being torn or rotted away. One or more of the split rivets may be missing.

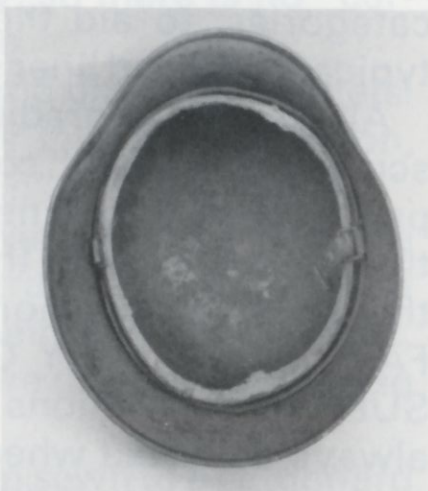
FAIR: The paint will be from 35% to 59% intact. The decals, if any, will be from 35% to 59% intact. The liner will be mostly intact, though there may be some rotting and rips, with even some pieces missing. Chinstraps and/or neckflaps may be missing or badly damaged.

GOOD: The paint will be from 60% to 74% intact. The decals, if any, will be from 60% to 74% intact. The liner must be complete, but there may be areas around the rim or edge where the leather has worn through. The leather will show wear, but there must not be any major rips or cuts. The drawstring holes in the "fingers", or tabs may be "knifed" through in a few of the holes, but none of the fingers may be torn off. The liner will show a "WELL USED" and even wearing all the way around. The overall appearance of the leather may be dark. There must be no rotten areas.

VERY GOOD: The paint will be from 75% to 89% intact. The decals, if any, will be from 75% to 89% intact. The liner, chinstraps and related components must be complete, with no rips or cuts. The leather will show wear, but there must not be any worn through areas nor torn drawstring holes. The liner should show a



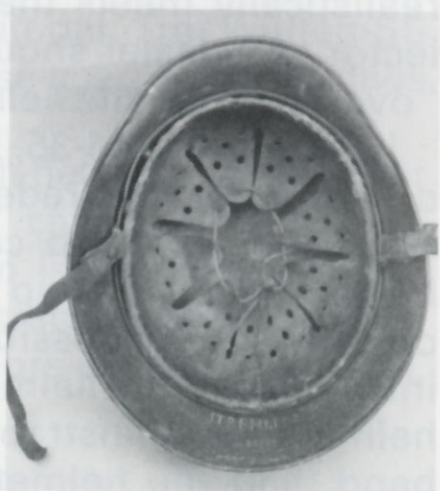
RELIC



POOR



FAIR



GOOD



VERY GOOD



EXCELLENT



MINT



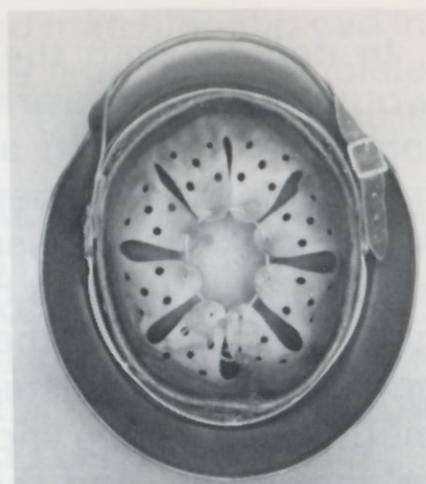
MINT UNISSUED

"MODERATE" and even wearing all the way around. The overall appearance of the leather may be dark around the edge, but it should be lighter down towards the fingers. There must be no rotted, cracked or flaky areas.

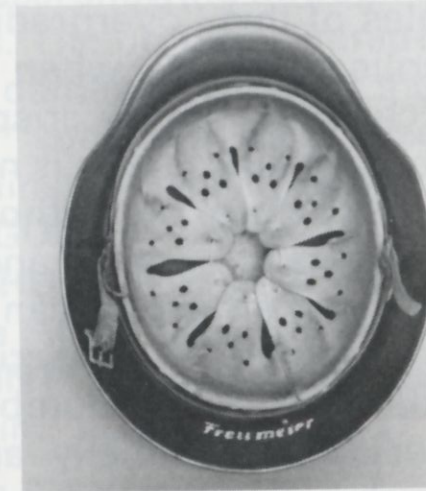
EXCELLENT: The paint must be from 90% to 94% intact. The decals, if any, will be from 90% to 94% intact. The liner and all of its accompanying components must be complete, with no rips or cuts. The leather will show very little wear and there should be very little scuffing in evidence along the edge of the liner band. The liner must show only a "LIGHT" and even wearing all the way around. The overall appearance of the leather should be **medium** "tan" in color. There must be no cracked, flaky or dry areas.

MINT: The paint must be from 95% to 99% intact. The decals, if any, will be from 95% to 99% intact. The liner and all of its accompanying components must be 100% intact. The leather will show almost no wear at all and there must be no scuffing along the edge of the liner band. The liner must show only the "SLIGHTEST" of even wear all the way around. The overall appearance of the leather will be a **light** "tan" in color. There must be no flaky, dry or scuffed areas.

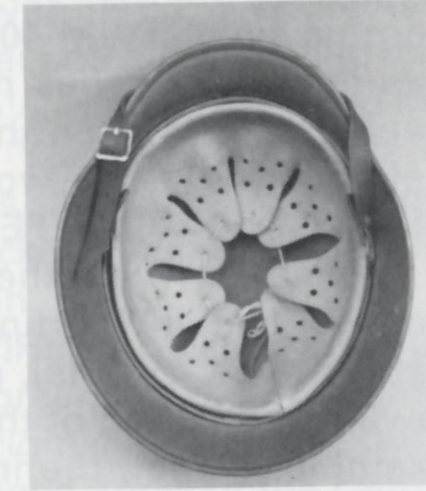
MINT UNISSUED: The paint must be 100% intact with only the very slightest scuffing, surface scratching and wear from storage. The decals, if any, must be 100% intact with only the very slightest scuffing and wear visible. The liner and all of its accompanying "issued" components must be 100% intact and showing no wear at all. The leather must show **no** wear at all and the overall appearance of the leather must be an almost **white** "tan" in color. The helmet **must** appear to be "brand new".



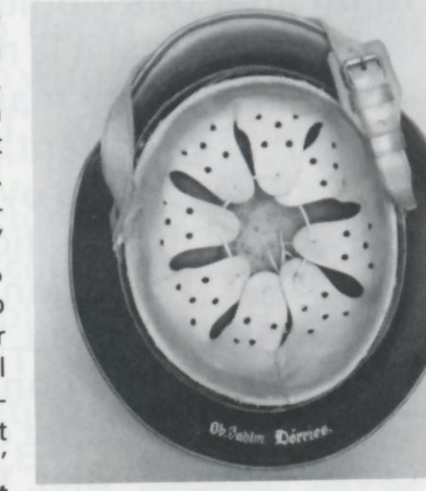
VERY GOOD



EXCELLENT



MINT



MINT UNISSUED

In dealing with the subjective matter of grading, the authors would like to propose a "standard" format to be used when describing a helmet. With all the components used in the completed helmet, the shell types, the paint colors and finishes, the type and number of decals used, and all the other bits of information considered important in helmet collecting, there is the need to use a general format in the description of any helmet. All too often helmets are just listed as "rolled rim" or "flared rim" with no mention as to the model type. Decal and paint percentages are seldom given, and the few times that they are, the percentages given are more than actually exist on the helmet shell. Other examples of this "overgrading" are the terms many dealers, and a few collectors, use when describing a helmet. References such as "choice", "minty crispy" and "shows use" are deliberately misleading since there is no point of reference for comparison.

Therefore, the authors will attempt to set the standard by which helmets are graded and to lay out the ground work for a format by which the helmets can be described realistically and accurately. In this system, the description will always begin with the shell type, followed by the number of decals, the organization or branch of services, and finally, any comment as to variation from the norm, such as "camo" or "chicken wire". This portion of the description is known as the "leader" and would read as follows for a typical combat helmet: **'M-40 SINGLE DECAL WAFFEN-SS,'**. Since this example helmet has no variations from the norm, nothing else needs to be written in the leader. Had this been a camouflaged helmet, the leader would have been written as follows: **"M-40 SINGLE DECAL WAFFEN-SS CAMO,"**.

The leader would then be followed by a percentage rating of the decal(s) and any pertinent information about the decal(s), such as pattern type, color(s), position and size. This would be again followed by a listing of the paint percentage, type and color. For the example helmet, the information would read as follows: "...94% second pattern SS decal, with 90% "Rough Texture SS Gray" paint."

Right after this would be the information dealing with the type of liner, the material it is made from, its condition, its size (or the liner and shell size), any markings on the liner or liner band, the type of chinstrap (if important), any chinstrap markings, the chinstrap condition and lastly, the overall condition of the helmet. For the example, this final information would read: "M-31 leather liner in **"LOW EXCELLENT"** condition, size 57/64, liner band dated 1941. Has complete chinstrap dated 1942 in **"MINT"** condition. Overall **"HIGH EXCELLENT"** condition."

Other typical helmet description examples are listed as follows:

CIVIC "DROOP BILL VISOR" DOUBLE DECAL POLICE, 97% gold police eagle and 99% party shield decals with 98% "Satin Finish

Black" paint. Civic style M-31 leather liner and matching top pad in **"LOW MINT"** condition, marked "56" on the liner. Has complete "slipstrap" chinstrap in **"MINT"** condition. Overall condition is **"MINT"**.

"TWO PIECE GLADIATOR" SINGLE DECAL LUFTSCHUTZ, 95% silver Luftschutz decal on front with 93% "Satin Finish Dark Blue" paint. Civic style M-31 leather liner in **"EXCELLENT"** condition, marked "58". Name written on liner. Has usual "logo" decal on inside of rear neckguard. Has "early buckle" style chinstrap in **"LOW EXCELLENT"** condition. Overall **"EXCELLENT"** condition.

M-35 DOUBLE DECAL LUFTWAFFE CAMO, with 24% of the late style eagle and 38% of the national colors decal showing through a tan camo overpaint, of which 87% remains. The original "Parade Finish Blue/Gray" paint is showing in the damaged areas of the camo. M-31 leather liner in **"VERY GOOD+"** condition (dark), size 59/66, liner band dated 1939. Has partial chinstrap. Name painted on inside of rear neckguard. Overall **"VERY GOOD—"** condition.

"BEADED" M-42 SINGLE DECAL LUFTSCHUTZ, 96% gold toned Luftschutz decal on front with 98% "Parade Finish Medium Gray" paint. Three pad WWI style vinyl liner in **"MINT"** condition, marked "58". Has late style "slipstrap" chinstrap in **"LOW EXCELLENT"** condition. Overall **"LOW MINT"** condition.

CIVIC "SQUARE DIP" DOUBLE DECAL FIRE, 100% white swastika and 99% "tipped" national colors decals with 99% "Satin Finish Black" paint. Has civic style M-31 leather liner and mis-matched top pad in **"LOW MINT"** condition, marked "55½" on the liner and on the inside neckguard. Has complete early "Y-straps" chinstrap in **"LOW MINT"** condition. Also has a stainless steel comb, a makers' decal in the front inside dome and a black leather neck flap in **"MINT"** condition. Overall **"MINT"** condition.

M-40 SINGLE DECAL HEER CHICKEN WIRE CAMO, 91% silver eagle decal painted around with a forest green and brown camo overpaint, of which 94% remains. The original "Rough Texture Green/Gray" paint is showing in the damaged areas of the camo. M-31 pigskin liner in **"LOW EXCELLENT"** condition, size 55/62, liner band dated 1940. Has complete chinstrap dated 1940 in **"VERY GOOD"** condition. Has wide pattern chicken wire cover attached by three wire hooks. Overall **"LOW EXCELLENT"** condition.

M-38 SINGLE DECAL LUFTWAFFE NET, 96% second pattern white eagle decal, with 92% "Rough Texture Blue/Gray" paint. M-38 leather liner in **"HIGH EXCELLENT"** condition, marked with manufacturer's logo, size 60/71. Has complete chinstrap harness with a "Friction Clip" buckle in **"EXCELLENT"** condition. "Spanner Bolt" model with large mesh equipment netting attached to shell by means of bent wire hooks. Overall **"EXCELLENT"** condition.

PRESERVATION AND RESTORATION

Almost every helmet that is obtained by the collector should, or could be cleaned before it takes its place on the shelf with the rest of the collection. Just how much cleaning each helmet should get depends on the condition of the helmet and the whim of the collector. Many collectors firmly believe that their helmets should be left "as is", with no attempts at cleaning to be made at all.

If you fall into this category, then you need not read the following and may move on to the next chapter. However, if you are bothered by thoughts of having your newly purchased helmets filled with dust, dirt, mud, cobwebs, and insects, then you may find the rest of this chapter informative. It will also cover what the collector should use to restore and protect both the paint and decals. Finally, it will detail the restoration of the liners, stating what to use on them and what **not** to. However, the authors assume no responsibility if damage occurs while following our recommended methods of cleaning, restoring and preserving. Even though all of the following information is given to help the collector improve the overall condition of the liners and shells, the unexpected may happen, resulting in some sort of damage. The decisions made in regard to cleaning, restoring and preserving the helmets must be made by the collector, while at the same time assuming all the obvious and hidden risks involved with any such endeavor.

CLEANING THE SHELL

If you are going to clean your helmets, there are a few things that you need to know first. Never, under any circumstances, use an **abrasive** product when cleaning. A cleaning agent, such as "Soft Scrub", will remove rust, but it will also remove the decals very quickly and leave the paint looking extremely dull and unnatural. Automotive "cleaner waxes" are just as bad, if not worse. Not only will they remove the decals, they will also remove the paint. These "cleaner waxes" were formulated to remove all the old "dead" paint scum from the vehicle's finish and the chemicals and scrubbing agents contained therein are just too severe for the old German paint. Also not to be used are steel wool, emery cloth and anything else that is abrasive in nature or content. Even some of the "mild" household cleaning agents and detergents are too strong for the decals and paint.

Warm water on a soft clean cloth is about the safest cleansing product that can be used on a helmet shell. A mild facial soap can be used in conjunction with the warm water if there is an accumulation of dried mud or other such soluble matter in or on the shell where the presence of the soap will speed its removal.

To begin cleaning the helmet, first examine the liner and determine if it can be turned inside out without causing any damage to the leather, keeping watch for any dried areas that may crack or rip during the process. If the liner is still flexible enough to permit this, untie the drawstring, turn the liner inside out and wipe the inside dome, or bowl, with the damp cloth. The cloth will remove all the dust, dirt and debris that is up in there, but be careful not to let the wet cloth come into contact with the leather. The cleaning action will not remove much, if any, of the rust that may be there, but it will remove most of the recent rust stains and a lot of the loose surface rust scale.

Continue cleaning around the inside of the neckguard and visor, finishing with the outside of the shell. As your damp cloth moves over the surface of the helmet, you will notice that the paint will appear darker (brighter on the "Parade Finish" helmets). This is because the old paint is picking up the moisture from the cloth and retaining it until it evaporates.

PRESERVING THE SHELL

If you want your helmet to retain this "new" sheen to the paint, you can accomplish this to a certain extent by using a household furniture wax, such as "Johnsons Lemon Pledge", or any other ones which contain **only** wax and no "scrubbing" agents. Besides helping to preserve the paint, the decals will also benefit from being waxed. The colors will seem brighter and the wax will prevent them from drying out, to a certain degree. In addition to this, the wax will prevent rust spots from forming or getting worse in the paint damaged areas on the shells where bare metal is showing. White petroleum jelly, such as "Vaseline", can also be used to "bring back" a really flat, or "dead", paint without any ill effects, but the use of a product such as this will hold dust and fingerprint much more readily than a wax. One solution to this minor problem would be to wax over the white petroleum jelly. The excess petroleum jelly would be removed by the wax and the paint would still retain a darker, or brighter, appearance than if the wax was just used by itself. Also, the wax would remove the "stickiness" of the petroleum jelly and the dust would not adhere to it as much.

Never use gun oils, machine oils or motor oils on the helmet shell. These products will stain both the paint and decals over the years, and, in certain circumstances, may actually soften up the decals and the paint. Also, the helmets would retain the odors of these products and the "wet" condition of the oil on the shells would promote dust and dirt adhesion.

CLEANING THE LINER

There is not much that can be safely used on an old leather liner to

clean it. Most stains will not come out, due to the fact that they have soaked in, and whatever cleaning agent the collector chooses to use would almost certainly ruin the leather itself. In fact, the leather should only be cleaned to remove "white mold spots" or a light covering of dirt or humidified dust.

When cleaning liners, even a **barely** damp cloth is not safe in all occasions as some leather, notably the late war "pig skin" examples, will soak up what little moisture is in the cloth and turn the liner dark and brittle. Always test a small area in a hidden place on the back seam of the liner to see how the leather will react to the water. If, after this test, the leather seems cleanable, turn the liner inside out and carefully wipe downward from the band towards the fingers. One hand should be placed inside and behind the fingers for support. The cloth should be turned with each wiping and never wipe the same area twice in a row, so as to prevent excessive moisture from being soaked up by the liner. The leather will darken momentarily, but will return to its original color in under a minute's time. If it doesn't, then there is either too much water in the cloth or the liner is reacting to the moisture, both of which may cause permanent damage to the leather.

PRESERVING THE LINER

If you already have a nice, clean, tan colored liner in "**MINT**" condition, there is nothing you need to do to preserve it. The liner has already survived in this condition for over forty years and will continue to do so provided it is protected from excessive moisture, heat and dirt. However, with the liners that do not rate "**MINT**", there are a few things that the collector can do to preserve them, and in many cases, actually upgrade them a bit.

Many times the liner will be 100% intact and look very nice, but there will be a light fraying or scuffing in the area where the leather bends over the band at the edge. The collector can make it appear that this scuffing had never taken place by using "Vaseline" once again, or any white petroleum jelly to smooth down this frayed area. Using a **very small amount** of petroleum jelly, the collector can carefully work it into the scuffed leather, blending it in and feathering it out as it is worked down from the edge to the finger area. Work the "Vaseline" in all the way around the entire circumference of the liner's edge. The leather will get darker, but it should return or lighten to 70% - 80% of its original color in a day or so. You should notice right away that the scuffed areas will appear to look as smooth as the other undamaged areas in the liner.

If the liner is flaky, cracked or suffering from dry rot, "Vaseline" can again be used to help correct the condition and to preserve the leather. This time, lightly cover the entire leather portion of the liner. Do not get too "heavy-handed" with the petroleum jelly, for a

little is much better than a lot. Start at the edge again and work down and into the finger area this time. Do not apply the "Vaseline" to the backside of the liner as this will cause the leather to remain darker from the petroleum jelly soaking in from both sides. In a day or two the liner should return to 70% - 80% of its original color, but this will depend greatly on the condition of the leather and the extent of the damage that the collector is trying to correct.

The white petroleum jelly works equally well on the chinstraps and neck flaps. These can be enhanced even more by using a cloth sprayed with "Johnsons Lemon Pledge" to buff up the straps and flaps after the application of the "Vaseline". The wax will remove any excess petroleum jelly from the surface of the leather, and at the same time, give the tanned and colored portions of the leather a "shiny" new look.

Never use a product such as "mink oil" on the liners since the oil will permanently darken the leather. Also, the mink oil will leave a "white" residue as it dries out over the years. "Saddle soap" and similar leather soaps will also damage the old leather, causing it to turn brittle and crack. Never use a waterproofer, such as "Neats-foot" on the liners, as it will turn the leather **very** dark and will actually damage old leather. Never use any other products that will "soak" right in, such as gun oils, machine oils or motor oils. The use of any of these oils will cause the leather to turn (and remain) dark. They will also cause the leather to deteriorate and decompose.



Scrap metal for the Russian war machine on display.

REPRODUCTION AND REPAINTS

How can the collector determine if a helmet has been "faked"? At one time, this was an easy question to answer. Years ago when some of the veterans, dealers and collectors first began to tamper with their German helmets to make them into something they never were, the results were usually rather crude and thus quite easily detectable. The reproduction decals which were available at that time were poor quality copies of the original German transfers and could be quickly spotted by even the untrained eye of a novice collector. The early, post-war, camouflage paint jobs did not come close to duplicating the original German painted ones, and these could be readily uncovered as recent additions.

Today, as the prices of certain helmets get higher with each passing year, the skill of the helmet "fakers" has unfortunately risen right up along with the prices. There is now the incentive of "big money" for an undetectable alteration to a helmet, so the fakers are spending more time and effort on their projects. Today's collector has to be constantly on guard with all the faked helmets turning up at the shows and in the ads. In this chapter, the authors will attempt to provide all the information, tips and clues needed by a collector to form an opinion about any questionable helmets he may encounter. Unfortunately, with any discussion about altering helmets, the dishonest elements can benefit by listening in and learn to correct their "mistakes" or "errors". Having weighed this possibility, the authors decided that a frank detailing of what the collector should be on the look-out for would aid a far greater number of honest people than dishonest ones.

THE DECALS

No longer does the faker have to rely on reproduction decals, since the original German transfers are available, brought back by G.I.'s who took them by the handfull from the manufacturing plants at the end of the war. For a price, even the scarce SS and party shield transfers can be purchased. With a little knowledge and skill, the faker can take an M-42 no decal helmet and turn it into a correct appearing M-42 single decal Waffen-SS. Depending on what the faker had to pay for the helmet and the SS transfer, there is the possibility that this dishonest person could reap a return that would be up to ten times his original investment. It is, therefore, not surprising that so many of these faked helmets are turning up.

Some of the fakers attempt to rationalize their deceptive practices by stating that since the helmet and the transfer are both "original" German issued products, there is then nothing "wrong" with putting together these "parts" helmets. From their point of view, they are not "faking" anything since they are not using reproduc-

tion decals. While this may sound good to the people who are gaining the monetary benefits from this, these altered (faked) helmets can not be considered "original" by any stretch of the imagination.

So then, to get back to the opening question in this chapter, how does the collector determine if a helmet has been faked? To begin with, the original German transfers (including the previously discussed SS transfer), when recently applied to a helmet shell, will oft times show minute tears, rips or wrinkling. This happens because the transfer has dried out after being affixed to the mounting paper for over forty years and it is now quite difficult to remove it from this backing in one piece. Many times the transfer will also stretch and become distorted when it is being applied. In addition to this problem, many of the current transfer applications simply will not adhere properly to the helmet and will flake off into a fine powder when rubbed lightly. Some of the more durable current applications will resist rubbing, but they will wipe off quite readily with a wet cloth if they have not properly adhered themselves to the shell.

One other thing to look for: when the transfers are not affixed as they should be, they do not "snug" down into the paint as do the **original German applied** transfers. As stated in the "**INSIGNIA**" section of the "**IDENTIFICATION AND CLASSIFICATION**" chapter, the original German-applied transfers suck down tight to the paint, almost becoming part of it. The edges of the transfer usually can not be felt, while on most of the current applications, the transfer does not suck down as well and the edges usually can be felt.

What if the faker has overcome all the possible problems and has successfully applied a transfer, let's say an "SS" transfer? How then can the transfer be spotted as a current addition to the helmet? First of all, look at the overall condition of the helmet. Does the condition of all components match? Now look at the SS transfer very closely. Can any damaged or scratched areas "under" the transfer be seen, while there is no damage to the transfer itself? If this is the case, then it can be assumed that the SS transfer is a recent addition, applied right over the damaged areas. Does the silver in the SS transfer seem unusually bright and shiny, as to suggest that it has not been exposed to the elements very long? If so, then it is a safe bet, once again, that the transfer is new to the helmet.

Though a few of the "artistic" fakers will scratch the transfer to match the underlying damaged paint and will also "antique" it to tone it down, most will not. This is fortunate, and one thing in the favor of the collectors. But to outwit these artistic fakers who know all the tricks, the collector must truly rely on his "gut" reaction to the helmet and to the person selling it. Inspect the helmet very carefully and look for evidence of any other transfers ever having been on the helmet prior to the SS one. On bogus M-35 double decal SS

helmets, the fakers will often remove the transfers from an M-35 double decal field police helmet and add the SS transfers. To tone down the "new" look of these recently applied SS and party shield transfers, the fakers will "age" the entire helmet by means of a sprayed lacquer antiquing solution. This lacquer can be detected in bright sunlight by the even-looking "micro-splatter" effect left by the spray gun.

Though this section has dealt primarily with the faked SS helmets, these are not the only ones being fabricated today. Original army transfers are being applied to helmets, as well as police, navy, party shields and national colors transfers. Therefore, always inspect **any** transfer carefully before purchasing the helmet on which it resides.

While still on the subject of transfers, there are many new reproduction decals on the market today which look **very** similar to their original German transfer counterparts. There is one company that is putting so much effort into their reproduction decals that their insignia designs are actually **more** detailed and better made than the original transfers they copy! This company's Heer, Kriegsmarine, Luftwaffe, SS, police, SA, Luftschutz, Feldherrnhalle, RAD, N.S.K.K. and party shields are so realistic that they fool even the most experienced collectors the first time around. The decals apply perfectly flat and snug down in the same manner as the original German transfers. The only thing the collector has to help identify these reproduction decals is the size of the decals themselves. The decals are just slightly smaller than the original transfers, and a side by side comparison will demonstrate the difference.

THE REPAINTS

The most commonly falsified camo paint scheme is the tropical tan, many times mislabeled as the "Afrika Korps" camo. Collectors have always paid a premium price for these tan colored helmets and the fakers have been quick to take advantage of this with their repaints. There have probably been more "D.A.K." helmets fabricated than all the other phony camos combined. Regardless of the type of camo paint scheme involved, there are a few bits of information the collector should be aware of before purchasing any camouflage painted helmet.

First of all, make sure that the helmet is an "original" German helmet. Many of the faked pieces are actually the "reissued" German helmets used by other countries after World War II. Many Spanish and Norwegian "reissued" **German** helmets are currently being passed off as "Nazi era" camos.

Secondly, inspect the camo paint itself. Does it cover most of the scratches, chips and rust of the helmet's issued paint while showing very little scratching, chipping and rusting of its own? If it does, then

the collector has good reason to doubt the authenticity of the camo paint. A genuine camo **should** have a reasonable amount of wear and tear of its own, including much use that is in obvious conjunction with the helmet's original issued paint. Rust stains bleeding evenly through the camo paint over the entire surface of the shell is a good sign. Steer clear of any camo helmet that appears too "new". If the paint sticks to the fingers, so to speak, it would be prudent to look elsewhere!

Lastly, though the collector may feel a bit foolish doing this, **smell** the paint! Many times the odor of fresh paint will linger up to as much as two full years, so a quick sniff of the camo paint might tip off the smart collector. After forty years, genuine camo paints, as well as the original issued paints, no longer have any distinct smell of their own. The only odor that might be present on an original helmet is the smell of metal and/or a musty scent of dirt. If the aroma of paint is present, it can be said for certain that the camo paint is not original to the shell.



On the bridgehead: Two battle experienced artillery observers from a heavy mortar group call in firing instructions. Note the unusual camouflage paint on the sergeant's helmet and the wearing of the Gold Party Badge on the combat uniform. This photo is dated December 13, 1943.



Two SS Panzergrenadiers enjoy a pause in the battle on the Eastern Front. The photo, taken by an SS war correspondent, is dated December 18, 1943.



Smoking break: Two Waffen SS soldiers transporting food canisters on the Eastern Front pause to smoke in front of a destroyed house. Note the SS helmet cover and the M40 SS helmet. The date is April 30, 1943.

H17

Heer



Private Collection

M-17 "DROOP BILL" DOUBLE DECAL HEER, late silver black lined eagle on left side and national colors shield on right, with "Parade Finish Gray-Green" paint and variant three-pad leather liner.



Private Collection

H18



Albert E. Barrows Collection

M-16 AUSTRIAN TRIPLE DECAL HEER, late silver black lined eagle on both sides and national colors shield on front, with rough gray paint, and an M-31 leather liner. Purpose of decal configuration unknown. Note second set of rivets used to attach M-31 liner.

H19



Albert E. Barrows Collection

M-18 "STYLE" DOUBLE DECAL HEER OFFICER'S PARADE, late silver black lined eagle on left side and national colors shield on right, with rough olive green paint, and a civic leather liner. Note the unusual position of the rivets and the "plugged" frontal-plate lug.

H20



Keith Took Collection

M-33 DOUBLE DECAL HEER, late silver black lined eagle on left side and national colors shield on right, with "Parade Finish Medium Green" paint and a civic leather liner. Original metal Reichswehr shield removed from left side and decals applied for probable reissue as a parade helmet. Slots on sides may be for use in strapping the helmet to a backpack.



Keith Took Collection

H21



William R. Maertz Collection

M-18 EAR CUTOUT SINGLE DECAL HEER, late silver black lined eagle on left side, with "Rough Texture Green-Gray" paint, and an M-31 leather liner, "reissued" circa 1940.

H22



Terry Goodapple Collection

M-35 SINGLE DECAL HEER, late silver black lined eagle on left side, with "Parade Finish Medium Green" paint and an M-31 leather liner. Note: The eagle decal was masked when the original "Parade Finish Light Green" was repainted.

H23



Terry Goodapple Collection

M-40 DOUBLE DECAL HEER, tarnished eagle on left side and national colors shield on right, with "Rough Texture Green-Gray" paint and an M-31 leather liner.



Terry Goodapple Collection



Terry Goodapple Collection

M-42 DOUBLE DECAL HEER, late silver black lined eagle on left side and national colors shield on right, with "Rough Textured Green-Gray" paint and an M-31 leather liner.



Terry Goodapple Collection



William R. Maertz Collection

M-35 "STYLE" DOUBLE DECAL HEER OFFICER'S PARADE, early silver gray lined eagle on left side and national colors shield on right, with "Parade Finish Light Green" paint and a civic leather liner.



William R. Maertz Collection



William R. Maertz Collection

CANVAS DOUBLE INSIGNIA HEER PITH HELMET, silver/black metal eagle shield on left side and metal national colors shield on right, olive green canvas and leather trim, and standard pith helmet leather liner band.



William R. Maertz Collection



John P. Coy Collection

M-35 DOUBLE DECAL LUFTWAFFE, first pattern "droop tail" eagle on left side and national colors shield on right, with "Parade Finish Medium Green" paint and an M-31 leather liner. Note: It has been suggested that these helmets were used by Luftwaffe paratroopers fighting as ground combat troops during war games of the late 1930's.



John P. Coy Collection



William R. Maertz Collection

M-35 DOUBLE DECAL LUFTWAFFE, second pattern eagle on left side applied over first pattern "droop tail" eagle and national colors shield on top of another on right, with "Rough Texture Blue-Gray" over two coats of "Parade Finish Blue-Gray" paint. Paint removed to expose decals. M-31 leather liner.



William R. Maertz Collection



Terry Goodapple Collection

M-35 SINGLE DECAL LUFTWAFFE, first pattern "droop tail" eagle on left side, with "Parade Finish Blue-Gray" paint and an M-31 leather liner. Note: The eagle decal was left showing when the original "Parade Finish Blue-Gray" was repainted, but the national colors decal was completely overpainted.



Terry Goodapple Collection

M-40 SINGLE DECAL LUFTWAFFE, second pattern "gold" eagle on left side, with "Rough Texture Blue-Gray" paint and an M-31 leather liner. Note: It has been suggested that gold eagles represent use by high ranking officers.



Terry Goodapple Collection

M-37 DOUBLE DECAL LUFTWAFFE, second pattern blue-gray eagle on left side and national colors shield on right, with "Parade Finish Blue-Gray" paint and an M-37 leather liner.



Terry Goodapple Collection



Albert E. Barrows Collection

M-35 "STYLE" DOUBLE DECAL LUFTWAFFE OFFICERS PARADE, variant detailed second pattern eagle on left side and national colors shield on right, with "Parade Finish Blue-Gray" paint and a civic leather liner plus top pad. Note: The original decals were masked, and the helmet repainted.

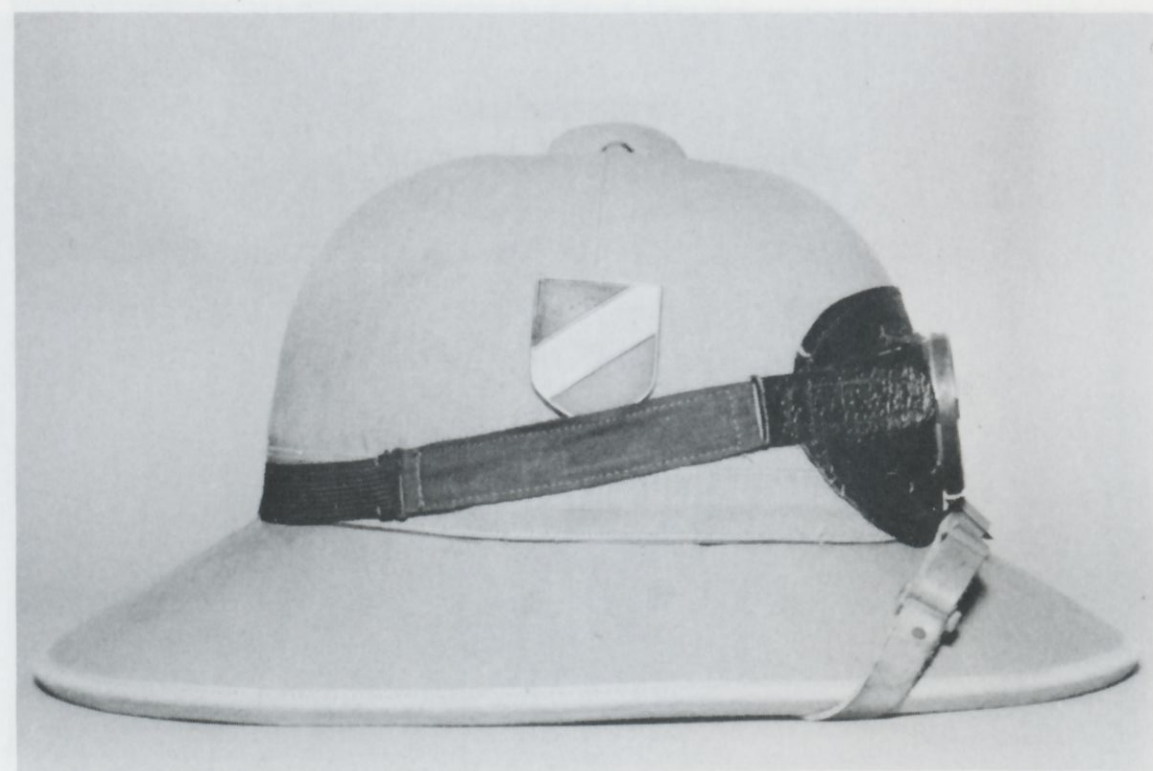


Albert E. Barrows Collection



William R. Maertz Collection

CANVAS DOUBLE INSIGNIA LUFTWAFFE PITH HELMET, silver metal eagle on left side and metal national colors shield on right, tan canvas with yellow canvas trim, French reissued helmet with black vinyl liner band.

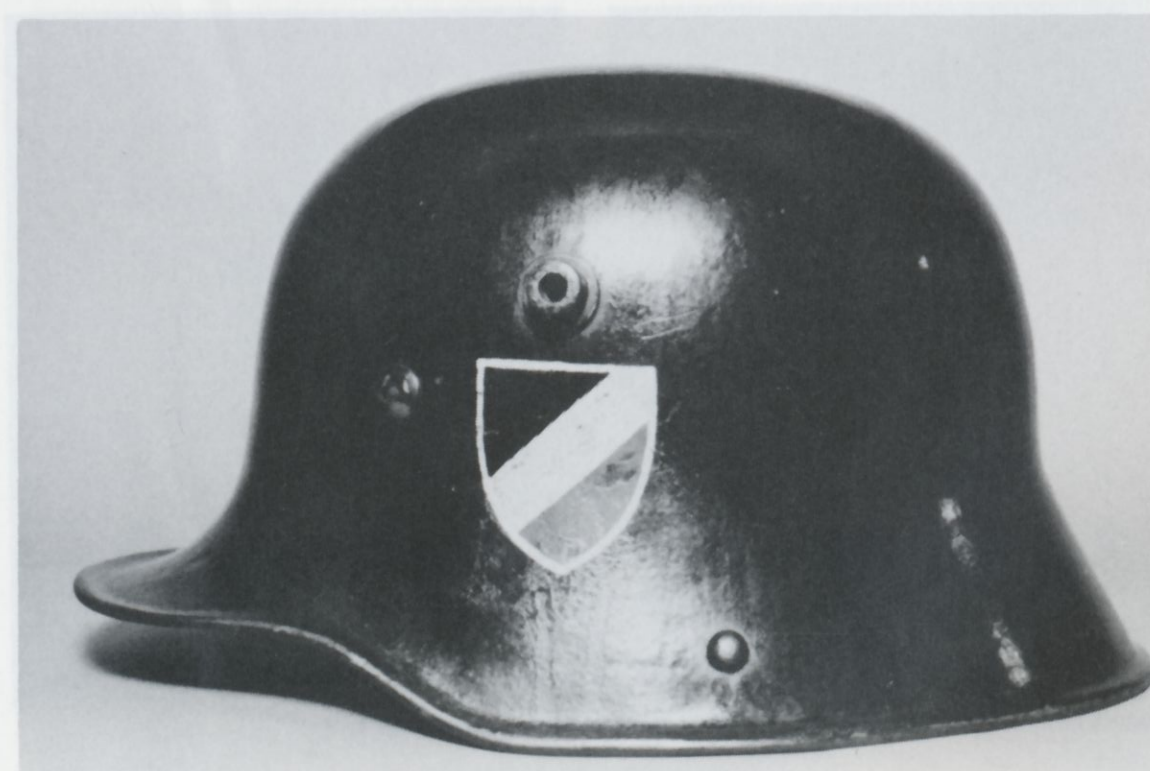


William R. Maertz Collection



William R. Maertz Collection

M-16 DOUBLE INSIGNIA SS-VT, national colors handpainted on left side and white runic shield stenciled on right, with "Satin Finish Black" paint and an M-31 leather liner. Painted on inside rear rim is: "Keppler" "SS-Verfugungstruppe 2Z/3K" (in old Germanic script). Note: This helmet was found in a storage area under the Olympic Stadium in Munich by an American GI in the Fall of 1945.



William R. Maertz Collection



Terry Goodapple Collection

M-16 AUSTRIAN "STYLE" DOUBLE INSIGNIA SS VT, national colors handpainted on left side and black shield with white runes painted on right, with lacquer applied over original "Field Green" and M-16 "style" three pad leather liner.

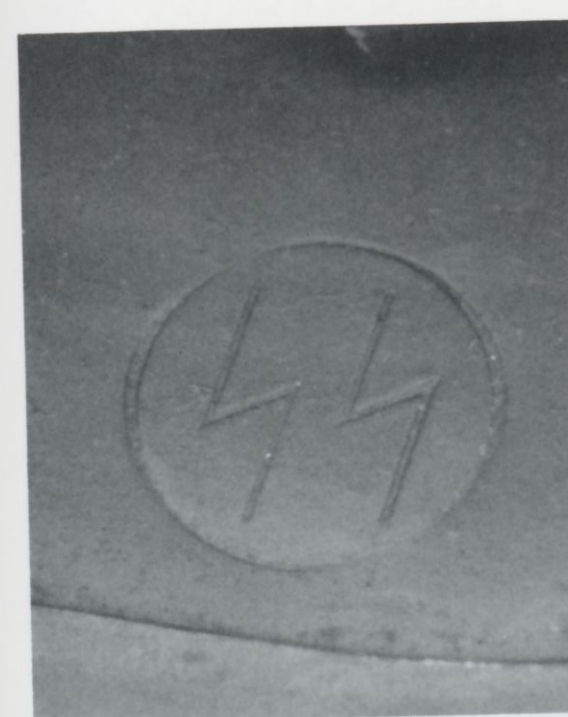


Terry Goodapple Collection



Terry Goodapple Collection

M-17 NO DECAL SS/RZM, with special "gun metal gray" paint, and a variant M-17 "style" three-pad leather liner. Large SS runes in circle stamped into metal of lower inside neckguard on left side and large RZM stamped on right.



Terry Goodapple Collection



Terry Goodapple Collection



John P. Coy Collection

M-16 AUSTRIAN "STYLE" DOUBLE DECAL ALLGEMEINE SS, first pattern SS shield on right side and party shield on left, with "Satin Finish Black" paint and variant three-pad leather liner. Note positioning of SS shield on rivet head.



John P. Coy Collection



James H. Peterson Collection

M-35 DOUBLE DECAL WAFFEN SS, first pattern SS shield on right side and party shield on left, with "Parade Finish Medium Green" applied over "Satin Finish Black" paint and an M-31 leather liner. Reissued and re-decalled from early Allgemeine SS.



James H. Peterson Collection



William R. Maertz Collection

M-40 DOUBLE DECAL WAFFEN SS, first pattern SS shield on right side and party shield on left, with "Rough Texture SS gray" paint and an M-31 leather liner.



William R. Maertz Collection



William R. Maertz Collection

M-35 DOUBLE DECAL CROATIAN SS, variant first pattern white and black SS shield on left side and variant Croatian red/white checkerboard with black border on right, with "Rough Texture Green-Gray" paint and an M-31 leather liner. Decals are thought to be of local Croatian manufacture and application, deliberately reversed on the helmet. Note: This helmet was taken from captured Croatian volunteers in Czechoslovakia in May 1945 by an American GI.



William R. Maertz Collection



John P. Coy Collection

CIVIC "SQUARE DIP" DOUBLE DECAL ALLGEMEINE SS, first pattern SS shield on right side and party shield on left, with "Satin Finish Black" paint and civic leather liner. Note embossed air vents and location of split rivets on sides.



John P. Coy Collection



John P. Coy Collection

CANVAS DOUBLE INSIGNIA WAFFEN SS PITH HELMET, black/silver metal runic shield on right side and metal party shield on left, tan canvas with olive green leather trim, and standard pith helmet leather liner band.



John P. Coy Collection



Terry Goodapple Collection

M-18 EAR CUTOUT DOUBLE DECAL KRIEGSMARINE, early gold wide winged eagle on left side and national colors shield on right, with handpainted "Medium Green" paint and an M-31 leather liner.



Terry Goodapple Collection

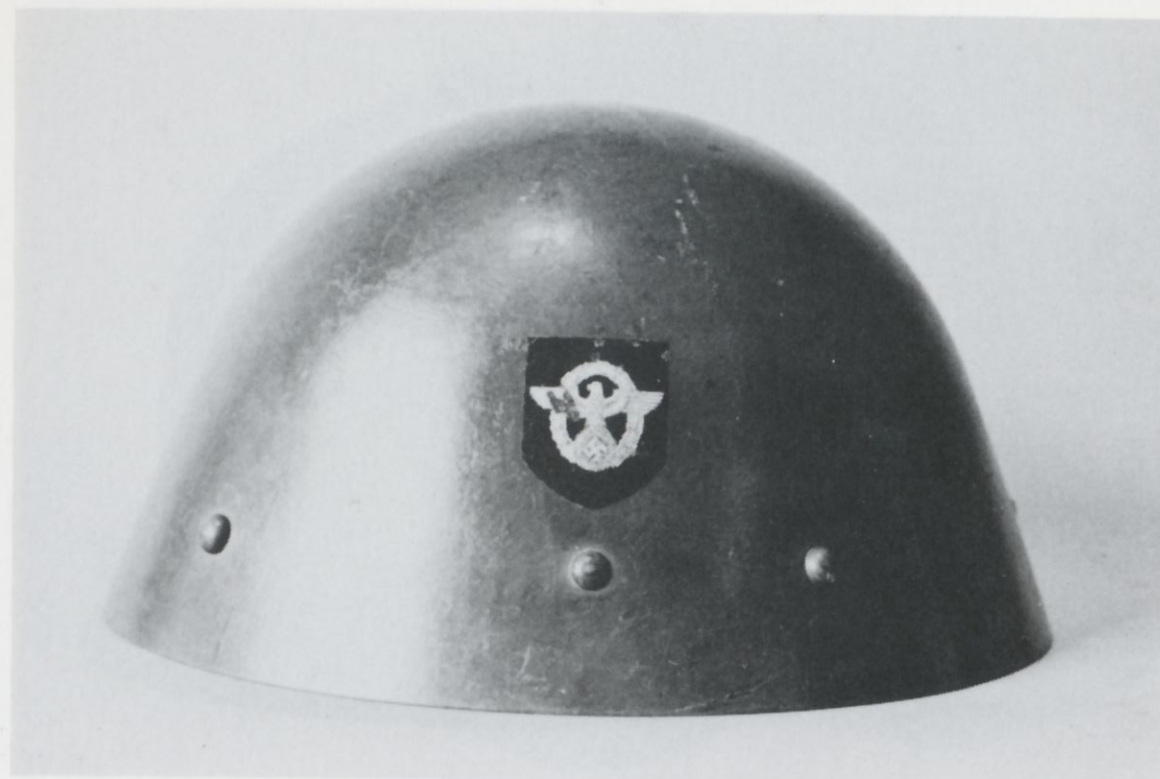


William R. Maertz Collection

M-35 DOUBLE DECAL FIELD POLICE, second pattern silver unbordered police eagle on left side and party shield on right, with "Rough Texture Green-Gray" paint applied over original "Parade Finish Light Green" and an M-31 leather liner.



William R. Maertz Collection



William R. Maertz Collection

MODEL 1934 CZECH DOUBLE DECAL POLICE, first pattern silver unbordered police eagle on left side and party shield on right, with "Parade Finish Light Green" paint applied over original Czech brown, and Czech white leather liner.



William R. Maertz Collection



William R. Maertz Collection

CIVIC "DUCK BILL VISOR" DOUBLE DECAL RURAL POLICE, regular gold bordered police eagle on left side and party shield on right, with "Parade Finish Light Green" paint and a civic leather liner.



William R. Maertz Collection



William R. Maertz Collection

CIVIC "CURVED DIP" NO DECAL RURAL POLICE, with "Parade Finish Light Green" paint and a civic leather liner.



William R. Maertz Collection

CIVIC "STUB BILL" NO DECAL RURAL POLICE, with "Parade Finish Light Green" paint and a civic leather liner.



John P. Coy Collection

CIVIC "SQUARE DIP" DOUBLE INSIGNIA EARLY POLICE, brass metal tipped swastika affixed to right side and tri-color brass shield affixed on left, with "Satin Finish Black" paint and civic leather liner plus top pad.



John P. Coy Collection



John P. Coy Collection

M-17 DOUBLE DECAL EARLY POLICE, small tipped white swastika on right side and small tipped national colors shield on left, with "Satin Finish Black" paint and M-16 three pad leather liner.



John P. Coy Collection



William R. Maertz Collection

"ONE PIECE GLADIATOR" SINGLE DECAL LUFTSCHUTZ POLICE, regular silver bordered police eagle on front, with "Satin Finish Dark Blue" paint and a white canvas liner.



John P. Coy Collection

"FLAT RIM GLADIATOR" SINGLE DECAL POLICE, oversized eagle on front, with "Satin Finish Black" paint and a white canvas liner. Note: Reportedly, this style of helmet was manufactured and used by the occupying German forces in Albania.



John P. Coy Collection

M-16 AUSTRIAN "STYLE" DOUBLE DECAL HERMANN GORING POLICE, tilted white swastika on right side and tilted national colors shield on left (completely removed), with "Parade Finish Gray Green" paint and standard Austrian three-pad leather liner. Note: Frontal plate lugs removed and screen vents added.



Private Collection

CIVIC "DUCK BILL VISOR" SINGLE DECAL RLB, blue and silver starburst on front, carefully masked and painted "Satin Finish Black" over original "Parade Finish Light Green", and a civic leather liner.



John P. Coy Collection

M-91 SINGLE DECAL LUFTSCHUTZ, silver winged emblem on front, with flat green-gray finish on the leather shell and an 1891 leather liner. Note: This is an unusual use for an old fire helmet.

ZP29



William R. Maertz Collection

M-16 AUSTRIAN "STYLE" SINGLE DECAL LUFTSCHUTZ, silver winged emblem on front, with "Satin Finish Dark Blue" overpaint on original "Parade Finish Light Green" paint and a standard Austrian three-pad leather liner. Note: Helmet was originally double decal "Hermann Goring Police".

ZP30



William R. Maertz Collection

CIVIC "SQUARE DIP" SINGLE DECAL LUFTSCHUTZ, silver winged emblem on front, with "Satin Finish Dark Blue" paint and a civic leather liner. Note: Embossed air vents and unusual rivet head location.

ZP31



John P. Coy Collection

"ONE PIECE GLADIATOR" SINGLE DECAL LUFTSCHUTZ, silver winged emblem on front, with "Satin Finish Dark Blue" paint and a white canvas liner.

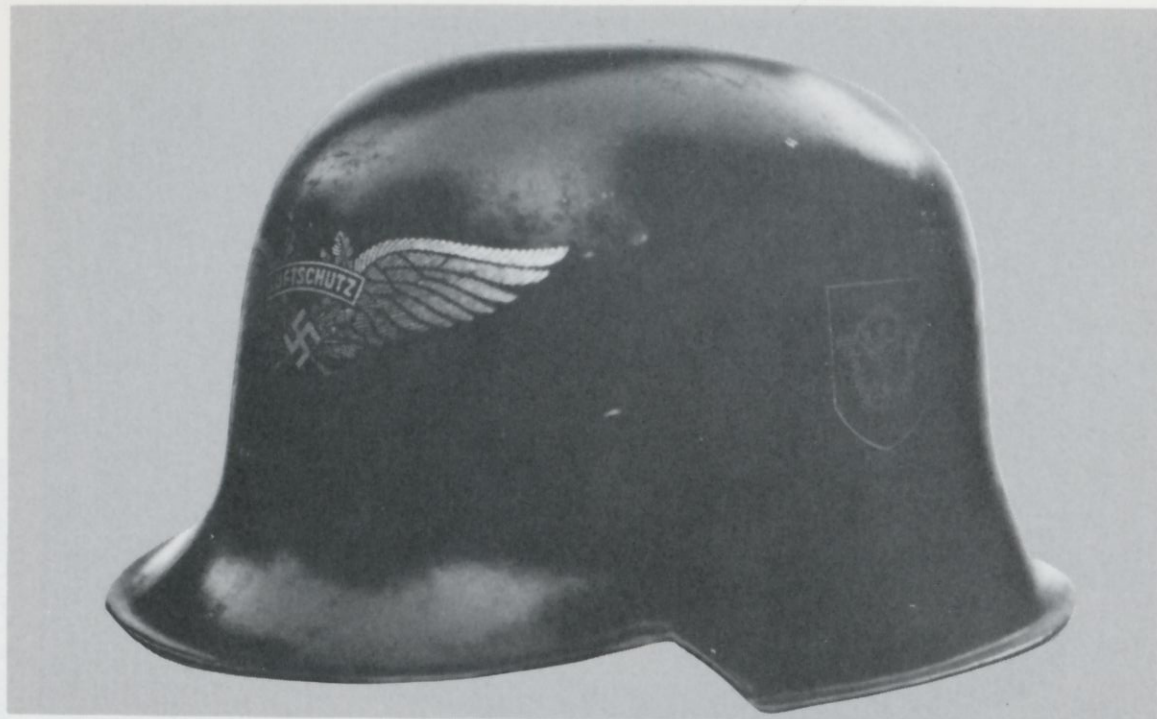
ZP32



William R. Maertz Collection

"THREE PIECE GLADIATOR" SINGLE DECAL LUFTSCHUTZ, silver winged emblem on front, with "Parade Finish Medium Gray" paint and a civic leather liner.

ZP33



Albert E. Barrows Collection

CIVIC "SQUARE DIP" TRIPLE DECAL LUFTSCHUTZ POLICE, gold bordered police eagle on left side, party shield on right and silver winged emblem on front, with "Satin Finish Dark Blue" paint, and a civic leather liner.

ZP34



Albert E. Barrows Collection

MODEL 1927 SINGLE INSIGNIA DUTCH REISSUE LUFTSCHUTZ, Luftschutz "style" silver emblem stenciled on front, with smooth dark gray paint and a three-pad Dutch leather liner. Stenciled letters L.S.W.D. denote "Luftschutz Warnung Dienst".

ZP35



John P. Coy Collection

CIVIC "DROOP BILL VISOR" DOUBLE DECAL LUFTSCHUTZ POLICE, first pattern silver unbordered police eagle on left side and party shield on right, with "Satin Finish Dark Blue" paint, and a civic leather liner. Note: One off-center seven hole vent each side.



John P. Coy Collection



John P. Coy Collection

"BEADED M-35" DOUBLE DECAL LUFTSCHUTZ POLICE, regular silver bordered police eagle on right side and party shield on left, with "Satin Finish Dark Blue" paint and an M-31 leather liner.



John P. Coy Collection



William R. Maertz Collection

"BEADED M-42" DOUBLE DECAL LUFTSCHUTZ POLICE, regular silver bordered police eagle on left side and party shield on right, with "Satin Finish Dark Blue" paint and a civic white canvas liner.



William R. Maertz Collection

ZP38



William R. Maertz Collection

CIVIC "SQUARE DIP" NO DECAL RED CROSS, with "Parade Finish Light Gray" paint and a civic leather liner plus top pad.

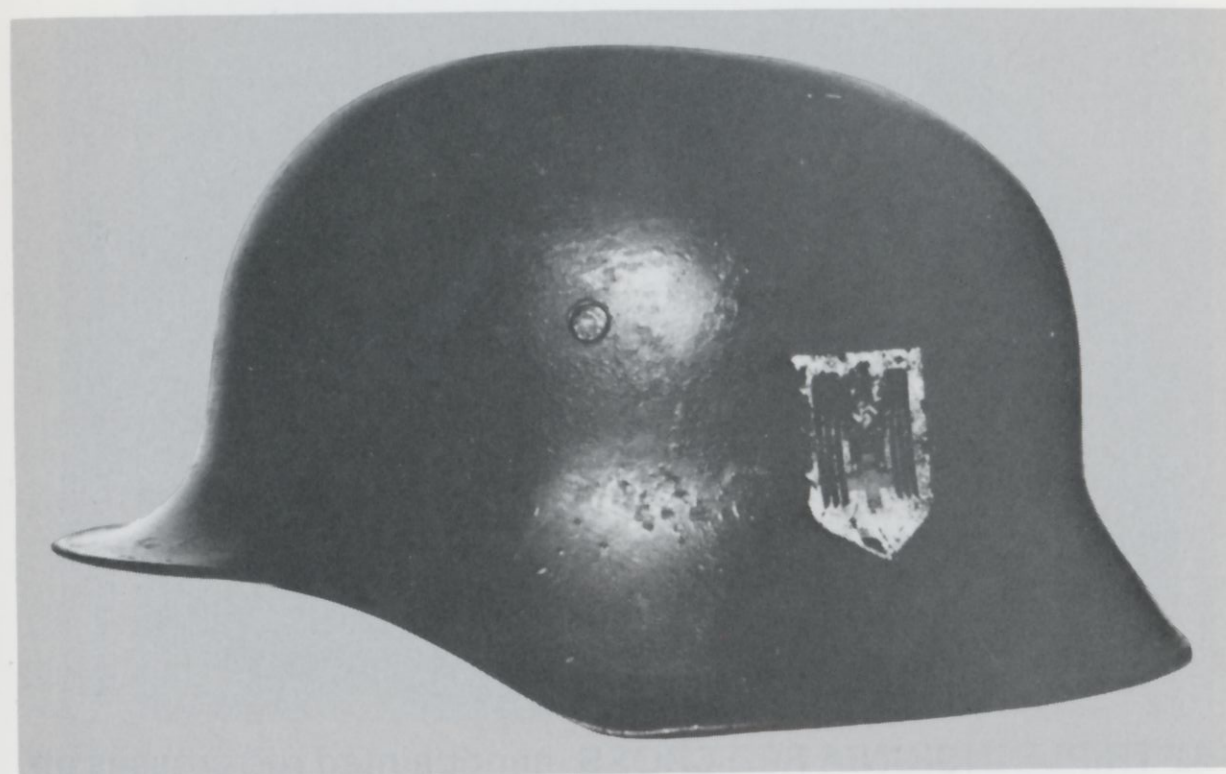
ZP39



William R. Maertz Collection

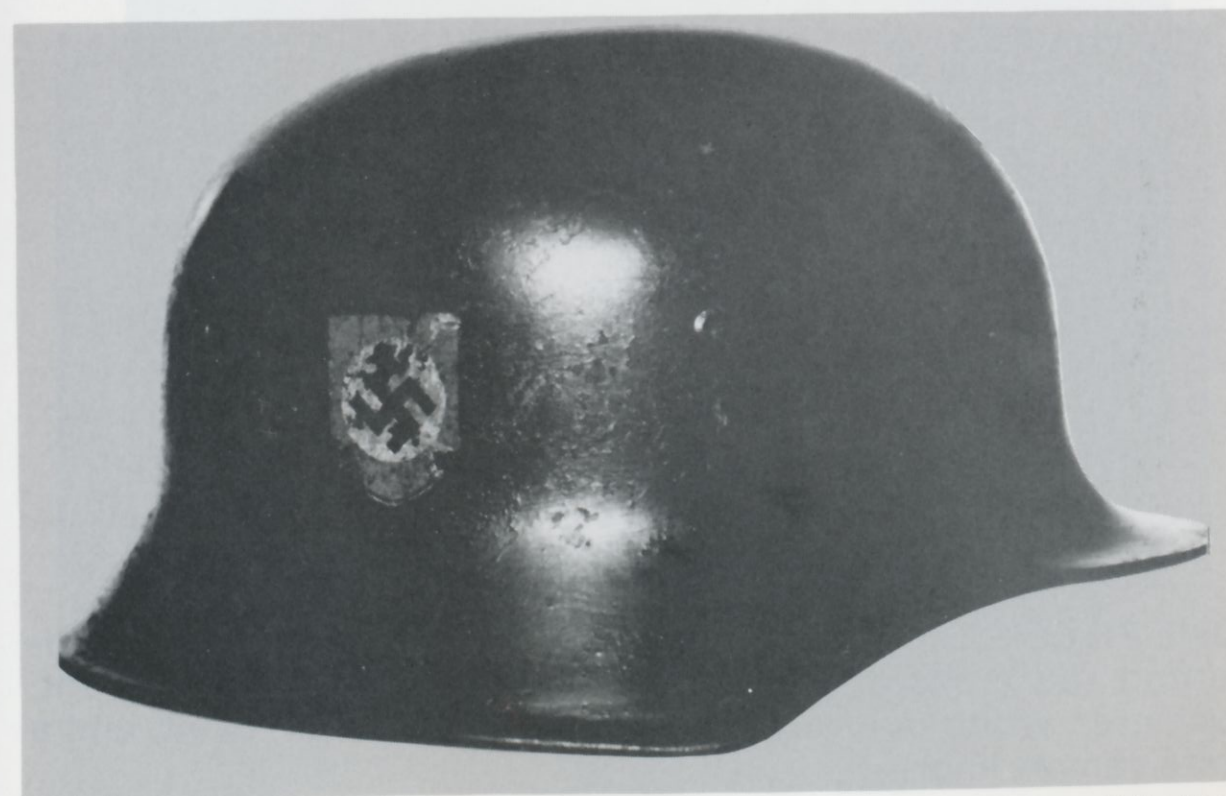
CIVIC "DUCK BILL VISOR" NO DECAL NSDAP, with "Satin Finish Brown" paint and a civic leather liner. Note: "NSDAP 1937" decal inside dome of helmet.

ZP40



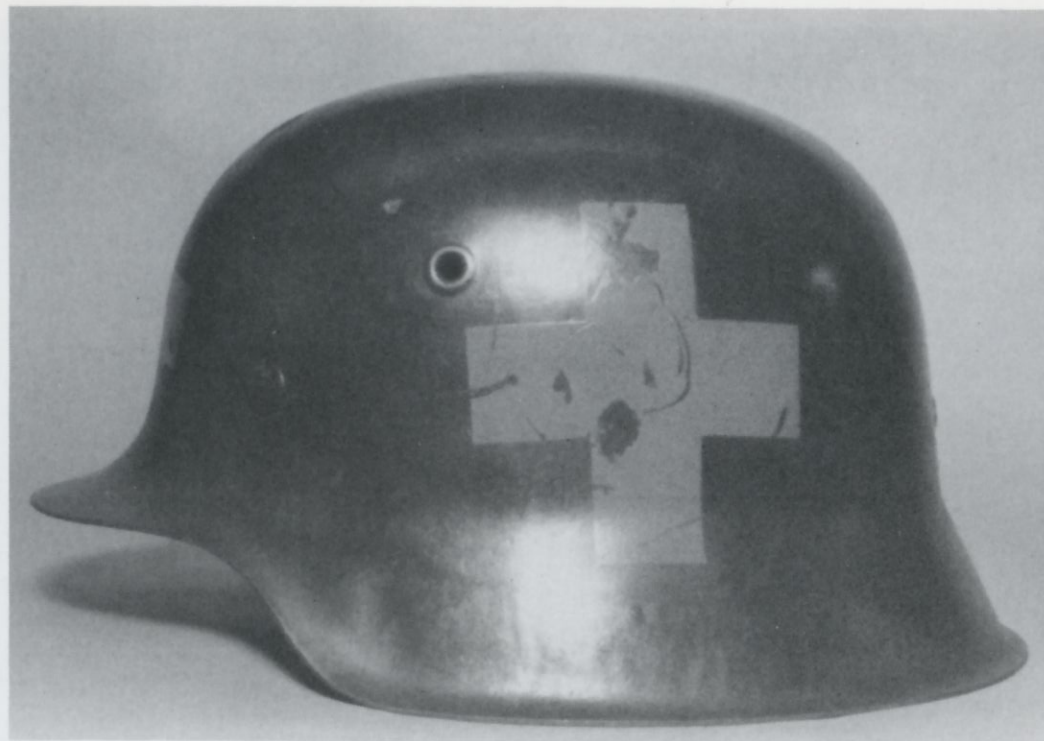
Albert E. Barrows Collection

M-35 "STYLE" DOUBLE DECAL RED CROSS, pointed DRK shield on left side and pointed party shield on right, with charcoal gray smooth paint, and a civic leather liner. Note unusual size and location of liner rivets.



Albert E. Barrows Collection

ZP41



William R. Maertz Collection

M-42 TRIPLE INSIGNIA RED CROSS, handpainted red crosses on both sides and front of helmet, with "Rough Texture Green-Gray" paint and an M-31 leather liner.

ZP42



John P. Coy Collection

"ONE PIECE GLADIATOR" TRIPLE INSIGNIA RED CROSS, handpainted red crosses on both sides and number "5" on front. Repainted white over original "Satin Finish Black" paint, and a white canvas liner.

ZP43



Albert E. Barrows Collection

CIVIC "TENNO VARIANT" DOUBLE DECAL TENNO, silver TeNo eagle on left side and national colors shield on right, with "Parade Finish Light Green" paint and a civic leather liner.



Albert E. Barrows Collection



John P. Coy Collection

MODEL 1927 DOUBLE DECAL DUTCH REISSUE TENO, Dutch TeNo shield on left side and Dutch national colors shield on right, with "Satin Finish Black" paint and a three-pad Dutch leather liner.



John P. Coy Collection



John P. Coy Collection

CANVAS DOUBLE INSIGNIA NSKK PITH HELMET, silver/black cloth eagle sewn on (not through) left side and metal national colors shield on right, tan canvas and leather trim, and standard pith helmet leather liner band.



John P. Coy Collection

ZP46



William R. Maertz Collection

M-40 SINGLE DECAL ORG. TODT, first pattern thick swastika shield on left side, with "Rough Texture Green-Gray" paint and an M-31 leather liner. Note: This helmet and the one shown below were taken from a warehouse outside Paris in October 1944.

ZP47



William R. Maertz Collection

M-42 SINGLE DECAL ORG. TODT, second pattern thin swastika shield on left side, with "Rough Texture Green-Gray" paint and an M-31 leather liner.

ZP48

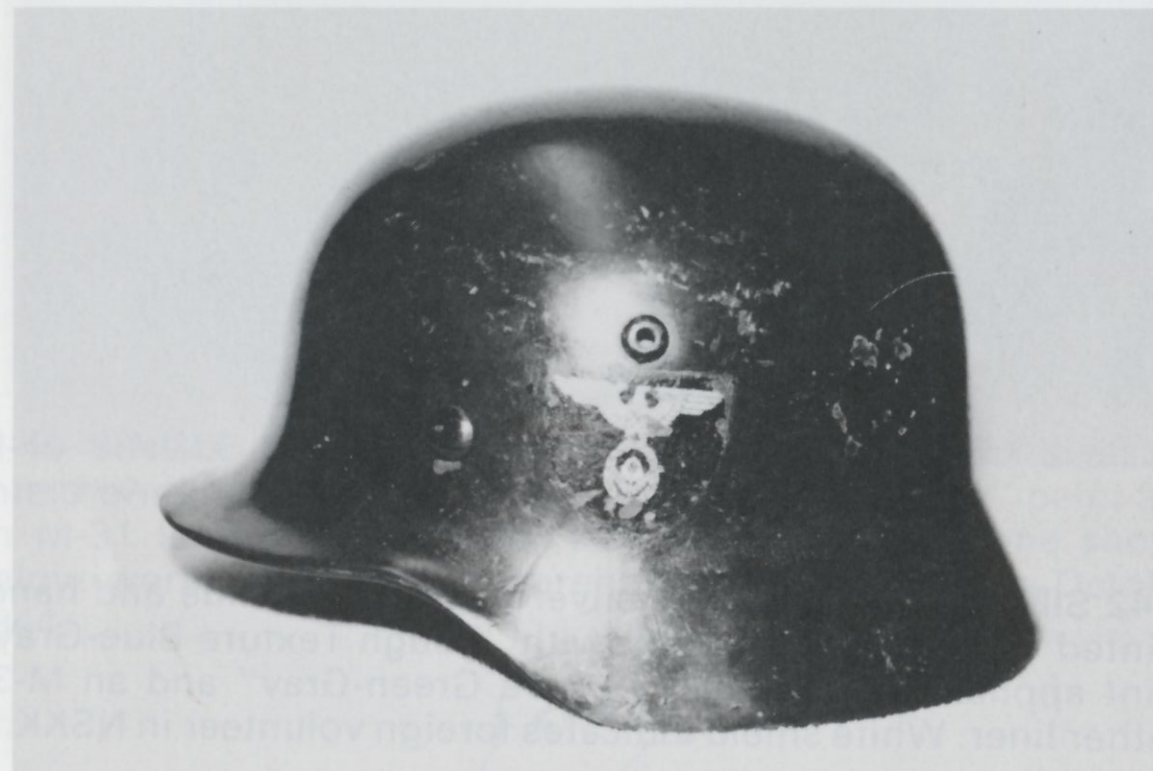


John P. Coy Collection

M-42 SINGLE DECAL NSKK, silver eagle on left side and hand-painted white shield on right, with "Rough Texture Blue-Gray" paint applied over "Rough Texture Green-Gray" and an M-31 leather liner. White shield indicates foreign volunteer in NSKK.



John P. Coy Collection



Terry Goodapple Collection

M-35 SINGLE DECAL RAD, large silver eagle on left side, with dark green painted over original "Parade Finish Light Green", and an M-31 leather liner. Note: This helmet was originally issued as a double decal Heer.



Terry Goodapple Collection

M-40 SINGLE DECAL KRIEGSMARINE CAMO, late gold "big foot" eagle on left side, with traces of whitewash remaining over original "Rough Texture SS Gray" paint and an M-31 leather liner.



William R. Maertz Collection

M-40 SINGLE DECAL HEER CAMO, late silver black lined eagle on left side, "painted" around with whitewash. Original "Rough Texture Green-Gray" paint is showing in damaged areas of camo, and an M-31 leather liner.



Terry Goodapple Collection

M-35 DOUBLE DECAL HEER CAMO, late silver black lined eagle on left side and national colors shield on right, both dug out from under tan camo overpaint, which was also scraped for additional camouflage. Original "Parade Finish Medium Green" paint showing in damaged areas of the camo, and an M-31 leather liner.



Terry Goodapple Collection



James H. Peterson Collection

M-35 SINGLE DECAL HEER CAMO, late silver black lined eagle on left side, carefully painted around with sand mixed into dark tan camo overpaint. Original "Parade Finish Light Green" paint showing in damaged areas of camo, and an M-31 leather liner.



James H. Peterson Collection

M-40 SINGLE DECAL HEER CAMO, late silver black lined eagle on left side, carefully painted around with tan/green/brown camo overpaint. Original "Rough Texture Green-Gray" paint is showing in damaged areas of camo, and an M-31 leather liner.



Keith Took Collection

M-42 SINGLE DECAL HEER CAMO, traces of eagle showing through tan/brown/green camo overpaint. Original "Rough Texture Green-Gray" paint showing in damaged areas of camo, and an M-31 leather liner.



Jerry Sanders Collection

M-35 NO DECAL LUFTWAFFE CAMO, with tan and gray camo overpaint. Original "Rough Texture Blue-Gray" paint showing in damaged areas of camo, and an M-31 leather liner. Note: Camo paint shows evidence that wire was once attached to helmet.



Jerry Sanders Collection

M-35 DOUBLE DECAL LUFTWAFFE CAMO, second pattern eagle on left side and national colors shield on right overpainted in tan/brown/green camo paint. Original "Parade Finish Blue-Gray" paint showing in damaged areas of the camo, and an M-31 leather liner.



Jerry Sanders Collection



Terry Goodapple Collection

M-35 DOUBLE DECAL LUFTWAFFE CAMO, second pattern eagle and national colors overpainted in tan camo, then backwards swastika scratched into the left side and national colors scraped and dug out. Original "Parade Finish Blue-Gray" paint showing in damaged areas of the camo and an M-31 leather liner.



Terry Goodapple Collection



Terry Goodapple Collection

M-40 SINGLE DECAL WAFFEN SS CAMO, second pattern runic shield on right side, brown camo added to original "Rough Texture Green-Gray" paint, and an M-31 leather liner.



Terry Goodapple Collection

M-40 SINGLE DECAL HEER CAMO, late silver black lined eagle on left side, carefully painted around with green/tan/black camo overpaint. Original "Rough Texture Green-Gray" paint is showing in damaged areas of camo, and an M-31 leather liner.



Terry Goodapple Collection

M-35 DOUBLE DECAL WAFFEN SS CAMO, first pattern SS shield on right side and party shield on left, both showing through sand-textured brown camo overpaint. Original "Parade Finish Light Green" paint showing under "Parade Finish Medium Green" repaint, one set of decals on each parade finish, and an M-31 leather liner.



Terry Goodapple Collection



Terry Goodapple Collection

M-35 DOUBLE DECAL LUFTWAFFE WIRE CAMO, first pattern "droop tail" eagle on left side and national colors shield on right, painted over in thick brown paint, pattern of removed chicken wire remains in the paint. Original "Parade Finish Blue-Gray" paint showing in damaged areas of the camo, and an M-31 leather liner.



Terry Goodapple Collection



Jerry Sanders Collection

M-40 SINGLE DECAL LUFTWAFFE WIRE CAMO, second pattern eagle on left side, with traces of whitewash remaining over original "Rough Texture Blue-Gray" paint, and an M-31 leather liner.



Jerry Sanders Collection

M-35 DOUBLE DECAL HEER WIRE CAMO, traces of decals showing through tan/brown/green camo overpaint. Original "Parade Finish Light Green" paint showing through in damaged areas of the camo, and an M-31 leather liner.



Brian Sanders Collection

M-40 SINGLE DECAL LUFTWAFFE WIRE CAMO, second pattern eagle on left side painted around in tan camo paint and white swastika handpainted on right side over camo. Original "Rough Texture Blue-Gray" paint showing in damaged areas of the camo, and an M-31 leather liner.



Brian Sanders Collection



Terry Goodapple Collection

M-42 NO DECAL LUFTWAFFE WIRE CAMO, with tan/green/brown camo overpaint. Original "Rough Texture Blue-Gray" paint showing in damaged areas of the camo, and an M-31 leather liner.



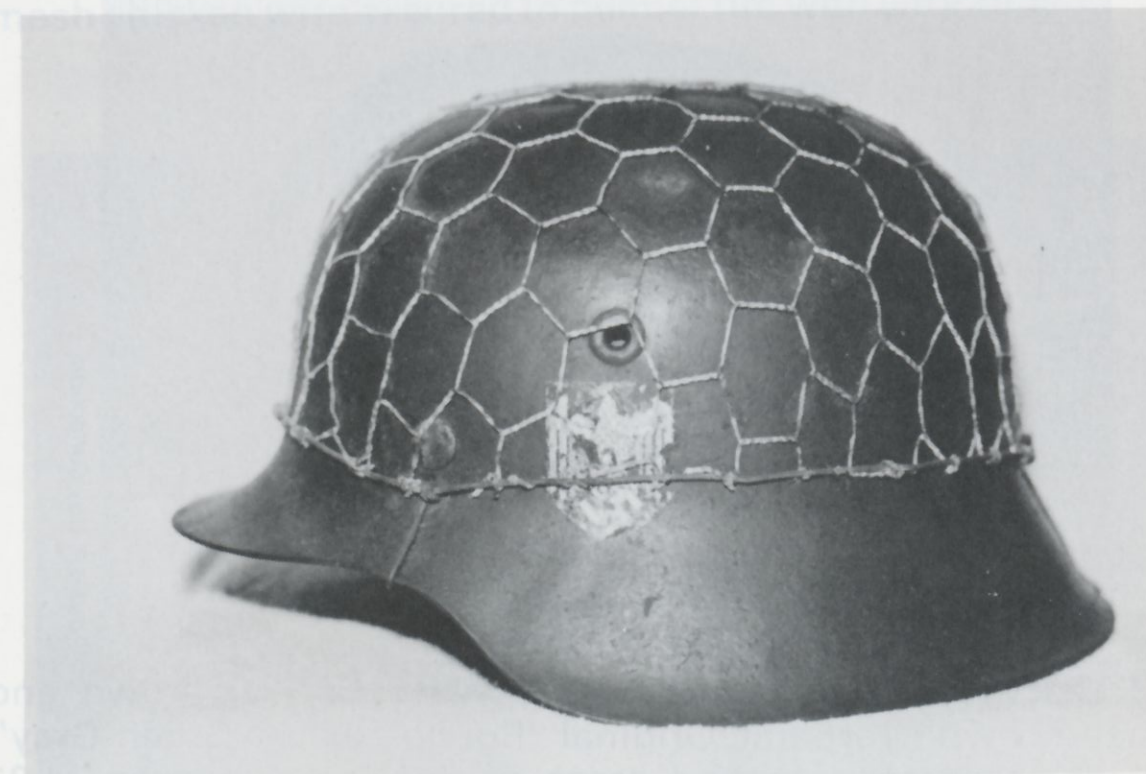
Ronald J. Weinand Collection

M-35 SINGLE DECAL WIRE CAMO, late silver black lined eagle on left side showing through remains of mud mixed with green camo overpaint. Original "Rough Texture Green-Gray" paint is showing in damaged areas of camo, and an M-31 leather liner.



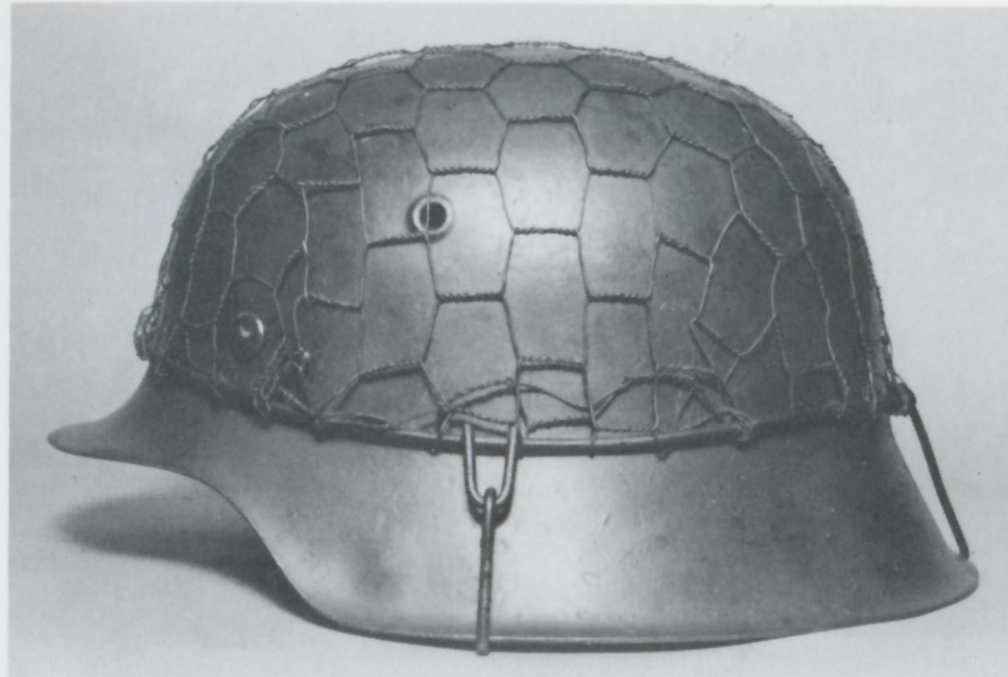
Terry Goodapple Collection

M-40 SINGLE DECAL HEER CHICKEN WIRE CAMO, late silver black lined eagle on left side, with "Rough Texture Green-Gray" paint and an M-31 leather liner. Traces of dark green camo paint remain.



Jerry Sanders Collection

M-42 SINGLE DECAL HEER CHICKEN WIRE, late silver black lined eagle on left side, with "Rough Texture Green-Gray" paint and an M-31 leather liner. Small mesh chicken wire "basket" with hooks.



William R. Maertz Collection

M-42 NO DECAL HEER CHICKEN WIRE CAMO, with pea green camo overpaint. Original "Rough Texture Green-Gray" paint showing in damaged areas of camo, and an M-31 leather liner. Small mesh chicken wire "basket" secured by three heavy-duty hooks.



John P. Coy Collection

M-42 DOUBLE INSIGNIA CHICKEN WIRE CAMO, brown and reddish-brown overpaint. Original "Rough Texture Green-Gray" paint showing in damaged areas of the camo, and an M-31 leather liner. Large mesh chicken wire "basket" secured by four hooks. Handpainted Hitler Youth insignia on right side and white handpainted swastika on front.

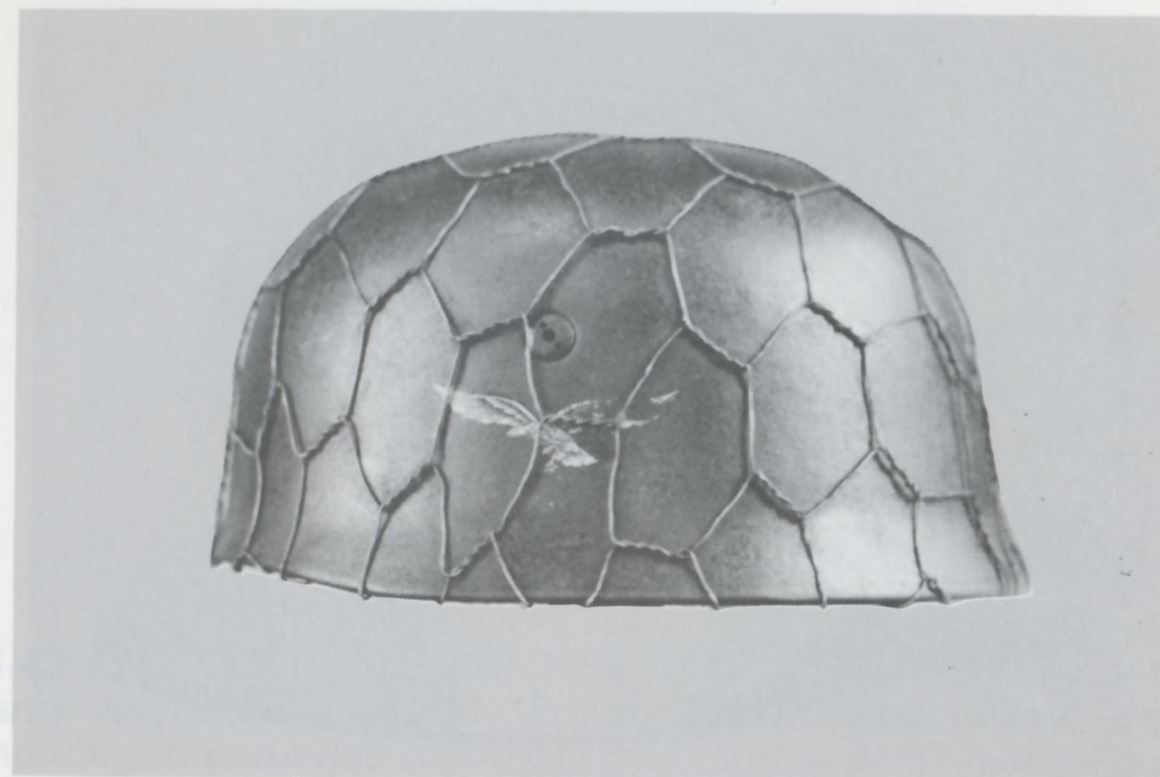


William R. Maertz Collection

M-35 DOUBLE DECAL LUFTWAFFE CHICKEN WIRE, second pattern eagle on left side and national colors shield on right, with "Parade Finish Blue-Gray" paint and an M-31 leather liner. Large mesh chicken wire secured to helmet rim with wire clips.

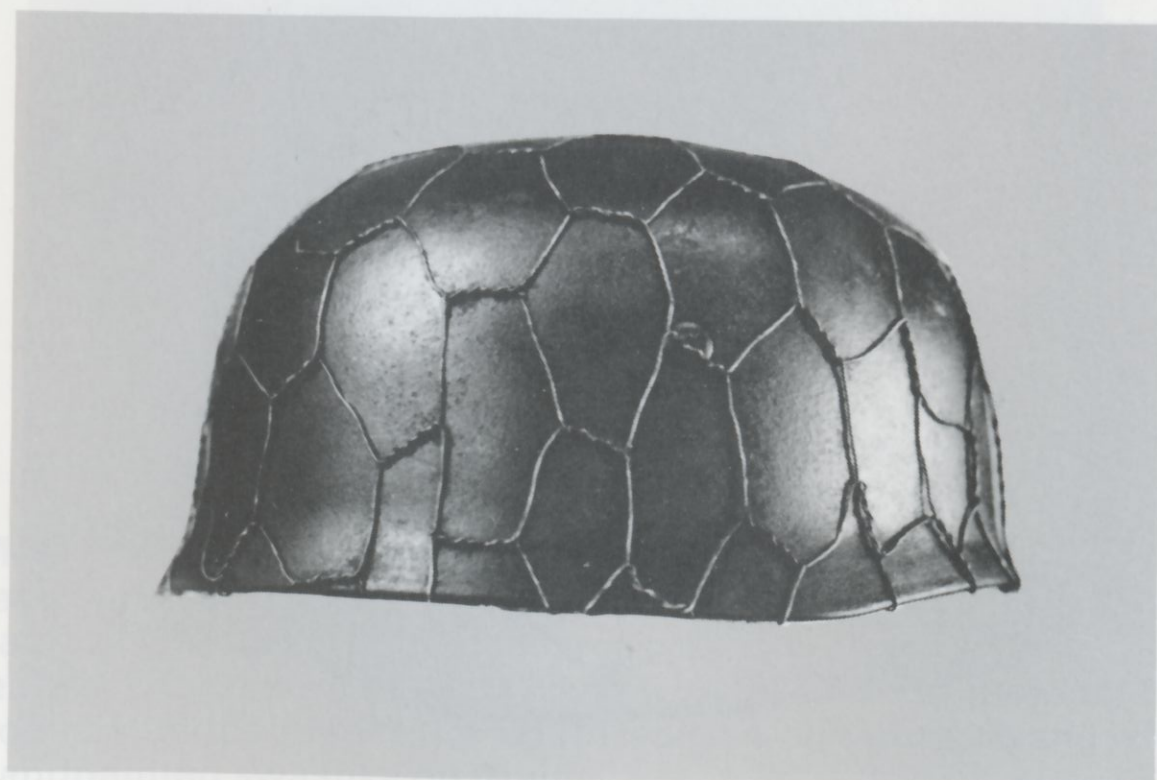


William R. Maertz Collection

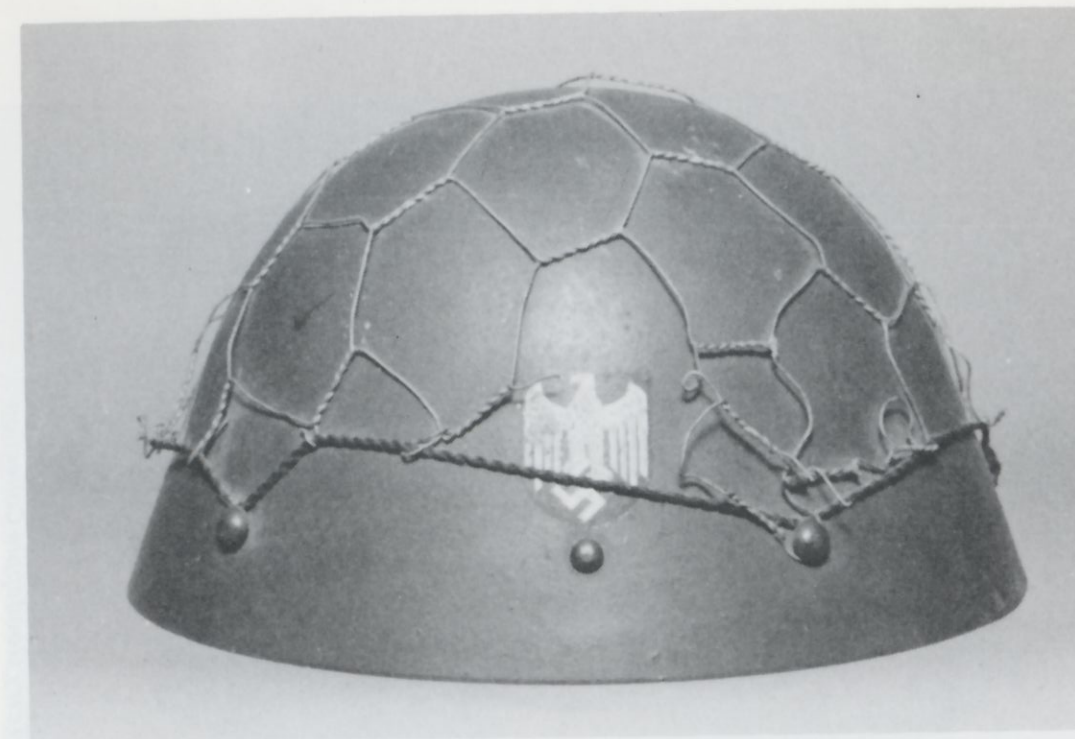


Greg Bergman Collection

M-38 SINGLE DECAL LUFTWAFFE CHICKEN WIRE, second pattern white eagle on left side, with "Rough Texture Green-Gray" paint, and an M-38 leather liner.

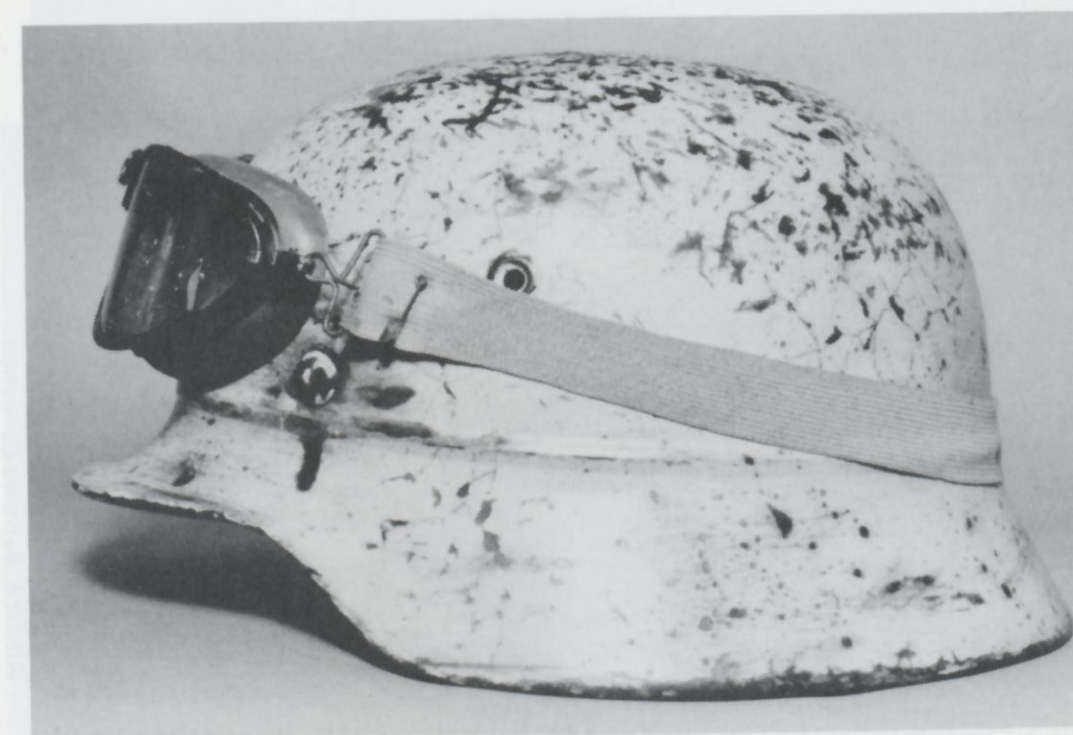


Greg Bergman Collection



John P. Coy Collection

MODEL 1934 CZECH SINGLE DECAL HEER CHICKEN WIRE, late silver black lined eagle on left side, with "Rough Texture Green-Gray" paint and a Czech white leather liner. Large mesh chicken wire "basket" secured to helmet at liner pins by braided wire around circumference.



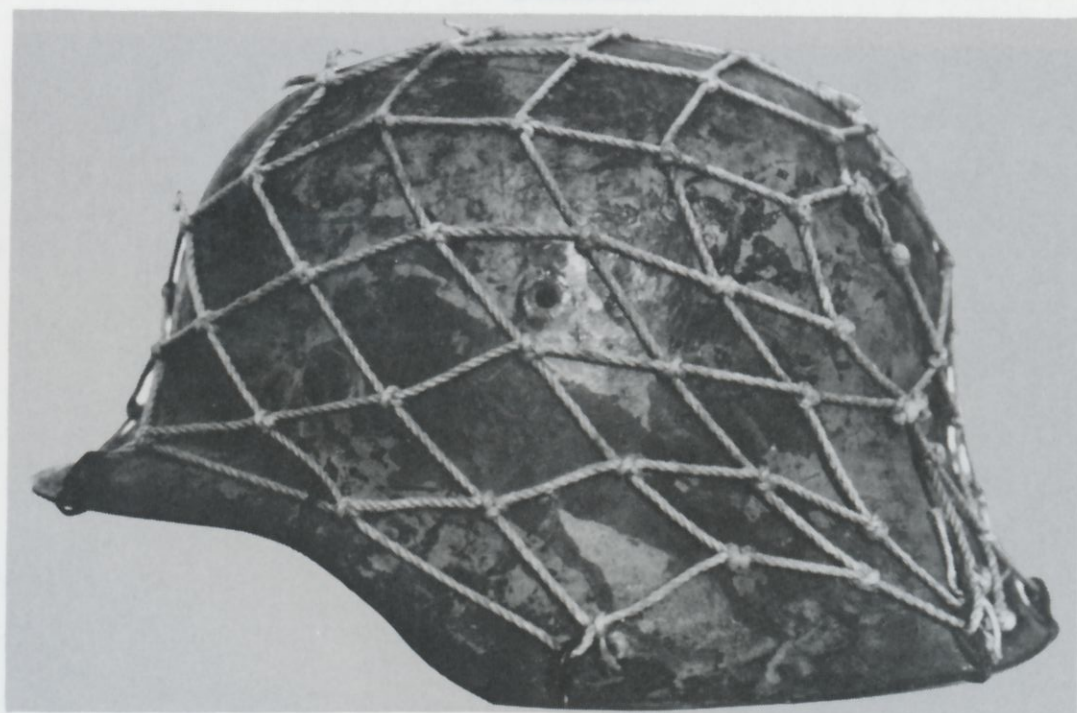
William R. Maertz Collection

"BEADED M-40" NO DECAL LUFTSCHUTZ CAMO, with white camo overpaint. Original "Satin Finish Dark Blue" paint showing in damaged areas of the camo, and an M-31 leather liner.



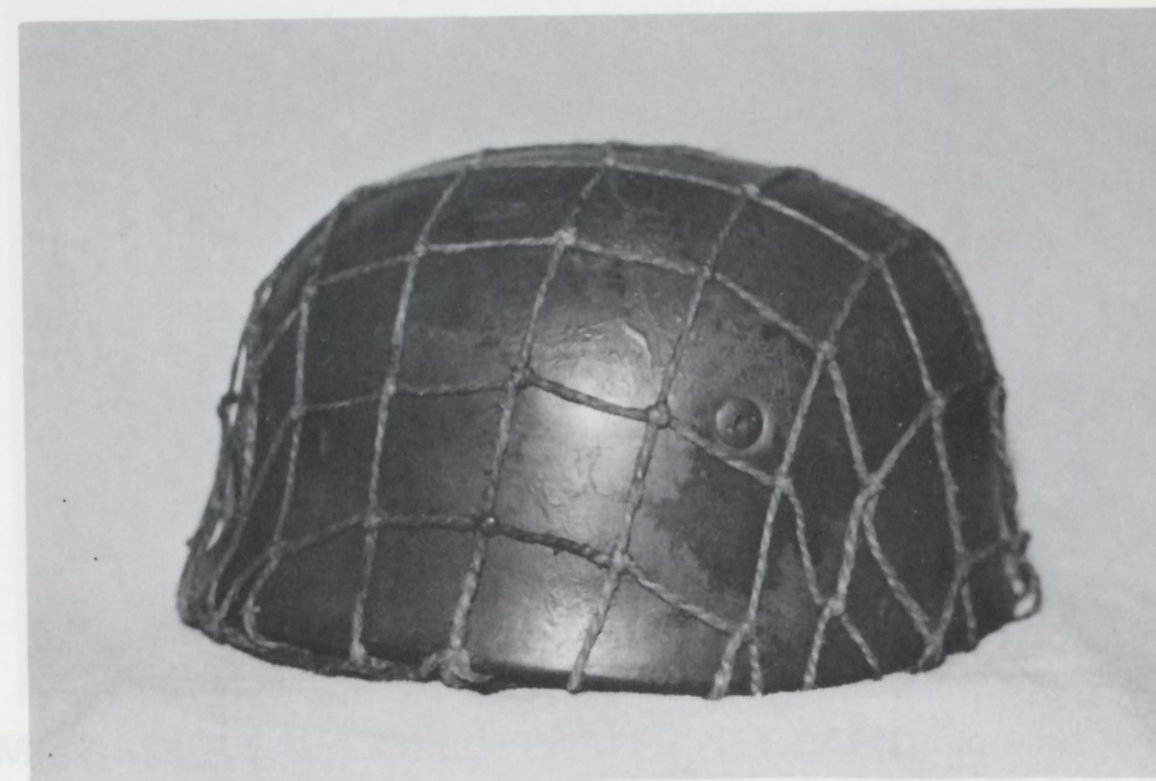
Terry Goodapple Collection

M-38 SINGLE DECAL CAMO, second pattern eagle on left side painted around with dark green and yellow-tan camo, original "Rough Texture Green-Gray" paint is showing in damaged areas of the camo, and an M-38 leather liner.



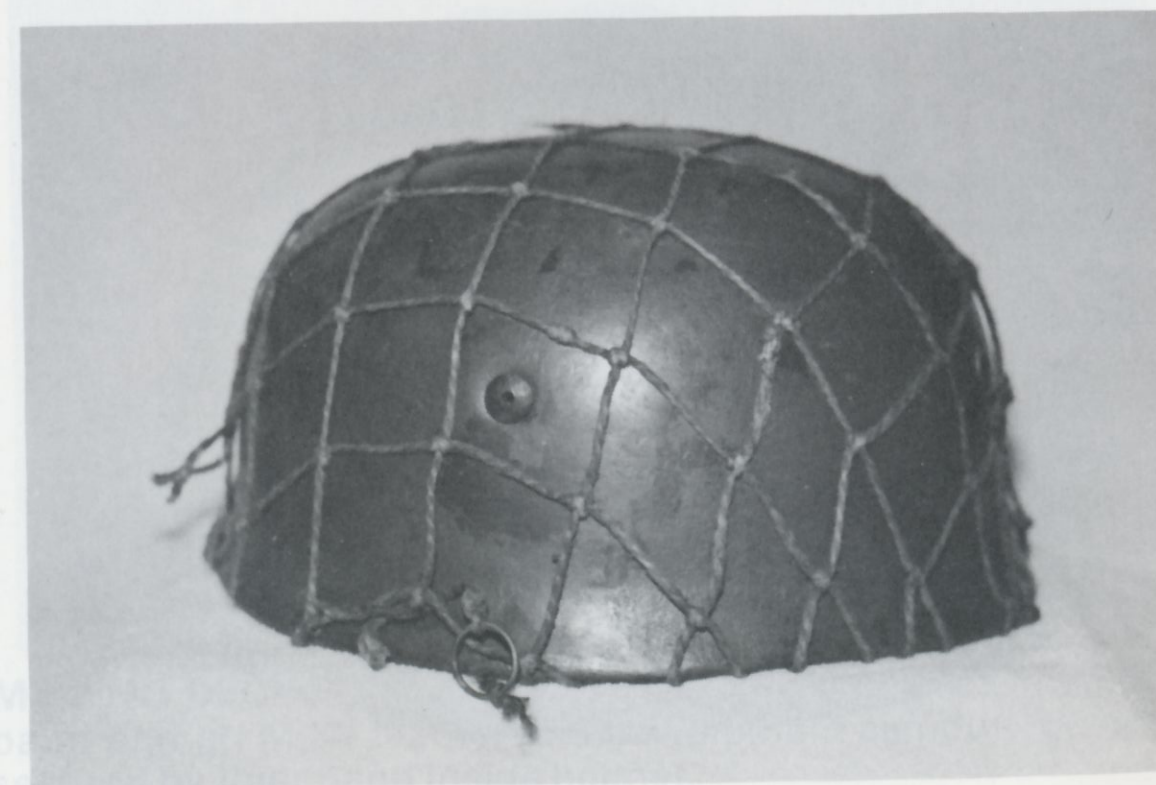
Albert E. Barrows Collection

M-42 NO DECAL HEER NET CAMO, with tan/green/brown camo overpaint. Original "Rough Texture Green-Gray" paint showing in damaged areas of the camo, and an M-31 leather liner. Net is secured with metal hook fasteners.

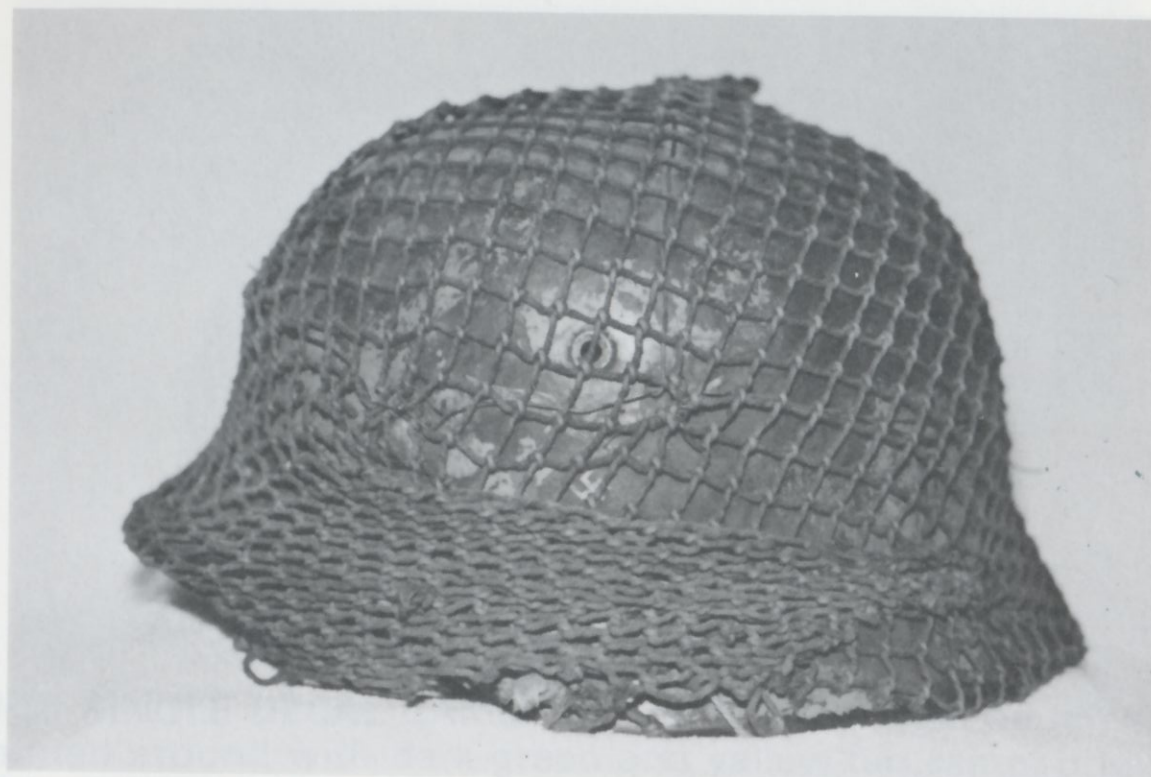


Jerry Sanders Collection

M-38 NO DECAL LUFTWAFFE NET CAMO, with pea green camo overpaint. Original "Rough Texture Green-Gray" paint is showing in damaged areas of the camo, and an M-38 leather liner. Twine equipment netting secured to helmet on inside.



Jerry Sanders Collection

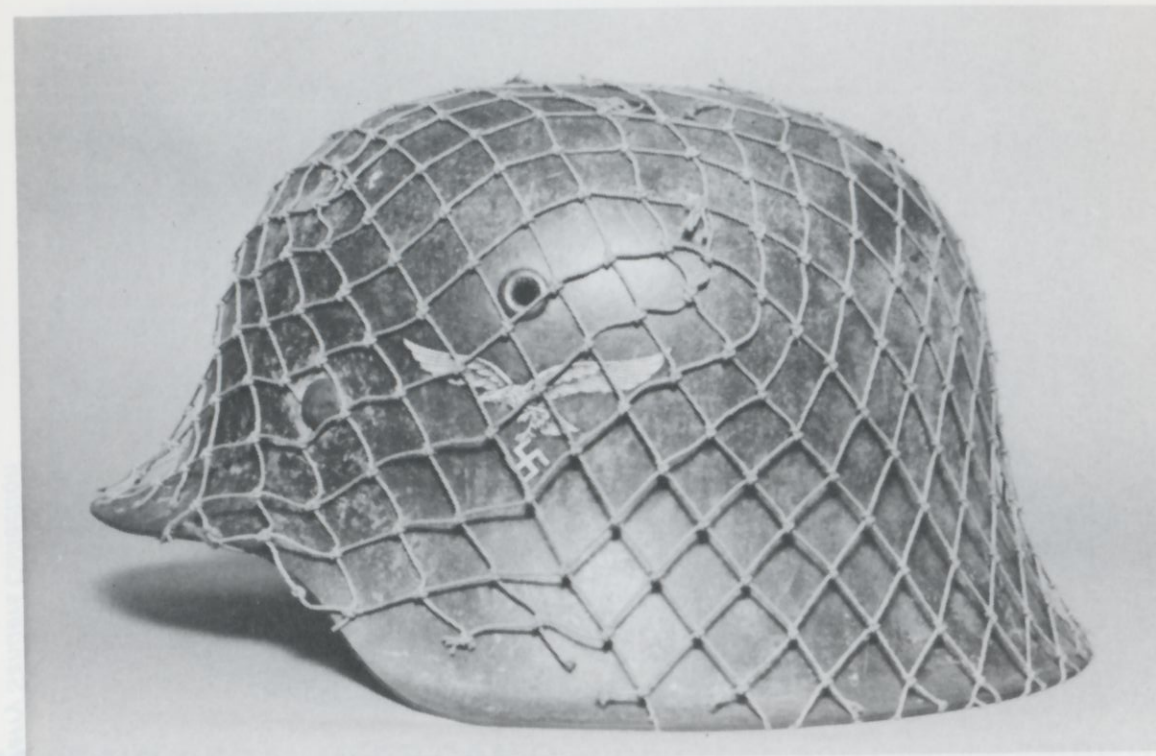


Jerry Sanders Collection

M-40 SINGLE DECAL LUFTWAFFE NET CAMO, second pattern eagle on left side painted around in green, tan, and brown camo paint. Original "Rough Texture Blue-Gray" paint showing in damaged areas of the camo, and an M-31 leather liner. Small mesh fish net secured to helmet by baling wire.

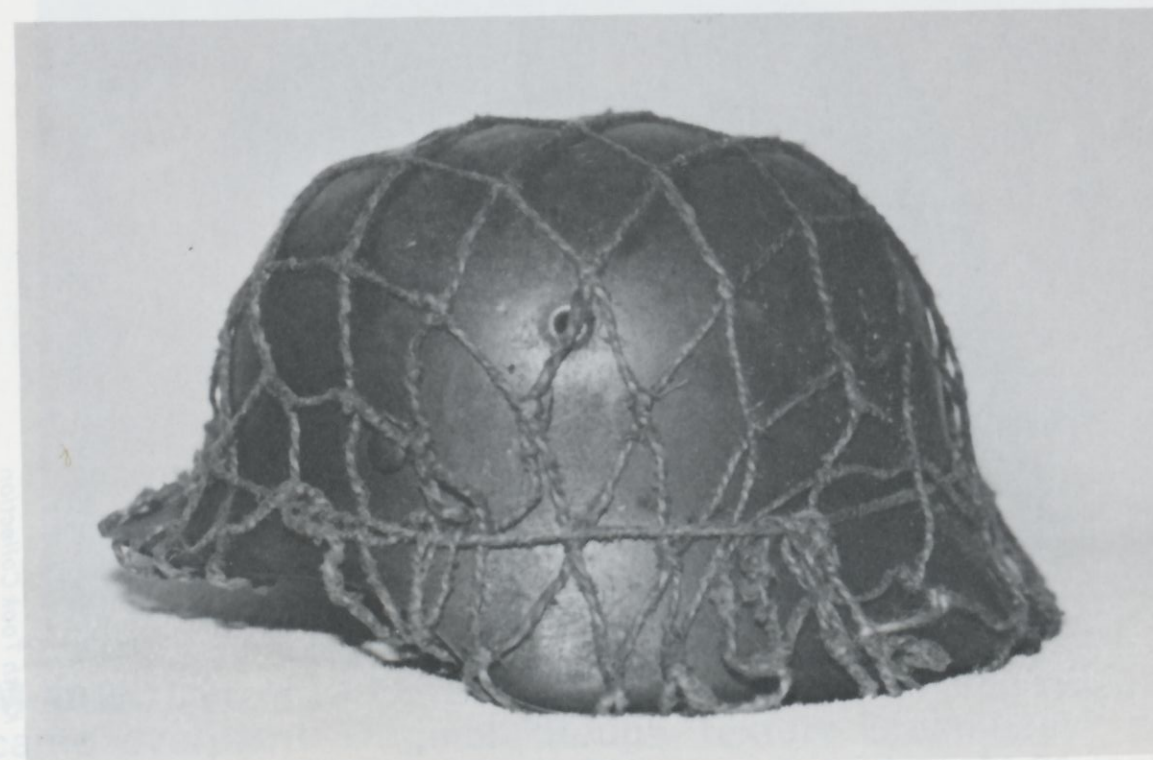


Jerry Sanders Collection



William R. Maertz Collection

M-42 SINGLE DECAL LUFTWAFFE NET CAMO, second pattern eagle on left side, with traces of whitewash remaining over original "Rough Texture Blue-Gray" paint, and an M-31 leather liner. Net secured by liner band inside helmet.



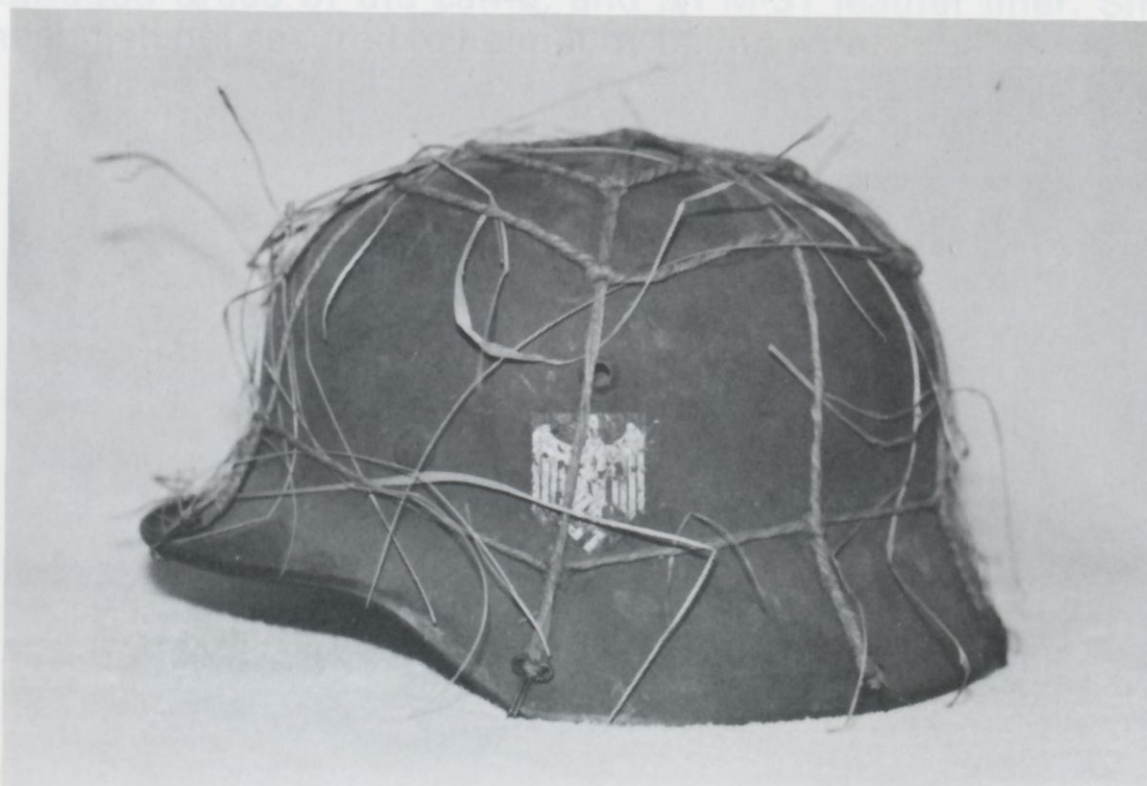
Keith Took Collection

M-42 NO DECAL HEER NET, with "Rough Texture Green-Gray" paint and an M-31 leather liner. Equipment camouflage netting secured by liner band inside helmet.



Jerry Sanders Collection

M-40 SINGLE DECAL LUFTWAFFE WIRE/TWINE, second pattern eagle on left side, with "Rough Texture Blue-Gray" paint, and an M-31 leather liner. Wire and twine secured by three hooks.



Keith Took Collection

M-35 SINGLE DECAL HEER TWINE, early silver gray lined eagle on left side, with "Rough Texture SS Gray" paint, and an M-31 leather liner. Twine "cover" secured to helmet by wire hooks. Note: Grass added for display purposes.



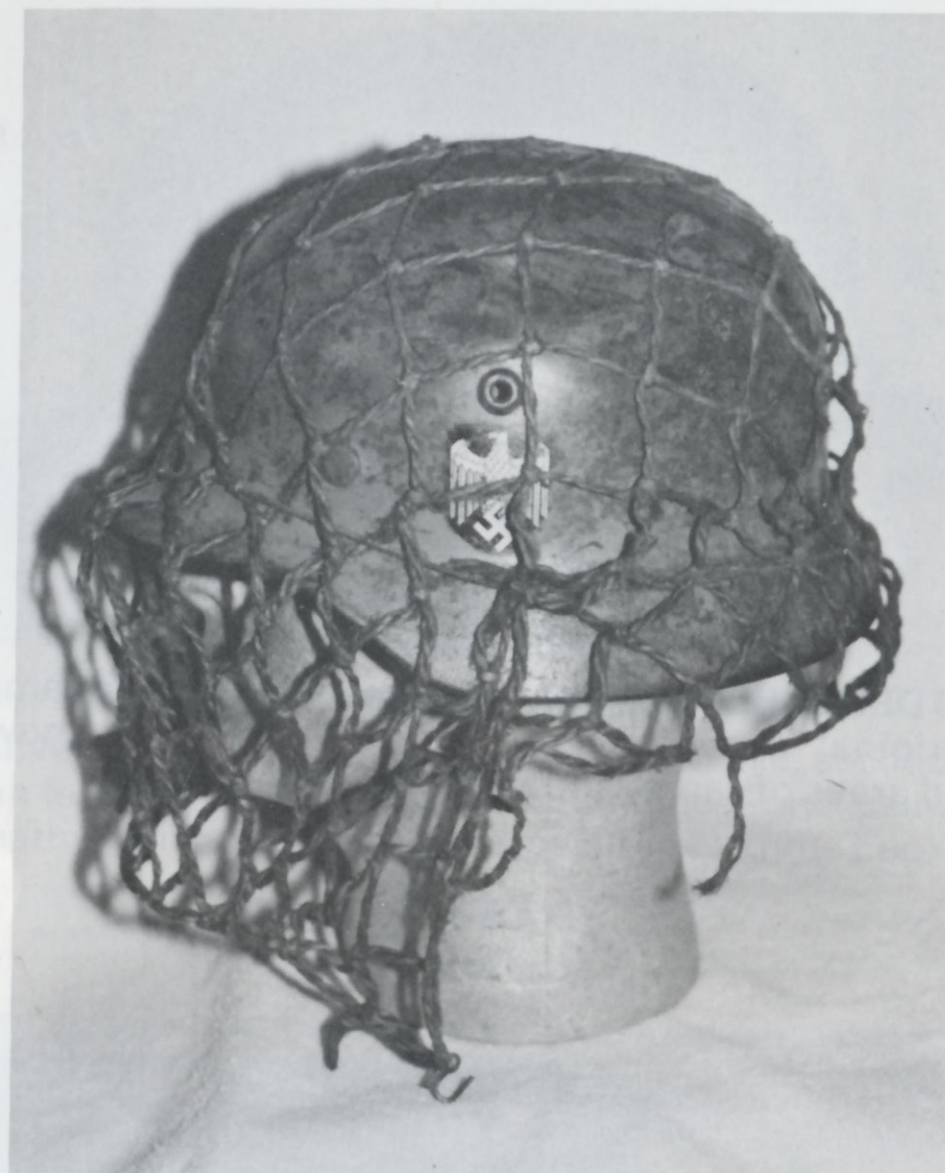
Keith Took Collection

M-35 NO DECAL HEER CAMO, with green and orange camo overpaint. Original "Rough Texture Green-Gray" paint showing in damaged areas of camo, and an M-31 leather liner.



William R. Maertz Collection

M-40 NO DECAL HEER CAMO STRAP, with sand mixed into green camo overpaint. Original "Rough Texture Green-Gray" paint showing in damaged areas of the camo, and an M-31 leather liner. Khaki colored breadbag strap secured to helmet with two snap-clips.



Jerry Sanders Collection

M-40 SINGLE DECAL HEER NET CAMO, late silver black lined eagle on left side painted around with tan camo overpaint. Original "Rough Texture Green-Gray" paint showing in damaged areas of camo, and an M-31 leather liner. Equipment type netting designed to hang in front of face for concealment.



William R. Maertz Collection

M-16 NO DECAL HEER, with "Rough Texture Green-Gray" paint and an M-31 leather liner. Chinstrap-posts and frontal plate lugs "arsenal removed". Note: Reversible red/yellow war games band.



John P. Coy Collection

M-17/35 NO DECAL REWORKED HEER, with "Rough Texture Green-Gray" paint and an M-31 leather liner. Note: This helmet was made from an M-17, cut down to the M-35 style.



John P. Coy Collection

M-16 FREIKORPS MUNICH, black and gold handpainted stripes around the circumference, with "Medium Green" brush applied paint, and an M-16 three-pad leather liner.



John P. Coy Collection

CIVIC "DUCK BILL VISOR" UNKNOWN, two red handpainted stripes around the circumference, with "Satin Finish Black" paint and a civic leather liner plus top pad. Note: It is speculated these bands are for recognition purposes.



Terry Goodapple Collection

M-17 SINGLE INSIGNIA REICHSWEHR, handpainted national colors shield on left side, with "Field Green" paint and an M-31 leather liner.



John P. Coy Collection

M-40 SINGLE INSIGNIA UNKNOWN, handpainted black/white/red parallelogram on right side, with "Forest Green" painted over original "Rough Texture Green-Gray", and an M-31 leather liner.



John P. Coy Collection

CIVIC "STUB BILL" DOUBLE DECAL UNKNOWN, stylized "S" in elongated shield on left side and variant party shield on right, with "Parade Finish Medium Green" paint and a civic leather liner. Note: This helmet was taken from a black uniformed prisoner by an American GI. The purpose of this helmet is undetermined, but use by Fascist paramilitary forces or factory guard units has been suggested.



John P. Coy Collection



John P. Coy Collection

CIVIC "SQUARE DIP" SINGLE INSIGNIA UNKNOWN, stenciled "FBA" shield on front, with "Parade Finish Light Gray" paint and a civic leather liner. Note: This is most likely a factory guard helmet.



Mark Warren Collection

M-16 DOUBLE INSIGNIA UNKNOWN, ornate gold bordered national colors shield on left side and black tilted swastika on front, both of which are handpainted. "Field Green" paint and an M-16 three-pad leather liner. Note: Old circular insignia painted over, behind swastika.

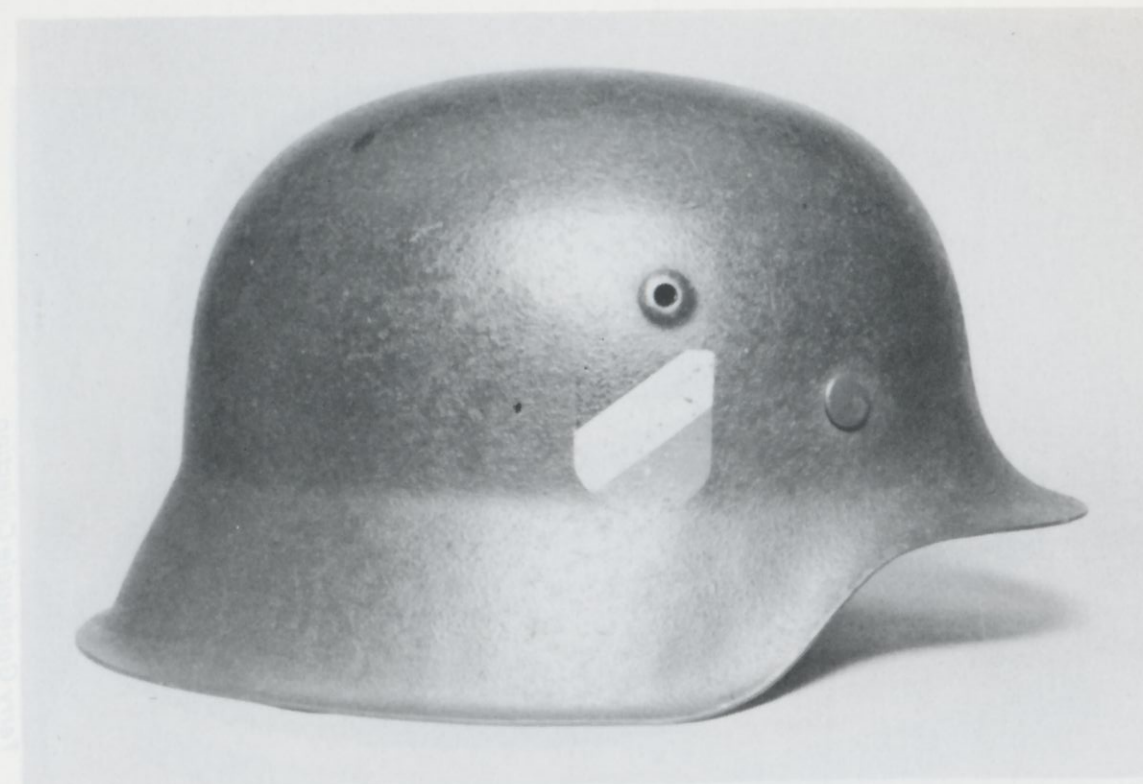


Donald Atkins Collection

M-16 DOUBLE DECAL HEER, tarnished late silver black lined eagle on left side and national colors shield on right, with "Parade Finish Light Green" paint, and an M-31 leather liner. Note: Second pattern Luftwaffe eagles added to front and rear of helmet for reasons unknown.



Donald Atkins Collection



William R. Maertz Collection

M-42 SINGLE DECAL UNKNOWN, national colors shield on right side, with "Rough Texture Green-Gray" paint, and an M-31 leather liner.



William R. Maertz Collection

"BEADED M-40" SINGLE DECAL HEER, late silver black lined eagle on right side, with "Satin Finish Dark Blue" paint, and a civic leather liner.



Terry Goodapple Collection

M-42 "DOUBLE" DECAL LUFTWAFFE, one second pattern eagle superimposed upon another on left side, with "Rough Texture Blue-Gray" paint, and an M-31 leather liner.



William R. Maertz Collection

M-35 SINGLE DECAL LUFTWAFFE, second pattern eagle applied on top of dark blue overpaint on right side. Original "Rough Texture Blue-Gray" showing in damaged areas of camo, and an M-31 leather liner.



William R. Maertz Collection

CANVAS DOUBLE INSIGNIA HEER PITH HELMET, silver/black metal eagle on left side and metal national colors shield on right, tan canvas with olive green trim, and standard pith helmet leather liner band. Police badge added to front may indicate field police use, or GI souvenir addition.



William R. Maertz Collection



William R. Maertz Collection

M-40 DOUBLE DECAL DUTCH NSKK, "Weer Afdeelingen" (W.A.)
"Wolfs Hook" shield on both sides, with "Rough Textured Green-Gray" paint, and an M-31 leather liner.



William R. Maertz Collection



Private Collection

M-42 SINGLE DECAL HEER, late silver black lined eagle on left side and handpainted red/yellow/red shield on right, with "Rough Texture Green-Gray" paint, and an M-31 pigskin liner. Purpose of shield is presumed to indicate use by the Spanish Blue Division.



Private Collection



Jerry Sanders Collection

M-35 SINGLE DECAL LUFTWAFFE, second pattern eagle on left side and handpainted black and white shield on right, with "Rough Texture Blue-Gray" paint, and an M-31 leather liner. Purpose of shield is presumed to suggest use by Prussian Volkssturm.



Jerry Sanders Collection



Mark McBride Collection

M-42 DOUBLE INSIGNIA UNKNOWN, handpainted and very detailed black eagle on yellow shield with red swastika on both sides, with "Rough Texture Green-Gray" paint, and an M-31 pigskin liner. Purpose of insignia is presumed to suggest possible use by Volkssturm, or simply "soldier art".



Mark McBride Collection



William R. Maertz Collection

M-42 SINGLE INSIGNIA QUISLING REISSUE, white handpainted insignia on the front and handpainted number "10" on each side under the vents with "Satin Finish Dark Blue" paint applied over "Rough Texture Green-Gray", and an M-31 leather liner.



William R. Maertz Collection



William R. Maertz Collection

M-35 SINGLE INSIGNIA UNKNOWN, large black tipped swastika in white disc on right side and "Brest 44" handpainted on top. " Battleship Gray" painted over original "Rough Texture Green-Gray" paint, and an M-31 leather liner. Note: Possible "soldier art".



William R. Maertz Collection

M-35 SINGLE INSIGNIA UNKNOWN, white backwards swastika in "shield" on left side, with brush applied black paint over original "Rough Texture Blue-Gray" paint, and an M-31 leather liner.



John P. Coy Collection

M-35 "SOLDIER ART", multiple intricate handpainted designs, with "Rough Texture Green-Gray" paint, and an M-31 leather liner.



John P. Coy Collection

M-40 TRIPLE INSIGNIA UNKNOWN, handpainted white outline Balkenkreuz on each side of neckguard and front, with "Rough Texture Green-Gray" paint, and an M-31 leather liner.



Albert E. Barrows Collection

M-38 TRIPLE INSIGNIA UNKNOWN, upright yellow handpainted swastika on each side and handpainted yellow lightning bolt on front, with "Rough Texture Green-Gray" paint, and M-38 leather liner. Note: This helmet was supposedly used by late war "shock troops".



Albert E. Barrows Collection



Greg Bergman Collection

M-38 SINGLE DECAL WAFFEN SS, first pattern runic shield on right side, with "Rough Texture Green-Gray" paint and an M-38 leather liner. Note: These helmets were never "officially" issued with runic shields to SS troops, so this may be individually applied by the soldier himself.



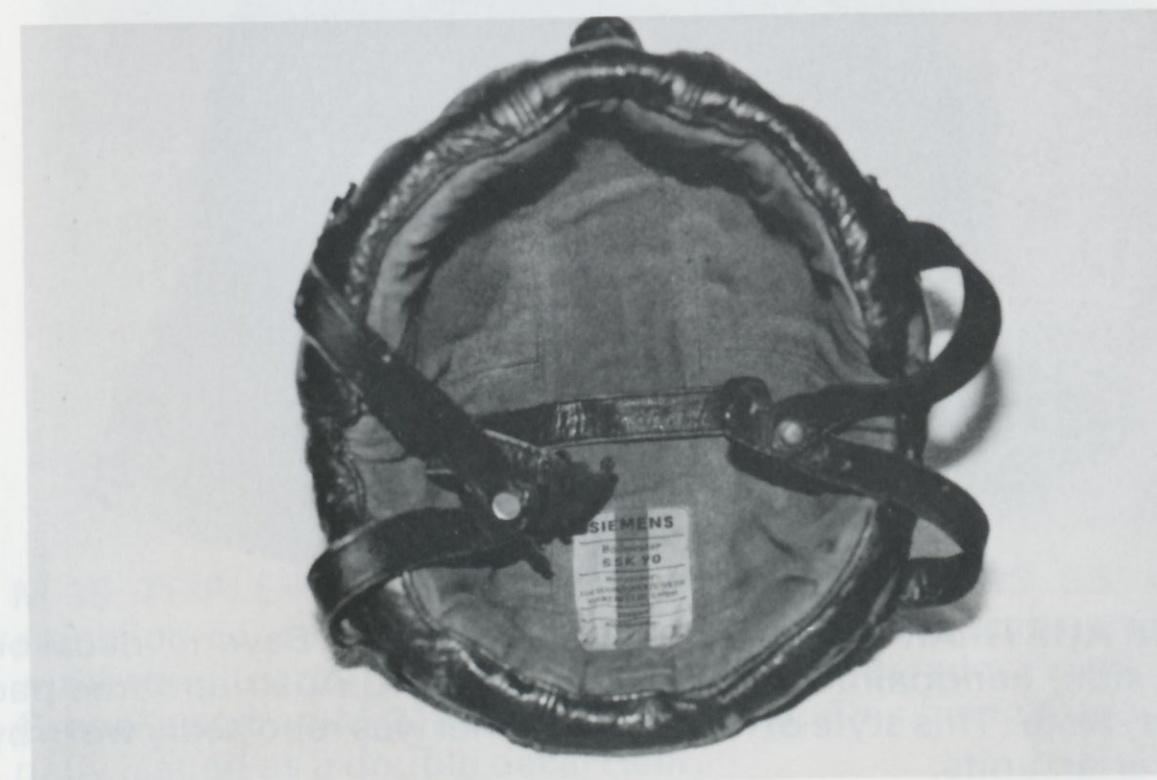
Greg Bergman Collection

SS PATTERN M-38 HELMET CAMO COVER, reversible from Spring to Fall colors, with foliage loops on both sides of material, and secured to the helmet by means of a drawstring around the bottom edge.



Keith Took Collection

LATE WAR JET PILOT HELMET, brown leather covering over padded steel reinforcement, leather "Y" straps snap to each side, heavy padded shock absorber on front.



Keith Took Collection

M43



Private Collection

M-16 AUSTRIAN SINGLE BADGE BORDER GUARD, brass "flaming bomb" badge on left side, with flat finish gray paint, and a standard Austrian three-pad leather liner.

M44



Albert E. Barrows

M-16 AUSTRIAN SINGLE DECAL FREIKORPS, "Bayern" decal on left side, handpainted gray, and a standard Austrian three-pad liner. Note: This style of Freikorps helmet was reportedly worn by Bavarian units.

M45



Albert E. Barrows Collection

M-16 SINGLE INSIGNIA FREIKORPS, handpainted red/white/black pointed shield on front, with "Field Green" paint and an M-16 three pad leather liner.

M46



Albert E. Barrows Collection

M-35 TRIPLE INSIGNIA UKRANIAN VOLUNTEERS SS, white stenciled SS runes on both sides and tilted Swastika on front, with rough gray painted over original "Parade Finish Light Green", and an M-31 leather liner. Note: This helmet was originally issued as a double decal Heer.

COLOR SECTION — INSIGNIAS



EARLY HEER GRAY LINED EAGLE



LATE HEER BLACK LINED EAGLE



LATE HEER BIG FOOT EAGLE



EARLY KM WIDE WING EAGLE



LATE KM THIN WING EAGLE



NATIONAL COLORS SHIELD



FIRST PATTERN SS



SECOND PATTERN SS



CROATIAN PATTERN SS



FIRST PATTERN
UNBORDERED POLICE



SECOND PATTERN
UNBORDERED POLICE



REGULAR BORDERED POLICE

COLOR SECTION — INSIGNIAS



STANDARD PARTY SHIELD



POINTED PARTY SHIELD



VARIANT PARTY SHIELD



POINTED "DRK" SHIELD



ROUNDED "DRK" SHIELD



BELGIAN "DRK" SHIELD



DUTCH TENO SHIELD



DUTCH TRI-COLOR SHIELD



TENO EAGLE SHIELD



DUTCH "NSKK" SHIELD



THICK ORG. TODT SHIELD



UNKNOWN "S" SHIELD

COLOR SECTION — INSIGNIAS



STANDARD DROOP TAIL EAGLE



"SNAKE LEG" DROOP TAIL EAGLE



SECOND PATTERN LW EAGLE



STANDARD "NSKK" EAGLE



STANDARD SA EAGLE



STANDARD SA INSIGNIA



SMALL TIPPED SWASTIKA



SAUERLAND SWASTIKA SHIELD



STANDARD REICHSBAHN SHIELD



SMALL TIPPED SHIELD

COLOR SECTION — INSIGNIAS



SS-VT WHITE SS STENCIL



SS-VT NATIONAL COLORS SHIELD



LARGE ALBANIAN POLICE EAGLE INSIGNIA



FELDHERRNHALLE RED SHIELD INSIGNIA



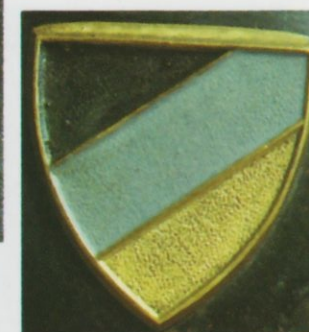
CROATIAN CHECKERED SHIELD



"RLB" SILVER INSIGNIA



STACKED BRASS SWASTIKA & SHIELD INSIGNIAS



LUFTSCHUTZ INSIGNIA



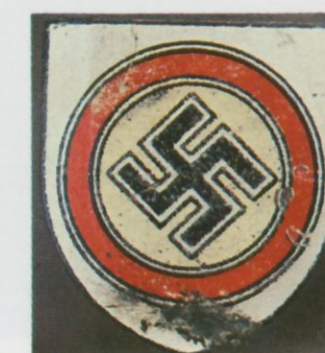
LARGE TIPPED SWASTIKA



ELONGATED PARTY SHIELD



"RAD" SHIELD



FELDHERRNHALLE SILVER SHIELD INSIGNIA



William R. Maertz Collection

William R. Maertz Collection

(1) M-35 DOUBLE DECAL LUFTWAFFE CAMO

(2) M-35 DOUBLE DECAL LUFTWAFFE CAMO



John P. Coy Collection

John P. Coy Collection

(3) CANVAS DOUBLE INSIGNIA HEER PITH HELMET

(4) CANVAS DOUBLE INSIGNIA HEER PITH HELMET



William R. Maertz Collection

John P. Coy Collection

(5) CIVIC "SQUARE DIP" DOUBLE DECAL
RURAL POLICE

(6) "ONE PIECE GLADIATOR" DOUBLE DECAL
SA



William R. Maertz Collection



William R. Maertz Collection

John P. Coy Collection

(7) CIVIC "DUCK BILL" DOUBLE INSIGNIA FIRE

(8) CANVAS SINGLE INSIGNIA KRIEGSMARINE
PITH HELMET



William R. Maertz Collection

(9) M-16 NO DECAL HEER CAMO



Terry Goodapple Collection

(10) M-17 SINGLE DECAL HEER CAMO



Terry Goodapple Collection

(17) M-35 NO DECAL LUFTWAFFE CAMO



Jerry Sanders Collection

(18) M-42 SINGLE DECAL LUFTWAFFE CAMO



Terry Goodapple Collection

(11) M-40 SINGLE INSIGNIA HEER CAMO



William R. Maertz Collection

(12) M-35 SINGLE DECAL KRIEGSMARINE CAMO



John P. Coy Collection

(19) M-38 NO DECAL LUFTWAFFE CAMO



Keith Took Collection

(20) M-42 NO DECAL HEER CAMO



William R. Maertz Collection

(13) M-40 SINGLE DECAL HEER CAMO



John P. Coy Collection

(14) M-42 SINGLE DECAL LUFTWAFFE CAMO



William R. Maertz Collection

(21) M-40 NO DECAL LUFTWAFFE WITH STRAP



William R. Maertz Collection

(22) M-40 NO DECAL HEER WITH STRAP



William R. Maertz Collection

(15) M-35 NO DECAL SS PATTERN CAMO



William R. Maertz Collection

(16) M-35 NO DECAL WIRE CAMO



William R. Maertz Collection

(23) NON-REVERSIBLE HEER SPLINTER PATTERN CAMO COVER



William R. Maertz Collection

(24) REVERSIBLE SS SECOND PATTERN CAMO COVER

(1) **M-35 DOUBLE DECAL LUFTWAFFE CAMO**, first pattern "droop tail" eagle on left side and national colors shield on right, both painted around in tan camo paint. Original "Parade Finish Blue-Gray" paint showing in damaged areas of the camo, and an M-31 leather liner.

(2) **M-35 DOUBLE DECAL LUFTWAFFE CAMO**, second pattern eagle on left side and national colors shield on right, both carefully painted around in brown camo paint, mixed with sand. Original "Parade Finish Blue-Gray" paint showing in damaged areas of the camo, and an M-31 leather liner.

(3) **CANVAS DOUBLE INSIGNIA HEER PITH HELMET**, silver and black metal eagle shield on left side and metal national colors shield on right, dyed black canvas and leather trim, and standard pith helmet leather liner band. Note: It has been suggested that this is an early "experimental" helmet for Panzer troops.

(4) **CANVAS DOUBLE INSIGNIA HEER PITH HELMET**, silver and black metal eagle shield on left side and metal national colors shield on right, olive green canvas with variant shape, and prong-buckle chinstrap. Standard pith helmet leather liner band.

(5) **CIVIC "SQUARE DIP" DOUBLE DECAL RURAL POLICE**, regular silver bordered police eagle on left side and party shield on right, with "Parade Finish Light Green" paint, and civic leather liner. Note: This helmet was reissued from a black police helmet.

(6) **"ONE PIECE GLADIATOR" DOUBLE DECAL SA**, standard SA eagle on left side and SA signet on right, with smooth tan paint, and a civic leather liner.

(7) **CIVIC "DUCK BILL" DOUBLE INSIGNIA FIRE**, silver and black metal eagle shield on left side and metal national colors shield on right, with satin finish tan paint, and a variant canvas and leather liner. Gold decal on inner rear neckguard states "TROPENHELM 12.50 RM". Note: This helmet was found in a "Soldier's Shop" in Rome by an American GI.

(8) **CANVAS SINGLE INSIGNIA KRIEGSMARINE PITH HELMET**, large silver eagle badge on front, with white canvas and leather trim, and standard pith helmet leather liner band. Note: The silver eagle denotes naval administrative service. (Upper Helmet)

(8) **CANVAS SINGLE INSIGNIA KRIEGSMARINE PITH HELMET**, large gold eagle badge on front, with white canvas and leather trim, and standard pith helmet leather liner band. Note: The gold eagle denotes naval officer. (Lower Helmet)

(9) **M-16 NO DECAL HEER CAMO**, tan camo paint over original "Rough Texture Green-Gray", and an M-31 leather liner. Note: Tropical goggles with helmet.

(10) **M-17 SINGLE DECAL HEER CAMO**, late silver black lined eagle on left side, with tan camo paint over original "Rough Texture Green-Gray", and an M-31 leather liner. Note: Eagle was painted over with camo but paint is now flaking off decal.

(11) **M-40 SINGLE INSIGNIA HEER CAMO**, tan camo paint over original "Rough Texture Green-Gray" with handpainted shield on right side, and an M-31 leather liner.

(12) **M-35 SINGLE DECAL KRIEGSMARINE CAMO**, late gold eagle on left side carefully painted around in tan camo, with original "Parade Finish Light Green" paint showing in damaged areas of camo, and an M-31 leather liner. Note: White paint "trims" bottom edge.

(13) **M-40 SINGLE DECAL HEER CAMO**, late silver black lined eagle on left side with tan and green paint "splattered" on top of original "Rough Texture Green-Gray", and an M-31 leather liner.

(14) **M-42 SINGLE DECAL LUFTWAFFE CAMO**, second pattern eagle on left side painted around with unusual "layered" camo effect. Original "Rough Texture Blue-Gray" paint shows through damaged areas of camo, and an M-31 leather liner.

(15) **M-35 NO DECAL SS PATTERN CAMO**, intricate camo design painted over original "Satin Finish Black", and an M-31 leather liner.

(16) **M-35 NO DECAL WIRE CAMO**, with original "Parade Finish Light Green" paint showing through damaged areas of yellow-green/green camo, and an M-31 leather liner.

(17) **M-35 NO DECAL LUFTWAFFE CAMO**, with green/tan/black camo paint over original "Parade Finish Blue-Gray", and an M-31 leather liner. Note: Pattern from former chicken wire remains.

(18) **M-42 SINGLE DECAL LUFTWAFFE CAMO**, second pattern eagle showing through tan/green/black camo. Original "Rough Texture Blue-Gray" paint shows in damaged areas of camo, and an M-31 leather liner.

(19) **M-38 NO DECAL LUFTWAFFE CAMO**, with reddish-brown and green

camo painted over whitewash, which was applied over original "Rough Texture Green-Gray" paint, and an M-38 leather liner.

(20) **M-42 NO DECAL HEER CAMO**, with brown/green/tan camo paint over original "Rough Texture Green-Gray", and an M-31 leather liner.

(21) **M-40 NO DECAL LUFTWAFFE STRAP**, with "Rough Textured Blue-Gray" paint, an an M-31 leather liner. Blue Luftwaffe breadbag strap secured to helmet with two snap-clips.

(22) **M-40 NO DECAL HEER STRAP**, with "Rough Textured Green-Gray" paint, and an M-31 leather liner. RB numbered breadbag strap secured to helmet with two snap-clips.

(23) **NON-REVERSIBLE HEER SPLINTER PATTERN CAMO COVER**, with goggles.

(24) **REVERSIBLE SS SECOND PATTERN CAMO COVER**, with goggles.



Russian prisoners: These Russian soldiers were caught by surprise in their own trenches and did not even have time to remove their helmets as was the normal practice during capture. They are being interrogated by a Waffen SS personnel. The date is July 16, 1943.

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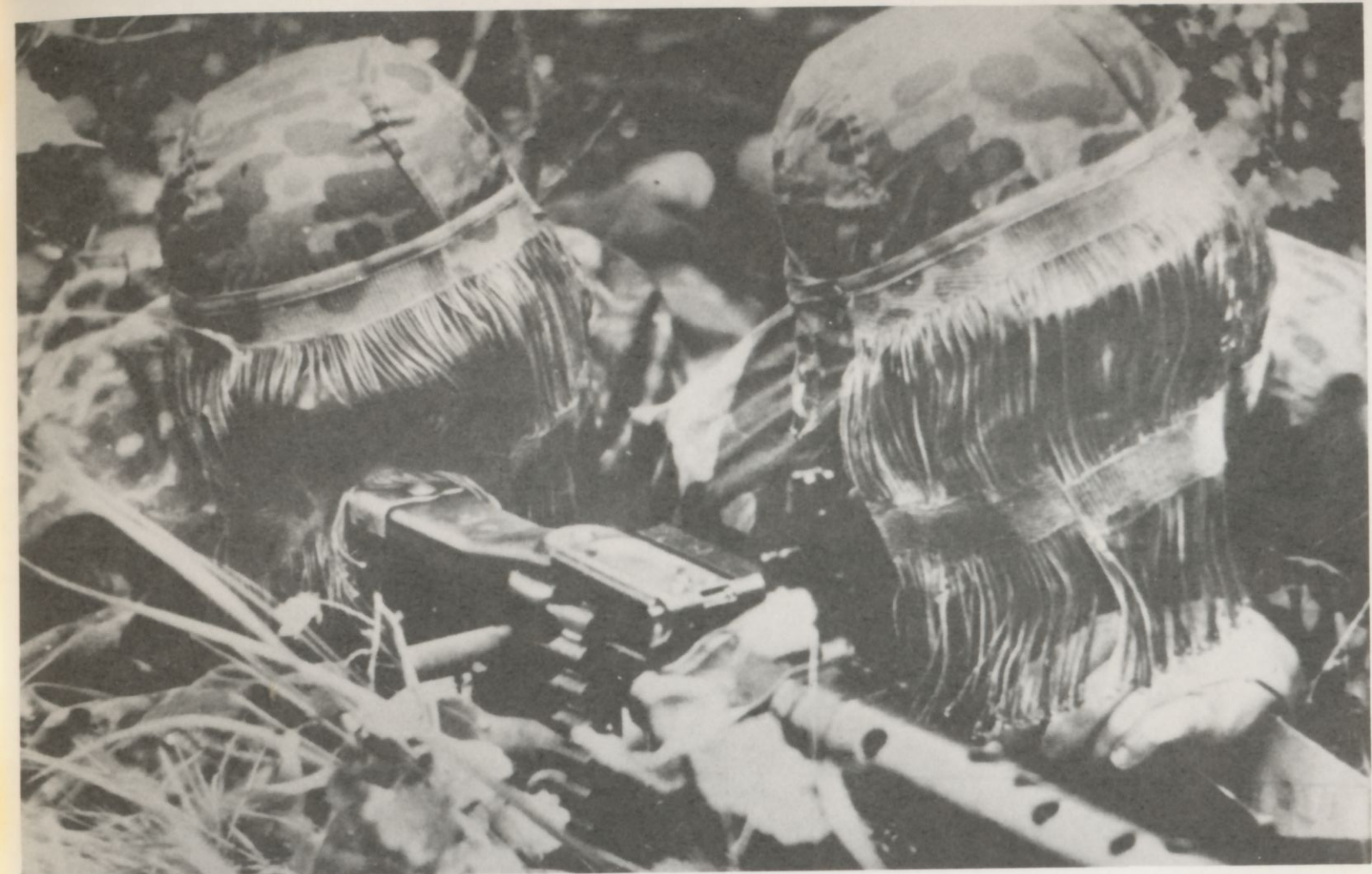
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The modern camouflage face mask: Certain Waffen SS units were equipped with this type of camouflage mask. It was constructed so that the wearer's view was not restricted. This photo is dated Sept. 20, 1942.



Paratrooper wire layer: Signal paratrooper laying wire for communication activity. Note the Luger in his right hand and the helmet and chin strap assembly. Photo dated June 30, 1942.