Can you own & possess a Military M113 APC?

My name is Doug Boales, and I have been asked to explain my ownership and possession of several M113 APCs. I am president of the Eagle Field Educational Foundation, which focuses on wood, metal, and automotive vocations, restoring, preserving, and presenting Military Technologies, Artifacts, and Vehicles.

My background includes automotive and heavy equipment mechanic work, 47 years in law enforcement, 17 years in special operations, and additional weapons and vehicle operations from the CHP and FBI. I was the Museum Director of the Military Vehicle & Technology Foundation (MVTF), aka The Littlefield Collection, for six years. I am currently the President of 10 years of the Eagle Field Educational Foundation, based at the Moffett Field Museum, Moffett Federal Airfield, a joint civil-military-NASA airport located in Santa Clara County, California.

Since the end of WWII, people have been purchasing and owning ex-military vehicles. Government sales and auctions have continued throughout the years and have become big business for the military and our government. They have become so large that the US government has outsourced the identification, collection, transportation, and storage of almost all military and government sales, from tables, clothing, and medical supplies to military vehicles. You can register to receive advance notice of the items for sale and place ‘priority bids’ once you have been vetted and correctly identified for US government purchases. You can start with ‘Government auctions of seized and surplus property | USAGov’ or ‘Treasury Auctions | U.S. Department of the Treasury’ or ‘Government vehicle and equipment auctions | USAGov’ and even ‘Police evidence and unclaimed property auctions.’

GovPlanet, Iron Planet, and Ritchie Bros auctions manage the government sites/auctions for military vehicles. Partial and complete Military vehicles can be purchased once specific proprietary and sensitive equipment is removed. The organization that governs the manufacturers, the brokers of defense articles, defense services/vehicle/resellers, and the end user on

sensitive or restricted items is **ITAR**—the International Traffic in Arms Regulations organization. Government equipment resellers are monitored and inspected by their ITAR representatives.

ITAR is a set of US government regulations that control the import and export of defense products. ITAR aims to safeguard national security and further American foreign policy interests. The scope of the ITAR is vast. ITAR regulations apply to defense products on the United States Munitions List (USML). The USML has three subcomponents: defense articles, defense services, and related technical data. Military Vehicles can fall under the Defence Articles subcomponent. That list describes the level of offensive weapons, defensive capabilities, and special onboard equipment/sensors. Defensive armor is measured by its composition, thickness, and ability to stop or deflect certain projectiles/ammunition from penetrating the vehicle's hull. The lowest level of armor protection is often called Level 1. Level 1 armor is fragile, easily penetrated by small arms, weapons, and rounds, and considered a ‘soft-skinned vehicle.’ Level 1 & 2 armored vehicles are not regulated or overseen for ITAR compliance. Levels 3 and 4 armored vehicles are usually newer technologies that fall on the USML list and are controlled and monitored under ITAR regulations.

The FMC/United Defence M113, M113A1, and M113A2 were the first aluminum-hull combat vehicles to be put into mass production. Much lighter than earlier similar vehicles, their aluminum armor was designed to be thick enough to protect the crew and passengers against small arms fire but light enough that the car was air transportable and moderately amphibious. The M113 is built of 5083 aircraft-quality aluminum alloy. Aluminum alloy is lighter than steel but requires around three times the thickness for an equivalent level of ballistic protection, meaning the armor of the M113 was only designed for 7.62 mm and shell splinter protection. Guns that use 7.62 ammo include the AK-47, M14, SKS, designated marksman rifles/sniper rifles, medium machine guns (M240), and many general-purpose machine guns.

The armor level on the M113, M113A1, and M113A2 is ineffective for crew protection and survivability in modern times. The M113A3 was upgraded with internal spall liners and additional applique armor, which provided 14.5 mm ballistic protection. Modern APCs, such as the Stryker, also provide 14.5 mm protection. The M113A4 was developed with even higher ballistic protection and crew survivability.

In summary, I have the education, experience, and knowledge to restore, preserve, and display armored vehicles and work within ITAR compliance due to our foundation's ownership of M113A3-A4 and other regulated vehicles.

This information was provided to help clarify the question of allowable ownership and possession of an M113, M113A1, or M113A2, a ‘light-skinned’ APC-Armored Personnel Carrier of the 1960s and ’70s. ITAR, USML, or the State Department’s Directorate of Defense Trade Controls (DDTC) do not regulate these vehicles.

The M113 series of vehicles has become the most produced military vehicle in the world. These vehicles were manufactured in the Bay Area and are becoming rare and hard to find. Many museums are becoming the Custodians of History to preserve and keep history alive. The M113’s success was adopted worldwide, and its proven technology became the test point for the now-famous M2 Bradley Fighting Vehicle.

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