

## EXHIBIT # 41 (Temporary Display)

### M-274 MULE

USA

The M-274 was developed to serve infantry and airborne units. The Army needed it to weigh less than 750 lbs. (so that it could be transported by air easily) and carry a cross-country load of 1,000 lbs. and the driver. Willys Company developed a pilot model in the 1950s utilizing a 17 hp, air cooled engine to attain a speed of 13 mph, which could carry 850 lbs. on improved roads with either 2 wheel or 4 wheel drive. The driver's seat could be removed and the steering column moved to accommodate more cargo.

Each wheel had shackles so that the Mule could be lifted by helicopter (making the Mule even more useful as an airborne vehicle, since helicopter transport was becoming very popular in the military) or dropped by parachute. If the Mule landed upside down, it was light enough to be turned over and driven away (demonstrating both its light weight and its durability). The Mule's versatility was amazing. The Mule could be fitted with cable reels for signal use, used as a boat for river crossing, equipped with a 106 mm recoilless rifle, a 30 or 50 cal Browning machine gun or an M60 30 cal machine gun, and tow missiles and launchers. The M-274 was very popular with the US Army and the Marine Corps during the Vietnam War, as it hauled troops and equipment from one location to another. Overall, the M-274 Mule was an excellent cross country vehicle and could be fitted with effective small arms weapons.

#### DATA

Length: 9.88 ft.      Width: 4.08 ft.      Height: 4.09 ft.

Net Weight: 900 lbs.      Maximum Weight: 2075 lbs.

Driver's Maximum Weight: 176 lbs.

Engine: Willys A 03 horizontal, opposed, air cooled

Maximum Speed: 25 mph      Payload: 1,000 lbs.

