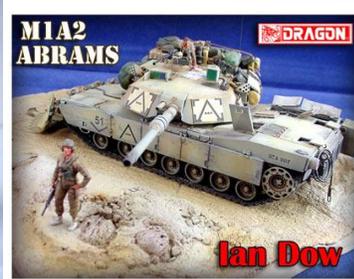




THE BIGGEST LITTLE MODEL CLUB IN IPMS

CLUB INFORMATION



IPMS Livonia is a non-profit educational organization created to promote and share the art of plastic modeling. The group meets at 8:00 p.m. every 2nd Tuesday of the Month.

Meeting Place: The Pierson Center, Suite 5, 32625 West Seven Mile Rd., Livonia, Michigan.

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IPMS US members:

\$12 Non-IPMS US members: \$15
Juniors: \$5

Web Site: www.ipmslivonia.org

In This Issue

by: Ian P. Dow

Opening Remark.....Page 2

Here Kitty Kitty.....Page 3

Tiger 1 Reviews.....Page 4

Ferocious Beasts.....Page 14

Contest Corner.....Page 23

Upcoming Events.....Page 24

Mess Hall.....Page 25

Meeting is at 8pm at Pierson Center this Tuesday the 14th. It will be a model of the month contest so bring out your best.

Important: The shirts may be in on Tuesday night. Not 100% sure its all on shipping but Jeff may have them. If so then please bring your loot to pay for shirt. The amount was on the spreadsheet that Jeff sent out to everyone.



Message from He Who is in Charge. (Sorta)

This month our fearless leader, Mr. Bob Blevins, is still battling a nasty root canal and related issues which has put him in a less than verbose mood grammatically. So he said I could fill in. Actually he didn't but since he didn't say I couldn't then I will anyways. So with that in mind I will pass on information that sounds like Bob.

How marriage is like building a model.

1. Aftermarket parts on a cheap kit does not equal a show winner. It might draw your attention but will likely look tatty upon further inspection.
2. Sometimes if the parts don't fit you need to do a little shaving and dry fitting until everything lines up.
3. If your not going to read the instructions never and I repeat never throw away because sometimes the only way to salvage a good kit is to go back and figure out where you made the mistake. Yes you made the mistake. Never the manufacturer.
4. Remember that a French FT-17 was once considered Modern Armor. Everything gets old at some point. The same can be said about the .50cal, 100years old and still knockin em down.
5. The most important way that marriage is like building a model, its all about having fun. Never worry that its not the kit or the paint didn't turn out great. Just have fun doing it. The end of the build will be here before you know it. Savor the time.

Ian (filling in for Bob).



Here Kitty, Kitty, Kitty

By Ian P. Dow

Gentleman and model builders,

If you know me then most of you know that I will build just about anything that comes down the pike. I like armor, auto, ships, planes, figures, sci-fi, railroad. I like it all. One thing that I have learned over the years is that some really big name model companies have put out some real crappy kits and some unknown start ups have put out some really great kits. For instance about 12 years ago Hobby Boss started putting out kits that were nice but not overly advanced. Then about 2008 or so they put out a 1/48 T-34 with a full engine and interior that is still on par with many new releases. Just a great kit. Some of these new companies will either stick to tried and true sellers or take a crack at something different. Now if there was ever a tried and true model kit would it not likely be the Tiger Tank?

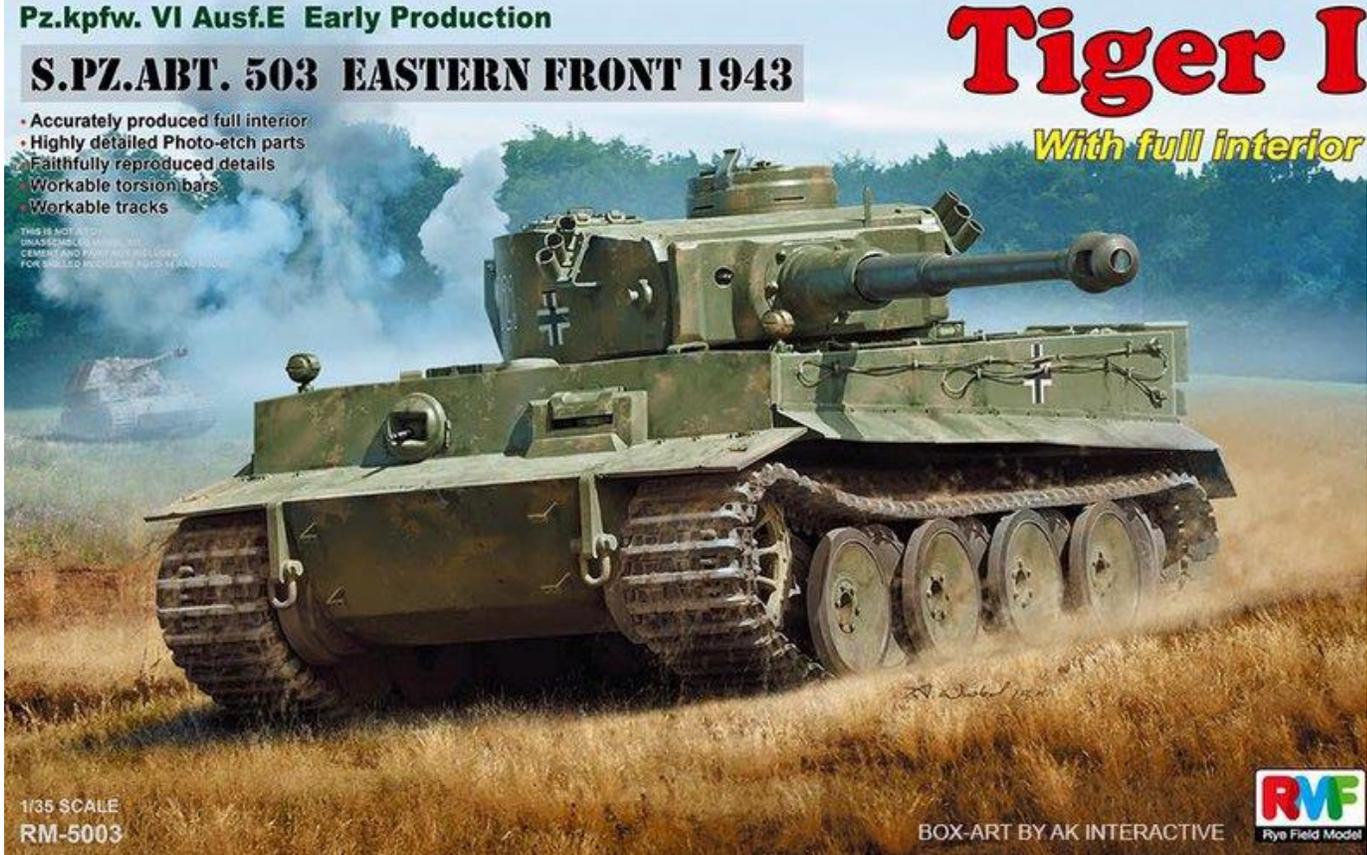
I have built only 1 Tiger tank in my life. It of course was the gold standard of the time, at least for me and that was the Tamiya Tiger. I have actually built several King Tigers and some Panthers but only 1 Tiger. I have been working on a 1/72 Tiger with an interior for over 8 years now, but have yet to finish it. Lost my way on that one. I also think I just lost interest. Go to any show and if there are three tanks on the table two will be Tigers. Now for all this complaining its not that I dislike the tank. It's a brute of sheer destructive power and although it had mechanical issues and limitations it has a myth that this tank was conceived in the pits of Hell and sent forth by Beelzebub himself. Since I feel as a model builder, newsletter writer, father, husband, chicken wing eater and beer drinker I have neglected paying the proper homage to this vehicle that it needs. I will not give you any history or stories or anecdotes about the vehicle. There are more of those than there were tanks produced. More single acts of crazy gunnery, European Rampaging and general do baddery than any other vehicle. I will leave the internet to find those stories.

What I will do is pass along a couple build reviews and one kit that does look like it would really be fun to have. Two of the articles have a link to them because they were too long and nobody wants a 189 page newsletter thumping into their inbox. However it did give me the opportunity to take a look at what is out there and what can be expected if you are looking to do a Tiger 1 tank. So perhaps I will brush off a Queen of the Shelf Tiger and finish up what I started so that I can enter it at the next contest, and have some snooty know it all like myself say " We don't need to see anymore Tigers", and know I did my part to keep the Tiger myth alive.

Ian

RFM Tiger I Ausf. E Early Production s.Pz.Abt 503, Eastern Front 1943

From: David Nickels. Reviewd on the Track-Link Website 11-11-15



Pz.kpfw. VI Ausf.E Early Production

S.PZ.ABT. 503 EASTERN FRONT 1943

- Accurately produced full interior
- Highly detailed Photo-etch parts
- Faithfully reproduced details
- Workable torsion bars
- Workable tracks

THIS IS NOT A TOY
UNASSEMBLED KIT
CEMENT AND PAINTS INCLUDED
FOR UNABLE MODELLERS PLEASE READ INSTRUCTIONS

Tiger I
With full interior

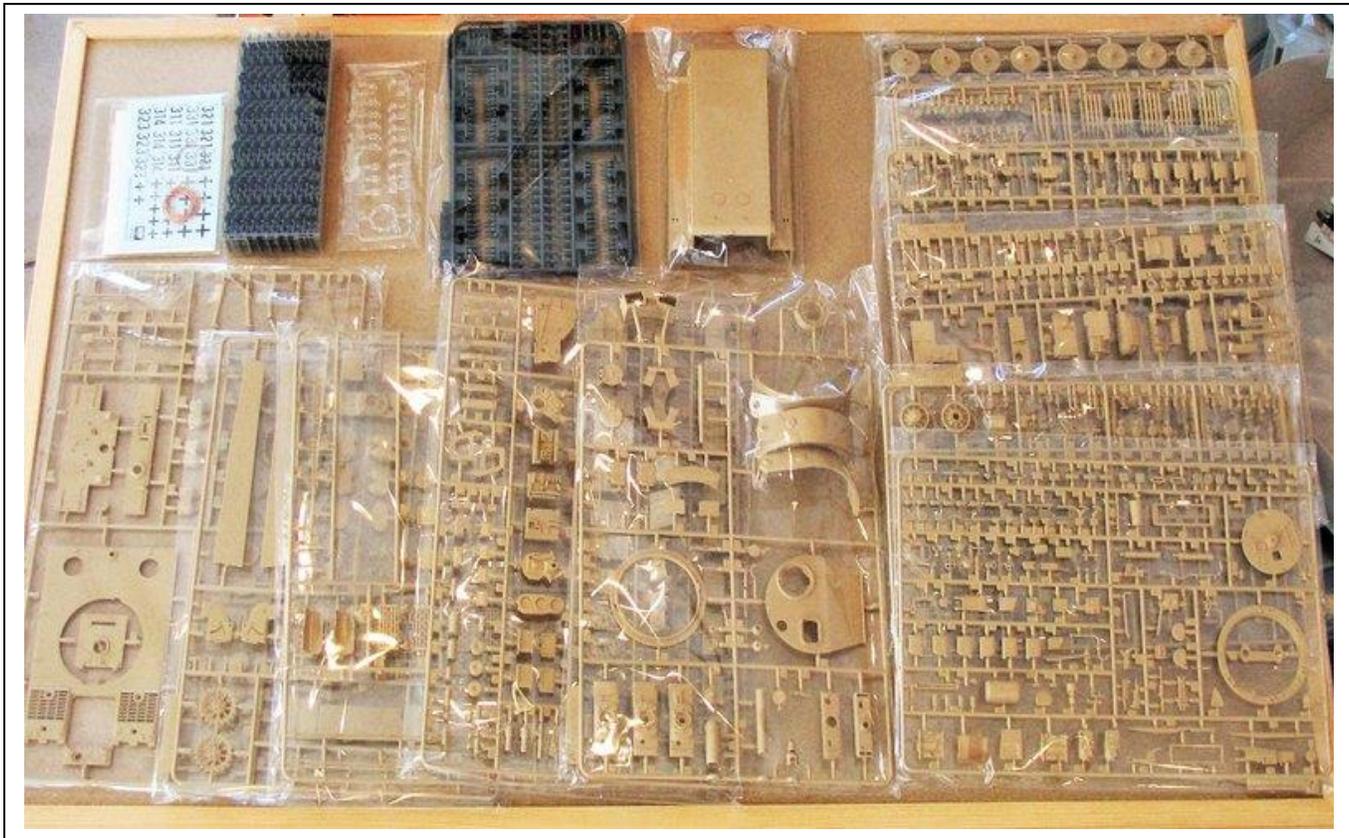
1/35 SCALE
RM-5003

BOX-ART BY AK INTERACTIVE



Rye Field Model made a splash on the modeling scene a few months ago with their first model, the Tiger I Ausf, E Initial Production, North African Front kit. Their new and eagerly awaited follow up kit, the Early Production Tiger with full interior is a very ambitious and complex undertaking for a start up company. While, logically, some of the kit is recycled from the first offering, much of the kit is new or revised.

The massively thick, attractively illustrated box is PACKED with 19 sprues of parts, 2 sheets of photo etch parts, two thicknesses of wire for cables, a box of individual track links, and a 24 page, 35 step color printed assembly manual. Packing and presentation are top notch. Every sprue or pair of sprues are packed in their own resealable bag. With thousands of parts in the kit, only one piece had detached from a sprue, and that loose part was safely secured in the sprue bag. Nothing was broken or otherwise damaged, despite the kit being a tight fit in the box and being rather heavy.



Molding is clean and crisp overall, with little or no flash present, and just minimal to average mold seams and parting lines. The tank components come molded in a nice sand colored plastic, with clear periscopes and vision blocks. The workable, individual link tracks come molded in black plastic. A nice touch is the plastic box used to hold the track link sprues.

There is so much to the kit that, for practical purposes, I will break down the detailed presentation of the comments into manageable sections starting here, with the kit basics:

The kit decal sheet includes markings for several s.Pz.Abt. 503 tanks, but only 321 is covered in the painting guide and instruction book. Not all of the 503rd tanks were identical either.

To see the rest of the review click or go to the provided link. It is very long but detailed so it was not going to fit the newsletter.

http://www.track-link.com/forums/site_blogs/25787/flat.

The Bullsheet

Academy Tiger 1 Early

Reviewed by Jason Blair on the Modeling Madness website in 2006

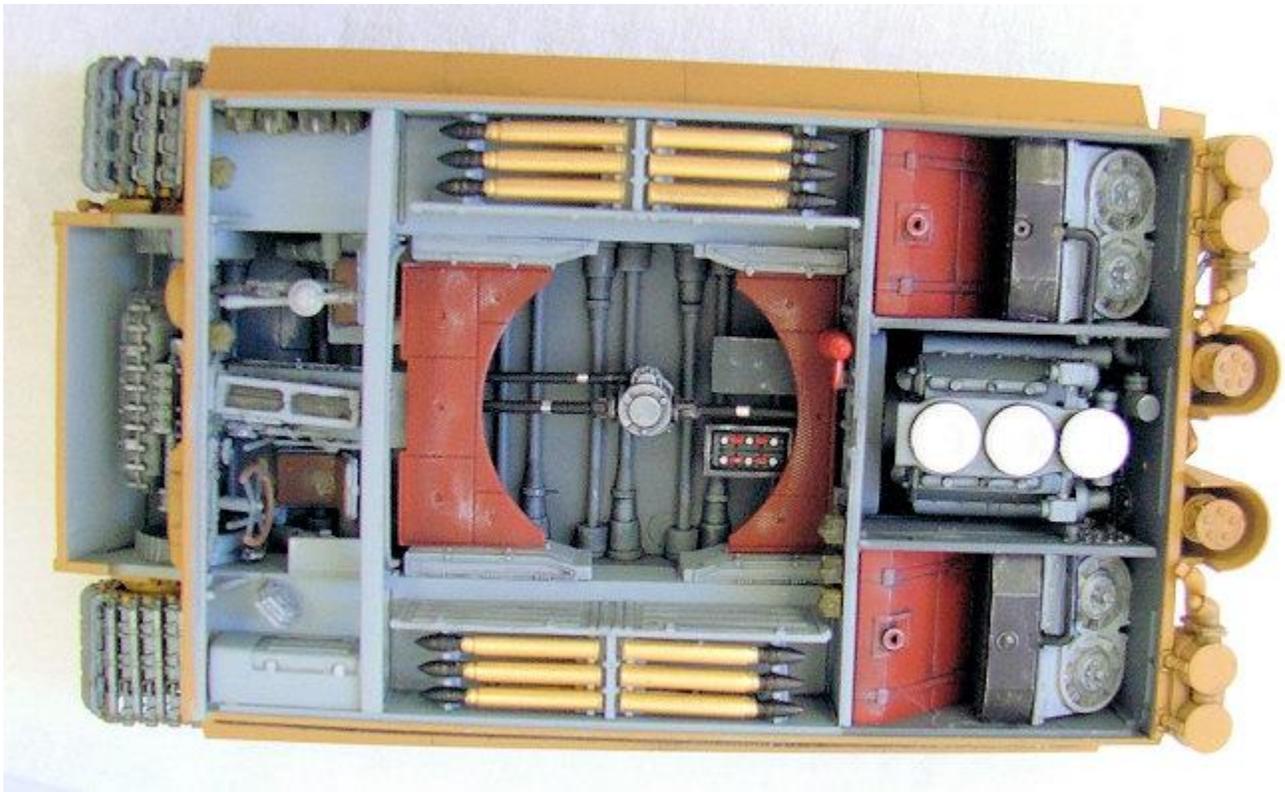
KIT #:	1348
PRICE:	\$49.96
DECALS:	?
REVIEWER:	Jason Blair
NOTES:	kit includes complete interior



HISTORY

Not being a big researcher and trusting the model companies that they know more than me, I will refrain from adding to the piles of information that can be found on the web.

THE KIT



The kit contains 1 lower hull and 9 trees all in beige, 3 trees in grey and 4 trees in dark grey that make up the individual track links. Parts are bagged in groups according to where the items are located to build the tank. Rounding out the parts are a tree of poly caps for the road wheels and one tree of 4 vinyl hoses for the air cleaner. One fret of photo etched screen is also included for covering the rear engine decking area.

Decals are provided for 4 different machines one in dark, yellow, red brown and forest green. One in dark yellow with a winter white wash based in Russia. The third and fourth options are in Panzer grey or dark

yellows both based in different parts of Russia. The final version in dark yellow based in Tunisia.

Instructions are contained in a 20-page booklet with the center of the book showing a 3D cutaway view of the interior of all major parts and callouts identify everything that is visible. Box shows an illustrated version of the tank with the side panels of photos of a built model. These pictures came in handy in identifying a few locations of where certain parts were to be installed.

CONSTRUCTION

I decided early on to build it in 4 subsections, lower hull, top decking, main gun and turret and last the road wheels.

Beginning with the lower chassis I added all the road wheel arms and other small stuff to the bottom of the hull. Once all that was installed I moved to the back and worked on the back cover plate. The first option



that needed to be decided on was what air filters to use. I chose the early type. One area that was difficult was the exhaust muffler. There are five small pins that attach to a plate on top and the actual

muffler can on bottom. Removing these pins had me crawling around on my hands and knees looking for them as they exploded off the tree when cut free. As it ended up one side only has 3 holding the top to the

bottom. Thank goodness that the muffler comes with a shroud that covers most of it.

With that done I moved to the interior. I followed the instructions as much as possible on color callouts and construction sequence. I did use Model Master Light ghost grey for light interior and Model Master Euro gray for the engine compartment. The engine and drive train assembly look very realistic when completed. I left off the round pieces (F28 x 3) till I was almost finished since these were going to be painted white. All detail painting was done according to the instructions using Model Master colors. There is a ton of detail painting which really slowed the progression of completing this model.

Top decking came next which was a nice break from all the tiny painting and washes. I glued everything that the instructions called for and left them for final painting.

The turret was next. No real surprises here except for locating where part J42 is attached. The picture shows it attaching at one location but as other pieces are



attached I realized it was wrong. None of the photos on the side of the box help much either. Another problem was attaching the hatch on the side of the turret. I had planned on leaving this hatch open but realized I had already glued the mechanism that keeps it from opening and closing to the inside of the turret. Oh well.

The last assembly was the road wheels. I did this step in three nights. Painting the wheels was started with a sharpie pen and then filled in with

flat black. I did forget to install the spindle that held the rear most wheels in position when the lower hull was being built. Thank goodness for super glue. Once the road wheels were done I assembled the track links. These fit well, which made building them rather quickly. I built about 5 straight sections using at least 10 links. Only challenge was making sure they were straight. Once dried I installed them on the wheels. I did manage to only mess up one set. I probably will go back and break them off and re-attach.



COLORS & MARKINGS

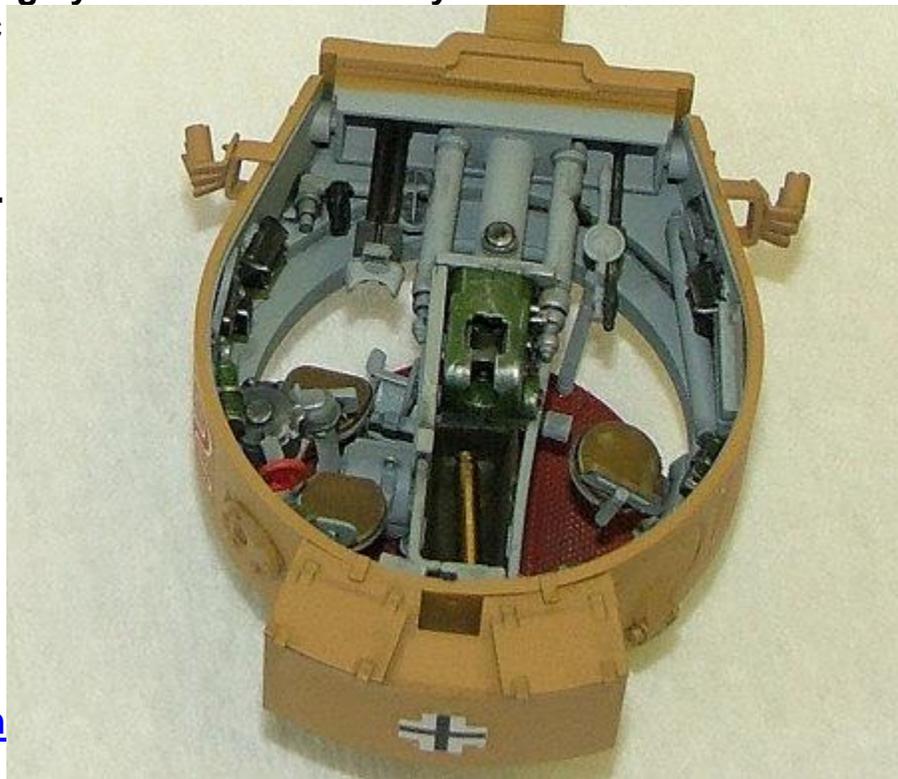
Since so much work had been spent on painting all the detail I decided to be lazy on the outside paint scheme. I chose an all dark yellow version of the 504th Heavy Tank Battalion Afrika Korp, based in Tunisia. I used Tamiya dark yellow for this color. Painting was fast and easy since no other colors would be used.

All markings were from the box. I did have problems with the two decals that fit between the front machine gun and driver's periscope. The decals when placed next to each other were too long to fit the required space. I took my own liberty and stacked them instead of placing them side by side.

CONCLUSIONS

Well once I finished it I had my son and his friend tell me what they thought. They couldn't believe that 5 guys rode in one of those things. I guess I had to take it that they liked it. Overall it was a very time consuming project. It was not a difficult build just a lot of thought had to go into each step so that items that were the same were painted together. I believe that anyone who has built a few models can build this thing. The serious modeler can probably even spruce it up and make it look great. I would highly recommend it to anyone interested in recreating a historic piece of history and learning what is actually inside of one of these beasts.

On a side note, does anyone have any ideas as to how to show all the pieces together? I have all the exterior panels and don't want to set them aside to be lost in the future. Please email me cadman66@comcast.net with any suggestions. Thanks.



Model Factory Hiro

1/35 Tiger 1

1/35 scale Ultimate Kit : Pz.Kpfw.VI TIGER I Ausf.E Late Production

[Ultimate Kit](#), [Model List](#)



Production of 50 Kits will be available in August 2014!

[Kit Details]

The milestone item of the Military genre, the new main series from MFH. The TIGER I Ultimate Kit, will be presented in 1/35 scale and the 2nd product of the Ultimate Kit product line.

This TIGER I presents the ultimate level of detail with a brand-new view of aspect.

- This kit is based on late production type in 1944, with the new type cupola and steel-made wheels.
- This multi-material kit consists of parts that made of White Metal, Resin, Aluminum alloys, Photo etch sheets, Screen Printing Decal sheet, Magnets, and more.
- This kit includes full detailed interior parts of Maybach HL230 Engine, the mission and radiator, fuel tank, internal structures of the turret and ammo.
The upper part of the turret and the body is attached by magnet and can be attached and detached easily to show the interior parts.
- The track can be assembled easily and making the model more realistic and to let you feel the weight. Also, it is totally movable. (For more information about the tracks please refer to [this page](#))
- The suspension is attached by magnets to let it move as the real tank does.
- The muzzle brake is made of UV photopolymer using laser lithography, to reproduce the internal details and the rifling. The barrel is made of Aluminum alloy and the recoil action can be reproduced with the spring installed.
- The taper-shape antenna is using fiber and bendable. (For more information about the antenna please refer to [this page](#))



■ The Zimmerit Coating is using the new-developed 3D Decal sheet that included in the kit. The uneven surface can be easily done by using this sheet.

< POINT >

- ① 洗濯用パーツにデザインナイフを使用し軽くCSJを彫ります。
① Use a modeler knife give marks to the laser lithography parts slightly.
- ② 彫ったスジを目安にニッパーでカットします。
② Use nipper to clean the crafted area.
- ③ 目の細かいヤスリで切り口をきれいにします。
③ Use a fine file to smooth cutting edge.
- ④ クランプパーツも同様に処理します。
④ The clamp is also the same.

【使用する主な工具 Tools】

Cutter/Tweezers/Photo etcher/bender/scissors/Files/
Fluid type and gel type instant adhesives/Pinvice

【予備エッチングパーツ Spare Photo etch】

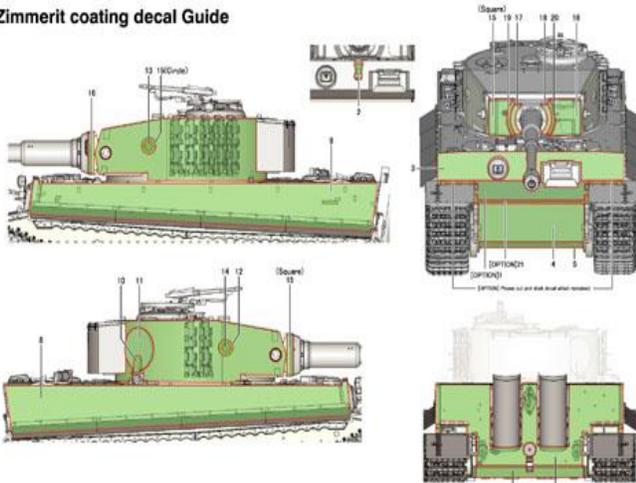
(使用しないエッチングパーツ Parts not for use)

1/35 scale Ultimate Kit **TIGER I** Panzerkampfwagen VI Ausf.E[Sd.Kfz.181] Late Production



MFH Model Factory Hiro
2-3-8 Higashihokima, Adachi-ku, Tokyo 121-0063
Phone: 81-3-5851-2522 Fax: 81-3-5851-2524
URL: <http://www.modelfactoryhiro.com>
E-mail: cus@modelfactoryhiro.com

Zimmerit coating decal Guide



重要

- 組立て前に十分に仮組みを行って下さい。
- 成形パーツに塗られている樹脂が必ずしも硬化を阻害しながら組立てを行って下さい。部品の数、多少の違いは可能ですが最終にはご注意ください。
- レジンパーツの接着については、プライマー等で固めながら接着に注意しゆつぷ行って下さい。
- 組立ての際、取りあわせが必要な部分もありますのでご注意ください。
- 成形パーツの隅のコーティングライン等を処理した後に、プライマーサフーサー等で下処理を行って下さい。
- レジンパーツは組立て、塗装前に溶剤類クーナー等で洗浄して下さい。
- 組立てには瞬間接着剤やエポキシ系接着剤もご使用下さい。
- ギャップは、エポキシ系樹脂等に入れ、濃度多量を塗って仮留して下さい。
- 本製品は、中級者以上を対象とした組立てキットです。このキットには、実った部品や十分な部品が含まれています。子供の誤飲や怪我、又はニール誤による事故などの事故にご注意ください。部材、工具、接着剤等は、説明書には詳しくお読み下さい。

CAUTION

- Please try temporary constructing the kit before applying any adhesives.
- The shape of the metal parts may be changed. You may restore the shape while you are doing the temporary construction. Please be noticed and pay attention that you may bend the part to certain extent but there are possibilities to be broken.
- You can change the shape of the resin casting parts. However, Please do not slowly and not to bend the parts too fast.
- Please be noticed that some parts may have to cut a little bit to fit completely in the kit.
- After you have processed the burn and the parting lines of the metal parts, Please use under coating (eg. primer surface) before the next step.
- Please clean the resin casting parts (eg. using releasing agent) before use.
- Please use super glue or epoxy resin when building the kit.
- Please put the decals in the holder and keep it in dry and cool place.
- This kit is intended for over 16 years old.
- Small parts and sharp parts are included so keep away from children. Read carefully each instruction before using tools/adhesive etc.

Parts List

TIMED PARTS	数量	品名	規格	数量	品名	規格
01	1	砲台	Gun turret	1	砲台	Gun turret
02	1	砲身	Barrel	1	砲身	Barrel
CLAMP PARTS						
03	2	ベリネーション (左)	Perforation(L)	2	ベリネーション (右)	Perforation(R)
04	2	ベリネーション (右)	Perforation(R)	2	ベリネーション (左)	Perforation(L)
05	1	マズルブレーキ	Muzzle brake	1	マズルブレーキ	Muzzle brake
06	1	予備ドラムブロック	Spare drum block	1	予備ドラムブロック	Spare drum block
MACHINE PARTS						
07	1	砲塔リングカバー	Turret ring cover	1	砲塔リングカバー	Turret ring cover
08	1	砲塔側面シールド	Turret side shield	1	砲塔側面シールド	Turret side shield
LEADER LITHOGRAPHY PARTS						
09	1	M マズルブレーキ	Muzzle brake L	1	M マズルブレーキ	Muzzle brake R
10	1	M マズルブレーキ	Muzzle brake L	1	M マズルブレーキ	Muzzle brake R
11	1	ドラム	Drum	1	ドラム	Drum
OTHERS						
12	2	アンテナ	Antenna	2	アンテナ	Antenna
13	1	スプリング	Spring	1	スプリング	Spring
14	1	スプリング	Spring	1	スプリング	Spring

Metal Parts Code

- 組立て/Suppression and etcher RCO (with/without color code)
- 組立て/Turret RCO (without water wash)
- 組立て/Interior RCO (without water wash)
- 組立て/Exterior RCO (with/without water wash)

組立て前に十分に仮組みを行って下さい。
Do carefully a temporary assembling.

To see the rest of this article please click or paste the link below into your browser to see what a really well detailed Tiger looks like. This was a limited edition run of only 50 models at the cost of about \$450.00. It looks like a cool kit, but at that price, it better be.

<http://www.modelfactoryhiro.com/new/en/archives/7664>.

Ferocious Beast — Six Little-Known Facts About the Tiger Tank

by MilitaryHistoryNow.com • 27 February, 2015 • 1 Comment



“Everything about it was over-engineered (to an almost absurd degree)... but in the hands of an expert commander a lone Tiger could knock out dozens of enemy machines in a single engagement.”

By Ben Hollingum, GermanWarMachine.com

THE **PANZERKAMPFWAGEN VI** or **Tiger tank** was never a common sight on the battlefields of World War Two.

During the roughly two years that the vehicle was in production, only 1,347 were built – a number that is lower than the *monthly* production figures for the **M4 Sherman** and **Soviet T-34** at the height of the war. Any other fighting machine that was produced in such limited numbers would be quickly forgotten, but the Tiger’s impressive combat performance has left a mark on history that far outweighs the tank’s strategic significance.



Everything about the Tiger was over-engineered (to an almost absurd degree). Its 88-mm main gun was so formidable that shells often blasted straight through enemy tanks and came out the other side. Its armour was so thick a crew could more or less park in front of an enemy anti-tank gun with little fear of harm. Its engine was so powerful that the 54-ton hulk was able to keep pace with tanks less than half its weight.

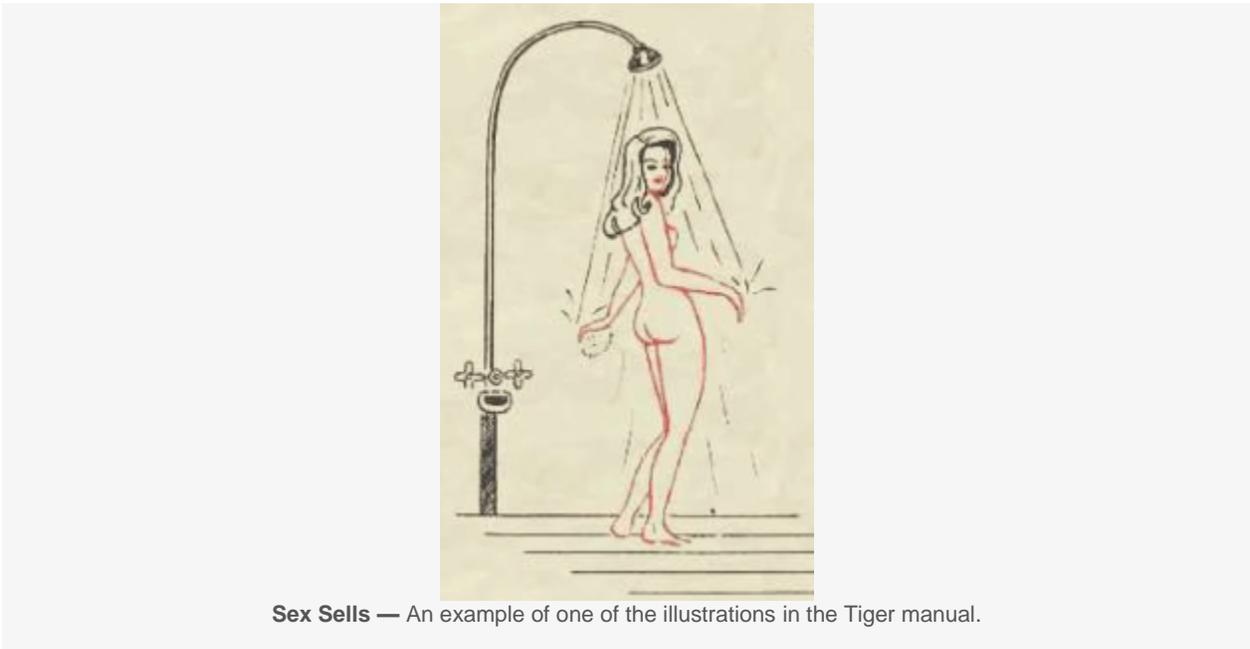
And in the hands of an expert commander like [Otto Carius](#), [Michael Wittmann](#), or [Kurt Knispel](#), a lone Tiger could knock out dozens of enemy machines in a single engagement.

Along with its successor, [the King Tiger](#), it's frequently ranked among the finest tanks of the war. Here are six little-known facts about what is probably the most written-about armoured fighting vehicle in history:



German tank crews couldn't get enough of the instruction manual for the Tiger. Mixed in with the technical schematics and maintenance info were hilarious doodles and bawdy illustrations. (Image source: public domain)

1. Each Tiger came with an owner's manual



The *Wehrmacht* was adamant that crews actually read the Tiger's manual before charging into battle with one of the Third Reich's most vital (and expensive) pieces of hardware. But experience showed that young tankers had little interest in poring over pages of dry instructions and boring schematics. Knowing this, Panzer general **Heinz Guderian** allowed engineers to load the official Tiger handbook with off-colour jokes and crude pictures of scantily-clad women to keep readers interested. Known as the *Tigerfibel*, the document stands out not just for its humorous and playful tone, but also for its striking graphic design, which ironically was inspired by the 'degenerate' and 'communist' **Bauhaus school** of the 1930s so detested by Nazi ideologues. Each page of the groundbreaking document was printed using just black and red ink with the text broken up by illustrations, cartoons, and easy-to-read technical diagrams. It provided an influential model for future army manuals, including the Panther's *Pantherfibel* and, to a lesser extent, post-war American publications like *PS Magazine*.



Neubaufahrzeugs come ashore in Oslo, Norway in 1940. (Image source: GermanWarMachine.com)

2. The Tiger wasn't Germany's first monster tank

The *Wehrmacht's* original heavy tank was the **PzKpfw NbFz V**, a multi-turreted design from the mid-1930s. To mask its production, which was a clear violation of the **1919 Versailles Treaty's** ban on German offensive weaponry, Berlin designated the machine the *Neubaufahrzeug* or 'New Construction Tractor'. It was built by **Rheinmetall** and although it never reached full production, three prototypes did see action during the German Invasion of Norway. Trundling along at around 10 mph (16 km/h), the *Neubaufahrzeug* belonged to the same generation as the Soviet **T-35**, the British **Vickers A1E1 Independent**, and the French **Char B-1**. These oversized fighting machines were engineered around the **Jules Verne-like** concept of the 'land battleship' – enormous heavily armored beasts designed to dominate the battlefield. The *Neubaufahrzeug* had a large main turret that mounted the same 75-mm short-barreled gun that was later fitted to the **Panzer IV**, as well as two smaller secondary turrets – borrowed from the production line of the **Panzer I** – mounted fore and aft.



The outer set of the interleaved road wheels can be seen in this picture. (Image source: GermanWarMachine.com)

3. It was a mechanic's nightmare

The Tiger was built with combat performance in mind; everything else was a secondary consideration. This made it a firm favorite with Panzer crews, but an object of hatred for mechanics. The problems with the Tiger's design came not just from its complexity, but also from the lack of thought that was given to how a component could be removed for repair or maintenance.

Take the Tiger's wheels for example. Each suspension arm held an axle with three wheels on either side. These combined to form two interleaved courses, known as a *schachtelaufwerk*, supporting each track. If one of the inner wheels became damaged, mechanics had to remove as many as nine wheels from the outer course (undoing 54 bolts in the process) before they could access the damaged inner wheel. Furthermore, not all the wheels were the same, so service personnel had to carefully label each one as they removed it to make sure it was reattached in the correct position – hardly a task one would want to undertake when standing ankle deep in mud or snow in a field maintenance depot somewhere in the Soviet Union.



A Ferdinand Schwerer *Panzerjäger* (heavy tank destroyer) captured after the battle of Kursk. (Image source: GermanWarMachine.com)

4. It could have been even more complicated

Bad though the Tiger was for maintenance teams, it could have been much worse. While evaluating the prototypes, then known as the Henschel VK4501H, Berlin considered going with **Ferdinand Porsche's** competing **VK4501P** design.

Instead of the Tiger's demanding but excellent Maybach V-12 engine, the Porsche tank had two highly temperamental V-10 gasoline engines, which sat side-by-side in a cramped and poorly ventilated engine compartment. Predictably, overheating was common and the cramped design made for difficult maintenance access. Worse, neither of the engines directly drove the wheels. Instead, they were connected to a pair of generators that ran two electric motors. These in turn powered the drive wheels. More than 70 years before the **Toyota Prius**, and decades before it was really technically feasible, Porsche had designed a hybrid.

VK4501Ps broke down constantly during trials and some even caught fire. Nonetheless, it was enough of a contender for the heavy tank contract that Porsche still felt it was worth committing himself to a production run of 90 vehicles. When the VK4501P got the chop, the famous automaker was forced to come up with a variety of unconventional uses for his surplus hulls including the **Ferdinand tank destroyer** and the **Rammtiger**, a turretless ram used for knocking over buildings. (It was as stupid an idea as it sounds).



A Tiger in action. (Image source: German Federal Archive via WikiCommons)

5. Off to a slow start

Sources differ on the exact date of the Tiger's battlefield debut (although it was probably sometime between Aug. 19 and Sept. 22, 1942). It is generally agreed that Tigers first saw combat somewhere near **the town of Mga** (about 70 km southeast of Leningrad). Four machines from the 1st Company of the newly formed **502nd Heavy Panzer Battalion** were reportedly involved in the action. Moving up to the frontline over swampy ground, two of the new Tigers became bogged down and were unable to take part in the attack. The remaining pair fired several rounds in support of the infantry, but encountered no enemy tanks and withdrew without incident. Afterwards, one of the immobilized Tigers was pulled from the mud by a recovery vehicle; the other was completely stuck. The tank stayed where it was until November, when the commander of the 502nd – worried that it might be captured by the Red Army – ordered it to be destroyed with demolition charges.





Marshal Zhukov inspects a captured Tiger. (Image source: WikiCommons)

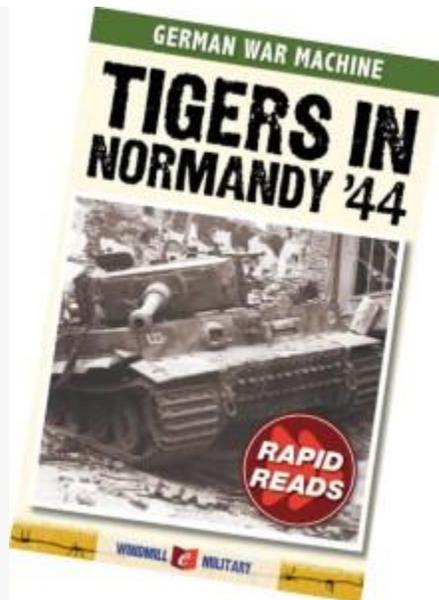
This engagement was fairly typical of the Tiger's early combat record. Many losses were attributed to the unnecessary haste with which the Tiger was rushed into service. Many crews had no more than a week or two of familiarization with the enormous vehicle before heading into the field. Inexperienced Tiger crews frequently blundered into impassible terrain and became stuck. This premature deployment gifted the Red Army a fully functional Tiger, hull number 250427, when it became stuck in a marsh near Leningrad in January 1943. The model proved to be an invaluable resource for Soviet intelligence.



This Tiger was thrown into the air by the force of a bomb during an Allied airstrike. (Image source: GermanWarMachine.com)

6. Tigerphobia wasn't as common as you'd think

The Tiger's ability to terrorize enemy troops tends to be somewhat exaggerated. Many stories of British or American tankers refusing to engage Tigers reflect different tactical doctrines, rather than fear. Allied fighting vehicles were simply not supposed to engage Panzers in gunnery duels; that was the artillery's job. If a Sherman crew sighted a Tiger, they were trained to radio the position to the artillery and get the hell out of there. Furthermore, with the Tiger being such a rare sight on the battlefield avoiding confrontations with them was a sound strategy. Allied troops just had to keep their heads down and hope that the Tiger didn't do too much damage before it ran out of fuel and returned to base.



Download a **FREE** copy of the book "Tigers in Normandy '44" from GermanWarMachine.com.

This is not to say that the Tiger wasn't scary, but the same could be said of pretty much any large fighting vehicle. Tanks are, after all, giant armored beasts bristling with machine guns and cannons. As one Russian veteran put it, 'when you're crouched in a slit trench, every tank looks like a Tiger'. There were undoubtedly occasions when tank crews fled or abandoned their posts to escape Tigers, sometimes endangering their comrades in the process, but this was not an endemic problem. Typically, Allied commanders had more of a problem with excessive bravery – Shermans or T-34s launching doomed charges against Tigers – than they did with fear or cowardice.



Contest Corner

Model of the Year Standings 2017

1. <i>Jeff Edge</i>	14 points
2. <i>Alex Meirzejewski</i>	10 points
3. <i>Ian Dow</i>	10 points
4. <i>John Kesner</i>	7 point
5. <i>Jerry Fraske</i>	6 points
6. <i>Steve Freeman</i>	4 points
7. <i>Randy Helms</i>	2 points
8. <i>Bill Pelton</i>	2 points
9. <i>Eric Hjelmberg</i>	1 point
10. <i>James Rudy Rudolph</i>	1 point
11. <i>Carlo Gerber</i>	1 point



Upcoming IPMS Livonia Events

IPMS Livonia 2017 Calendar

May 9th- M.O.M.

June 13th- "Sci-Fi" Theme Contest (details to follow)

July 11th- M.O.M. and P.E. Tools and Tips

Aug 8th- "Ground Work Night"...Water Effects, Trees and Plants, etc.

Sept 12th- M.O.M.

Oct 10th- "Putty Night" (round table discussion)- Bring Your Putty and Tools

Nov 14th- M.O.M. and "Unusual Tool Night" (details to follow)

Dec 12th- "Rigging for Bi-Planes"



Mess Hall

By Grunty the Magic Pig

My Thai: Crying Tiger (Suea Rong Hai)

INGREDIENTS

4 rib eye or New York strip steaks, about 1 1/2-inches thick (about 12 ounces each)
2 tablespoons dark soy sauce
1 tablespoon oyster sauce
1 tablespoon light or dark brown sugar
1 tablespoon plain vegetable oil
One recipe of Jaew (see related recipe here)
2 plum tomatoes

DIRECTIONS

1. Mix together the soy sauce, oyster sauce, brown sugar, and vegetable oil in a medium mixing bowl. Coat the steaks with the soy sauce mixture and let them marinate while you work on the dipping sauce. (See related recipe here).
2. Peel and deseed the tomatoes. Chop the pulp finely, and add it to prepared dried chili dipping sauce (Jaew); set aside.
3. Light one chimney full of charcoal. When all the charcoal is lit and covered with gray ash, pour out and spread the coals evenly over entire surface of coal grate. Set cooking grate in place, cover grill and allow to preheat for 5 minutes. Alternatively, set all the burners on a gas grill to high heat. Clean and oil the grilling grate.
4. Grill the steaks, turning frequently, until desired doneness is reached (medium-rare is recommended—steaks should register 125°F on an instant read thermometer when removed from grill). Remove from grill and let rest for 5 minutes. (See the importance of resting meat).
5. Cut the steaks into 1/4-inch slices and serve with the dipping sauce. Warm sticky rice on the side is highly recommended.



Thai Dried Chili Dipping Sauce Recipe

INGREDIENTS

- 1/2 cup fresh juice from 6 to 10 limes
- 1/2 cup Thai fish sauce
- 1 teaspoon sugar
- 2 tablespoons finely-chopped fresh cilantro leaves
- 2 tablespoons finely-chopped green onions
- 1 1/2 tablespoons toasted rice powder (see note above)
- 1 tablespoon dried red pepper powder

DIRECTIONS

1.
Combine all ingredients in a small bowl and mix. Serve.

