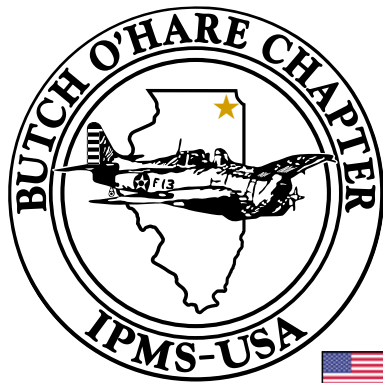




Butch O'Hare



IPMS / USA



The Monthly Resinator



The Official Newsletter of *IPMS Butch O'Hare* Scale Modelers

November 2013

NOW, THIS IS AN AIR MUSEUM!

FLYING HIGH WITH EVERGREEN AIR AND SPACE



You'd never guess that the second best air museum, outside of Wright Pat, was in Oregon, but it is. The Evergreen Aviation and Space Museum is located in McMinnville, Ore.

The large campus is divided into three large glass-enclosed buildings. The largest of these is the general aviation building, and there's also the Space Museum and the IMAX theater.

It would be practically impossible to miss the place, since there's a retired 747-200 on top of the water park building. Oh, the water park is also part of the campus, but separate from the museum.

Inside the main museum you'll find wall-to-wall aircraft exhibits. Howard Hughes' Spruce Goose will blow you away with its girth. Just walking

through this huge plane will take 30 minutes. Two "quick" trips through both museums took three hours!

Evergreen probably has the best helicopter collection around. That's saying a lot, since I've been to the Hiller Museum in California.

It cost me \$5 to walk through a converted B-17G with a WWII docent. He was very knowledgeable because he served in the war, so it was well worth the money. And there's a lot more WWII to sift through. A captured Focke Wolf 190 and ME-109 are just a taste.

I could have spent six hours there easily, but I had to scoot toward another motorcycle rendezvous. Next time you're in the Northwest, stop by and spend a few hours for an unforgettable time.

In This Issue:

"Oshkosh via Cheeseland," by John Kaufman, pages 11-13.

"Star Wars Revisited," by Jack Bruno, pages 16-17.

"Back-to-Basics 1974," archived by Stan Kurcz, page 19.

Book Review: *"Brute,"* by Walt Fink, page 21.

Important Stuff:

Contest Set-up at Lakeview Jr. H.S., Friday, November 8, at 6 pm.

Theme:
"Operation—Successful Contest."



The October meeting had 36 members in attendance. The best news of the night was that everything is set and on schedule for next month's contest. So far we have 55 vendor tables with at least a few more to come. Because of the large vendor turnout, we have outgrown the existing gym space, so this year we will switch rooms. The vendors will be in the larger space, with the model tables in the old gym. This should allow more room for everyone.

There was an announcement of an open house by the Lake Michigan Car Club, which three BOH members attended. It was a very nice evening with a great bunch of modelers who have been very supportive of our club and annual contest. They have donated several large boxes of models for the contest raffle. Please go up to their club table at the contest and say hello and thanks for their support!

During the evening, Kevin used the club's new photo booth to take pictures of the evening's models. This should make our award-winning newsletter even more spectacular. You may notice from the pictures that there were actually more armor models than aircraft at the meeting!

Don't forget to meet Friday, Nov. 8, at Lakeview Junior High to help set up. It usually takes place around 6 p.m, and of course, the contest is the next day. See you all there!



IPMS/USA is dedicated to the hobby (and fun) of scale modeling. It was started by Jim Sage of Dallas, Texas, in 1964. There are now branches of IPMS all over the world. Our local regions and chapters sponsor model shows and contests every year, but you needn't be a member to visit the shows or attend the club meetings!

With **IPMS/USA** membership, you will receive the outstanding **IPMS/USA Journal** six times a year. It includes features on all modeling subjects such as aircraft, armor, automotive, ships, figures--you name it! You will also find listings of IPMS contests, swap meets, hints and tips, and reviews.

Membership also qualifies you to participate in **IPMS/USA** sanctioned contests, particularly our world-famous **National Convention**, held each summer. As a member, you'll also be able to access our online discussion board, where a wide variety of modeling topics are discussed, and enjoy interaction with other serious modelers for help with questions about modeling techniques or IPMS in general. Many hobby shops and model vendors around the country offer discounts to **IPMS/USA** members.

Memberships are available in several types:

Junior: 17 years old or younger, \$12 per year; **Adult:** \$25 for 1 year; \$49 for 2 years; \$73 for 3 years

Family: Adult membership plus \$5 (additional membership cards as requested)

Canada or Mexico: \$30 per year

Foreign: \$32 per year (Journal via regular mail) or \$55 per year (Journal via air mail)

Payment Information: Online payment may be made via credit card only.

Applications using payment via check or money order should be printed and mailed to:

IPMS/USA
Dept. H
P.O. Box 2475
N. Canton, OH 44720-0475

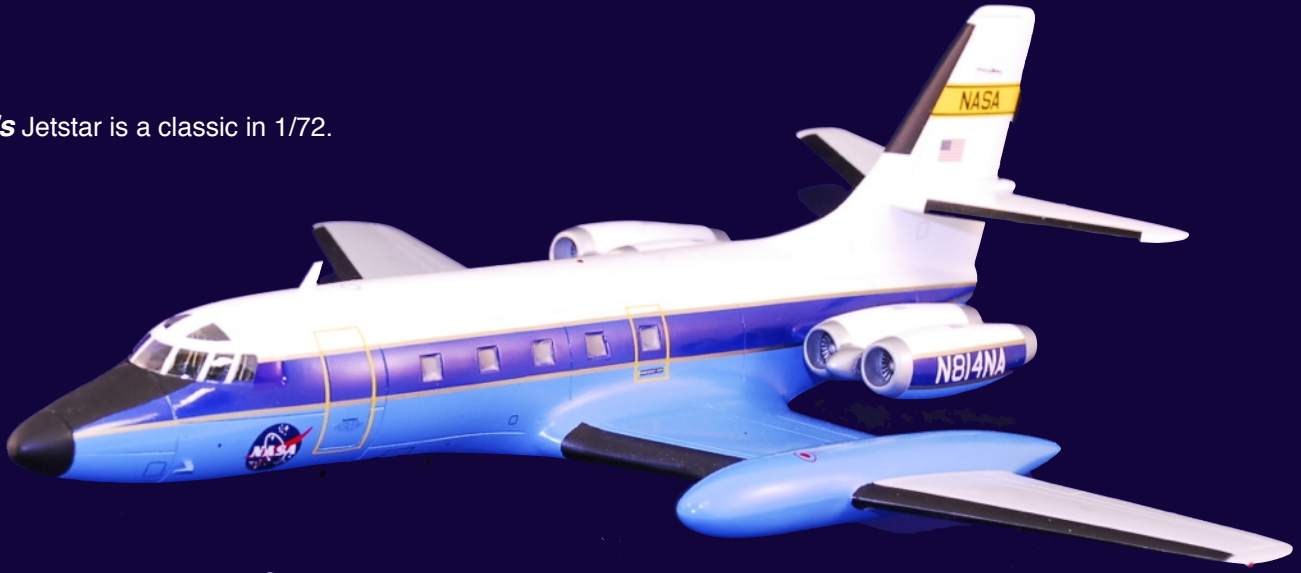
Downloadable IPMS/USA Application Form. (in PDF, 100KB).



The Display Table



Carl Knable's Jetstar is a classic in 1/72.



Jack Bruno's Panzer III has rust and snow!



This T-34/85 by Dragon is beautiful, *Jack*.

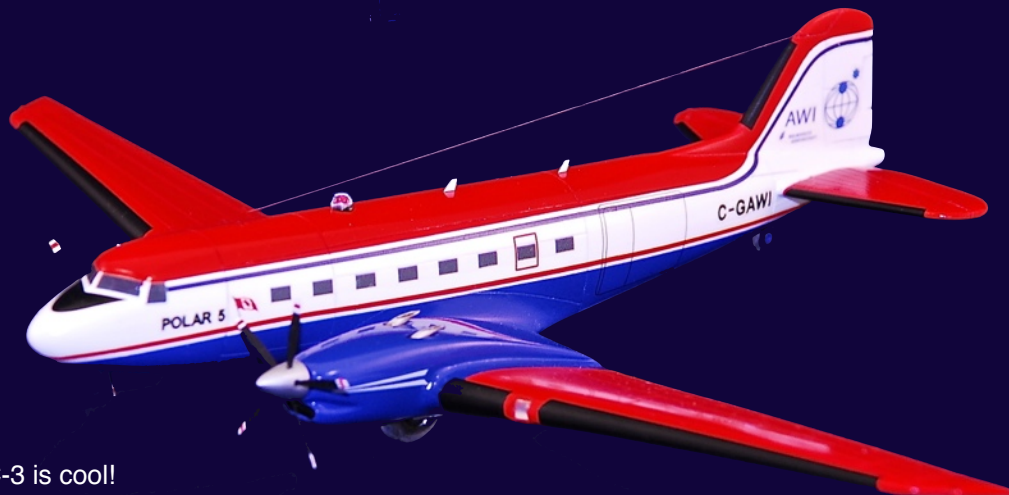
The Display Table



Steve Day's Bates Motel is just as scary as the movie (although "mother" was in the room to the far left).



Carl's XF-108 is a rare bird indeed.



Carl's brightly painted DC-3 is cool!

The Display Table



Here's **Jack's** M4A2 Sherman from Academy.



Carl's XB-51 is a heavy resin bomber.



Jack's heavy Russian JS III is grungy enough!

The Display Table



Mike Ferguson's 1972 Hurst Olds and 1963 Corvette are cruzin'!

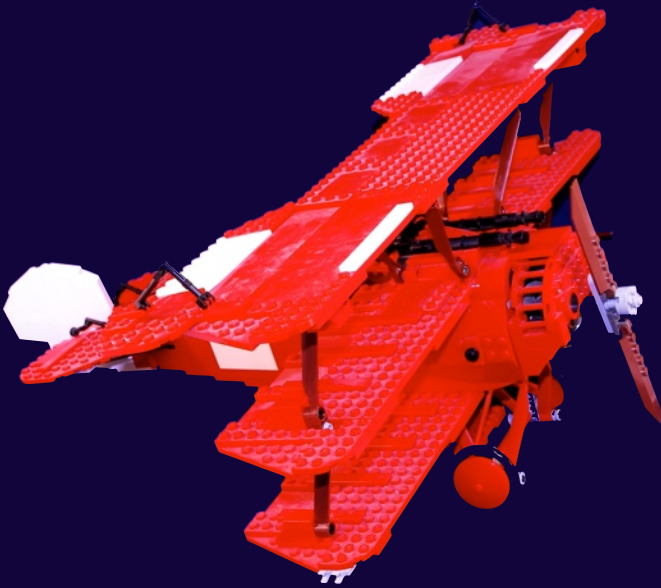


George Bruckert's Focke Wolf 190 has that great hand-painted stripe.



Mike displayed his 1933 Willys jeep and 1969 Barracuda.

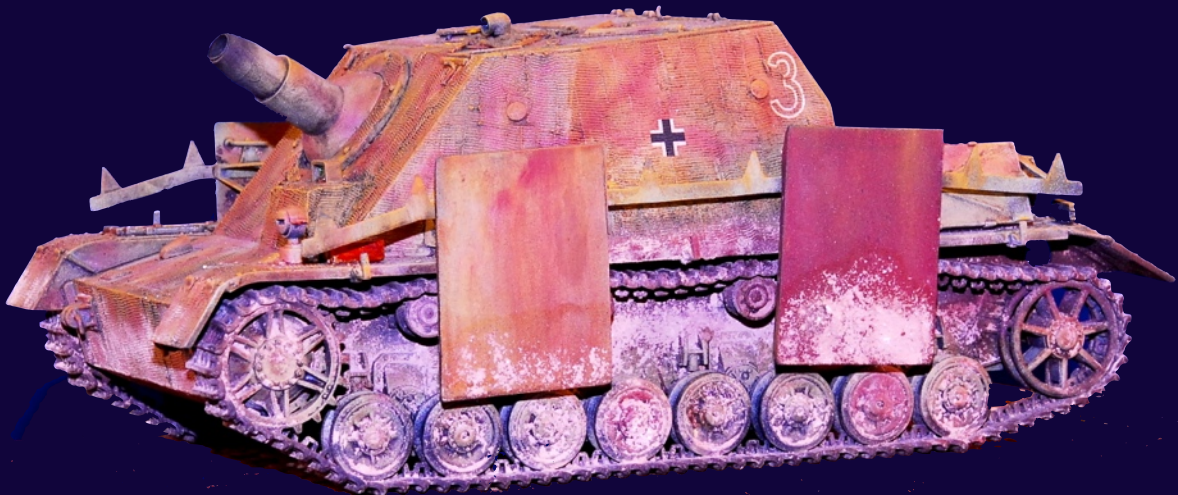
The Display Table



John Kaufman's Lego Focker DR 1 in 1/24 is BIG!



Keith Ward's 1/5 Gere Sport Biplane is superb.



Jack's Brumbar tank looks beat up.



Bob Lehner brought his theme police car.



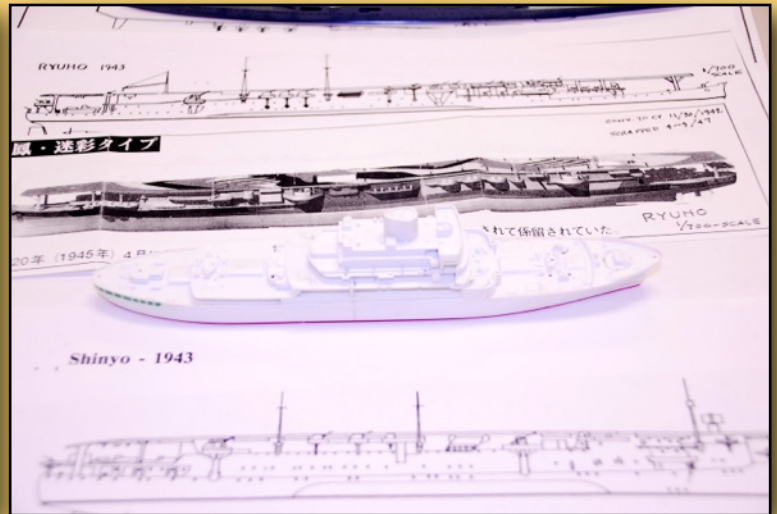
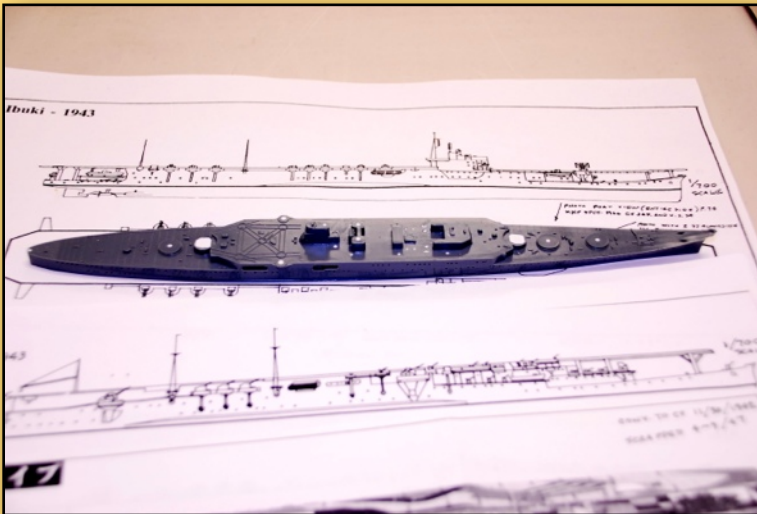
Brando Wilkins' zombies are ready for action . . .

UNDER CONSTRUCTION

Steve Day has a lot to do to get this Dragon 144 scale stealth bird up and running.



Don Grajek is busy converting 1/700 scale cruise ships into Japanese aircraft carriers.



Will Brethauer's kiosk is almost done.

JOIN/RENEW BUTCH O'HARE SCALE MODELERS

Name: _____ Telephone (____) _____

Address: _____ E-mail: _____

City: _____ State: _____ Zip: _____

IPMS Membership # _____ Exp. Date: _____

Additional Family Members: _____

What do you build? (circle one or more)

Aircraft Armor Autos Sci-Fi Ships Figures Dioramas

Send To: Butch O'Hare Model Club
7513 W. Roosevelt Rd.
Apt. A103
Forest Park, IL 60130

Dues: \$20 per year. Make checks payable to the Butch O'Hare Model Club.

NEW MEMBERS: Jan-Mar \$20; Apr-Jun \$17; Jul-Sept \$14; Oct-Dec \$9



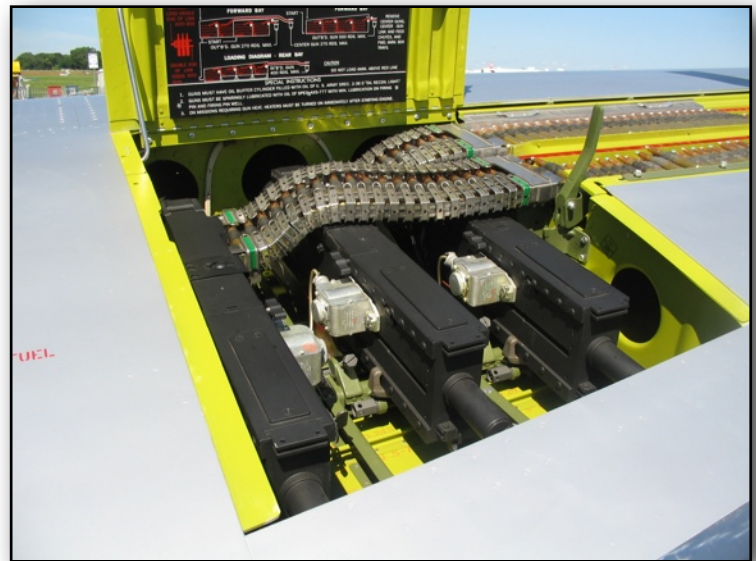
Local Hobby Shops



- **Al's Hobby Shop**..... 121 Addison St., Elmhurst, IL, 630-832-4908
www.alshobbyshop.com
- **Chicagoland Hobby**..... 6017 N NW Hwy, Chicago, IL, 773-775-4848
<http://www.yellowpages.com/chicago-il/mip/chicagoland-hobby-inc-23073935>
- **Forever Timeless**..... 4438 W. Belmont Ave., Chicago, IL, 773-545-6959
<http://www.city-data.com/businesses/218387017-forever-timeless-hobby-shop-chicago-il.html>
- **Des Plaines Hobbies**..... 1468 Lee St., Des Plaines, IL, 847-297-2118
<http://www.desplainseshobbies.com/store/>
- **America's Best Hobby**..... 865 Maplewood, Itasca, IL, 630-467-1102
<http://www.americasbesttrain.com/>
- **La Grange Hobby**..... 23 S. La Grange Road, La Grange, IL, 708-354-1220
<http://lagrange.patch.com/listings/la-grange-hobby-center>
- **Ron's Mundelein Hobbies**..... 431 N. Lake St., Mundelein, IL, 847-949-8680
<http://local.yahoo.com/info-17171034-ron-s-mundelein-hobbies-mundelein>
- **M & Models**..... 9329 S Cicero Ave., Oak Lawn, IL, 708-423-7202
<http://www.mmodelstore.com>
- **Past Time Hobbies**..... 9311 Ogden Ave., Brookfield, IL, 708-485-4544
<http://www.pthinc.com/>
- **Greenfield Hobby**..... 6815 W. Layton Ave., Milwaukee, WI, 414-281-1800
http://www.greenfieldnewsandhobby.com/about_us.html
- **Oakridge Hobbies & Toys**..... 7511 Lemont Road, Suite 100, Darien, IL, 630-435-5900

A Trip to Oshkosh via Cheeseland By John Kaufman

Air Venture 2013, the mecca of exotic and historic aircraft in Oshkosh, Wis., is something I have always wanted to see, but I never had a chance to go--until this year. Wow! I understand that the show this year was smaller than it had been in the past, and still it was huge, at least to inexperienced eyes. We walked all day and saw only a fraction of the displays available, and attended none of the classes or seminars offered. That being said,



there were several interesting flying machines on display that I had never seen before, either on the ground or in the air. Other planes were in different configurations or carried underwing loads I haven't seen on planes at air shows before. One cool thing was a P-51 with the ammo





bays open and belts of ammo in place. The same plane had bombs and rockets mounted, which I think is a Korean War usage.

Then there was a TBM that was loaded for bear with a torpedo, underwing bombs and rockets and radar. I am surprised the plane could get off the deck with that load! It was really cool to see all of the weapons loaded out, showing what they might have looked like.



One of the highlights of the show, however, did not involve an airplane. I had the distinct honor of meeting one of the Tuskegee Airmen, and one of the few who served as a POW as well. Alexander Jefferson is 92 and yet is a spry and energetic individual. He was offering his new book, titled "Red Tail Captured, Red Tail Free," which I hope to provide a review for in the future. It is not often that you shake the hand of a real hero, and I was humbled by his presence.

Alexander Jefferson



Alexander Jefferson was born on 15 November 1921 in Detroit, Michigan. He graduated from Clark College in Atlanta, Georgia in June 1942 with a bachelor's degree in chemistry and biology. While working toward a master's degree in chemistry from Howard University in Washington, D.C., Alexander applied for and was accepted by the Aviation Cadet Program of the Army Air Corps at Tuskegee Army Airfield in Tuskegee, Alabama in April 1943. He earned his wings in January 1944 and was commissioned as a second lieutenant. Soon after, Jefferson began flying P-51 Mustang missions in the famous Tuskegee Airmen as part of 332nd Fighter Group, the "Red Tails", in Ramitelli Air Base, Italy under Colonel Benjamin O.

Davis. The Tuskegee Airmen were the first American all-black military pilots and crewmen. They served during World War II fighting enemies overseas and discrimination at home. After having previously flown only P-39s and P-41s, Jefferson flew his first combat mission in the P-51 after just three hours of transition training. He flew 18 long range escort missions for B-17s and B-24s. On his 18th mission, three days before the invasion of Southern France, he was shot down by anti-aircraft artillery while flying a low-level strafing mission against a radar station over Toulon, France on 12 August 1944. After bailing out, he was immediately captured by the same German anti-aircraft artillery crew that shot him down. Having not seen him bail out, his wingmen assumed he died. His parents received a letter informing them that their son had been killed in action. It was not until a month later when they received a letter from the Red Cross listing him as a prisoner of war (POW) that they learned he was still alive. For the next nine months, Lieutenant Jefferson was held as a POW in Germany. He was first a prisoner in Stalag Luft III in Sagan, Germany—the same camp made famous in the movie "The Great Escape." Due to the Allies' rapid approach, Jefferson and the other prisoners were forced to march fifty miles in sub-zero temperatures and pressed into a railcar,



Some other interesting planes were a PBY, a MiL 2 Hoplite, an OV-1, a Skyraider and of course, the B-29 bomber "FiFi."



In addition to all the static displays (some of which were flown), there was a performance by Tora Tora Tora, re-creating the attack on Pearl Harbor. It was complete with pyrotechnics and a performance by Yves "Jetman" Rossy, who strapped a wing to his back with four small jet engines attached, jumped out of a helicopter and flew around before parachuting to Earth. He joked that he could make a two-point, four-point or up to seven-point landing, depending on the wind. The seven-point landing was two feet, two knees, two hands and one nose.

There was so much to see that I could write pages about this event. I only went for one day, so next time I might try to make it two. Happy modeling and "Look UP"!

This Month in *Military* History

Nov. 4, 1979: Student followers of the Ayatollah Khomeini in Iran send shock waves across America when they storm the U.S. embassy in Tehran. The radical Islamic fundamentalists took 90 hostages. The students were enraged that the deposed shah had been allowed to enter the United States for medical treatment, and they threatened to murder hostages if any rescue was attempted.



Nov. 26, 1943: Edward H. "Butch" O'Hare, U.S. pilot and Navy commander for whom O'Hare Airport is named, dies in battle.



UPCOMING EVENTS

November 9, 2013

IPMS "Butch" O'Hare Chapter Contest
Lakeview Junior High School
701 Plainfield Road [Map](#)
Downers Grove, IL
[John Bishop](#) 630-880-4905



March 15, 2014

[KC CON 2014](#)
Kansas City First Church of the Nazarene
11811 State Line Road [Map](#)
Kansas City, MO
[Stuart Malone](#) 816-560-8282

February 1, 2014

17th Annual Hope It Don't Snow Show
Ramada Hotel & Convention Center
1517 16th St. SW [Map](#)
Rochester, MN
[Chris Kreo](#) 507-254-4646

April 12, 2014

[Surgicon 20](#)
The Euclid Room
2540 E. Euclid Ave. [Map](#)
Des Moines, IA
[Aimee Wright](#) 515-291-3395

March 8, 2014

[Mad City Modelers Annual Show](#)
Double Days
4586 Baxter Road [Map](#)
Cottage Grove, WI
[Rob Teubert](#) 608-295-9258

April 26, 2014

[Fleacon 10](#)
Landmark Aviation, Eastern Iowa Airport
3411 Beech Way [Map](#)
Cedar Rapids, IA
[Charles Kucera](#) 319-389-0877

31st ANNUAL IPMS BUTCH O'HARE CHAPTER OPEN MODEL CONTEST

SATURDAY – NOVEMBER 9, 2013 at:

LAKEVIEW JR. HIGH SCHOOL

701 Plainfield Rd. Downers Grove, IL 60516

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CHICAGOLAND AND THE ENTIRE CENTRAL REGION**

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COMPETE FOR SPECIAL AWARDS WITH MODELERS FROM CHICAGOLAND AND THE ENTIRE CENTRAL REGION



TIMETABLE:

7:00 AM --- VENDORS SETUP

9:00 AM --- DOORS OPEN TO THE PUBLIC

11:00 AM --- 1ST RAFFLE

NOON --- REGISTRATION CLOSES

4:00 PM --- AWARDS ANNOUNCED

5:00 PM --- END OF CONTEST FOR 2013

**CONTEST ENTRY FEES: \$7 ADULT (over 17 yrs old) FOR
FIRST 3 MODELS, \$3 FOR EACH ADDITIONAL MODEL**

EVENT INFORMATION:

REGISTRATION FORMS & INTEL

Go to Our Website:

www.butchoharemodelers.com

or call our chapter contact

Marco Fernandez @

773-804-1584 or

mfchi@sbcglobal.net

**VENDORS TABLE RESERVATIONS
AND INTEL: Contact**

JOHN BISHOP

630-880-4905

jlbishop@wideopenwest.com

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MODELING EXCELLENCE:**

Best in Show – People's Choice – Best
Aircraft – Best Armor – Best Nautical –
Best Auto – Best Figure – Best Sci-Fi –
Fantasy/Comic – Best Diorama – Best
Junior and many more!!!!

WALK THRU SPECTATOR FEES:

\$5 ADULT (OVER 17 YRS OLD)

\$1 JUNIOR (OVER 12 to 17 YRS)

\$ FREE FOR KIDS UNDER 12 YRS

**EARLY BIRD ENTRANCE TO
THE VENDORS ROOM FOR
\$10 (8 AM START TIME)**

**RAFFLE TICKETS DRAWN THROUGHOUT
THE DAY for \$1 each/6 for \$5**

PLEASE FILL OUT, PRINT AND BRING FORM TO THE
SHOW FOR **SPEEDIER** SERVICE

ENTRY FORM for IPMS "Butch" O'Hare Chapter - Annual OPEN Contest			
NAME:			CHECK <u>ONE</u> CATEGORY ☐ Aircraft ☐ Armor ☐ Auto ☐ Nautical ☐ Figure ☐ Sci Fi / Fantasy / Comic ☐ Diorama ☐ Junior
ADDRESS:			
CITY:	STATE	ZIP	
PHONE #	CLUB AFFILIATION: _____ E-Mail Address: _____		
Registrar ENTRY #	ENTRY NAME:	SCALE:	
<i>All entries must be the sole work of the individual whose name is on this Entry Form.</i> CONTEST JUDGING RULES ARE AVAILABLE AT REGISTRATION TABLE <i>Registration-Detach Here</i>			
<i>All entries must be the sole work of the individual whose name is on this Entry Form.</i>			
Registrar ENTRY #	ENTRY NAME:	SCALE:	CHECK <u>ONE</u> CATEGORY ☐ Aircraft ☐ Armor ☐ Auto ☐ Nautical ☐ Figure ☐ Sci Fi / Fantasy / Comic ☐ Diorama ☐ Junior
KIT MANUFACTURER:			
AFTERMARKET MODIFICATIONS (<i>check all that apply</i>) MODIFICATIONS (<i>describe below</i>): ☐ DECALS ☐ RESIN ☐ PHOTO ETCH			
			for Judges Use Only
			Thanks for sharing your Hobby REV. 09

ONE FORM PER MODEL PLEASE



The Empire Strikes...Again

By Jack Bruno

Back in the day, Don's Hobby World in Glenwood had an outdoor sidewalk sale along with the whole Plaza. Among the many items I bought was this kit/set of the Rebel Base. The two nicest kits of the set were the very popular Millennium Falcon and the unique Rebel Transport/Cruiser. The two kits put together did not total 12 pieces, but I had the urge to slap them together and see what I could do. I LOVE THEM.



The Millennium Falcon was a very fast build, and I spent the majority of the time gluing and filling seams. I did remove the cheesy round pegs that the kit had for landing gear. It was going to be "in flight," so they were headed for the X-Acto knife execution anyway. The shape and size is beautiful to put into a diorama or vignette, which is what I did. I added some plastic strip to add to the shape and



sprayed it overall Dark Gray. I then rearmed the airbrush with a lighter shade of gray and sprayed the center to give it a two-toned look. The magic, you see, would be in the wash. After I gave the kit a spraying of FUTURE, I mixed a wash (turpentine with a long sliver of Dick Van Dyke Brown, from WINDSOR NEWTON) and did what we tank builders call a sludge wash--very heavy and ya gotta mush it around into all the nooks and crannies and wipe it off with (what I prefer) a new pair of cotton panties. Don't ask. When this is done, you already have a darn good-looking sci-fi model going

on. I let it sit awhile and began work on the Rebel Transport. The next day I evened out some heavily washed areas with some turpentine on a Q-Tip. I then sprayed a nice flat coat over it and it looked good but not great . . . yet. Using a very small brush, I took some red/white/

yellow/green paint and picked out some landing lights and small panels and such just to add color (the thing's not real, so do what ya wanna do). I was thinking about a base and had an idea about using a small figure base, from Brian O'Neil, and putting some CELLUCLAY mixed with white glue on it. I wanted to get a planet effect so I added groundwork as I would with a real figure base. I painted the base as I would any groundwork and gave it a wash of the same brown oils. I gave it a nice misting flat coat too, just to seal everything up. I set the Falcon



off center, and the effect really worked well. (I'm well-known for this already, and I do tend to go against the grain, but it works. We are modelers, right?) One down, one to go.



The Rebel Transport was unique to these sets, and it really is a six- or eight-piece affair. This time, before painting I eliminated the seam lines and added some plastic strip to simulate a docking station or port, two on each side. The added detail works in your favor. I kept the painting simple with two shades of gray rather than 50. A FUTURE misting and then let it dry for a bit--again, using the same wash prepared for the other kit/base--and let sit. I picked out a few light stations in colors and then flat coated the kit. It looked great as is, but I always mount my kits on some sort of vignette. I had a nice small base on

which I simply spread Elmer's Glue and then sprinkled baking powder on. I built this snow base up over three layers. Finally, I white glued the Transport onto the snow from Hoth, and I was finished with both kits. Contest-wise, I've won more awards from these two simple kits than from anything else. Total building time for both, including the base, was about 8 hours over two days. So if you want to have some fun, never discount those old model sets that you see around. I paid a **dollar** for the set and did buy others too. The last time last time I looked, they go for \$60 to \$80 on eBay. HAVE FUN!





FROM THE OVAL OFFICE



November is my favorite part of the year because of our annual contest. You never know what great works of art will show up – but you know SOMETHING will blow you away, and that leaves me with a sense of welcome anticipation in the weeks leading up to the big event. I'd like to thank in advance all the people who have ALREADY worked hard to make this possible.

At the contest itself, I would appreciate it if our membership could make an effort to meet/talk to those displaying their work, especially with the idea of making them aware of our club. There are new people constantly moving in/out of the Chicago area, and it would be great if we could add a few members to the roster because of our contest! Again, thanks to all for donating your time and effort – it is greatly appreciated!

John

REGION 5 NEWS WITH KELLY QUIRK

The time is here! By now, all 40 clubs in Region 5 should have received their updated Fact Sheet from me. If for some reason you did not, please let me know ASAP.

If I stated in my email that your club is good to go, please go ahead and make your charter payment right away, even if there are changes to your Fact Sheet. Then, after payment is sent in, update your Fact Sheet and send it along to me. This will greatly speed up the process of re-chartering and avoid any complications.

If I stated that you have an issue or two that needs attention, please get on this right away. Do not wait until the last minute.

I really appreciate everybody's prompt attention to this and your cooperation.

Thanks!

Kelly Quirk
RC5



BACK TO BASICS - FROM 1974

By Owen Reynolds-IPMS (Jan. 1974)

Archived by Stan Kurcz

The next thrilling episode of our journey through the modeling wonderland concerns proper filling and trimming techniques. If you remember the installment on gluing techniques, you will remember that our promise here is to investigate modeling techniques that require only basic skills (the most basic of which is patience!) and a minimum of investment in equipment. Though most new modelers are immediately captivated by the idea of tackling complex conversions and intricate extra detail, their time and talents would be more effectively spent learning the rudiments of the art(s). They would ultimately become much better modelers in a shorter period of time.

The goal of proper fit and filling in model building is, of course, to duplicate the appearance of the prototype. Most aircraft fuselages don't have spine seams, armor turrets on AFVs were usually welded together, and not many ships were afflicted with a leaky gap along their keel. These and other distractions need to be hidden if a model is to take on a realistic appearance.

The first rule of seam filling is to do as much as possible to eliminate the NEED to fill the seam; that is, all that is possible should be done to ensure a tight joint before filling is necessary. Be very sure to line up parts properly and tightly during the gluing process. If necessary, trim parts to fit tightly before gluing. Estimate or modify locating pins if they hinder perfect alignment. Hold or clamp parts together until dry. If, after the parts are dry, an unwanted seam persists, it is time to fill it in and sand it smooth. First, a discussion of tools and supplies:

FILLERS: A myriad of brands and types are available, such as auto body putty, epoxy resin, modeling putties, etc. A longtime favorite because of its relatively long working life and its ability to be thinned to any consistency with lacquer thinner is the auto body putty known as Green Stuff, Magic Green Stuff, etc. For small seams it is best applied in a thinned state with a brush. This method allows faster drying time and greater control over the area of application. Larger gaps require thicker consistencies with heavier tools such as toothpicks or small putty knives. The putty should be shaped as much as possible to the desired contours before complete drying to minimize the amount of file work and sanding to be done later.

FILES: Small jeweler's files are required for gross shaping to desired contours. These are available from X-Acto, Sears and other outlets. For 95 percent of modeling applications, only two files are really necessary--a double-sided flat mill file with a pointed tip and a 1/8" diameter rat-tail file. A half-round, a triangular and a box (square) file will cover the next 4 percent of your needs, and the final 1 percent might require a knife edged file. Other shapes are available for the high rollers, but these six basic types should cover everything. You can get by handsomely with the initial two, so buy these first. In a pinch, a metal fingernail file is adequate and in some applications even desirable.

Filing should be done lightly with care as even the finest-toothed file leaves cuts in soft plastic and putty. The lighter the cuts, the less work will be required in the next step: sanding.

SANDPAPER: If filing is done properly, only two grades of paper are necessary--#400 and #600. Purchase the wet-sanding variety and use it wet, as it will sand smoother and not clog up in the paper. Use light, circular motions when possible to break up the scratch pattern. To avoid removing adjacent desirable detail, mask over the detail with tape. #400 should be used for initial sanding and then #600 for the final job.

New Kits...and stuff

Thanks to all of the members who brought in these new releases for us to see.



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BRUTE

Reviewed by Walt Fink

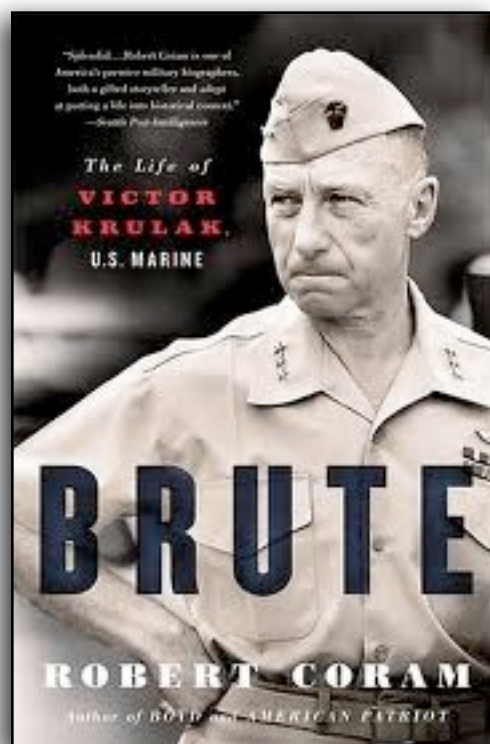
I thought I knew a fair amount about Lieutenant General “Brute” Krulak, how he’d pretty much been the central figure to have saved the Marine Corps from being downsized or even disbanded. Robert Coram’s biography, however, told me I hadn’t even scratched the surface of the man and his history, and Coram relates it--warts and all. In fact, there were lots more warts than I ever suspected.

Victor Krulak was Jewish by birth but hid this fact during his life--not entirely without cause. In his early days of immigration to the United States, Jews were sometimes looked down upon, so he told everyone he was Episcopalian. He carried that secret with him, along with other things such as his getting married at age 16. He entered Annapolis having “omitted” telling the Navy about his wife but knowing full well that plebes were forbidden to marry. Incidentally, his nickname “Brute” was bestowed upon him on his first day at Annapolis, by an upperclassman who looked down on Krulak’s just-over-five-foot-tall stature and sneered, “Well, Brute.” The moniker stuck and became as much a legend as the man himself.

For all of Brute’s faults and complex personality, he was a first-class warrior and a brilliant tactician, a courageous and resourceful individual who is arguably the most important officer in the history of the U.S. Marine Corps. He was respected by his men because he never drove them. He led them, and he never asked them to do anything he hadn’t done before. Early in his career, he participated in dangerous spy missions during the second Sino-Japanese war, and he went on to be highly instrumental in developing the drop-bow Higgins boat, the landing craft that General Dwight Eisenhower proclaimed “won the war for us.”

Krulak saw the future in helicopter operations too, and led the way in Korea for what’s now routine practice of Vertical Envelopment/Deployment of Marine troops. He was one of those military men who was always “so right” that it was difficult to find fault with his goals and intentions. But he was also incredibly resourceful and was known as a hard charger and a perfectionist. Coram’s book notes that more than one junior officer resigned from the Corps rather than serve under him. If Brute felt a Marine didn’t measure up to his standards, that Marine was pretty much history--and fast.

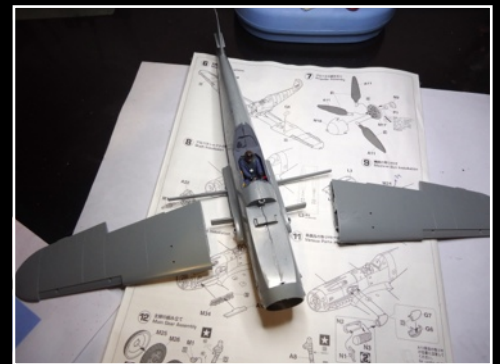
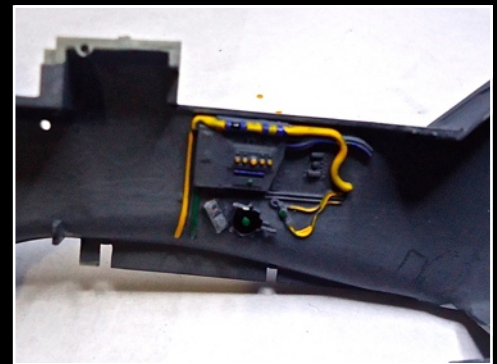
Krulak and his wife, Amy, had three sons, who eventually followed their legendary father into the “family business.” Eldest son Victor became a Navy chaplain, assigned to the Corps at his request. Brute’s middle son, Chuck, became commandant of the Marine Corps, an office Brute never held thanks to President Johnson’s intentionally passing him over for the post, appointing David Chapman instead. (Gee, all Brute did was to get in LBJ’s face and tell him there was no way to win the war in Vietnam the way the Army was conducting it. The president threw him out of the Oval Office.) It’s a great read, and an eye-opening insight into this most interesting “Marine’s Marine.” I bought my copy through the Military Book Club.



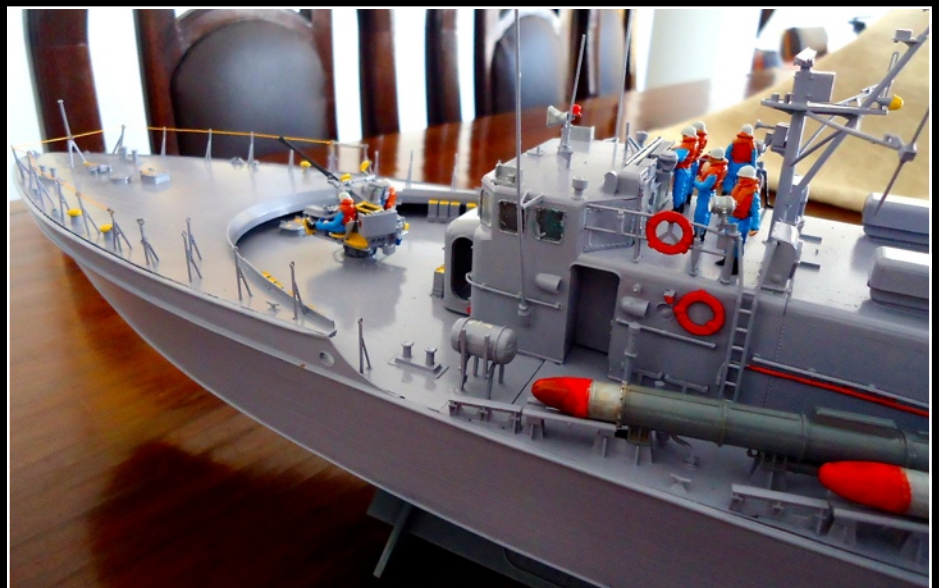
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Date	Theme	Demo/guest
January 11	*****	*****
February 8	*****	*****
March 8	*****	*****
April 12	*****	*****
May 10	*****	*****
June 14	*****	*****
July 12	*****	*****
August 9	*****	*****
September 13	*****	*****
October 11	*****	*****
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