

Building 'Nancy'—two-and-a-half tons and four .50s

By Jim Lewis

One of the most impressive and powerful weapons to be mounted on gun trucks during the Vietnam War was the venerable quad-.50 caliber Maxim turret. The Maxim earned a reputation during World War II for devastating firepower. When these four .50-caliber-machine guns were used against enemy ground targets instead in of their intended role as anti-aircraft weapons, they literally mowed down brush and shrubbery along with the enemy infantry, and peeled open vehicles like soda cans. Some called the weapon "the Yankee Clipper," alluding to the impact the Maxim had on the landscape when employed in anger. As a convoy escort, these trucks



A good view of 'Nancy,' one of the very few documented quad-fifty M35 2 1/2-ton trucks.

were often the first targets for enemy snipers, who desperately wanted to prevent the Maxim's withering firepower from finding them.

The majority of trucks armed with the Maxim were converted M54 5-ton cargo trucks. These were purpose-built vehicles originally intended as anti-aircraft platforms for artillery units. When this threat didn't materialize in Vietnam, the truck saw service in perimeter defense at bases and later in defending truck supply convoys.

In a few cases, the Maxim was mounted on the M35 two-ton truck. Though visually similar, the M54 is discernibly larger than the deuce, and more capable of mounting heavy armor plating to protect the crew and carry ammunition to feed the four .50 cal machine guns in the Maxim turret. For the deuce, it was a different story.

The quad-fifty deuce could deliver unbelievable firepower to the enemy, but had little extra capacity to carry sufficient armor plating to protect its own crew. The loaders stood out in the open, at a perfect height for any sniper. The driver and unit leader manned a lightly-armored cab. The gunner sat in an armored tub, surrounded by weapons that had a penchant for

jamming at inopportune moments and were out of easy reach. A quad-fifty deuce could sting the enemy—and be stung in response. The success of these trucks is testimony to the brave crews and hardy design of the M35 cargo truck.

Squadron/Signal Publications' *Gun Trucks* contains the unit history of 8 Transportation Group, 27 Transportation Battalion

444 Transportation Company, and photos of the only known named quad-fifty deuce "Nancy." "Nancy" was a simple, lightly armored, gun truck with ferocious firepower. She had interesting markings, though they were not as garish and wild as some others during her time. As part of the gun truck lore, "Nancy" is an excellent representative. This is the charm of modeling "Nancy" in particular. Photo documentation on "Nancy" is good enough to make a model with a great deal of fidelity to real life.

The unit history also mentions another deuce armored and armed like "Nancy" but does not list a name or unit for this truck. Concord Publications' *Armor of the Vietnam War #1 (Allied Forces)* includes photos of two more quad-fifty deuces. These are early versions, missing even the small amount of

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The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at bucholtzc@aol.com. Excerpts may be published only with the written permission of the editor.

EDITOR'S BRIEF

Another successful Kickoff Classic has come and gone, thanks to the efforts of our tireless volunteers! Despite El Niño's best efforts to ruin our day, we had 91 entrants and around 250 models—less than last year, but of a higher caliber and greater skill level than ever before. People braved an absolutely brutal storm and came from as far away as Lancaster in the south and Lake Tahoe in the east—wow! What dedication!

Our experiment in computerizing the registration was a success despite a few technical problems, which bodes well for the nationals. Mike Burton, Barry Bauer, Mark Schynert and your editor worked on organizing the data, and in the end it helped us overcome some mistakes made at the front desk.

Judging went smoothly, the vendors seemed happy and our awards ceremony went fairly smoothly. All in all, it was a most enjoyable way to spend a Saturday. In the next issue, we'll publish the winners, along with some photos of the event taken by Barry Bauer with his newfangled digital camera.

The following weekend, Jim Lewis, Mike Burton, Brad Chun, Lou Orselli, Betty Cunningham, Laramie Wright, Ken Durling and your editor put on a display of models at the Celebrate History event in South San Francisco. We had about 70 models on display, and we talked to many people who were unaware of how our hobby has gone from kids' stuff to an art form. The event itself was quite amazing, with everything from seminars on the clothing of the 1700s to the *Titanic's* sinking to the Battle of the Atlantic and lots of folks dressed in military and historical costume. People like author Eric Hammel, U-Boat commander Erich Topp and the Tuskegee Airmen were included as part of the event, and much of the money raised went to help fund things like the preservation of the U.S.S. *Hornet* and the S.S. *Jeremiah O'Brien*. We were in a room with some large-scale RC tanks and the big "fighting" ships, including 1:72 models of the *Missouri* and *Yamato*!

The best part of the event, for me, was the appearance at our display of several luminaries whose names you may have heard: James Swett, Steve Ritchie, Jack Ilfrey and Besby Frank Holmes. These aces all stopped by and chatted with us about the models and the airplanes they represent. Both Homes and Ilfrey talked about the P-38 and how they preferred it over the P-51, while Ritchie took some time to pose with Ernie Gee, who's building a 1:32 model of Ritchie's MiG killer *Phantom II*.

I also met William Larkins, an important figure to us modelers

because of his efforts to photograph aircraft at the end of World War II and to keep chronicling aviation over the years. This modest man has made many contributions to our hobby, and it was nice to be able to thank him for it in person.

They're putting this event on again next year, so start planning—this is an event you don't want to miss being a part of!

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You may have noticed that there was no January issue of the Styrene Sheet. There were two major reasons for this. The editor's mother passed away just after New Year's Day, and the membership of the club failed to submit any stories to flesh out the newsletter. As I have said in the past, I can't do this by myself—I need your help. Jim Lewis, Mike Burton, Brad Chun, Greg Hargis, Bob Miller, Ben Pada and your editor have provided the bulk of the material for the newsletter, and it's not right for the other 50 members of this club to coast along and allow them to do the bulk of the work.

Already, many of you have stepped up to contribute—Joe Fleming, Laramie Wright and Mike Yamada in particular have expressed their desires to be first-time contributors (look for Joe's article on Tiger tanks next time!). I've also received articles from Kent McClure and Bob Miller, which will help me get a newsletter out in March, despite two weeks of business travel. Keep it coming—it helps people learn, become better modelers, and enjoy this hobby more.

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The nationals are creeping up on us! We're now making formal efforts to recruit people for the event—and it's a bit more complicated than setting up the Kickoff Classic. We'll have a list of "duty stations" available at the next meeting, along with some times. Let us know when you can help, and sign up for the jobs you want to do.

The organizing staff is working hard to make sure the event is special. We're going to have luminaries like Alan Raven, Jeff Herne, Dana Bell and others speaking in our seminars, giving our guests historical information they might not be able to find anywhere else. We're also extending invitations to people like the Tuskegee Airmen to give modelers a chance to meet these people and to talk to them one on one. People are the most important part of this hobby, so we want some of these important people at our event!

Until next time...

—The Editor

CONTEST CALENDAR

June 7: **IPMS Silver Wings Summer Contest**, at the Ramada Inn, 2600 Auburn Blvd., in Sacramento. For more information, call Scott Bell after 6 p.m. at (916) 428-7217.

July 1-4: **The 1998 IPMS/USA National Convention and Contest** at the Santa Clara Convention Center, hosted by IPMS SemiCon and the members of Region IX. Theme: **Rockets' Red Glare**. For more information, call Chris Bucholtz at (408) 723-3995.

To submit stories, letters, requests for help, or wants and disposals to the
STYRENE SHEET

Write to:
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or, by E-mail, to bucholtzc@aol.com

Tamiya scores a nightfighter victory with He 219

By Bradley D. Chun

Potentially one of the Luftwaffe's most effective nightfighters, the Heinkel He 219 "Uhu" (Eagle-Owl) was doomed by political misjudgments and maltreatment. Started as a private venture study by Heinkel, the He 219 incorporated a number of advanced features, such as a pressurized crew compartment, a cockpit positioned in the extreme nose for excellent visibility, and tricycle landing gear. The He 219 was also the world's first operational aircraft to be equipped with ejector seats.

Powered by two Daimler-Benz DB603 engines, the aircraft displayed its combat-worthiness against allied bombers in nocturnal operations during the final part of World War II. Several variants were produced, starting with the He 219A-0 in 1942. The He 219A-7 was the final and most sophisticated version. It was equipped with larger, improved supercharger intakes for its DB603G engines to enhance its high-altitude performance.

The plane's eyes were its FuG220 radar, and its punch came in the form of two 30mm dorsal cannons mounted in the "Schrage Musik" style, plus two 20mm or 30mm cannons in the wing roots and ventral tray. Although only 268 total aircraft were produced by the end of the war, the He 219 gained noteworthy results against allied air forces and was supposed to be the best of the Luftwaffe's reciprocating engined night-fighters.

Due to the high demand for Tamiya's recently released injection-molded kit, and its decal production problems, I did not have a chance to purchase this kit until about a month after it was released to hobby shops here in the U.S.—but, boy, the

wait sure was worth it.

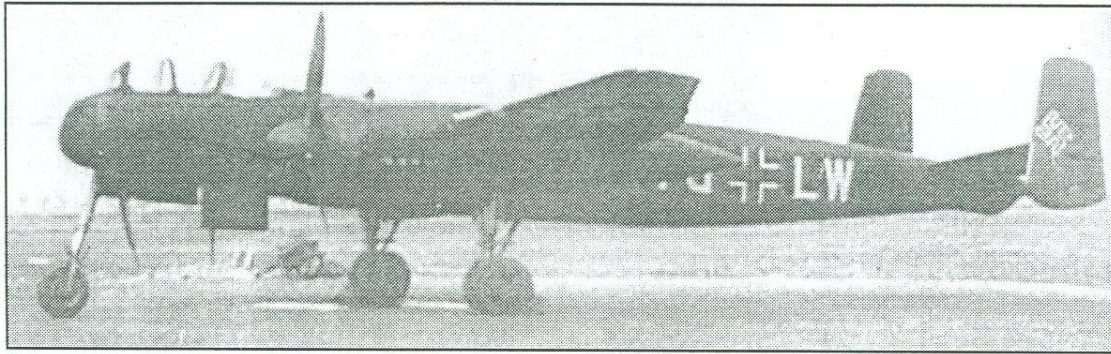
In addition to five bags of injection molded parts, the kit includes a die-cast metal section that is the basis for the cockpit floor and nose landing gear bay. The cockpit floor was designed so that the modeler will not have to weigh the front of the "Owl" to prevent it from becoming a tail-dragger, a

very thoughtful move on Tamiya's part. The detail in the cockpit comes from the injected-molded parts, and these have been designed

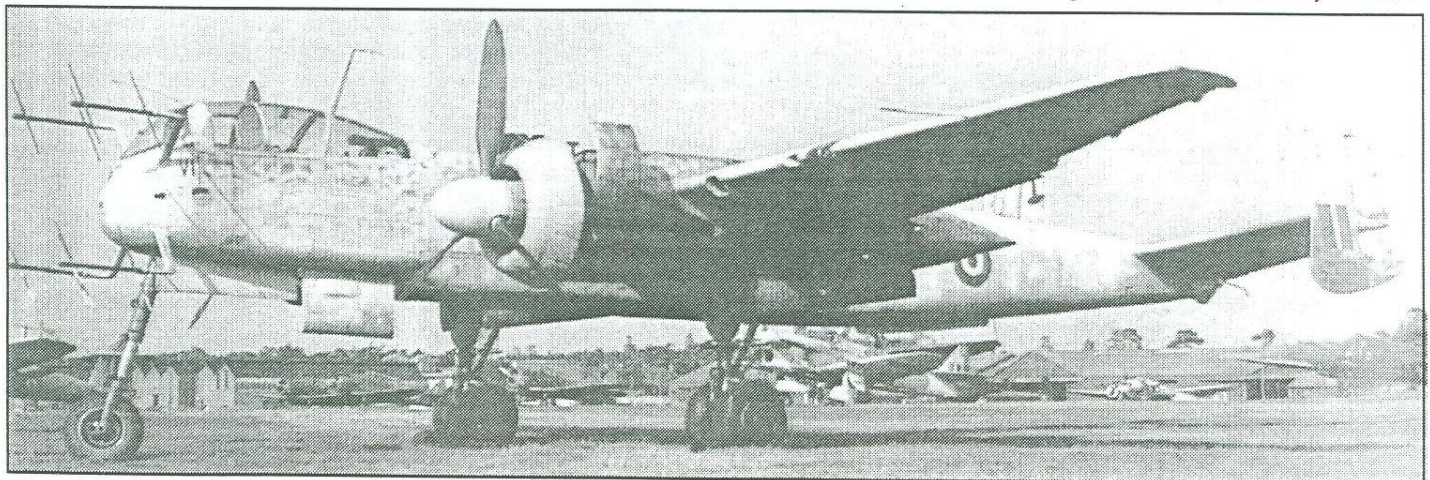
to incorporate the die-cast metal cockpit floor/ballast.

The detail parts include the non-flattened main wheels, main landing gear and components, exhaust flame damper shrouds, props, radar, engine fronts, and pilots. (The pilots look like British defectors to me, and not Luftwaffe pilots. Maybe they were Lancaster pilots who were shot down by another He 219?) The parts are finely engraved with recessed panel lines, and the cockpit even has detail for a change, unlike the Bristol *Beaufighter* and *Meteor* kits. The clear parts are really nice, with raised frame detail and no distortions to be found. The FuG220 Lichtenstein SN-2 radar antennae are crisply molded and will not need to be replaced by steel wire. All of the parts are flash-free, smartly broken down for ease of assembly, and the modeler can see that Tamiya has taken great pains to engineer this kit

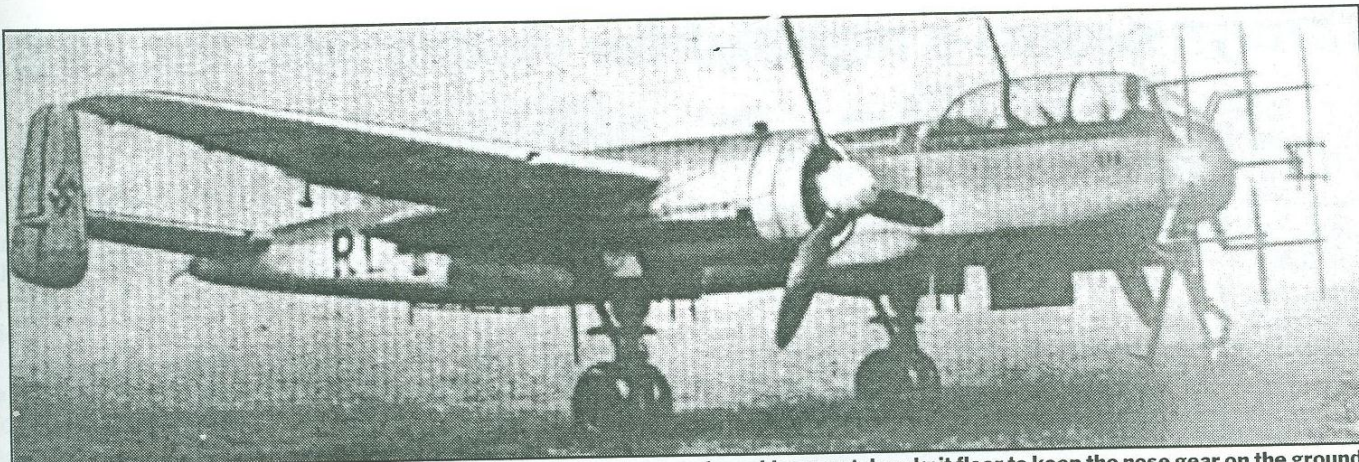
The *ScaleMaster* decal sheet, which is printed by Vitachrome using the Invisaclear technique, includes markings for 3 He 219 Uhus. D5 + CL, tail number 310188, is a gray violet-over-light blue mottled He 219 assigned to 3./NJG3, May 1945, in Denmark. G9 + CH is another gray violet-over-light blue mottled He 219, this one assigned to 1./NJG1, May 1945, in



While it may have looked ungainly on the ground, Heinkel's Uhu was a lethal force in the air.



One of the Uhu's more colorful schemes: in RAF markings after its capture at the end of WWII. The up-front placement of the cockpit was just one of the plane's innovations.



The *Tamiya* kit does a good job of handling the radar antenna array, and provides a metal cockpit floor to keep the nose gear on the ground.

Germany. The last scheme is for + TH, tail number 290123, a gray violet and light blue-over-night black He 219 assigned to 1./NJG1, May 1945, in Germany. Also included on the decal sheet are the appropriate swastikas and decal seat belts.

A full-size, 1:48 camouflage pattern sheet is also included. The pattern included is for the night-fighter version as marked by + TH. *Tamiya* has been including these sheets in some of their recent aircraft kits to aid with the painting of the camouflage patterns. All one needs to do is cut out the appropriate patterns, affix to the model, and paint. This works well for the *Beaufighter*, but I think I'll freehand the mottling on the He 219.

The 10-page instruction sheet includes a brief history and development of the He 219, a *Tamiya* paint reference chart, recommended tool section, 16 illustrated construction steps and a decal and markings section. The instructions are broken down in typical fashion with the assembly of the cockpit and

fuselage first, followed by the wings, optional-positioned flaps, main landing gear, prop and tail surfaces, and final assembly.

Once again Murphy's Law has struck for vacuform modelers. First the *Beaufighter*, now the Owl. Before *Tamiya* released the He 219A-7, the modeler had but a few choices, a vacuform or a resin kit. Now, for the price of the vacuform kit or 1/3 the price of the resin kit, any modeler can have a 1:48 injection-molded He 219 sitting on his shelf. With the level of detail and quality of engineering in to this kit, one should be able to build it quickly and with little difficulty. There will certainly be quite a few He 219A-7s on contest tables this coming year. I will surely be building one of these "Owls", but not until after I finish the vacuform He 219 that I started just before this kit came out!

See step 12: the confessions of a scale modeler

By Kent McClure

Hi. My name is Kent...and I'm a modeler. I've been a modeler for about 35 years. It started so innocently. I can still remember my first model. I was only a lad and it was at a Christmas Cub Scout pack meeting. They were giving presents to all the kids that were there. They held out a model to me and said, "Go ahead, take it. It's just one. It won't hurt you."

Those fateful words—"It's just one. It won't hurt you." Never did I dream what a precipitous voyage I was embarking on. I took that model home and played with it. It seemed harmless enough. When the novelty of that kit wore off, I wanted another one. And then another. And another. At first I thought that I could handle it, control the desire. But then came the high school and college years. I found myself wanting more. One kit at a time just wouldn't do. I had to have three or four going at a time. I craved the smell of injected plastic. I had to have more, more, MORE! And then injected plastic wasn't enough. I needed more of a challenge—a bigger modeling rush. So I started doing conversions and vacuforms. Soon, it was white metal and resins. Then, finally, it was short run kits—*MPM*, *Pegasus*. I found myself sneaking into hobby stores to look at magazines for kit reviews and new releases. The thought of photoetched detail sets sent me on flights of fancy. I would find myself opening up kits and wonder how I would build it—whose plane/tank/ship/car/etc. Nothing would stop me. Not lack of markings, lack of reference

material, lack of money.

I had hit bottom. I knew I needed help. But I wanted to do it on my own. First I turned to the magazines—*Scale Modeler*, *Scale Models*, *FSM*. It barely scratched the surface. Then it was the self-help books—Dr. Kälmbach's *Building Plastic Models*, *Modeling Tanks and Military Vehicles*, *How to Build Dioramas*, and a host more. But it wasn't enough. I just couldn't go it alone. I needed the help of other people who have already been to where I was headed. I needed their experiences and their support to help me.

So I went to the local hobby store and asked if they knew of a good support group. They pointed me to the then San Jose chapter of the IPMS. I attended their meetings and felt right at home, that I was among kindred spirits. I learned that I shouldn't be afraid to admit that I was a modeler. I learned that it was okay to laugh at my projects and, yes, even cry.

It's now been nineteen years since I've been going to this type of therapy. I go to two support groups a month—the Silicon Valley Scale Modelers and the Fremont Hornets. They have been helpful in teaching me how to be an "in control" modeler and how to have fun. They've also warned me of the Dark Side of modeling—the dreaded "contest circuit" (a.k.a., the "Trophy Hunt"). They have shown me I will always be a modeler, that there is no such thing as a "cured modeler." You take it one day, one project at a time, not taking your modeling too seriously. They've taught me that I can proudly stand up and say "Hi. I'm Kent and I'm a modeler."



A B-17B shows off its early-style side blisters and "shark" fin. The *Koster* conversion provides replacements for many of the late B-17 components, including the tail and rear fuselage.

Koster gives 1:48 buffs ability to build early B-17s

By Bradley D. Chun

I remember watching the TV show *12 O'clock High* when I was a little guy. I've always loved the outline of the B-17 bomber and purchased the *Monogram* 1:48 B-17G when it was released back in 1976. I painted my -G olive drab and gray and applied the "Chow Hound" markings to it. With the recent releases of the *Monogram* Promodeler series, my interest in building another B-17 has returned—except, this time, there won't be any gaps and brush marks.

I saw an ad for the *Koster Aero Enterprises* B-17C, D, E, and late G vacuform conversion and placed my order in the mail box. Just six days later, I received my order in the mail. My B-17 conversion arrived damage-free in a sturdy, corrugated, cardboard box.

The 8" x 14" instruction sheet is printed on both sides and details the conversion of either the *Revell* 1:48 B-17F or the *Monogram* B-17G.

The conversion to a -C or -D gets the most attention in the instructions, since this conversion requires the most work of any of the conversions. You can also build an -E, by changing the nose glazing on the B-17F, or a late

-G, by adding the Cheyenne rear turret, glazing, and staggered waist gun glazing. An outline to reshape the propeller blades is also shown, or you can purchase a set of metal prop blades for \$ 1.50 each, or \$ 5 for a set of 4, from *Koster*. A camouflage and markings section is also included in the instructions.

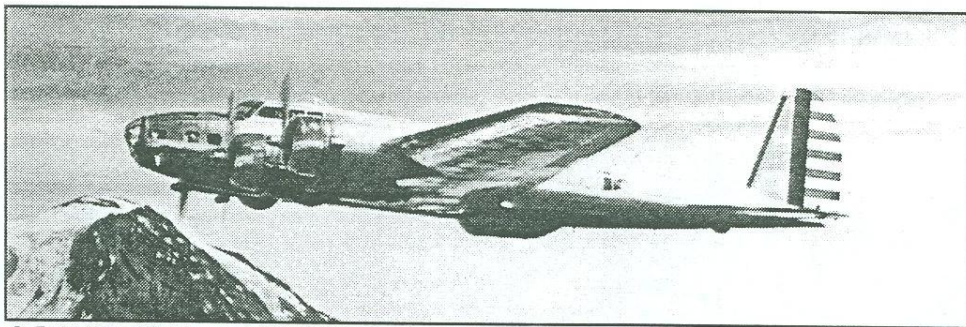
The clear vacuform sheet includes all of the new windows, nose glazing, -C/-D cockpit glazing, lower gun tub, taillight lenses, and side windows, two-piece side crew access door,

and -G staggered waist gun window glazing and Cheyenne turret glazing. All of the clear parts are cleanly molded with nice and crisp details. All of the clear parts are nice, clear, and can be used as-is, but a tiny bit of polishing will really make them crystal clear.

The two styrene vacuform sheets contain the -C/-D rear fuselage and tail section, rear stabilizers, astrodome plug, chin turret plug, and engine scoops. The -G Cheyenne rear turret plug is also molded on this sheet. All of the parts are cleanly molded with nice and crisp raised panel lines to match the *Monogram/Revell* panel lines. Once these parts are removed and assembled, it will be very hard to distinguish which parts of the model are injection-molded or vacuformed.

The decal sheet includes markings for "557B", a bare aluminum B-17C; "The Swoose", the famous OD/grey B-17D; and "Yankee Doodle", a dark earth and dark green over sky blue camouflaged B-

17E. Also included are national insignias and U.S. ARMY markings. "Yankee Doodle" and "The Swoose" decals are printed in two separate pieces to eliminate registration problems. The



A B-17C in flight near Mt. Whitney. Some modern features began to creep in with this variant, like the ventral gun position.

decals are very nicely printed.

The quality of the parts are up to the usual high standards that we have come to expect from *Koster*. *Koster* has really engineered the -C/-D conversion to be straightforward with only the interior details, from the *Monogram* kit or scratch-built, to be added. I highly recommend this conversion to builders who have a couple vacuform kits or conversions under their belt and would like an different version of the B-17 on their shelf.

Tiny triphibian: Aeroclub's 1:144 Albatross

By Ken Miller

Bob Miller (no relation) originally had the idea to do a series of reviews of small scale flying boat kits. Why, you ask? Why not is my reply. We have about fifteen kits between us, so this could become quite the series. The two criteria for a kit to be reviewed is that it be a flying boat and that it be smaller than 1:72 scale.

The Grumman *Albatross* was designed in 1944 as a replacement for the Grumman *Goose*. The prototype flew in 1947, and eventually 465 aircraft were delivered to the Air Force, Navy, and Coast Guard. The plane entered service with the Coast Guard in 1951.

Although the *Albatross* might not win a beauty contest it was no slouch. In 1962, a Coast Guard

Albatross set nine world class amphibian records. The records included speed and altitude over a closed course with payloads and a 3104 nautical mile non-stop record from Kodiak Alaska to Pensacola Florida.

The life of an *Albatross* was fixed at 11,000 hours. Fatigue tests showed that catastrophic failure of the wing was possible if this time was exceeded.

The *Albatross* was the last military seaplane in United States service and retired in 1977 with twenty six years of Coast Guard Service. The Convair C-131 *Samaritan* took over in the

interim until the HU-25 *Falcon* jets became active in the early 1980s.

On to the kit. The *Aeroclub* kit is produced in low pressure injection-molded styrene, with several white metal parts. There is a definite lack of detail in the plastic pieces, but the overall shape isn't bad at all. The plastic pieces include the fuselage halves, upper wing, lower wings, tail, horizontal stabilizer and four float pieces. The landing gear, nacelles,



A Coast Guard 'Goat' displays its tubby but attractive profile. The Coast Guard used the plane until 1977.

props, and even the R-1830 engines are in white metal. The kit does need more putty than a regular injection kit, but still goes together well.

The decals are thick, but with Solvaset and thumb pressure sat down on the fuel tank mounts under the wings. Decals are for U.S. Coast Guard and a Japanese version. The red fuselage stripe and de-icer boots need to be painted but weren't too hard to do. Overall I'd give the kit an 8 as it went together well and looks reasonably accurate. It's a good alternative to the *Monogram* 1:72 *Albatross*.



Lovely airborne shot of a Coast Guard *Albatross*, motoring through the air thanks to its twin R-1830 engines.

Small air forces and home-grown fighters of WWII

By Mark Schynert

Between 1939 and 1945, virtually every nation with any sort of an aviation industry tried its hand at deploying a domestically-developed single-engine monoplane fighter with enclosed cockpit and retractable landing gear—the standard set by the introduction of the Messerschmitt Bf 109, Supermarine *Spitfire* and Hawker *Hurricane* in 1935 and 1936. Seven smaller nations' designs made it to production and service during the course of World War II, though not always with their country of origin.

Most of these aircraft have been the subject of reasonably accurate 1:72 kits, so anyone looking for a WWII small air force theme can build an interesting collection. (Some also exist in 1:48, but I won't be discussing those kits here). Of course, like anything in scale modeling, this theme can be expanded: you could include fixed-gear monoplanes like the D.XXI, prototypes like the PZL P-50, or essentially post-war types like the J 21, but given the "quality" of some of these kits, there's more than a year's worth of work for most folks with just seven subjects.

One problem: not all of the kits are currently in production. However, it's been my experience that most of them are pretty easy to find. The *Czechmaster* epoxy resin kits may be an exception; you can order them through *Aviation Usk*, but it might take months to get a particular kit.

Romania: IAR-80, -81

Total Production: 437

Served with: Romanian AF

Kits: *Formaplane*, *Pegasus*, *Czechmaster*

The IAR-80 was Romania's only indigenous fighter of the war. The wings, aft fuselage and tail were pretty much a direct copy of the PZL P.24, which IAR built under license. Given its relatively low performance (top speed 317 mph), it enjoyed a long production run, continuing to January 1943, though it was used as a fighter-bomber for most of its career. It did not leave first-line service until about 1949.

Formaplane did a vacuform of this as one of its first four

subjects, back in the middle '70s; based on my experience with *Formaplane's* IK-3 (see below), this will take lots of filling and fiddling. Finding a propeller for this is especially nasty. When I get to this kit, I will start with a prop from a *Revell* Fw 200C, which has the right spinner shape. However, the blades are too long and are pitched to rotate the prop in the wrong direction, so I will get rid of them and use the blades from a *Frog Beaufort* prop.

The kit engine is useless; I have an *Engines & Things* Russian M-88 on order, which is essentially the same as the *Mistral Major*. The landing gear will have to be scratch-built, as well as anything I want to have in the cockpit, and even then, I'm not sure about outline accuracy, but it ought to be close. This old kit has no decals, but *Aviation Usk* has a nice set for Romanian fighters.

There is a better kit, a limited-run injection by *Pegasus*. It is said to have its share of inaccuracies, and it's around \$28 if you can find it. A third alternative, which may be the best of the bunch, is a resin kit by *Czechmaster* (\$19), but I don't know anything about this kit beyond its availability.

**Australia: Commonwealth CA-12, -13, -14, -19
*Boomerang***

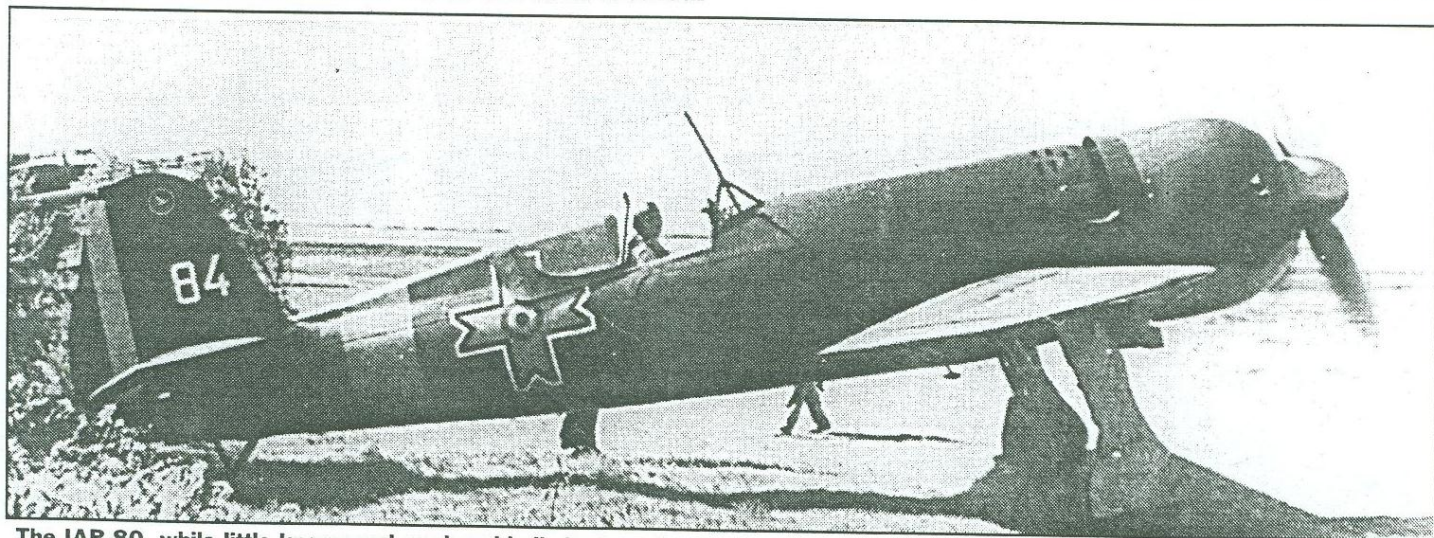
Total Production: 250

Served with: RAAF

Kits: *Tasman*; *Airfix*

The *Boomerang* is unique among operational WWII fighters in having been based on an advanced trainer (the *Wirraway*, itself based on the North American AT-6). The *Boomerang* was used extensively as a fighter-bomber and target marker by the Australians in the Southwest Pacific, to excellent effect.

The *Airfix* kit has been around for a long time, and was recently re-issued. It's about what you'd expect for an old *Airfix* kit—raised panel lines and some lovely rivets. The *Tasman* limited-run injection kit (actually two kits: a CA-12 version and a CA-13/-19 version) has a lot of nice recessed detail, but the wings weren't molded particularly well; my



The IAR-80, while little known and produced in limited numbers, enjoyed a long service life in Rumanian colors after World War II.

Example has six different sink marks spread over the uppers and lower wings. It also has some good white metal bits for the interior and a vacuformed canopy. My approach will probably be to cross-kit the two (they measure out about the same).

If you had to work from one kit, I think it's a toss-up: the *Airfix* will more easily produce an okay result, but the *Tasman* may take less effort to get to the highest level of accuracy. If you go with the *Tasman*, you need a Dremel tool, because the kit instructions have you thinning the inside of the fuselage forward and the width of the fuselage aft.

Czechoslovakia: Avia Av 135

Total Production: 12

Served with: Bulgarian AF

Kits: KP [B.35]

The AV 135 had the misfortune of reaching production status just as Germany was occupying the remnants of Czechoslovakia. The production examples were to an order from Bulgaria, who reputedly wanted more after receiving the first 12 in 1942, but the Germans declined to allow further production. The small batch were used as fighter-trainers, but one shot down a B-24 overflying Bulgaria during one of the Ploesti raids.

The only kit I have seen is the *KP* injection kit, and it is of the prototype, the B.35.1, which was distinguished from the production version in having a fixed, spatted undercarriage and a wing of different planform. Also, unlike the production version, this one carries Czech markings.

This is a simple kit, and one of the first *KP* kits available in the west, with a curious combination of recessed and raised detail. The fit is not good, especially that of the lower wing to the fuselage, and, despite the inclusion of a seat, instrument panel and overturn pylon, the cockpit looks like that of a soapbox derby racer. It's buildable, but I keep hoping *MPM* will do an Av 135.

Yugoslavia: Rogozarski IK-3 (or IK-Z)

Total Production: 12

Served with: RYuAF

Kits: Formaplane, Aviation Usk, Czechmaster

The IK-3 was probably better than the *Hurricane* I; only 12 had been completed when Yugoslavia was invaded. It scored some successes, but the Yugoslavs (also flying *Hurricanes*, Bf 109Es, IK-2s and Hawker *Furies*) were overwhelmed in about a week; no IK-3 survived the invasion.

Formaplane issued a vacuform of the IK-3 over twenty years ago. Mine is almost finished; it went together without too much trouble (for a vac, mind you). The recessed surface detail was a bit heavy, and there were also a number of surface irregularities to clean up.

The most difficult part was adding the lower half of the engine compartment, which is molded separately from the two fuselage halves. This required lots of putty and some scrap plastic—the gaps are too big for superglue.

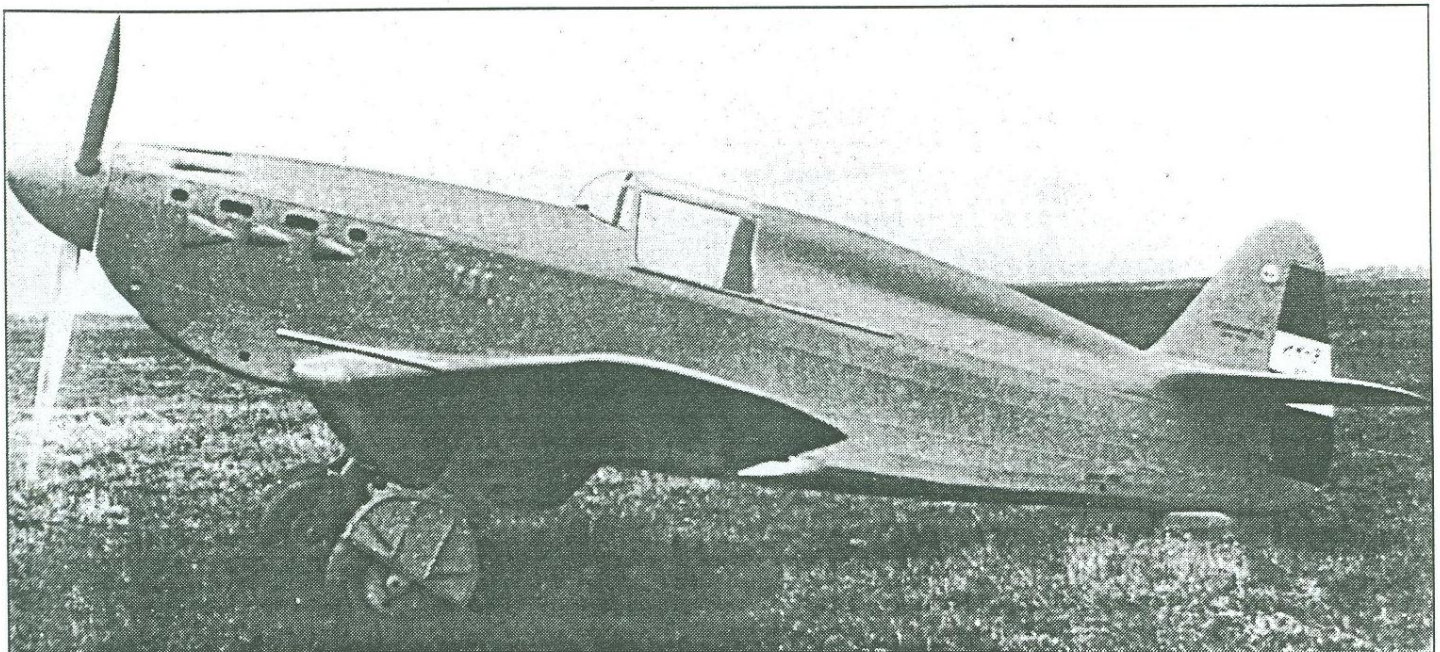
On the other hand, the wing-fuselage join got lots of superglue. In fact, I think the amendments weigh more than the original kit pieces. If you have a *Lindberg/Revell* He 100 laying around, the prop is just right for this kit, as are *Airfix* P-51B gear legs. I don't know what kit the main wheels or the tailwheel came from, but the P-51B main wheels were too big, so I fished around in the spares box until I found something that worked. The net result looks almost exactly like the example in the center spread of the *Profile* on IK fighters, except that I haven't finished the painting or put on the landing gear.

Again, the kit has no decals, but *Aviation Usk* sells a fine aftermarket set. They also sell the complete kit, which I heard about just after I mated the *Formaplane*'s wings to the fuselage! *Czechmaster* also does this subject as a resin kit.

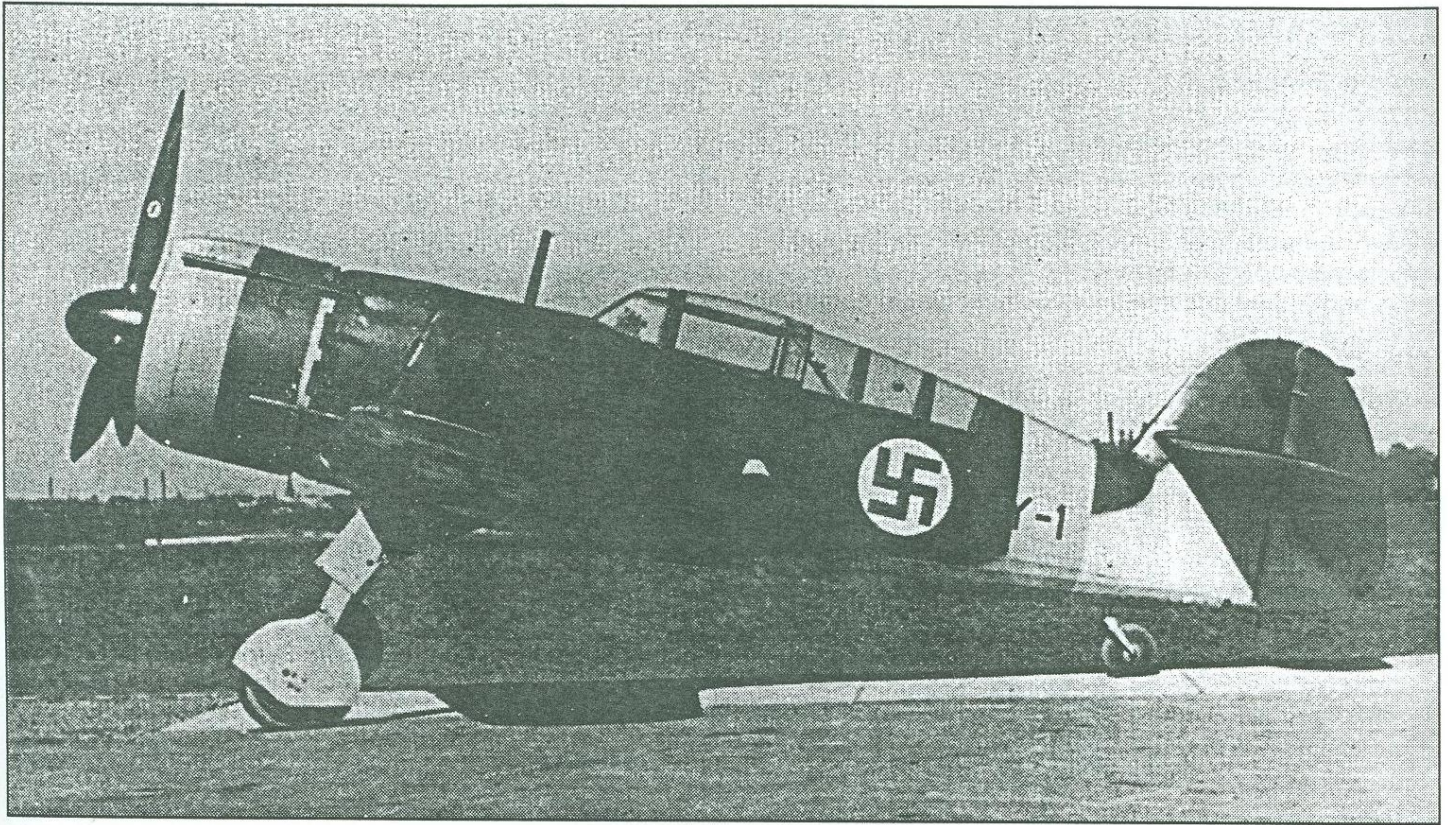
Netherlands: Koolhoven F.K.58

Total Production: 14

Served with: Armee de l'Air



The IK-3, showing its visual similarity to the Hawker *Hurricane*. Only 12 of these compact, nimble fighters were built.



Finland's Myrsky was plagued by structural and developmental problems that led to its withdrawal from service in 1947.

Kits: Czechmaster

The F.K.58 was one of a panoply of mediocre monoplanes employed by the French in 1940, and it was less successful than most. Although 50+ airframes reached various stages of construction in Belgium, the Netherlands and France, only 14 production examples flew. It apparently served only with an airfield protection unit manned by Poles; two were shot down by friendly ground fire, and it is unknown whether it saw any other combat. Eleven were still on charge at the French surrender, but all were promptly scrapped.

Given the uninspiring history of the type, it's not surprising that the only kit is a *Czechmaster* resin (\$24).

Finland: VL Mysky

Total Production: 51

Served with: Finnish AF

Kits: Aviation Usk, Czechmaster

The Finns had an impressive record of making the most out of fighters rejected by everyone else, as they successfully operated old Italian, American, British, Russian, Dutch and French fighters before Germany finally gave them a bunch of Bf 109Gs. So it is ironic that their sole home-grown design to see service in WWII was a dog.

The Myrsky (Storm) first flew in December of 1941, but production examples (Myrsky II) did not reach service until July, 1944. The early history was one of structural failures leading to crashes; later, while serving in Lapland, the extreme conditions caused the wood skinning to warp and structural steel to rust. It was also too slow and under-armed, but apparently pleasant to fly.

The Myrsky flew just 66 missions against the Russians, and a further 13 later against the Germans. They were finally grounded when one broke up in mid-air in 1947, by which

time 20 had been written off in non-combat accidents.

Aviation Usk issued this as one of their first limited-run injection kits. The quality is a little better than *MPM*, though without photo-etch parts, and includes a good decal sheet. *Czechmaster* also apparently does a resin example, but the *Av Usk* offering looks good enough in the bag to satisfy me.

Sweden: FFVS J 22

Total Production: 200

Served with: RSwAF

Kits: Marivox, Czechmaster

In 1942, Sweden was surrounded by combatants, but its first-line fighter defense was handled by J 9 (P-35A) and J 20 (Re.2000) aircraft. These were adequate to deal with bombers and the like that blundered into Swedish airspace, but were outclassed by the fighters of the combatants. So they sought to develop a home-grown solution. The J 22 was the remarkable result, managing 354 mph on just 1065 HP. It entered service in early 1944.

The kit by *Marivox* looks pretty nice, with delicate recessed panel lines; in fact, it's the best kit reviewed in this article. Still, it's no box-shaker. The only annoying feature is the molding of the heavy machine guns. The barrels extend quite a ways from the leading edges of the wings; *Marivox* chose to mold these guns directly to the leading edges, but the top half of each gun barrel is with the upper wing half, while the bottom halves of the barrels stay with the bottom wing. I'll probably just carve the suckers off and start over.

Czechmaster has a resin of the J 22, but the quality of the *Marivox* kit means there's little point in looking for a more expensive kit.

Up-gunning 'Nancy,' an M35 deuce with attitude

Continued from page 1

armor plating displayed by "Nancy" around the cab and ammo bins. So, there photographic evidence of at least three Maxim-equipped deuces, and there may be a possible fourth. I have read mentions of one quad-fifty deuce bearing the epitaph "Mare of Steel" upon the gunner's shield. If this is true, "Mare of Steel" is one heck of a name to adorn a gun truck, and I may have to break out the X-Acto blade for another go-around.

The best start for modeling "Nancy" (or the other two photographed quad-fifty deuces for that matter) is the *AFV Club* kit. The most involved modification needed is the backdating of the *AFV Club* model from the late-Vietnam and modern era trucks the *AFV Club* kits depict into the M35A1 variant. Then comes the fun part—the armor and the gun turret!

AFV Club markets two excellent versions of the deuce: the M49A2C fuel tanker and M35A2 cargo truck. If rumors prove true and *AFV Club* goes away, it'll be a sad day for lugnuts like me. Get these models while you can, even if only to collect.

Why backdate? Inspecting photos of "Nancy" reveals she didn't have the vertical exhaust and muffler configuration of the later A2 variants. "Nancy" did mount an air filter weathercap on the right engine access panel, a feature common to the later A2 variants, and also found on the multi-fuel A1 variants, but not the gasoline powered M35 trucks. So, step one is to modify the *AFV Club* A2 model into the A1 variant.

If you start with the M35A2 cargo truck kit, you'll get the majority of the parts necessary to complete the conversion, except for the rear view mirrors. These mirrors come with the M49A2C fuel tanker, but starting with this kit means you'll have to scratchbuild the cargo box. Of the two options, the mirrors are easiest to scratchbuild, and you might wind up doing this anyway, because the *AFV Club* parts are so thin and brittle that they are likely to break when the mold part lines are cleaned up.

Backdating the truck to reflect the earlier variant calls for adding a new exhaust line and muffler and replacement of the turn markers and tail light cluster. I added the engine starter switch, and added a few photoetched details like pigtail canvas tilt loops on the cargo box walls.

I'll follow the construction sequence while describing details to remove or add to backdate the truck to M35A1 configuration. First off, choose all options for adding the winch

subassembly—another of "Nancy's" ideosyncracies. Pay particular attention to removing all of the ejector pin marks on the frame. It is easy to rush and inadvertently warp the frame during construction, so a little patience here can save headaches later on.

Delete the grab rings (Parts A44) on the frame rails. Early variants of the M35 have staple-shaped grab handles in these locations. I made mine from .010 brass wire. While you're at it, add two more grab handles just behind the frame extension for the winch. Part A60 represents the compressed air tanks, which have open tops. Fill these if they bother you, but the openings aren't visible on the finished model. At this point, I drilled holes to accept lines for the brakes later on.

Dry-fit the cab to the frame when adding the fender braces (Parts

A51) to the frame rails in assembly four, or you'll wind up gluing them in every position other than correct. Delete the tail light supports (Parts B18) and the modern-style signals (Parts B17). These integrated turn signals and blackout markers are found on the modern A2 variants. Earlier trucks used old-style blackout markers like those found in 1960s-era M-113 APC kits. I robbed an *Italeri* M-113 kit to get appropriate blackout markers for this project. Behind the marker housings, I drilled holes to later accept thread representing electrical leads.

On the M35 and M35A1, the taillights mounted under the rear of the cargo bed, and not on flying extensions from the rear bumperettes as shown in the kit. Fashion a simple bracket made from plastic sheet to mount the blackout markers and



Did Jim get close? At top, the real 'Nancy,' displaying the lack of protection afforded her crew; below, Jim's model looks ready to take on any ambush that may be sprung on his workbench!

glue this inboard on the brackets. I cut through the end tow hitch (Part A33) so that I could later insert an ammunition trailer's lunette. I also drilled a hole in the center of each rear bumperette (Parts A17 & A18) to match details shown in photos.

To make the wheels more accurate, I added air stems to the wheel hubs. I drilled the hole for the stem on the inside of the rim, centered in one of the wheel's openings. A bit of wire or solder went into the hole, and I bent the wire outward, through the lightening hole, and clipped it at the edge of the lightening hole. This was a good time to drill holes in the brake drums too; here I used a #80 bit, to accept brake lines. I prefer using silver embroidery thread to simulate brake lines and electrical leads.

The spare tire lever (Part A5) is thin, fragile and breaks frequently if you choose to add it in the suggested step. I wound up replacing it with .010 brass rod. At this point, it is a good idea to dry-fit the tires to the frame to check alignment and make adjustments.

In the seventh assembly step, I added the winch sub-assembly. The end of Part A25 should be added to the model's transmission housing, even if you are building a truck not equipped with a winch. It is present in all variants. I selected thicker silver embroidery thread made up of three braided strands for the cabling on the winch drum (Part A28). The model kit is missing a winch control lever, but is easy to make on your own. I used .010 brass rod, with a white glue knob on the end. This lever mounts on the right side of the winch, behind the brace (Part A32). I drilled a #80 hole in the top of the winch body at this location and inserted the lever. I then bent it over, in a shallow L-shape, towards the right.

The front bumper (Part A59) is missing bolt detail, which I added by using a punch and die set. It is also marred by prominent ejector pin marks. "Nancy" has bumper marker posts, commonly seen on trucks during her day. These are mounted on the ends of the front bumper. I fashioned mine by first gluing lengths of .020 plastic rod to the ends of Part A59. I then drilled #80 holes and inserted lengths of .010 brass rod. Later, I clipped the brass rod at the appropriate height.

The M35 and M35A1 trucks have a different exhaust configuration than to the *AFV Club's* M35A2 and M49A2C offerings. The exhaust line exits the bottom of the bonnet, as the kit depicts, but then weaves along the right frame section. The muffler sits approximately three-quarters of the length down, next to the fuel tank brackets inside the frame. Next, the exhaust line exits the muffler, and snakes under the frame and bends outward between the rear dualie wheels. The exhaust line terminates in a triangular mounting bracket used to mount extended exhausts for fording streams.

It isn't terribly complicated to fashion the exhaust out of tube styrene. I bent and cajoled the styrene rod down the length of the frame. There are a few bends to make, but no 90-degree angles or complicated bends to accomplish. I made my muffler ends out of two plastic discs, which I slid down the length of the tube into position and glued in place. I made the wall of the muffler with foil so that I could dent it a little bit. I made a foil bracket for securing the exhaust to the frame rail aft the muffler, and tossed in a *Grandt Line* bolt for good measure. The bracket at the end of the exhaust pipe is a small triangle cut out of scrap plastic. I superglued it onto the end of the exhaust pipe, then drilled through it to open the exhaust up. I rounded off the corners of the triangle with a



The business end: the Maxim quad-.50 caliber machine gun mount. While most often found on 5-ton trucks, a few M35s had these turrets.

flex-file, and drilled the bolt holes with a #80 drill bit.

Now that I had modeled the correct exhaust configuration, I turned my attention to filling the big hole left in the right fender (Part A45). In the later variant, the exhaust line snakes from up under the bonnet, through the fender, into the vertical position. The muffler is mounted adjacent to the right doorjamb.

After my modifications, I needed to fill the hole with plastic shavings and superglue, sanding madly until the hole disappeared. Also, I inserted a length of styrene strip to fill the slot meant for the muffler bracket in the doorjamb. I also filled the holes in the cab rear wall, where the weapons ring posts would mount, and eliminated the heavy ejector pin marks on the inside of the cab wall.

The cab floor (Part B13) has many ejector pin marks that are visible upon close inspection. To the floor, I added the accelerator, brake, and clutch pedals per the kit instructions. I also scratchbuilt the engine starter pedal. This feature is a pedal about the size of the dipswitch, which is present in the model's molding. I drilled a hole above and slightly to the left of the accelerator pedal, inserted a length of rod, and made a pedal face from a punched disc of plastic.

I left the simple seats out until the final assemblies. There are considerable gaps where the engine access panels meet the fenders on the cab. Though the parts are removable, I applied white glue to fill the gaps. The doors are marred by heavy ejector pin marks on the interior panels. There is a

circular impression on the outside of Part B26, the left engine access panel and cab wall that looks for all the world like an ejector pin mark. Put the putty away and don't fill this feature—it's a breather plate. On some trucks a hood covers this plate, but since it doesn't clearly appear in photos of "Nancy", I left it out.

I sanded away the hinges and handles on the doors and added the first bits of armor plating. These were simple rectangles cut from .010 styrene sheet. I cut the door vision slot and fashioned crude slide rails on the inside from styrene strip. I drilled bolt holes around the periphery of the armor panel and added *Grandt Line* bolts to the corners of the door to anchor the panel. I replaced the door hinges with new ones made from foil, plastic rod, and bolts from the punch and die set. I placed the hinges in the same place as the removed kit detail, which proves important later.

The radiator (Part B37) is marred by ejector pin marks, too. Since the grill is open, and the face of the radiator is visible,

these should be cleaned up. The grill (Part B37) is delicate and brittle and requires care during clean-up. I added missing bolt detail here with the punch and die set. Do not use the photoetched grill screen offered in the kit. This detail is found on later A2 variants, and not the A1. A placement error in the *AFV Club* kit instructions locates the hood tie-downs on the outside corners of the grill. I relocated clamps to the upper front corners of the grill. Cut a small square block, glue it in the rear upper corner of the grill, and then mount the tie-downs to the front face.

To the dash panel, I added a throttle lever made from scrap plastic and mounted it on the left side of the steering column. There is also a filter indicator mounted on the dash panel which looks a bit like an old vacuum tube. The filter indicator hangs down from the dash panel to the right of the steering column. The steering column (Part B10) doesn't quite extend all of the way to the firewall, so I bridged the gap with a block of plastic scrap. On the left running board (Part B41) I added a foil jerry can holder and paper strap. The *Italeri* jerry can was added later.

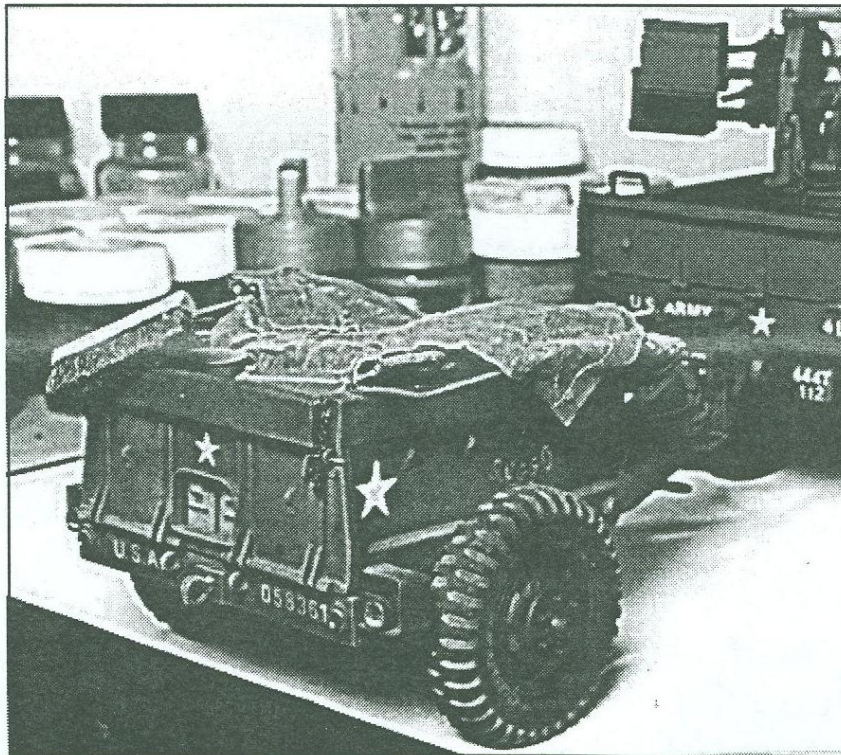
Send the canvas cab cover, glass, and windshield frame to the spare part box—virtually all the parts from assembly 10. "Nancy" appears to have an armor plate in place of the windshield frame and glass. Interestingly, this armor plate appears to only be half as high as the frame, offering little head-on protection. Using .010 styrene sheet, I cut the armor plate out and drilled bolt holes around the periphery with a #80 bit.

I mounted the panel to the bonnet using a simple length of Evergreen L-stock.

"Nancy" had a pedestal-mounted M60 machine gun in the cab. This weapon was mounted on the passenger's side in front of the bench. Not having a clear picture of the mount itself, I treated it like any other field mount of the era. Gun truck crews scavenged knocked out vehicles for their weapons. In keeping with this practice, I scavenged an old *Tamiya* MUTT for its pedestal mount. I added a riser block for the floor of the cab, then added the mount. In photos, the

M60 barely cleared the top of the windshield armor, so use that as an indicator of height for the pedestal.

The fuel tank posed a problem in filling seams, so I proceeded slowly. I added a couple of electrical lines to the top of the tank made of embroidery thread, and snaked them along the frame to their own junction box. The fuel line was made of the same thread material.



Extra ammo could have been carried in an armored trailer. This trailer was built from a *Verlinden* resin kit.



An overhead shot of 'Nancy,' showing the ammunition boxes that line the truck's floor as supplemental armor. Jim used cans from Verlinden Productions to add this detail.

The weapons ring and equipment are not used in this project either, so I skipped ahead to assembly 12. "Nancy" is equipped with a different style of rear view mirrors than offered in the M35A2 kit, so I took parts from a spare A2 kit and, because I deleted the windshield framing, I mounted them in a slightly lower location than the instructions suggested. Dry-fitting the doors in place, I drilled the holes for the rear view mirror brackets in the cab walls under the hinge locations.

The right mirror bracket is molded to wrap around the vertical exhaust and muffler in the A2 variant. "Nancy," as an A1 truck, doesn't have this feature, so the bent bracket arms look incongruous. I could get lazy and say the equipment was scavenged from other trucks in the area to repair battle damage, but replacing the arms is simple with plastic rod and patience.

I used the kit's signal guards (Parts B22), but replaced the modern turn signals (Parts B19) with pilfered *Italeri* blackout markers. I also drilled holes behind the lights and inserted the embroidery thread for wiring. I use this stuff because it doesn't have hairs that unravel and pop out when painted and drybrushed. The silver material looks like bare wire, is cheap, and is semi-stiff and easy to use.

Perhaps easiest of all to build, the cargo bed box requires you to remove the troop stake sides from the sidewalls. I left the front stake side in place, as it was used in the actual truck. The end plate (Part C5) had reflectors molded on it that were not present on the early variants, so I shaved them off. In real life, the reflectors mount outboard of the rear blackout markers, so I added them here. I shaved off the pigtails (tie-down loops on the sides for the canvas top) and replaced them with brass parts from the *Eduard* M923 5-Ton detail set. The tailgate

(Part C4) could use latch and chain detail, which I added, as well as the bolts that I removed cleaning up the drop-steps.

I used the kit mud flaps, but I deleted the troop benches and support legs. "Nancy" carries the pioneer tool rack, but I only added a shovel bracket loop made from .010 solder and brass clamps with paper straps.

Now that I had the truck backdated, I needed the weapon—the Maxim quad-.50 caliber turret is the centerpiece of the model. There are three choices for this equipment in 1:35 scale—two resin conversions by *Kirin* and the M16 Half-track by *Tamiya*.

Kirin's quad-fifty deuce conversion kit was designed by Chris Mrosko, who wrote his thesis on gun trucks. This knowledge shows in the overall detail of the kit, which comes complete with the Maxim turret, weapons, cargo bed floor, and armor plates for the flank and cab. *Kirin* also offers a towed Maxim weapon, which also saw service in Vietnam. One could save the trailer for another project and use only the turret.

The *Kirin* conversion sets are nicely detailed and expensive, surpassing the price of the *AFV Club* kits themselves. I bought one, but didn't use it on the project. My example suffered from varying degrees of warpage and bubbles. None were too severe to correct, but I found it quicker to scratch my own replacement parts. Having the *Kirin* set, however, proved invaluable in adding my details.

For this project, I ignored the detail in the build-up photo on the *Kirin* box, specifically the weapons ring. "Nancy" doesn't have this feature. I wanted to refine the armor panels, too. Inspecting the details in photos, the titanium plates have bolt holes pre-drilled in them, while the resin parts do not. Also, the resin pieces seemed a bit thick, which is understandable

because casting the proper thickness in resin isn't feasible for production.

The *Kirin* conversion set offers armor panels for the Maxim turret, a feature principally seen on weapons mounted on the big M54 5-ton trucks but not on "Nancy" or any other quad-fifty deuce that I have seen. I saved them for a future M54 quad-fiver. Finally, I ditched the wooden planked floor from the *Kirin* conversion, since mine was warped, and opted to go with another historical option. I thought as under-protected as "Nancy" was, the crew might try to improve survivability by adding ammo cans to the floor of the cargo bed.

Tamiya also offers the Maxim turret as part of the M16 half-track kit. Save the half-track and use the turret. This provided me with the starting point I needed for the Maxim.

Studying the operational details of the Maxim and of this type of gun truck, I decided to model an armored ammunition trailer for "Nancy" to tow. This alludes to the fact that the Maxim turret ran through prodigious amounts of ammo during operation. "Nancy" didn't come equipped with large bins or lockers to hold a great deal of spare ammo for the Maxim turret, necessitating the use of a trailer or support vehicle to feed the hungry weapons.

Verlinden Productions offers an armored ammo trailer with a design spanning Vietnam deployment to modern era usage. I immediately replaced the taillights with older style black-out markers in keeping with the Vietnam era. Otherwise, the kit is acceptable as-is. Take care in separating the heavy pour gates from the parts or else you'll wind up doing a lot of repair and rebuilding. Trust me.

Both wheels in my *Verlinden* conversion kit were warped, noticeably out of round and unusable. Interestingly, the *Verlinden* resin wheels are virtual clones of the ones offered in the *AFV Club* kit, so I replaced them accordingly by casting copies of the front hubs and tires in resin. Other than that, the trailer was simple to construct despite the somewhat vague instructions

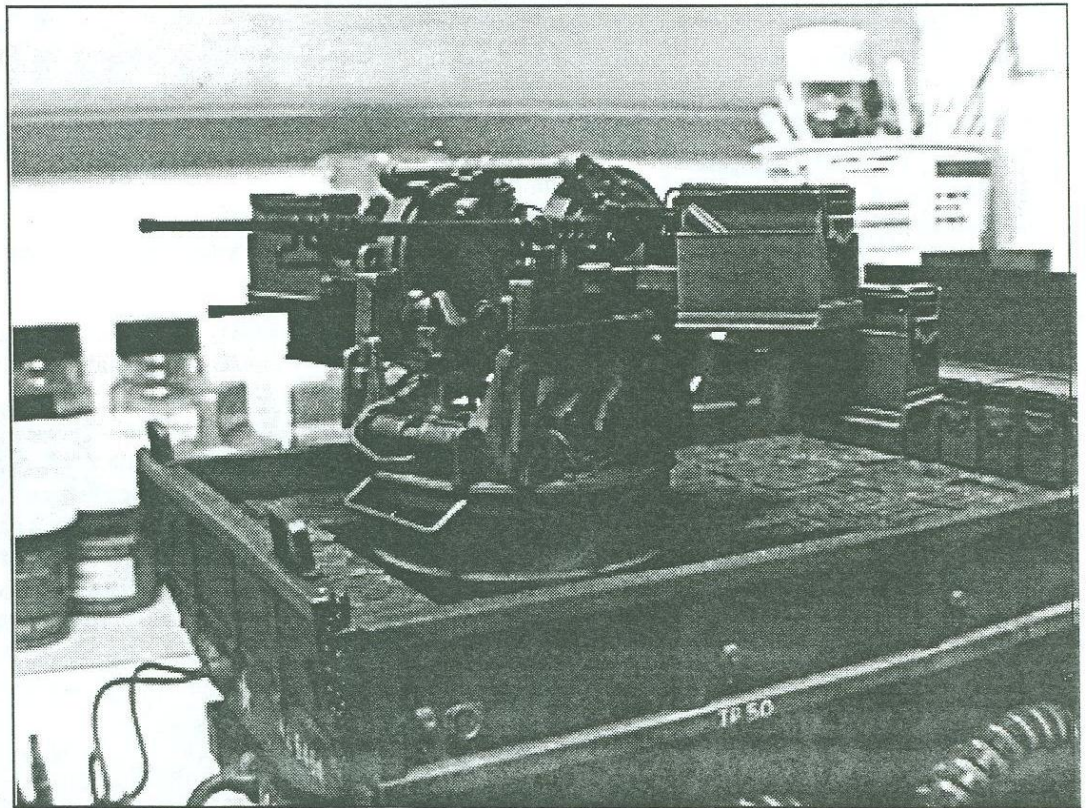
I wound up adding my own floor to the trailer, because *Verlinden's* part was too small. Armored ammunition trailers like these have sunken slots on the floor which contain tie-downs to strap down ammo cans. Since I covered this feature up, there was no urgent need to model it. I used .010 and .020 solder to render the various grab handles and loops on the trailer, as well as electrical cables for the lights. I drilled out the lugs with a #80 drill bit. I quickly made up two L-shaped latches out of brass wire to latch the tailgate in place. I opened up two holes, but didn't drill completely through, on the outside of each side of the trailer A-frame, to duplicate fea-

tures that exist on the actual equipment.

I very carefully attached the leaf springs to the trailer frame. It's important to get these aligned properly, and there aren't locating holes or tabs to use. Ditching *Verlinden's* wheels meant I had to add my own dead axle made from brass tubing. To this, I modified the *Verlinden* brake drums to accept suitably modified *AFV Club* hubs, in which to later mount the wheels.

I mounted the armor plates on either side of the forward flank of the cargo box. I cut two lengths of plastic T-bar to brace the back of these plates, and added bolts to secure the bottom of the plates to the cargo box walls. Unlike other gun truck armor, these plates do not wrap around the front of the cargo box on "Nancy" or the other two photographed quad-fifty deuces.

Behind the front stake side, "Nancy" has another armor plate. In the photo, this appears as a simple sheet, slid into



Tamiya's M16 Half-track kit donated its Maxim turret for this project. With some detailing, painting and weathering, the kit parts ended up looking better than an aftermarket set!

place behind the stake side. It doesn't appear to connect, or even extend across the width of the cargo box, let alone have T-bracing like the flank plates. However, I took this with a grain of salt, since there is no photo of the rear of the plate. This is a simple feature to cut from sheet styrene. I drilled out the same pattern of bolt holes around the periphery as I had elsewhere on the armor. I did not mount this plate permanently, because truck crews passed equipment back and forth between the slot in the front stake side. This armor plating does not appear to have a slot cut in it, and would interfere with this practice, so I did not cut a slot in mine.

No other armor plating adorns the cargo box. Looking at the arrangement made me wonder how much protection this little bit of titanium afforded the loaders.

Inside the cargo box, I centered the base for the Maxim

turret in the rear, using photos and the *Kirin* kit as a guide. I added the turret first and then measured the bed for placing the ammo can armor later. I wound up using 140 .50-caliber ammo cans to line the floor of the cargo box. Instead of casting my own cans, I used the excellent *Verlinden* offerings.

The Maxim turret was built per *Tamiya's* instructions. I've already written myself into fits about ejector pin marks in such an excellent kit as the *AFV Club* model, I can't bring myself to go into blow-by-blows descriptions of the old *Tamiya* offering.

I deleted the naval-style ammo cans, however, because "Nancy" is seen in photos to mount the larger cans more often seen holding 40mm ammunition. Correcting this feature meant building new can holders as well. I fashioned some rugged holders out of *Evergreen* stock and sheet styrene. In real life, these were not neat or pretty. *Kirin's* conversion provided the large ammo containers I wanted to mount.

Electrical control, firing cabling, and foot steps were made from solder, in both .010 and .020 thicknesses. I connected them, using *M3*

Half-Track In Action as a guide, to suitable boxes scavenged from the spare box.

I painted all of "Nancy's" subassemblies separately. The basic model has so many angles, nooks and crannies that this is the only way to get complete coverage, and the conversion only amplified this. I used *Tamiya's* olive drab, with slightly varied shades, for the basic color. All detail was picked out with *Tamiya Color*.

"Nancy" is replete with white stars and codes overall, but her markings are subtle compared to other gun trucks. However, armed only with black and white photos, I had to guess at colors for her special markings, since no colors are mentioned except for the yellow teeth.

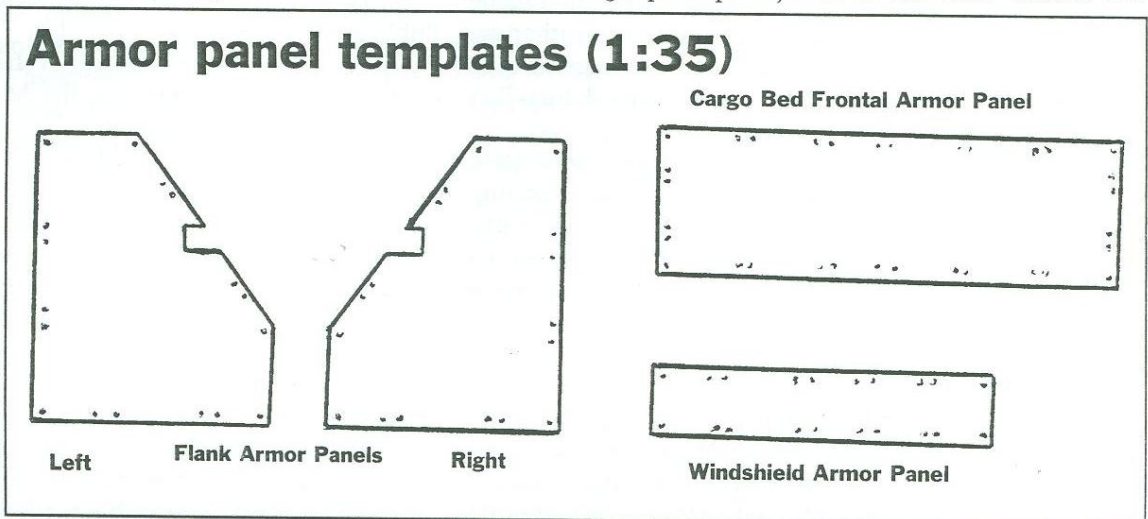
I scavenged most of "Nancy's" markings from an excellent set from *Archer Dry-Transfers*. My only gripe is that they are a bit large in font size, appearing huge on the deuce. They do, however, appear perfectly-sized for my efforts to finish my M54 5 ton cargo truck. The rest of my markings came from various *Verlinden Productions* and *Pre-Size* (now *Hudson & Allen*) sources. These, as usual, were excellent and easy to apply.

Brad Chun provided eyes and shark mouth, liberated from his M48 Patton model kit; I retouched them slightly for this application. "Nancy" has a face painted on her gunner's shield, a la Korean Tiger markings. The eyes and eyebrows appear white, the teeth yellow, and the mouth red. I hand-painted the "Nancy" logos and flowers myself, guessing the script and half the flower petals to be yellow, the other petals white, and the center of the flower blue.

Though I admit there is no reference alluding to ammo

trailers in Vietnam bearing names, I took further artistic license and personalized mine, naming it "Sluggo" graffiti-style with chalk. I figured some crewman might have scrawled an epitaph on the side of a trailer at one time or another, so why not this one and why not mine?

"Nancy" bore vehicle number 4L 6464. She was assigned to the 8 Transportation Group, 27 Transportation Battalion, 444 Transportation Company. Not clearly seen in photos of "Nancy" is her truck number within this unit. I guessed and went with #112. Barely visible in three-quarters view, "Nancy" carries the name of her driver on the hood in white stencil. In other photos, this stenciling was sloppy in comparison to other markings; perhaps injuries to the crew caused this



information to be changed frequently. The stencil appears hastily applied, with a hint of overspray outside the stencil. I debated about adding the overspray long and hard before completing the model. It was the last thing I did. Only "SP4 T" is readable in the photograph I used, but I took artistic license to make this "SP5 MORNINGSTAR" in absence of any other reference. SP5 Denis Morningstar is mentioned as "Nancy's" driver in one account of her tour in Vietnam. As the last bit of color, "Nancy's" convoy plate is marked with a black "11" against a yellow plate.

Dry-transfers are notorious for being difficult to apply and maintain proper alignment. It is important to try and get the codes to line up properly, but if you take a close look at photos, not all trucks bore neatly-squared lettering. Don't lose sleep over making yours rock-steady perfect. Other than these, "Nancy" did not carry an abundance of stenciling. Typical stencils are the tire pressure markings "TP50," battery box door "CHECK BATTERIES DAILY," "CAUTION, FILL TO THIS LINE TO ALLOW FOR EXPANSION" on the fuel tank, and other basic warnings. Data panels on the dash were made from decal scraps, as were other panels throughout the model.

In weathering "Nancy," I spent a great deal of attention to her underside and wheels. Their crews lavished attention upon all gun trucks, and "Nancy" was no different. She was washed and repaired and pampered as much as any other truck. Resist the temptation to splash all that red clay mud into every nook and cranny as most modelers tend to do.

I weathered "Nancy's" underside with an airbrushing of a 50% diluted mixture of 65% flat red brown and 35% flat black. It simulates the color of the dried red clay mixed with fluids,

oil, grime, and other nasty stuff that accumulates under trucks. I have lots of examples in the fleet of trucks my company maintains. This color was misted onto the finished model, and was not meant to be a covering coat. I refrained from modeling a great deal of caked-on mud. I applied the weathering to the entire underside, including the bottoms of the fenders and flaps. I only sprayed this mixture in flank areas that might be exposed to wet pavement splash, and feathered this in with the topside weathering in pastel. I weathered "Sluggo" accordingly.

In painting the wheels, I used the same technique but added more in the way of grays for road dust. I then went back and drybrushed the treads of each tire with a mixture of flat black and panzer gray to simulate weathered rubber. I sealed all the tires before fitting them to their rims, blended the weathering, and sealed the tires again. I used the same grays in going over the rest of the underside and sides to simulate road dust. This helped to blend in all of the colors.

I painted and weathered all the ammo cans separately before adding them to the model. I didn't go as far as adding stenciling to the cans on the cargo bed floor, because this wouldn't be seen in the finished model—and because it's absolutely ludicrous. All of the equipment and tools were handled in this manner before being added to the finished model.

"Nancy's" weathering topside was done with pastels. I used lighter tones of her base color to simulate some degree of sun fade and wear and tear on the most traveled areas of the truck. Through all of this, I tried to keep a very light touch in weathering—too little is easier to fix than too much. I carefully blended the demarcation between the road splash and the topside, and sealed the finish with a misting of Dullcote. I tossed in some *MV Products* lenses for headlights, dusted them with pastels, and called it a day.

Producing a reasonably accurate miniature of this famous vehicle is easy for the intermediate armormodeler, once he has good references. All gun trucks are individual vehicles. They each have their own personality, and deserve careful attention to reproduce individual details accurately. To do otherwise is akin to modeling "Sleepy Time Gal" as a P-47 *Thunderbolt* rather than a P-51 *Mustang*.

M35 Two-and-a half Ton Truck with Quad-fifty turret References

Gun Trucks, by Timothy Kutta, Squadron Signal Publica-

tions, 1996

THE reference and MUST HAVE for all conscientious modelers who want details for ACCURATELY modeling particular gun trucks, and a useful tool to bone up on some the history of the US Army Transportation Command's war effort in Vietnam. The low price of this book, when compared to the information and pictorial history it presents, is hard to top.

Armor of the Vietnam War (#1 - Allied Forces), by Michael Green & Peter Sarson, Concord Publications, 1996

Contains photos of the other two quad-fifty deuces mentioned above. A good all-around reference on American armor in Vietnam, with photo coverage comparable to Jim Mesko's *Armor in Vietnam*.

M3 Half-Track In Action, by Jim Mesko, Squadron Signal Publications, 1996

A good all-around reference on these half-tracks, and an excellent source for detailing the Maxim quad-fifty turret used on later Vietnam trucks.

Standard Catalog of US Military Vehicles 1940-1965, by Thomas Berndt, Krause Publications, 1995

An excellent reference for specifications and sub-types of all types of wheeled military vehicles.

U.S. Wheeled Military Vehicles, by Fred W. Crismon, Motorbooks Publications, 1994 (Originally Crestline Publications, 1984)

An exhaustive reference on all types of American wheeled military vehicles, from trucks to amphibians to motorcycles to gun tractors to wheeled missile launchers. This reference includes many sub-types and one-offs, and is a great source for modeling and coffee-table reading. The only reference I

have seen that actually has photos and usage notes on BOTH types of Jeep-mounted Davy Crockett battlefield low-kiloton atomic missile launchers. It even has the USAF's Martin *Matador* cruise missile launcher. This reference will affect my modeling into the next millennia.

Department of the Army, Technical Manual TM 9-2320-209-10, February 1965

The reference for modeling the particular fine details of the M35 2-and-one-half



Another view of 'Nancy's' cargo bed and Maxim turret. Note the M60 mounted on the cab.

ton cargo truck for the AMS-stricken lugnuts out there. This tech manual is difficult to obtain, and I'm always seeking another to add to my library. The current publication is: TM9-2320-209-10-1 Operation, Installation and Reference Data Operator Level for 2-Ton, 6x6, M44A1 and M44A2 Series Trucks [Multi-Fuel], 26 Sep 90. All of the above is necessary to include if you seek ordering this publication from the government.

DECEMBER MINUTES

December's meeting was the annual pizza pig-out and gift exchange. This year's event went better than any in recent memory, with the pizzas arriving on time and our membership exhibiting the manners of modelers: by that, I mean CULTURED modelers!

Bruce McBride, with the total numbers of models collected at the meeting, has over 800 models for the Veterans' Administration Hospitals—another job well done by Bruce and by the modelers of the Bay Area.

Then came the part we were all waiting for: the gift exchange. It went something like this:

Hasegawa 1:72 "Frank:" opened by Jim Priete, stolen by Chris Bucholtz and stolen back and taken home by Jim Priete.

Hasegawa 1:48 P-47D *Thunderbolt*: opened by Bob Turner, stolen by Angelo Deogracias, stolen by Ernie Gee, and stolen and taken home by Frank Babbitt.

Accurate Miniatures 1:48 Il-2 *Stormovik*: opened by Tom Bush Jr., stolen by Ernie Gee, stolen by Bob Turner, and stolen by Angelo Deogracias, who traded it to Ben Pada later for the *Tamiya* F4U-1 *Corsair*.

Monogram 1:72 *Spitfire* V: Opened and taken home by Bill Shipway.

KC-135 In Detail and Scale: Opened and taken home by Lisa Rasp.

Fairchild Aircraft: Opened by Brian Sakai, stolen by Bill Ferrante, stolen by Bob Miller, and stolen back and taken home by Bill Ferrante.

LS 1:48 "Willow:" Opened by Tom Bush Jr. and stolen and taken home, along with \$9 cash, by Tom Trankle.

Minicraft 1:35 M113A-2: Opened by Bob Turner, stolen by Jon Shumaker, stolen by Laramie Wright and stolen and taken home by Jim Lewis.

AMT 1:72 *KC-135 Stratotanker*: Opened by Chris John, stolen by Marc Wilson, stolen by Jim Rasp and stolen back and taken home by Marc Wilson.

Minicraft 1:144 B-52 *Stratofortress*: Opened and taken home by Ernie Gee.

AMT 1:24 1961 *Impala*: Opened by Tom Bush Sr., stolen by Bob Turner, stolen by Marc Wilson and stolen and taken home by Bob Turner.

Big Bag o' Vacuform Kits: Opened by Chris John, stolen and taken home by Manny Tamayo.

Minicraft 1:48 P-47N *Thunderbolt*: Opened by Tom Bush Sr., stolen by Milt Polous, stolen by Tom Trankle and stolen and taken home by Laramie Wright.

Monogram 1:48 He 111: Opened by Rodney Williams, stolen by Karsten Daur, stolen by Dave Balderrama and stolen and taken home by Bob Turner.

Tamiya 1:48 "Dinah:" Opened by Jim Priete, stolen by Rodney Williams, stolen by Dave Balderrama and stolen and taken home by Brad Chun.

DML 1:700 U.S.S. *Ohio*: Opened by Jim Priete, stolen by Bert McDowell, stolen by Rich Pedro and stolen back and taken home by Bert McDowell.

Tamiya 1:48 P-51D *Mustang*: Opened by Karsten Daur, stolen by Mike Meek, stolen by Brad Chun and stolen back and taken home by Karsten Daur.

Hasegawa 1:48 *Hurricane* Mk. II: Opened by Jim Rasp, stolen

by Rodney Williams, stolen by Ben Pada, and stolen by Mike Meek, who traded it to Ben Pada for the *Accurate Miniatures* *Stormovik*

Minicraft 1:48 P-47N *Thunderbolt*: Opened by Paul Cabana, stolen by Milt Polous, stolen by Bob Turner, and stolen back and taken home by Paul Cabana.

Monogram 1:48 F-86 *Saber* and *Monogram* F/A-18 *Hornet*: Opened by Dave Balderrama, stolen and taken home by Bruce McBride.

Monogram 1:48 AV-8B *Harrier* with extra decals: Opened and taken home by Terry Lewis.

Tamiya 1:48 "Birdcage" *Corsair*: Opened by Karsten Daur, stolen by Mike Meek, stolen by Kent McClure, stolen by Ben Pada, who traded it to Angelo Deogracias for the *Accurate Miniatures* Il-2 *Stormovik*.

Tamiya 1:24 Williams Renault: Opened by P.A. Aguirre, stolen by Brad Chun, stolen by Rodney Williams, and stolen and taken home by Dave Balderrama.

AMT 1:72 "Star Trek" *Rio Grande*: Opened by Dave Balderrama, stolen by P.A. Aguirre, stolen by Jim Rasp, and stolen back and taken home by P.A. Aguirre.

Two *Bandai* 1:48 *Hetzers*: Opened by P.A. Aguirre, stolen by Dennis Ybe, who traded one to Randy Ray for his *Monogram* 1:72 Fw 190A-8.

AMT "Gigantics" *Killer Scorpion*: Opened and taken home by Rodney Williams.

Monogram 1:48 P-40F *Warhawk*: Opened and taken home by Manny Tamayo.

Hasegawa 1:48 Ki-100: Opened by Kent McClure, stolen by Paul Cabana, stolen back by Kent McClure, stolen and taken home by Jim Priete.

Revell 1:72 CH-54 *Tarhee*: Opened and taken home by Ken Miller.

Minicraft 1:72 *Spitfire* Mk XIV: Opened by Jon Shumaker, stolen by Mark Schynert, and stolen and taken home by Mark Hernandez.

Italeri 1:48 F8F *Bearcat*: Opened by Mark Schynert, stolen by Jim Lewis, stolen and taken home by Paul Cabana.

Hasegawa 1:72 Dewotine D.520: Opened by Brian Sakai, stolen by Bill Ferrante, stolen by Kent McClure, stolen and taken home by Bob Miller.

Fujimi 1:72 "Judy:" Opened by Brian Sakai, stolen by Rich Pedro, stolen and taken home by Chris Bucholtz.

Finemolds 1:72 Me 410: Opened by Kent McClure, stolen by Tom Harrison, stolen back by Kent McClure, stolen and taken home by Frank Beltran.

Fujimi 1:48 A-6 *Intruder*: Opened by Bill Abbott, stolen by Matt Reich, and stolen and taken home by Jim Lewis.

Monogram 1:24 Ford Model A: Opened by Paul Cabana, stolen by Brian Sakai, stolen by Tom Bush Sr., stolen back and taken home by Brian Sakai.

Hasegawa 1:48 Bf 109E: Opened by Tom Harrison, stolen by Kent McClure, stolen by Matt Reich, stolen and taken home by Doss Hutchinson.

Hasegawa 1:48 SBD *Dauntless*: Opened by Kent McClure, stolen by Rich Pedro, stolen by Doss Hutchinson, stolen and taken home by Stan Muniz.

Italeri 1:72 A-10 *Thunderbolt*: Opened by Jim Rasp, stolen

and taken home by Rich Pedro.

Tamiya 1:72 Seiran: Opened by Joe Fleming, stolen by Jim Lewis, stolen by Kent McClure, stolen back and taken home by Joe Fleming.

Minicraft 1:35 Hummer: Opened by Joe Fleming, stolen by Jim Lewis, stolen by Eric McClure, stolen and taken home by Matt Reich.

Tamiya 1:48 "Rex": Opened by Kent McClure, stolen by Rich Pedro, stolen by Jim Lewis, stolen back and taken home by Kent McClure.

Tamiya 1:48 Bf 109E: Opened by Tom Harrison, stolen by Jon Shumaker, stolen and taken home by Matt Reich.

Revell 1:144 Concorde: Opened and taken home by Bill Abbott.

AMT 1:24 Ford 3100 Pickup: Opened and taken home by Joel Rojas.

Hasegawa 1:48 Bf 109F-4 Trop: Opened by Rich Pedro, stolen by Jeff Hargis, stolen by Tom Trankle, stolen and taken home by Jim Priete.

Monogram 1:72 Fw 190A-8: Opened by Rich Pedro, stolen by Jon Shumaker, stolen by Mark Hernandez, stolen by Randy Ray, who traded it to Dennis Ybe for a *Bandai* 1:48 Hetzer.

JANUARY MINUTES

At January's meeting, we were reminded that our elections are coming up, and that anyone wishing to be a circus ringmaster (President), scapegoat for contest whiners (Vice President), amateur accountant (Treasurer) or typist/editor/copyboy (Secretary/Editor) could throw his or her chapeau into the squared circle at the next meeting. That was the only business worthy of repetition in these pages.

In model talk, Bert McDowell brought his *Matchbox* U.S.S. Indianapolis in dazzle camouflage out of respect for our honored guest, Al Celaya, a survivor of the Indianapolis' sinking in 1945. Ken Miller used a jet engine from a *Hasegawa* P2V *Neptune* to give some oompf! to his *Italeri* C-119 firebomber, mounting the engine square atop the fuselage. Matt Reich said his '69 Chevelle SS 396 was "pathetic," though that might be a bit too much; his Caprice police car, however, does show a lot of improvement, needing only new wheels and a spotlight to be complete. Ed Van Braben's *Hasegawa* Bf 109E will be Adolf Galland's mount when it's done; already a *True Details* interior has been added to make the General's office look a bit busier. Roy Sutherland's building a target for Ed's plane, a *Spitfire* Vb with clipped wings. One of Roy's own *Cooper Details* sets improved the interior, and Roy made some corrections to the *Tamiya* kit's shape, panel lines and wing bumps. Marc Wilson's pro street '67 Chevelle 396 SS is finally done, combining the chassis of a *Revell* '67 Malibu and the interior and front end of a '69 Camaro for the proper stance. Joe Fleming used a *Bandai* 1:48 Panther he picked up at the gift exchange as the basis of a neat little vehicle, dressed up with new side skirts and brass details and painted in the ambush scheme. Joe's newest diorama, called "Change of Ownership," showed a captured T-34/85 being repainted in Wehrmacht colors. Ben Pada is working on the new *Hasegawa* 1:48 *Hurricane* Mk II; he says the interior is nice, although there are some minor fit problems. Ben made *DML*'s Horton 229 into a single-seat day fighter, giving it a lizard-like paint scheme with a variety of *Gunze* paint, and his *Tamiya* F4F

Minicraft 1:72 PV-1 *Ventura*: Opened by Doss Hutchinson, stolen by Chris Hughes, stolen by Jim Priete, stolen and taken home by Jim Rasp.

Revell 1:87 Apollo-Soyuz: Opened and taken home by Jeff Hargis.

Monogram 1:72 F-104C *Starfighter*: Opened by Tom Harrison, stolen and taken home by Eric McClure.

Monogram 1:24 1994 Mustang: Opened by Tom Bush Jr., stolen by Matt Reich, stolen and taken home by Tom Bush Sr.

Hasegawa 1:200 Airbus A300: Opened and taken home by Tom Bush Jr.

Revell 1:72 Blohm und Voss BV P.V. P-191: Opened by Brian Sakai, stolen by Mark Hernandez, stolen by Tom Harrison, stolen and taken home by Jim Priete.

Monogram 1:48 F-106 *Delta Dart*: Opened and taken home by Mark Schynert.

Hasegawa Heinkel He 70: Opened and taken home by Tom Harrison.

Monogram 1:72 Me 262: Opened by Bert McDowell, stolen and taken home by Dave Balderrama.

Monogram 1:24 1968 Corvette: Opened and taken home by Jim Priete.

Wildcat benefited from dropped flaps, articulated elevators and a detailed engine. Jim Lund showed again that he is master of the unusual kit, displaying a lovely *Aircraft in Miniature* DeHavilland DH.8 and a *Rareplanes* PB2Y *Coronado*, finished in the colors and markings of a boat flown by Pan Am crews for the navy from Treasure Island in World War II. Mike Meek is putting together a collection of 1:72 racers; he showed his *Corsair*, built from the *Johan* kit and equipped with a *Airfix* A-26 cowl and a *Sea Fury* spinner, and his *Dreadnought Sea Fury* T.20, built from the *PM* kit, equipped with an *Airwaves* brass interior and horizontal stabilizers increased in span to match the original. Mike is also civilian-izing a *Testors Bearcat*, which will be finished in silver and white. Brad Chun has a *Karo AS Models* P-66 *Vanguard* cut from the carrier sheet, and he plans to use the kit's resin cockpit as the pattern for a scratchbuilt replacement. Brad is also converting a *Monogram* B-24 into a PB4Y-1 with the aid of a *Koster* conversion and *Koster* resin engines. A plane of this size needs 7 1/2 ounces of weight in the nose to keep it on its nose gear! Alan Weber is building the *Accurate Miniatures* TBF *Avenger* as a Hemet Valley Flying Service firebomber, using a *Lone Star Models* conversion for the tank and deleting most of the military hardware. Alan also used a *Hasegawa* kit for his Bf 109G-2 of JG54, adding a *Cooper Details* interior to improve the cockpit. Mark Schynert went on a flight of fancy with his *Revell* P6M *Seamaster*, finishing in an attractive blue-and-white Pan Am scheme of a 1960s China Clipper. Mark's also gotten an early start on the unlimited air racers contest with his *MPM* X-47H, finished as a possible Cleveland competitor. Chris Hughes SdKfz 250 mortar carrier was built from the *DML* kit with *Tamiya* accessories; Chris' example belonged to the 15th Panzer division. Chris' Panzer I belonged to the 3rd Panzer division; the *Italeri* kit got a new lease on life thanks to an *On the Mark* photoetch set and Chris' skills. Laramie Wright built *AMT*'s M60A1 for a former-Marine buddy, using brass wire for antennae but otherwise constructing the model out of the box.

Laramie's aircraft efforts needed nose jobs—his *Minicraft Hurricane II* was a bit narrow in the nose, and his *Italeri F4U-5N* is short in the nose, but both build well, he says. Dave Balderrama continues to be a bit spacey, at least in his modeling; his latest effort is a "War of the Worlds" Martian. Bryan Finch continues to build armor in smaller scales; his 1:72 *Matchbox Sherman* tank has headlight guards and periscopes made from wire. Bryan also is working on a *Tamiya 1:48 Beaufighter*. Chris Bucholtz had the gull gray and white paint on his *Hasegawa 1:72 A-1H Skyraider*; his plane will be an example from VA-176. Mike Yamada is taking a *Revell-Monogram Bf 110* to the bench as his latest project. Ken Fadrigon displayed a collection he picked up in the Philippines of jet pilot's helmets from various aerobatic teams, made by Italian company *Fini Helmets*. Kent McClure is working on a Japanese anime kit of some strange green two-legged thing with a helicopter rotor projecting from it (you had to be there). Kent also has an interesting addition to his model railroad set—a Boer War-era armored railway car mounting a one-pounder quick-fire gun. Jim Lewis parked the *Tamiya Wespe* on the table; the cover story in last month's Styrene Sheet wears a set of *Fruimodellismo* metal tracks for just the right droop. Cliff Kranz proved that *Lightnings* can strike twice, mating two *Monogram P-38s* into a real example of a Chain Lightning! And the model of the month—was a tie! Mike Braun and his spectacular *Tamiya He 219* from JG1—built out of the box—tied with Roy Sutherland's re-posed and re-positioned *Horizon Tyrannosaurus Rex*. Congratulations, both of you.

Our club contest this month was "Fight of the Old Dog," where difficult models were the eligible entry. Mike Burton's

first vacuform also qualifies as an old dog; the Bell P-59 by *Rareplanes* is 25 years old! Ben Pada started to heavily improve a *Monogram F4F Wildcat*, with a new engine, cut-away elevators and a score of other improvements. When the *Tamiya* kit came out, this kit came to a big halt! Chris Bucholtz' attempts dating back to 1993 to build a *Mosquito XVIII* were thwarted by the model's tendency to self-destruct—at the meeting, a wing spontaneously came off! Bill Abbott's *Minicraft Tu-26* was simply an awful kit; he finally got sick of it and painted it red and green and used it as a Christmas ornament! And the winners were... In the "Almost But Not Yet" category, third place went to Mark Hernandez, who has been tinkering with his *Revell 1:32 MiG-21* for 20 years. After detailing it, he moved, got into *Luftwaffe 1946* and set the old dog aside! In second place was Jim Priete and his *Minicraft B-24D*, which has suffered through ugly paint, broken clear parts and a lot of other misfortunes. And in first place, Mike Burton's 24-year-old *Revell D-558 Skyrocket*, which he attempted to accurize but then set aside so long the model has spider doo-doo on it. In the "Started but Not Completed" category, third place belonged to Cliff Kranz and his *Monogram Peterbuilt* stake truck. In second was Jim Priete again, for a Kate that was supposed to be just part of a WWII Japanese carrier deck scene but took such a toll on Jim that he hasn't completed even the Kate in 20 years! And in first... Joel Rojas has been trying to build an *F-8 Crusader* since 1993; he's on his third kit, he's scratchbuilt an intake, he's dropped the flaps on the variable incidence wing—and he's nowhere near done! Congratulations... I think!

In this month's club contest, it's time to go for the horsepower!

'60s Muscle

Mean cars, Skyraider, Super Sabers... Any symbol of '60s power!

Coming contests...

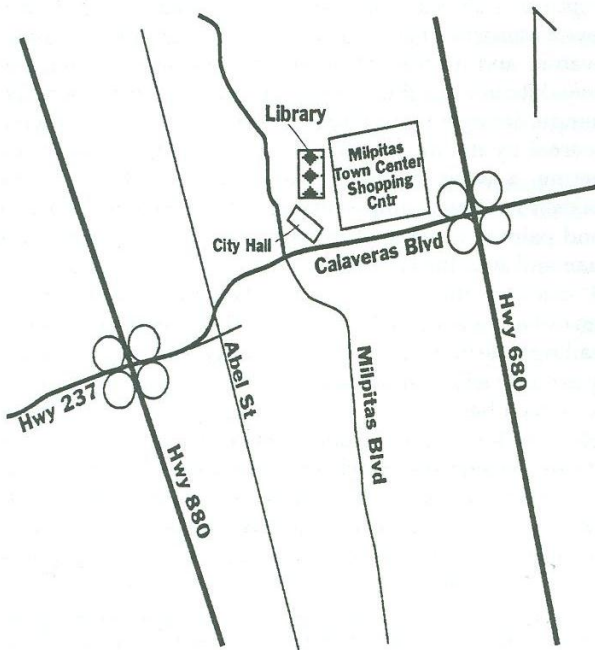
Beware the Ides of March—Roman Numerals!
**(as in Spitfire XIV, Panzer IV, Mach II,
HMS King George V, Richard the III...)**

April: Squadron Hacks (any kind—SNBs and T-45s, captured birds—use your imagination!

May: NATIONALS SNEAK PEEK

June: NASCAR / Choppers (bikes & copters)

July: Straight Wing Jets



Next meeting:
7:30 p.m.,
Friday,
February 20
at the Milpitas
Public Library
40 N. Milpitas Blvd.
For more information, call the
editor at (408) 723-3995
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