

M35 makeover: converting a 'Nam gun truck

By Jim Lewis

Of all the ground equipment American forces fielded during the war in Vietnam, the armored guntruck is noteworthy. There were no distinct front lines or rear areas in Vietnam. Regardless of location, all American soldiers in Vietnam faced the possibility of being a target.

This extended to U.S. Army and Marine Corps truckers driving supply convoys, who frequently ducked sniper's bullets or became trapped in an ambush. Often, the fiercest battles fought in the war were on, or along side, roads and paths.

There was seldom enough armor protection available for convoy escort duty. This was especially true during the early years when tanks and APCs were in limited supply.

Vietcong strikes on supply shipments had been high during the conflict, prompting Army and Marine truckers to add additional protection to their vehicles.

Vietcong regulars would lie in wait along the roadsides to strike at the convoys. 1st Squadron, 4th Cavalry Regiment pioneered a new defensive strategy for convoy escort duties to counter the enemy threat.

Called the Herringbone Defense, escorting M48 Patton Tanks and M113 APCs would lead the truck convoys. At the first sign of enemy positions—usually when the VC opened fire—tanks and APCs would pull off to either side of the road. Facing outward, overlapping their fields of fire, the armored vehicles created a protective pocket with the road between them.

Labeled the "Mad Minute," tankers

and gunners in the M113s would unleash every machine gun they mounted—leveling everything in sight. This barrage splintered whole trees, chewed up the dirt, and tore up flesh. The M-60's, .50 calibers, and grenade launchers (bloopers) laid down a withering reconnaissance of enemy positions by fire.

Perfecting the Mad Minute maneuver, often two or

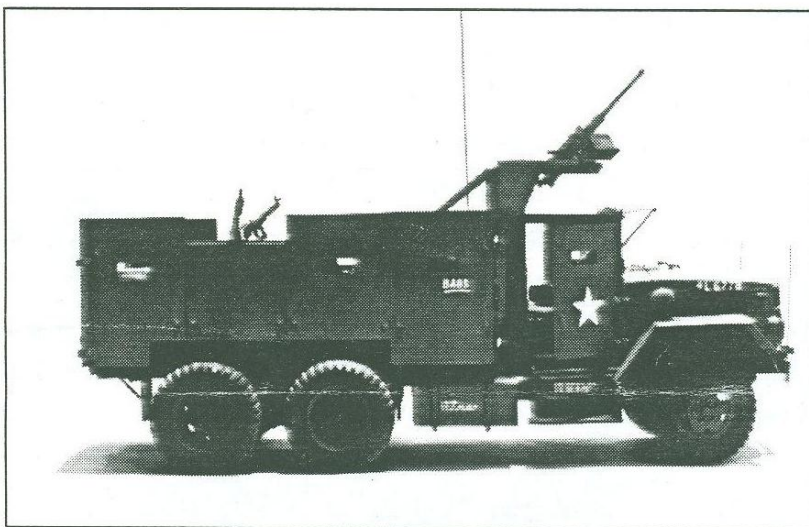
more armored vehicles "cloverleafed," converging on an enemy position with overlapping fields of fire by sweeping in from different sides to obliterate VC gunners.

During this hellish firefight, the unarmored vehicles continued down the road between the APC's and tanks, to safety. Various 2-1/2 and 5-ton troop trucks received titanium armored sides,

and most mounted defensive weapons, to augment the firepower of the convoy. The convoy trucks, too, could open up fire on any enemy pocket not yet neutralized by the armored vehicles ahead of them, or replace the firepower of a knocked out armored vehicle. After 1965, when the VC began fielding heavier weapons capable of destroying the armored vehicles, this was especially true.

These field modifications were extensive, and no two of these trucks were alike, even inside the same transportation group. Field units modified all types of trucks, jeeps, and beeps in this manner. Marine Corps units also modified their vehicles, but these field modifications were predominate in

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The answer to traffic on 237? No, it's a Vietnam-era armored M35 Reo truck



Door on a real example at the U.S. Army Museum of Transport in Fort Eustis, Virginia: steel, steel and more steel

EDITOR'S BRIEF

Here's a story that may give you a little inspiration if there's some dream project you've been pursuing but have just lacked that one tiny bit of information...

Three years ago, I decided I would build a model of the airplane Ted Williams, the baseball great, flew in combat. At the time, I was working for the Giants and I knew a fellow who had been a lifelong Red Sox fan. This guy said that Ted had been an ace in the Marine Corps in World War II, and flew a *Corsair*. Since I had a *Corsair* sitting in my closet, I decided I'd build it and, when I found the markings, finish the plane as Ted's bird.

My research brought me to *Hitter: The Life and Turmoils of Ted Williams* by Ed Linn. This fine biography further inspired me, but a chapter entitled "Korea" derailed my plans. It seems that in WWII, Williams was too good a pilot; he was made an instructor, and so, while he might have flown the *Corsair*, he certainly wouldn't have had his own plane, let alone have been an ace. But the book did document in some detail his Korean war service, flying *Panthers*; his wingman was John Glenn (yep, that John Glenn), and on his first mission, he made a fiery, near-impossible wheels-up crash-landing with travelling over 200 mph on Marsden matting. He went on to fly 39 missions in Korea in 1953 before a virus caused his discharge from the Marine Corps.

I called the Ted Williams Hall of Fame, a museum which displays Williams' baseball memorabilia, and asked for their help. Joe Lemieux, the museum's director, said they had virtually no information on Ted's two tours of duty. Joe and I talked and I agreed to build a model for the museum as well as for my own collection. At local contests, I scrounged up two *Hasegawa* F9F-2s (practically clubbing Mike Burton to get the second one) and figured I was on my way.

Later, Joe uncovered Ted's service record. It was virtually incomprehensible to him—things like REFTRA, VF Air and obscure aircraft designations were over his non-military head. Although I could translate this for him, I couldn't glean any details from the dossier.

That was until a request for photos from the Baseball Hall of Fame was answered. While they had no photos of the entire airplane to help me, they did have photos of Ted in the cockpit, and captions describing his F9F-5—not an F9F-2. These planes are dissimilar enough that I chucked the idea of building the *Hasegawa* kit (and gave one back to Mike as a thank-you for putting up with my obsessiveness) and scrounged up two *Matchbox* F9F-5s.

Next step: finding the precise markings. I wrote to both the Navy and Marine Corps historical branches, but received only a response from the Navy that they were passing my request on to the Marines!

I found a unit history of VMF-311 at a used book store

in Oakland, and, much to my surprise, there was a paragraph documenting Lt. Williams' crash landing on Feb. 16, 1953. Now I had a squadron and a date—but no BuNo., and no exact markings. Much to my chagrin, VMF-311 used five different types of nose flashes during this period, and I still needed a modex number.

Several months went by. I received a membership to the Tailhook Association for my birthday, and, after speaking with the Hook's editor, Steve Milliken, I submitted a request for information about Williams' plane. Within fairly short order, I received a letter from Carl W. Snow, the association's archivist. Carl told me that Hal Tippins of Yellowhammer Models was doing a 1:48 sheet that included Williams' airplane (that plane is pictured here). Apparently, a friend of Hal's found the BuNo (126109) from a mishap report, and then found a photo of a wrecked plane from VMF-311 taken Feb. 16, 1953. Sure enough, the BuNo's matched! "Let us know if we can help with anything else, and in any case, let us know how the model turns out," Carl concluded.

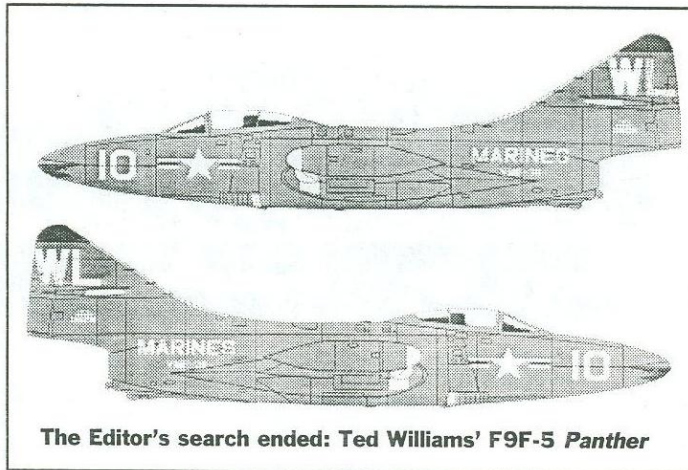
When I called Hal, he related the story. Like me, Hal couldn't believe that no one had bothered to issue a set of decals for Williams' plane.

Hal, who lives in Mobile, Alabama, really sweats over the details. His Blue Angels sheets, for instance, are the result of years of research (here's on you probably don't know about: the Blue Angel Blue FS number McDonnell gave out for years is too dark!). He

said he is planning to put out a sheet of decals for every A-4 the Angels flew, a task made difficult because the Angels apparently keep no records of their aircraft BuNos. After talking to him for the better part of 40 minutes, I was convinced that the markings in his sheet are as accurate as they can be 43 years after the event they depict. Although Hal only does 1:48 decals, his data will enable me to patch together the plane's markings in 1:72 from other sheets by *SuperScale*.

This hobby calls for patience, and in this case patience has paid off—thanks to a chain of thoughtful and considerate people: Joe Lemieux, the history department of the Baseball Hall of Fame, Steve Milliken, Carl Snow and Hal Tippins. So not only did I find the information I wanted, I met some very nice people along the way.

The moral of this story: if you've got a project and something is keeping you from doing it just the way you want to, don't settle on something short of your goal or abandon the idea when things become slightly difficult. People will help you if you're patient, courteous and a little lucky, and your finished model will have a special meaning for you.



The Editor's search ended: Ted Williams' F9F-5 Panther



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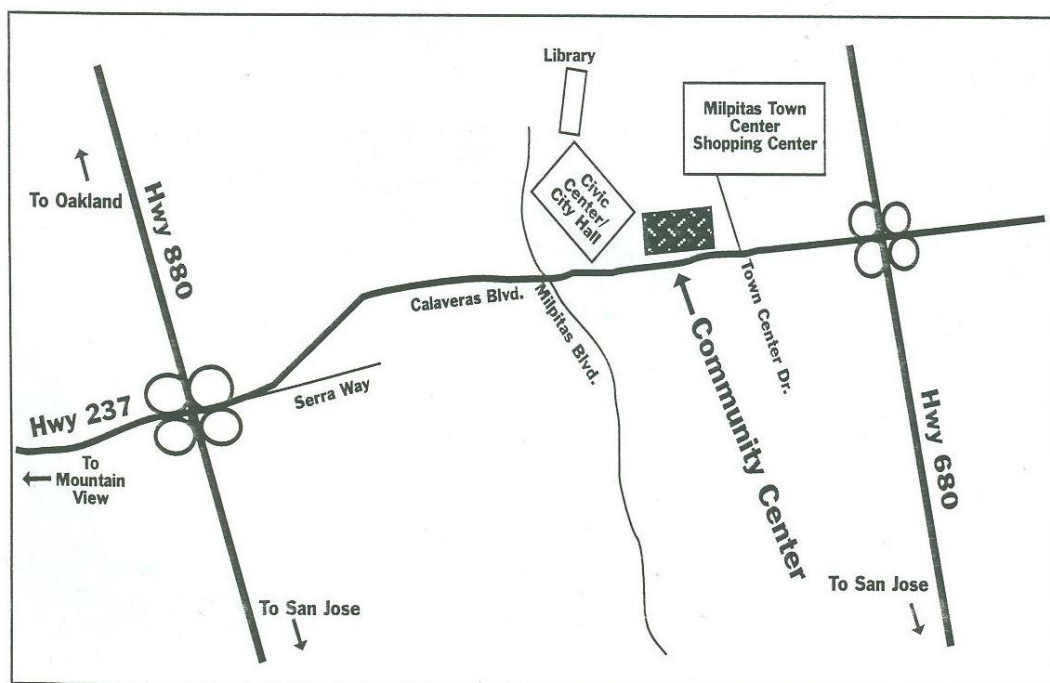
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Inside NASA 737 and Matchbox's CH-47



NASA 737 sits resplendent in white-and-blue paint outside NASA's hangar at Moffett Field in 1987. This was no ordinary Chinook!

The first installment of the story of NASA 737 was about its history and exterior appearance. Inside, it was unique and, with the orange paint that marked experimental installations, certainly more colorful than your average *Chinook*. It was also a fine example of what went into a NASA experimental aircraft.

There are too few photos and my memories are too old to allow real superdetailing, but if we were to invent something we might call "semi-detailing," this may be a good application. Photos plus sketches should be enough to let you build a model that captures the spirit of 737 late in its Ames tour.

First, let's look at the kit. There actually are several, including an attractive but basic 1:144 vacuform from *Welsh*, an ancient 1:72 kit from *Airmodel*, and possibly one in 1:32. The 1:72 kit from *Matchbox* (or the *Revell* kit, which is identical except for decals) is the most reasonable choice.

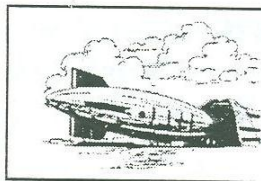
So what do we have inside the *Matchbox* kit? An interesting mix. There is some fine raised detail but also some of *Matchbox's* early chainsaw-size panel lines, including some where there is nothing of significance on the prototype. There are dozens of parts that are applicable to British or later U.S. models, including cargo hooks, a cabin door winch, spotlight, multitudinous antenna parts, and what I suppose are chaff/flare dispensers (parts 31-38).

For 737, antennas should include only the four "suitcase handles" and the blades on the underside, including an extra blade centered on the closed hook hatch. There are alternate parts for the leading edge of the pylon: part 2 (without the transmission cooling air inlet) applies to -B's like 737. My part 2 did not fair smoothly into the pylon, so fill and fix the contour before installing the engines.

Two sets of cabin windows are provided, flat ones as used

on 737, and bulged ones, presumably for Brit birds. The hull has flanges on the inside of the ports, allowing the windows to be installed after painting. I like this because masking and painting are my least favorite part, and this makes it easy. The

top half of the forward cabin door is molded separately, so it could easily be installed in its open overhead position. The prototype's bottom half drops down to provide an "air stair", but the kit makes no provision for opening it.



MEMORIES OF MOFFETT

By Bob Miller

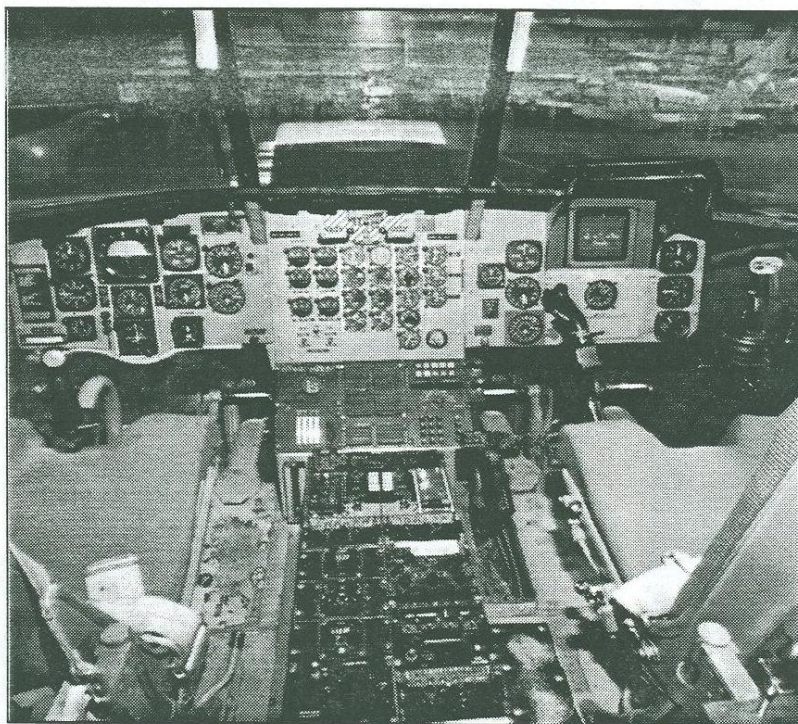
The aft ramp is very nicely modeled for mounting open, which is how 737 was usually found. It may not be obvious from the plan, but the top portion of the "tailgate" telescopes into the ramp, and with a bit of sanding the kit part will do so, also. There are features molded atop each sponson, just under the engine inlets, that don't match anything I've seen and should probably be sanded off. Finally, there are three overly-deep fuel fillers on each sponson. They are way too obtrusive, and C's and earlier variants had only the center one on each side, so they are better filled and discreetly re-scribed.

Now, it starts getting a bit complicated. The rotor blades are 32 inches wide and the trailing edges are scarfed at the hubs, as appropriate to the -D model. Blades on -C's and earlier were 25 inch wide rectangular. The bulkhead abaft the cockpit (part 66) is solid, as if molded with a closed door. 737 had no door there and my impression is that none except the few civilian versions did. Your best bet is to assemble parts 66 and 67 and cut through 66 to match the passage through 67. The passage is offset to starboard in the kit, which I initially thought was an error. It turns out to be true. All of the push-pull rods from the controls pass upward through the space just to port of this passage: for at least a few flights

this was covered with a transparent plastic sheet on 737, so you could opt to model the colorful, if a bit bizarre, case of the bright orange rods and actuators visible through the greenhouse and cabin door. The engine pods provided have a flat front face between the center gear box and the inlet lip. *Matchbox* clearly intended you to use the inlet screens, but opaque screens give an extremely bad impression on a *Chinook*, so you are driven to either drill and reshape the front faces and then extend the output shafts down to a new compressor face (my preferred solution since 737 was usually without screens and I liked its looks that way) or see if you can track down a brass set with screens.

Now we come to the fuselage assembly. The designer gave considerable thought to a way to model a flat floor and fuselage underside with the correct spacing between, and the results came out effective but not easy. The deck and inner walls of the sponsons are molded in one piece, to which I mounted the cockpit bulkhead (that 66+67 I referred to earlier) before capturing it between the fuselage sides when I assembled them. With that dry (I use MEK cement to allow some adjusting), I superglued the floor assembly in place. I could not see a way to adjust the fit before capturing and cementing, so ended up with quite an area of filler trying to fair that flat underside. There's gotta be a better way, but if you want 737 at its best, you need that ramp open!

Late-breaking news...*Italeri* has a *Chinook* gunship out, which I looked over briefly at San Antonio Hobbies. The good news

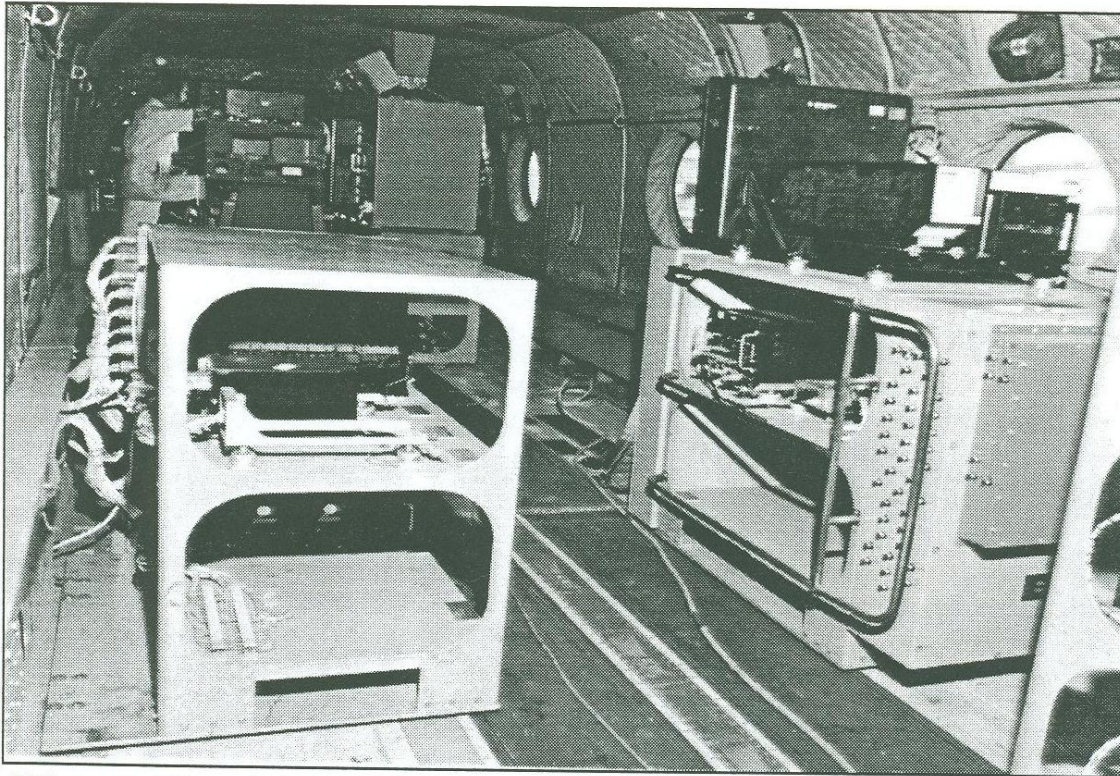


View of NASA 737's cockpit. Note the modified joystick on the right side.

is they modeled the front of the nacelles to eliminate a major rework, and they reduced the panel lines from chainsaw size to Skilsaw. The bad news is that now there seem to be hundreds of panel lines to fill instead of dozens, and some cabin windows have been opened up to gunship size, which makes it appear that you have a rework job to make it into



Two views of the input stations to vary the characteristics of NASA 737's flight performance. Note the spaghetti-style patch bay



Aft instrumentation racks inside NASA 737. Some equipment has been removed from the right rack.

anything but. I suppose this is what drives people to cross-kitting.

Let's look inside NASA 737. Step up on the ramp (it seemed to be always down except when they started up the engines to take off) and climb inside. Ahead of the hinge line, the interior is lined with gray sound-deadening quilts, but in back, it's bare chromate green cluttered with hydraulic reservoirs and piping, structure, and an APU up in the pylon. (Anderton & Miller's excellent *Minigraph* #27 has an exceptional collection of pictures, and is good reading for anyone interested in the *Chinook*. In one photo, they remark that the quilts aft were "removed," but I wonder now if you'd find them in *any Chinook*.)

Moving ahead about nine feet from the ramp hinge line, you find an instrument rack about 2x4 feet x3 feet high on each side of the aisle (see sketches). "Rack" is a misnomer: these are shelves with the black boxes (literally) of the experimental avionics system secured on vibration mounts. These are the modules that get inputs from the pilot, from avionics and other sensors, and process them into cockpit displays and control servo commands. Modules are not packed tight like in a factory installation, since wiring is always subject to change and you need to be able to snake stuff through.

The aft half of the right rack is sheeted over with three small modules in the front face, and at the forward end of each rack is a power distribution box. The right rack has a paper chart drive on top, and on the left one, a teletype for I/O, plus the processor unit of the minicomputer that holds the math model of the craft being simulated, that makes the big *Chinook* respond to controls or autopilot as if it were an OH-6 or a Crane or something not yet built.

I can hear the computer enthusiasts murmuring now: "A

it's supposed to and the safety pilot catches it.

Have you noticed how, sometime at every Space Shuttle launch, a news pundit someplace harrumphs about it flying with those antiquated computers? Clear evidence, he says, of NASA's managerial ineptitude! Hey, they're working, people know exactly how they behave, and the cost of getting (f'r instance) a Pentium machine worked up to a comparable state of reliability would be wildly incommensurate with any advantages to be realized. Ditto here, though this mini overlapped into the era of the 486.

Past the racks on your right are a couple of seats. No photos show them, and I don't actually remember whether they faced forward or were sideways-facing troop seats: I'm guessing that they face forward. These were the only place for observers to strap in. The minigraph shows a jump seat in the passage abaft the cockpit, but it's not in 737. Probably didn't meet Ames crashworthiness standards.

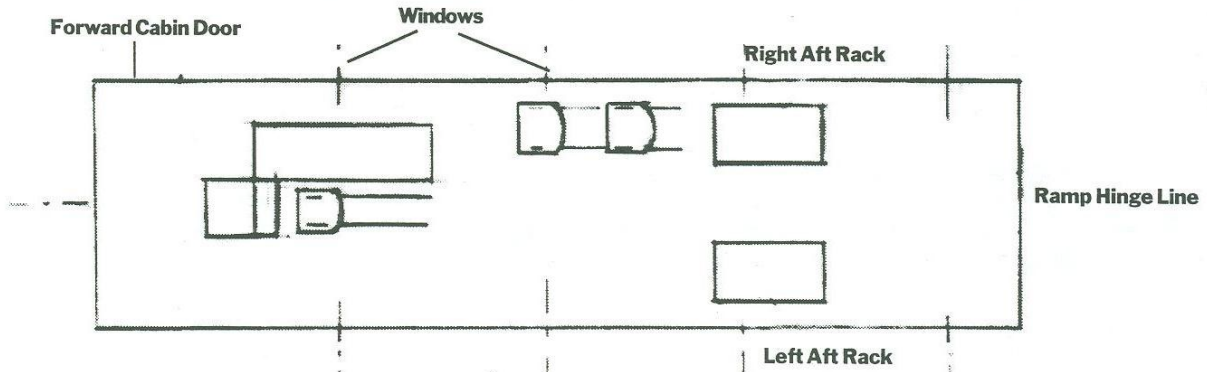
Next is the most interesting part, the test engineer's station. For this, there are photos. Right of center line is a rack similar to those aft but about six feet long with more black boxes on the shelves. On top is the analog computer that interfaces the digital machine to the aircraft, and it's a colorful sight, with a patch panel with about a hundred blocks coded in six colors and enough wires on the front to make it look like a flight attendant tried to serve a plate of spaghetti at an inopportune time. With meters and more controls on top, this installation was nearly six feet high. In earlier days, this may have been used to vary characteristics in flight, but by the mid-'80s everything was done on the smaller panel ahead.



Notice the keyboard and monitor and variety of other controls. Cover plates and empty holes show evidence of the changes made in the system over the years.

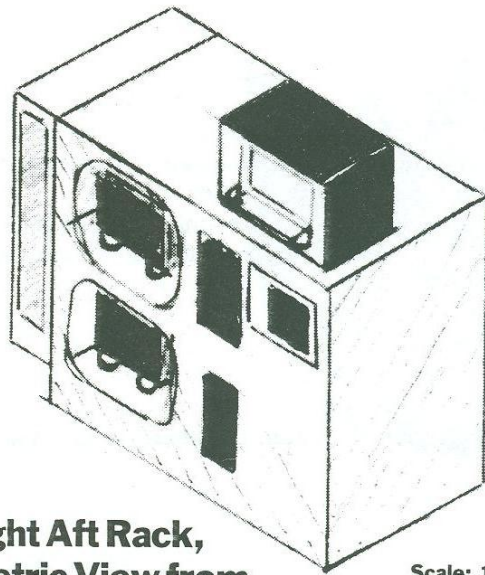
In the cockpit photo from 1986, a unique feature was the

mini?! Why...?"" Remember (1) this is ten years ago we're talking about, and (2) this is all custom hardware and software, and after the X-14 was lost to a software glitch, it was decreed that nothing flew unless the system was *completely* tested (and I will leave you all to think for a moment about how well Microsoft does this with the versions 1.0 of the stuff they put out.) If you're hovering at 50 feet and the software suddenly decides to go someplace else, you don't have time to call customer support or hop over to Fry's for a Version 2. You hang on and hope that the system disconnects like

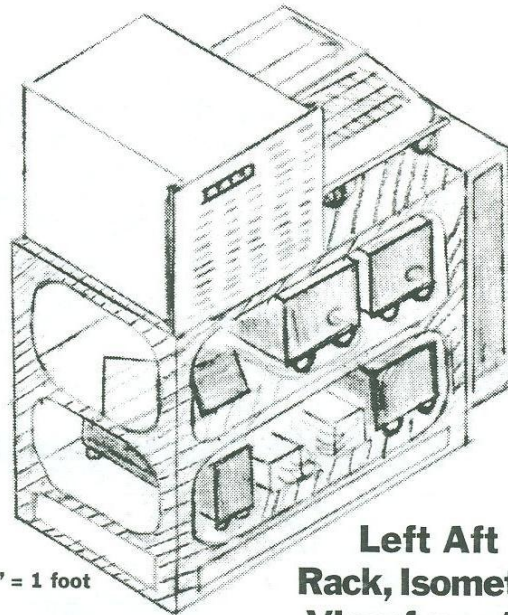
NASA 737 CH-47 Cabin Deck Plan, 1:72



-  = Light tan or gray
-  = Orange
-  = Black



**Right Aft Rack,
Isometric View from
Aft**



**Left Aft
Rack, Isometric
View from Aft**

Scale: 1/2" = 1 foot

side-arm stick mounted on a column attached to the floor near the right door frame. This was a four-axis stick, operating not only fore-and-aft plus laterally like the central joystick, but twisting for yaw control and up and down like the collective. Since the right seat controls were fly-by-wire, either stick could be used as the test required.

A color CRT about 4x4 inches in mounted in the panel, but the filler plate shows the size of the 8x10 inch Sperry multi-function display that had been fitted earlier, which required the bulge in the top of the nose. It's not visible here, but the center joystick is pivoted on a tube about 2 inches in diameter that extends from a floor mounting ahead of the pivot gimbal, back under the seat, through the bulkhead and into the former heater compartment where the stick artificial feel system is located. Again, to make for a colorful model, the tube and fittings are orange. There are two panels in the center console that are nonstandard, but in 1:72, they would not be detectable.

So there you have it, a virtual tour of NASA 737. It was not the perfect "flying flight simulator:" it was a big heavy-lifter, not remotely agile enough to fully simulate a Hughes or Bolkow; it didn't have the system safety to do aggressive nap-of-the-earth flight; it lacked rotorhead instrumentation. But it

was the ultimate Ames research craft in the series that started with the F6F 40 years before.

"Ultimate" may mean greatest, but it may also mean last. Researching this article, I asked Principal Investigator Bill Hindson what's next. He pointed me toward three H-60's on the hanger floor, one slated for the task and already receiving rotorhead and airdata instrumentation that would greatly improve on 737's system. The yaw and pitch vanes mounted on data booms since the early 1940s are gone, replaced by ultrasonic sensors too small to even try modeling in 1:72. Yet in an odd way, these birds are a throwback to the F6F where it all started: There isn't enough funding to paint them in Ames colors (and with air quality regulations, you can't just roll them out on the ramp any more and give the painter a MIL-TOT specification...for "Make It Like That One There") so they're in Army camo, with the only Ames marking a nearly undetectable red NASA worm on the pylon.

737's replacement H-60 was scheduled to come on line next summer (though to my eye, it didn't look as if it would make it.) When I retired in April, NASA upper management seemed to be planning with a dart board and issuing conflicting plans every couple of weeks, with the

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Making an M35 out of *Monogram's* monster

Continued from page 1

Army units during the Vietnam War.

Weapon fits were different for all the trucks used in the theater. It was not unusual to see a Deuce armed with all 50 caliber HMGs, or a mix of different caliber machine guns, grenade launchers, or even M-72 HEAT anti-tank launchers. Armor plating styles varied greatly too, lending even more individualism to each cargo truck than a mere nickname could ever add. Speaking of nicknames, some of these trucks carried them as well.

Although this expedient proved successful against Vietcong ambushes, the additional weight reduced each vehicle's cargo carrying capacity, and losses from enemy land mines remained high. These guntrucks were arguably the most interesting of all wheeled vehicles fielded during the Vietnam War.

I searched for a model cargo truck as a base for this project for a long time. The diversity of the types of vehicles used in field conversions lends endless possibilities for building an interesting and unique military vehicle.

First to come to mind was the *AFV Club* M35A2 2 1/2 ton cargo truck. This model makes an outstanding start for any Vietnam armored cargo truck conversion. I recommend the model highly. However, the price of the kit prohibited this selection for me. I would not want to alter it in the manner required by a conversion of this nature, having built this wonderful model already. In addition, I wanted more of a

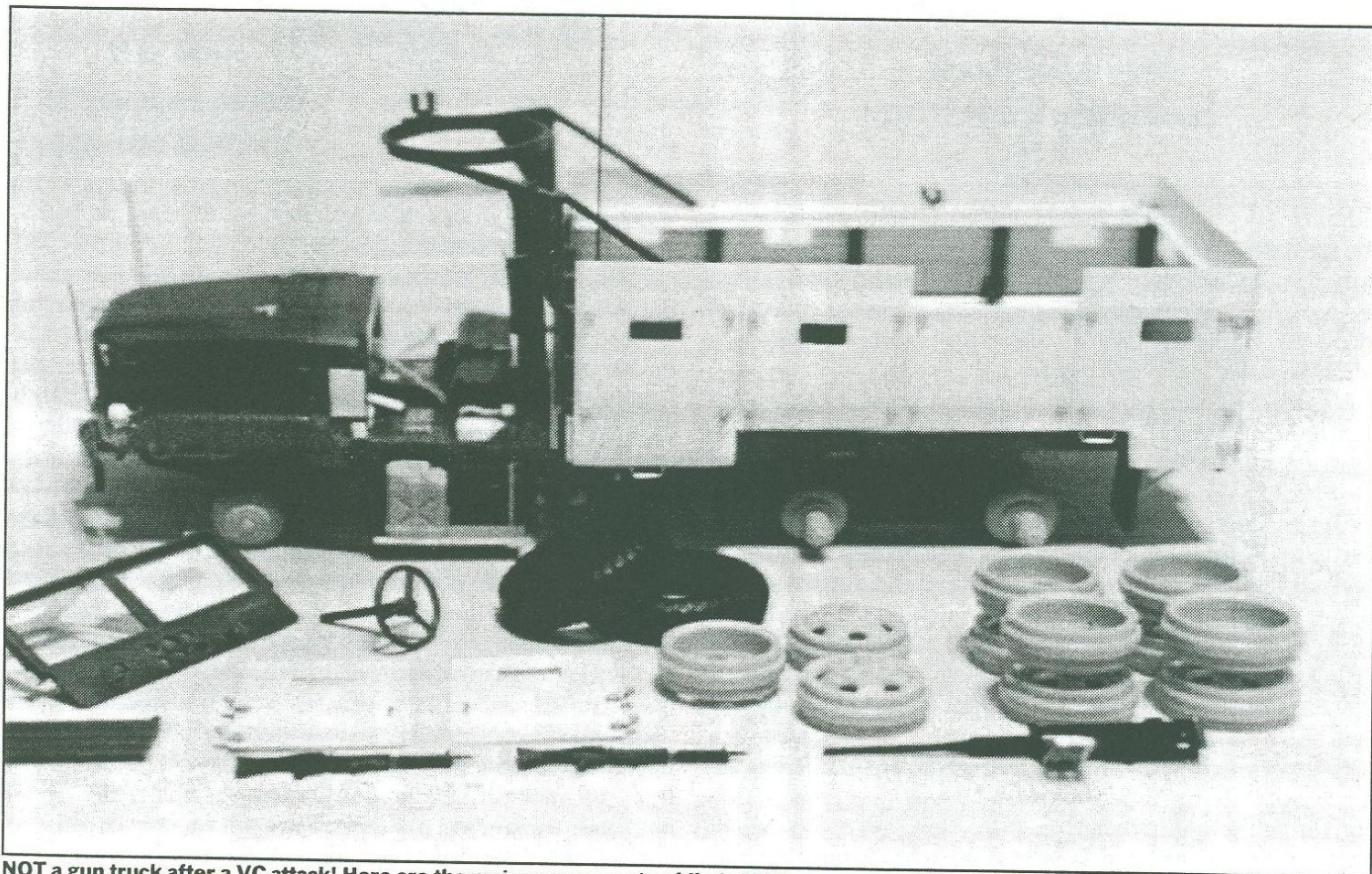
challenging model buildup.

Italeri and *Heller* both produce models of the "Jimmy." Produced through the mid-1950's, the GMC CCKW 353 saw combat in WW II and Korea. The M35 Reo "Eager Beaver" replaced the Jimmys in front-line service, but many National Guard units picked these venerable trucks up for continued service. Armored in much the same manner, limited numbers of old GMCs were around during the Vietnam War. A conversion of one of these models would make an interesting addition to any armor builder's collection too. The conversion steps I describe below are basic field conversion additions, and are equally applicable to the older Jimmys.

I got new inspiration while coming across one of the recent *Revell* releases in their MASH series. I bought their medical ("truck and tent") set because of the affordable price. I also bet on the outside chance that the model truck in the box might be the old *Monogram* Deuce—which is what I desired for the base of my project.

Indeed, on the underside of the truck's hood I found *Monogram's* stamp. Good enough for me—I now had the model I desired for a fraction of the collector's asking prices. Ignorance is bliss—if this is not the old *Monogram* kit, I do not care, and do not want hear about it.

This is an OLD model kit. I even think this kit might be older than me. Everywhere the *AFV Club* kit shines, this model is dull, but there is no greater excitement in our



NOT a gun truck after a VC attack! Here are the major components of Jim's M35.

hobby than taking a rough hunk of plastic where few individuals have gone before. I think the only plastic truck rougher than this model kit is in one of those bags of plastic soldiers.

Interestingly, I could find no supporting reference that places this particular model M35 truck in service as early as the Korean War. You would assume the vehicle modeled as being a part of the MASH era like the box indicates. I did not see it on TV either. Surely, this cannot be so, as I trust all the box top art and photos for the models I buy.

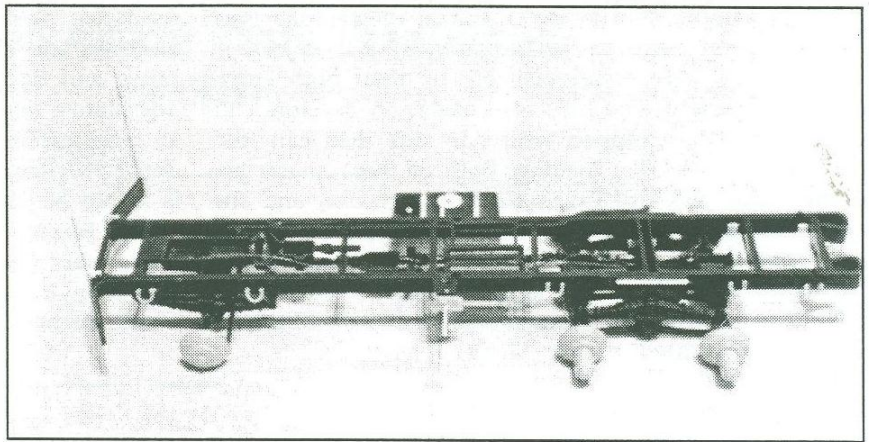
The model provided in the kit best represents an early M35 Reo 2-1/2 ton cargo truck. Replacing the GMCs in service from about 1955, the "Reo" became a staple of Army transportation for the next few decades. Originally dubbed "Eager Beaver," the Reo 6x6 featured major improvements over the old Jimmy. The M35 was of all steel construction. Equipped with a larger 12 foot cargo box and fold down engine side panels for easier access, the M35 also had a black-out system with red lights in the instrument cluster to aid the driver. The truck had a gasoline or hot water heater kit for the driver's comfort, and the spare tire mount was an improved short cable and ratchet mechanism.

The M35 was up-engined in the early 1960s with a six cylinder, in-line, 478cc, turbocharged multi-fuel diesel. Later models had revised air cleaners. There were numerous improvements and changes to the truck during its service life that altered its appearance slightly.

The M35's airshift transmission had five forward speeds, and one reverse. Standard equipment on the truck was either 9.00 x 20 8 ply, or 11.00 x 20 12 ply military non-directional tires. The gasoline powered version's top speed was 60 mph. The diesel powered variants' top speed was 56 mph. The gas powered truck's cruising range was 288 miles, with a 350-mile range for the diesel powered truck. The M35 had a 50 gallon fuel tank. The Reo weighed 12,465 pounds, and GVW was 23,230 pounds.

Researching critical measurements for the M35 series of 2-1/2 ton cargo truck proved just as interesting. The series of trucks included many types, like troop or cargo transports, wreckers, shop vans, etc. The overall length of this series of truck spanned from 242 to 343 inches (20' 2" to 28' 7" rounding up). Both *Monogram* and *AFV Club's* Deuces measure out close to 21 1/2 scale feet in length.

The wheelbase of the full-sized trucks spanned from 142 to 190 inches (11' 10" to 15' 10" rounding up). My *AFV Club* Deuce measured roughly 14' 8" scale, and



Top: the *Monogram* chassis after detailing. Bottom: careful alignment of the bed, cab, wheels and chassis are essential Note the cargo in the bed and the HMG ring.

Monogram's measured 15 scale feet.

Overall width of the full-sized vehicles measured from 97 to 130 inches (8' 1" to 10' 10" rounding up). *AFV Club's* Deuce measured 7 scale feet across the cab and 8' across the cargo bed. *Monogram's* Deuce measured 7 scale feet across the cab too, but only 7' 6" across the cargo bed. Choosing not to change the dimensions of the cargo bed in this model, my axle and tire modifications would extend the outside tires 3 scale inches from under the cargo bed.

In further checking references for modeling this particular vehicle, I noticed 2-1/2 ton cargo trucks photographed in Vietnam with slightly different headlight arrangements, air cleaners, exhaust, and muffler fits. If you have an *AFV Club* Deuce handy, take a good look at the grill and headlight assembly. It represents the commonly seen high-mounted headlights, like portrayed in most photos of these trucks from the Vietnam War. However, this does not mean the *Revell/Monogram* model is incorrect. There were many changes to this series of truck during its service life.

The M35 Reo's headlight arrangement is low to the bumper. A good photo of a M35 Reo truck like this is on

page 57 of Jim Mesko's *Ground War in Vietnam, Vol. 2*. A good example, and nearly identical to the M35 Reo, M36 2-1/2 ton cargo trucks produced by Kaiser Jeep in the late 1960's are distinguishable by their high headlight arrangement. The M36 also differs in its larger, 17 foot cargo bed, equipped with one side than can fold down for easier cargo loading. Both of these trucks are in the same series of 2-1/2 ton cargo trucks, and the subtle differences between the vehicles blurred during their service.

The only detail I was not able to identify clearly is the cargo bed arrangement, and method of attaching the piece as presented in the *Monogram* model kit. The kit part sits flush on the frame, without elevation rails and risers or stiffeners. I could not find good reference for the wheelhouse cutouts. I attributed this feature to an early model as all photos of the Reo's show the standard cargo box, without wheelhouses, mounted on rails to elevate it above the frame. In the end, I decided not to eliminate the wheelhouses and floor of the cargo bed in this model. I wanted to model an early truck, somewhere between modifications, but pressed into service nonetheless. I wanted a model truck, a little different, from other cargo trucks.

The cargo bed floor, compromised by the wheelhouses as molded in the *Monogram* kit, is useless for transporting large material — but makes an interesting Guntruck.

The early M35 Deuce produced by *Revell/Monogram* is crude in detail and molding when compared to its younger stablemate in the *AFV Club* kit. However, it is just as buildable and challenging. I will describe the modifications I made to the model to bring this old road warrior up to speed.

I used my *AFV Club* M35A2 as a measuring rod during the construction of this truck. The challenge here was not only to convert a Deuce into a guntruck but to bring the ancient *Monogram* kit up to the standard of the *AFV Club* kit. I wanted to equal and exceed the quality of the *AFV Club* Deuce in my collection with this veteran *Monogram* kit.

The age of this kit shows in the moldings and lack of detail. The plastic is thick, and in my example, soapy in some sprue trees, brittle in others. Scale thickness was obviously not a major concern at the time, though overall the vehicle measures out so as not be grossly over or under scale. Both the *Monogram* and *AFV Club* Deuce are in scale and measure out the same.

The precious few details molded into the model are acceptable. You will just have to add the rest during construction. I mean add quite a few more details too.

The additional detailing is simple, basic armor modeling. Add missing nut and bolt detail to the model. Sheet

panel and stowage box details require medium-level modeling skills. You can add grab handles and fuel, electrical and brake lines. You can go so far as replacing hinge and door handle details. You'll even get to play automotive engineer in this model kit, and take a swipe at specifications and critical measurements in scale. The detail problem isn't insurmountable as long as the builder is aware of the additions required to improve the kit.

This was not your typical weekend project. Dual rear wheel sets were common on trucks used in Vietnam. However, the *Monogram* model has a single rear wheel arrangement. Though I desired to model an older Reo, I could find no clear photo reference to support single rear wheel Deuces in Vietnam. I decided to modify the rear axles for a dual set.

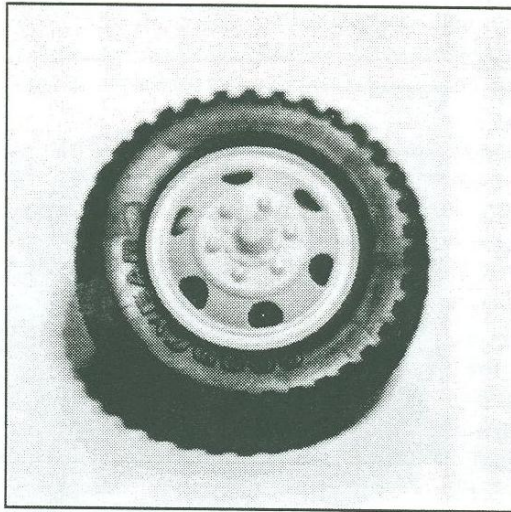
In the kit I bought, the poly-vinyl tires were not usable. The tire halves are off-register. The sanding of one tire seam proved too time consuming to consider cleaning up the other six. Besides, I had to have 11 tires for this model anyway—and I didn't want to buy another *Monogram* kit just for extra wheels. I discarded the original kit's tires altogether.

The tires on the M35 Deuce are large, off-road types. These are excellent renditions of Goodyear's military non-directional tires, ap-

propriate for the model and era. *AFV Club* tires match the size of the tires offered in the *Revell/Monogram* kit, and I chose these as a replacement. The centerline seam is moderately less difficult to remove but worth the effort. Unfortunately, I didn't have the brake drums to mount these tires to, so I used *AFV Club*'s instruction sheet diagrams to make masters for the front and rear. I cast the number I needed, and these came out surprisingly well.

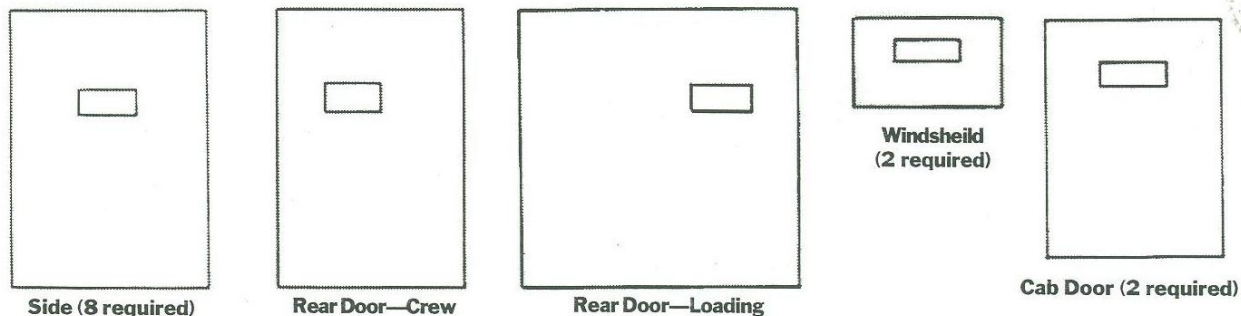
The frame provided in this model kit is a single piece. It is thick and sturdy. Thankfully, mine was straight. I would hate to wrestle with this beast to straighten a warped part. It is not scale. It is not pretty. It is functional and a good base to work on for sanding and drilling. If you become disgusted with this model, you could prop the frame up on two cinder blocks—it'll make a great base for a model workbench.

Where the frame lacks detail, (which is everywhere) you can certainly make the efforts to add some. The frame molding integrates an engine pan and transmission. Other than an oil pan plug, I did not add much to the engine pan. The single piece drive train is crude, but I appreciated this in the end as it was thick and sturdy too. I toyed with the idea of replacing this with *AFV Club*'s pieces, for a moment or two, but didn't in the end. When finished with assembling the model, you really can't see the difference. There were slight detail additions added here too. Most important of which were adding drive train end caps both front



One of the M35's resin-cast, detailed tires

Cargo Bed Armor Plate Templates (1:35)



and rear.

The fuel tank is the biggest disappointment in the frame subassembly. You will have to add a sheet plastic back to the part, as well as strip plastic bands. You could model either of two types of fuel filler points; an extended neck with a cap, or a simple flat screw cap type. I chose the simple flat cap. I also added a level indicator, breather tube, and other small details to improve the part before adding it to the frame. I threw in a funnel for the filling the fuel tank, securing it to the cargo bed by a thin wire hanger.

The front bumper is integral with the frame. I added clevises and brackets to the bumper, and I drilled holes in the ends to accept bumper posts. These were common driving aids for the truckers. I made these from RC antenna wire.

The brake drums, with lines, electrical junction boxes and cables came next. I cut the *Monogram* axles back slightly to accept the new drums. The frame needed a little detail for interest. I replaced the unconvincing tow hook and drilled holes to accept five tie-down loops on each side of the frame.

To the rims, I added air stems before setting them aside for painting. While the paint dried between applications, I'd be sanding the tires to remove the seams. This would eventually take nearly five hours for all eleven tires. Interestingly, when you think you've gotten all the seams sanded down, the tire sprouts more. It's maddening.

The spare tire mount in the *Monogram* kit is as sad as the gas tank. It's as unconvincing as it is simple. I patterned replacement pieces from the *AFV Club* kit's example. Made of plastic stock, the easy detail additions dressed up the area.

A trailer electrical hook-up and wiring to an electrical junction box completed the frame subassembly. Attaching the rims and wheels permanently comes in the end assembly.

I assembled the cab carefully. No grab handles for the engine access panels are present, so you'll have to add them. Though not required, I also added a grab handle to the hood for good measure. I tossed the crude amber lights offered in the model and replaced them with some resin pieces I cast up a while ago, adding foil light protectors and mounting brackets as well. Add some nuts and bolts

on both sides of the fenders for the mounting brackets; then, run wires from these lights, through the fender, and through holes drilled into the engine compartment. These were easy additions to dress up the fender. I also added a circular vehicle ID plate fashioned from plastic sheet and strip. I mounted this to the right fender.

For minor hints of wear and tear, I bent one of the foil light protectors a bit. These flimsy guards often suffered much abuse during service. I then exaggerated the wiring on one of the amber lights as if the depot replaced one hurriedly between missions. I felt a little judicious and subtle scraping here after painting would help convey this detail in the completed model.

I drilled out the solid headlights, later replacing them with clear lenses in the end assembly. I left the grill work alone, as it is acceptable if simple, only adding plastic stock to the upper corners to mount new hood tie-downs. After painting the base coat, I washed the grill with oils, and set it aside to dry. There really isn't any radiator detail to speak of on the part, so a wash is the least you can do to spruce up the area. I sanded off the molded-in hood details and replaced these with plastic strip mounts and new tie-downs.

On the right side on the cab the model lacks an air filter, and I wanted to add one. I made a simple master from plastic tubing, strip, and a helmet from the spares box. I sanded the master smooth, and resin-cast a quick piece.

Sheet styrene replaced the molded-in vent doors on both sides of the cab, and I added strip for new hardpoints to mount plastic armored doors. Toss the kit's doors and make armored ones from sheet styrene. To these, add foil hinges, mounting nuts and bolts to both sides. I added simple handles and door catches after some research. These door handles and catches were not elaborate in the field modifications as compared to factory-mechanisms. In actual practice, these did not facilitate access into the cab as much as serving to hold the heavy doors closed while the vehicle was moving.

Inside the cab, diamond plating on the floor, undercab access panels, and plastic sheet to block off the engine compartment under the dash were added. The model needs new gear shift and parking brake levers, an accelerator, clutch, brake pedal, and a steering column.

I drilled out the instrument panel to replace all the gauges, and added sheet plastic armor panels to the windshield, with foil hinges, and bolt details front and back. I made some wingnuts, and added them to the sides of the folding windshield. I cut a length of plastic rod to serve as a brace for supporting the driver's armor panel in the raised position (Remember that rule about no visible means of support?). I chose not to add windshield wipers, as they would interfere with the armor panels when closed. I figured some lucky private would keep the glass clean.

Use plastic strip to model the cab roof beams over the doors. Drill holes in them to simulate nylon top attachment points. I used plastic rod for modeling the soft cab support bar. Heavy gauge wire is equally applicable—I wished I'd had some at the time. Foil came in handy for adding a map box at the base of the passenger seat in the cab.

There is a large gap between the token model kit seats and the rear cab wall. Tissue covering the seats helped to cut this gap down, but you'll need to fill this from underneath with sheet styrene. In retrospect, I would suggest replacing the seats altogether. These are poor representations of crew and driver seats, and you could do infinitely better fashioning simple ones on your own.

The cargo bed modifications were just as extensive as in the cab. The armor plating is the most visible change. I removed the top rails of the stake sides, leaving the posts for mounting sheet plastic armor plates. I added mounting bolt detail, both inside and out, though the interior bolt detail is invisible on the finished model. I cut top rails from the front of the cargo bed too. This is to facilitate material passage between the cab and the cargo bed through the open window.

Every guntruck carried different armor configurations, granting the builder a little license for interpretation. These styles ran from simple titanium sheet panels hung on the sides to large boxes partially or fully enclosing the cargo bed. I chose to cut down central panels to fit the model kit's wheelhouse cutouts and the M-60 mounts I would add later. I patterned my model after trucks equipped with bolt-on panels. Butted close together, instead of welded, the panels are easier to replace if damaged.

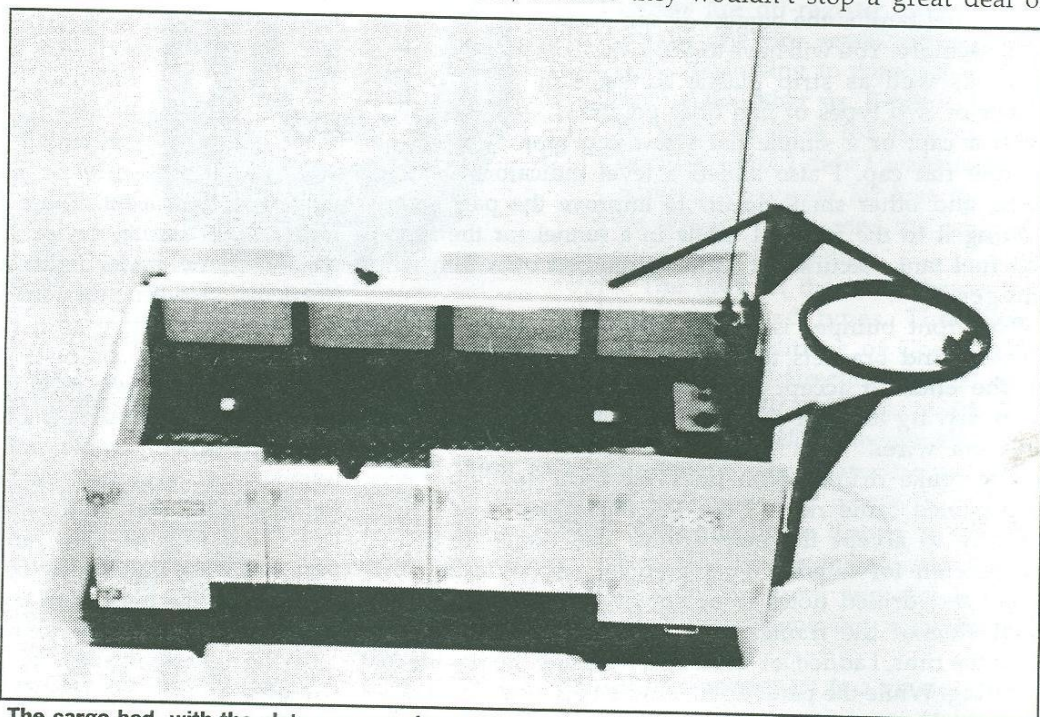
I chose to make cutouts for the wheelhouse to ensure the cargo bed cleared the new tires instead of extending them down to the bottom edge of the cargo bed. I reasoned the truck

needed the clearance afforded by having a wheelhouse in the first place, so why impede wheel travel with the addition of armor plating? In the end, this was a good decision for another reason—the armor plating would have touched the wheels when the model was complete.

I didn't pay particular attention to sanding these plastic armor panel additions smooth before adding them to the model. A few nicks and scrapes resemble wear and tear on the exterior of the truck.

I discarded the simple tailgate kit part, and added hinged plastic rear panels, the right plastic panel serving as a main cargo loading door, and the left as a crew access door. Add simple foil hinge, handle and bolt detail here too.

Underneath the cargo bed, I mounted the kit's rear light clusters, and wired them to electrical junction boxes near the front of the bed. I added drop irons to the rear and side of the bed for crew steps made from thin wire. These look curious, because they wouldn't stop a great deal of



The cargo bed, with the plate armor and gun rails in place. Also note radio set front left corner.

mud from sloshing, but I used the mud flaps offered in the *Monogram* kit. I needed only to add styrene strip braces to the rear flaps, and move the front flaps 1/16-inch forward to clear the wheel modifications.

On the floor of the cargo bed, I added tread plating as the crew might, for increased cargo and crew protection. I chose tread plate produced by *On-The-Mark Models* for the central portion of the floor. I added a coiled wire base, antenna mount, and antenna rod to the front wall of the cargo bed.

Radio sets equipped many of these armored guntrucks. I threw together a radio rack from my spare parts box to mount underneath the antenna mount. For clearance, I chopped the left side troop seats so that the main bench could fold down without interference from the radio rack mount. I modeled the other portion of the bench seats

up against the backside of the armor plate, in the stowed position. I made plastic tie-down lugs for the floor of the bed for good measure.

On the interior walls of the cargo bed, I added plastic strip for the gun rails and mounts. In the full-sized examples, these rails served for supporting the weight of the armor plates suspended on the outside of the vehicle. These plastic rails covered my interior bolt detail, but I know they are there.

On the front of the cargo bed, I mounted a weapon ring for the .50-caliber heavy machine gun (HMG). I used *Italeri* parts for the ring mount from their GMC WW II Jimmy, increasing the span of the ring support beams to match the wider M35 cargo bed. I wanted to keep the basic look of the mount, however, to give the impression the field modification came from a knocked out GMC and had been added to this truck some time later. It took many dry-fittings during the construction of the ring to ensure the piece sat at the proper height and angle above the cab and was positioned correctly when viewed from overhead.

Finally, I checked all wiring junction boxes, and adjusted fits accordingly for connection when the subassemblies came together in the end assembly. I then put the model in the cabinet for a few days while setting to keep my hands off it. It is difficult to resist the temptation to add and change so many details and wind up going completely overboard, turning a fun project into such a laborious effort it is no longer appealing. I call this my decompression phase.

The guntrucks, like most military vehicles of the period, are olive drab overall. For me, this is a boring finish, as I prefer complicated and striking camouflage patterns. Reinforcing this are some very "flat" olive drab schemes I've seen on other models of vehicles from the Vietnam War. The challenge here was to make the monotone scheme bring the model "alive."

I mixed two shades of olive drab for painting the model, a base and highlight color. I also mixed two shades of black for the frame. This was the first time I deviated from *Tamiya* acrylics in finishing a model. On the frame, I used *Tamiya* flat black, as usual, but weathered it with the new *Floquil Acrylic Railroad Color* steam power black. The paint is impressive. It is milk-thin from the bottle, smooth and ready for airbrushing.

I applied my primer coat, and painted the frame, cab, and cargo bed in their basic colors. The frame is flat black, and the wheel rims, cab and cargo bed are olive drab. I applied the highlights using the lighter shade of olive drab with my airbrush, instead of drybrushing the model and running the risk of damaging the detail parts.

I put the model in the cabinet for drying, too, as I really need much more decompression time to resist the temptation to change or add something to the model than I'll readily admit. I delayed final mating of the subassemblies until after applying markings.

The basic vehicle markings are equally boring: white. These markings are totally uninspired. Yuk.

I used *Verlinden* dry transfers for the markings on my model, instead of using decals. This looks better to me in the

end, though the cutting and splicing of numbers and lettering can get tedious, and aligning them is difficult. I wouldn't stress too long over alignment, however, as you can easily see some geometrically-challenged alignment jobs done on vehicles from the period. Just don't exaggerate.

The stars are simplest to apply, and when set, make perfect targets for enemy gunners, just as the full-sized examples did. These were my favorite markings of all. The completed model screams for some GI Joe figures.

To break up all the white markings up are the unusual vehicle names often applied to these guntrucks. Peanuts comic strip characters were particularly popular during the Vietnam War. There are several good references available, and Squadron Signal will soon publish a book dedicated to these trucks to aid the modeler. I chose instead to model a relatively plain representation of an armored guntruck from the period. I liked the simple look of the completed model. I named my truck "Babs."

I further weathered and dusted the frame in pastel chalk, using blacks, whites, grays, brown and red-browns, picking out some areas of wear and weathering them slightly more. I picked out high spots of wear on the fuel tank and spare tire assemblies too, and was careful to rust the brake drums, but not exceedingly. Though reddish clay covers Vietnam, I don't suggest overdoing this on your model. Use subtle strokes of pastel reddish brown on the frame, under the cab fenders, and in the cargo bed after simulating dust and faded paint. The reddish tint doesn't appear immediately to the eye, and is easy to overdo. I like to take short breaks from the model table when applying pastel weathering to let my eyes adjust to something other than the colors of the chalks I am applying.

The wheel attachments were next. These are fun, fun, fun.

As I stated above, the cargo bed of the *Monogram* model is six scale inches narrower than on the *AFV Club* kit. I'd planned to use the wheelbase measurements from that kit as a base for my modifications to the *Monogram* model. This meant the rear dual wheels would extend three scale inches from under the cargo bed if my modifications were accurate. This would definitely make the truck's appearance unique.

I did not have room with *Monogram's* thick frame to move the replacement wheels any more inboard than I did. Had I done that, the front wheels would sit unconvincingly in the fender well—too close to the frame to have been able to turn the truck. The front wheels of the full-size M35 track inside the footprint of the dual rear wheels. I didn't want to alter this noticeable feature in my model. The measurements to cut the front axle dictated how much I could cut the rear axles for adding the new tires.

The same problem existed for the rear wheels. The *Monogram* kit's cargo bed wheelhouses are molded for single wheel rear axles. Excessive trimming of the rear axles would put the rear wheels too close to the frame and inner wall of the wheelhouses.

In the end, I stuck to the correct wheelbase measurements. My outside rear tires do extend three scale inches from under the cargo bed, as I thought, but this does not detract from the finished model's appearance. It serves to make the model a bit more interesting, and is in

keeping with my idea of pressing an older series truck into service.

I attached the wheels to the frame, and labored to get the wheel alignment correct, especially the tracking, vertical, and horizontal profiles. This took the better part of an afternoon to accomplish, with much tweaking and adjusting as the white glue set. The wheel alignment is always difficult, and more so when you make modifications to the axles.

In the end, I got the same profile and ground clearance of a full-size M35 truck in scale. All the effort was worth it. When satisfied, I set the frame subassembly aside until final assembly to prevent warping the wheel adjustments.

I attached the pioneer tools to the front of the cargo bed. I chose to mount my holder vertically, in the same manner as was found on some of the older GMCs. I painted all the tools separately, and then attached them to foil brackets and paper straps. When dry, I attached the cargo bed assembly to the frame and cab unit, checking and adjusting my alignment before setting it permanently into place.

Next, I mounted the headlights to the grill with white glue. I then took a little more time adjusting and tweaking the cab assembly to fit properly on the frame rails. I carefully aligned the bumper with the fenders, the top of the rear cab wall with the top of the cargo bed stake sides, and the cab with the frame. This was crucial, as the cargo bed in the model kit comes with locating pins that fit into holes into the rear cab wall. The cab does not have locating pins to aid alignment when placed onto the frame rails. The cargo bed has four holes in the floor that raised pins on the frame rails fit into for alignment, however.

When you place the cargo bed on the frame, use the locating pins that fit into the rear cab wall to align the cab on the frame rails. Adjustment is necessary to ensure the cab fenders align with the bumper properly, as the cab tends to lean to one side or the other when balanced on the frame rails.

This sounds like a lot of bother, but misaligning the cab, frame, and cargo bed is a basic boo-boo that can be easily spotted by the casual observer, not to mention any judge worth his salt.

I weathered the floor and dashboard of the cab with a medium wash of tan and black paints, followed by an application of pastels after drying. A clean cab floor would look unusual in the conditions of Vietnam, with the crew tracking mud and dirt into the truck constantly. I would use the same methods for weathering the cargo bed floor.

On the exterior, I accomplished final touch-ups to the paint finish and then weathered with pastels. I brushed the sides of

NASA 737

Continued from page 7

Administrator having earned such affectionate nicknames as (depending on center) 'Captain Chaos' and 'Mad Dan'. I asked Hindson "So, what's the late word on the plan to move all the Ames aircraft to Dryden next spring?" He shook his head and threw up his hands in what's come to be known as "the Ames salute." NASA 737 may go down as not only the best but the last Ames variable-stability research aircraft. (Thanks to Bill Hindson for his help with photos and history.)

the model with blacks and grays, from the bottom-up instead of from the top-down, adding reddish browns to my palette to simulate mud, dust and rain streaking.

Finally, I added the end details to the model. I did not want to obscure any of the work it took to come this far in the project by overloading the truck with cargo and miscellaneous clutter. I did want an interesting mix of items appropriate for the mission and the setting. I was envisioning my model would be of an armored guntruck making a run in the local area. Not being far from its home base, there would not be an extensive amount of field gear carried in or on the vehicle.

I chose to add the equipment the truck would normally carry: spares, fuel, water, tools, etc. Crates, a couple of medical boxes, and a few Vietnam C-ration cartons added some contrast to the otherwise drab colors of the model.

I mention Vietnam era C-ration cartons because these are different from those used in the Korean War. Where these cartons were 1.1 cubic foot in volume, the Vietnam-era C-ration cartons were 1.3 cubic feet. Korean era cartons weighed 38 pounds full. The Vietnam cartons weighed 35 pounds. Aside from being visually larger, the difference is important because of the wonderful—readable—printing on the *Verlinden* and *Pre-Size* containers available today.

I added some hot or cold food and drink containers, along with a couple of bottles of beer and portable radio for blaring the sounds of Mick Jagger getting no satisfaction for interest.

This is my favorite of all model building steps, as I feel this is where the builder finds the artistry in scale modeling comes together in the finished product. Thrilled with the end product, I had absolutely no inclination to add or change any detail in the completed model. Sure, I would do things differently the next time around, but I'd change nothing in this one.

I could almost see my guntruck rumbling down some nameless path in the Mekong Delta, weapons blazin', bringing some vital material to weary soldiers off in the distance.

Cheap and not a very bad model kit, *Monogram's* old warrior was a total joy to build. I was happy to share my fun with you. Consider some of that vintage plastic next time you're unwilling to drop four weeks of gas money in that next model. I was glad I did.

Useful References:

Standard Catalog of US Military Vehicles 1940 to 1965, Thomas Berndt, Krause Publications, Revised First Edition 1995

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Ground War - Vietnam, Volume One 1945-1965, Jim Mesko, Squadron Signal Publications, 1990

Ground War - Vietnam, Volume Two 1965-1968, Jim Mesko, Squadron Signal Publications, 1992

The Vietnam Experience 1965-1975, Consulting Editors Tim Page and John Pimlot, Barnes & Noble Books, Inc., Orbis Publishing Ltd., 1995

DECEMBER MINUTES

December's meeting featured no business or model talk. Instead, it was a pizza-eating, gift-stealing free-for-all. The editor kept track of the models in the exchange. It went something like this:

The book *Strangers in a Strange Land* : Opened and taken home by Joel Rojas.

1:72 Hobbycraft C-45: Opened and taken home by Sami Arim.

1:48 Monogram A-10 Warthog: Opened by Eric McClure, then stolen and taken home by Dan Grinker.

1:72 Stuart tank, 1:72 Lysander, IJN Kagero and IJN Nagara: Opened by Bill Abbott, stolen and taken home by Kent McClure.

1:32 Minicraft M113A-2: Opened by Eric McClure, then stolen by Jim Lewis, then stolen by Doss Wilkinson, then stolen and taken home by Eric McClure again.

Lindberg Pirate ship: Opened by Ralph Patino, then stolen and taken home by Tom Bush Jr.

Book set *Great Marques of Europe*: Opened by Jack Van Zandt, then stolen by Bryan Finch, then stolen and taken home by Brad Chun.

Hasegawa 1:48 P-38 "Nose Art": Opened by Bert McDowell, then stolen by Doss Wilkinson, then stolen by Dan Grinker, and finally stolen and taken home by Jim Lewis.

Kirin 1:32 Bergepanther conversion kit: Opened by Vivian McBride, stolen by Bryan Finch, stolen by Jim Lewis, and finally stolen and taken home by Peter Wong.

Minicraft 1:72 B-17F: Opened by Mike Meek, then stolen by Michael Fletcher, then stolen by Bill Dye, then stolen and taken home by Jim Gordon.

Italeri 1:72 F4U-5N Corsair: Opened by Bill Dye, then stolen by Mike Meek, then stolen by Michael Fletcher, finally stolen and taken home by Bill Ferrante.

Lindberg Tyrannosaurus Rex: Opened and taken home by Doss Wilkinson.

1:24 Ferrari F-181 racer: Opened by Tom Harrison, then stolen and taken home by Jim Priete.

Testors 1:72 SR-75 Penetrator: Opened and taken home by Tom Bush Sr.

T-55 tank, 1:48 F-100, 1:72 Hellcat and 1:72 Harrier: Opened by Jack Van Zandt, stolen and taken home by Brandon Christopherson.

Porsche 956 racer: Opened by Matt Reich, stolen by Jason McChristian, and finally stolen and taken home by Dave Sampson.

Minicraft 1:72 TBF Avenger: Opened by Jim Priete, and stolen and taken home by Michael Fletcher.

Testors 1:72 AV-8B Harrier and Minicraft 1:144 B-25: Opened and taken home by Wendy Sloneker.

Lindberg Tyrannosaurus Rex: Opened by Bill Abbott, stolen and taken home by Bruce McBride.

Testors 1:32 YF-22 ATF: Opened by Jim Lewis, stolen by Jack Van Zandt, stolen again by Tom Bush Jr. and finally stolen and taken home by Rich Pedro.

Monogram 1:48 He 111: Opened by Mike Meek, stolen by Angelo Deogracias, then stolen by Laramie Wright, then stolen and taken home by Jon Schumaker.

Minicraft 1:48 P-38 Lightning: Opened by Mark Hernandez, then stolen by Mike Meek, stolen by Michael Fletcher, then stolen and taken home by Al Gonzalez.

DML 1:48 Fokker DIII: Opened by Bert McDowell, then stolen by Michael Fletcher, who lost it to Laramie Wright, then stolen and taken home by Mike Meek.

Hasegawa 1:72 SBD-3 Dauntless: Opened by Jim Priete, then stolen by Chris Bucholtz, then stolen by Eric McClure, then stolen and taken home by Matt Reich.

Lindberg 1:32 T-80: Opened and taken home by Milt Polous.

Revell 1:32 P-38 Lightning: Opened by Frank Beltran, then stolen by Jeff Hargis, then stolen and taken home by Alan Weber.

Monogram 1:48 P-51D Mustang: Opened by Randy Rothhaar, then stolen and taken home by Stan Muniz.

Revell 1:144 B-2 and B-52: Opened and taken home by James Rasp.

Monogram Snap-Tite Truck: Opened by Tom Bush Jr., stolen and taken home by Ralph Patino.

Individual track links for a Stug IV: Opened by Jason McChristian, stolen by Frank Beltran, stolen by Brad Chun, then re-stolen and taken home by Jason McChristian.

Caravelle, Comet and 737 Airliners: Opened stolen and taken home by Brian Sakai.

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

"Chips" Kawasaki Motorcycle: Opened by Brad Chun, stolen and taken home by Jack Van Zandt.

Three-Enterprise "Star Trek" set: Opened by Tom Bush Jr., stolen by Stephen Schumaker and stolen and taken home by Angelo Deogracias.

1:48 "Thunderbirds" F-16: Opened and taken home by Doss Wilkinson.

DML 1:72 Hokum helicopter: Opened by Jeff Hargis, stolen and taken home by Randy Rothhaar.

Monogram 1:48 P-51 and F4F: Opened by Bert McDowell, stolen and taken home by Bill Abbott.

Italeri 1:72 F-15E: Opened and taken home by Chris Bucholtz.

Monogram 1:48 F-16: Opened and taken home by Bert McDowell.

Hasegawa 1:72 SR-71: Opened and taken home by Bill Dye.

Monogram 1:48 OS2U Kingfisher: Opened by Angelo Deogracias, stolen by Jeff Hargis, stolen by Tom Harrison, then stolen and taken home by Frank Beltran.

Lindberg 1:32 BMP-40: Opened and taken home by Laramie Wright.

A-10 Warthog in Detail and Scale: Opened and taken home by Kris John.

Testors 1:72 F7U Cutlass: Opened by Michael Fletcher, then stolen by Bryan Finch, then stolen by Tom Harrison, then stolen and taken home by Mike Burton.

Bat Boat: Opened by Vivian McBride, then stolen by Jessica Shipway, then stolen and taken home by Stephen Schumaker.

Hobbycraft 1:72 S2F Tracker: Opened by Angelo Deogracias, stolen with the aid of a bribe and taken home by Jessica Shipway.

Lindberg Velociraptor: Opened and taken home by Bryan Finch.

Italeri 1:72 Hs129: Opened by Tom Harrison, stolen by Jim Lewis and finally stolen and taken home by Angelo Deogracias.

Starfix 1:72 Mustang: Opened and taken home by Tom Harrison.

1:700 IJN Natori and IJN Mikizuki: Opened and taken home by Brad Chun.

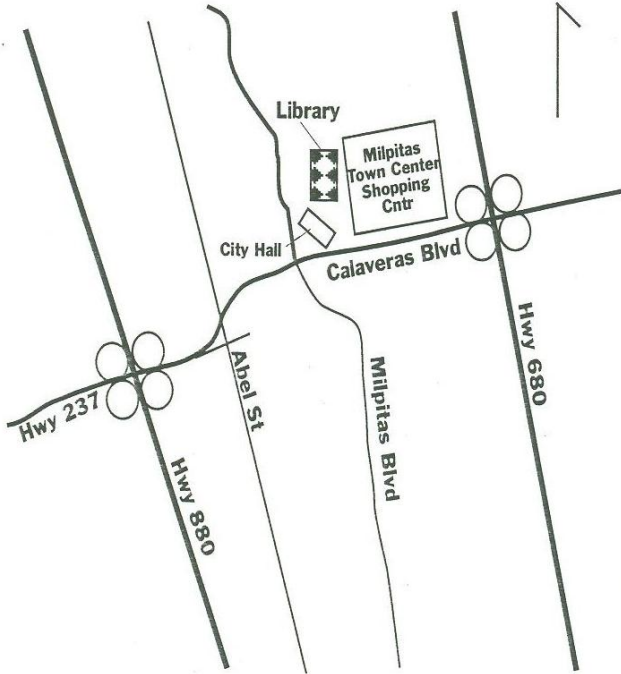
Chevy 3100 Pickup: Opened and taken home by Jim Lewis.

1:48 Canadair F-86 Sabre Mk. 6: Opened and taken home by Dave Balderrama.

Datsun 240Z: Opened and taken home by Jeff Hargis.

ChevyCorvette: Opened and taken home by Tom Bush Jr.

That's 54 gifts exchanged, with 63 steals! And to all, a good night!



Next meeting:
7:30 p.m.,
Friday,
January 19

**at the Milpitas
Public Library,
40 N. Milpitas Blvd.**
For more information, call the
editor at (408) 247-2204



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