



Monogram's C-47-Operation Market-Garden

By John Heck

One day in the fall of 1987, at 8 a.m., I sat at the second desk from the front of the classroom on the first day of my ART 014 "Color" class. About 20 minutes after eight and about 20 minutes after class had started, I heard the door at the rear of the room open and heard its automatic hinge slowly pull the door closed with a loud clap. I turned around to see an embarrassed girl quickly install herself into the only remaining desk at the rear of the classroom.

I vividly remember thinking to myself, "There's another cute girl I will never get to talk to." It's funny how things work out.

I don't remember much about meeting the girl's father—I am sure he shook my hand with enthusiasm and a touch of paternal apprehension. I do remember meeting her mother. The years of living with Multiple Sclerosis were starting to take their toll. When we met she was sitting in her electric scooter that she used to get around the house. She looked up and smiled. She said it was nice to finally meet me. I took her demeanor and the words she used as a good sign.

In the back of the girl's parents' house there was a bedroom that was being used as an office. It had artwork of eagles, framed certificates and photos of paratroopers on the walls. There was a black and white photo on a shelf of an imposing, square-jawed man with a kind face who was wearing fatigues and had his helmet lodged under his left arm. The man was standing in front of a brick archway that looked as if it were somewhere in

Europe. The photo was signed, "To Tony, A good paratrooper, a good friend. Major R.D. Winters." These, along with the Dutch plates with windmills and caps and dog tags, were all displayed. They were not hidden, but were also not on display where any houseguest would be forced to take notice.

Over time I learned why her father had all of his memorabilia. It was not to remind him of the good old days like one would conjure up when looking through high school year books, or reminiscing while looking at vacation photos, or even one's wedding

album. Tony Garcia had a perspective he shared with a relatively small group of men. He had jumped into the Netherlands during Operation Market-Garden and fought fierce battles for a single, strategic highway; surrounded, out of supplies and without winter clothing, he had faced overwhelming opposition in freezing conditions in Bastogne and during the assault on Foy; he had been to Berchtesgarden to seize Hitler's "Eagle's Nest." More importantly, however, he



Most of a "stick" of 101st Airborne paratroopers wait to load their Monogram 1:48 C-47 Skytrain. How they are going to get in the plane without a boarding ladder is anyone's guess. The model was built as gift for John's father-in-law.

had made friends, the clichéd bonds that only combat can generate. Some of these relationships would last a lifetime and many would end in days or hours with a direct hit from an 88. I suspect these other 18- and 19-year-olds that Tony knew where the real reason he collected things to make him remember.

World War II never had any real meaning to me. World War II was the stuff of movies and books. It was entertainment. I built models and studied books on the tanks and airplanes that were the result of the war but I never had a real personal connection to it.

Continued on page 4

EDITOR'S BRIEF

Some half-wit once said that life is like a box of chocolates. Sort of like when you open your desk drawer and find that some jerk has plowed through your Sees sampler and ate all the creams. Of the pieces that are left, three of them are bit in half and the rest have had a finger poked in them to see what was inside. The one you do end up eating has nuts and causes an anaphylactic reaction that you never had before.

While you're lying on the floor, your coworker from the cubicle next to you (the one that molested your candy?) whose Red Cross Life Saving card expired in 1983 incorrectly decides to give you C.P.R., measures wrong and breaks your xiphoid process clean off, jamming it into your liver with each compression. You will live, but before you leave the hospital, you are mistakenly shaved for a different kind of operation. The nurse can't find your wallet.

I must apologize for getting the August *Styrene Sheet* to many of you very late. Some things came up that required my attention and I found myself very busy. Of course with hindsight, I realize that with proper planning and a little better focus I could have gotten the newsletter out on

time.

With the aforementioned chocolates in mind, I must tell you that this issue is not at all how I had intended it. The genesis of this newsletter is about three years old and I had finally decided to fulfill my intentions this month, but wouldn't you know it, things change in the blink of an eye. It's amazing how cruel a little procrastination can be.

I decided to proceed with my plans because it seemed like the right thing to do and I can't think of a better time to do it, but I'm afraid my story has a different emphasis now. Please forgive me if it seems a little self-indulgent, and it will. I did manage to work a model into the story, however, so technically the newsletter is on topic.

John Lennon said, "Life is what happens to you while you're busy making other plans." I think I like that one better than the silly chocolate thing.

Now, if you can possibly drudge through my exhausting prose, I would invite you to do so. There is someone important I would like you to meet.

- The Editor

CONTEST CALENDAR

September 24, 2005: **IPMS/Santa Rosa and IPMS/Mt. Diablo's Judging Clinic** is coming fast - September 24 - from noon until 3 p.m. at Hobbytown of Petaluma, in the Petaluma Plaza at 171 N. McDowell Blvd. in Petaluma (phone: (707) 762-2176). Anyone who wants to learn what judges look for, how they judge or what's involved with being a judge can get their questions answered at this first-ever-in-Region 9 event. Please let your members know about it ASAP!

October 8, 2005: **IPMS Santa Rosa & IPMS Mt. Diablo** hosts its **Model Expo 2005** at the Sebastopol Veterans Memorial Building, 282 S. High St, Sebastopol, CA. For more information contact Greg Reynolds at (707) 829-6304 or email him at ipmsgr@sbcglobal.net.

October 16, 2005: **IPMS/Orange County** present **OrangeCon 2005 - Region 8 Regional Convention** held at Anaheim Park Hotel - Fullerton, 222 W. Houston Ave., Fullerton, CA. For more information visit www.ipmsoc.org or contact Nat Richards at richa5011@aol.com


November 5, 2005: **IPMS/Antelope Valley** hold

their **Desert Classic IX** at the Antelope Valley College. For more details contact Mike Valdez at (661) 256-0410, or email him at mikevaldez151@msn.com

December 3 2005: **IPMS/Silverwings** hold their **Holiday Classic** at the Elk Grove Middle School in Elk Grove, CA. For more information call Michael Scott at 916-351-2321.

January 29, 2006: **IPMS/San Diego** presents the **San Diego Model Expo '06 Model Contest and Vendor Fair** at Marine Corps Base Camp Pendleton. For more information, e-mail Jose Gonzalez at jgonzalez42@cox.net phone him at (760) 430-3005, or visit the club's website at www.ipmssd.org.

February 26, 2006: **Silicon Valley Scale Modelers** presents their **14th Annual Kickoff Classic** at Napredak Hall, 770 Montague Expressway, San Jose, California. This year's theme is "Fast and Furious." For more information, call Chris Bucholtz or e-mail him at bucholtzc@aol.com or check the website at www.svsm.org.



SILICON VALLEY 2006
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SUNDAY, FEB. 26, 2006

**NAPREDAK HALL
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SAN JOSE, CA
WWW.SVSM.ORG**

**9:00 a.m. - Doors Open
12 noon - Registration Closes
12:30 p.m. - Judges Meeting
1:00 p.m. - Judging Begins
3:00 p.m. - Awards**



Building an Easy Company C-47 Skytrain

Continued from page 1

What Tony had done and what he had witnessed I learned of in only a trickle. Just as the items in his office were inconspicuous, Tony did not feel the need to talk about the war. He would tell you if you asked, but you had better learn to be persistent if you wanted more than a one-sentence answer.

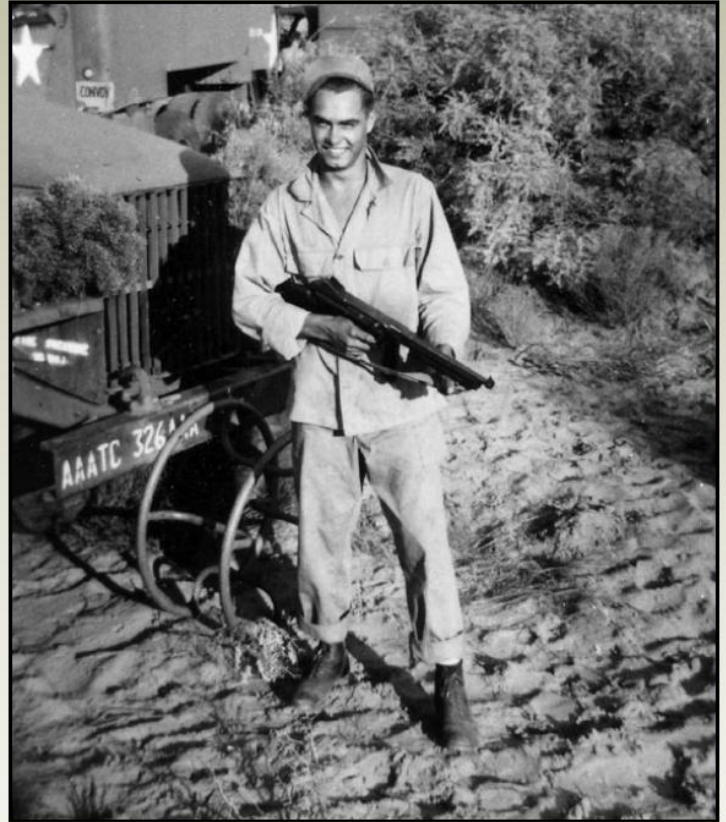
Tony entered the military in 1943. He wanted to be in the Marines but was turned away because the quota was filled. He and his buddy were deciding if they should join the Navy or the Army when the Army recruiter said, "Congratulations, you just joined the Army."

Tony was attached to a radar battalion but hated it. He wanted to be in the airborne. He was impressed with the airborne guys he had come in contact with and, most importantly, it paid \$50 a month more than he was making. Tony coerced his way into being able to enlist in the airborne but a heart condition caused him to fail the physical. A friend offered him some heart medication that would mask the symptom and he attempted the physical again. Unfortunately, Tony did not understand to take one pill and took several. It made his heart rate very rapid. The doctor who examined him misread the rapid heartbeat. "They must really be working you guys outside," the doctor said. "You better believe it!" said Tony. He passed the physical.

After his airborne training at Fort Benning in Georgia, Tony was sent to England. Fortunately for him (and for me, ultimately), he arrived only three days before the D-Day invasion. Tony would have to wait until September to make his first combat jump.

General Montgomery's plan for Market-Garden consisted of an attack north to Arnhem, deep inside the Netherlands, bypassing the Siegfried Line, crossing the Rhine and capturing the entire German 15th Army.

The operation was made of two elements. "Market" was the



Tony while in the army in Texas, 1943.

airborne assault composed of the British 1st Airborne Army, the Polish 1st Independent Parachute Brigade and the U.S. 82nd and 101st Airborne Divisions, which would become the largest airborne operation in history. "Garden" was the ground assault spearheaded by the British XXX Corps who would push up from the south through the 101st and 82nd's area of occupation. They were to reach the 1st Airborne Army by the third or fourth day of the operation and cross the strategic Arnhem Bridge.

On September 17, 1944, Tony and thousands of other U.S., British and Polish paratroopers loaded in to C-47s and gliders and headed off to the Netherlands in an attempt to end the European campaign quickly.

Over 50 years later, I thought I would build a Market-Garden C-47 for Tony's birthday. A 75-year-old man does not need too many material things. The one material thing that I can provide that most people don't have, and will probably never have, is a plastic model. Most people not only do not have a built plastic model but also do not want one. Since it was going to be a surprise, Tony did not have a choice. Additionally, some very key moments in his life were closely linked to airplanes, so luckily for me I had an obvious subject to build for him.

To do a C-47 preparing to leave for Operation Market-Garden would be something that I thought Tony would really enjoy. With an office full of war memorabilia, a model of a "stick" of paratroopers milling around a C-47 would be a nice addition.

A 1:72 scale diorama seemed the least cruel thing to inflict on the poor man so I set about looking for a 1:72 scale solution. While there were a few serviceable 1:72 scale C-47 kits out there, the real problem was finding 1:72 scale paratroopers. There were some rubbery little guys that might have worked except that they were all in hokey fighting poses. I'm sure some of the guys in the



Tony (left) and J.D. Henderson before a jump, France 1945.

101st Airborne were anxious to get into combat but I strongly doubt that they stood around their empty Skytrain with a live grenade cocked in one hand. To get the results I wanted would have meant an enormous amount of work and, frankly, much of it was beyond my modeling abilities.

This left the nice but rather large 1:48 scale Monogram C-47. This kit also came with some nice paratroopers doing just what I wanted them to be doing—nothing. I figured the 1:48 scale diorama would make an impression but ultimately end up someplace where it would not take up a lot of needed space—if not in the office, maybe in the basement or in a back bedroom, or maybe even at my house.

The next issue was actually locating one of the Monogram C-47 kits. The model had been out of print for some time and eBay may not have even existed yet. I had never heard of it anyway. I did most of my online model shopping at the time through disposal lists posted to rec.models.scale. After quite a bit of probing, I was able to locate a kit for \$30.00. I thought it was outrageous at the time but snatched it up anyway.

As the model was not an original issue, I asked again on rec.models.scale if anyone would be so kind as to send me a copy of Shep Paine's D-Day diorama sheet that was included in the original kit. As usual, some generous soul on the news group came through. He not only sent it to me for free, but he made color photos copies to boot.

The Monogram model also came with only nine paratroopers. The C-47s were loaded with a "stick" of 18 lucky guys so I need nine more. Fortunately the generosity of the online modeling community served me again and many more little green men were shipped to me free of charge.



By the time of Market-Garden, the D-Day stripes were painted over on the top sides. The paint was often lightly applied and faded quickly revealing the stripes underneath.

My goal was to build a model as stock as possible. The project was large enough already; I didn't want to get bogged down with correcting or enhancing details. I was sure that Tony would be quite pleased with the model out of the box and the extra time and work would not change that.

I did need to do a little bit of planning before I started construction. What did a C-47 loading up for a mission look like? I only had a vague idea. I had little luck finding good references. The Squadron C-47 Skytrain In Action book was about the best I could come up with. With as long and diverse of a history as

Les Hashey

One would be challenged to think of two people more completely different than Les Hashey and Tony Garcia, yet they remained friends for almost 60 years. Les and Tony were replacements to Easy Company and jumped into the Dutch village of Son together at the onset of Operation Market-Garden.



Tony Garcia (left) and Les Hashey in Mourmelon Le Grand, France in December 1944.

Les was verbose. Every time I met him he seemed to pick the conversation up right where we left off from years before. Les had tales to tell and with a soft voice and a frequent touch to your arm he would talk to you for as long as you were willing to listen. In contrast, Tony was a man of few words. Tony had tales to tell too, but you had to usually initiate the conversation and Tony would not use three words when two would suffice.

On January 14, 1944, during a heavy German

artillery barrage in the freezing weather at the Battle of the Bulge outside of Bastogne, Les was injured by a piece of shrapnel from a tree. The projectile went through his shoulder and punctured his lung. Les shouted, "Tony, I'm hit!"

Tony replied, "How do you know?"

"My back is warm!" Les quipped.

Tony and others pulled Les from his foxhole and to safety. Les would recuperate but was no longer in Easy Company. After his recovery, Les was transferred to a military police unit in Belgium. Les died in December 2002.



Tony (right) and Les in Phoenix Arizona during their last meeting at the Easy Company reunion in October 2002.

the DC-3/C-47 had (has), and with the In Action book's charge to attempt to document the plane's entire career, even significant events like D-Day and Market-Garden were given minimal coverage. In this book however I was able to find the only image I would find of an Operation Market-Garden machine. This image, some interior images also in the In Action book, and the pages I was sent on Shepard Paine's great diorama amounted to darn near all of my references. Of course, shortly after I finished the model, World War II airborne units became in vogue and decals and references were abundant. Oh well.

Construction of the C-47 was very straightforward. Of course, the instructions requested that I start with the cockpit and I obliged. I spent little time here because it would be hardly visible behind the windscreen. I painted the cockpit parts according to the instructions and set the assembled pieces aside.

I did need to spend a little more time on the inside of the fuselage since it would be very visible through the open cargo door. I had a little more research to do.

Trying to be sneaky, I casually asked Tony some questions about his C-47. What I didn't get right away was that no matter how indelible a moment is on one's mind, a lot of time had passed between the day the 19-year-old Tony Garcia boarded a C-47 to jump into the village of Son and the day the 74-year-old Tony Garcia stood helping me clean the dishes in his kitchen. Additionally, he saw the plane only once. He was not a pilot that flew that same machine every day for months. Hell, I can't even tell you with any certainty the colors of the dashboard of my car and I have been driving it for five years.

I did manage to find out that his plane loaded up on a prepared tarmac and not a grass field, that its D-Day stripes had the top half painted over with olive drab and that the seats inside were canvas and not aluminum. Tony, of course, did not remember



The tarmac was made by gluing down model railroad gravel and painting it grey. Do not do this; it looks terrible.

the numbers on the side of the plane nor any special markings. If his recollection of the plane was that foggy, he would not know if the rest of the details in the model were incorrect. I decided to proceed at my discretion.

I painted the interior of the C-47 interior green and gave a little bit of a black wash near the cargo doors. The seats for the paratroopers were made up of a bench of flat seats on either side of the plane. I painted them khaki and attached them to the inside. The many windows along the length of the fuselage were designed as one long piece of clear plastic that was attached on the inside of the fuselage. As all of my previous projects had been fighter aircraft that allowed me to add the clear parts after painting, attaching glass parts this early made me a little nervous. I used white glue to attach the clear pieces and then painted the clear plastic areas that joined the windows interior green.

Next, I joined the fuselage halves, trapping the interior parts inside. Like most Monogram kits of this vintage, getting some of the large parts together was a little bit of a challenge. It took quite a bit of fiddling to get the fuselage halves to stay together but a little putty and sanding solved any problems.

The wings were a little more challenging. I ended up with some large gaps at the wing roots that I filled with Squadron Green Putty. Most old Monogram kits have raised panel detail and their C-47 is no exception. I did what I could to avoid obliterating all that detail while I was sanding but I lost a fair amount. I did not bother to restore any of it.

The cargo doors can be assembled closed or with one or both doors open. The photos I had showed one door open. In fact, it was removed. I attached the larger door and left off the forward, smaller door.

I added the horizontal stabilizers and the model was mostly the shape that it was going to be. The C-47 is a pretty big plane and in 1:48 it was going to take up a lot of space.

It was time to start painting. I stuffed cotton or tape into any holes I did not want to paint. Since the plane was going to have



The propellers were painted aluminum before being sprayed black. John used alcohol to rub away some of the black paint to simulate the worn propeller blades.

invasion stripes, I painted the general area of the stripes white. I then masked off the white stripes and painted the black stripes. Then I masked all the stripes and began painting the undersides Tamiya Grey. I painted the top PolyScale Olive Drab and added the dark green blotches that were often painted on the wing leading and trailing edges of the wings and tail. I then masked off the deicing boots and painted them PolyScale Tire Black.

One of my favorite parts of model building is to remove the miles of masking tape and finding out how my handiwork turned out. This usually ends in a mild whimper but this time things came out all right. Even the invasion stripes were not a total disaster. I later learned that these were frequently applied by hand and had irregular edges.

Once D-Day was over and aircraft were landing in France and in possible range of German aircraft, the tops of the bright identification stripes were painted over so the allied aircraft would not be so obvious on the ground. I masked the bottom of the wings and misted olive drab paint over the top half of the

fuselage and wing invasion stripes. My references showed that the invasion stripes were visible under the olive drab paint so I kept the paint thin enough to be able to see the black and white stripes underneath.

The C-47s used in airborne invasions had long tubes loaded with supplies that were attached to the belly of the plane. These had a parachute at the aft end. Shep Pain's flier on his diorama showed how to make these out of doweling, Milliput and Evergreen I-beams. I followed Shep's detailed instructions and made my own. His turned out better.

I painted the wheel wells interior green and added a couple of short antenna mounts that were not included in the kit but I noticed in my references. I then glossed up the whole



The head for the figure without a helmet came from Hasegawa. Tony looked at him and said, "I guess this guy's not going!"

plane to apply decals.

Decals were a pit of a problem. The Monogram decals were amazingly thick—really, really thick. There were also no 1:48 C-47 decal sheets available at the time. I ended up buying some 1:32 scale P-47 markings for the U.S. insignias and got a sheet of yellow lettering for the large numbers on the nose and tail of the

Remember September



Tony and his children immediately following his re-enactment jump in the Netherlands in September 1989.

Beginning In September 1944, Operation Market-Garden liberated the southern region of the Netherlands. Ultimately, the mission was a failure, but those who no longer had to live under a cruel German occupation were eternally grateful. These Dutch still remember today. They still are in awe of the thousands of American farm boys who crossed an ocean to fight their war. Their gratitude is not an urbane gesture. Every five years the "Dutch Airborne Friends" request the surviving members of 101st and 82nd Airborne divisions and their families return to the Netherlands

to stay in their homes, eat their food, tour the old battlefields, dedicate memorials and be paraded through their streets. All the while the Dutch teach their children what happened in 1944 and who is responsible for their freedom.

Starting in 1984 Tony Garcia began making trips to the Netherlands to see old and new friends, but mostly to jump out of perfectly good airplanes. In 1999, at the age of 74, and in spite the unrelenting objections of his wife, Tony made one more jump. "Band of Brothers" was in preproduction, and as Tony was the only Easy Company member in attendance, he garnered a lot of attention from the film crews.



Tony signs autographs for Dutch children after his 1999 re-enactment jump. Tony was 74 years old at the time.

plane. I still had to use the Monogram decal for the large fuselage insignias and then I had a very difficult time getting them to lie down.

Since I had no way to know the number of Tony's C-47 on that day, I used my artistic license to put a "T" on the tail and "9G" on the nose. His initials, get it?

After the decals were dry I sprayed the model with PolyScale flat clear. No matter how much flat I applied, the model never seemed to get flat enough. So I kept spraying. I've done this before and I get burned every time. After the clear has had a long time to dry, the model gets a dusty, milky tone to it and gets covered in little white boogers from the flat pigment. I used way too much clear. I don't know what's wrong with me.

I attached the windscreen and the dome window on top behind the cockpit with white glue. I then added the landing gear struts that I had painted PolyScale Aluminum. Then I assembled the main landing gear wheel halves. Some how I got the bright idea that I could flatten the tires by pressing them on a hot iron. It sort of worked but what it mostly did was leave burned plastic on the iron. That was going to look very bad on my clothing or even worse Stephanie's! I scraped off what I could and ended up sanding the last bits off with sandpaper. No harm done and she'll never know.

After painting and attaching the wheels and the tail wheel, I added aerials from the elastic in pantyhose. I know I said I would build the model out of the box, but one thing I could not tolerate was the kit exhaust stacks. The parts were little more than a plastic stick. I cut some copper tubing of the same diameter and replaced the kit part and painted it rust. I gave the model some light weathering and called it done.

Few dioramas are complete without a base. This was no exception. The base was going to have to be a little large in size to accommodate the Monogram kit and all the paratroopers. My dad cut a base out of scrap plywood for me. I knew that I would be adding a Plexiglas case to cover the diorama and I would need molding with a channel to hold the cover. I figured I would just go buy some molding and cut it to size. Instead my dad found a scrap piece of a nice type of wood and cut it to the right height and then sliced it into thin strips. He then cut them to length, cut



Tony and his brother Jay in Wonju Korea, June 1951. The two brothers served together in 187th Airborne Regimental Combat Team. Jay passed away in 2004.

the groove into one edge and then mitered them to fit around the outside of the base. He created custom molding from a piece of wood that would have been thrown away if it were hanging around my garage.

What I should have done is sand and paint the wood base the color of the tarmac. The texture of 1:48 scale cement is pretty close to smooth. What I did instead was try to add a rough surface to the base. I tried cutting and gluing fine sand paper, which might have actually worked if I actually had some real control over my fingers. What I ended up doing was spraying thinned white glue on the base and sprinkling railroad gravel on the glue. Yes, I know. Don't say it. What I got was an uneven and grossly over scale surface. I'm glad my intended audience was more than forgiving. I painted the tarmac area gray and dripped obligatory oil stains with thinned black paint. One corner of the base I coated with glue and sprinkled with static grass. I then used a pencil to draw in the lines between the cement slabs. They came out poorly as the rough surface of the train gravel made the pencil skim across the top of the bumps and I did not get a very solid line. Let's just say I learned a lot about diorama bases with this project.

A funny thing happened as I was building this birthday present. Tony's birthday came and went and it was not done. Since Tony's birthday was October 15, I resolved to have it done in time for Christmas.



This photo is believed to be Tony during a jump over Fort Campbell, Kentucky during his 1950s tour.

In the interest of time, I opted to not build a boarding ladder or add any other bits like supplies or a ground crew. The only ingredient missing was the paratroopers. The uniforms for the 101st Airborne in September were green rather than the khaki used in June. My brother-in-law Greg and I both painted the figures. On one of the figures I did some surgery. I sawed the head off of one of the little guys and replaced it with a head from the Hasegawa U.S. Pilots and Ground Crew #B set. The idea was to have one paratrooper that was not wearing a helmet. Maybe it would be Tony, maybe not. I would let the viewer decide. The head for the Hasegawa set had hair more like Jack Lord than a World War II paratrooper. I filed down the modern pilot hair to something more like a crew cut. I glued the new head on the airborne figure and painted it.

I glued the plane to the base with super glue. I wanted the paratroopers to look casual and with only two slightly different poses, I wanted to make sure I mixed them up enough so they did not look like they were playing Simon-Says. I mixed the helmetless guy in with three other guys and glued the helmet to the tarmac. I guess I should have had him holding it.

With the diorama complete, I needed to get an acrylic cover built. I brought the diorama to Tap Plastics to make sure I got the specs correct. They measured for size and said it would be about take about... three weeks! Well, I guessed I'd have to wait. When the cover came it looked and fit great. The only problem was that there was a rather large glue run across the top. I asked them to redo it and they said it would again take three weeks.

I got a call that said the new cover was complete but when I went to pick it up it was in fact the same cover with the same flaw. I told them I was running out of time and asked if they could redo it-pronto. The third time was the charm and that time the cover looked great and fit well too.

Come Christmas, Greg and I presented the diorama with a box lid wrapped in Christmas paper and a bow. Tony lifted the wrapped cover to reveal the diorama inside. Tony looked at the diorama for a few seconds and then looked at Greg and me. "You built this?" he asked. He shook our hands and said, "Thank you."

In spite of the diorama's numerous shortcomings, I am able to



The Garcia clan in Paris, June 2001 for the Band of Brothers premier. Seated center is the commander of Easy Co., Dick Winters with Tony standing behind him. At the age of 83, Mr. Winters still had a very powerful presence.

look at it and get the tiniest flavor of the minutes before the 101st Airborne left for the Netherlands.

Market-Garden was a bold plan. It required the taking and holding of three bridges to achieve success. The causes of its failure are many and still hotly debated. Likewise, the operations very purpose is often questioned. Some will say that it was a justified gamble designed to stab at the heart of the Reich as quickly as possible. Others will say that it was no more than a grotesque extension of General Montgomery's ego. The race to Berlin was on and Montgomery did not want to get there after Patton. Eisenhower always believed that Market-Garden was a worthy campaign. Montgomery said Market-Garden was "90 percent successful... In my prejudiced view, if the operation had been properly backed from its inception, and given the aircraft, ground forces, and administrative resources necessary for the job, it would have succeeded in spite of my mistakes, or the adverse weather, or the presence of the 2nd SS Panzer Corps in the Arnhem area. I remain Market-Garden's unrepentant advocate." However, Prince Bernhard of the Netherlands said, "My country can never again afford the luxury of another Montgomery success."

In either case the bridge at Arnhem could not be held and the plan failed at the expense of thousands of Allied lives. It was the famed "bridge too far." The folks living in southern Netherlands will tell you differently, however. The hard-fought victories of the U.S. 101st and 82nd Airborne won freedom for thousands of Dutch people who to this day say, "Remember September."

Market-Garden was only the beginning for Tony Garcia and the other replacements.

Tony made it through the war without a scratch. All through the battles of "Hell's Highway," Bastogne, Foy and into Germany, Tony somehow dodged the bullet in any way you'd like to interpret that. In fact, he was the only man in his squad not to be injured or killed.

Tony heard the shot and ran around a building to find that J.D. Henderson was shot in the leg. Decades later Mr. Henderson's son contacted Tony to get corroboration for a Purple Heart. Unfortunately Tony did not witness the shooting. Les Hashey took a piece of a tree in his back



Doug Spain at the Garcia home in 2002.

after an air burst at during the Battle of the Bulge. Tony helped pull Les out of his foxhole to safety. Warren "Skip" Muck and Alex Penkala were the other two-thirds of Tony's 60mm mortar team. Both ceased to exist when their foxhole took a direct hit from a German artillery round. Tony was hunkered down only a few yards away. When asked how he got through the war unscathed Tony said, "I kept my head down."

After the war, Tony returned to Cheyenne, Wyoming, where he finished high school. For a short time he attended college in Iowa but returned to Cheyenne and worked for the Southern Pacific Railroad.

Tony later reenlisted and served for three years with the 11th Airborne Division in the 187th Regimental Combat Team during the Korean War with his younger brother Jay.

After the war, Tony returned to the United States and relocated to San Francisco. In 1955 he began working for Macy's as a warehouseman. While living at a guesthouse he met Nancy Robinson, who had just driven across country from DeValls Bluff, Arkansas. On Dec. 13, 1958, he married Nancy at St. Dominic's Church, in San Francisco.

By January of 1965 Tony and Nancy had four children living in their small two-bedroom home. In 1972 they moved to San Bruno to a larger house.

By the time I started stinking up the Garcia household in 1987, Tony had recently retired from his job at Macy's. Since Nancy's M. S. had progressed, Tony's retirement was perfect timing. His role would now change again—from soldier to husband to bread-winner and father and now to care-giver.

In 1992, Stephen Ambrose published his best seller "Band of Brothers." The book was an oral history of "Easy" company from its inception to the end of World War II. This was one of the first popular books to tell the tale from the soldier's point of view. For me, it was the real history book I read that did not focus on tanks or airplanes. This was my first real exposure to what life was like for a few of the guys who fought in the war.

Although the book concentrates on the original Toccoa men of Easy Company, Tony, as a replacement, was mentioned a few times. Shortly after the book's publication, my wife said to me, "Wouldn't it be great if they decided to make a movie out of this and some one played my dad?"

In 1999 we found out that someone was going to do just that. HBO would be turning the book in to a 10-part miniseries. A guy named Doug Spain would be playing the part of Tony Garcia. In 2000, Doug drove from Los Angeles to meet with Tony at his home.

Prompted by Doug's questions about what the war was like, Tony told Doug a story of his time at the Battle of the Bulge. Every day, in the freezing temperatures, a young girl would appear with apples for Tony and others. When the orders came to bug-out, and as Tony's truck was pulling away, he looked up to see the young girl standing there with her apples, watching

the trucks drive off. He didn't know if the girl had any family still alive or anywhere to go. He never learned the fate of the young girl and it haunted him still.

Doug stayed for dinner and visited for several hours. Tony made sure to show him the model Greg and I had built. Later that evening Doug left for home but was now a member of the Garcia family.

As Tony got older, Nancy's condition deteriorated. Tony's task of providing care for Nancy became more time-consuming and more difficult. Nancy was capable of doing literally nothing for herself, so Tony did everything for her. Almost every waking moment he spent attending to her needs. In spite of endless chores and constant exhaustion, I never heard Tony once protest that things should be different or that life was unfair. He was just doing what he knew needed to be done.

People from Tony's generation have been called "the greatest generation"—the children of the depression who fought Hitler and Tojo and built this country. They have also been called the "unluckiest generation." I think maybe they are both. As I lounge here sipping from my coconut-umbrella drink, basking in the glow of the accomplishments of those who came before me, I wonder about my own. A friend said to me that each generation rises to meet the challenges that come before it. That may be so, but not all challenges are created equal. I think that the generations of my parents and my wife's parents are made of different stuff. I wonder how I can measure up.

In the middle of August, my cell phone rang. It was my buddy Troy who has been my friend for the last 30 years. He asked when the memorial service for Tony would be. I told him that we had not gotten that far yet. Since Tony had donated his remains for medical research, there was no urgency for having the service. We would work on that after Nancy was ready. Troy said, "That's fine. Just make sure you let me know when it is. I want to be there."

I paused—imagining the service—then said, "I think it's going to be very crowded."

"Yeah?" Troy said, "Well, that's what a lifetime of serving others will get you."

In the preceding days, something occurred to me. While Tony lay in his hospital bed, the room was continuously filled with family, friends and neighbors who had flown in from all over the country to see him. Unlike any other hospital room that I saw, there were frequently so many people in Tony's room that we were asked to go to the waiting room down the hall and take shifts. You reap what you sow.



Nancy dons Tony's Band of Brothers hat in their San Bruno home in 2001.

John Heck has been building plastic models on and off since 1975. His interests include 1:48 scale WWII fighters, early jets and modern weird stuff. He has been a member of SVSM since 2003.

SVSM DECAL REVIEW

By Chris Bucholtz

Tally Ho Decals
72 015
C-47 Dakota/Skytrain

The C-47 may not be the glamour subject that fighters and bombers are, but it was a critical weapon of war. Dwight Eisenhower said the C-47, the jeep, the bazooka and the atomic bomb were the four innovations that won World War II, and it's hard to imagine Allied operations in Europe without the C-47.

Tally Ho's first sheet on the C-47 includes three subjects, including one that should be of great interest to anyone who studies airborne operations in Europe. C-47A 4292189, "Turf and Sport Special," flew with the 61st Troop Carrier Squadron, 34th Troop Carrier Group through the entirety of the U.S. involvement in Western Europe. The plane's first combat was over Normandy when it dropped elements of the 508th PIR, 82nd Airborne Division on St. Mere Eglise. The crew was made up of Maj. C. N. Smith (aircraft commander), T. Sgt. Bing Wood (crew chief), 1st Lt. T. E. Yarbrough (pilot), S. Sgt. Morris Rubin (radio operator), 1st Lt. T. C. Knuckles (navigator) and Sgt. R P Bodmer (loadmaster). This same crew made a daylight resupply run on June 7 and the plane was shot up badly but returned to its base. After repairs, the plane was used to evacuate casualties from France, then on Sept. 14, dropped British paratroopers of the First Parachute Brigade on Arnhem during Operation Market-Garden. On Sept. 26, the plane flew in a jeep, a motorcycle and supplies to Grave, Holland, then returned with a major from the "Red Devils" who had escaped capture in Arnhem. Later, the plane towed a glider during the first crossing of the Rhine. Saved from the scrap heap, the plane was restored and is currently on display at the Air Mobility Command Museum at Dover Air Force Base. As a veteran of three combat drops plus numerous resupply missions over Normandy, Bastogne and Arnhem, this is a great

representative of the C-47 in Europe.

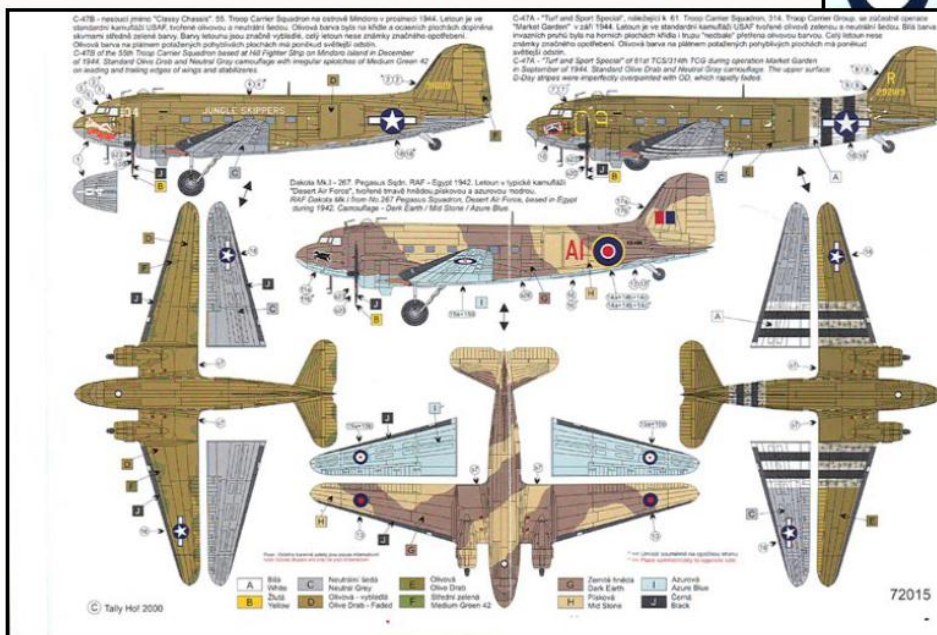
"Turf and Sport Special" is shown as it appeared at Market-Garden, with full invasion stripes that have been overpainted with a thin coat of olive drab. The large "Q9" squadron code is on the nose, with the nose art on the left side.

The other two schemes come from other theaters, demonstrating the C-47's universality. "Classy Chassis" from the 55th Troop Carrier Squadron, the "Jungle Skippers" (a name carried in large letters over the fuselage windows) was a C-47B based in Mindoro, the Philippines in December 1944. Another OD-over-neutral gray aircraft, the plane has the early-style camouflage of medium green splotches on the wings and tail in addition to the nudie nose art.

The third scheme is KG496, a Dakota Mk. I from 267 Squadron RAF, based in Egypt in 1942. This aircraft wears dark earth/middle stone camouflage with azure blue undersides and roundels in all six positions. The squadron nickname, "Pegasus," is illustrated in black with a white surround on both sides of the nose.

Printing of the decals is very good. There is a selection of data decals for a single C-47 included, but the font used is very questionable. Check your references before sticking these to your model.

Recommended to fans of trash haulers. I look forward to using these to build a D-Day Skytrain soon!



Wings of the Airborne in 1:72: Italeri's C-47 & CG-4A

By Chris Bucholtz

A wide variety of aircraft were used to deliver the Market side of Market-Garden: Stirlings, Albemarle, Horsas and many other types. But the bulk of the Allied airborne force came to Holland aboard two aircraft: the C-47 and the CG-4A. In 1:72 scale, there have been reasonably good kits of these two aircraft for almost 35 years from Italeri.

Italeri's C-47/DC-3 is judged by most to be superior to the Airfix kit. It's a little long in the tooth, but it has nicely recessed panel lines, captures the shape well, and has much more detail in the landing gear than its Airfix counterpart.

The example in my collection is a DC-3, which boasts an impressive decal sheet with markings for Pan Am, Eastern and Western airlines. The model can still be built as a C-47; the fuselage section that includes the door was provided as a separate piece, allowing Italeri to provide the passenger door of the DC-3 and the cargo door of the C-47 in the same kit. Also present are the longer carburetor intakes, yagi antennas and chin-mounted DF loop "football" of military types. An aftermarket decal sheet and these few changes will turn an airliner into a troop carrier.

The kit's cockpit is fairly rudimentary, with seats that look like they were removed from a 1930s-era movie theatre and a decent control panel that lacks throttle controls. There's a pair of control yokes and the standard U.S. pilot figures of the era that are soft on detail and seem to be in fear of an injury to their nether regions, based on the positions of their hands. There are forward and rear bulkheads and a molded-in row of bench seats that run the length of the interior aft of the cockpit. The good news is that, when sealed up, most of this is invisible; the bad news is that, should you open the jump door, the painfully-sparse interior will jump out at you.

The fuselage windows go in as a strip from the interior, making it important to add these early in the build and then paint over the "in between" sections when finishing the interior. The wings come in five pieces: a center section, which includes the lower nacelles and upper and lower outer wings. The fuselage halves contain a substantial part of the inner upper wing, which ought to make sanding the "root" much easier than on most low-wing planes. The tailplanes are nice but feature an overdone "fabric" effect on the control surfaces; this could be addressed with a little sandpaper and elbow grease.

The landing gear is pretty good for a model of this vintage. The wheels come as halves, with the landing gear arms and retraction struts as separate parts. One of my gear struts was short shot, so I'll be scavenging for a replacement. The model is of an age that the instructions ask you to snap the wheels onto the struts so they turn.

The engines are made up of two rows of seven cylinders, with a rear bulkhead to blank off the landing gear wells. The nacelles are fitted around them, and there are separate parts for the exhaust pipes and the oil cooler screen. The propellers are decent, but the hub detail is rather soft.

The final parts to add are the rear fuselage plug (which captures the pointy end of the plane without forcing you to sand around weird angles) and an

assortment of antennas. These are all described very well on the instructions and it's crystal clear which are supposed to



Each C-47 could carry a "stick" of 18 paratroopers.

go where.

Despite its age, this is a really nice kit. A little tender loving care around the cockpit, interior and engines, and perhaps some detail on the gear, could make this a real winner as a C-47. An airliner would need some attention to the cabin and its lack of passenger seats, but it is equally attainable.

While the C-47 and the men who jumped out of it get most of the attention, many troops and all of the airborne infantry's motorized vehicles and artillery came by way of glider. The most common U.S. glider was the Waco CG-4A, a 48-foot long craft that could carry 13 troops, a jeep and four troops, or a 75mm howitzer and its crew and ammunition. They were usually towed in pairs by C-47s, although they were towed in threes by C-46s in the few times the C-46 was used for combat operations.

The Italeri kit of the CG-4A dates to 1979, and it has a "fabric" texture that indicates its age. However, it's still a fairly nice model, with features like doors and a nose that can be displayed open, three sets of markings and well-done interior detail.

The cockpit starts with rudder pedals, the central control panel and the hinge mechanism for the nose. If you're superdetailing, make sure not to add a throttle quadrant, since this aircraft has no engines! The seats mount on nicely-

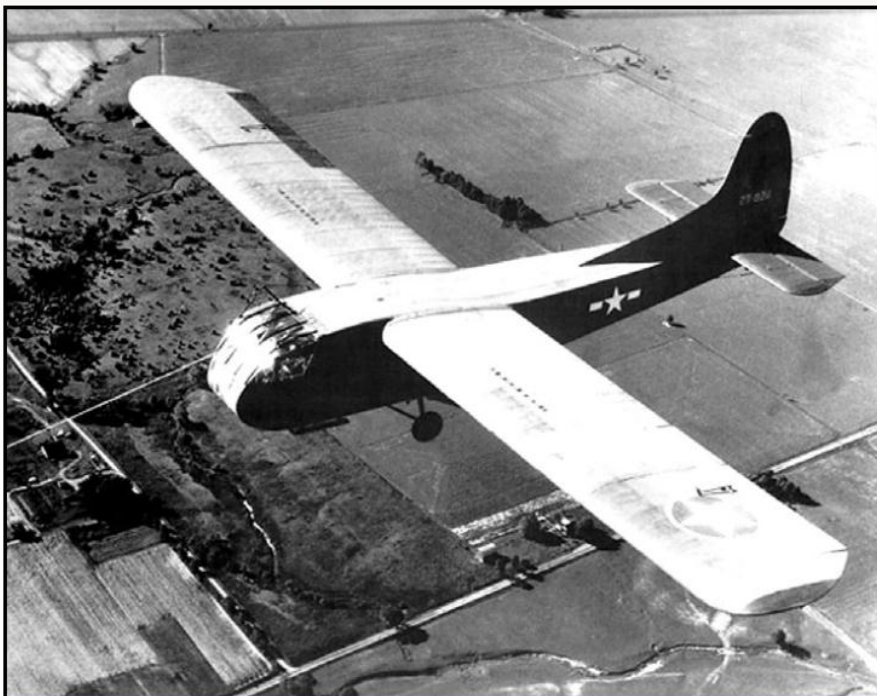
done structural members, although they have no seat belts and sport a big ejection pin mark right on the backrest. The nose assembly can be built to move up and down, just in case you want to re-enact Market-garden with your army men. More serious modelers might fix the nose in place and instead open the fuselage doors.

The fuselage fabric texture is pretty awful, and it doesn't carry over to the bottom of the fuselage. A light sanding would help knock this down. The interior is notable for the amount of stringer and former detail that's there; this will serve as a nice guide for emphasizing the detail with styrene rod. There are also a few knockout pin marks that need attention. The wood floor is in dire need of sanding; its "wood grain" is really bad and would be better represented with paint effects. Three troop benches line each side, and these are fairly well done, although they sport that poor fabric effect.

The rudder, wings and horizontal stabilizers also boast the fabric texture. All of these parts assemble in a straightforward manner, although you'll have to negotiate the installation of the braces on the wings. Thoughtfully, the mass balances are supplied for the ailerons and tail, and the landing gear is nicely rendered. Maybe I should phrase that differently: the take-off gear of fixed-wheel gears is well done, as is the landing gear of fixed metal skids. There are also two figures: a pilot and an unarmed paratrooper (who already has a large indented wound in his back – boy, glider training must have been rough!). Both these men wear parachutes, which I find an odd bit of equipment for glider personnel. Does the pilot know something the rest of the passengers don't?

Decals provide three simple schemes (as virtually all CG-4As wore): an O.D. over neutral gray aircraft with invasion stripes and stars and bars, as was used at Normandy; a second O.D. and gray plane as used in the disastrous landings in Sicily in 1943, which lacks the stripes and wears standard disks and stars; and an all-silver RAF training glider from 1950 which wears large RAF roundels. The kit also has a stand, but to my mind the CG-4A looks its best (not to mention safest) when it's resting on terra firma.

Chris Bucholtz has been building models since 1973 and has been a member of SVSM since 1986. His interests include 1:72 scale aircraft of all types, but specifically World War II and subjects whose pilots or crew he has met.



The Waco CG-4A glider carried 15 fully equipped troops.

AUGUST MINUTES

At the August meeting, Mike Burton and Gabriel Lee gave us a positive report on the Kings County model contest. Gabriel said they had some good ideas that they implemented at the show, and both Mike and Gabriel brought home some very nice trophies.

In model talk... Ray Lloyd's father was a Sherman tank crewman in the Korean War, which motivated him to work on the Tamiya M4A3. Ray started this tank 10 years ago and says the model shows its age. Ron Wergin built his Tamiya P-51D and finished it with Rub 'n' Buff for the fuselage panels and Citadel acrylic paints for the aluminum-lacquer wings. He also scratchbuilt one of his landing gear doors twice after losing both the kit part and his first replacement! Bill Dye is wrestling with Minicraft's 1:144 B-47B, which will be mounted

sets, an interior for the F2H-3/4 Banshee and a conversion to make the P-51D-5 fillet-less tailed-Mustang. Chris also sang the praises of Azur/Air Magazine's new 1:72 Farman NC 223.4, which enables you to build the first bomber to bomb Berlin. Rency Pesigan finished off his Horizon Batman by pre-shading the model, then flat-coating the model (which messed up the finish) and then giving it a final coat (which fixed it!). Jim Lund is embarked on an ambitious project to build a 1:72 vacuformed Hughes HK-1 "Spruce Goose," working with Mike Harrell to make three copies. Jim visited the HK-1 and then consulted drawings to ensure his model depicts the plane as it appeared during its one flight, prior to changes Hughes ordered to the aircraft. He also brought in two very early resin kits from the Czech Republic, a Saab J-22A and a Roland D.VI.



Bill Dye's Maintrack Hangar 1:72 XF-84H Thunderscreech won Model of the Month. Bill achieved the natural metal finish with shaded of Testor's Matalizers and SnJ Powder.

as it would appear in flight. Bill has stripped the finish on the model three times! Bill is also having a rough time with Mach II's rough kit of the French Trident VTOL test bed, and for a nice break he's building Monogram's old 1:72 Curtiss P-6E Hawk. He has the model painted and says it went together very easily. Frank Babbitt's Supermodel CANT Z.1007 Alcione was a third-place winner at the Nationals in Atlanta. Vladimir Yakubov also brought home some hardware from Atlanta, namely a first for his 1:72 T-34 and a second for his 1:700 cruiser Aurora. Vladimir's also working on three more small-scale tanks: a French FCM-36, a conversion of the BAI Soviet armored car from a BA-3 kit, and a T-30 conversion based on the T-40 kit from Planet Models. Chris Bucholtz has the cockpits on two Tamiya P-47Ds finished, using the kit cockpit and the control panels and gunsight mounts from the Aires kit. Chris has almost completed the cockpit on his Azur 1:72 Martin Maryland, and he's finished work on two Obscureco

Roy Sutherland's Mosquito is immortalized in print (since his book on building the Mosquito came out) and it took first in its category at the nationals. The techniques Roy used to burn off the finish can be found in the book, now available from Osprey. Buddy Joyce brought in Braulio Escoto's beautifully-done 1:48 F-89 in Iowa Air National Guard markings. Lou Orselli's gone from the Italian to the Soviet; he had a 1:48 vacuformed I-16 from MPM in an advanced state of construction, and he's built a scratchbuilt cockpit for Formaplane's I-16. Terry Newbern's Bugatti body shell was rescued from an auto auction, where he saw some very tasty vehicles come under the auctioneer's hammer. Chris Hughes has a diorama in mind, and he hopes it will star Mirage's Renault UE tractor. He's replaced all the hinges on the UE which has a lot of parts for such a small vehicle. Once it's done, Chris plans to depict it as a captured UE towing a PAK 97/38 75mm anti-tank gun in 1942; DML is providing the PAK 97/38. A friend of Hanchang Kuo did the

masters for a 1:700 kit of a Taiwanese modified Gearing-Class destroyer, and it looks really nice. Who'd have thought that there would be modified Harpoon missiles carried aboard a World War II-era ship? Steve Travis said the fit and engineering of the Airfix Spitfire F.22 was just terrific, although he had a little struggle with the decals. Steve used AeroMaster replacements to top off his hand-painted Testors Model Master Acrylics paint job. Adriano Panetta is getting really adventurous with Monogram's B-1A, converting it to a B-1B and dropping the flaps. He's made a new nose out of Renshape foam and plans on finishing it with nose art featuring a razorback hog. Adriano's also working on a 1:48 Bf 109F-2 and he's searching for civil markings from the Frog Bristol Britannia after an old RCAF boffin told him the version depicted in the kit never had military markings. Ken Miller's MD-82 and MD-87 were assembled as he gave his seminar on vacuforms at the Airliners International show. He won an award for his Disneyland TWA Mars liner, which was built with the aid of the most putty he's ever used on a kit. The decals were also quite brittle and needed an overcoat to avoid shattering. Ken's next retro-futuristic project will be the Airfix "2001" Orion in its Pan Am markings. Mike Woolson scored one for his home team by combining the decals for NAS Livermore from a recent Hasegawa Corsair kit with the Academy 1:72 F4U-1A. Greg Plummer's Aoshima RX7 D-1's body is finished and decaled. Greg said the decals were red but they should have been metallic, so he overcoated them with a pearl spray. Richard Linder says the Italeri 1:72 DUKW is much better

than the old Airfix kit, but the hollow rear halves of the tires is a disappointment. Kent McClure put the parts of Revell's re-issue of the Matchbox Heinkel He 70 on the table; this versatile model allows you to build a Lufthansa airliner, a Condor Legion bomber or a Hungarian He 170. John Kunellis is searching for information on the work done on a Beaufighter Mk. I to turn it into a photo-reconnaissance platform at Malta. John's done the work to convert a Tamiya 1:48 Beaufighter Mk. VI into a Mk. I; he plans on finishing the model as one of Adrian Warburton's planes. Kent McClure found a selection of inexpensive civilian vehicles (also known as cars) at Wal-Mart and recommended them to anyone doing a modern 1:72 diorama. Laramie Wright is quite impressed with AFV Club's late Tiger, with its metal barrel, but has issues with the pioneer gear molded to the hull. Laramie's Panzer IVD is from the Tamiya kit, and it features replacement Modelkasten wheels and tracks, added weld bead detail and supplemental armor made from styrene card. Laramie's also busted out the old Airfix CAC Boomerang, and he's scratchbuilding a cockpit and replacing the engine. He's also toiling away at a Revell 1:72 Fw 190A/R-11; he doesn't like the closed canopy molded to the cockpit, so he plans on

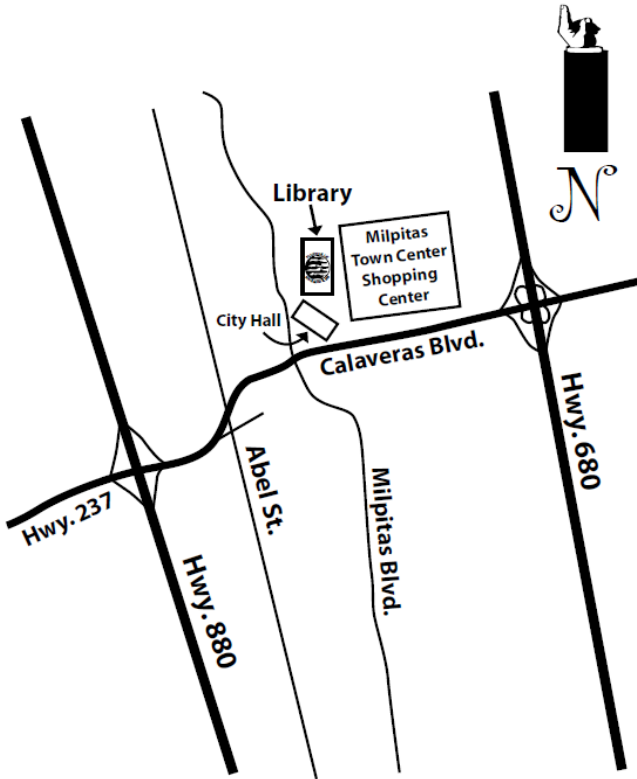
using a vacuform replacement. Cliff Kranz skipped the crazy camouflage schemes and built Condor's 1:72 V-2 as an all-green late-war model. He also assembled an aircraft tug from some unknown 1:48 Lindberg kit and he finished off his Airfix 1:144 Space Shuttle as Columbia following a landing at Edwards Air Force Base. Bill Bauer's new Quickskins Cadillac LMP2000 represents a Cadillac-powered car that was run at LeMans by a French team, with predictable results. Gabriel Lee took two of his conjectural models to the Kings County show and brought home a third for his Japanese Horten Ho 229 and second for his Venezuelan F-20F. Mike Burton won five awards at Kings County, but his Frog 1:72 Westland Wyvern was a glorious loser, Mike said. And the model of the month goes to... Bill Dye's Maintrack Hangar 1:72 XF-84H Thunderscreech, which he says was painful but went together okay. The natural metal finish was applied with a combination of Testors Model Master metallizers and SnJ buffing powder.



August's Tickled Pink entrants.

Our club contest this month, "Tickled Pink," had lots of entries, all of them pink. Anita Travis built Revell's Harley Davidson and painted it pink using Apple Barrel paints. She built her pink race car with husband Steve from a Monogram kit, and her three-wheel Moog was also finished off with Apple Barrel paints. Mike Burton played the pink elephant card with his 1:48 Hasegawa P-47D, which wore Col. Joe Laughlin's "5 By 5" nose art. Mike also brought in an Italeri B-25C painted in desert pink (or titty pink, as it came to be known) and called, appropriately enough, "Pink Petunia." Greg Plummer's first figure of the century was the SAS man at the wheel of

his Tamiya "Pink Panther" SAS jeep. He says the kit is very nice, and more detailed than Italeri's despite its age. Bill Ferrante couldn't resist doing a French plane that was pink and had a chicken on the tail; he turned Tamiya's old 1:100 Mirage III into a real commemorative plane, correcting the strange exhaust and battling the poor fit the entire way. Gabriel Lee converted Revell's 1:187 Lionfish submarine into a Balao class, switched the sides for its anchor and painted it to represent the U.S.S. Lionfish from the movie "Operation Petticoat," complete with a pink primer coat. Bill Bauer built Jerry Nadeau's #9 Cartoon Network Ford, with its pink Power Puff Girls graphics and hot magenta paint scheme. And the winners were... In third, Steve Travis, who took the Testors Easy Builder Spitfire 22 and converted it into an air racer, finishing it off in a coat of Model Master hot magenta. In second, Bill Bauer with Lake Speed's #6 Cartoon Network Ford with its pinkish Droopy Dog graphics and scratchbuilt engine wiring and seat belts. And in first, with his 1:24 Kobukai from the game and show "Sakura Wars," was Brian Sakai. This robot belongs to Sakura herself (hence its pink paint scheme), who also comes in the kit and was posed next to the robot.



Next meeting:
**7:00 p.m.,
Friday,
September 16**
at the
Milpitas Public Library
40 N. Milpitas Blvd.
For more information, call the
editor at (408) 307-0672
email: editor@svsm.org



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If your renewal date is in red, it's time to pay your dues!