



THE STYRENE SHEET

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SMALL SCALE SIX-BY :



Building Academy's 1:72 CCKW-353 2 ½ Ton Truck as an Airfield Hauler

By Chris Bucholtz

No vehicle was produced in greater numbers during World War II than the GMC 2 ½ ton 6x6 truck. General Motors and its subcontractors cranked out over 800,000 of them during the war, with the GM lines pumping out one truck every four minutes around the clock by 1943. That's because they worked and worked well; in fact, the French Army retired the last 5000 of its trucks in 1985. While the Jeep got the credit from Eisenhower as a war-winner, the "Six By" or "Jimmy" was crucial in supplying troops in every theatre of the war.

In 1940, the U.S. Army's request for a new truck led GM to offer a military version of the civilian ACKWX-353 design. The result was a 21-foot, 4 ¼-inch long all-wheel drive machine powered by a GMC 270 engine, producing a whopping 104 horsepower. The new truck's maximum speed was 45mph. To stretch its fuel supply on paved roads, the front axle could be disengaged.

The truck was built in two basic chassis models: the CCKW-352 with a 145-inch wheelbase, and the CCKW-353 with the longer 164-inch wheelbase. Initially, the truck had an enclosed steel cab, but an open cab with a canvas cover was introduced in 1942 and this became the standard by 1943. The trucks were built with one of three basic body types: all steel, steel-sided with a wood floor and all wood construction. Folding bench seats in the bed could handle 16 combat-equipped soldiers. (continued on page 5)

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The basic truck was remarkably versatile. The chassis was outfitted as a fuel or water tanker, a mobile workshop, field kitchen, blood bank, portable office, dump truck, high-lift vehicle and as a bomb service vehicle. It was also built in an airborne version using the 145-inch wheelbase chassis.

I'd developed a yen to build some support vehicles for my model aircraft, but the vehicles in 1:72 were usually old, crude and somewhat daunting. I had my choice of the soft and squishy Airfix kits, the equally wretched Matchbox models and the slightly better but still harsh Hasegawa kits. A spate of newer kits from Eastern Europe was better but still rough. Seeing my friend Vladimir Yakubov hack together award-winners from these often misshapen kits convinced me that I should at least take a stab at it. Having not built an armor model since the days of the Monogram 1:32 kits, I was prepared to be overpowered by Academy's new 1:72 Jimmy.

Was I ever surprised! The kit gives you the steel-cab version, with the 164-inch wheelbase chassis and the steel/wood cargo body. The wheels are nice, except for some knockout pins on the inside surfaces, and there was little flash or extra clean-up needed on my example.

I first decided that the truck would be the variant one might see at an airfield doing basic hauling duties, with the steel cab but no M49 .50-caliber machine gun mount or the travois for the canvas top. It would also lack a winch mounted to the front bumper. All of these are options in the kit.

I started with the chassis, which was both remarkably detailed and went together easily! It's very delicate, however, so I had to take care in handling, lest the drive shaft pop out of its place or one of the axles get misaligned. Next, I painted the wheels and tires – all 11 of them including the spare. The wheels were painted Aeromaster army green, while the tires were finished off in Testors rubber. I decided this was too brown and later went over them with a mix of black, gray and tan to get a more realistic grayed-out dark brown-gray color. The wheels – or at least 10 of them – were frequently put on the axles to make sure they all touched the ground at the same time. Adjustments were made to the frame as necessary.

After the chassis was together, I discovered there was a photoetched set for the kit just out from Eduard. Since the initial steps of construction had gone so easily, I had to figure out how to slow my progress down to a crawl, and the Eduard set did the job! The first step was to pry off the already-attached bumpers and replace them with photoetched pieces. Eduard should be commended for this set; the fit of most of the pieces was precise in the extreme, and it included parts like the rifle racks and Jerry can racks that don't appear on this cab version of the "Six By." One can only assume they're anticipating a canvas-topped version sometime in the future. For now, these added features make useful spares bin items for other vehicles.

The kit's simple engine, which ends up invisible unless you re-work the cab to raise the hood, received a photoetched fan just for giggles. The fuel tank was added to the frame, followed by photoetched bracing and a fuel filler cap. Next, I sawed off the plastic spare tire mount and added Eduard's replacement. At this point I airbrushed the assembled frame with AeroMaster army green, then hand-painted the engine and the muffler in appropriate colors.

One of my main reasons for getting the Eduard kit was the cab interior. The kit lacked a few of the necessities for driving a truck: the clutch, gas and brake pedals, for example. The kit had the gear shift lever and hand brake, and a reasonably good steering wheel. The ring for the machine gun mount was scored into the inner top of the cab, which left a slight sink mark on the outer top of the cab. This was filled and sanded out on top, and .005 styrene was used to make a "headliner" inside the cab to cover the ring cut-out. Next, I installed the rear window with cyanoacrylate glue and sanded it flush with the rear of the cab, then polished it back to clarity with sanding sticks and Blue Magic polish. Then I carefully masked the window inside and out to protect it from future painting. The next step was to carefully score the driver's side door from the cab; I broke it free and set it aside to be posed open later.

Opening the doors revealed their interiors and the ugly knock-out pins inside them. I covered them with .005 styrene and added door handles inside them to replicate the real truck's door liner/window handle arrangement.

Next came the toughest part of the model: the fenders, headlights and cab floor. The fenders and cab floor come as one piece; the lights are mounted on a peg that goes into a slot in the fenders. The resulting seam is hard to get to and I couldn't imagine sanding it out without destroying the lights. Here's what I did instead: First, I cut the lights off the peg, taking care not to lose them. I filled the slots in the fenders with styrene strip and sanded them flush, top and bottom. Then, I carefully drilled out the headlight "bullets" to accept MV lenses. The lights were painted and set aside for addition near the end of construction. I also added wire along the bottom of the fender to supply power to the lights.

The photoetched pedals were added next; they were tricky to get aligned and a slower-acting glue than I used would have been a better bet. I painted the fender/floor assembly army green, then cemented the lower rear of the cab to the back of this part. I painted the bench seat a darker shade of green and added some dry-brushed "dirt" to the cab floor, then added it to the chassis. I now had an arrangement where I could work on the chassis and lower cab while still being able to dry-fit the top of the cab to the model.

The bed came next. First, I used .005 styrene squares to blank off some panels on the bottom of the bed that sported some significant knock-out pin marks. Once painted, the panels blended right in. The sides of the bed also had knock-out pins, which I went after with CA glue and sanding sticks. Once these parts were cleaned up, I took special care to get the front side of the bed square, since the side panels would depend on it being straight for their alignment. Next came the folding bench seats; my cargo hauler would have no need for these, so I built them folded against the inner sides of the bed.

Next, I added the Eduard tie downs – six per side. These are ridiculously tiny metal parts you have to bend to shape. I added them with CA glue to the sides according to Eduard's diagram, then tackled the rear gate. This has a couple of gruesome knockout pins; to get rid of them, I ended up wrecking the frame detail around them. No trouble—the frames were completely removed, then replaced with .020 styrene strip. Once painted, you couldn't see the damage. The gate was detailed with two photoetched handles/steps and set in place with one of the Eduard set's best features: chains for the tail gate. Each link was given a slight twist, then the chains were added to the gate and the rear of the side panels.

The whole mess was weathered, first with a wash of darkened green, then with a drybrushing of tan, then with a sequence of crud that I can't recall with any precision. I think I finished the bed itself off by running graphite across the high spots to simulate wear. When I was secure that the bed itself was successfully messed up, I added it to the chassis.

Next, I sanded the windshield as thin as I could get it and added it to the upper cab, then masked it off inside and out. I carefully applied the Eduard etched windscreen frame to the outside of the windshield making sure I didn't glue it to the masking. The Eduard radiator face was added to the radiator in the kit; I then realized that it was the radiator back and had to pry it off, then scrape the CA glue residue out of the radiator mesh. I decided at some point to call it weathering and let it go. The radiator was installed, and the radiator and headlight shield from the kit was added to the front of the hood on the upper cab assembly.

At this stage, I added the last few bits of the Eduard set, the mud flaps and the pioneer tools. The model was given yet another coat of Army green, followed by a coat of water-based Varathane to get it ready for decals.

This is where a big decal spares box comes in handy. The kit decals give you a "Red Ball Express" lead truck and markings for an artillery unit that was based in Hawaii for the duration of the war. I wanted to depict a truck used by the 362nd Fighter Group, so I had to do some scrambling. I used photos of other groups' trucks to come up with a mix of markings for the front and rear bumpers, then used some tiny white letters from a railroad decal sheet to make them up. The kit's national markings were used, and I chopped up the serials to make a plausible new serial for my truck. The decals behaved well enough on the glossy Varathane, and once dry I flat-coated them.

Next, I went back over them with a thinned mix of Army green, just enough to suggest wear and fading. The next step in the weathering process was to shoot a mist of a mud-colored brown across the lower surfaces of the truck and the lower part of the cab and the outside of the bed. At this odd point, I re-installed the fender lights—

I didn't want the MV lenses to get dirty!—then added the top of the cab and cemented it into place, thus protecting the lights from handling.

The last few details included the side-view mirror, the door handles and the addition of the driver's-side door. I carefully dry-brushed the model again, and dry-brushed the wheels as well before finally adding them to the axles for the last time. Finally, I painted the marker lights silver, then clear red.

This model builds into a really nice final product. Shockingly, the truck took several firsts and seconds at local contests, including a second in the IPMS Region 9 regional contest. Not bad for some alleged "support equipment!"



And keep the midnite oils burning you intrepid builders as we are at D minus 30 and counting for ...

Theme Club Contest for March 2008 SVSM Meeting

“NINETY DAY WONDERS” Limited Competition. Specific Eligible Entries:

Any and all models that an entrant obtained as a result of the SVSM 2007 December Gift Exchange, that are presented as “completed” for our judges to evaluate at the March SVSM meeting. Here’s your chance to get over any “AMS” or other hindrances to getting something done and on the table. Fun, foolery and frenzy at same time. GEE Whiz! (Gift Exchange Entry, built by a Whiz) Go ahead, give Kelly Johnson run for his money

Editor's Ravings – this month's editor, Mick Burton

Hello! Welcome to the February Edition of our club newsletter. We have an extra day to build this month so take full advantage, you only get this bonus of timing once every four years. Already we've had a terrific start for our region's competition and promoting the joy of models, thanks to Santa Rosa and Diablo IPMS chapter joint production last Saturday. If you missed "Model Expo 2008", my condolences, truly a remarkable and oh BUSY day of competition, celebration and just plain fun easily mistaken for mayhem. This month's editor had no new entries ready for this event and was suitably punished with a large amount of judging, along with ending up building an entry within 90 minutes of arrival. My thanks to Jack Riggat who asked me to take his space for the "Speed Build" event, which is how this miracle model entry came to pass. My congratulations to our SVSM Member Woody Yeung for his winning entry in this serious competition for overcoming AMS or "completion block". We had exactly 60 minutes to accomplish all that we could with an unknown until "Gentlemen, open your boxes" call, kit using only the tools supplied. For now, let me just allude that not all Tamiya kits are going to take you to heaven, especially with no sandpaper. You'll see our finishing entries at the meeting. Really! Our January 2008 meeting was quite an event in its own right, with a large turnout that our website photos thanks to John Heck be getting just due. Our minutes are as I've pointed out before, a blessing bestowed upon us by those cannot always be so generous, and dearly missed by me this go around to be sure. However, Laramie and Chris both put their best efforts compiling the raw materials for them, please know that. Chris was especially harshly treated by the Fates after all this selfless consideration, a trip to the emergency room on Super Bowl Sunday was not an exercise to get out of getting those minutes to me. Hopefully we'll be seeing him at this month's meeting

On the imminent horizon, we've got some stimulating and crafty creative events coming at us shortly. First day of March is the NNL Western Nationals at of course Santa Clara Convention Center, combined of course with the West Coast Model Expo vendor wonderland. The NNL show is an excellent display event with marvelous work you simply must see in person, even if you never ever considered model cars for your own building time. If you have never attended this show, don't let another pass by, also know that the vendors include some number of those selling other than model car kits/accessories, with possible surprises you will rue missing out on. Santa Clara Convention Center in the following month April is also where Silicon Valley Scale Modelers will be hard working hosts of our annual contest and exhibition, This will be our second year with a venue we hope to be long time in residence, be sure to feel free to invite any and all to show up for it please! Flyers are available now on our website for downloading in both color and grayscale formats, in Adobe PDF files.

Lastly and sadly I must report the passing of a dear friend and long time member, Mr Jack Van Zandt who left us in early December. For those of you who didn't have the enjoyable experience of knowing him, Jack was a true gentleman and wry humourist. He also wasn't the least bit shy about sharing critiques with you especially as those of us who serve as club officers. Jack never was too keen on the "show and tell" aspect of our meeting he shared with me early on, in that he enjoyed other's sharing but sometimes felt there could be some who ought to try the printed page to "detail or regale us". He considered himself not particularly adept in public speaking as well, didn't want to add to the din as he put it. As President at the time, I cornered dear Jack one night having had chance to talk at earlier break with him about his latest project on table without warning him first (much). He at first hesitated then gave an almost 11 minute speech completely holding everyone's interest and attention, much to my delight and his own shock. He ended up getting model of the month award for the subject and that speech, with unanimous agreement. The subject? Jack had crafted an original design "portable modelling tool chest" from wood. He modestly felt his modelling skills were barely good enough to even show up with at our meetings, and was mildly surprised at how interested many of us were in his woodwork. Trust me, he was more of an artisan than I think even he'd ever knew. Jack was last seen by us working on his new hobby of computers and digital photography, mixing in learning the basics of PCs, Windows with the advanced skill sets needed to be employing Adobe high end software tools. All so he could integrate his models and himself in "real life". Jack was never completely clear just how old he was, but trust me if I can do what he was doing with anywhere near the skill and half the delight he was clearly engendering, my late eighties couldn't be better! I'll miss him.

Thanks also to those who've sent in articles for upcoming issues YOU ARE SAINTS!

Theme Club Contest for February 2008 SVSM Meeting

"Water Related" Wide Open Competition. Example eligible:

Sea Furies, Sea Venoms, Sea Kings, Sea Views. Barracudas! (air & land types) Stingrays! Of course any and all types of nautical item. Catalinas (air & land again!) Frogfoots, Sturmpioneers, SEAL/UDT teams, Ford SEEPS, DUKWs, Ducks, Goose, Albatross (Old and Way Old), Floatplanes, Boats on Trailers, Men in rafts...

Creature from the Black Lagoon, The She Creature, any Giant Squid that ate subs! (were several, honestly).

Apollo, Gemini and Mercury project capsules (splashdown city!) D-21 drones (water recovery photo cell) Cavorite Sphere from "From Earth to The Moon" by H G Wells! The Quintopus seen off the Golden Gate!

REMEMBER THESE ARE ONLY THOUGHT PROVOKING EXAMPLES NOT ENTRY LIMITERS!

UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 02-15-08

2008

Saturday March 1 2008

NNLWest presents the NNL Western Nationals 2008 at the Santa Clara Convention Center, 5001 Great America Parkway in Santa Clara. This year's theme is "Modern Muscle & Gassers". Many other special and fun programs are planned as well as the always spectacular displays and magnificent shopping opportunities. Hours are 9am to 4pm, Admission \$10 with 12 and under free with paying accompanying adult. For more information, check www.nnlwest.org/flyer.html

Saturday, April 19

Silicon Valley Scale Modelers present the 2008 Kickoff Classic at the Santa Clara Convention Center, 5001 Great America Parkway in Santa Clara. This year's theme is "Winds of War: 1931-1939." For details, contact Chris Bucholtz at (510)769-8316 or e-mail him at bucholtzc@aol.com, or visit the club website at www.svsm.org.

Sunday, July 27

IPMS/Dragon Lady present their Dragonlady Model Classic at the Plaza Room, 210 Julie Drive, Yuba City CA . Theme for this event is "Speed". Special guest speakers are planned including a former SR-71 pilot and a former Test Pilot/Race Pilot For information contact Don Terbush (530) 674-8194, Harold Osborn (530) 635-3036. Additionally you can email them at ipmsdragonlady@yahoo.com or myspace.com/ipmsdragonlady.

Saturday, August 9

IPMS/Kings County Scale Modelers hosts the Region 9 Regional, theme is "The Cold War". Event is being co-sponsored by IPMS/Fresno Scale Modelers and IPMS/Central Valley Scale Modelers. Held at the VFW Hall, 3538 N. Blythe, Fresno CA 93722. For more information, you are encouraged to go to website www.kcscamodelers.com. They are actively seeking and welcoming sponsors as this is an expensive event hosting a regional. All parties willing to help here are encouraged to email inquiries to webmaster@kcmodelers.com for more information about sponsoring a category.

NEXT MEETING:

7:00 PM

FRIDAY

FEBRUARY 15

At the

MILPITAS LIBRARY

40 North Milpitas Blvd

Milpitas, CA

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