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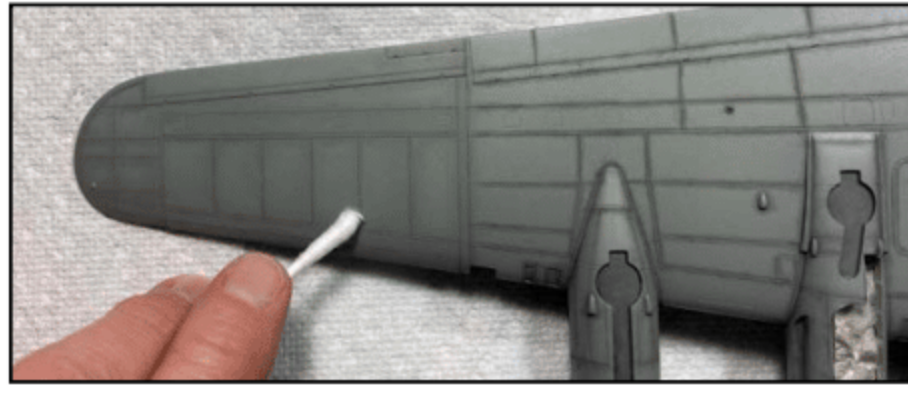
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FROM THE EDITOR

By Tim Kidwell

Don't think about it too hard

Have you ever heard the term analysis paralysis? It describes prolonged hesitation to make a decision or perform an action due to overthinking. Ever had this happen to you while building a model? I have.

The story I like to tell about analysis paralysis happened with my Fokker E.IV. I was dressing it for Immelman's last ride, and the AK Fokker Gray paint I'd bought looked way too green — I froze. Books, magazine articles, forum discussions — I poured through them all, trying to figure out if the color I had matched the real color on the airplane.

What I was really worried about, after some consideration, was if it looked

like the color other modelers would expect it to look like. Modelers who might know more about the subject than I did. That realization broke the paralysis, I painted the E.IV, and I was quite pleased with the result.

In this issue, you'll find modelers getting on with it. Research guides them, but doesn't rule them. Leave the worries behind, and build the models that make you happy.

Lastly, November is coming up fast, and that means Build a Model Month. Tell us how you'll celebrate our hobby!

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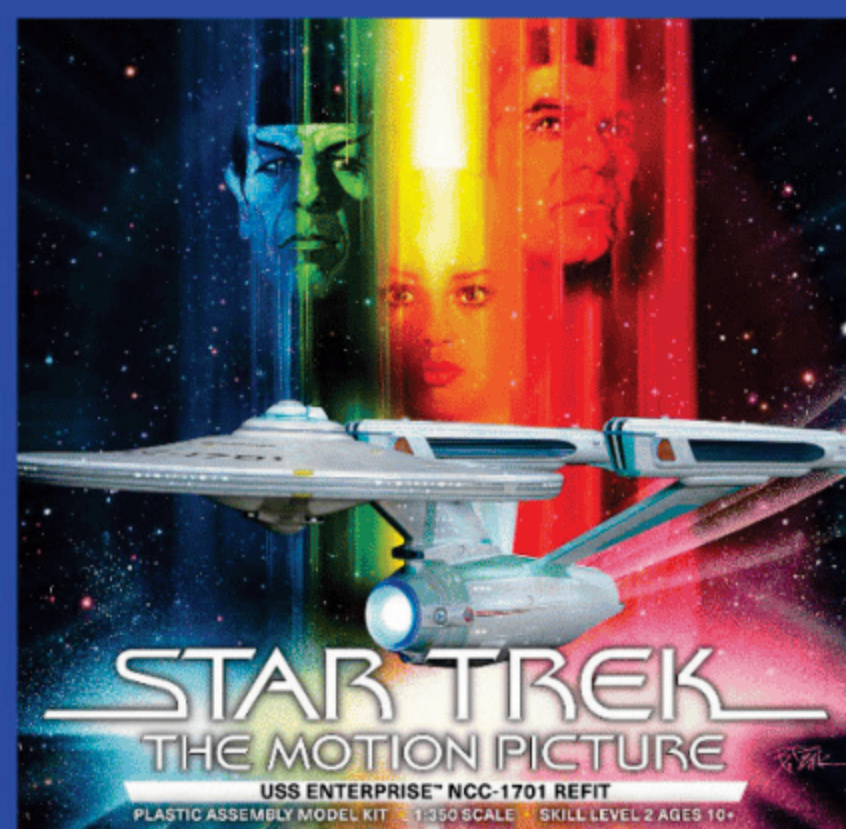


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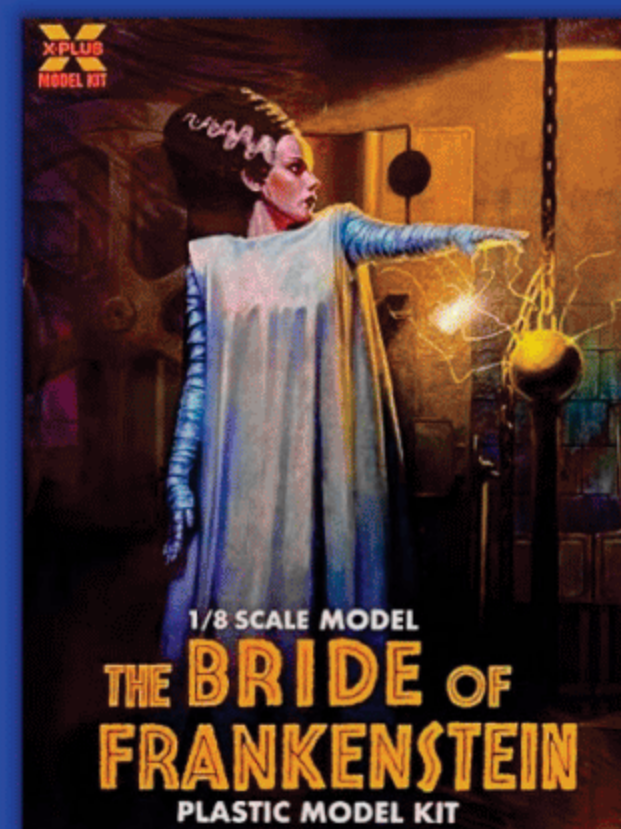
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Wide-ranging dissatisfaction

I hope you are keeping well.

I received the *FineScale Modeler* [FSM] May/June issue just before Easter. I usually receive the magazine a bit late because I am in Australia.

I have been a subscriber to your magazine for some 20 years. When I flipped through the current issue, I noticed (and was disappointed) that the two pages of Workbench Reviews no longer exist! This column has been reduced from about five or six pages to two and now is gone altogether.

I also noticed that the contents of the magazine have changed substantially since last year. There are more articles on U.S. domestic automobiles (vintage), sci-fi, and cult models. In this issue there is even a cartoon-style sailing boat. It is understandable the increase of articles on U.S. civilian cars because *FSM* is, after all, a U.S.-based magazine, and there is a lot to learn from the experts.

However, sci-fi is, in my opinion, more a niche area that deserves a stand-alone magazine or at least not in every issue of *FSM*. The cartoon boat is fun, but again, like sci-fi or cult models, they are not “scale models” as such, because there is no scale to reference.

Maybe I am too familiar with the old-school *FSM* or modeling. Anyway, the above is my opinion on *FSM*, the magazine which I love to read and find useful for so many years. Thank you.

– Alex Lam
Brisbane, Queensland, Australia

Ed. Alex, thank you for taking the time to write and let us know what you think. I answered a question in the July/August 2025 FSM similar to your comments regarding Workbench Reviews, and I'll let that stand. (However, skip ahead to Page 50.) Sci-fi modeling is hardly niche, although, admittedly, we at FSM over the years have treated it as a lesser cousin to military models for reasons we've explained numerous times. Cars were fully incorporated back into the lineup when we assumed the Scale Auto portfolio. We like to have a story from each of our major model segments when we can. In truth, ships get the shaft because there are fewer ship modelers who submit to FSM than any other subject. As for



the ship you refer to, Going Merry, it's 1/144 scale. More importantly, you are right: It is fun. And that's the best reason to include it.
– Tim Kidwell

FSM Ship Modeler's Handbook

I've just finished reading your special *Ship Modeler's Handbook* and was very impressed with it.

I was particularly interested in Bob Steinbrunn's article on the USS *North Carolina* model. I agree with him about Trumpeter's “inaccuracies,” as I've recently built its USS *Nimitz* carrier and found many inaccuracies with it, too.

I believe that a ship model should be shown at sea, especially if it's a working ship. I'm sending you a couple of photos of my USS *Missouri* that I built, replicating the ship on July 7, 1945, as it was bombarding the coast of Japan prior to the surrender. I hope you find them to be of interest.

– Michael Hunt
Kurunjang, Victoria, Australia

Ed. Michael, we are proud of the Ship Modeler's Handbook and always give a shout out to the Nautical Research Guild for helping us publish it. Thanks for the photo of your Missouri! – TK



FSM Forum member Jeff Anderson displays his new workbench and method for organization.
Photo/Jeff Anderson

Workbench feng shui?

First of all, I would like to thank you and all of the staff for the modeling videos. I have picked the hobby back up after retiring. I last built a model over 40 years ago. Even then, I only built kits and never painted them. Since I've started back, your YouTube channel has been an invaluable

help to me in learning basic techniques I had never used before and learning techniques I never knew existed. The hobby has expanded greatly over the last 40 years.

One thing I have looked for without much success are ways to organize my workbench. I've found general reviews of organizational products but no philosophy of how to organize a workbench in general. They may exist, but I have not been able to find them.

I think a series of videos on workbench organization would be quite useful. It would probably open a can of worms as everyone has their own opinions, but I think it would be fun.

– Hurd Finnegan
Bay Minette, AL

Ed. Hurd, the best compliment we can receive is to hear FSM has been able to help modelers better enjoy scale modeling. Thank you! There are a number of discussions on the FSM Forum about workbenches, not only constructing them, but also organizing them. However, we haven't dived into those waters as a magazine for a while, so it might be time to head back in. For now, visit forum.finescale.com and search “workbench ideas.” – TK

July/August 2025 is totes fine

Just wanted to drop you a note congratulating you on another fine issue of *FSM*. It is always nice to see the Twin Cities represented with the coverage of NordicCon and an article by our own Mike Bedard. Plus, your opening commentary was lovely. It is far too easy to get “carried away” by home projects, etc., and let the modeling time slip away in the summer.

– Bob Maderich
Minneapolis, MN

Planning for the future

Ed.: During the last couple of years, we have been asked a lot about how to handle model collections after death. Many who have asked are afraid their families will be overwhelmed with the responsibility and might just throw everything away. They want to have a plan in place to donate or otherwise preserve their built and unbuilt collections. As the questions and requests for an article have been piling up, we turned to the FSM Forum and put the



question to our members to get their thoughts, and we wanted to share some of their posts with those who may have missed them. — TK

I turn 80 years old this month, and I often think about what happens to my model collection after I'm gone. Firstly, I have no expectations that my wife or descendants will care about my builds. I had fun building them but acknowledge that they don't hold any value and are dust collectors. They can be disposed of. Secondly, my stash of unbuilt kits is small, and I am in the midst of unloading anything worth having on eBay. If you have a large stash, I suggest you start thinning your collection.

— Jim James
Orlando, FL

My wife has told me that she will sell all of my unbuilt models. To that end, I've tried to make it easy for her. I have a spreadsheet of each kit I've bought with a dollar value. Now, whether she can get that is unlikely, but she'll certainly try.

For the built kits, I am less confident that those won't end up in a landfill. None of my kids are going to want them. My wife has said she would try to find a museum to which to donate them, but that's going to be a tough task as far as I can tell. But I have again taken some steps to help her with that, in that I create a small sign made out of business card stock, cut in half length-wise and printed with the name of the build, the manufacturer, the country that operated said vehicle/aircraft or the movie in which the starfighter appeared, and the year that I built it.

— Steven Murray
Katy, TX

Having helped dispose of several fellow modelers' stashes, I know what a pain in the caboose it is.

My sister told me if I left a huge stash behind when I go, she would find a way to kill me again! I told her to call my friends and let them take what they want. The built stuff and started kits should go straight

into the roll-off bin. A sad end to my collection, but only I would care about it.

As far as unstarted kits go, I told her it would be easier to just have my friends take them to the local model club and just give them away. They seem to be unable to resist the price when it is free.

Personally, I think of my sister and how it would impact her more than what I feel about my model collection and stash.

Oh yeah, I almost forgot — I should get off my bum and *finish* as many models as I can before I kick the bucket.

— Neal Izumi
Honolulu, HI

I'm really young still, so I haven't thought about it too much. If I'm lucky, I hope to have a son or daughter who can appreciate model-making or just the subjects in general (like my dad and I). To be honest though, I will probably cut down a lot of model-making when I have a family because I really want to invest in my kids. Though I wouldn't be opposed if my kids

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CoMMiESFest 2025 scale model show gallery

CoMMiESFest returned to Golden, Colorado, and shattered previous records with an impressive 434 entries, attracting participants from the U.S. and Canada. From sleek cars and detailed aircraft to imaginative sci-fi builds and finely crafted figures, the show offered something for everyone. This gallery offers a glimpse at the incredible skill and creativity on display. Visit [FineScale.com/show-galleries](https://www.finescale.com/show-galleries) and enjoy!



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If you haven't been paying attention, we've been rolling through the latest season of *FineScale Modeler Weekly*. Don't miss opening and looking inside the latest kits, discovering (or rediscovering) tools and techniques for use at your workbench, and hanging out with the *FSM* staff as they discuss what scale-modeling news has them buzzing. Join us at [FineScale.com/videos](https://www.finescale.com/videos) for all the latest *FSMW* fun!



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inherit some of my interests.

Honestly, I don't really have a preference of what happens to my built kits. I don't have too many, and if selling [them] to someone would make their day (or even give them away for free), I would totally love that! At that point, my collection is not about me, but it's more about who I inspire to be creative.

– Harrison Kim
Santa Clara, CA

Using lighter fluid to clean up enamel washes

One of the reasons we Gundam builders use Zippo lighter fluid is because it evaporates faster than normal thinners. It doesn't get to any exposed plastic and craze it. Bandai's plastic can craze with normal thinners, even odorless mineral spirits. It also works wonders with reverse washes.

People saying it's cheap and being dismissive about it, I'm pretty sure if [Ammo by Mig Jimenez] or AK Interactive put it in a bottle and over-charged you for it, you



wouldn't have any problem buying.

@Jasongotshadowbanned
via YouTube

Ed. Jason, you make a good point about the effect thinners have on plastic as opposed to lighter fluid. For those builders who don't paint

or use a clear coat as a buffer between their wash and plastic, lighter fluid would be a better choice, because it won't craze the plastic. And while I prefer other methods for cleaning up enamel washes, I'm not at all dismissive of the lighter-fluid method. Ultimately, use what works best for you. – TK

So, as someone who builds a lot of Gundam models, the extra streaking left behind is part of the reason we use lighter fluid to remove panel liner. Adds extra weathering.

@Pandemic270
via YouTube

Ed. Interesting! I spoke with a Gundam modeler at WonderFest about this very topic. She said that you have to move quickly or reapply with lighter fluid because it evaporates so fast. But you can achieve clean surfaces after you're comfortable with how to use it. And like with so many of the techniques we use, I found out that the lighter-fluid trick goes back many years, even though I hadn't used it. – TK

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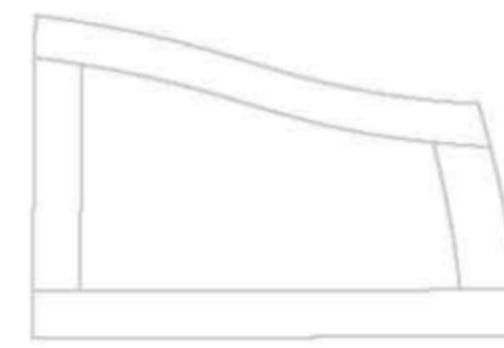
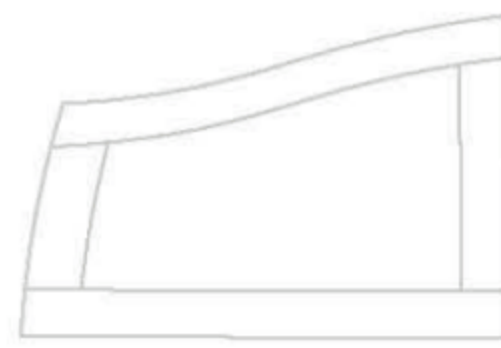
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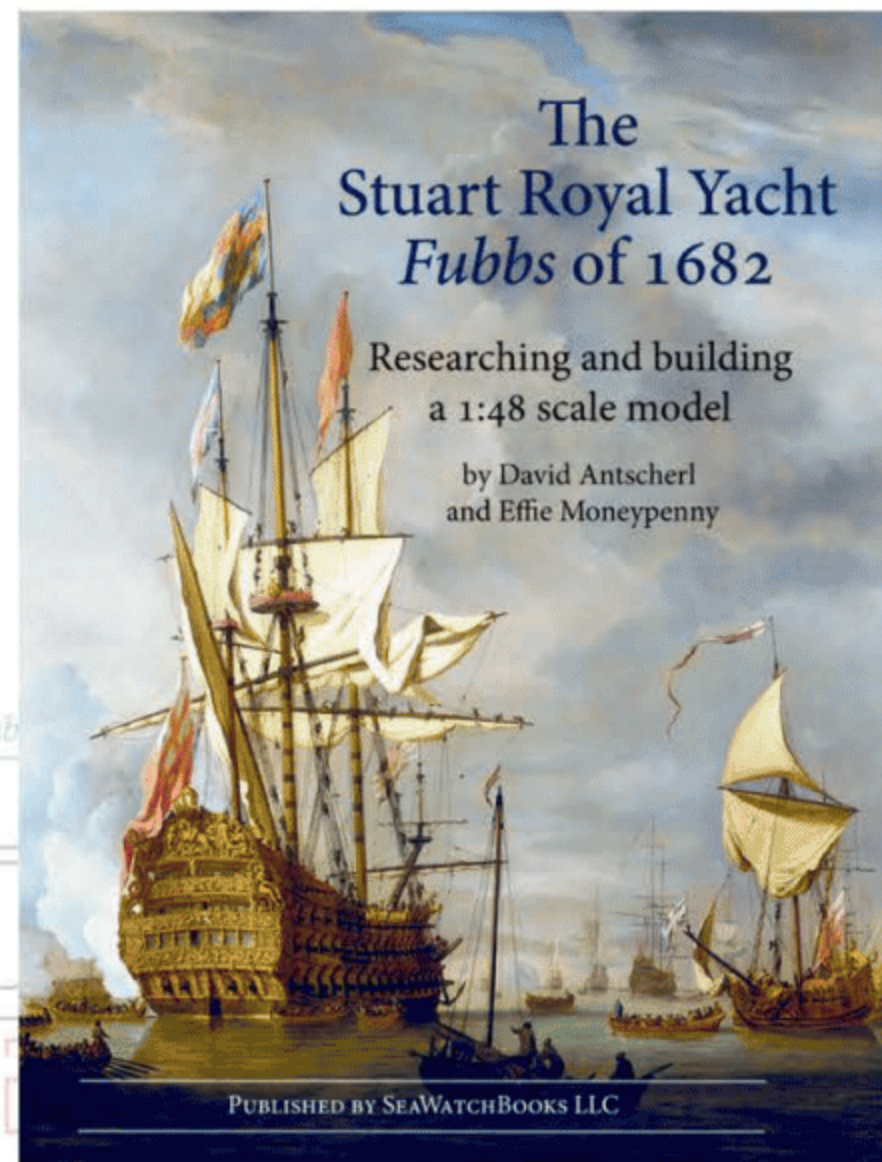


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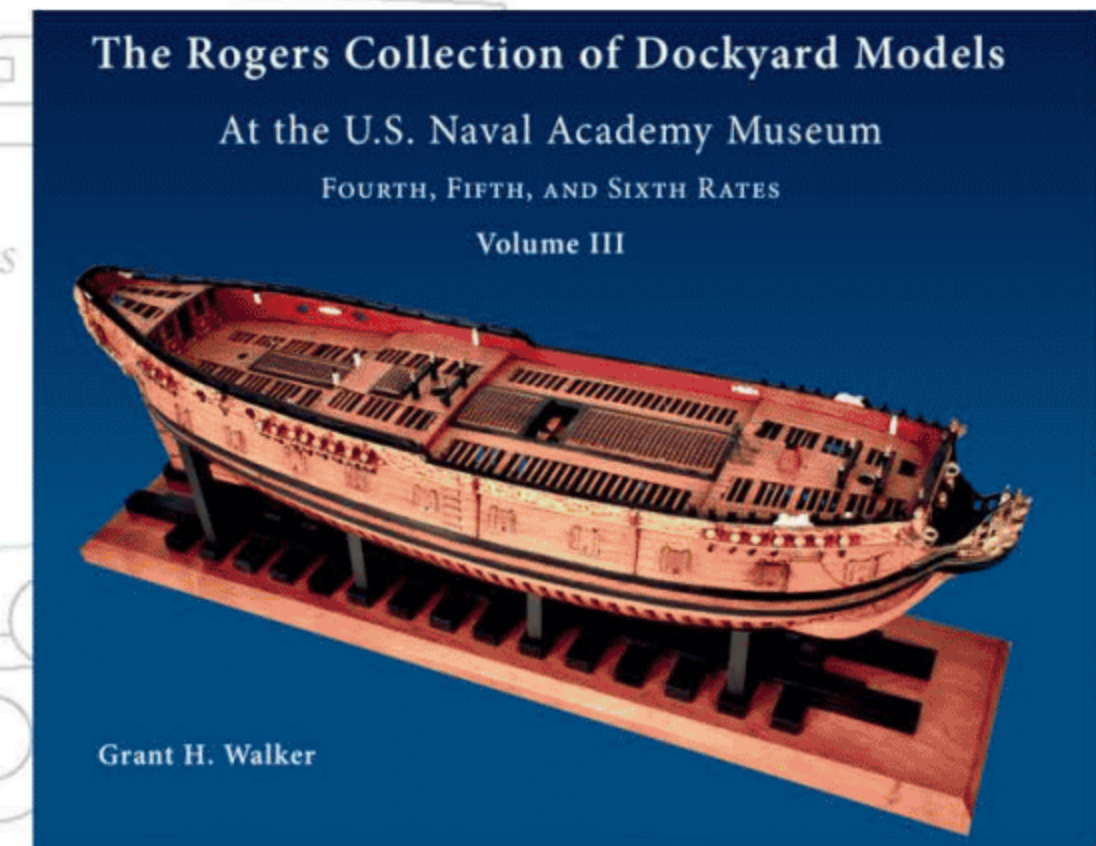
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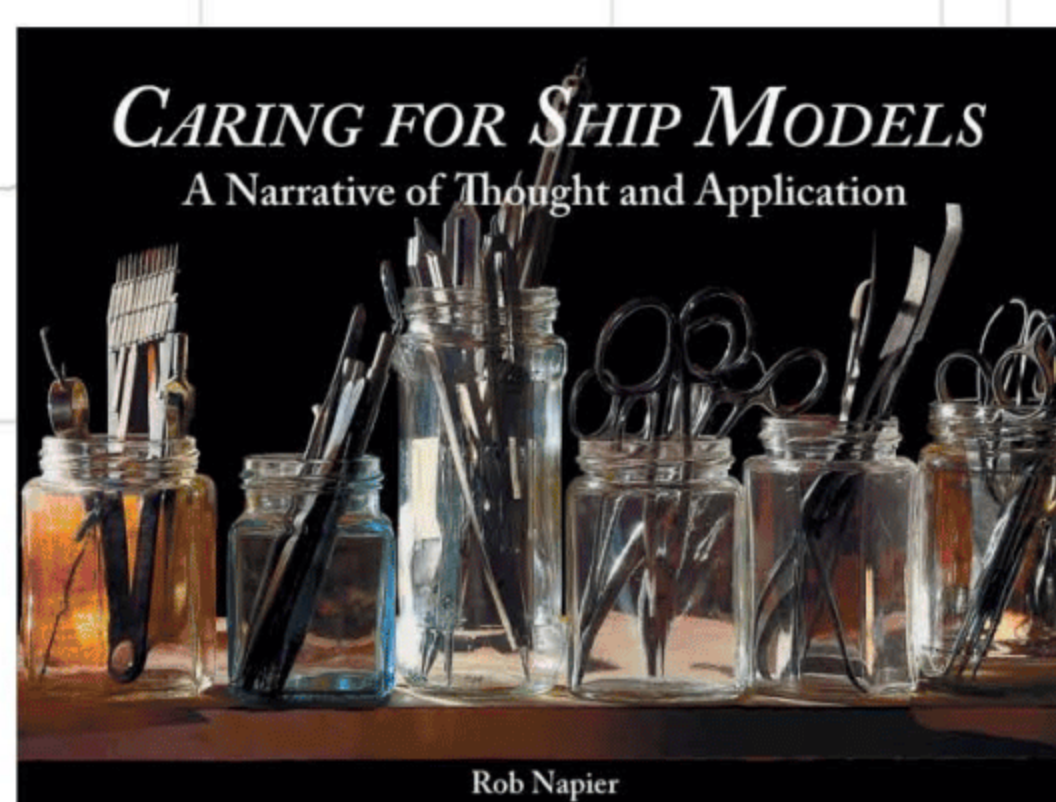


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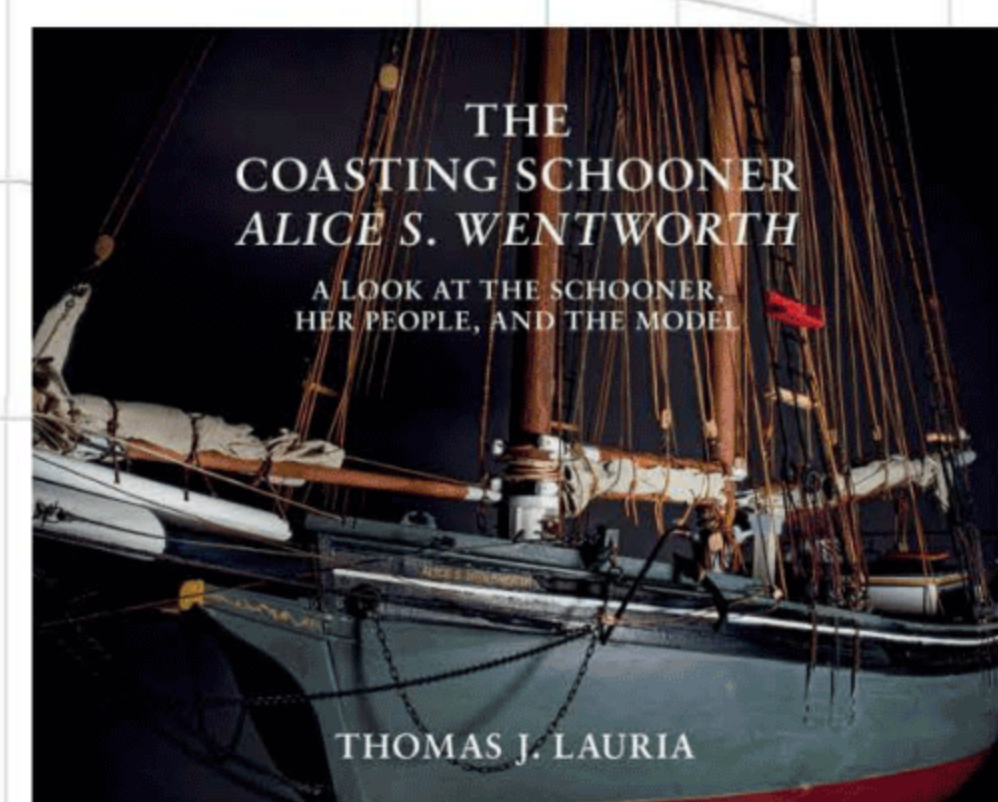
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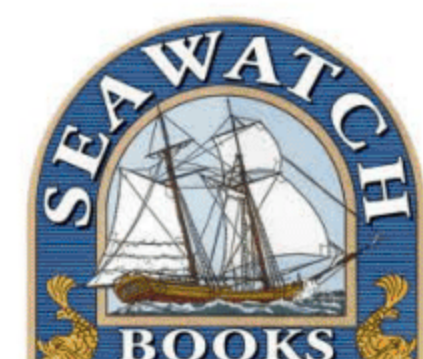


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OUTBACK GUARDIAN



Mark a Takom 1/35 scale AH-6E Apache for Australian service

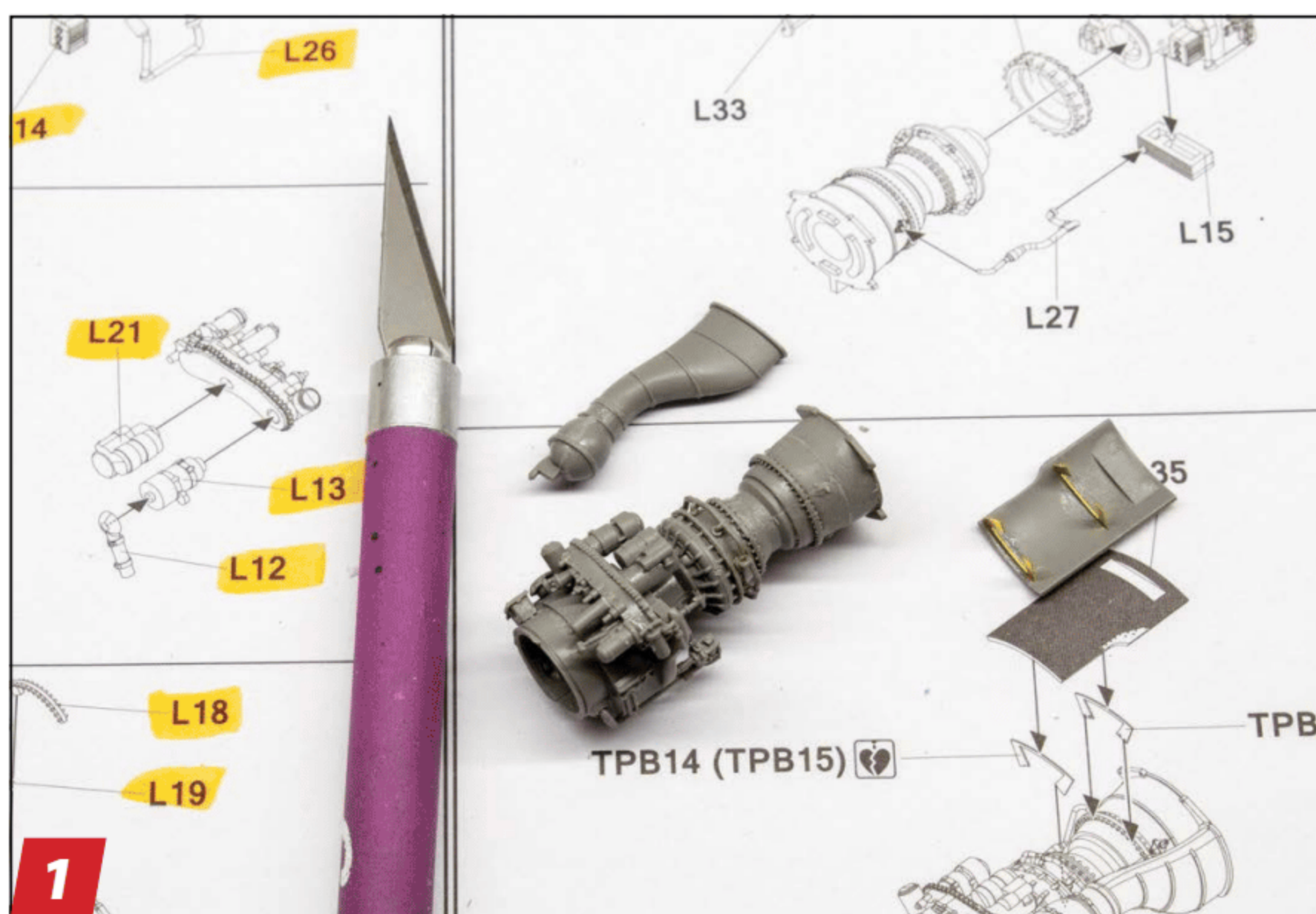
BY ANDY COOPER

No doubt about it, the Takom 1/35 scale AH-64E Apache Guardian (No. 2602) is a massive, detailed kit of the latest U.S.-made attack helicopter. The box comes chock full of sprues bursting with plastic parts, photo-etched metal (PE), and even 3D-printed details. But the decals only provide two American marking options.

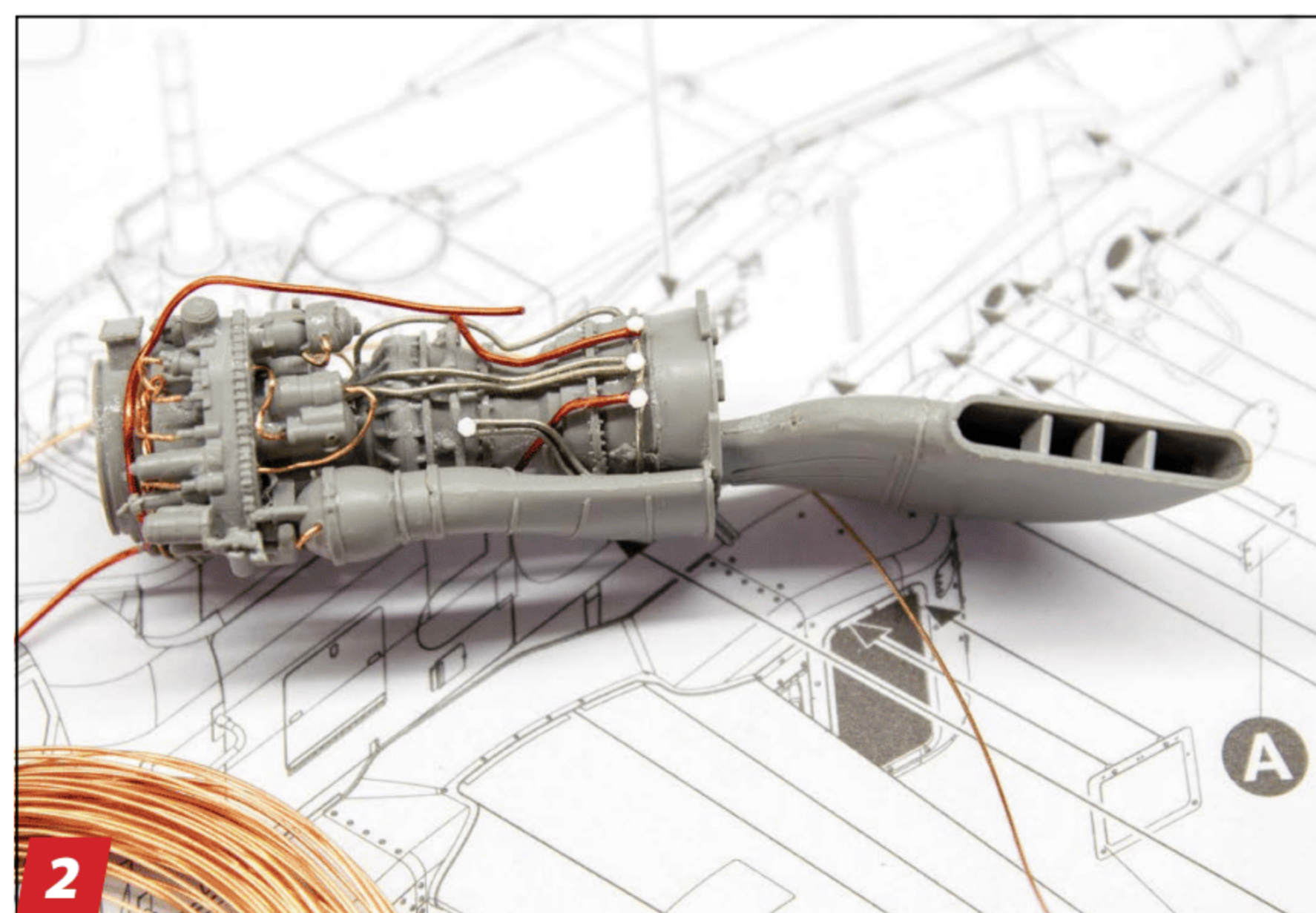
Unfortunate, really, because other countries have the AH-64E in their arsenals, with Australia due to accept delivery on 29 Guardians in 2025. Even though no decals were yet

available for the future Australian machines when I undertook this project, I was inspired by images posted on the Boeing website of an artist's interpretation of what the choppers would look like in Aussie uniform.

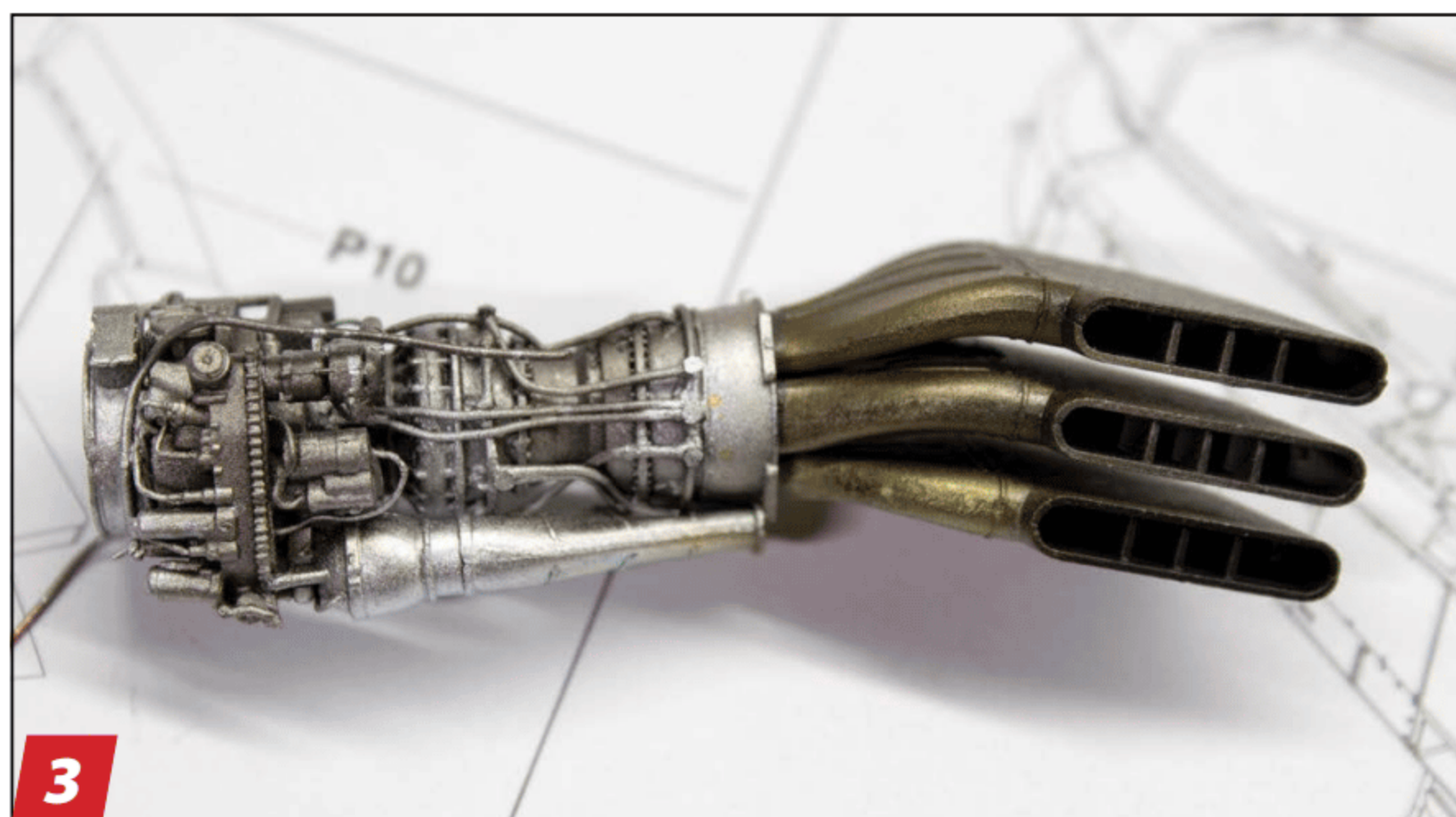
But first, I had to put it together. My approach was to build the Guardian in subassemblies. This allowed me to work and move from one section to another while waiting for glue to set or paint to dry. I ordered 3D decals from Quinta Studio for the cockpit (No. QD35099), so while awaiting their arrival, I got started on the engines.



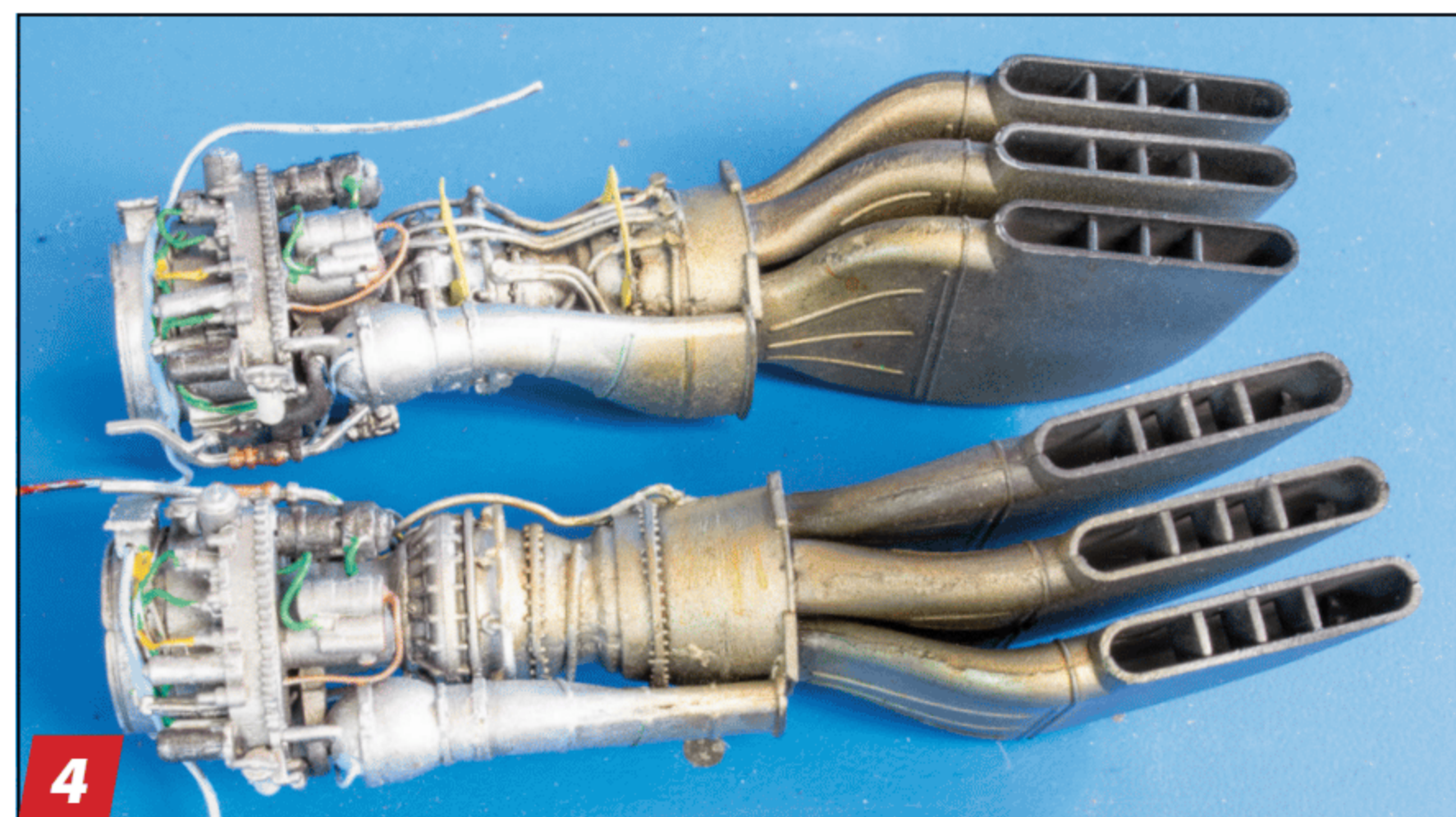
1 The kit's two GE 700 turboshaft engines are nicely detailed out of the box. They aren't "handed" (left or right), but the same can't be said for the three-part exhaust outlets for each unit. Make sure to pay attention when building them.



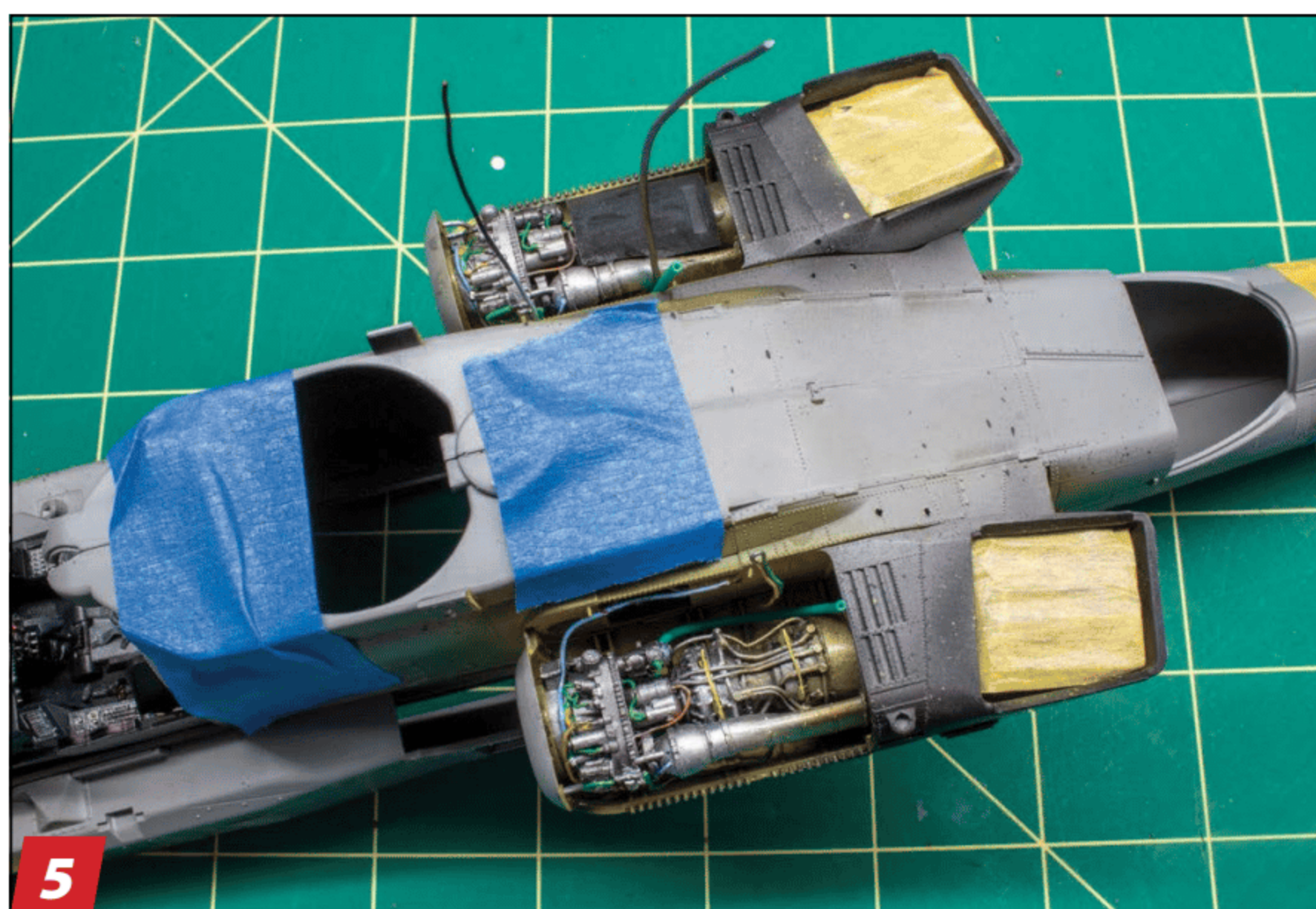
2 As detailed as the engines are, they benefit immensely from plumbing and wiring. I referred to photos on the internet as I ran various lengths and gauges of copper and solder wire. I punched hexagonal jet piping terminations from styrene sheet.



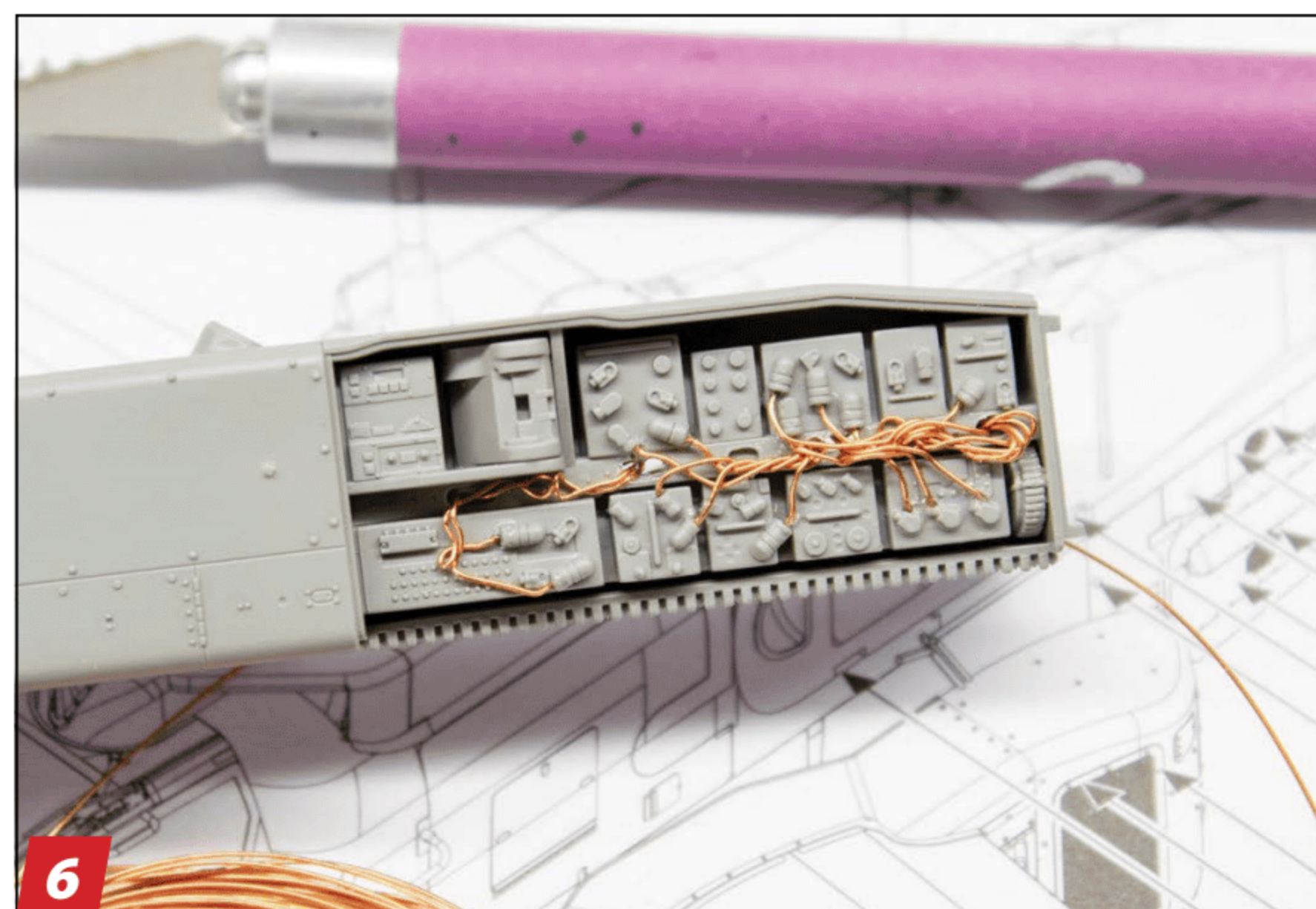
3 Once the plumbing looked busy enough, I primed with SMS Surfacr Black (No. PLP02) before base coating the engine SMS Stainless Steel (No. PMT05). The exhaust cans were added afterwards. I left the crawl board of this engine, and reduced some of the wiring on the other that would have a crawl board installed.



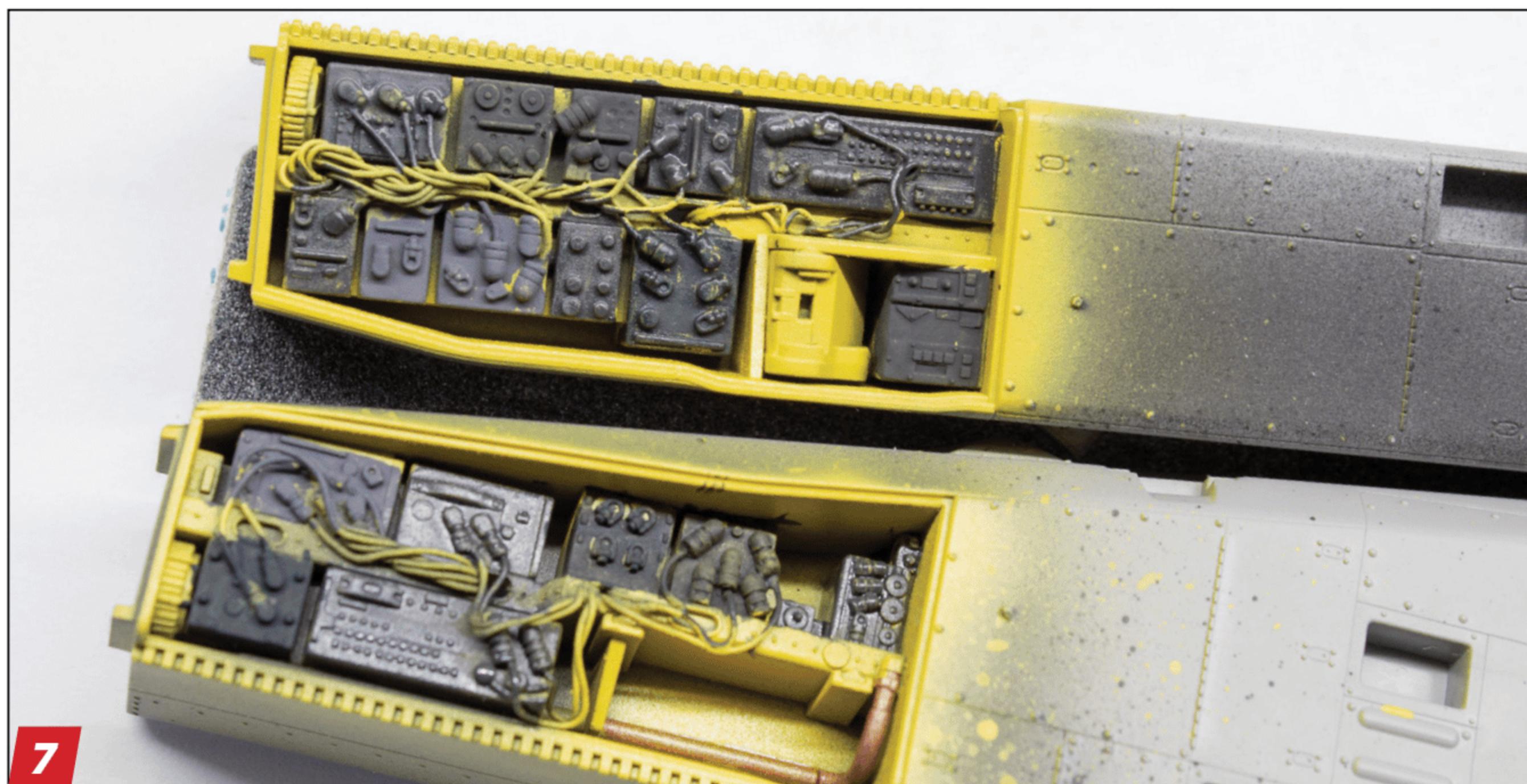
4 After fitting the exhaust cans, I sprayed the engines with various SMS metallic paints for heat discoloration. Some clear blue, yellow, and orange added heat tempering to appropriate parts. I picked out the plumbing and wire with acrylic paints and a brush. The bottom engine has less detailing because it would be hidden by the crawl board.



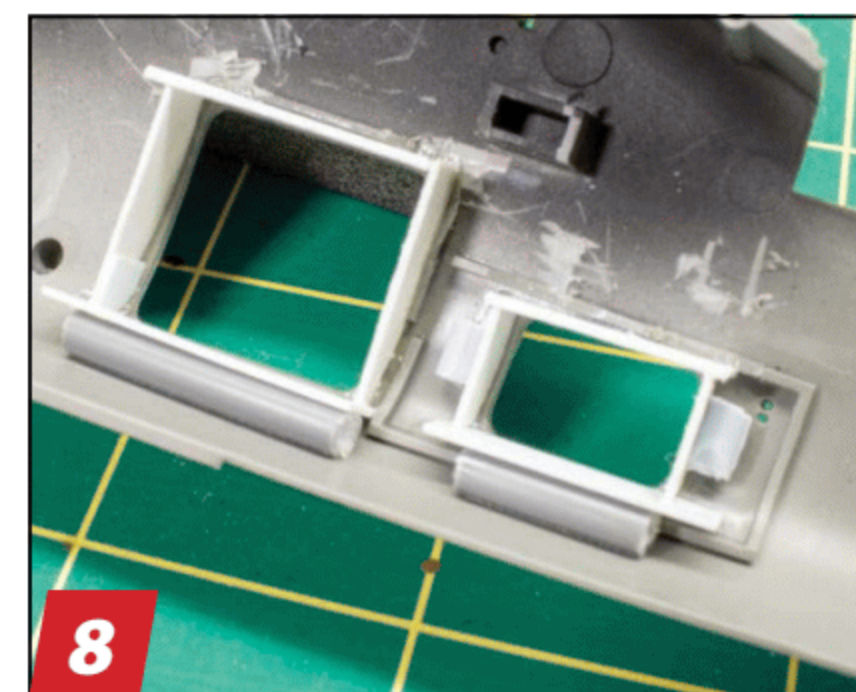
5 I test-fitted the engines into their nacelles and taped the fuselage halves together to make sure everything fit correctly. Happily, it did!



6 Turning my attention to the avionics bays, they lacked wiring. Easily remedied! First, I drilled the plugs on the equipment with a micro bit and pin vise, dabbed superglue in each, let it set briefly, and then ran copper wire according to references.



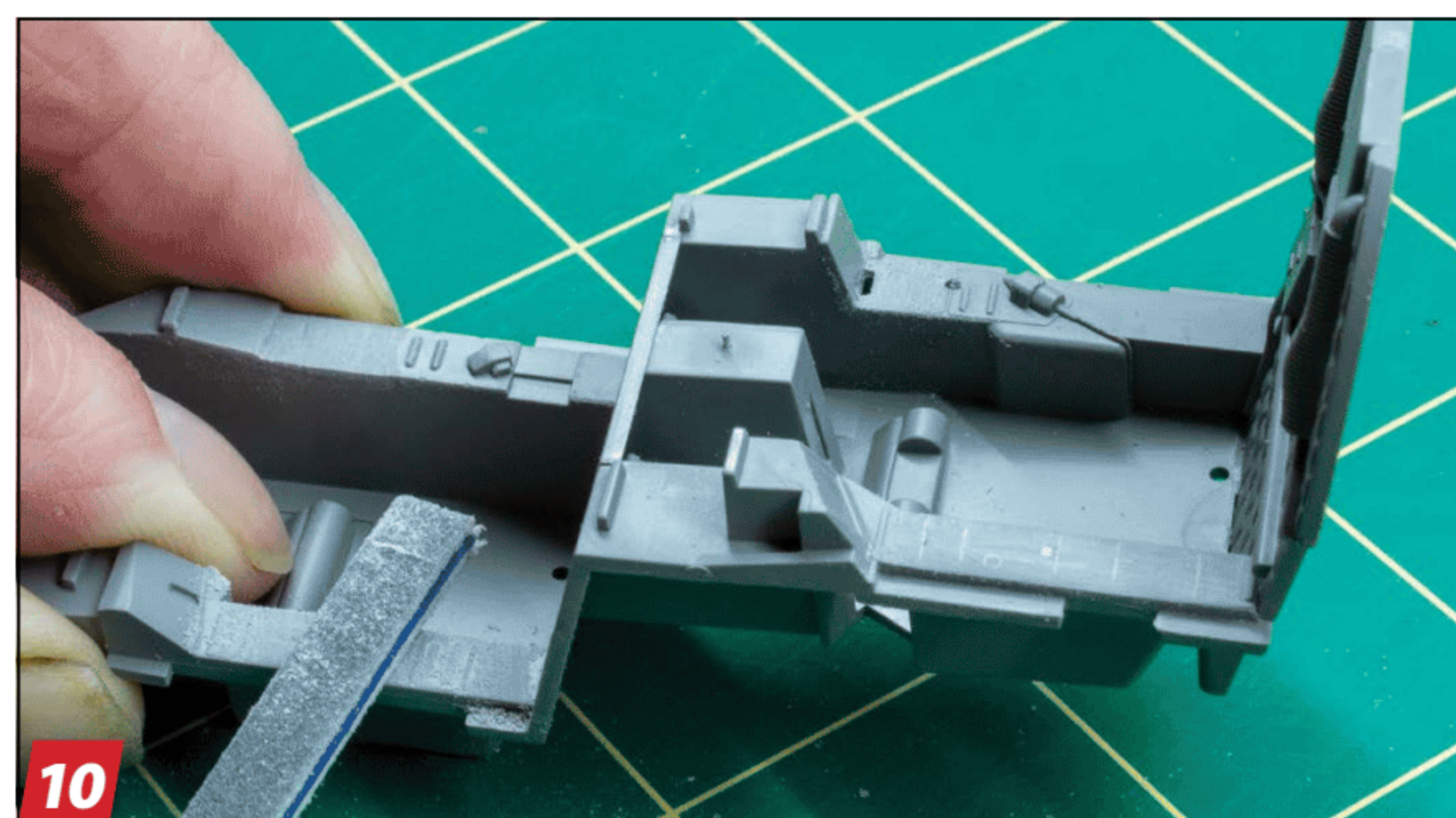
7 When both bays were complete, I airbrushed them zinc chromate yellow and brush-painted the equipment with various shades of gray and black acrylics. Later, I finished the wiring with an off-white and red stripes.



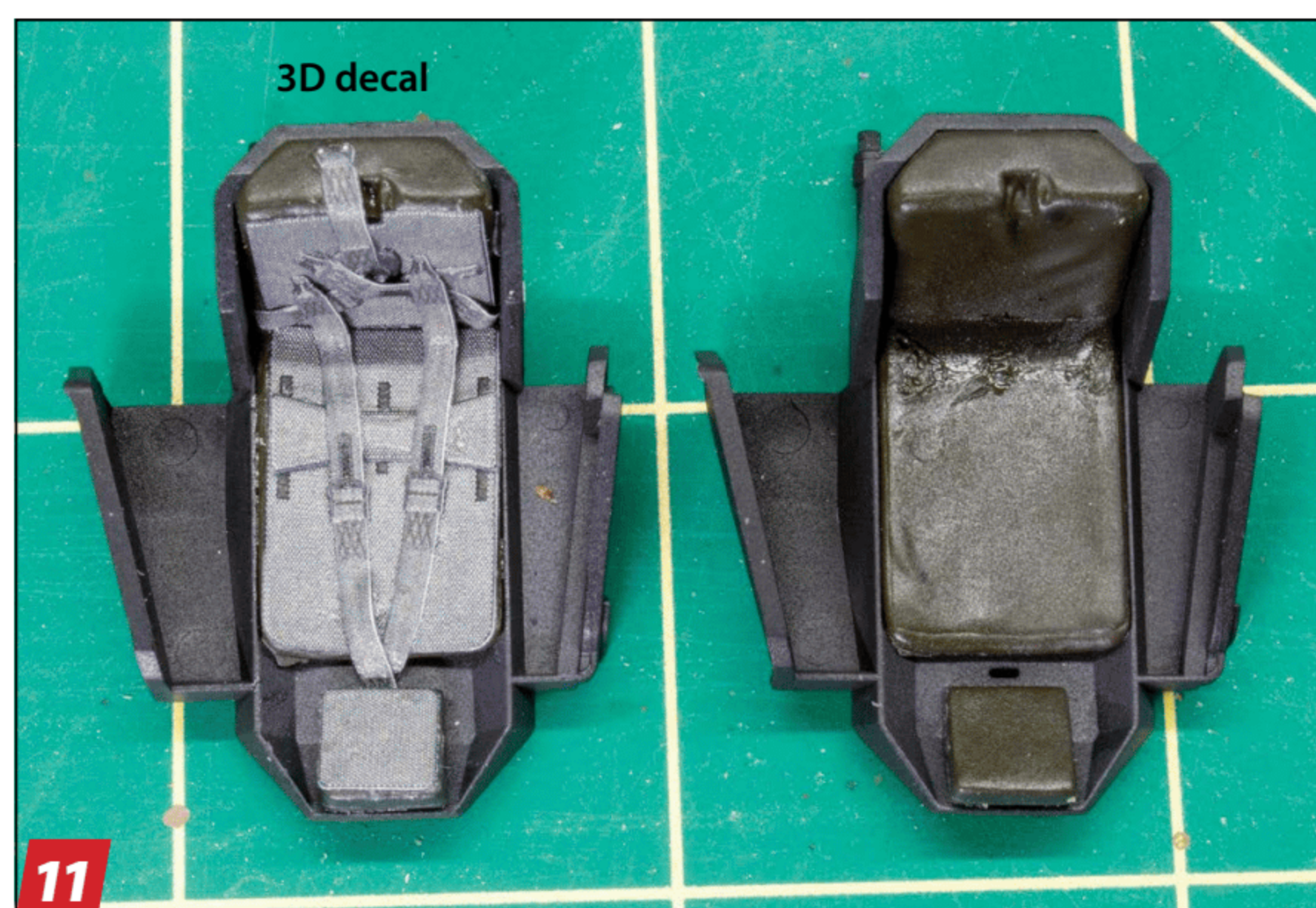
8 Some fuselage openings and hatches lead nowhere. I found photos of the internals for the rear starboard avionics bay and survival equipment locker. I walled off the spaces with styrene sheet and lengths of sprue for support.



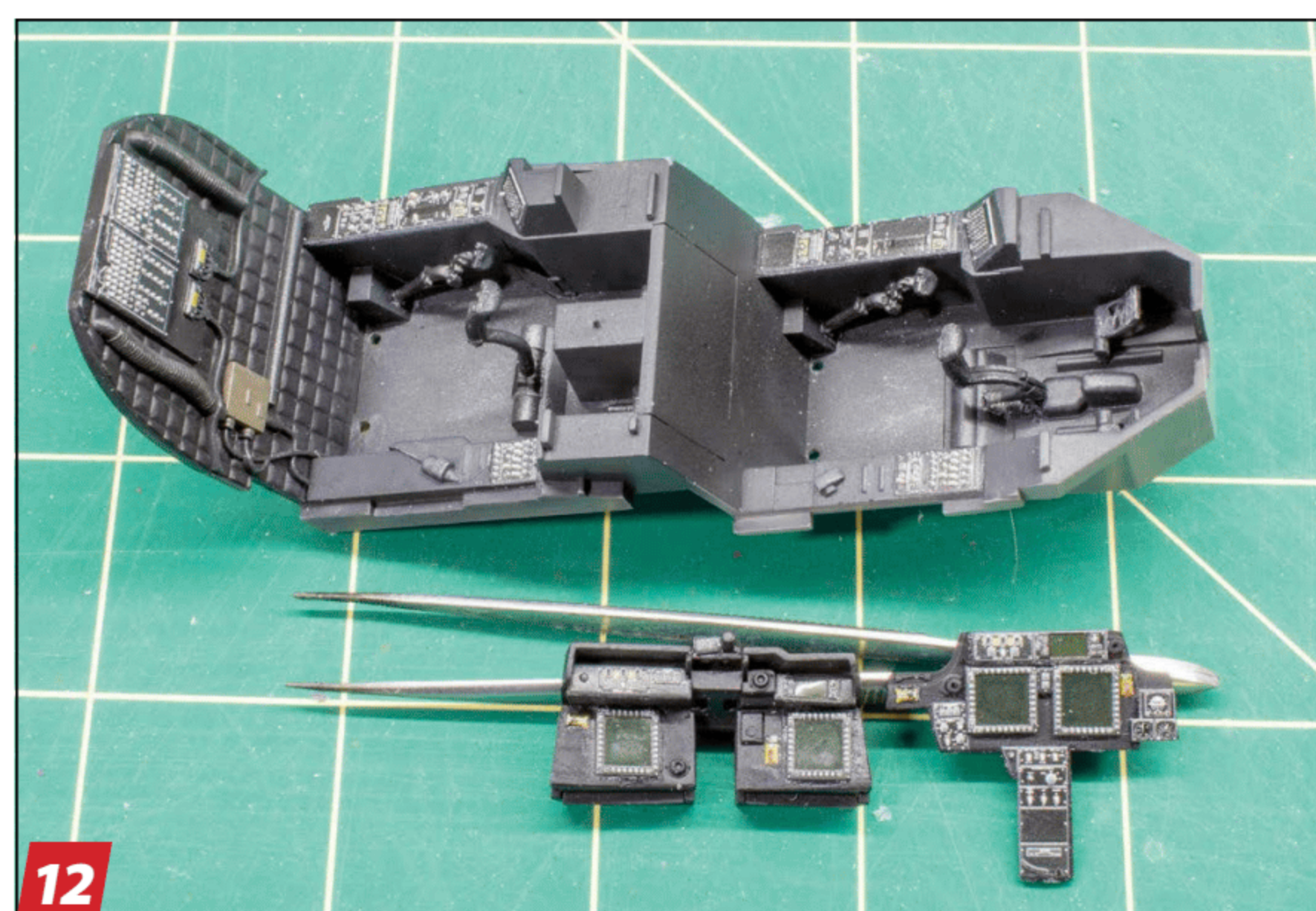
9 I scratchbuilt an avionics panel from styrene and PE scraps. After painting the bay the same as I did in Step 7, I ran wires, painted those, and glued the panel in place behind the opening. I affixed a rear wall to the smaller equipment locker, but left it empty.



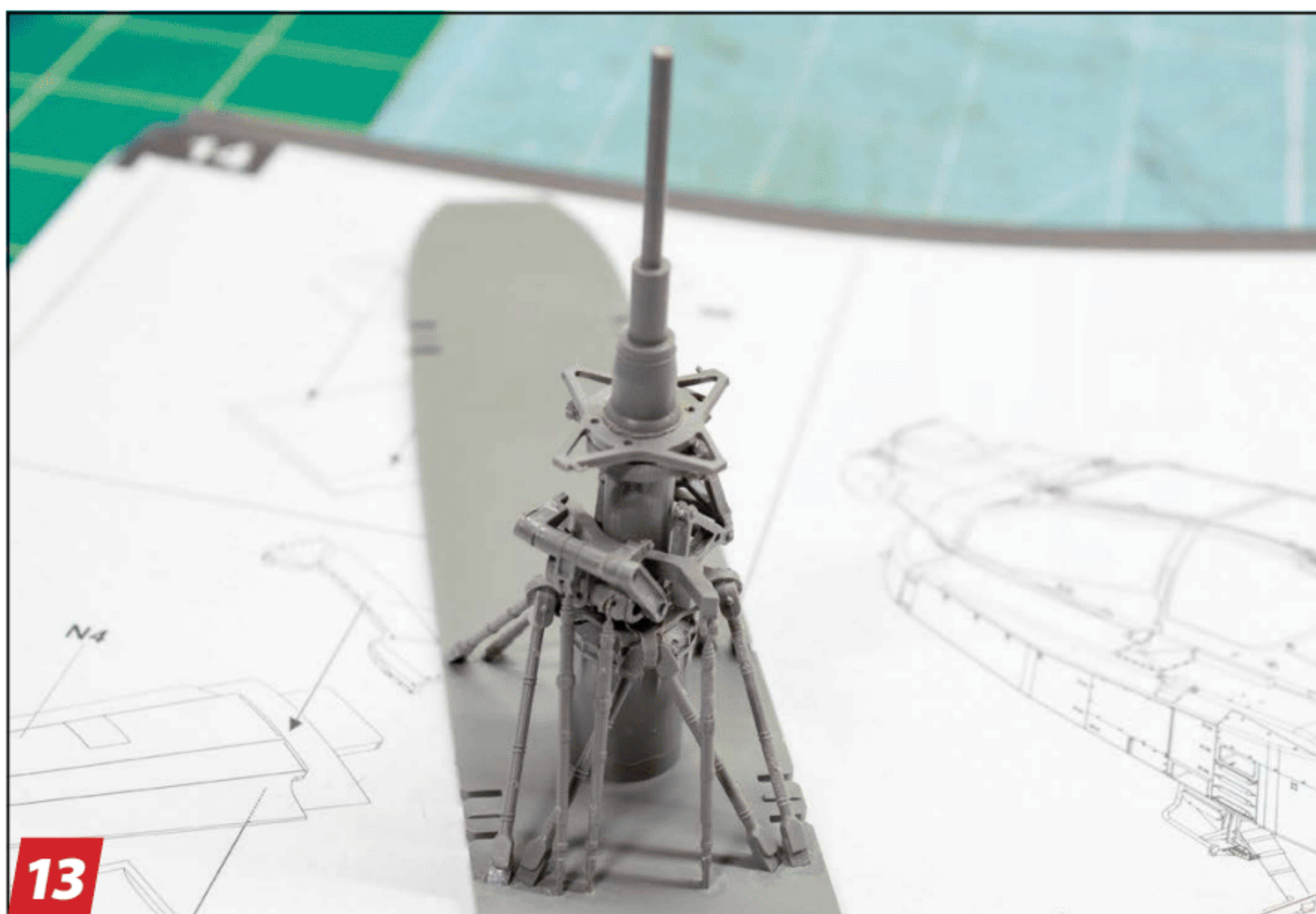
10 The 3D decals had finally arrived, so I removed the molded cockpit details that the decals would replace. All it took was a sanding stick, patience, and time.



11 I assembled the cockpit tub and airbrushed it and the seats SMS German Grey (No. PL38). Working with the seats first, I soaked the 3D decals in warm water to release them from the backing paper and set them in place with white glue.

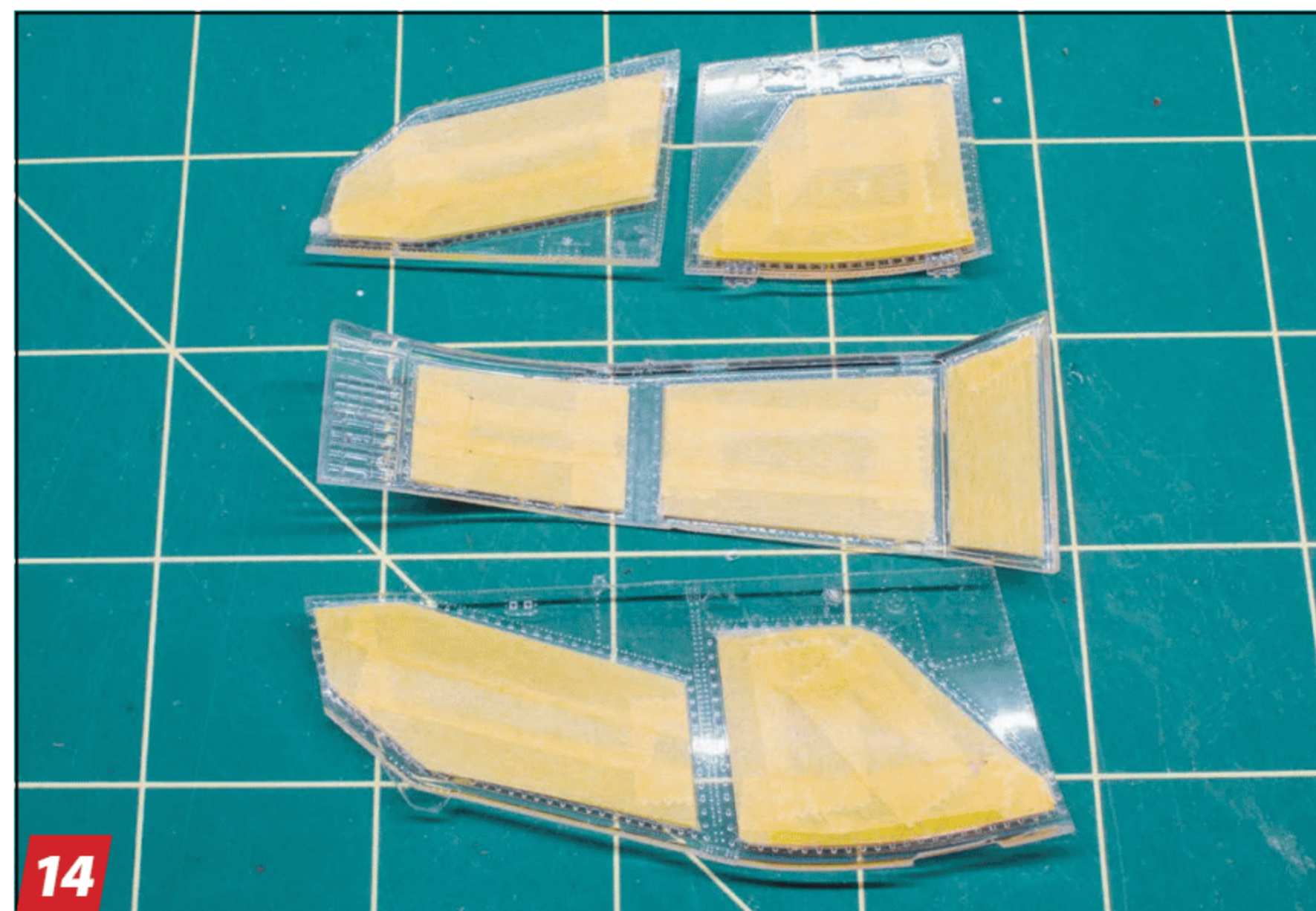


12 Then I proceeded to finish out the rest of the cockpit with the Quinta decals using the same process. After the glue had dried, I finished assembling the cockpit, including seats and panels, and test-fitted it in the fuselage.



13

The main rotor drive needed to be assembled and ready to put in place before the fuselage halves could be joined. It was a fiddly job and required a lot of attention. I painted the rotor assembly and the interior of the fuselage prior to closing everything up.



14

At such a large scale, I find I get a better finish by painting both the inside and outside of the cockpit framing. I used Tamiya tape to mask both sides of the window panels before spraying the inside SMS German Grey.



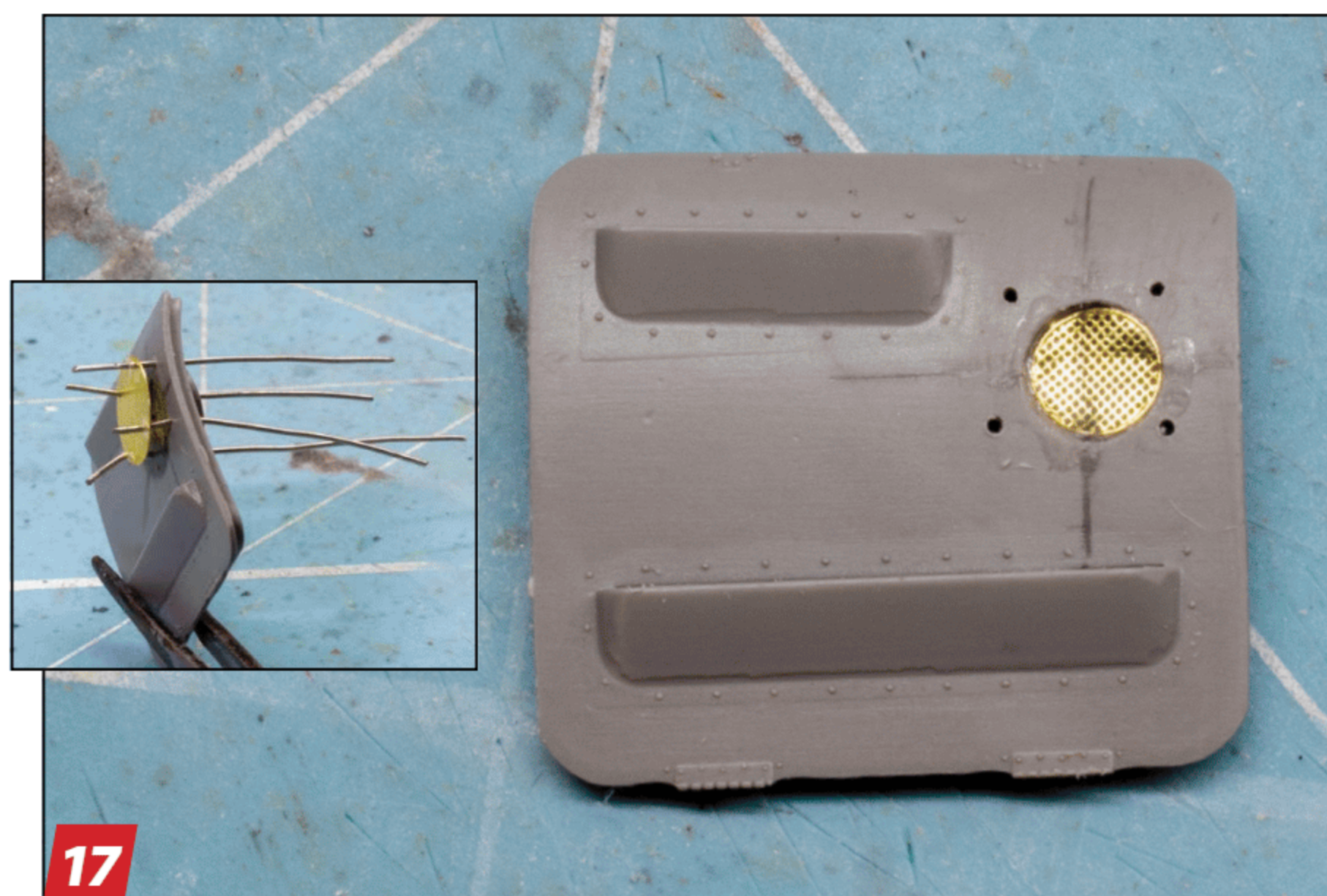
15

After fitting the main rotor assembly and the cockpit, I joined the fuselage halves and clamped them while they set. The cockpit windows were affixed by flowing thin superglue along the seams. Not too much! I didn't want the clear parts to fog.



16

I replaced plastic grab handles with wire wherever possible. I tacked access panels in place and masked gaps, intakes, inlets, and other apertures with tape. The PE vents and standoff plates and 3D-printed mounts proved impractical, so I started thinking of an alternative.



17

In this case, I glued the PE grille in place and drilled holes where the standoff cover mounts would be. Then I superglued wire mounts to the cover, threaded the wire through the holes, and superglued them to the panel. After everything had set, I trimmed the wires flush.



18

After a bit of work, I fitted the sponsons and undercarriage struts to the fuselage and finished masking. I primed with SMS Surfacer Black. The Guardian is a big model, and I nearly used an entire bottle of primer for this alone.



19

For a classic "Auscam" scheme of tan, green, and black, I first airbrushed SMS Camo Brown (No. PL32), letting some of the primer show through for shadows. I followed with SMS Camo Green (No. PL31) and then German Grey for a faded black. I sealed the camo with Alclad II Aqua Gloss (No. ALC600).



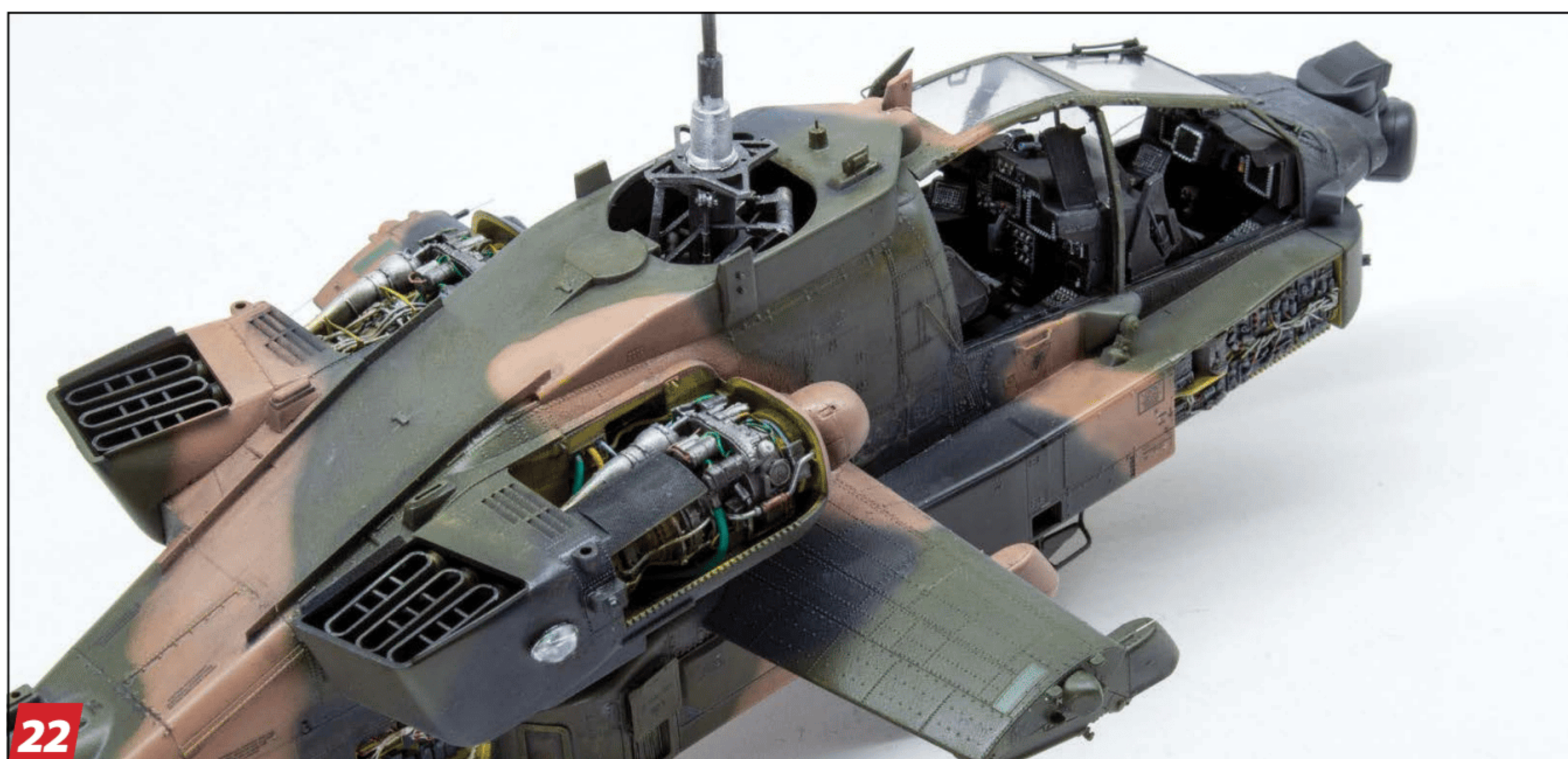
20

Like many others, I found the Takom stencil decals to be of poor quality and nigh unusable. Fortunately, I had decals from an Australian Chinook and used these wherever possible, matching placement to the Takom marking guide. The black Roos and army markings came from the Chinook decals.



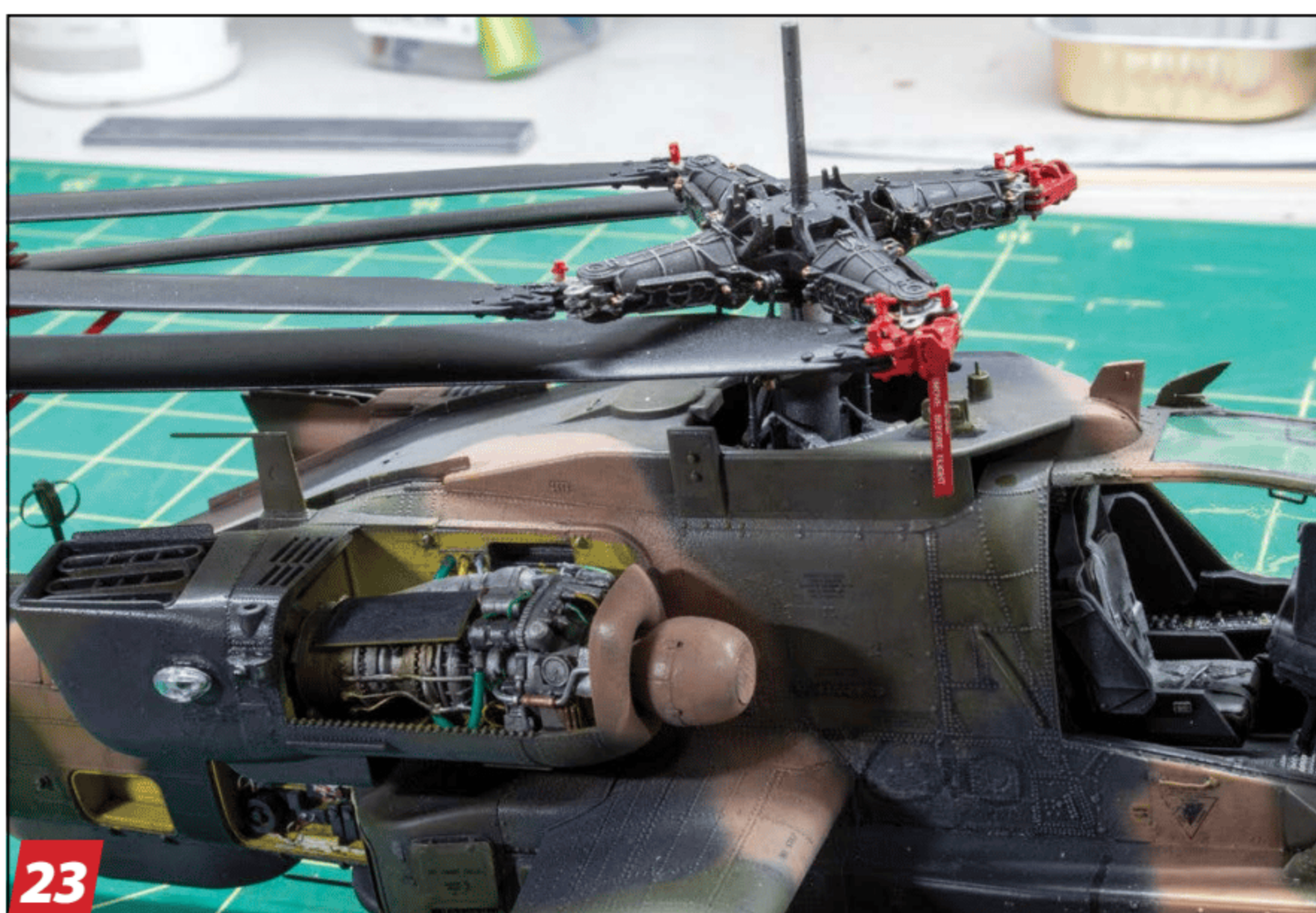
21

The serial number was concocted from digits on a decal sheet for an Australian F-111. Having done the best job I could with the decals I had and nursing through the Takom markings, I airbrushed another coat of gloss clear over them and the camouflage to protect my work.



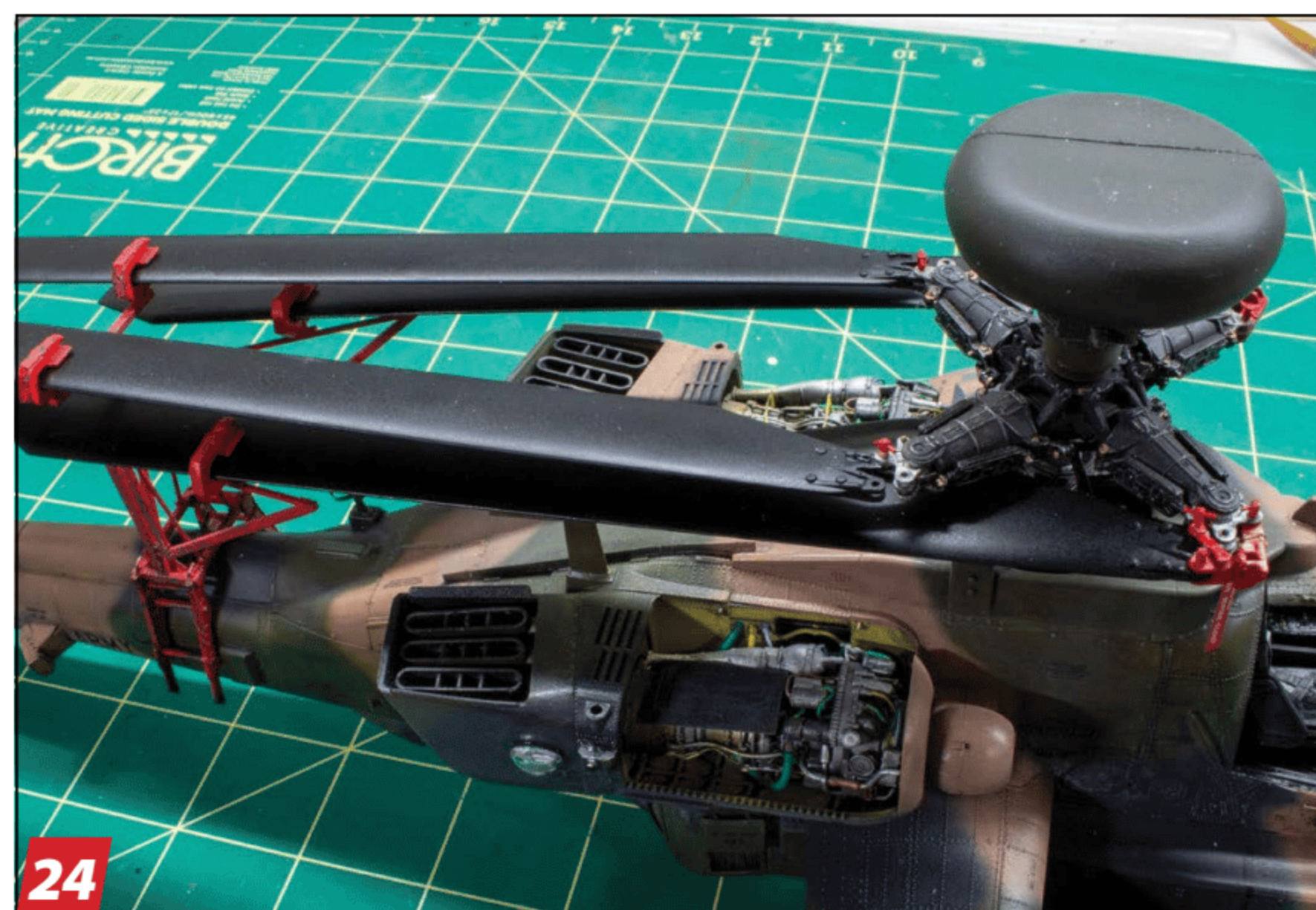
22

I applied black and burnt sienna artist-oil washes to bring out details, and lightly dry-brushed appropriate colors before spraying a flat clear over everything. Then I unmasked the canopy, engines, and rotor mast and attached the wheels.



23

Display constraints demanded I model my Guardian with its blades folded. But this wasn't so bad because the rotor fold trestle and equipment were red, so that added a splash of color to the overall finish.



24

The ends of the blades slid into the prepared and painted rotor fold trestle before the trestle was positioned on the fuselage and tacked in place with a drop of superglue. All that remained were the weapons, antennas, and permanently attaching the crew hatches. **FSM**



BUILD A **PEARL HARBOR FLYING FORTRESS**

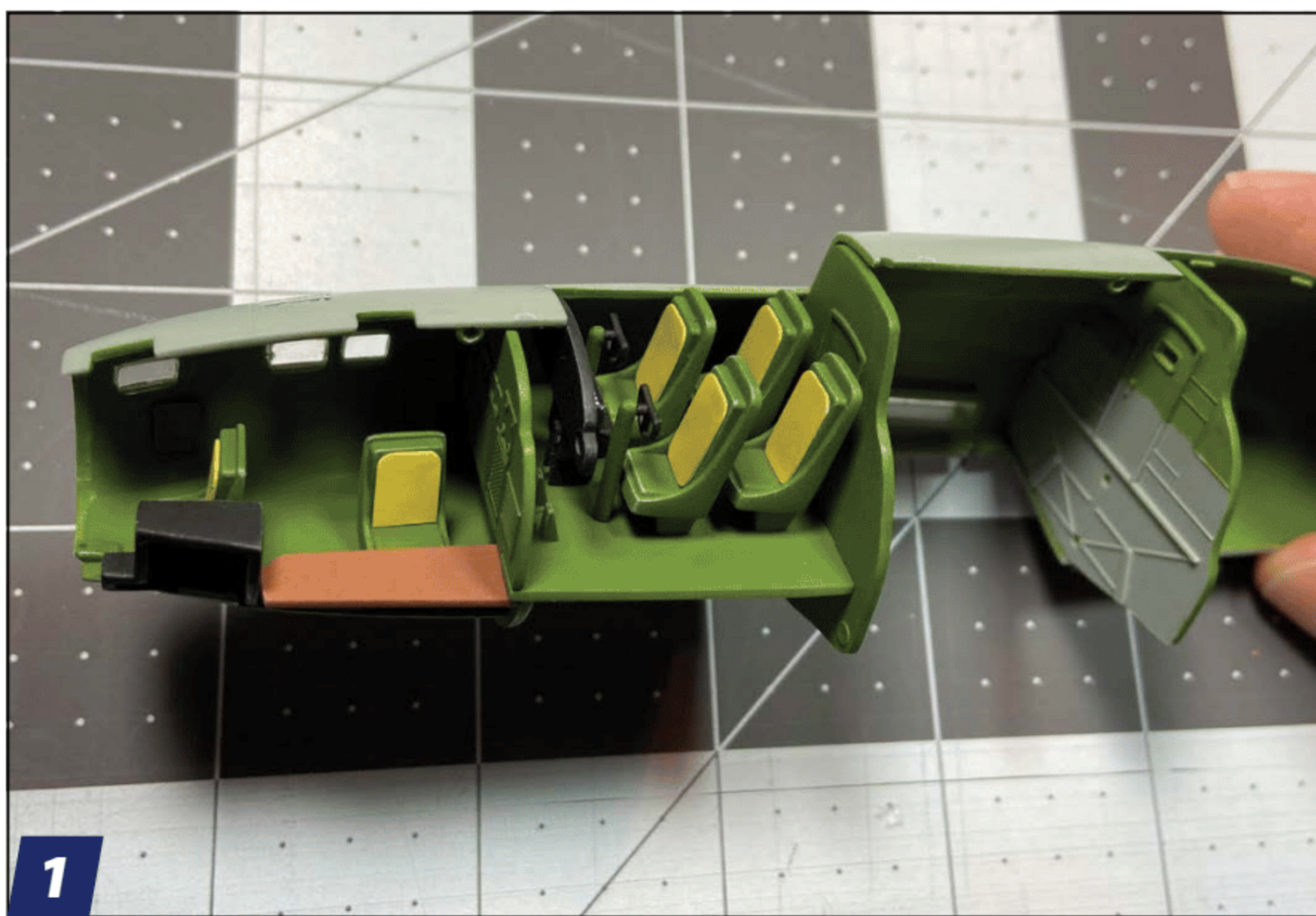


Subtle improvements
bring an unlikely
subject to life in this 1/72
scale B-17C

BY PHILLIP GORE

On Dec. 7, 1941, as the Japanese navy attacked U.S. Navy and Army forces at Pearl Harbor, 12 Boeing B-17s were on their way from California and arrived just as the attack began. Unarmed and unprepared for combat, most were able to land safely at various nearby airfields with minimal damage and casualties. However, two B-17Cs were severely damaged and deemed irreparable.

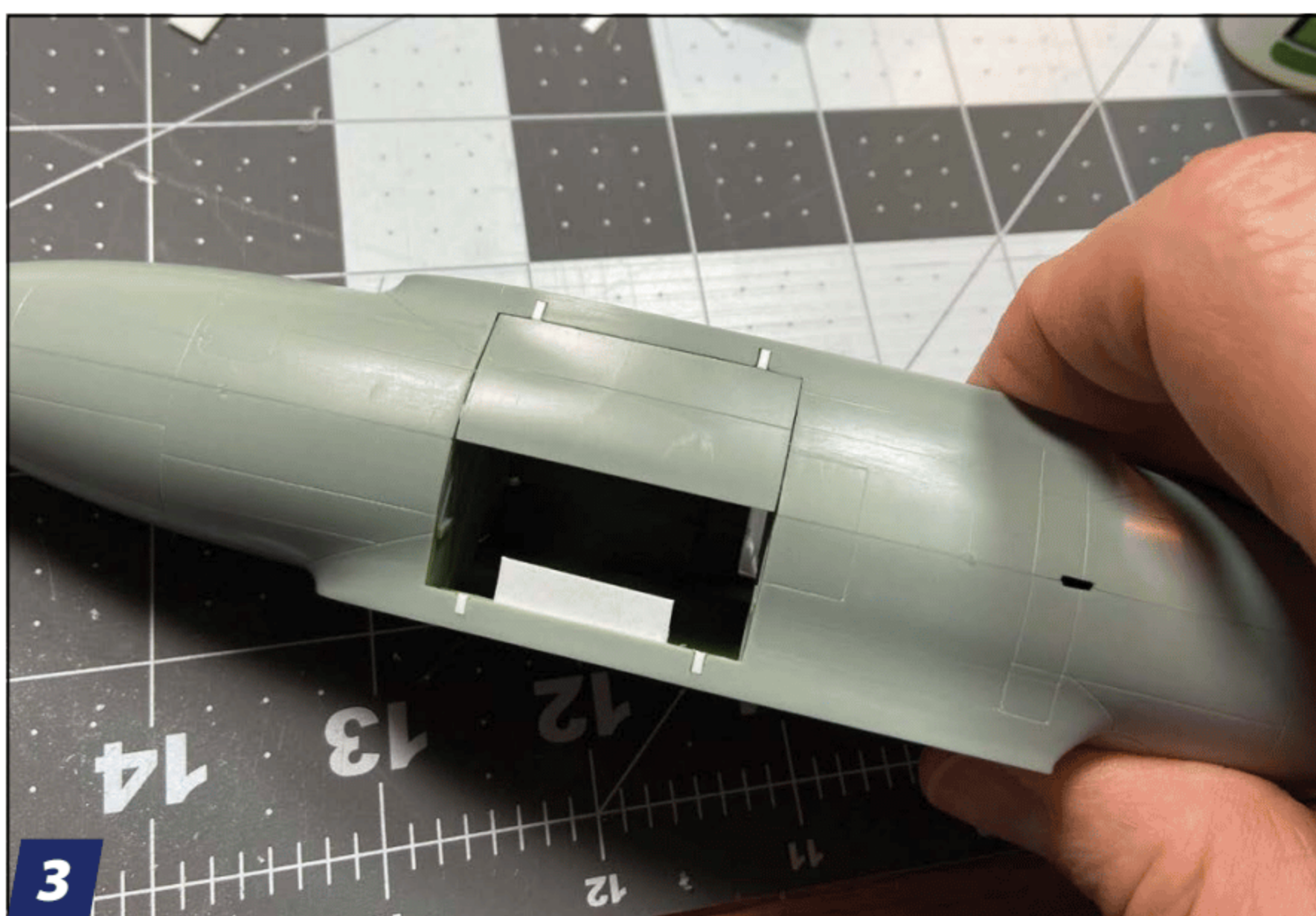
I wanted to build one of these, nicknamed “Skipper,” in the markings and paint scheme it carried during the attack. For this mostly out-of-the-box project, I used the recently released Wolfpack 1/72 scale B-17C kit (No. WP17212), which is a reissue of the 1989 Academy offering with beautiful new box art, canopy masks, and decals.



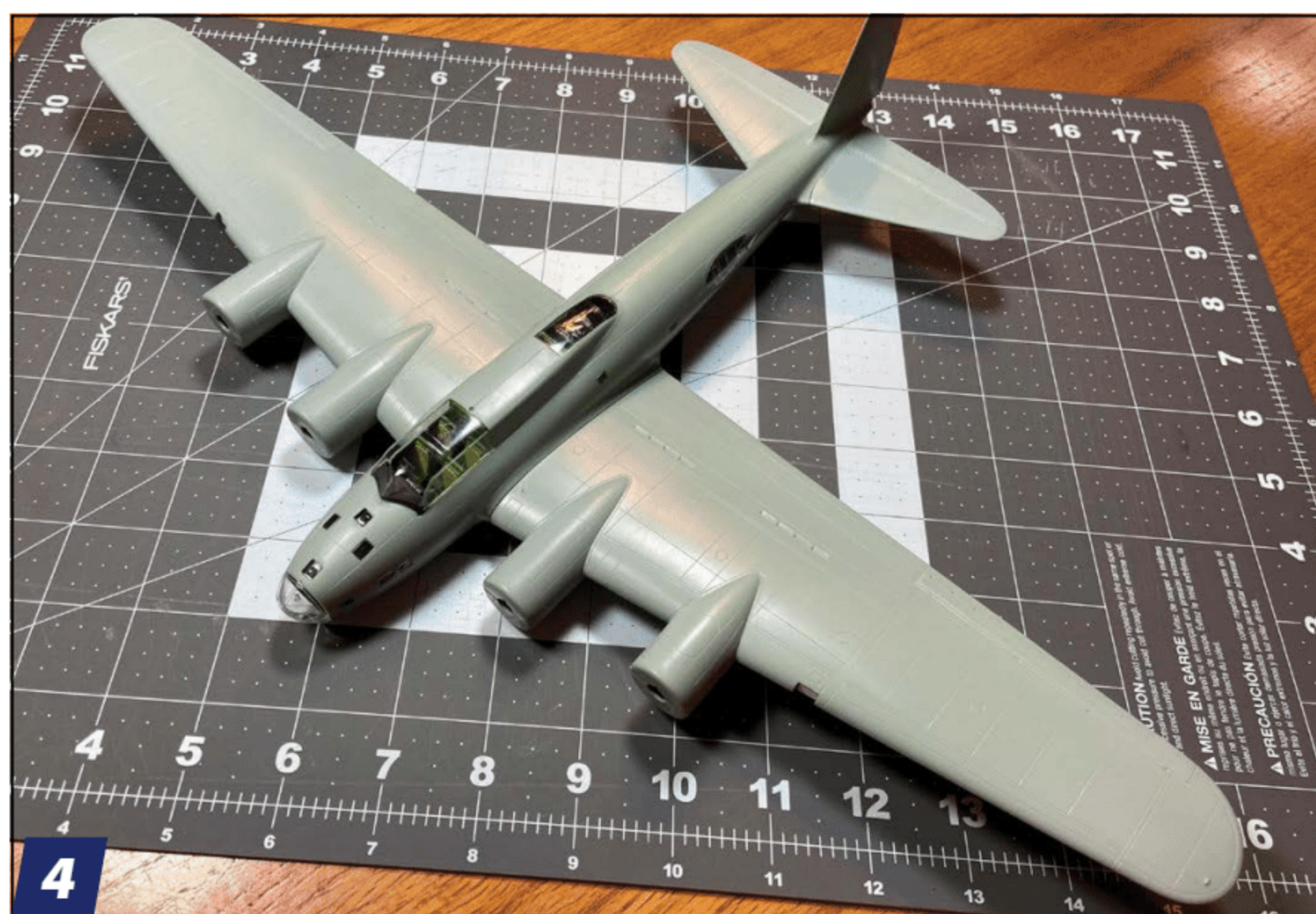
1 The kit's interior was very basic, but this was not an issue because very little of it would be seen after the model was finished. The only modification I made was adding life-preserver seat cushions fashioned from .010-inch styrene sheet.



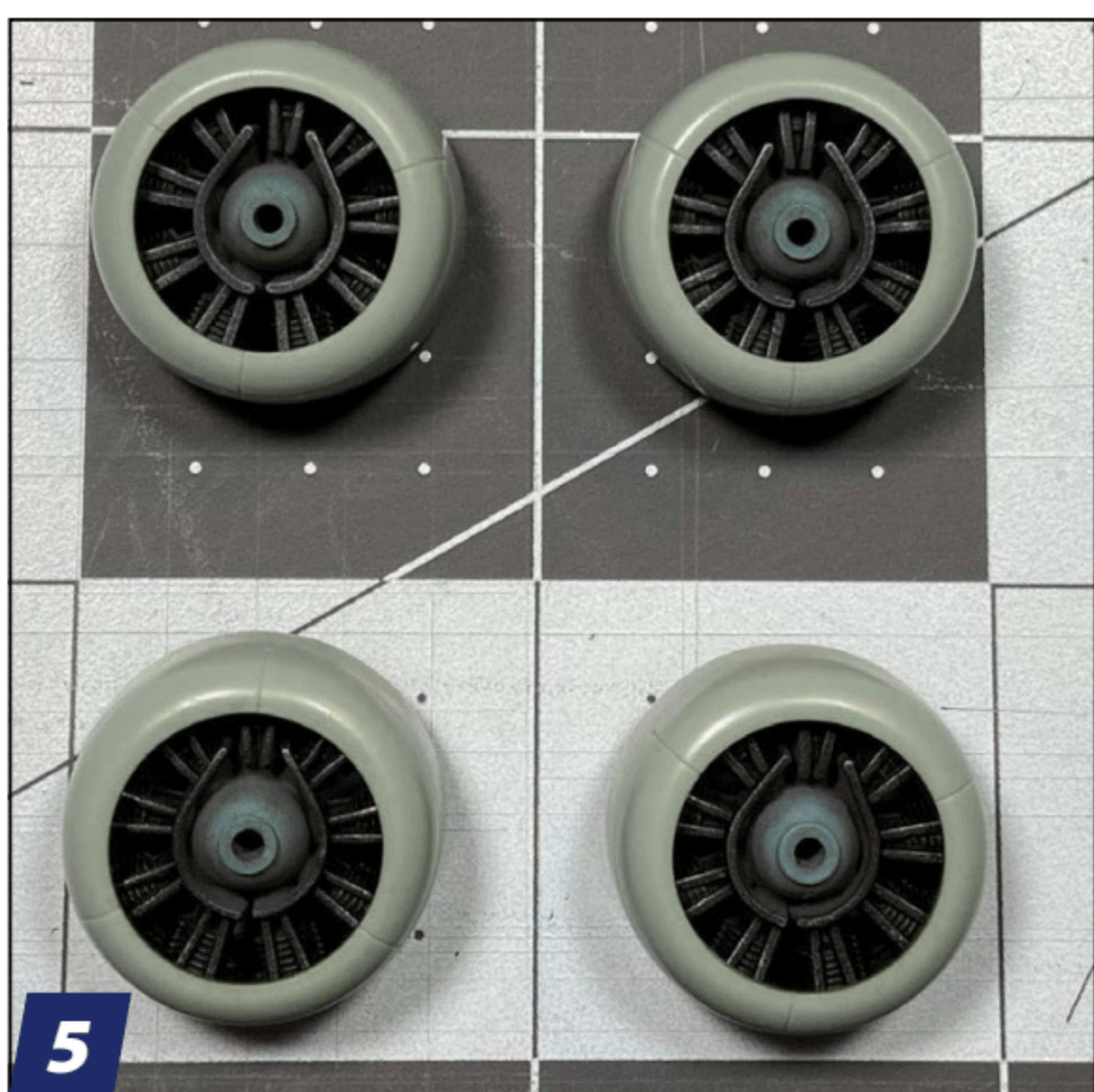
2 I attached all the small windows to the interior with white glue before joining the fuselage halves together. After gluing the fuselage, I used five-minute epoxy to seal any window gaps and provide extra strength.



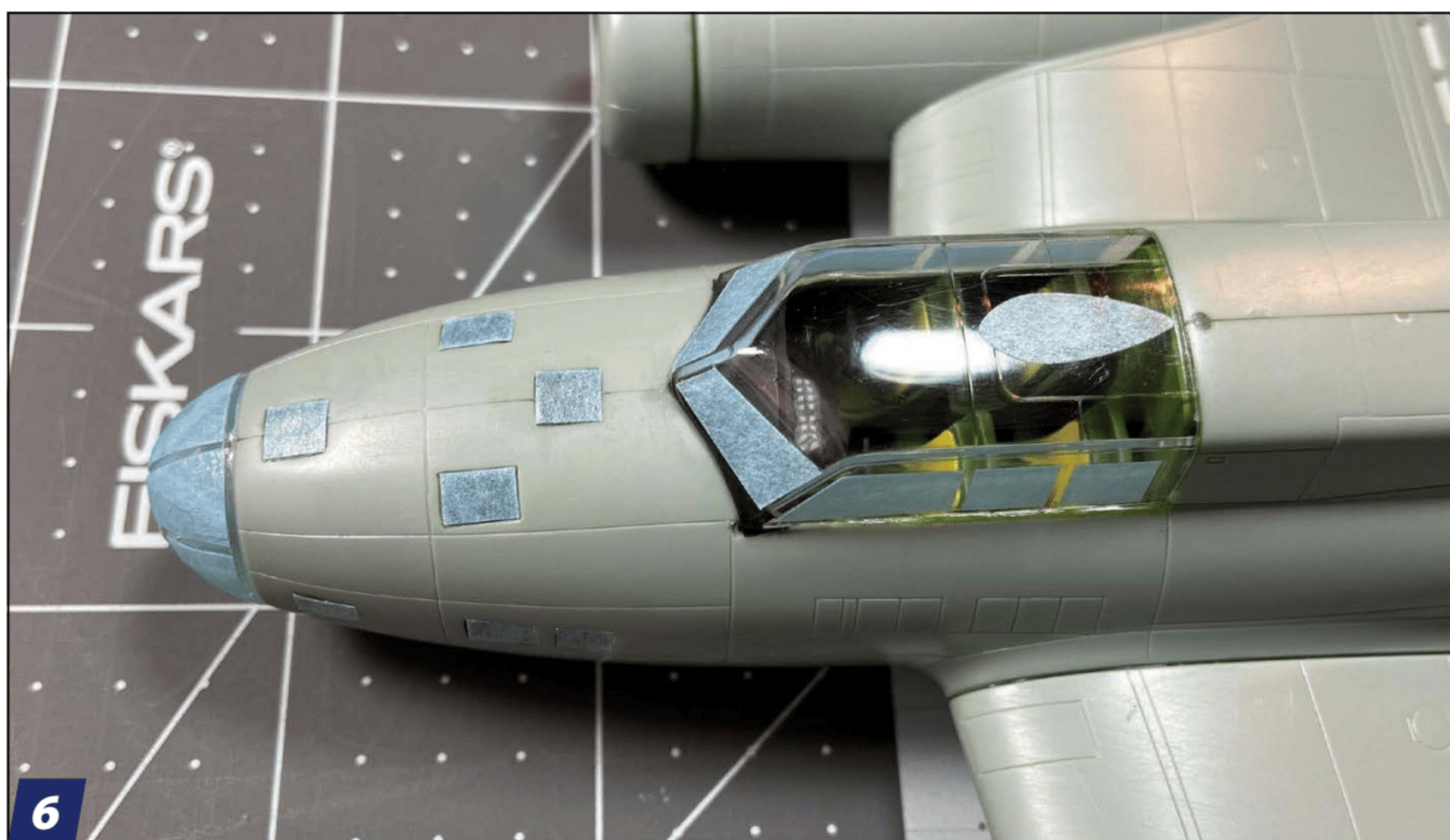
3 The bomb-bay doors required extra work to achieve a good fit. After shaping the pieces to improve their match to the fuselage, I glued them to scratchbuilt mounting tabs made from .010-inch styrene sheet.



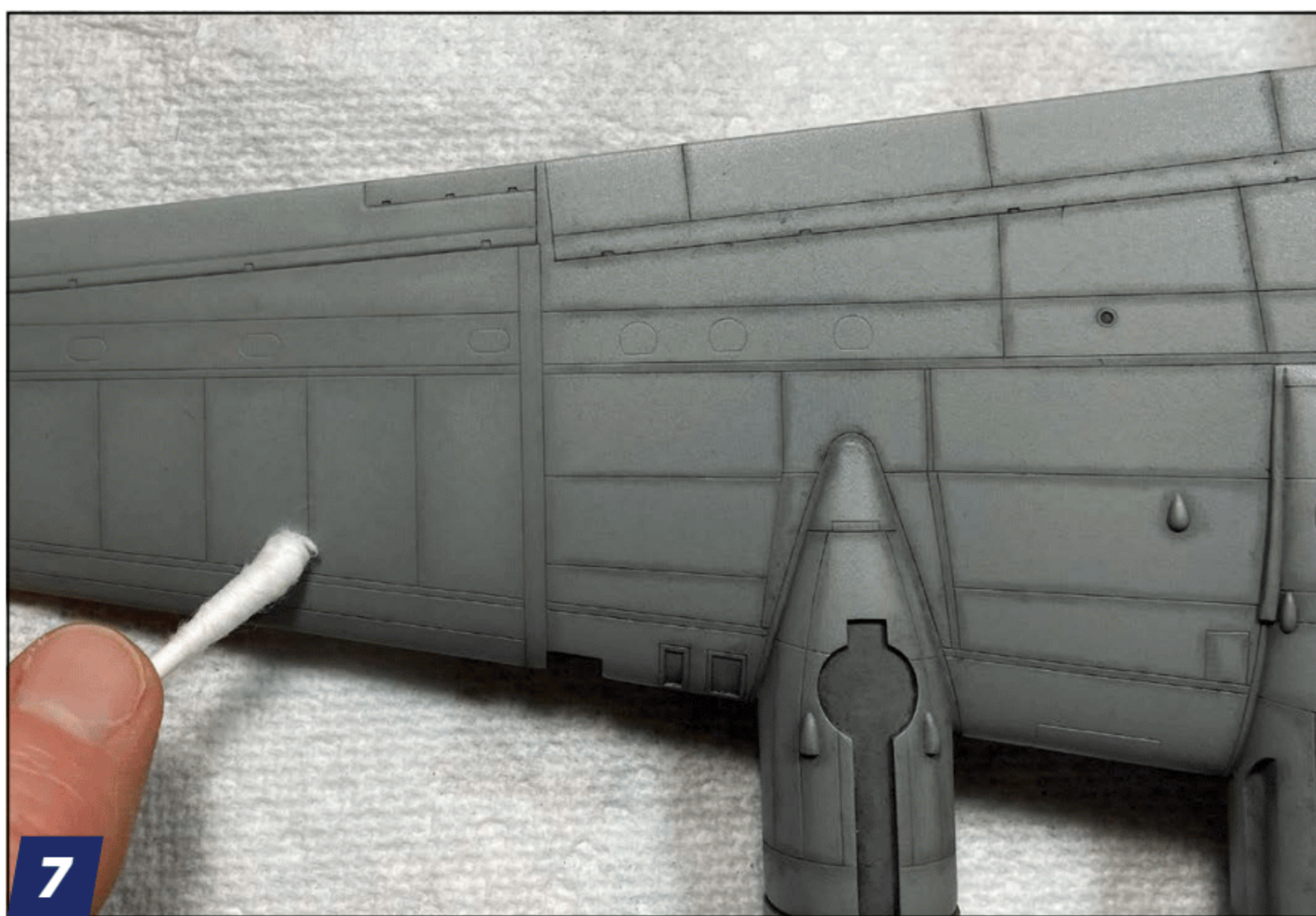
4 The port wing didn't align properly, so a styrene shim at the wing root corrected the dihedral. Gaps along the roots were filled with five-minute epoxy. Excess epoxy was removed with water-dampened cotton swabs, rolling them gently for a smooth finish quickly before setting.



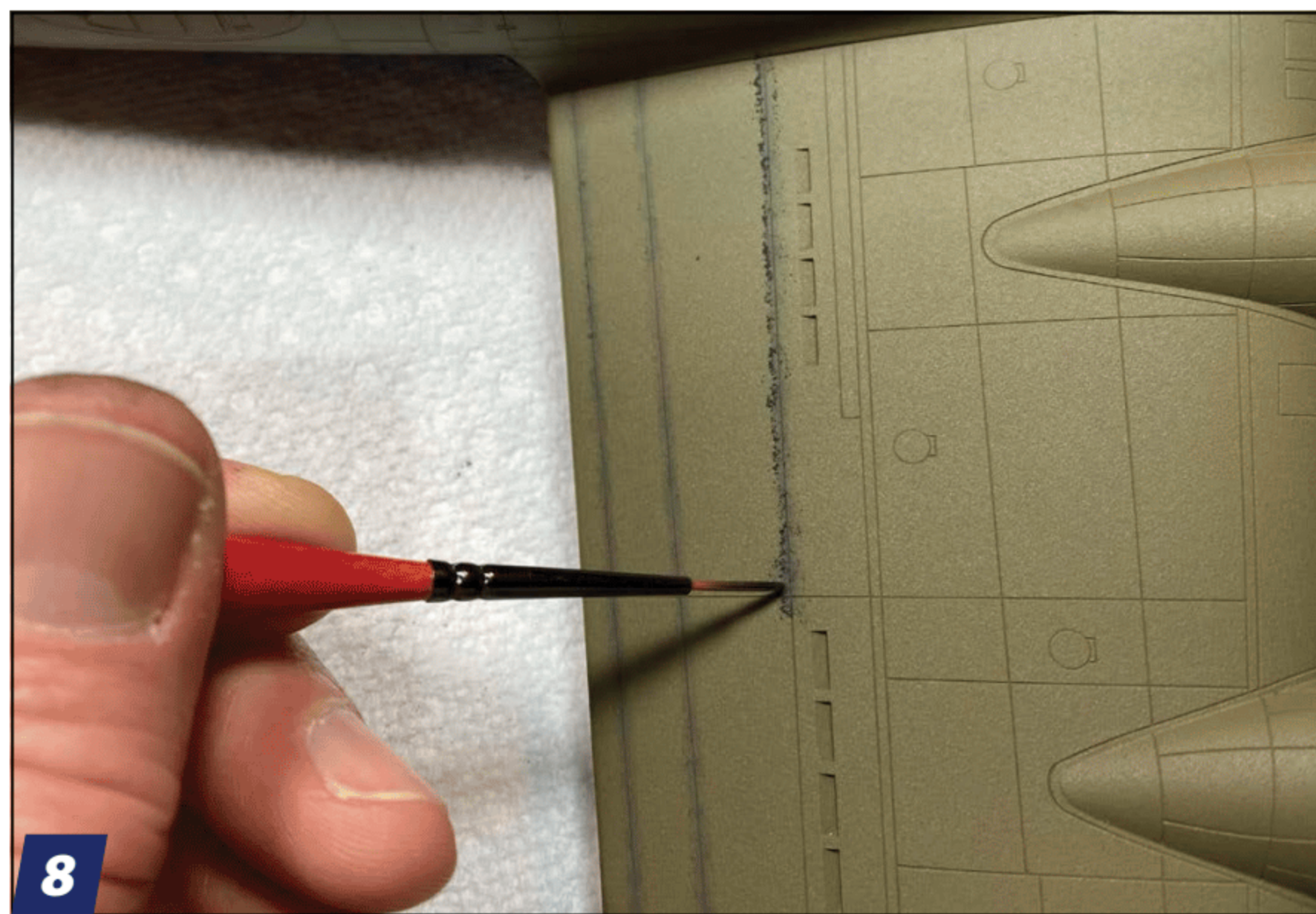
5 Work on the engines was confined to painting the crankcases flat medium gray, painting the cylinders flat black, and then dry-brushing them both with aluminum. Lastly, dark gray pastel dust was added to make the overall assembly look grimy.



6 One of the best features of the Wolfpack kit was the addition of a canopy/window/wheel masking set. The masks matched the kit parts well and made painting much easier.



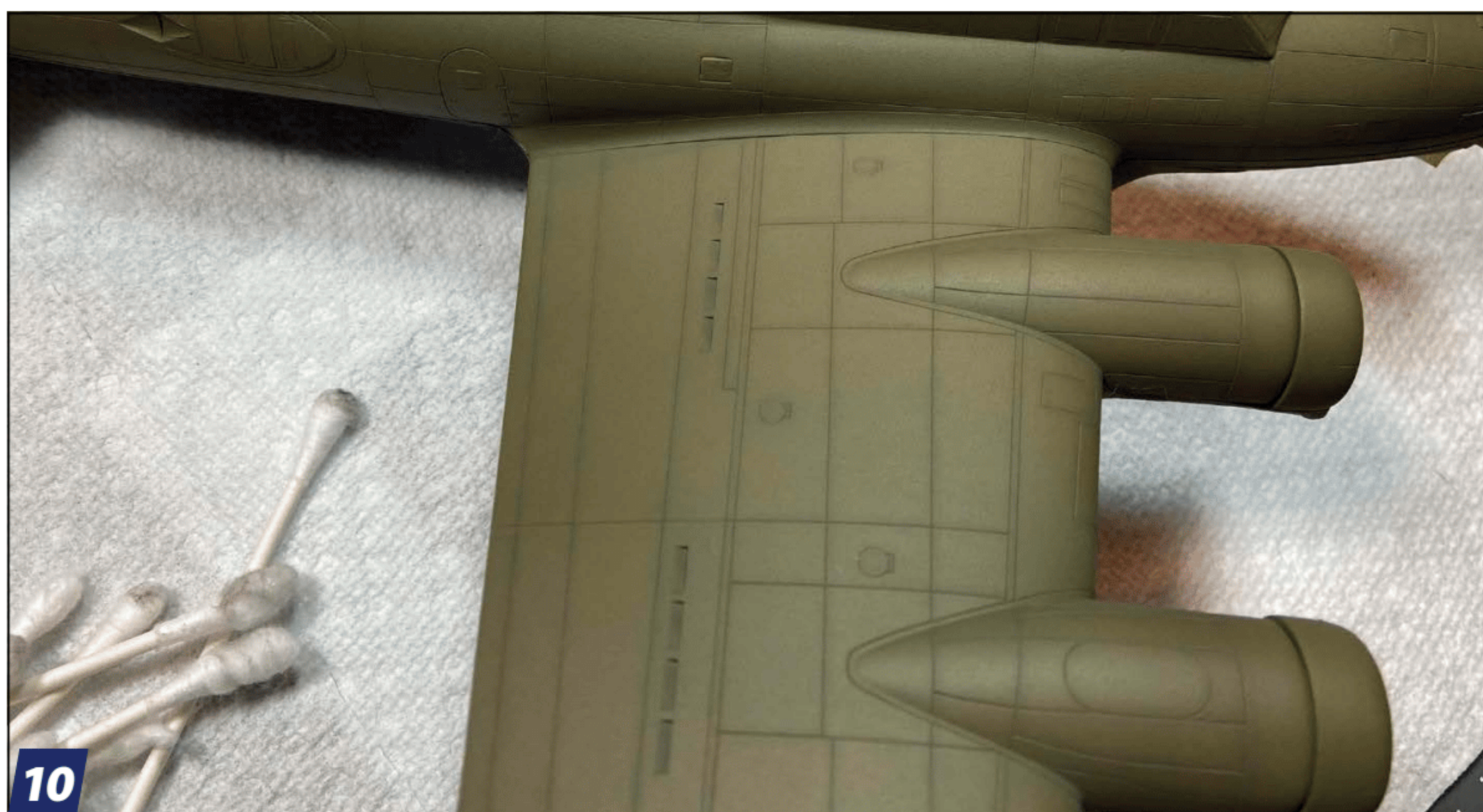
7 This B-17C featured olive drab upper surfaces over neutral gray lower surfaces consistent with the U.S. Army's spring 1941 camouflage order. After painting the lower surfaces Humbrol Gray Satin (No. AA1780), I applied dark gray pastel powder along panel lines with cotton swabs.



8 The upper surfaces were painted Humbrol Olive Drab (No. AA1688), and then I worked on the panel lines like before, beginning with a pointed brush and dark gray pastel powder.



9 To make the single monotone color appear to have more depth, I blended the pastels into the surrounding areas with a cotton swab using a circular motion.



10 The end result shows panel-line detailing that can be accomplished effectively without pre-shading with an airbrush.

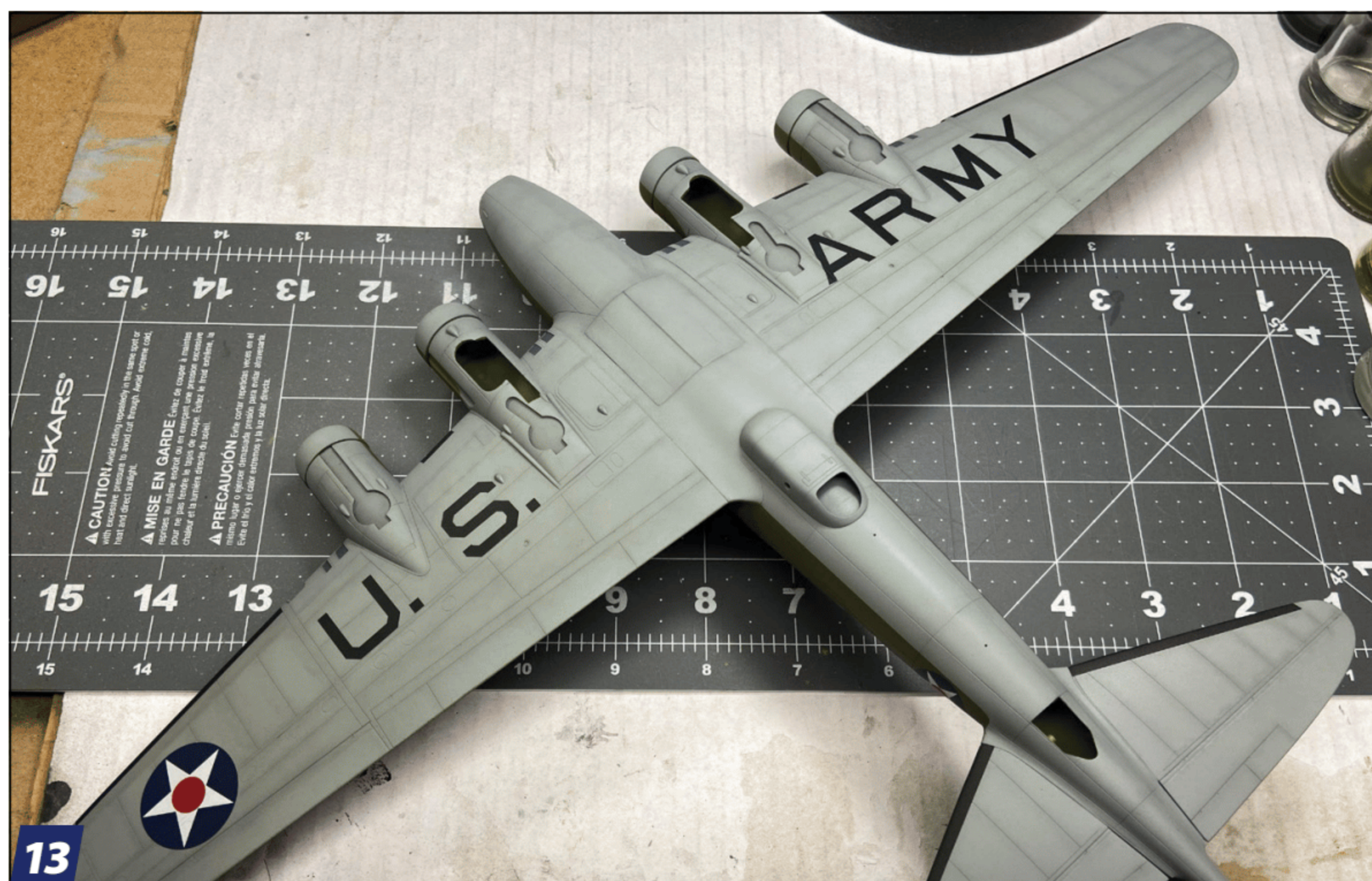


11 I airbrushed a highly thinned 5:3 mix of olive drab to flat white over randomly selected wing panels and the top of the fuselage spine to further breakup the monotone scheme. The idea is to create subtle variation, not stark differences that stand out.

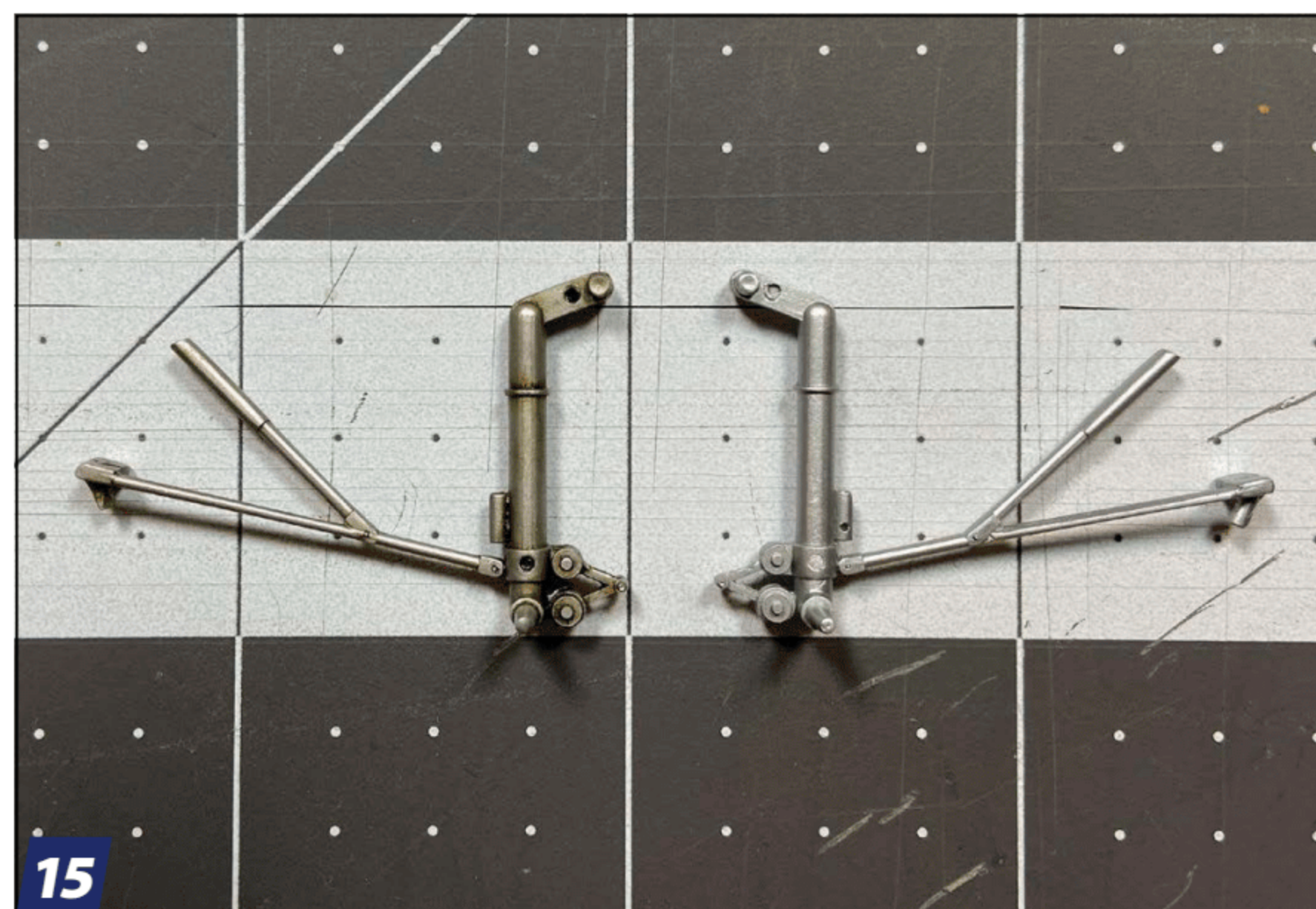


12 I then masked and painted the deicing boots and wing walks with Testors Flat Black enamel (No. 1149).

Several light coats of Pledge Floor Gloss (PFG) were applied before the kit decals were added. I cut away almost all the carrier film around the decals with a hobby knife to minimize silvering. Note that the U.S. Army letters on the lower wings should be dark blue instead of black, but I elected to use what was supplied in the kit.



I placed powdered dark gray pastels on the engine nacelles and upper wing with a stiff, 1/4-inch, flat brush. Then I worked the pastels with a 1/4-inch soft, round brush, moving in the direction of airflow over the wing to create a tapering pattern away from the engine. The lifespan and conditions of its operational life did not warrant dark stains.



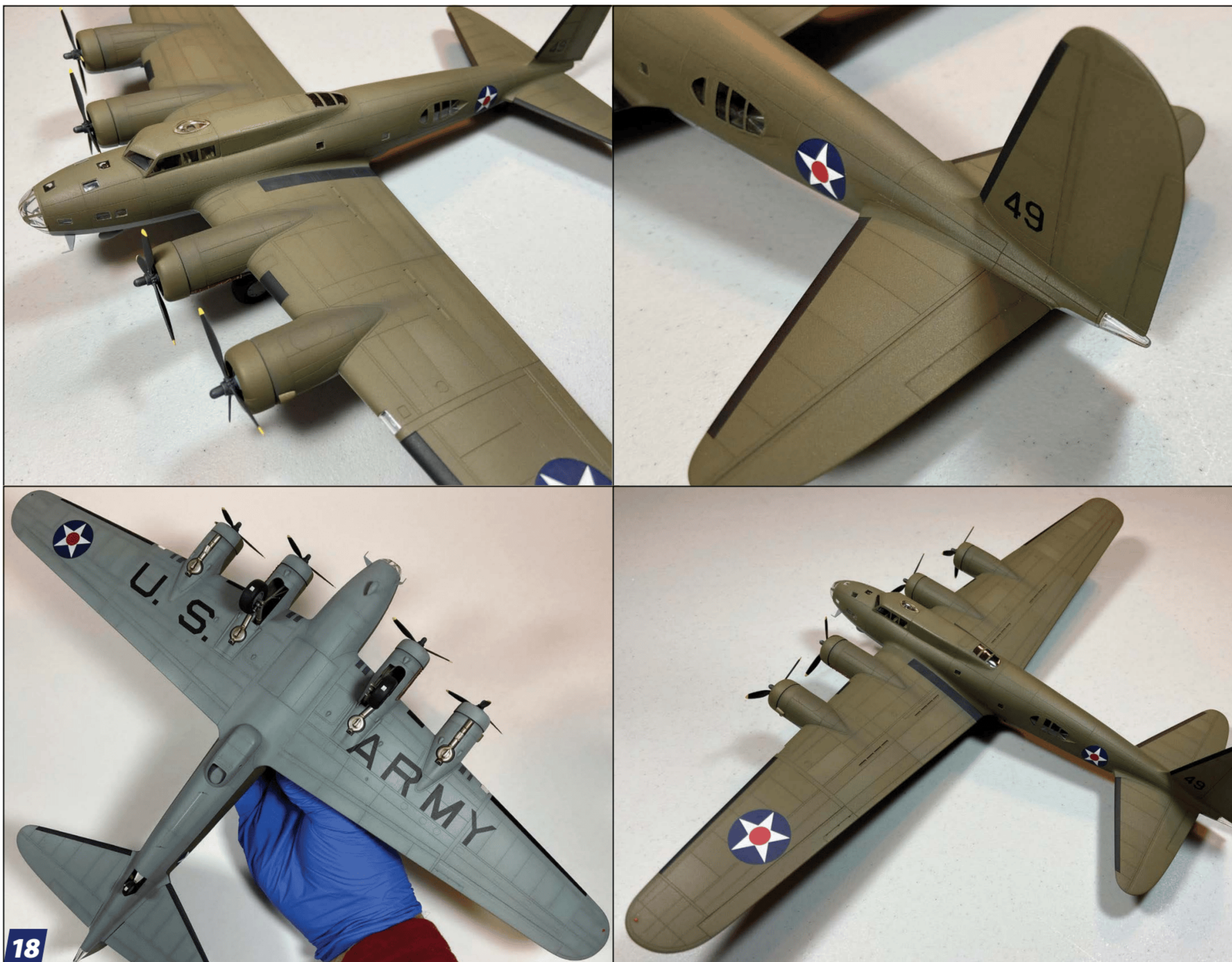
For the landing gear, I airbrushed them Alclad II Aluminum (No. ALC-101, right). Then I brush-painted them with Winsor & Newton Raw Umber artist oils. Cotton swabs removed most of the oil-based paint to leave a realistic, oily sheen.



Here's completed landing-gear assembly. I used the same processes in Step 15 to paint and finish the engine superchargers.



I replaced the kit's lower-fuselage aerial with two short lengths of small-diameter rod and .004-inch stainless steel wire stretched between them.



When the few remaining small parts were painted and added (propellers, light covers, etc.), the build was complete! My Pearl Harbor B-17C Flying Fortress could land safely inside my model case.



Photo/U.S. Army Air Forces

Pilot Lt. Richards' B-17C Flying Fortress "Skipper" (40-2049) being dismantled for parts.

FINAL THOUGHTS

PILOT LT. ROBERT RICHARDS and his crew of nine in their B-17C Flying Fortress (40-2049) served aboard one of twelve bombers that arrived over Pearl Harbor as the Japanese began their attack. While searching for a place to land, "Skipper" was attacked by several A6M2 Zero fighters, including one that wounded two crew members — one severely. With a damaged bomber and wounded crew, Lt. Richards made a wheels-up landing at Bellows Field on Hawaii's Oahu island, nearest available runway. Both wounded crew members survived. After a quick review in December 1941, "Skipper" was deemed repairable, but a more detailed inspection conducted later determined otherwise and the bomber was stripped for parts to repair other aircraft. **FSM**



VACUUM-FORMING

your own parts

Flawed kit turrets encourage a modeler to try something new

BY ANDY KEYES

While I was building the HobbyBoss 1/48 scale B-24J Liberator (No. 81774) for review for *FineScale Modeler*, I was both disappointed and annoyed the nose and tail turrets were split in halves straight through the middle of the clear areas. Not knowing how to make the seam disappear from the center, I looked for other options.

Finding no aftermarket replacements and after watching a few YouTube videos, I decided to attempt vacuum-forming replacements. It looked simple enough. “How hard could it be? What could possibly go wrong?”

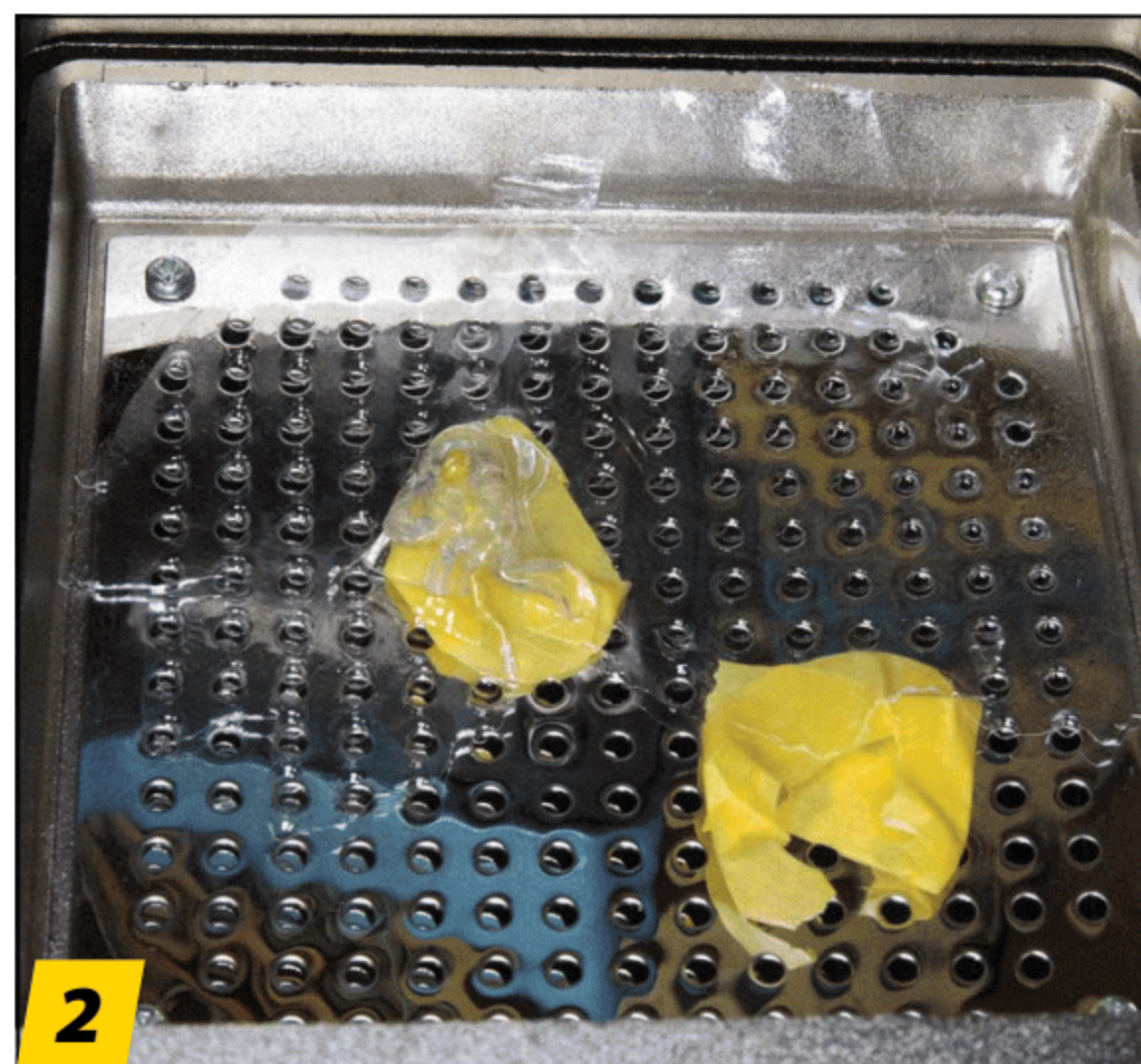
On the surface, vacuum forming appears rather straight forward. Take a sheet of plastic, put it in a frame, and heat it. When the plastic approaches its melting point, it begins to sag and becomes malleable, pull it down over a positive form called a “buck” and apply a vacuum from underneath. *Voila!* You have a copy of the original.

The downside is that detail is transferred to the inside of the copy, not the outside. Detail will only be seen on the outside if it is exaggerated enough on the buck and thin plastic is pulled over it. With that knowledge, it was time to look for a machine and get this project underway.



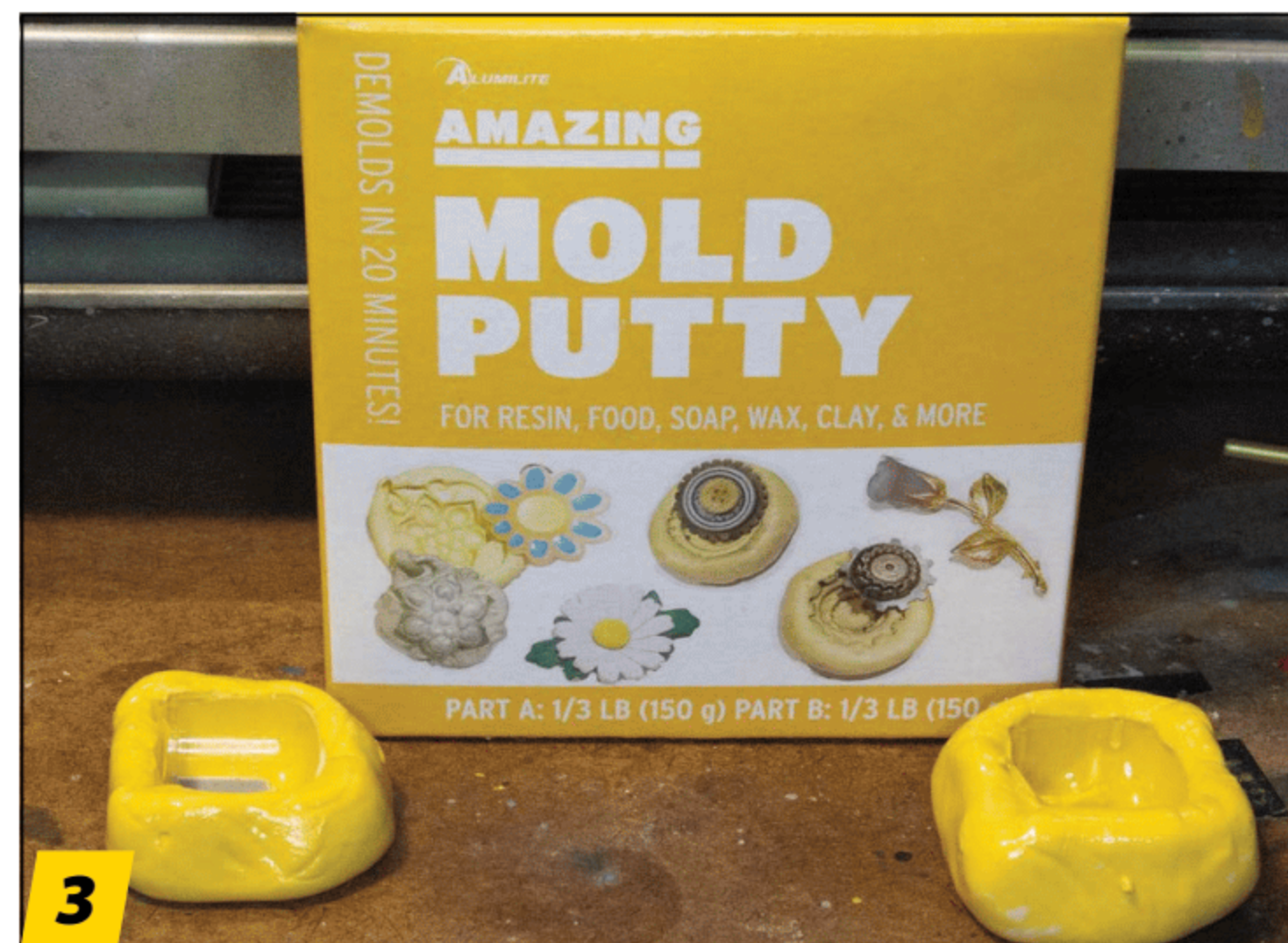
1

I found a vacuum-forming machine originally designed for dental work on Amazon for about \$100. There are many machines available. Do your research and find one you think you can use not only on current, but future projects, too.



2

It would be easy to think you could put the original part in the machine, turn on the heat, pull a vacuum, and you'd be done. The heat source will most likely soften the original, which could cause it to collapse under the force of the vacuum. Did I do this? Yes, I did. I began to rethink my project while cleaning up the melted mess.



3

Time to make molds and cast some resin for solid bucks. Mold making and resin casting was my next option. I chose Alumilite Amazing Mold Putty rather than a liquid option because it would be cleaner and produce no heat, which could affect the original parts. Similar to Millput, mix equal parts of the A and B components thoroughly.



4

Rolling the mixed putty on a flat surface in a circular motion and pressing the parts straight down into the putty worked flawlessly. I left the putty to cure around the original parts for three or four minutes before removing them.



5

I cast solid resin copies of the parts. I wet sanded the turret halves in a pan of water and test-fitted to minimize any gaps.



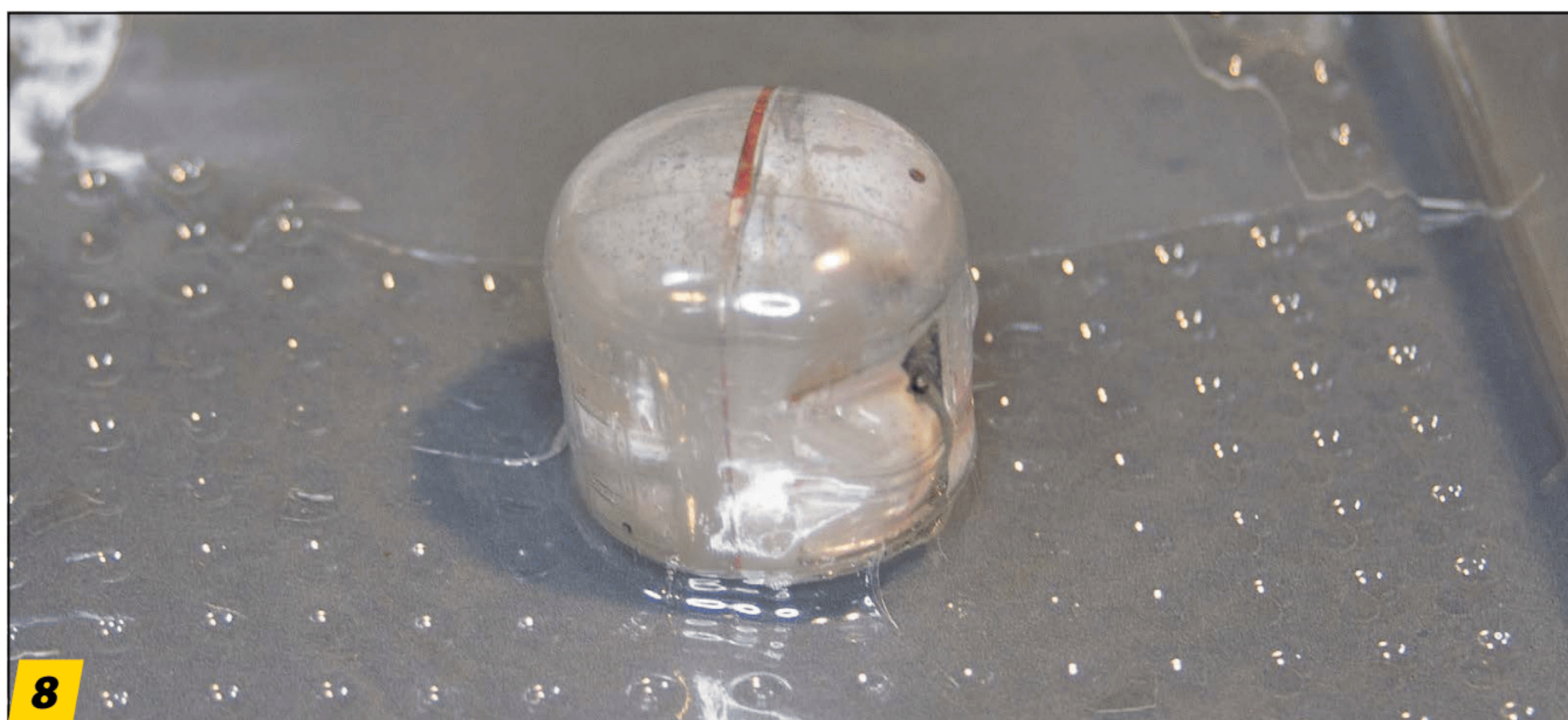
6

Join the halves, eliminate the seam, and use the solid turret as the buck was the plan. Perhaps out of hubris, I had chosen clear resin, thinking I might even go so far as a two-piece mold and just cast my dream parts. This was a mistake!

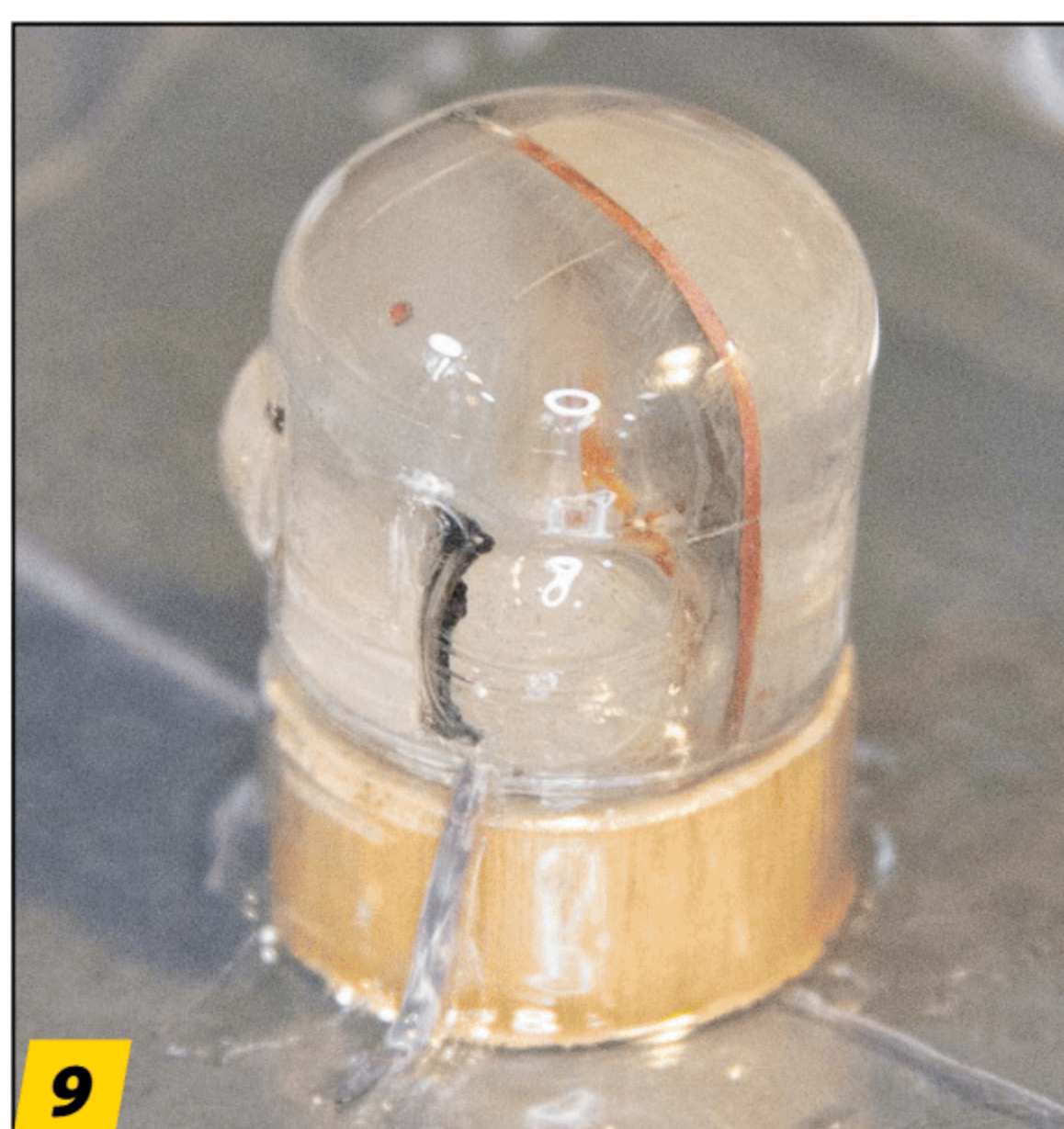


7

When I used a gel superglue to join the nose-turret halves, it looked like an Oreo. The glue set before I could squeeze the parts tight. Worse yet, most attempts to fill the gap resulted in the filler flaking off rather than bonding to the resin. Bondo finally did the trick.



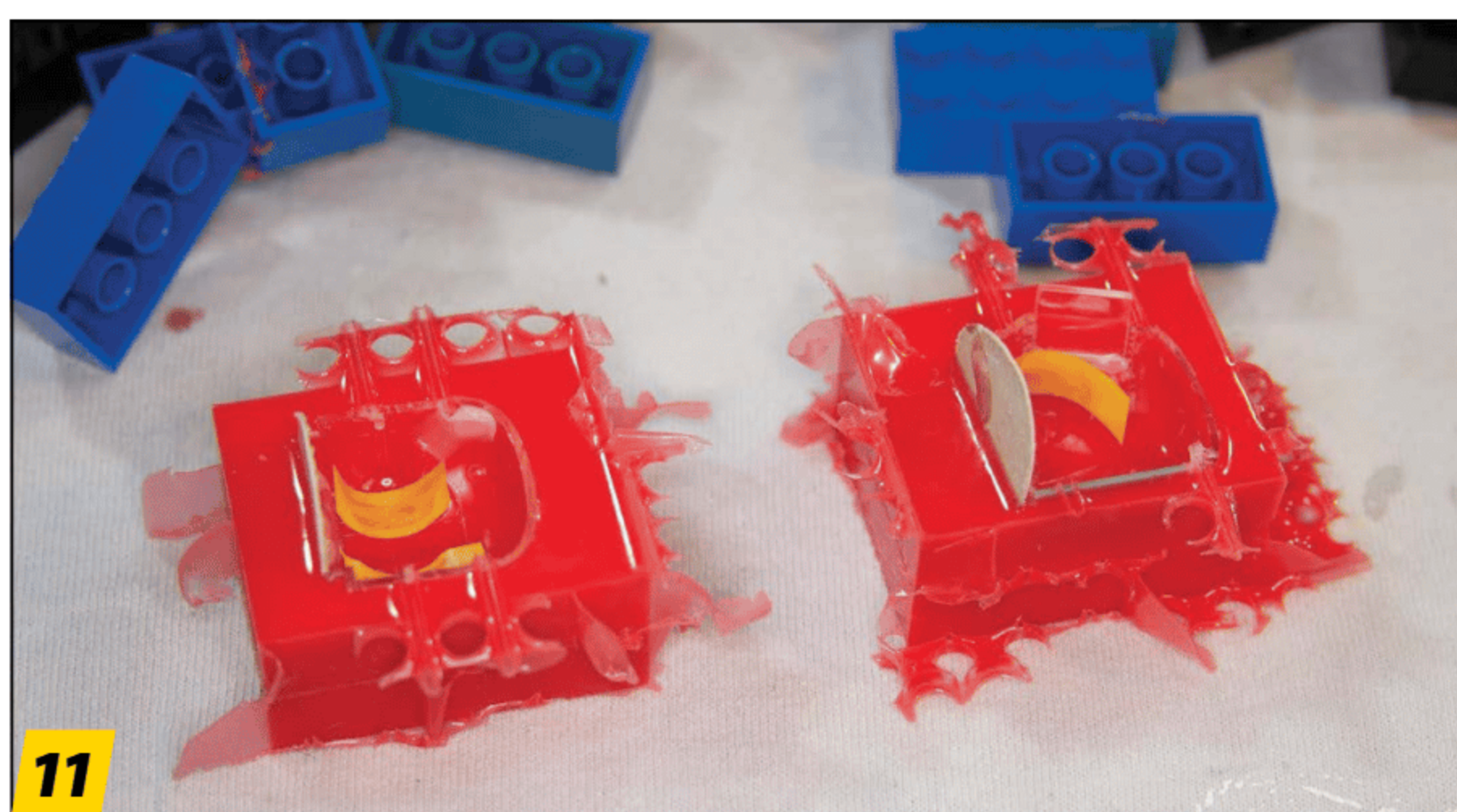
Once both bucks were ready to go, I moved back to the vacuum-forming machine. The .005-, .010-, and .015-inch clear styrene I picked up at my local hobby shop was too thin. Only one pull in six resulted in a fully formed copy, which tore like tin foil.



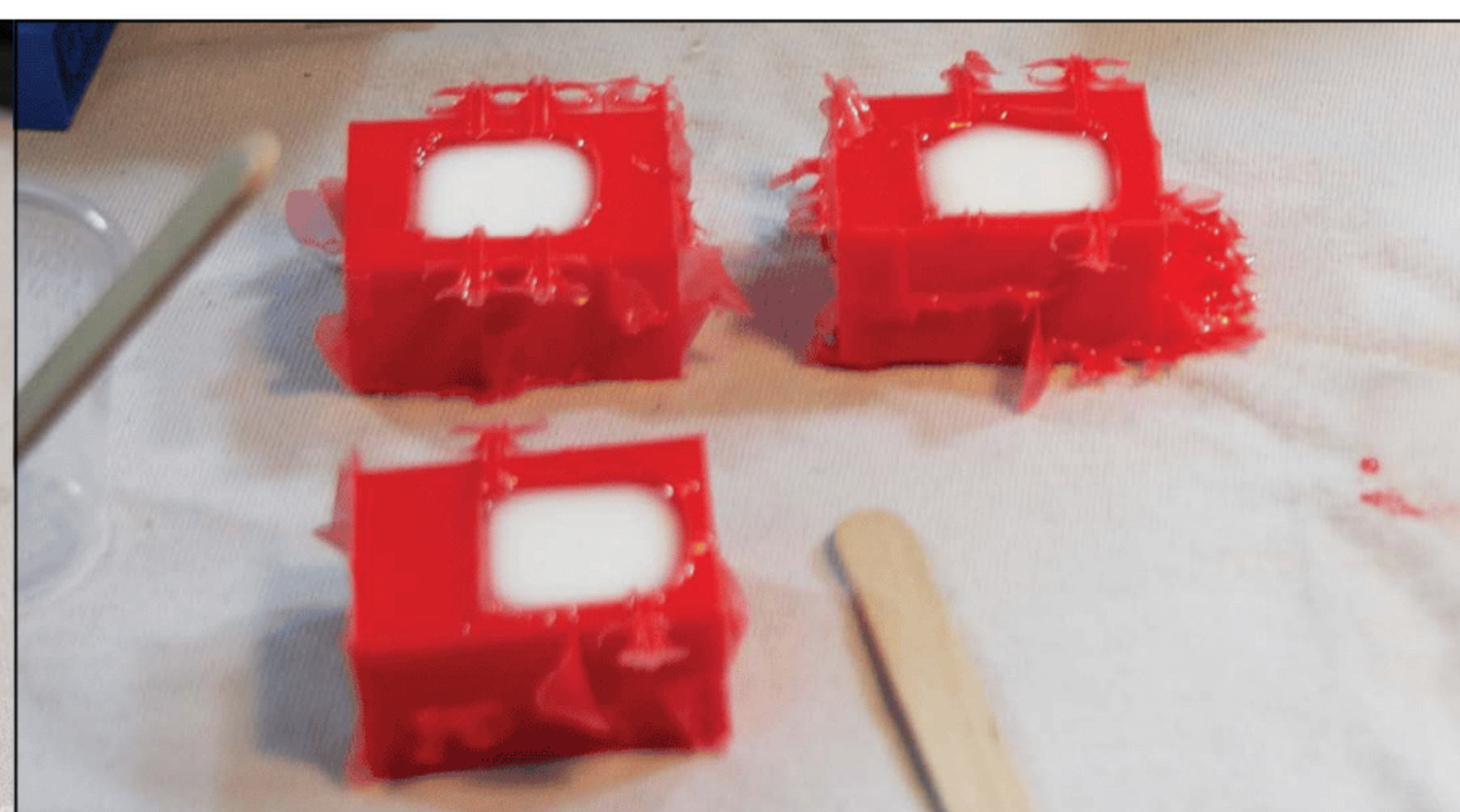
Moving to .020-inch styrene, it stretched over the buck, but suffered a fold and other imperfections. When I mounted the buck on an inch-tall dowel, those issues disappeared.



But two new problems arose: No matter how well I sanded out the seam between the resin halves on the buck, it was still visible in the plastic copy. And the copies were too large; the interiors rattled around and the turrets themselves wouldn't fit into the fuselage.



11



Challenged but not discouraged, I made new molds and cast new bucks. This time, I used Alumilite Amazing Mold Maker silicone rubber for my molds. I also poured the bucks from white resin, hoping to avoid the setbacks I experienced with the clear epoxy.



12



I suspended the kit parts to intentionally short-shoot the buck by .020-inch — the thickness of the vacuum-forming plastic. After pouring the buck, I cut them apart where the full-size prototypes were joined trying to tighten up the interior circumference.



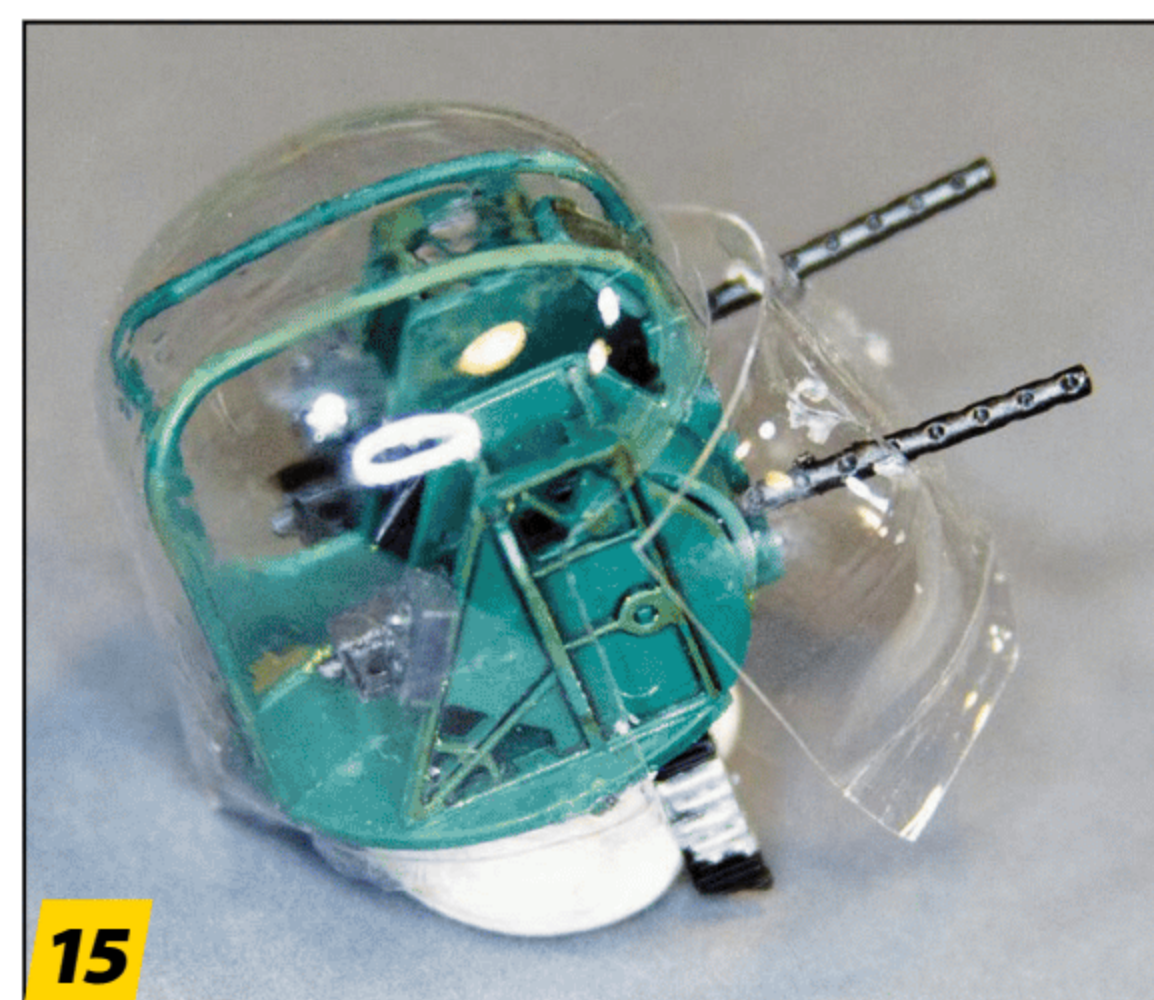
13

The rubber and white resin transferred far less detail with many more air bubbles than the Amazing Mold Putty and clear resin. I'd achieved the correct diameter with less detail. But a new problem cropped up.



14

By removing the material between the gun ports, I had made the distance between them too narrow. They no longer lined up with the interior. At the top of the photo, you can see the heated plastic sagging just before I pulled it over the buck.



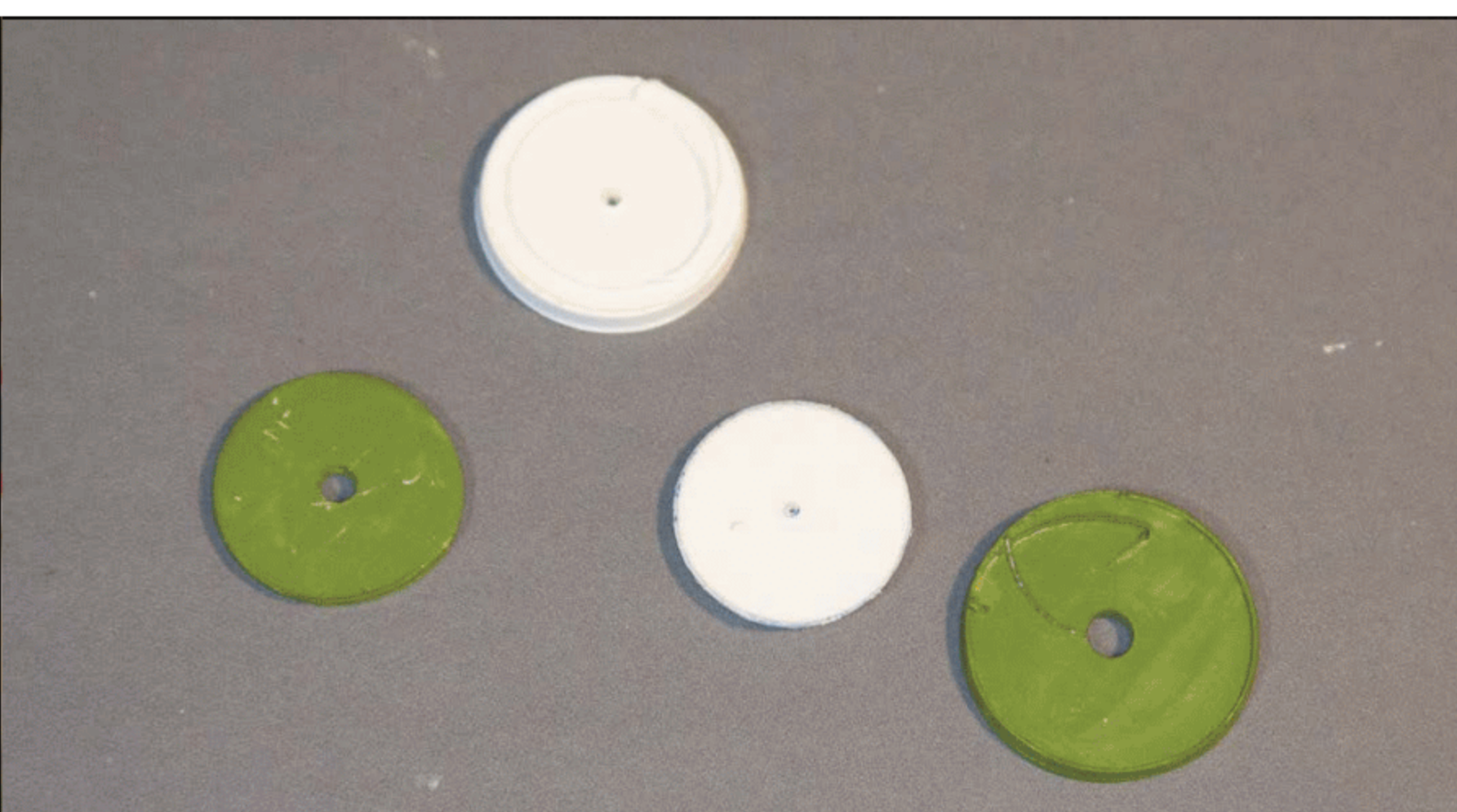
15

What to do? I had two buck versions but still no workable turret glass. Then an idea hit me: I removed the "face" from the turrets along a natural seam and glued those made from the larger clear bucks to the back (helmet shape) formed on the smaller white bucks with Gator's Grip Original Blend. And it worked!

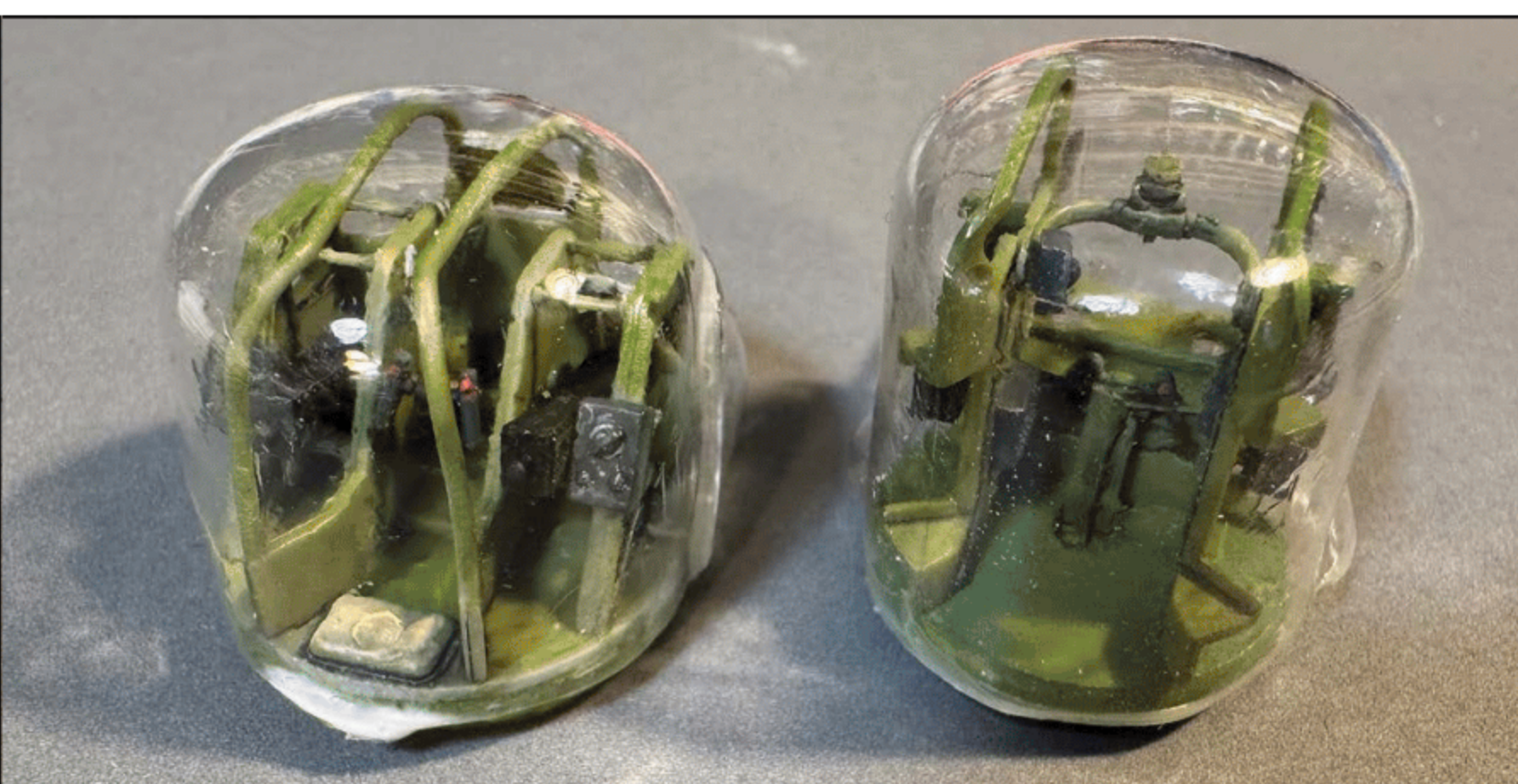


16

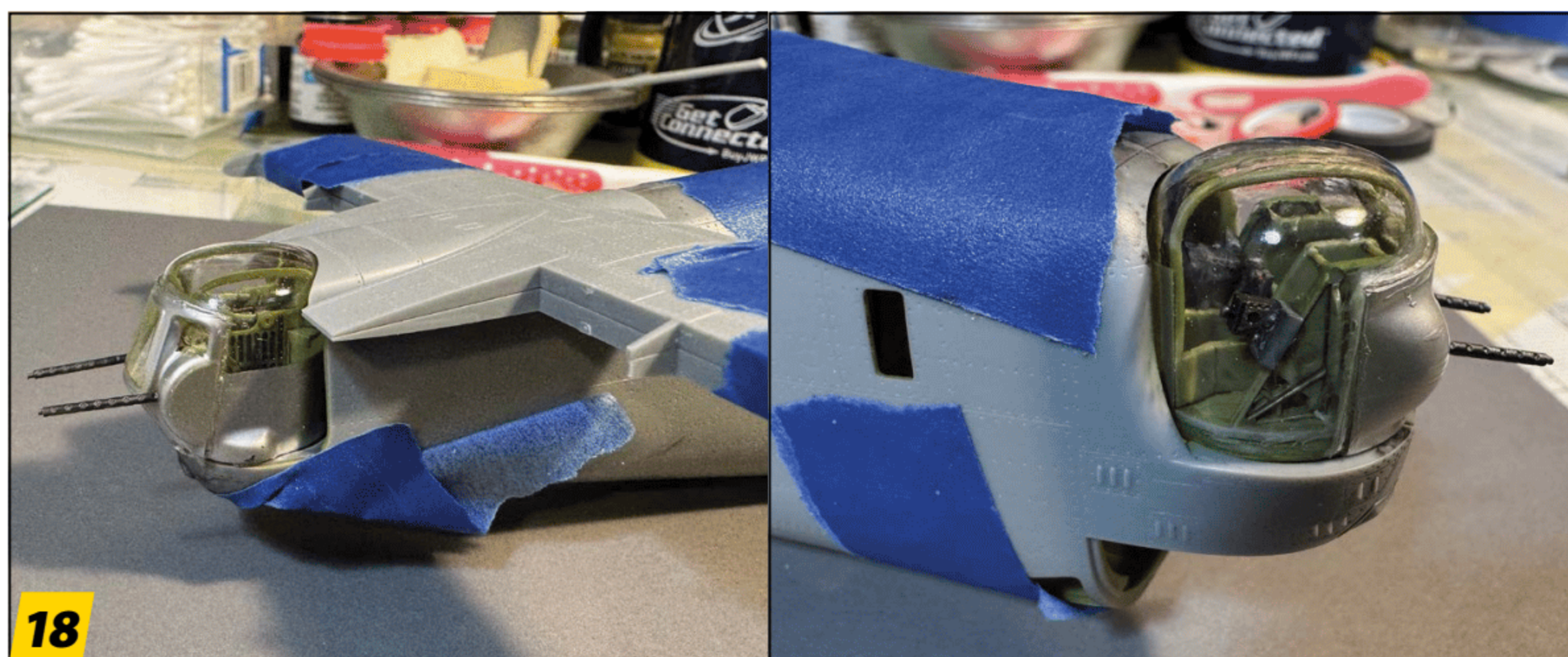
Using a circle cutter chucked in my variable speed cordless drill and going slow, I cut circles from sheet styrene to make turret bases.



17



After all of the work and experimentation, the turret interiors fit well inside the vacuum-formed and glued turret glass. And no unnatural seams!



18

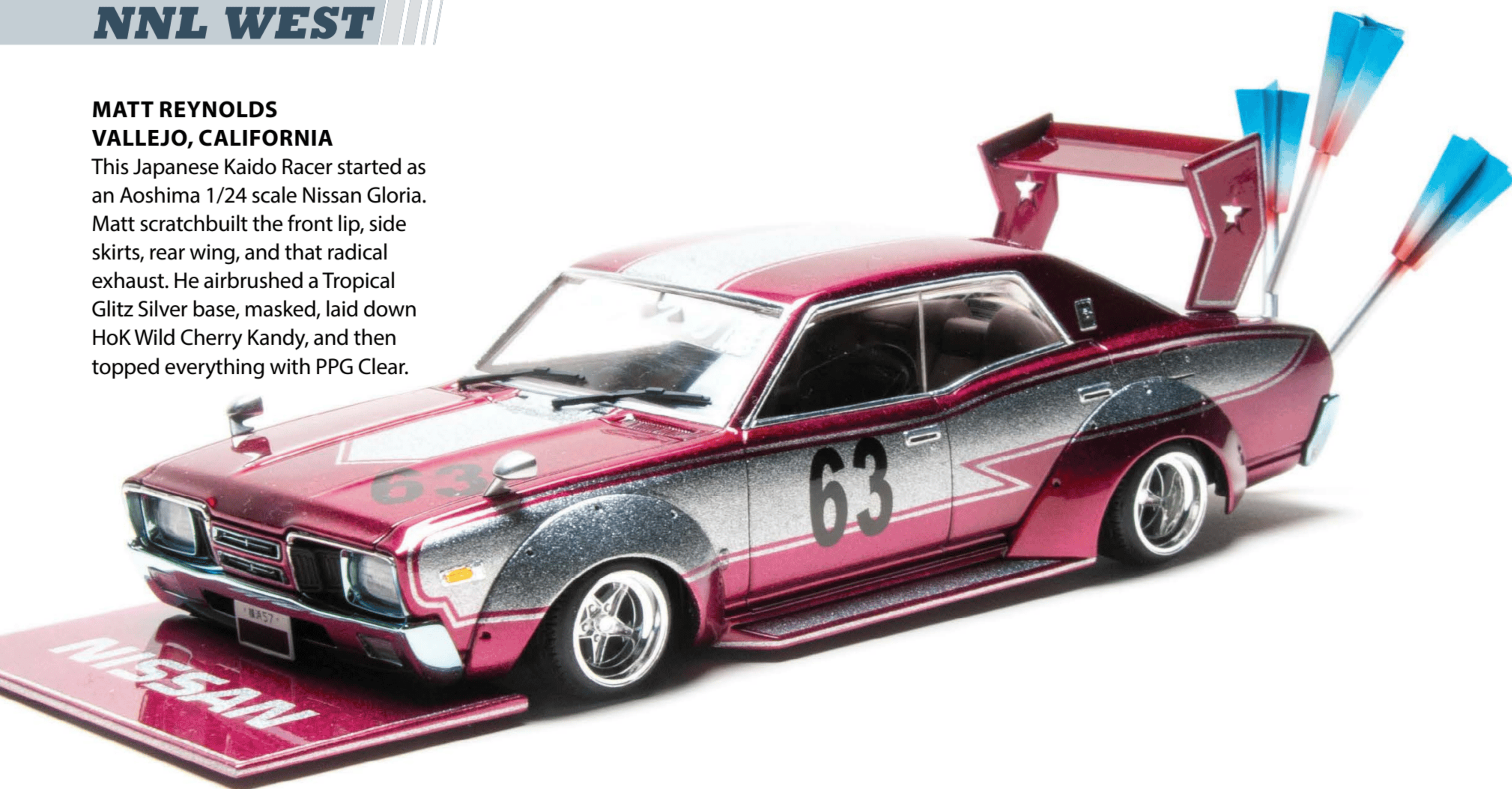
Masked and airbrushed, my first set of vacuum-formed turrets was complete and in the fuselage.

FINAL THOUGHTS

I PUT \$230 into this project; \$100 for the vacuum forming machine, \$30 for plastic, and \$100 for the resin and mold-making materials. About 30 lesson-rich hours were spent glued to the workbench learning something new and related to scale modeling. My experience went so well (even with all the mishaps), I have two more projects in mind that I can't wait to tackle. **FSM**

MATT REYNOLDS VALLEJO, CALIFORNIA

This Japanese Kaido Racer started as an Aoshima 1/24 scale Nissan Gloria. Matt scratchbuilt the front lip, side skirts, rear wing, and that radical exhaust. He airbrushed a Tropical Glitz Silver base, masked, laid down HoK Wild Cherry Kandy, and then topped everything with PPG Clear.



► MARK GEIGER LEMOORE, CALIFORNIA

Mark showed his love for the band Molly Hatchet with his MPC 1/20 scale 1970 Ford Econoline Custom van with STS decals. He painted it with Testors Mystical Red and Metallic Gold and topped it with car polish buffed to a deep shine. No guts, no glory, Mark!



► ARMANDO LEON-DURAN RANCHO CORDOVA, CALIFORNIA

Moving dirt! Armando's AMT 1/25 scale Caterpillar D8H bulldozer looks like it's been working hard. He replaced the front of the molded radiator with mesh and then went to work painting and weathering this mighty beast, hitting it with pigments, colored pencils, washes, and actual dirt.





◀ **CHRIS NORGAAR**
HAYFORK, CALIFORNIA

The inspiration for "Broken-down GMC" came from Chris' life. "My father bought surplus equipment, and it was usually me waiting for aid," he said. He built the 1/35 scale scene with a HobbyBoss kit that he heavily weathered with salt chipping.

▼ **ADRIAN GUDINO**
HAYWARD, CALIFORNIA

"I wanted to make a lowrider show car with a matching car hauler," Adrian said. And that's exactly what he did using an AMT 1/25 scale Freightliner and 1978 El Camino. He lowered the hauler and tucked bigger rims underneath. The paint is a gold base with candy purple fades and pinstripes.





▲ MIKE KUTZ JACKSON, WISCONSIN

Mike built his Eduard 1/48 scale Wildcat out of the box and primed it with Mr. Surfacer Black before airbrushing on Mr. Color paints, post-shading as he went. He applied gloss to seal his work as he accented select areas with oil paints. After another round of gloss, Mike applied pinwashes, chipped, and sealed it under flat clear.

► JEREMY OLSEN MILTON, WISCONSIN

Studio Ghibli's *Howl's Moving Castle* is a favorite among many anime lovers. Jeremy printed a 1/200 scale kit on Cults 3D, assembled it, added guylines to the crow's nest, and smoke effects. The base is a coaster mounted on a circular plate with bearings so the model can rotate. Jeremy painted it with acrylics, mostly in vertical lines to re-create the diffuse colors Studio Ghibli uses in its animation.





▲ **STAN KURCZ**
NAPERVILLE, ILLINOIS

To support his MPC 1/72 scale *Millennium Falcon*, Stan made a completely unique base from 3D-printed figures. One figure shows Luke Skywalker with an ignited lightsaber, another depicts Han Solo encased in carbonite, and at the rear of the ship is Darth Vader's helmet. Stan used an airbrush and Tamiya paints to complete this unique model.

◀ **CHRIS CHAPMAN**
NORTHBROOK, ILLINOIS

Chris converted a Tamiya 1/35 scale M4 Sherman into an M4A3E2 assault tank, also known as a "Jumbo," with a resin set from Blast Models. He added various tarps and stowage from aftermarket sources. The tank runs on 3D-printed tracks. Chris made the base from DAS modeling clay over foam, painted, and finished with leaves and grass.



► **SANTIAGO SOMOCRURCIO**
WATERDOWN, ONTARIO, CANADA

Straight from *Gundam SEED Destiny* comes Santiago's Bandai 1/100 scale Master Grade MBF-02 Strike Rouge Ootori version. Built out of the box, the *Gundam* features a pilot painted with acrylics and enamels, and Santiago picked out panel lines with an acrylic wash.

▼ **ANTHONY GOODMAN**
LONDON, ONTARIO, CANADA

Malaysians served as UN base security during the conflict between Bosnia and Herzegovina, and Anthony wanted to show the crew taking a break and sharing a drink with its pup. He built the Academy 1/35 scale KIFV and accurized it for MALBAT 1, including footman loops, antenna, straps, stowage, and interior door detail. The base is covered in a thin coat of drywall mud, fine sand, grass mats, and paper plants.





▲ **SOPHIE GILHAM**
NORWICH, ONTARIO, CANADA

Sophie, 10, painted her 3D-printed dragon hatchling and then used washes and dry-brushing to deepen shadows and pop highlights. She covered the figure's wooden base with dirt and grass from Woodland Scenics.



▲ **DAVID DILKES**
KINGSTON, ONTARIO, CANADA

David painted a Young Miniatures 1/10 scale Cowboy bust to show the character illuminated by moonlight, except for the right side, where he used object source lighting to cast a glow from a lit cigar. He used a range of paints, including Pro Acryl, Scale 75, and Kimera. Other than the priming, all painting was done by hand, mostly with glazes.



▼ **ED COTTON**
ALLISTON, ONTARIO, CANADA

This amazing scene features an Eduard 1/48 scale Spitfire Mk.VIII in a World War II maintenance area. Ed scratchbuilt the base from basswood, Woodland Scenics landscaping material, and dirt from his backyard. He upgraded the Spit with an aftermarket engine and cockpit. The ground crew are Tamiya figures.

OPEN IT UP!



A bit about kits

TIM BOYD BASED THIS PROJECT ON the body and frame rails found in the AMT 1/25 scale Mod Rod kit (No. AMT1000/12). If you don't have this kit or can't find it, you can achieve similar results using the counterpart parts from a Revell 1/25 scale 1929 Ford hot-rod pickup (No. 014565). You could also use the AMT or Monogram 1929 Ford roadster pickup kits if you have them in your stash.

Kitbash a 1/25 scale Ford Model A roadster pickup that might have been ... or could be

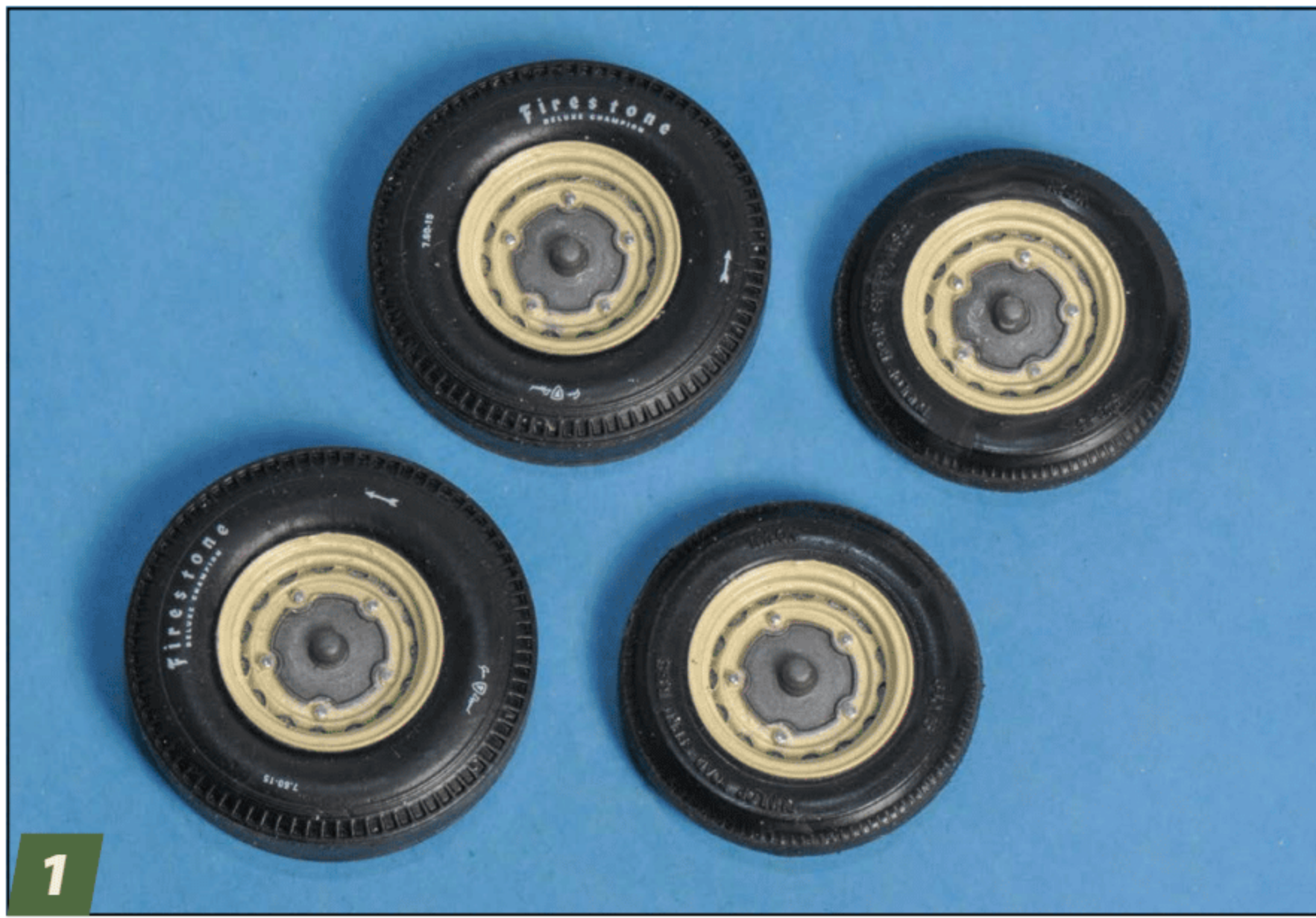
BY TIM BOYD

One reason building scale model cars and trucks is so popular is because there are so many ways to build them. Model a meticulously researched factory-correct showroom replica or superdetail a racing icon. Or go your own way and make something you've never seen in your life, but a vision of what you'd like to see in a real car or truck. Perhaps you just want a fun kitbashing project inspired by many sources, but with your own spin.

That's where I was. I had a set of new Ford 1936 Ford "wide five" wheels from Replicas and Miniatures Co. of Maryland. Popular after World War II in roadster racing circles, they're seeing a comeback among vintage beach and hill-climb racing events.

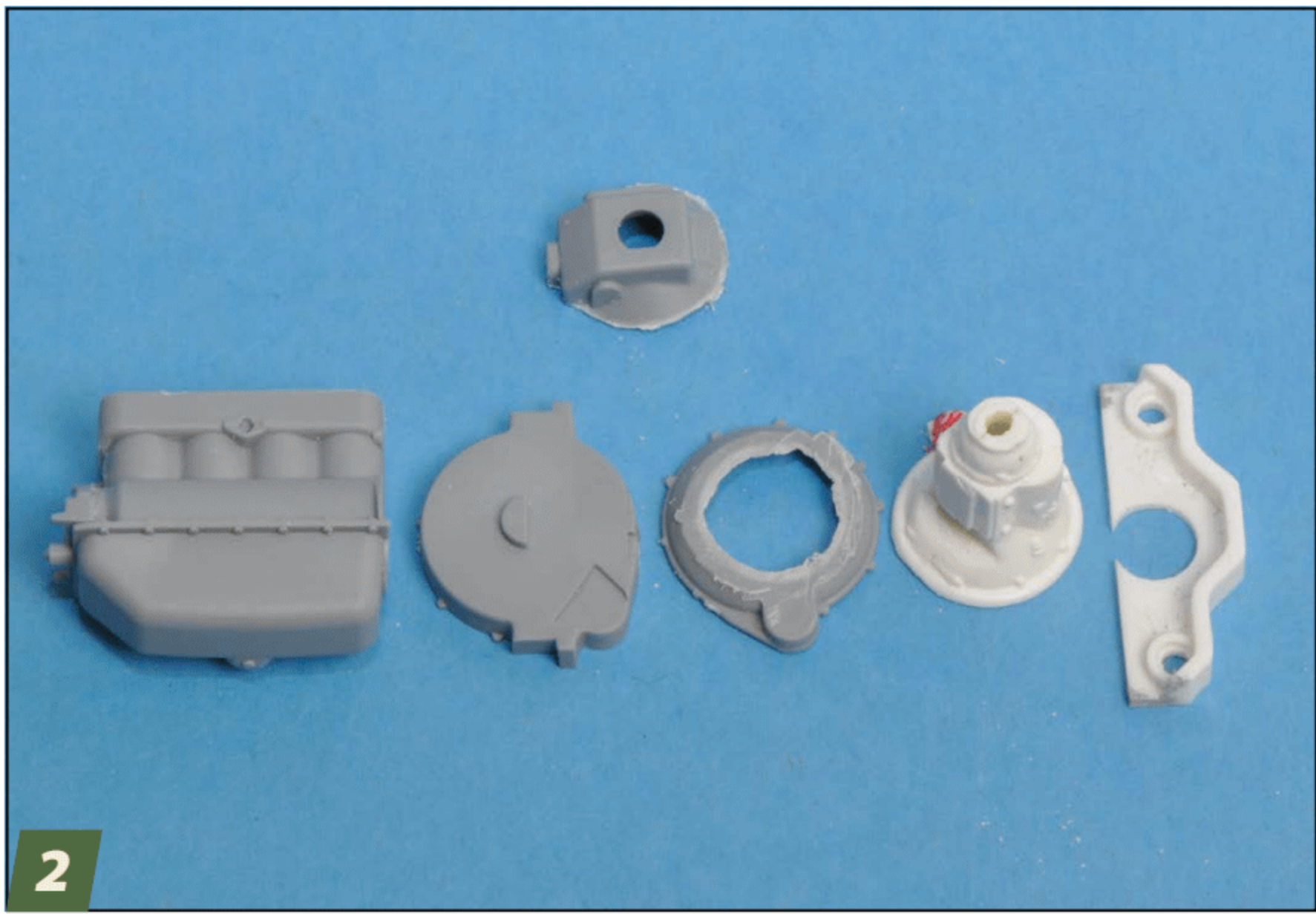
And the Ford Model A "banger" engine in the new ICM 1930 Ford Phaeton got me thinking of hot rod and racing possibilities. Maybe something with a stripped interior without finished upholstery? I collected ideas that, for one reason or another, weren't achieved in similar builds recently, and they started to coalesce into a fictional model with some historical relevance. Ride along and use these techniques to get your creative motor running.





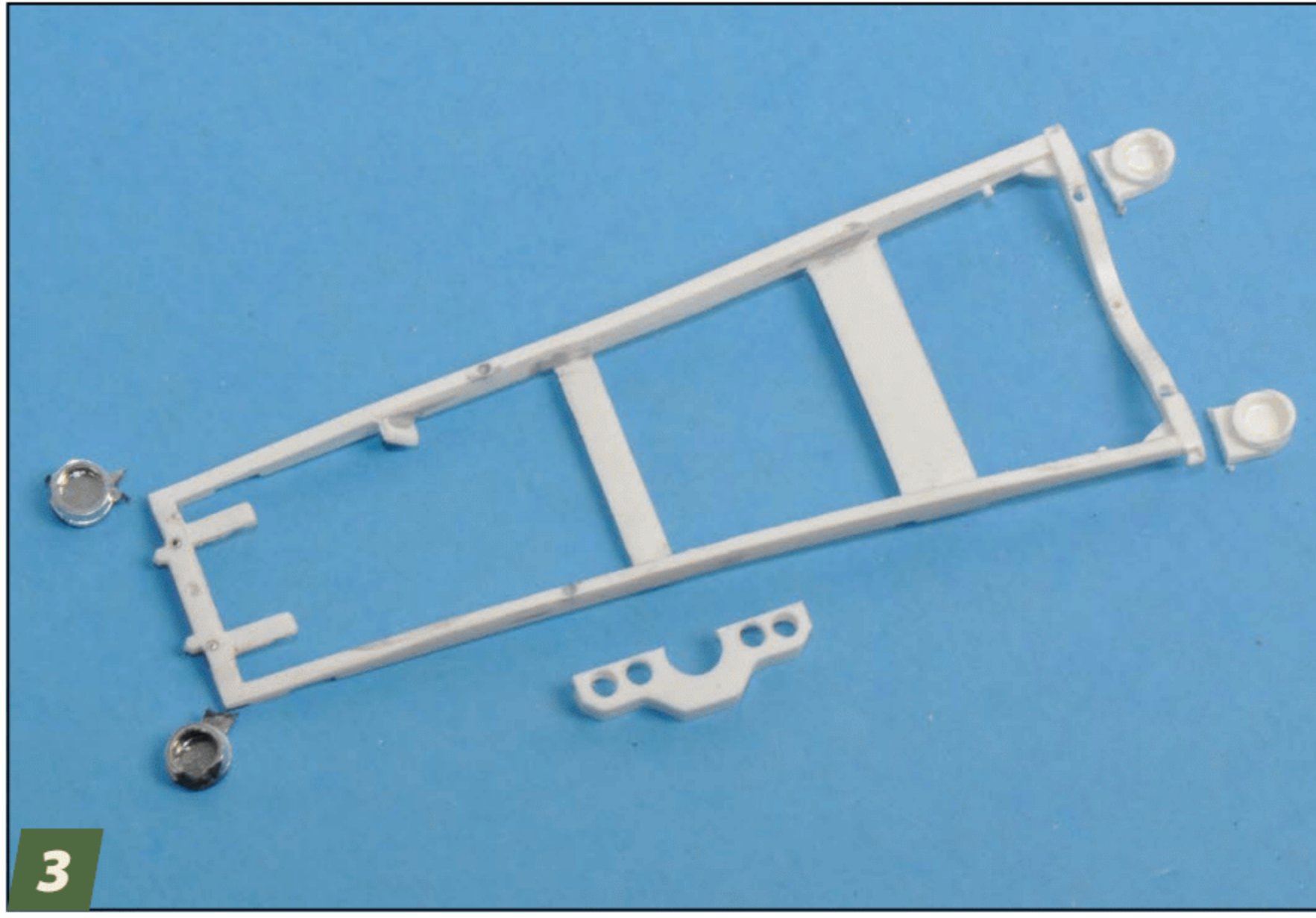
1

Here are the 1936 Ford wide fives I was talking about. These parts were resin-cast from a pattern based on parts found only in the earliest production AMT Trophy Series 1936 Ford kits. They have both the full-brake drum engraved detail under the factory stock hub caps.



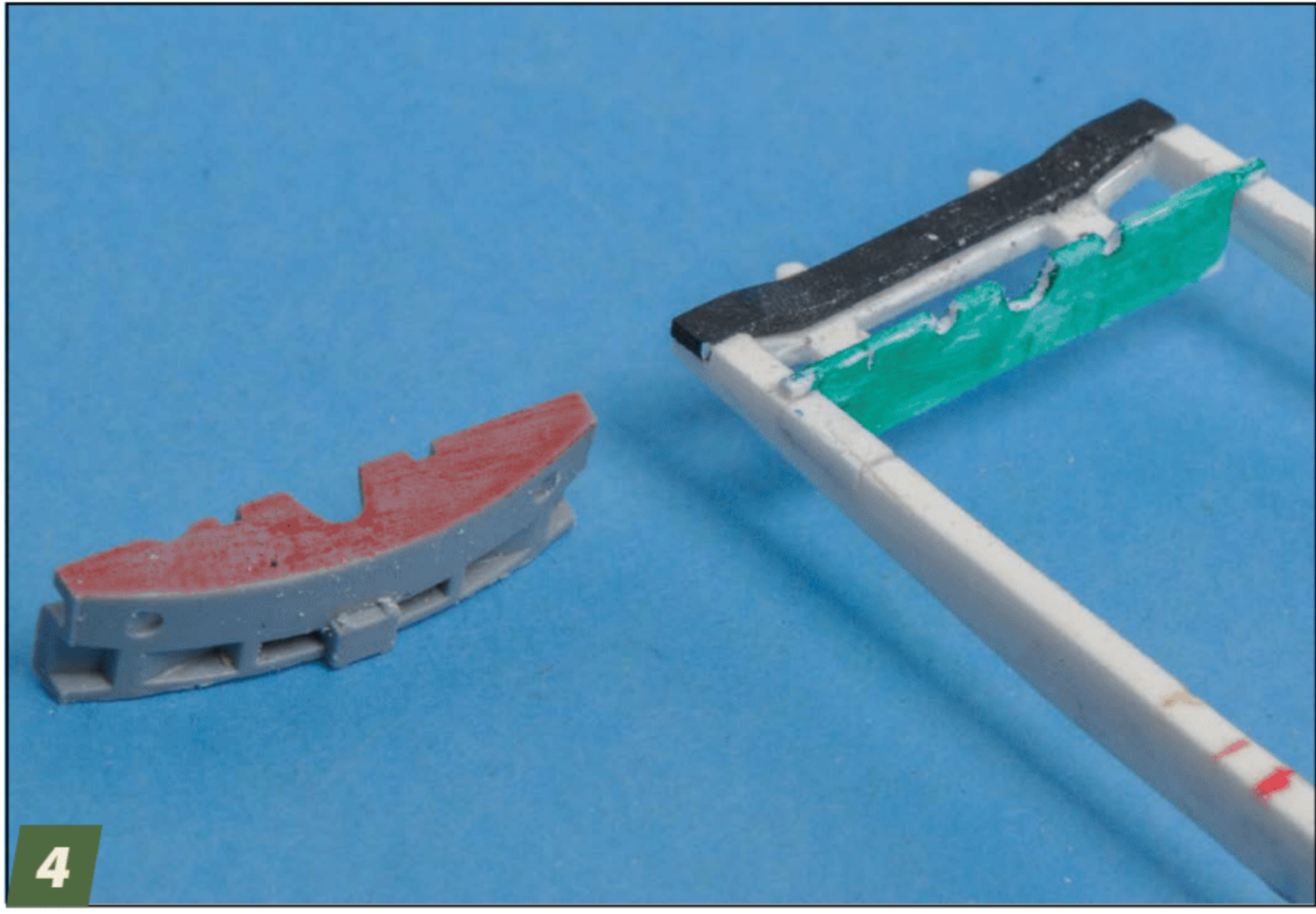
2

Based on a suggestion from 1/1 hot-rod builder and modeler Dennis Lacy, I cut the antique Model A transmission (top) off the ICM Phaeton kit's banger. Instead, I used the transmission from Revell's series of 1948 Ford kits and matched it to the crossmember of the frame.



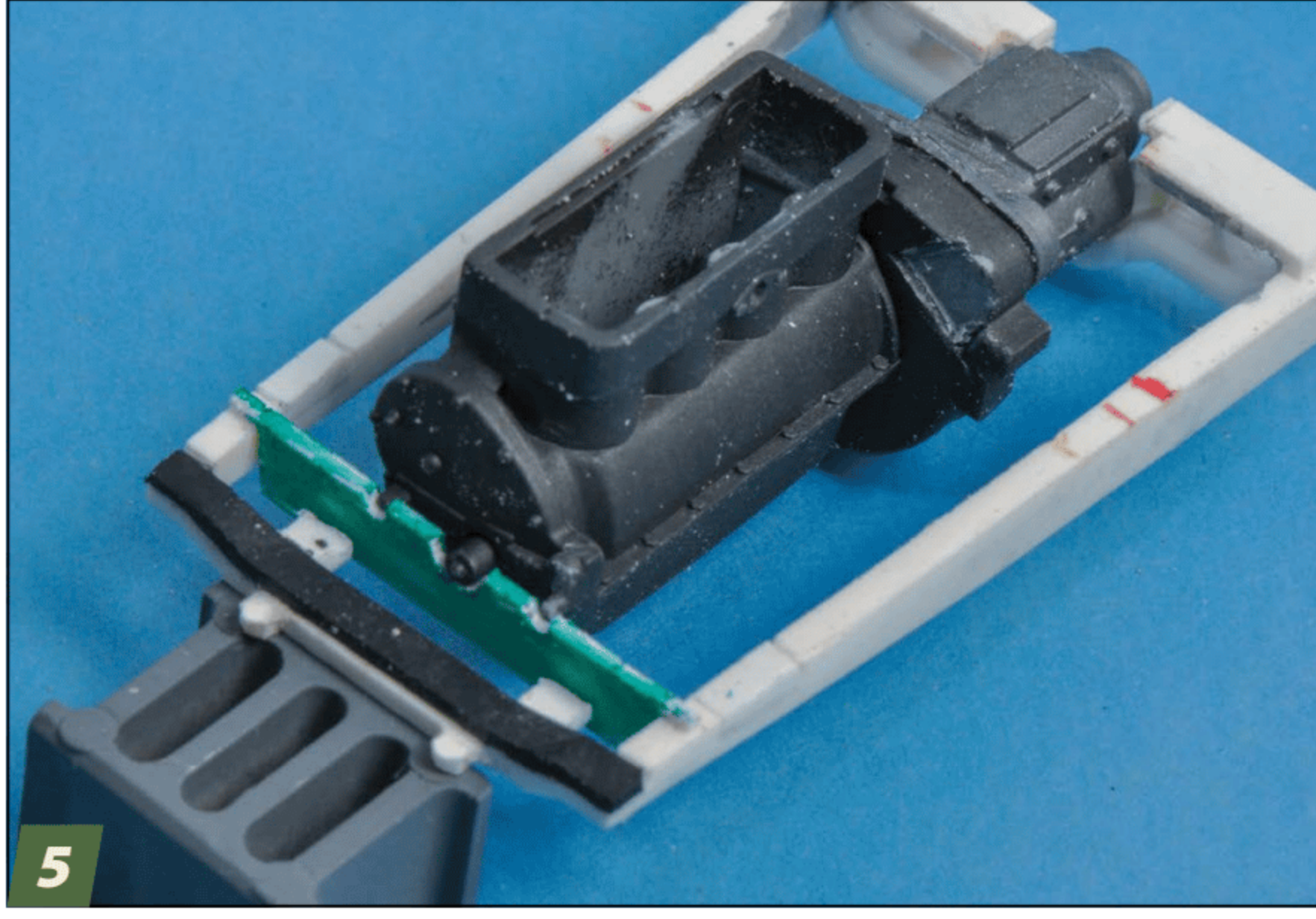
3

I removed the cups at the four corners of the Mod Rod frame and reduced the transmission crossmember's height (to locate the engine in a high position in the frame). I also drilled lightening holes into the crossmember.



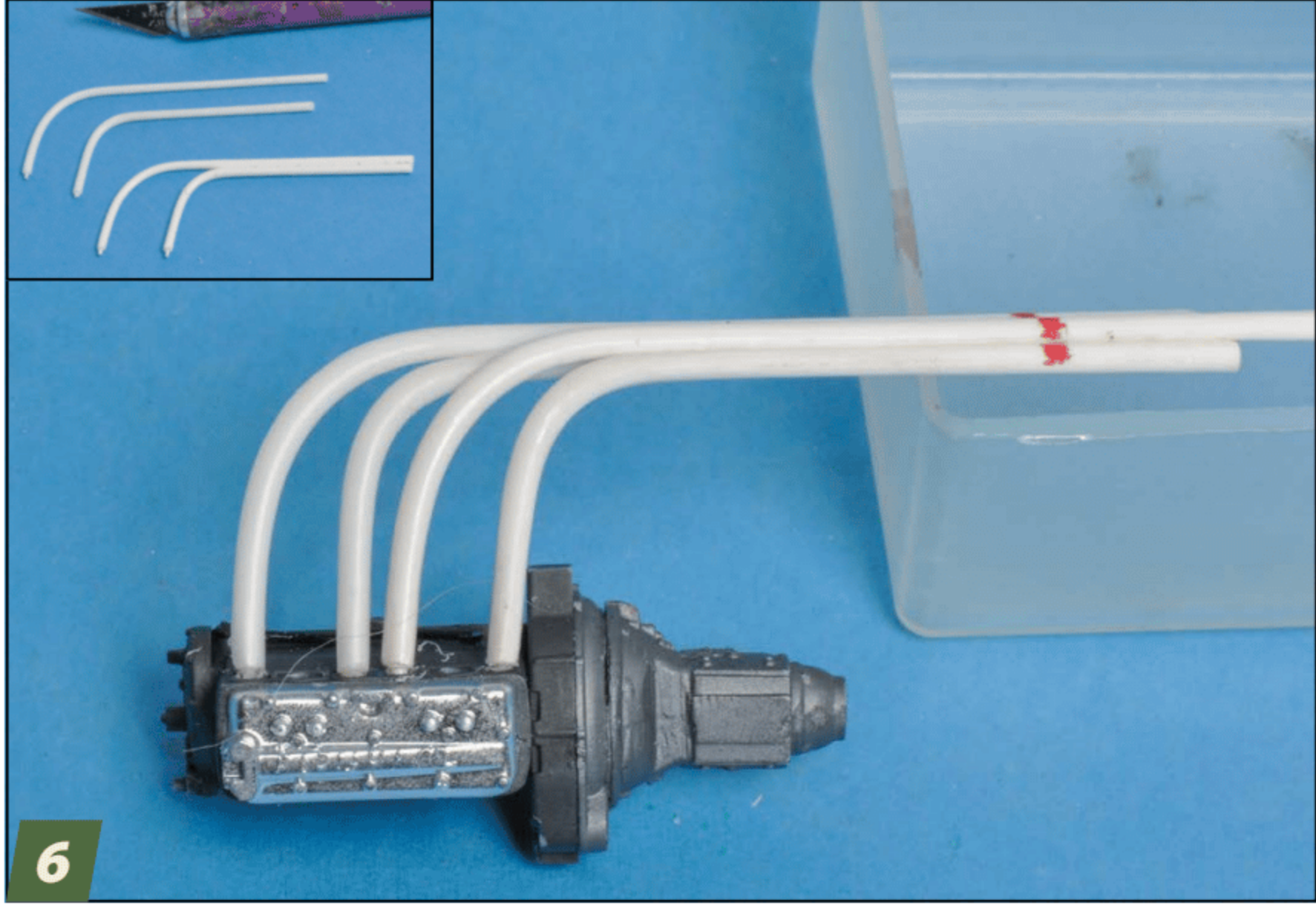
4

I used the back side of the ICM Model A Phaeton frame crossmember (Part B9, red) as a pattern for a new engine mount made from styrene sheet (green). It duplicated the two small notches and larger center half-circle and was placed just behind the front of the frame.



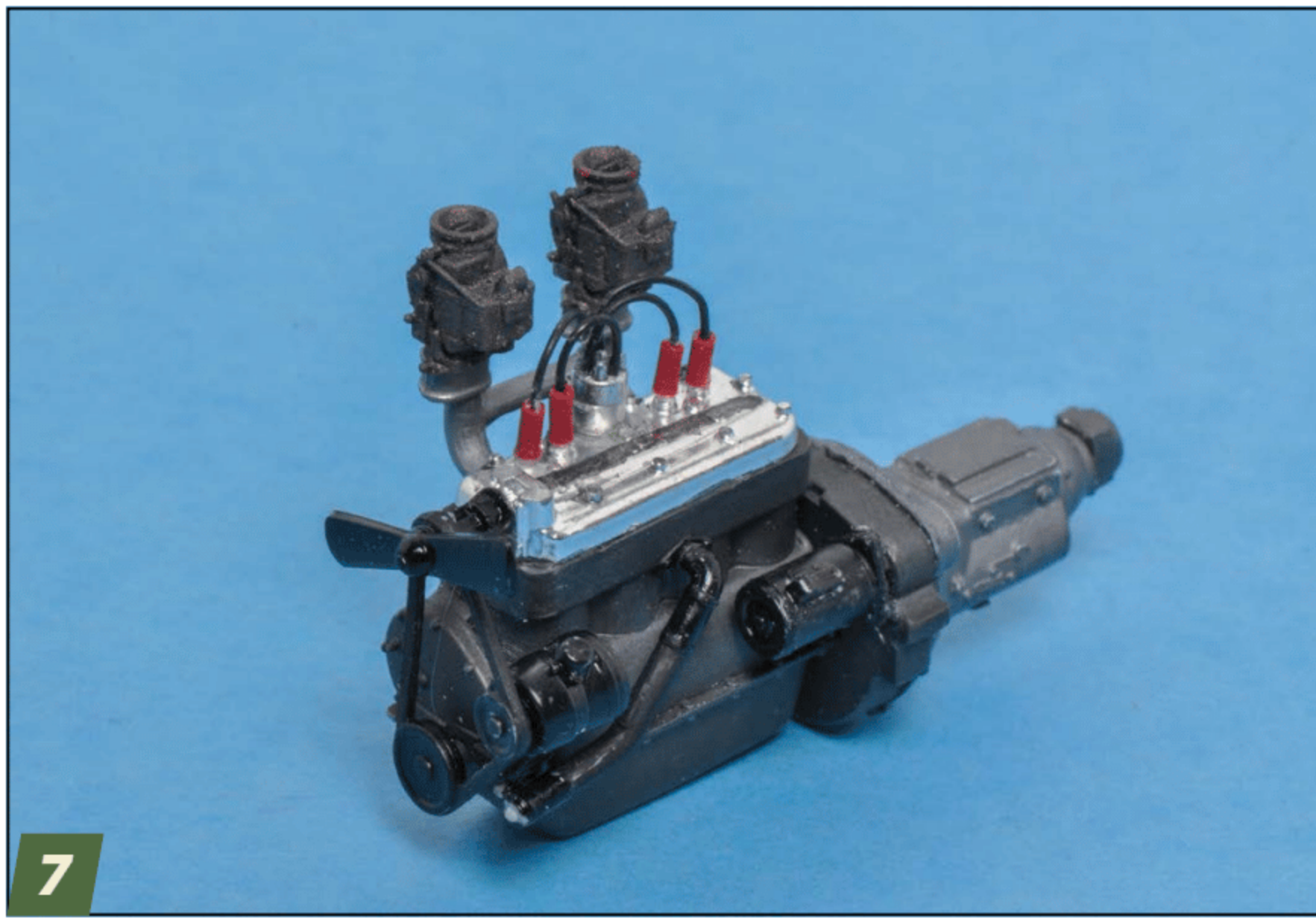
5

Those small notches mated to two tabs molded to the front of the ICM kit banger engine. The larger notch in the center clears the crankshaft extension that connects to the lower pulley of the fan belt. That black piece up front is a de-chromed spring mount from the Mod Rod.



6

I took the vintage exhaust headers from two Mod Rod kits and carefully separated them into four individual pipes with a hobby knife. These were temporarily placed into holes drilled into the banger's exhaust ports, and then I glued the header tubes to each other. After the glue dried, I trimmed the ends at the red line and drilled out the ends.



7

Offenhauser carbs from VCG Resins were mounted to a modified intake from the Mod Rod. You can find the cylinder head in all releases of Revell's 1929 Model A hot rod pickup kit. I toned down the chrome a bit with a coat of Tamiya Semigloss Clear (No. TS-79).



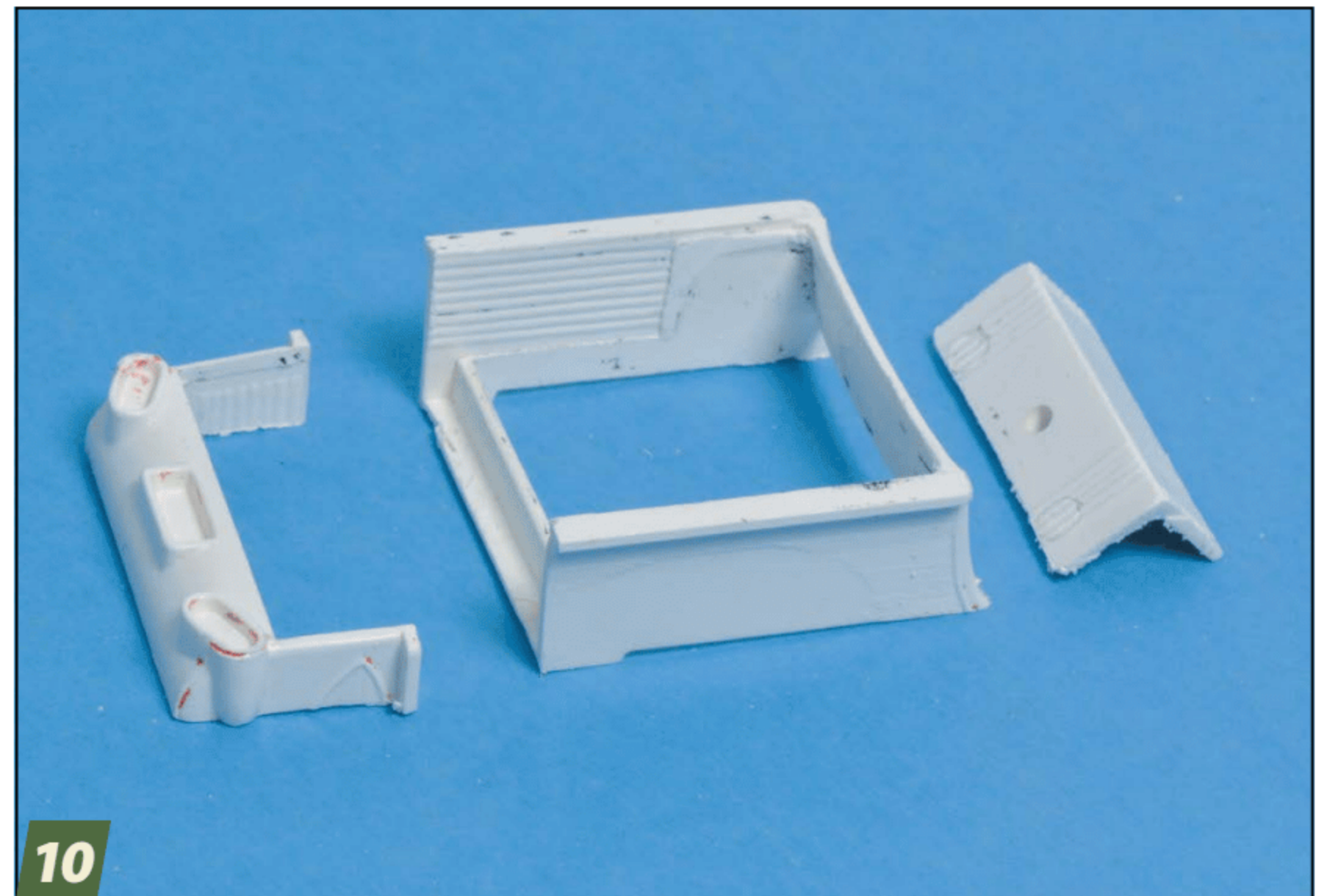
8

Back in the day, the running boards and fenders had to go, but the fender aprons that covered the space between the running boards and the body and frame stayed. Out came the razor and jeweler's saws to get the job done. Careful, you don't want to remove too much.



9

Done! Only the floorboard with the fender aprons and the rear pickup box were used in the final build (center). Put the fenders and running boards in your spares box. For variation, you could omit the fender aprons entirely and just use the center floorboard and rear section.



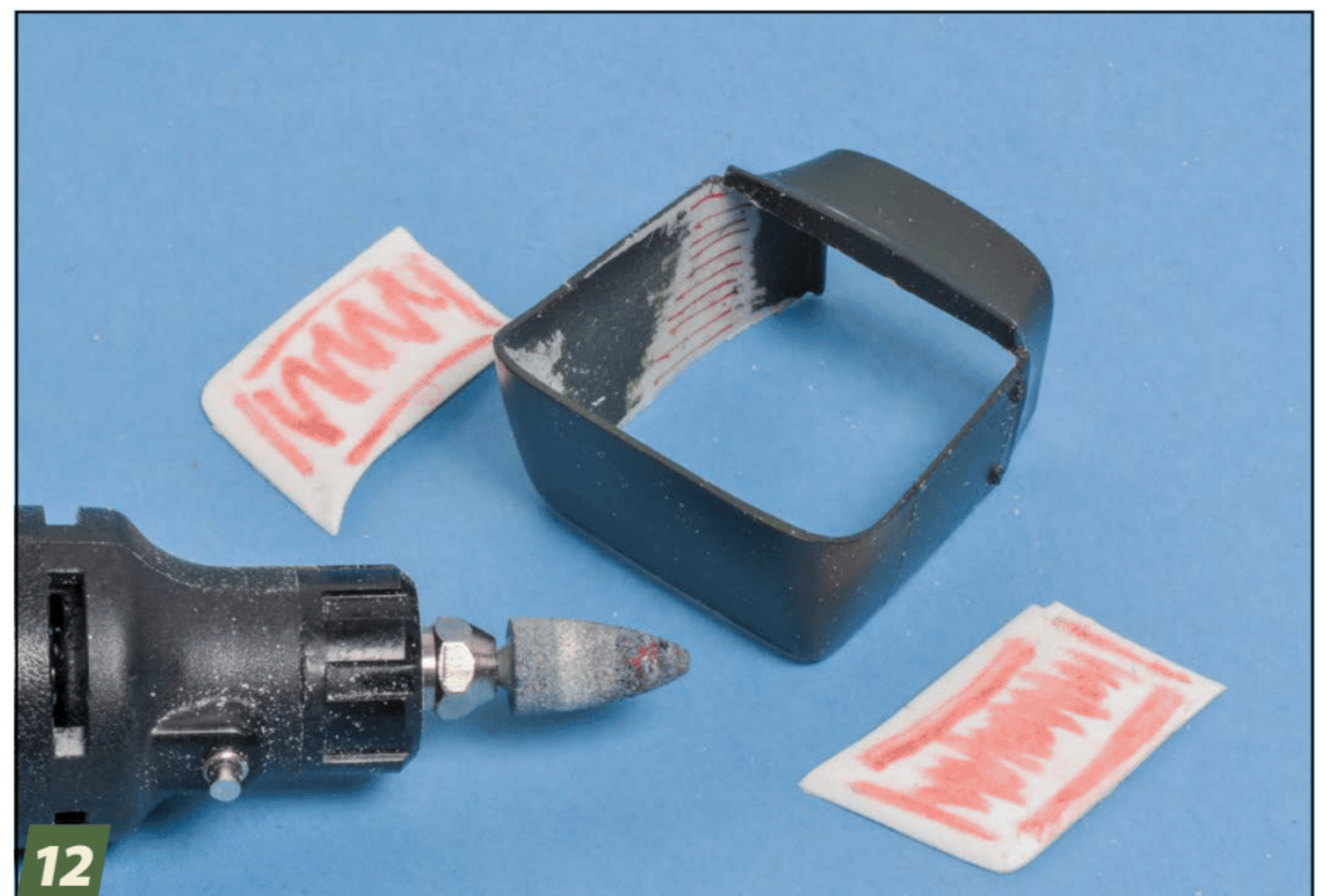
10

The Mod Rod pickup box is a leftover from the original issues of the AMT Ala Kart double kit. I removed the rear (left) and the molded back and top walls at the front. Sand away the engraving on the walls. (Cut Revell, AMT, and Monogram Model A pickup boxes kits similarly.)



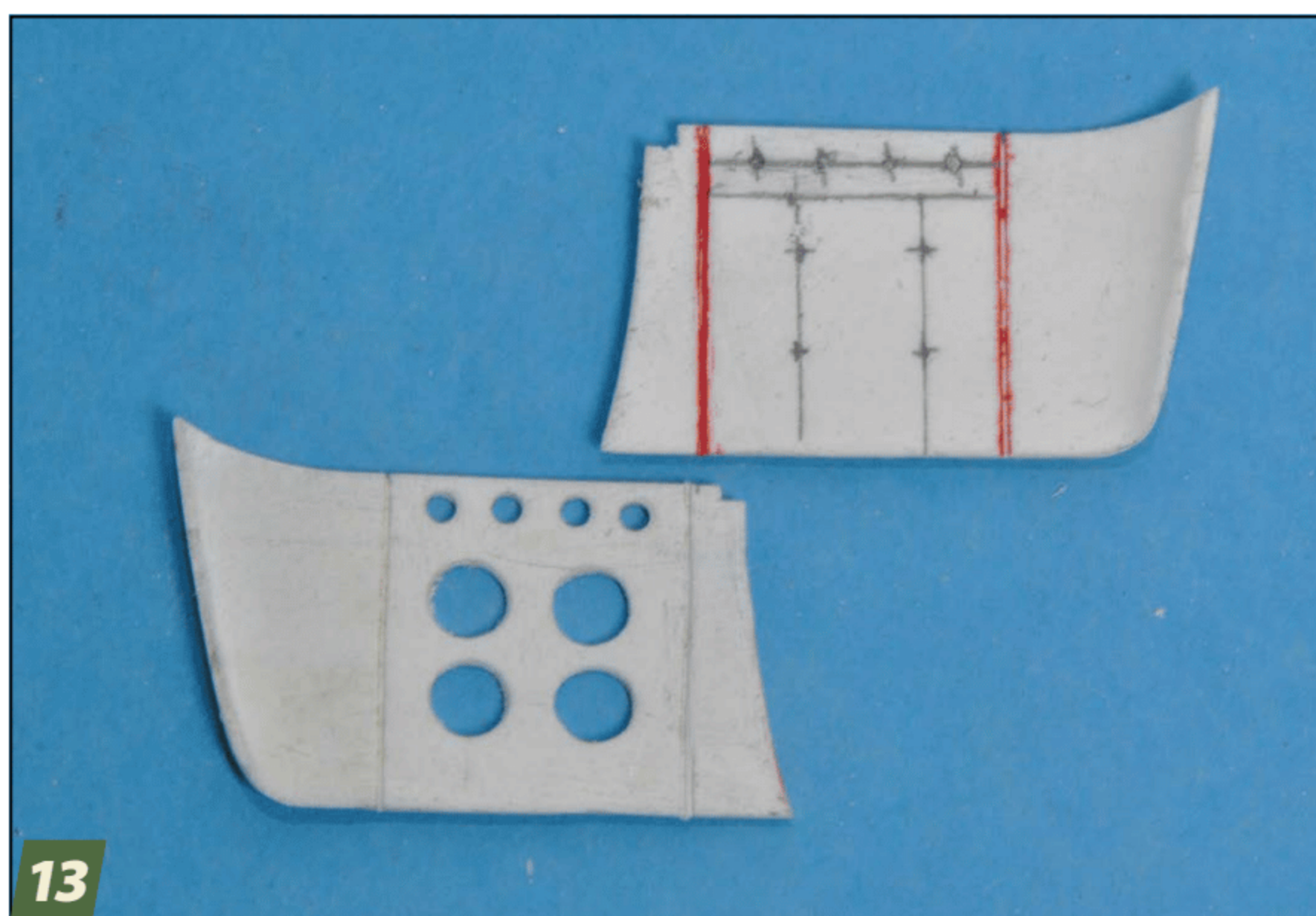
11

I also wanted to replicate the doors' interior structure. To match the compound curves of the inside surfaces of the Mod Rod cab, I figured the best approach would be to chop up a second Mod Rod cab. I cut the front, rear, and floorboard of the second cab away from the side panels.

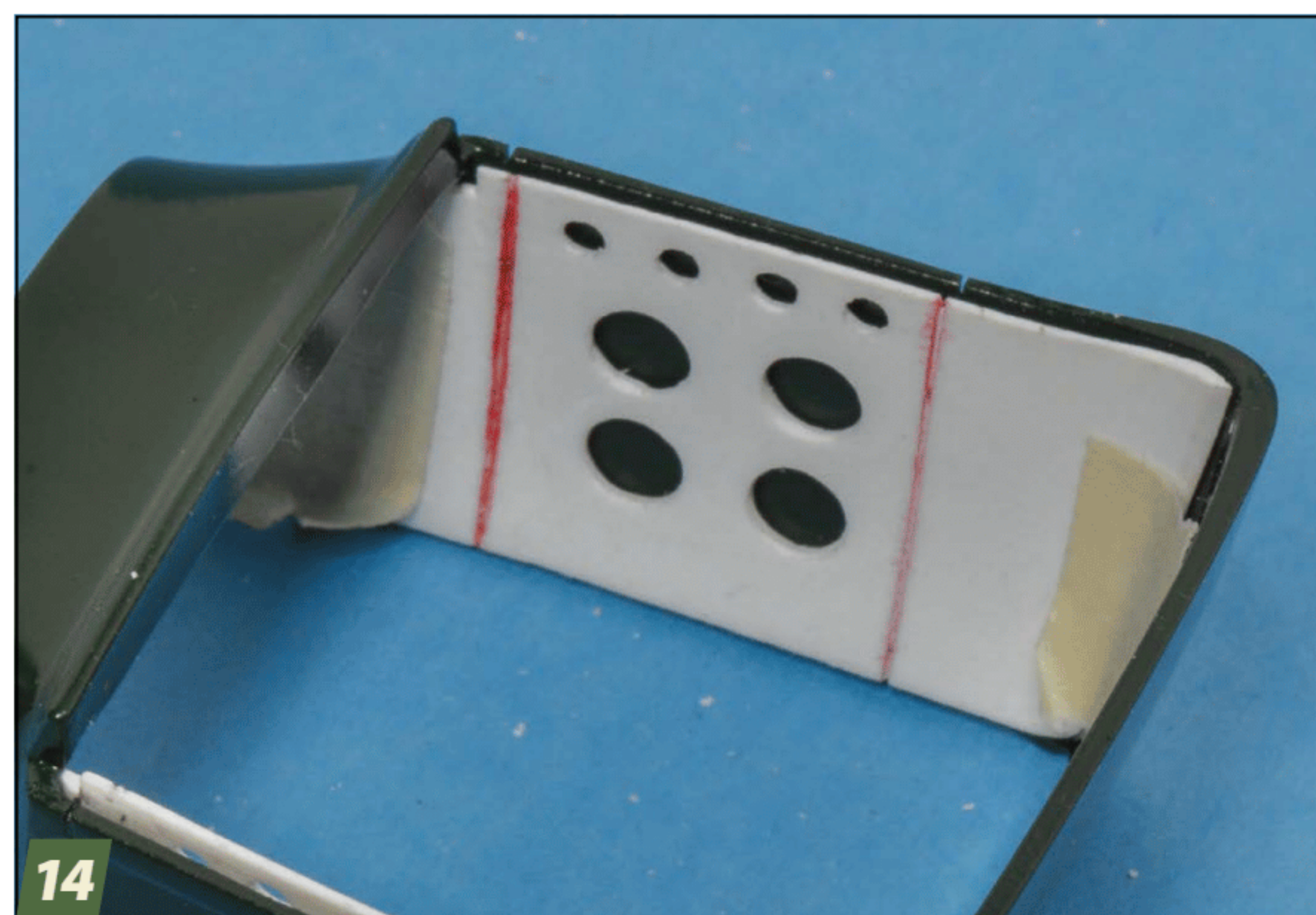


12

Mold lines inside the intact Mod Rod cab needed cleanup, and I removed all the exterior details from what will be the new interior panels (from Step 11). Further filing and fitting were needed to fit the interior panels into the cab.



13 Using references of a Model A cab, I measured and drilled lightening holes for the interior panels. New door panel lines (shown here in red) were partially cut into the side panels with a razor saw. The results are quite convincing.



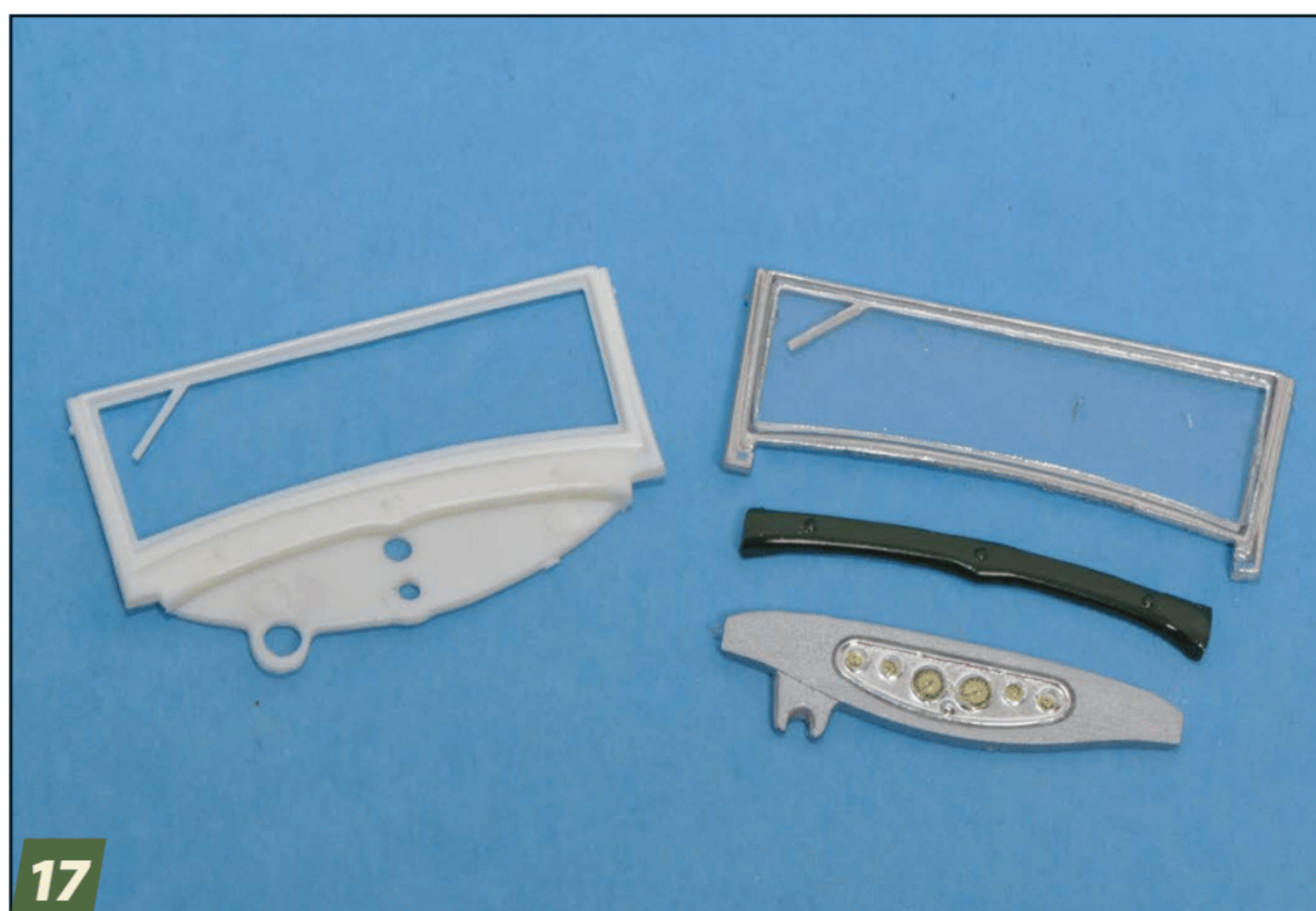
14 In their completed form, the drilled door panels expose the exterior "sheet metal" through the holes, meaning that the interior surfaces of the roadster cab must also be finished and painted. While not 100% faithful to the real car, it is at least suggestive of the real thing.



15 I painted the body and frame Tamiya British Racing Green (No. TS-9) over Tamiya Fine Gray Primer and a Tamiya Dark Green (No. TS-2) base coat. A clear coat would have been incorrect for the period. I carefully sanded with 2400- and 3200-grit polishing pads between coats.



16 For a new floorboard, I cut the floor, toe board, and forward portions of the kick panels from the Mod Rod interior (right). After multiple mock-ups, including a clearance notch for the transmission and clutch, I had a workable floorboard solution fitted to the roadster cab (left).



17 I separated the factory-stock 1929 roadster window in the Mod Rod double kit from the cowl top and instrument panel with a jeweler's saw. The windshield frame was sprayed with Revell Chrome; the cowl top was finished British racing green; and I brought in a new instrument panel from the Revell 1930 Model A five-window coupe hot rod kit.

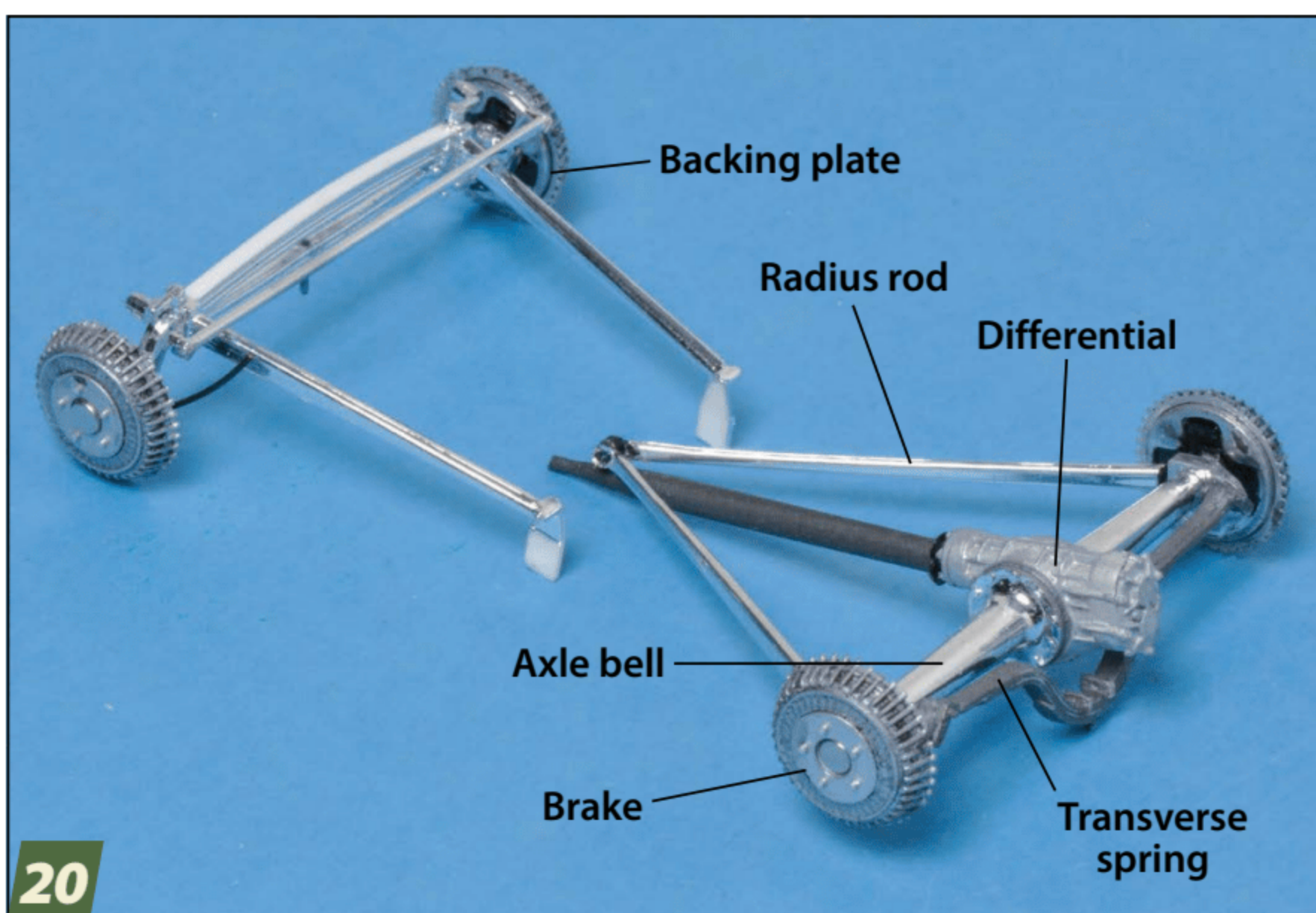


18 The completed interior components: seats from a Revell 1930 Model A five-window hot rod treated with Vallejo Dark Grey Wash (No. 70.517). The new floorboard with a sheet-styrene notch cover sports a shifter and gas pedal from Replicas and Miniatures Co. of Maryland. The steering wheel is from a Mod Rod double kit's '29 Model A roadster.



19

I cut away the lower portion of a Mod Rod double kit '29 Model A roadster firewall (red hashes) to clear the larger 1948 Ford bellhousing / clutch. The passenger side has a horizontal notch filed down (green) for the rearmost exhaust header. The finished part is on the left.



20

The brake drums, backing plates, and front suspension came from a Revell '30 Model A five-window hot rod. The Halibrand diff and rear spring were from Replicas and Miniatures Co. of Maryland. The radius rods and axle bells came from a Revell '29 Model A hot rod pickup.



21

The completed chassis, suspension, and driveline assembly. I brought in friction shocks from my spares (Replicas and Miniatures Co. of Maryland offers some, too). For a slightly enhanced forward rake, try grinding down the vertical height of the transverse leaf spring on the front axle. I used 5-minute epoxy to strengthen the delicate suspension.

SOURCES

AMT Mod Rod Double Kit (AMT 1000-12): Two kits needed; Mod Rod parts: cab; pickup bed and floor; cab floorboard/fender aprons; frame; interior door panels (from duplicate cab); white letter cheater-type rear slicks. 1929 Model A roadster parts: hood; firewall; windshield frame; upper cowl panel; steering wheel; clutch and brake pedals; exhaust headers (from both kits)

Revell 1930 Model A Five-window Coupe Hot Rod (85-4326 or 85-4464): Entire front suspension, including tie rods and drag link; instrument panel and gauges; WWII-style bucket seats; front and rear '40 Ford/Buick finned drum brakes; and backing plates

Revell 1929 Model A Hot Rod Pickup (No. 014565): Grille shell (de-chromed) and radiator; Winfield cylinder heads; rear axle bell ends; radius rods; and torque tube

Revell 1948 Ford Five-window Coupe (No. 85-4318): Clutch and transmission assembly; also found in the Revell 1948 Ford Convertible, Woody, and Chopped Custom Coupe kits

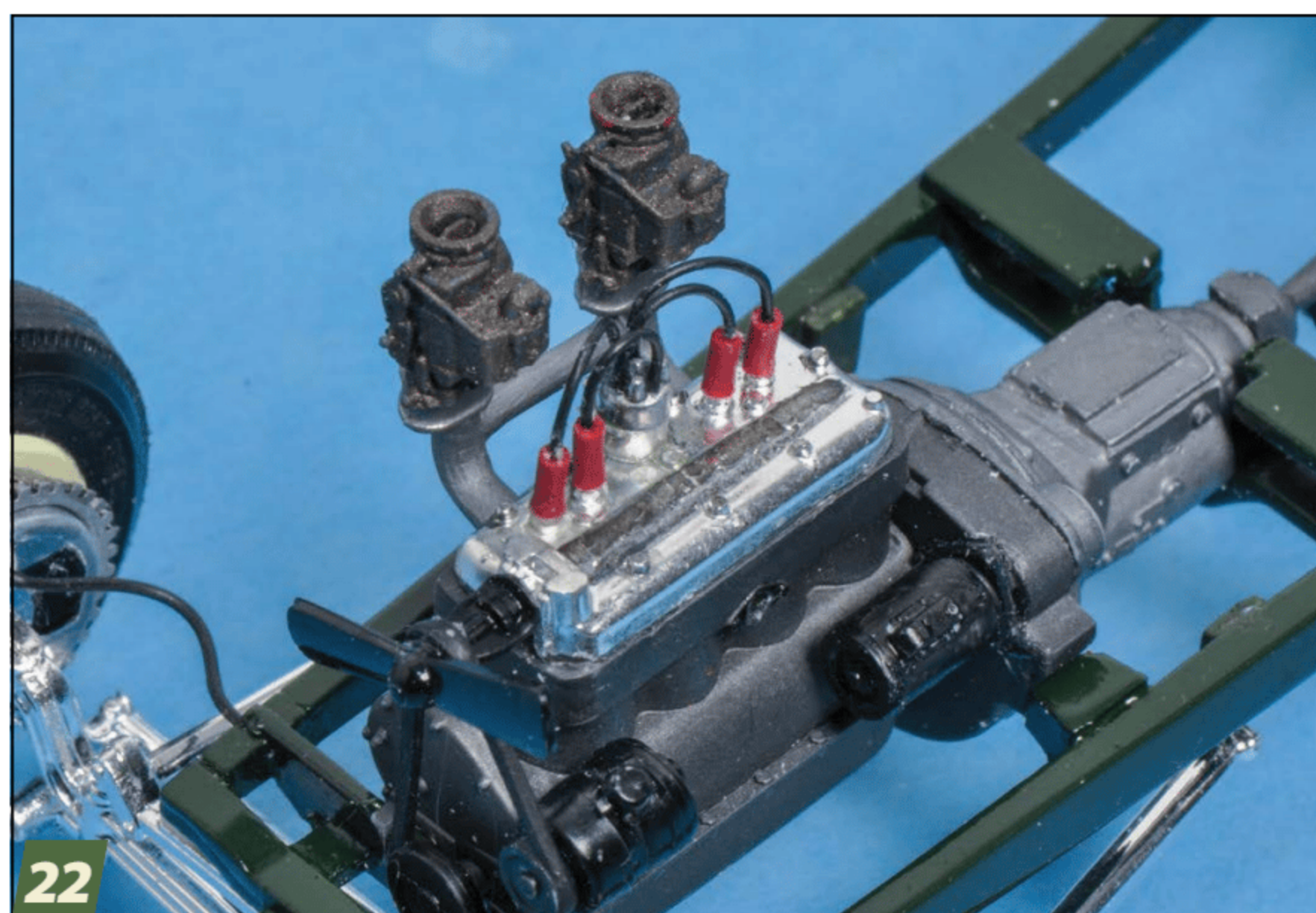
Revell 1932 Ford Tudor (No. 14533): "11" door decals

ICM 1930 Model A Phaeton (No. 24050): Entire engine, except intake and exhaust assemblies; radiator hoses

VCG Resins by Reese: Ford Flathead Speed Shop Offenhauser carbs; "frog mouth" air scoops

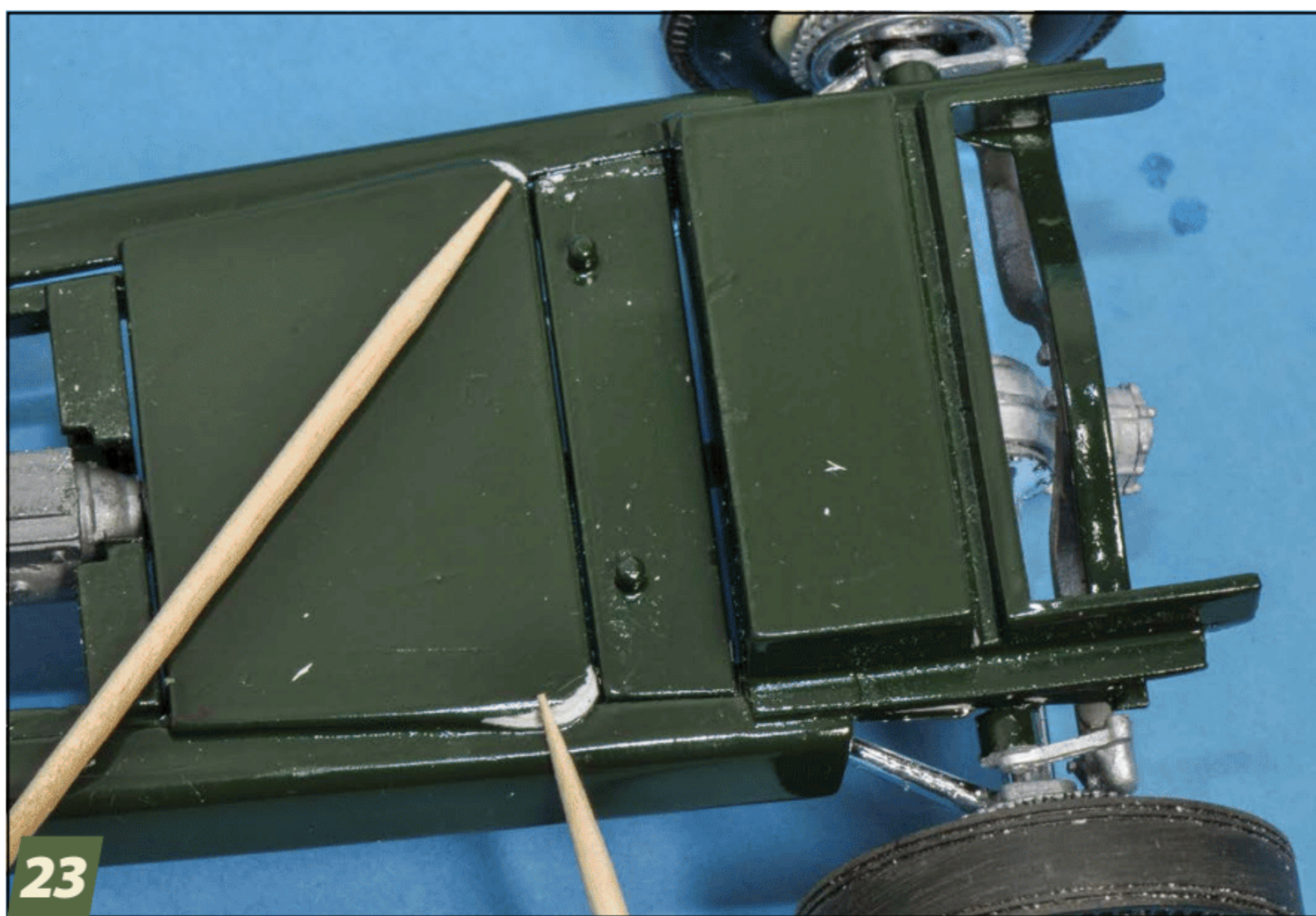
Replicas and Miniatures Co. of Maryland: '36 Ford "Wide Five" Wheels (No. P-195); Halibrand Quick Change Center Section (No. RM-118); Early Ford Transverse Rear Springs (No. RM-120); Custom Gas Pedals (No. P-81); Floor Shifters (No. RM-143B); Street Rod Headlights (No. P-149); '40 Chevy Taillights (No. P-161); Ford Friction Shocks (No. RMP-84)

Parts Box: 1930s toolbox gas tank; smaller diameter front tires



22

You can see here how the banger side-engine mounts mate to the bellhousing ahead of the transmission. Note that the radius-rod mounts are located to the inside of the frame rails, and the mounts themselves are painted to match the frame. I ran a brake line from the brake backing plates to the frame rail.



One of the challenges of building a kit first tooled in the early 1960s is that the body structures are often not uniformly consistent, and body joins can be imprecise. I had to tweak the raised area on the Mod Rod floorboard/fender apron to allow the roadster cab to fit flush. The white areas here were carefully chipped away with a hobby knife to achieve better alignment.

I temporarily attached the driver's side hood side panel to the hood top to help position the grille shell. Before applying the masking tape to the model, I stuck it on glass and pulled it off to reduce its tackiness and avoid peeling up my nice paint. Epoxy joined the grille shell to the chassis front crossmember.





25

Repeated mock-ups, drilling, and filing paid off when the carbs were perfectly centered in the hood openings during final assembly. Next, I mounted “frog mouth” air scoops from VCG Resins (shown below) atop the carbs. The scoops just clear the openings to allow the engine to be displayed.



FINAL THOUGHTS

THE ADDITION OF “11” RACING DECALS from the newly reissued Revell 1932 Ford Tudor kit provided additional visual interest. I finished the pickup bed with wood veneer coated with Tamiya Semigloss Clear. The interior reminds me of a vintage dirt-track racer or hot rod; note that I added bottom seat cushions fashioned from vintage women’s leather gloves.

Minimal engine wiring includes the exaggerated spark plugs so prominent a part of the 1/1 scale Model A banger appearance. The Halibrand Quick Change differential and transverse leaf rear spring are musts for a mid-century hot rod. The toolbox gas tank in the pickup box was recovered from a gluebomb. **FSM**

FLYING

Improve a Wingnut Wings 1/32 scale LVG C.VI observation biplane

BY BOB STEINBRUNN

Luftverkehrsgesellschaft (literally Aero Traffic Society), shortened to LVG, developed the C.VI late during World War I as a German, high-altitude, observation aircraft. Powered by an over-compressed, 228 horsepower Benz Bz.IV engine, the airplane could reach altitudes Allied aircraft couldn't, and the crew were equipped with luxuries like parachutes and heated flight suits. Germany built more than 1,000 C.VIs, a testament to its reliability and usefulness.



HIGH

With such a heritage behind it, of course I wanted to build one for my collection. Wingnut Wings' (WNW) second release was a 1/32 scale kit of the LVG C.VI. However, it lacked the refinements of later WNW kits. For example, the 24 valve springs on the engine were molded solid with the rocker arms. In later kits, they look like springs. If you're like me, you can trim the molded springs and replace them with wound wire for a better appearance. Yes, I did this. Yes, I think it was fun ... I think.

I patterned my model after LVG C.VI 4802/17, possibly from Abteilung 7, flown by Lieutenants Weymar and Haselhoff, September 1918. A reproduction of this aircraft was built by the Memorial Flight Association in France for The Vintage Aviator Limited (TVAL) collection based in New Zealand. With a little scratchbuilding, a few modifications, and Aviattic lozenge decals, I got there. And as you can see, the theme is finished wood, from prop to tail, inside and out.





1 First, I made a wooden propeller (turn to Page 44 to see how). I cut the propeller hub's front and rear plates off the kit prop with a photo-etched (PE) metal saw blade chucked in a hobby-knife handle. I sanded the plates to scale thickness and drilled lightening holes in the front plate.



2 I carefully sanded the new wooden prop with a sanding pad and brushed on two coats of Minwax Helmsman Spar Urethane varnish, lightly sanding between coats. After buffing the last coat of varnish, I glued on the front and rear prop plates and applied the kit's Wolff propeller decals.

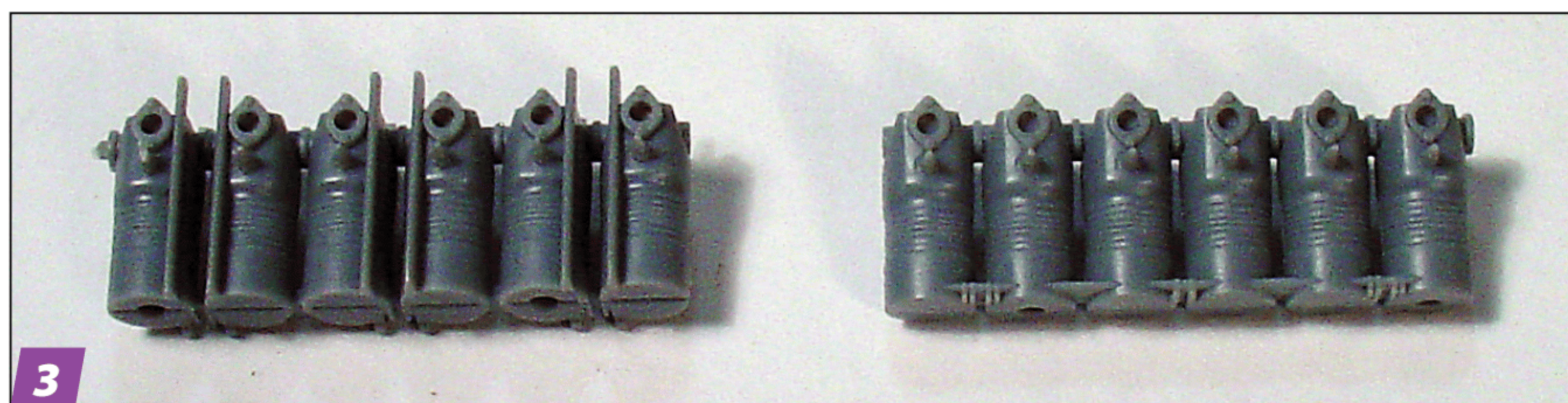
SOURCES

Airscale 1/32 scale Cockpit Instrument Bezels (No. PE32 BEZ)

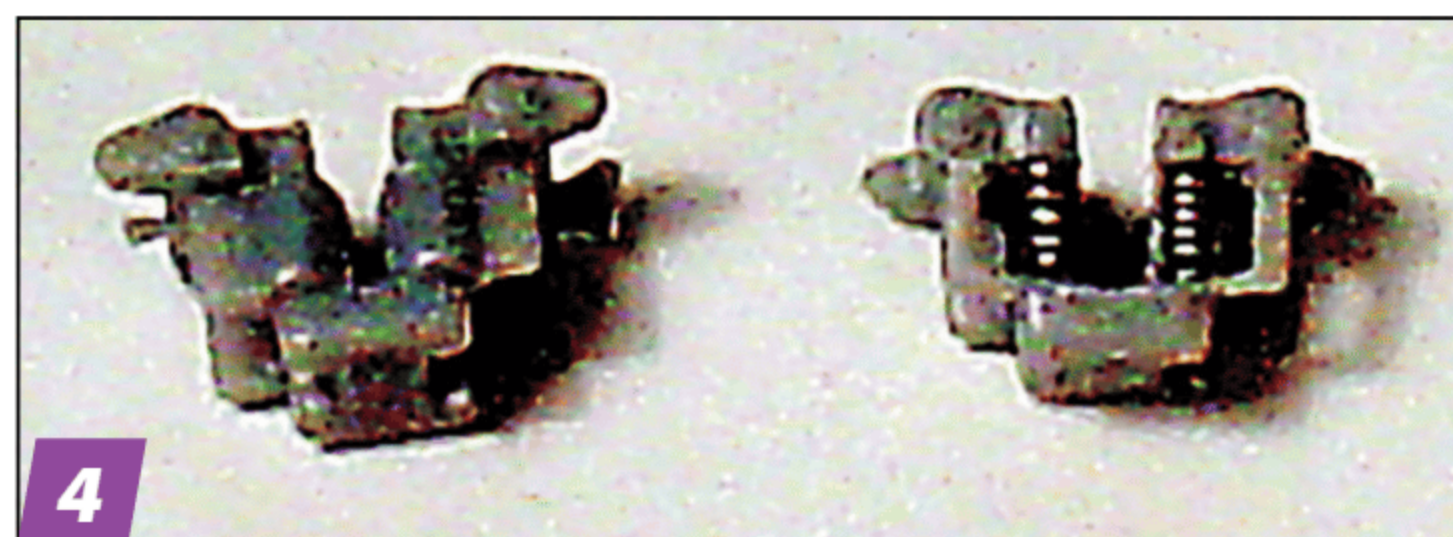
Detail Master various diameter and color wire

Gaspach Models Metal Turnbuckles Type A, Type B, and Type C; Lewis Mk.II Machine Guns (No. GPT32056)

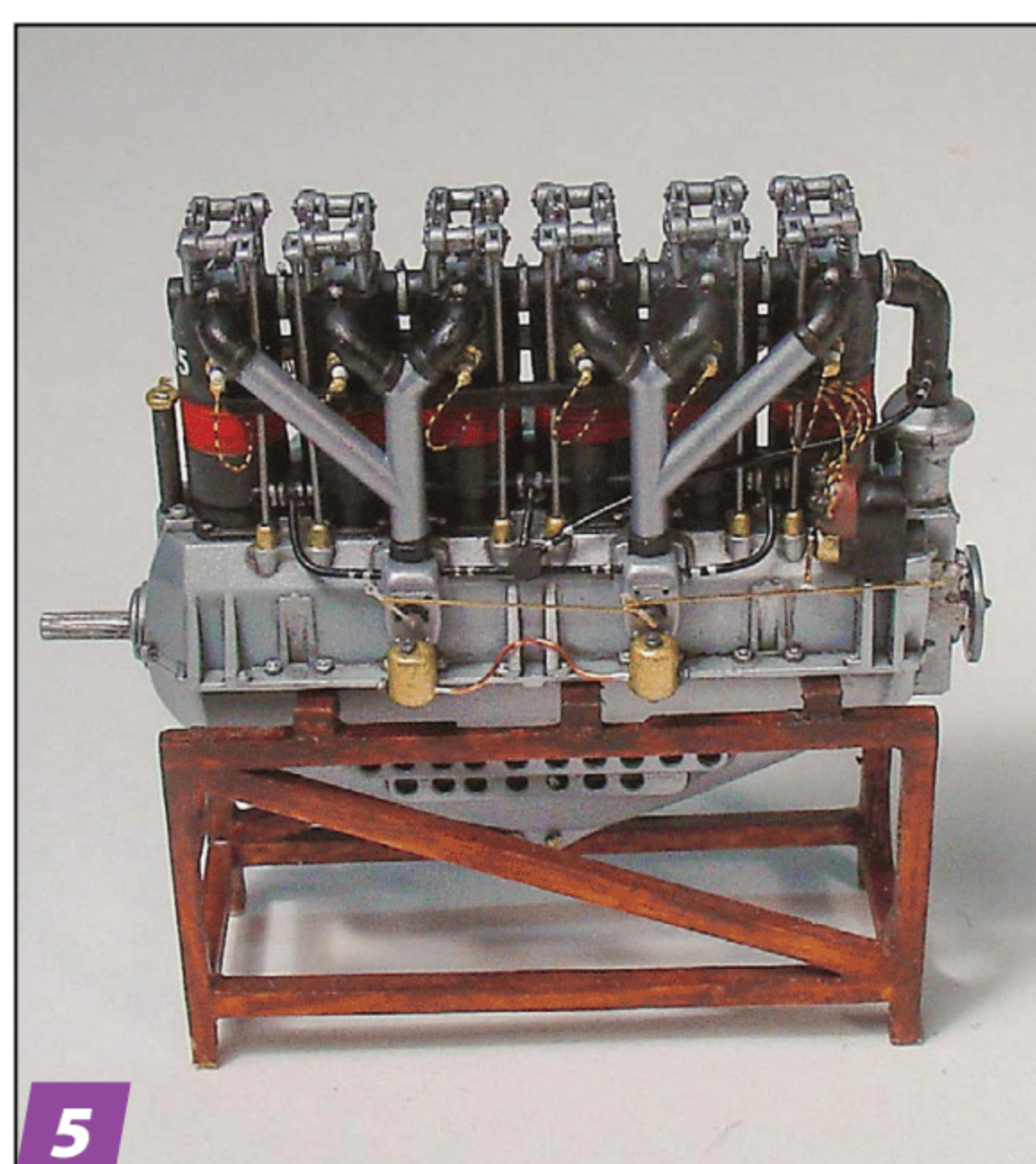
The Model Car Garage photo-etched metal saw blades (No. MCG-2238)



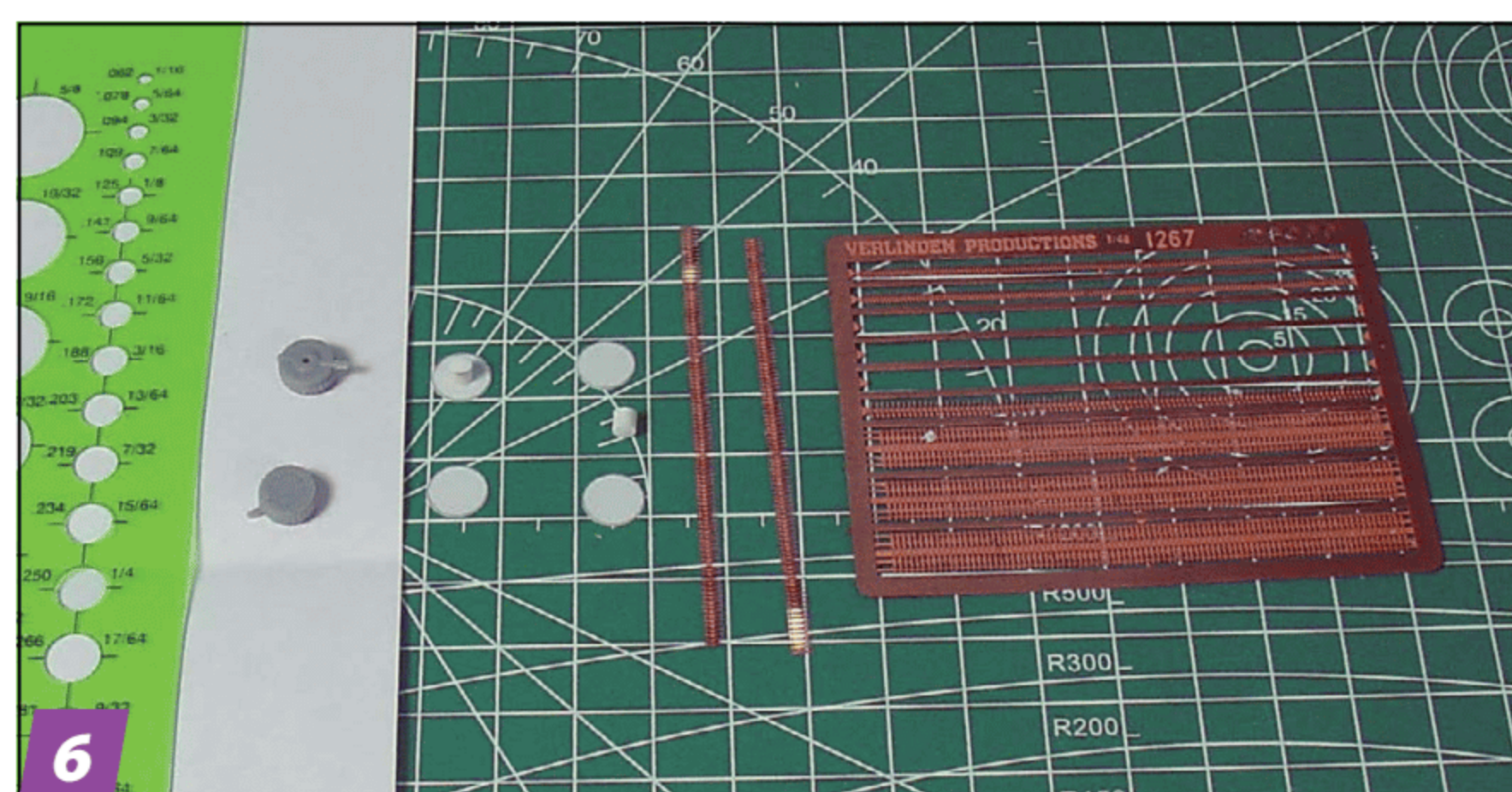
3 The kit provides two sets of cylinder banks. The left one has molded valve pushrods; the one on the right doesn't have molded pushrods. The instructions say to discard the one on the right, but I used it and made pushrods from .015-inch steel wire.



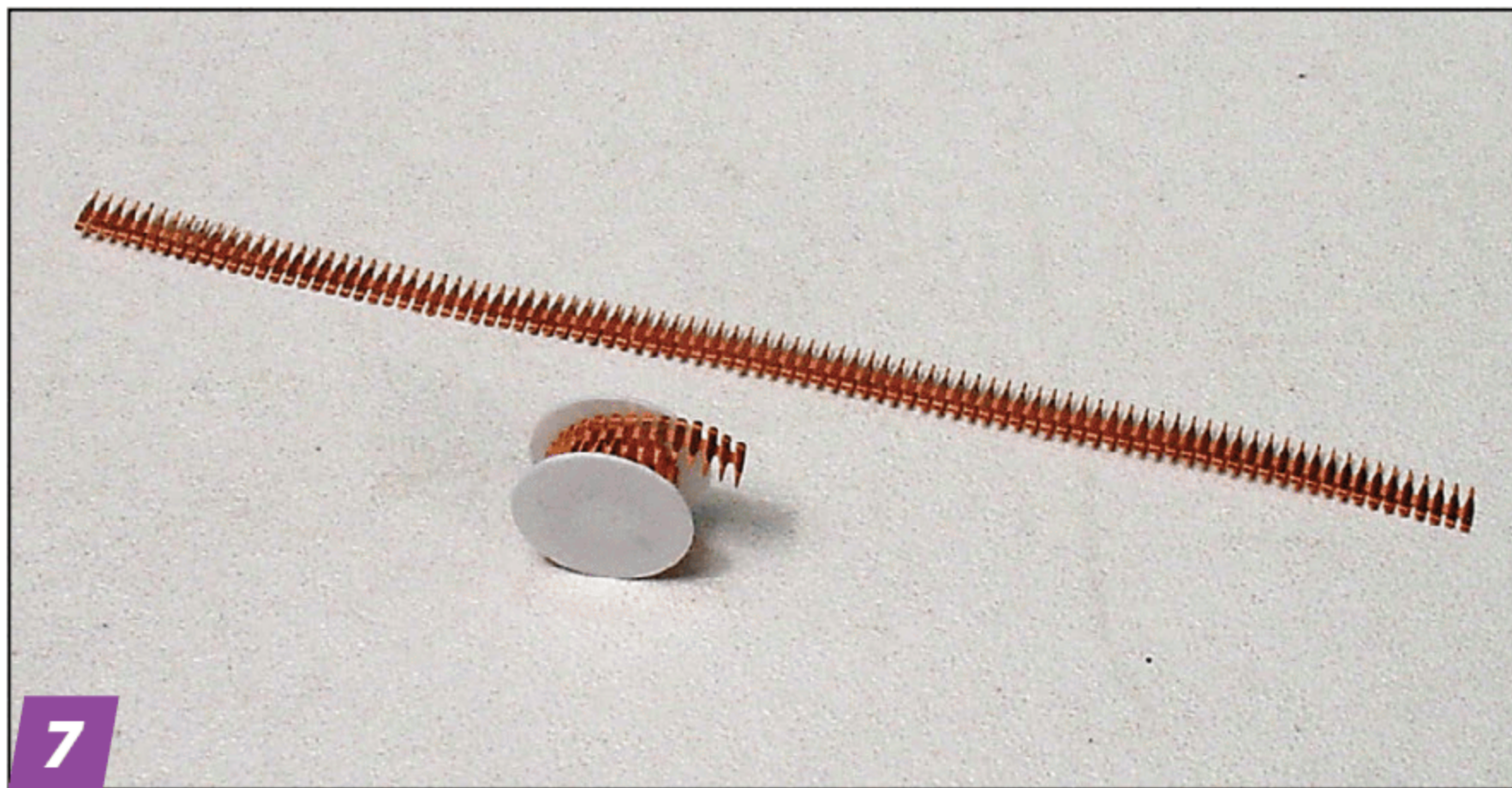
4 The valve rocker arms had molded springs that didn't look like springs — just blocks of plastic (left). Tedious though the process was, I carved out those solid areas, careful to leave the four support bolts in the corners. I replaced the springs with .010-inch wire wound around a .015-inch mandrel.



5 I think the final result was worth it. I made spark-plug wires from .004-inch invisible thread painted yellow with black stripes; cooling hoses from Detail Master .020-inch black wire; extra nuts and bolts from Tichy Train Group; and throttle linkages. Ammo Dark Wash (No. A.MIG-1008) popped the details.



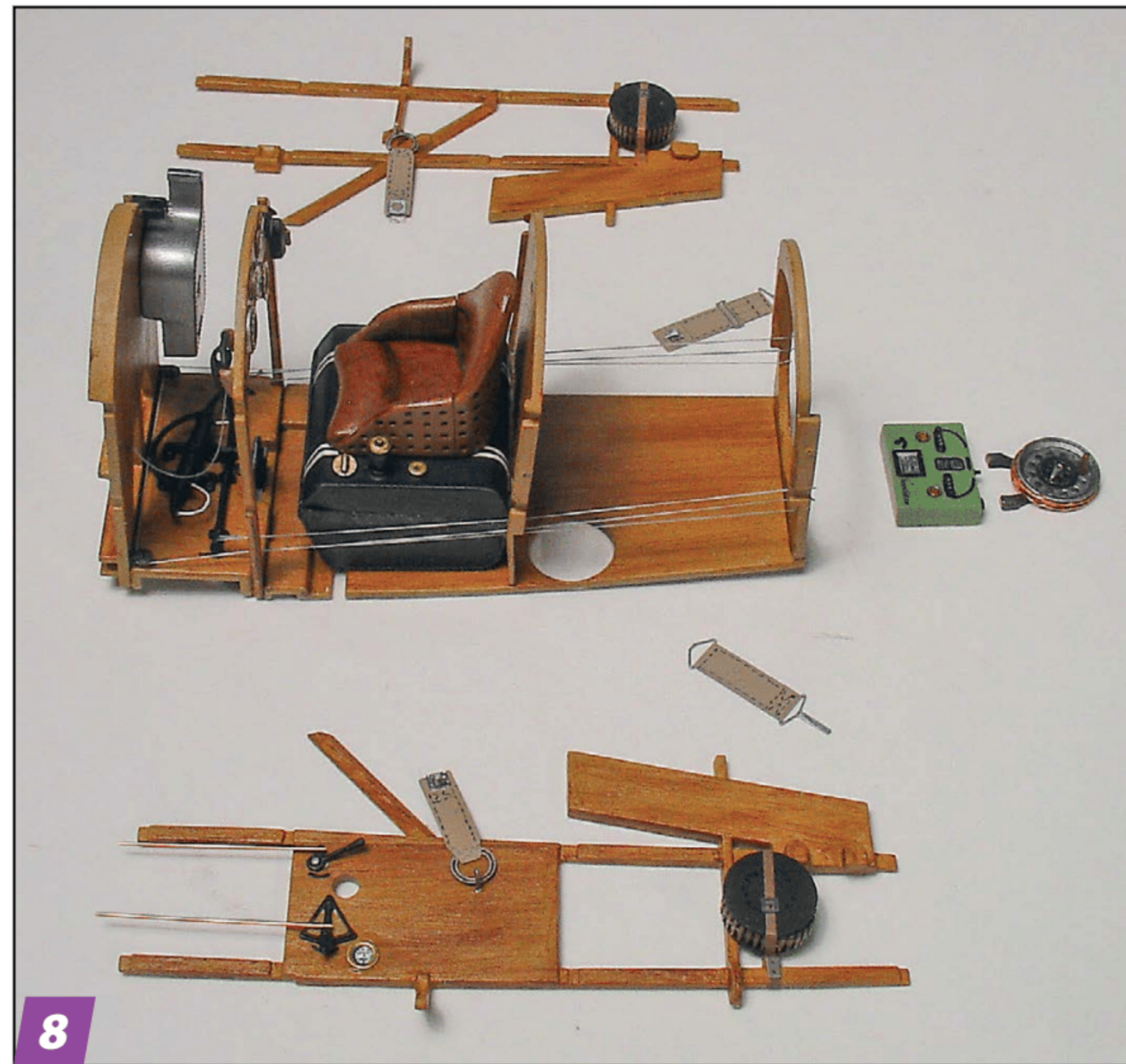
6 The Parabellum LMG 14 ammunition drums were molded solid with just a modicum of detail. Instead, I used a circle template to make four 1 9/64-inch circles and glued a short length of .120-inch styrene rod for the center of each drum. I used 1/48 scale .50-caliber PE ammo belts from my spares to represent 7.92mm ammo in 1/32 scale.



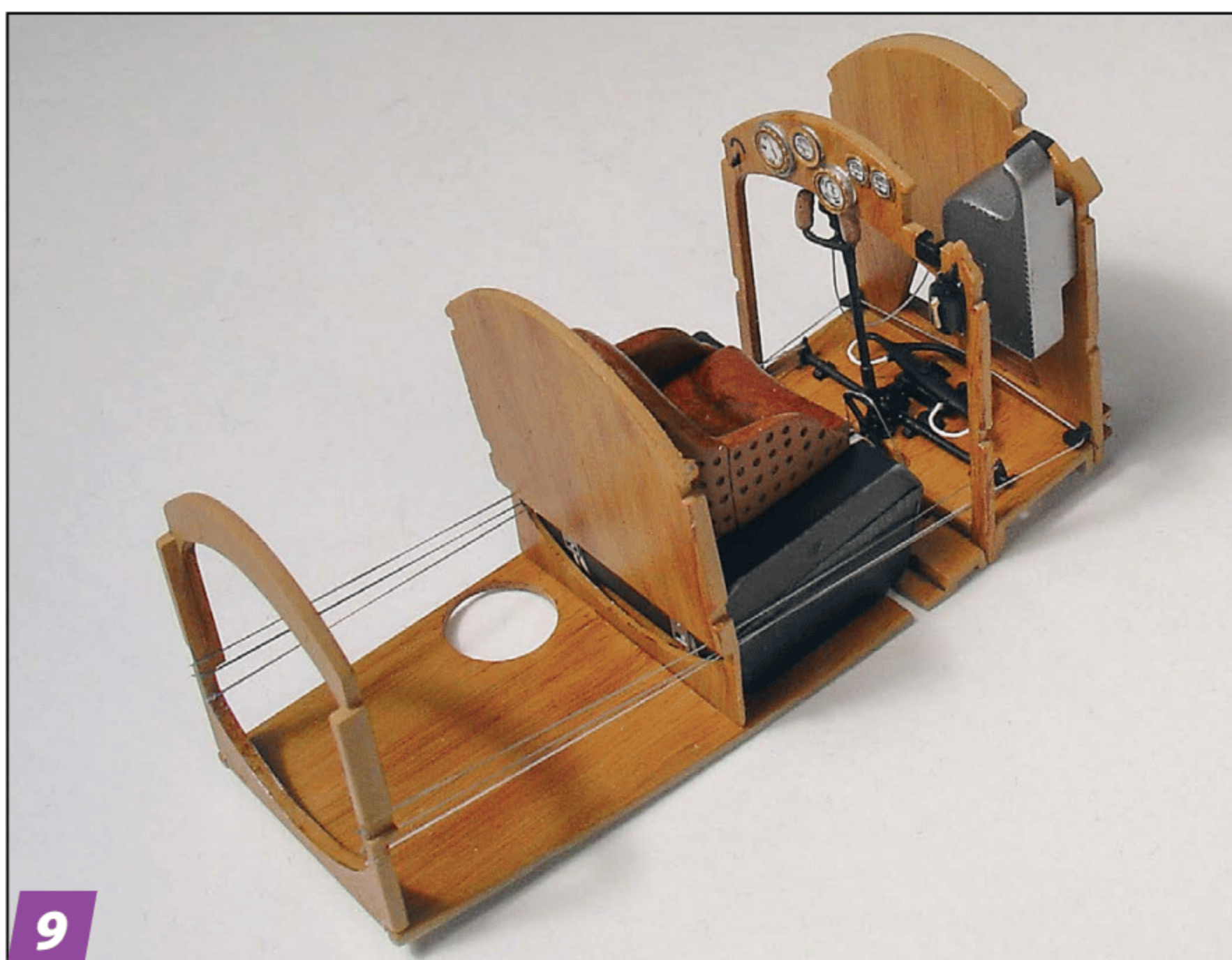
7

I test-fit the ammo belts, wrapping the soft brass into the space provided. They worked perfectly. I removed the PE ammo so it and the drums could be painted separately.

I airbrushed the cockpit parts Tamiya Desert Yellow (No. XF-59) followed by raw sienna artist oils. Then I streaked burnt umber artist oil into the raw sienna with a 5/0 brush to make the wood grain. I painted the seat belts and added stitching with a sharp pencil. The drum for the antenna wire was hollowed out so I could wrap copper wire around it.

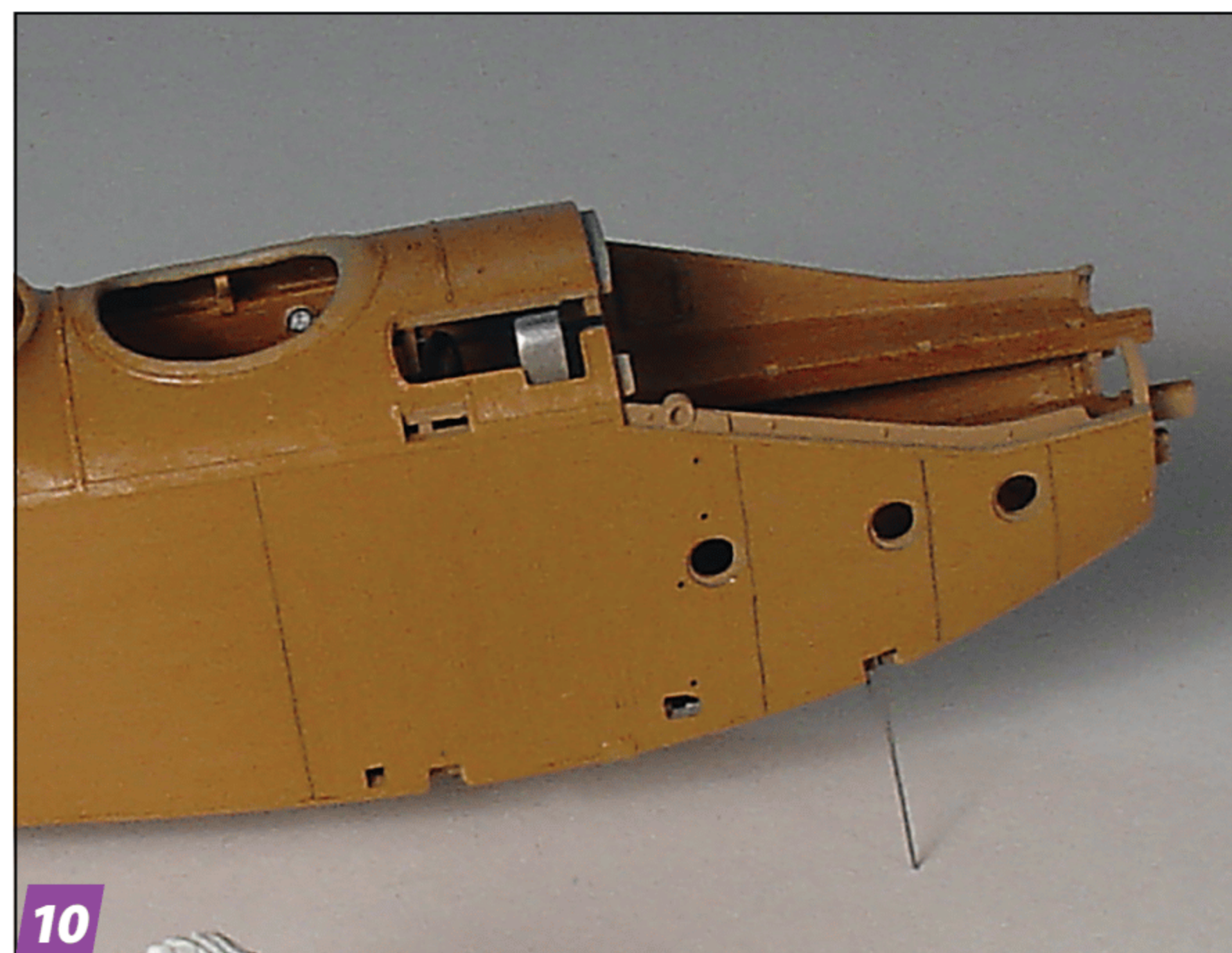


8



9

I made rudder-bar stirrups from .012-inch wire and detailed the instruments with Airscale PE bezels. The rudder cable pulleys and brackets were made from .080-inch styrene rod and .010-inch x .030-inch styrene strip and painted black. The flight-control rigging is EZ Line colored with a silver marker.



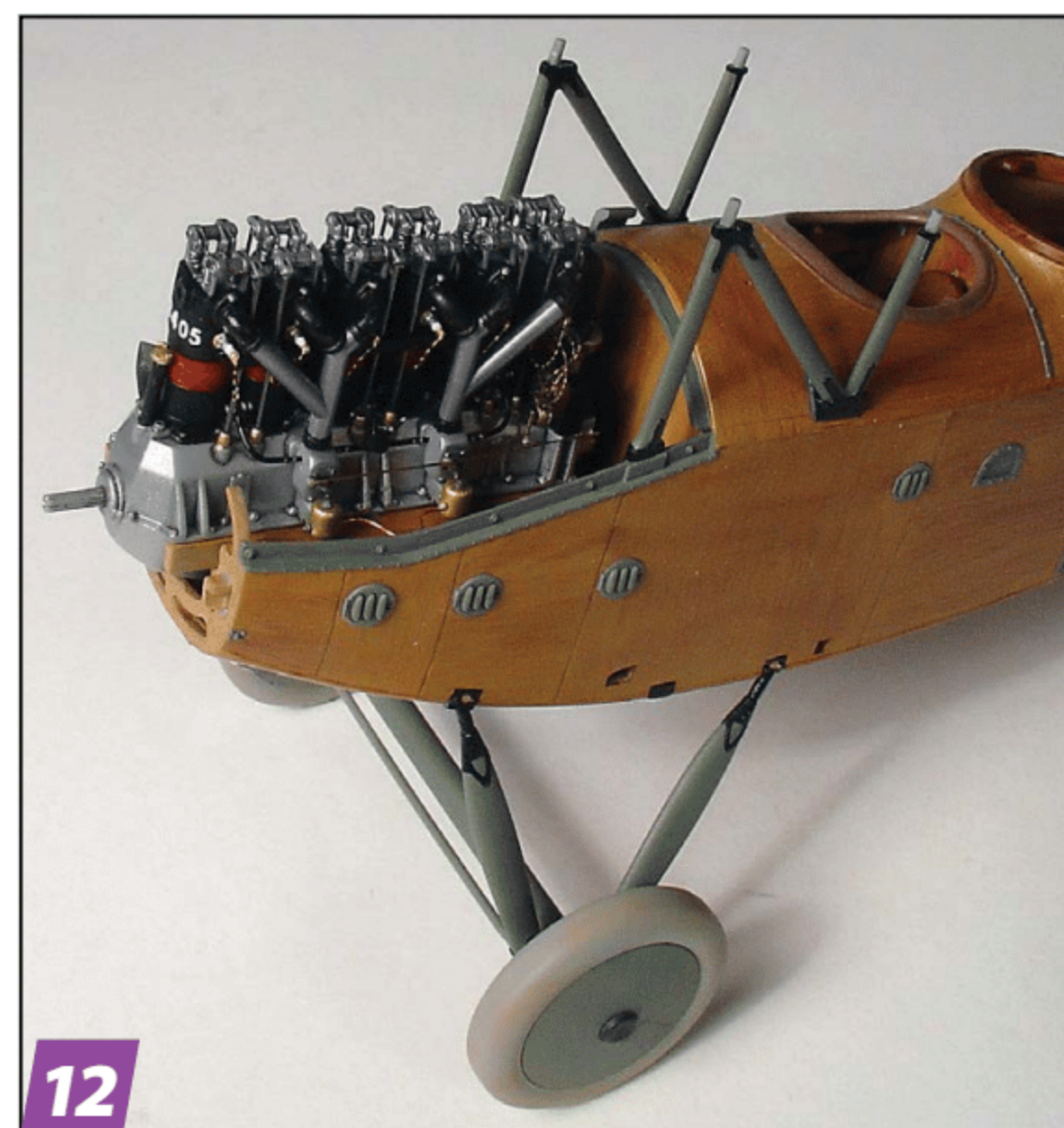
10

Now, for the fuselage. I base-coated it along with the turtledeck and fin Tamiya Desert Yellow and allowed it to dry overnight. Then I hand-brushed Winton Raw Sienna oil paint with an old brush whose tip I'd cut square, painting horizontally and vertically on alternating panels. I raised the model on steel wire inserted in the strut sockets to allow the oil paints to dry properly.



11

I lightly applied Winton Burnt Umber oil paint to each panel on the fuselage and gently worked the paint in a slightly wavy curve to simulate wood grain. A cork-backed steel ruler in the tail-plane slot acted as a useful handle during this process.

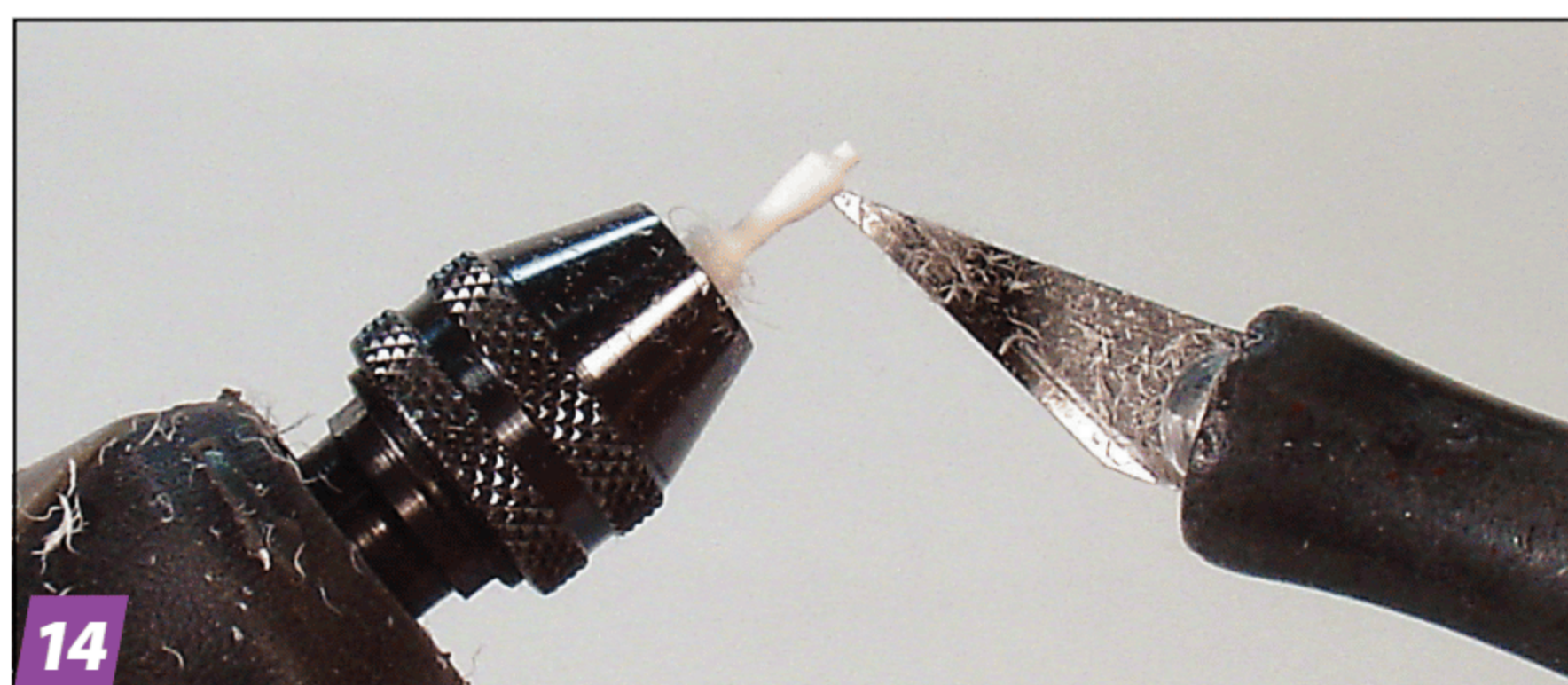


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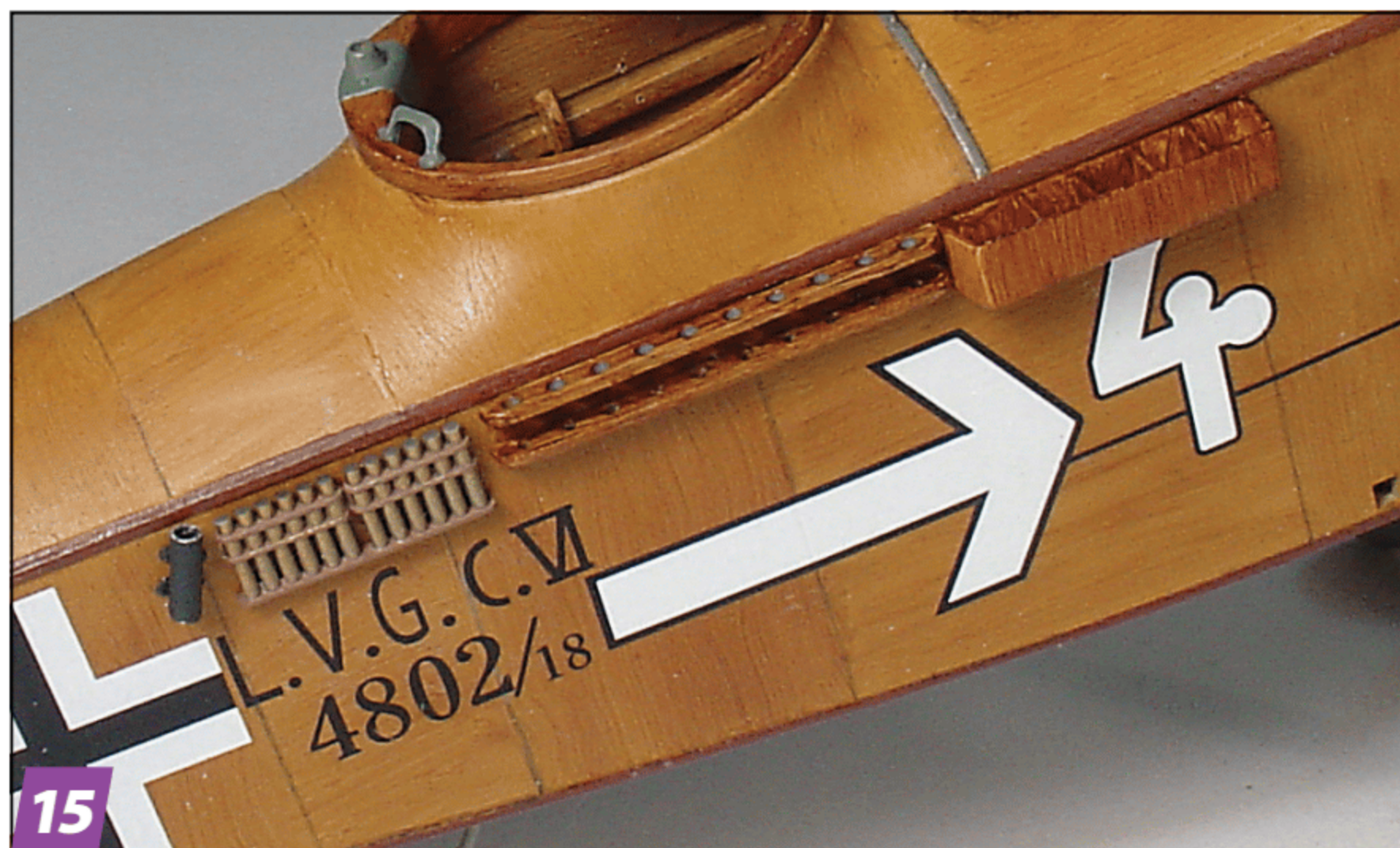
Five days — that's how long I let the fuselage dry, and I was finally able to handle it without disturbing the artist oils. Things started to take shape quickly then, with the cabane struts, engine, and observer's turret ring set in place. Also, all of the access panels were glued on.



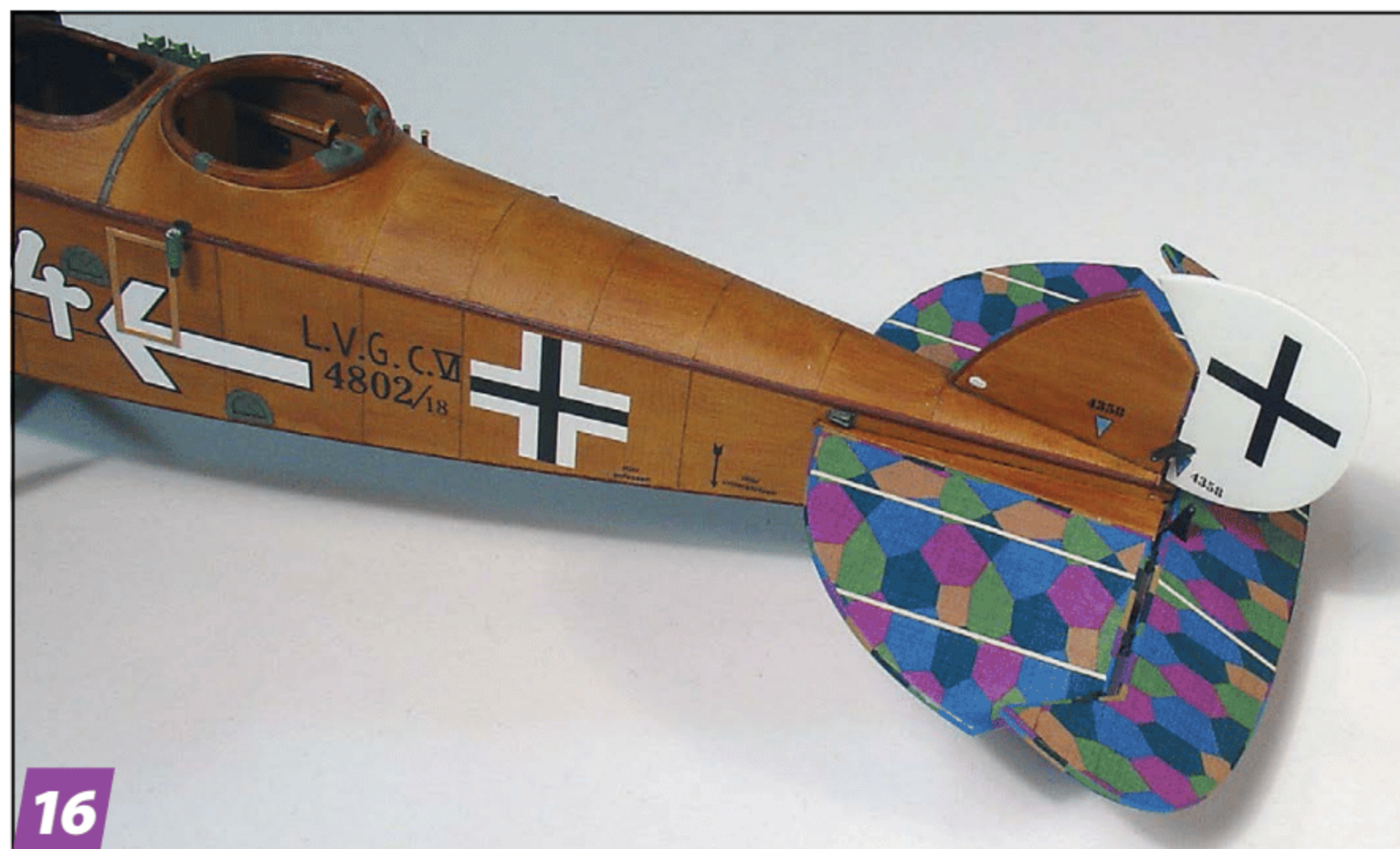
I masked and painted the brown tape along the longerons Tamiya NATO Brown (No. XF-68) and applied the fuselage decals. A frame of .010-inch x .020-inch styrene strip surrounds the rigging diagram with a covering of clear acrylic; a frame of .010-inch x .040-inch styrene strip overlays the arrow. Both frames were painted wood as per the steps above.



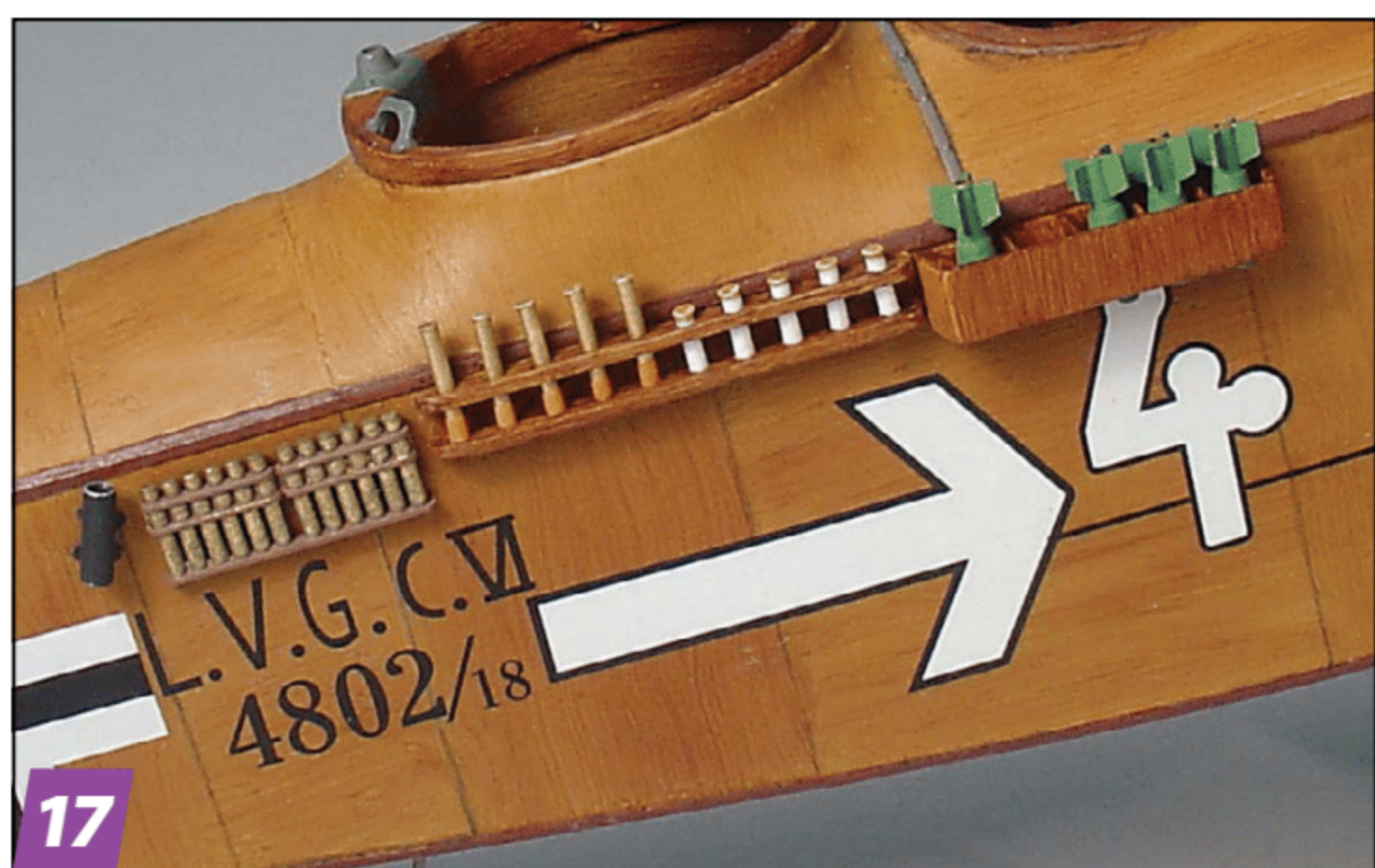
No throwing grenades? No problem. I built a box for *wurfgrate* 15 grenades from styrene strip. The grenades themselves were turned from .100-inch styrene rod chucked in a rotary tool and shaped with a No. 11 hobby knife and jeweler's files. I added fins made from .010-inch x .030-inch styrene strip.



I mounted the grenade box on the side of the fuselage and painted it wood using the techniques already discussed. The flare rack aft of the box was made from .020-inch styrene sheet. I glued two sets of kit flares together with a bottom strip of .010-inch x .030-inch styrene strip for the aft flare grouping. The flare gun holder was fashioned from $\frac{3}{32}$ -inch aluminum tubing mounted on .015-inch steel wire pegs.



For the lozenge camouflage, I prefer Aviatic decals for their authenticity to the decals supplied in the kit. I applied the decals to the tailplane and elevator and used clear doped linen rib tape from another WNW kit. Testors Dullcote airbrushed over the surface blended it all together.



Various flares were made from .030-inch styrene rod, painted, and added to the scratchbuilt rack, and the *wurfgrate* 15 grenades have been painted and sit in their rack. All this duplicates the TVAL LVG C.VI.



I added the kit tachometer behind the windscreen in front of the pilot's position. Hanging from the left rear cabane strut is an altimeter that I made from extra kit parts and wire. EZ Line rigs the struts with Gaspach turnbuckles that have been cut down to size.

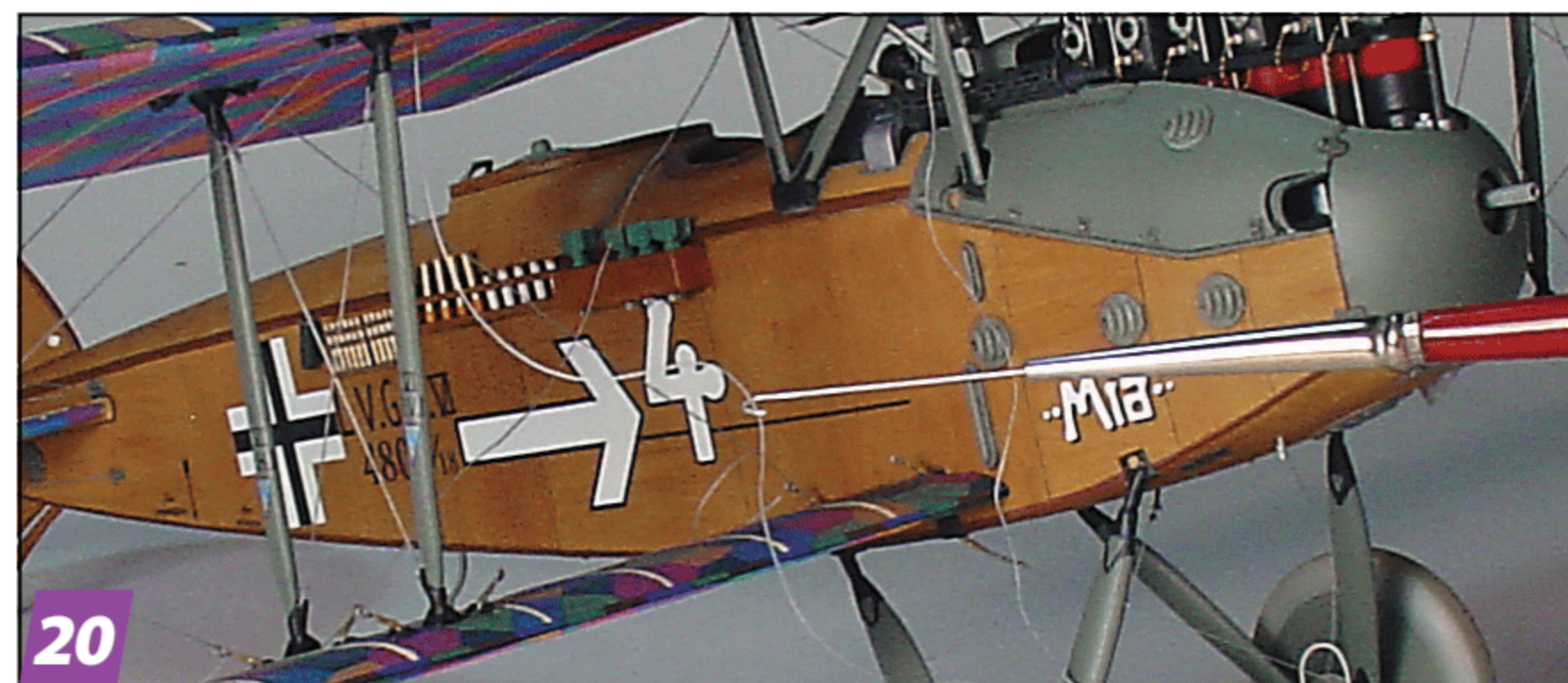
REFERENCES

Windsock Datafile 17 LVG C.VI; P.M. Grosz; Albatros Productions; ISBN 978-0-948414-21-3
LVG Aircraft of WWI Volume 3: C.VI – C.XI & Fighters: A Centennial Perspective on Great War Airplanes; Jack Hennis; Aeronaut Books; ISBN 978-1-935881-74-2
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No. 6, November/December 2013; Albatros Productions
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Windsock Datafile 138 LVG C.VI at War; Ray Rimell; Albatros Productions; ISBN 978-1-906798-05-5
Building the Wingnut Wings Sopwith Camels (& LVG C.VI); Ray Rimell; *Windsock Centenary WWI Modelling Special No.5*; Albatros Productions; ISBN 978-1-906798-49-9



The mortise-and-tenon joint for the upper wing halves is much more robust than the join for the lower wing halves, so I cemented the upper halves into the center section with no anhedral droop. This technique supports the lower wing halves to have no droop and use the interplane struts to hold them in place.



I epoxied the lower wing halves inside the fuselage opening and cemented the interplane struts with slow-setting superglue, working from inboard out. After letting it set overnight, I rigged with EZ Line colored with a silver marker. Individual lines were superglued into the underside of the top wing and attached to Gaspach turnbuckles superglued to the lower wing at the proper angle.

Turnbuckle angle and a rigging tool

TO SET THE PROPER ANGLE for the turnbuckles in the lower wing, stretch the EZ Line down to the turnbuckle and adjust it until it is straight with the line. Using slow-setting superglue helps with this process. As for the tool you see in Step 20, it's called a ship modeler's rigging tool. I made it from an old paintbrush handle and a length of .015-inch steel wire whose end I hooked. You'll find such a tool handy for pulling loose lines into place.



I deflected the control surfaces to give the C.VI a more dynamic look. The rigging has been finished and I used WNW decals for the leading edge tape over Aviatic lozenge camouflage decals.



The multicolored tape for the trailing edges was hand-painted with Tamiya acylics mixed to match the camouflage. I find the trailing edges too thin for decals. I scratchbuilt the wooden map box on the turtle deck from styrene sheet, reduced and printed a WWI German map I found on the internet, and placed it inside. Thin acetate cut from a page protector simulates the glass.



A PE cooling jacket from another WNW kit detailed the Parabellum MG 14. You can see the finished ammunition drum with the PE ammo belt. I made a brace rod from .008-inch brass wire and ran it from the drum to the muzzle.



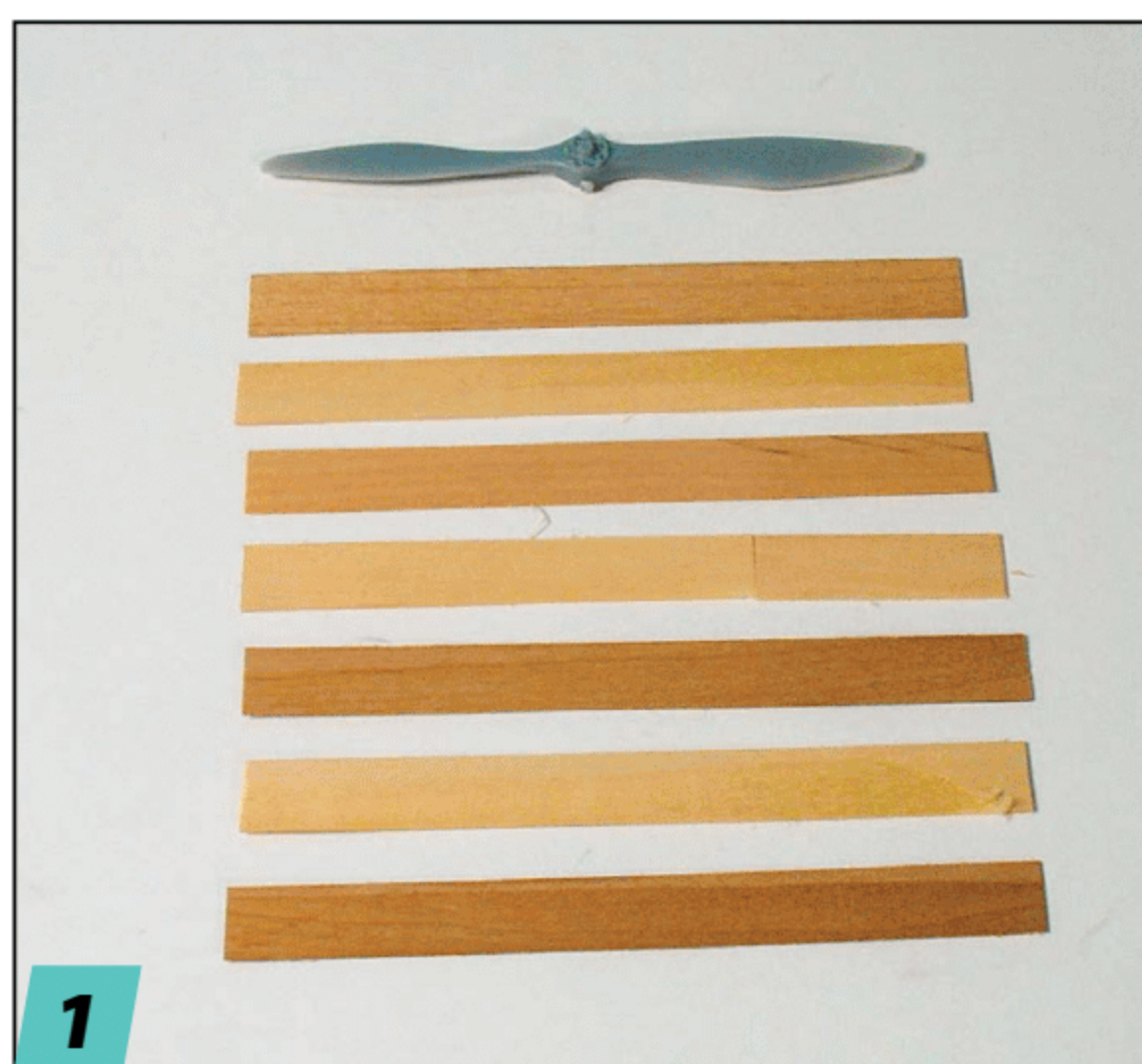
Axle restraining cables were made from Detail Master white wire, and Ammo Dark Wash around hatches, panel lines, and other recessed details added depth and shadow. The funnel atop the upper-wing fuel tank was made from round styrene rod. I snipped one end of Gaspach turnbuckles to a pinpoint to cement them in the provided rigging holes. **FSM**

MAKING YOUR OWN WOODEN PROPELLERS

Nothing says wood like the real thing

BY BOB STEINBRUNN

Disappointed by the plastic propeller in the the Hasegawa 1/8 scale Fokker Dr.I triplane, I built a wooden propeller to improve it. This got me thinking I should model authentic-looking propellers for my 1/32 scale World War I aircraft, too.



To emulate the full-sized prop, I used eight laminations of light and dark wood: basswood (lime wood in the UK) and American cherry. I cut strips .022-inch thick on a micro table saw from blanks wider and longer than the propeller provided in the kit.



Before gluing the strips, I colored them on one side with a dark brown artist pencil. This tends to provide more definition to the laminations after the propeller has been shaped.



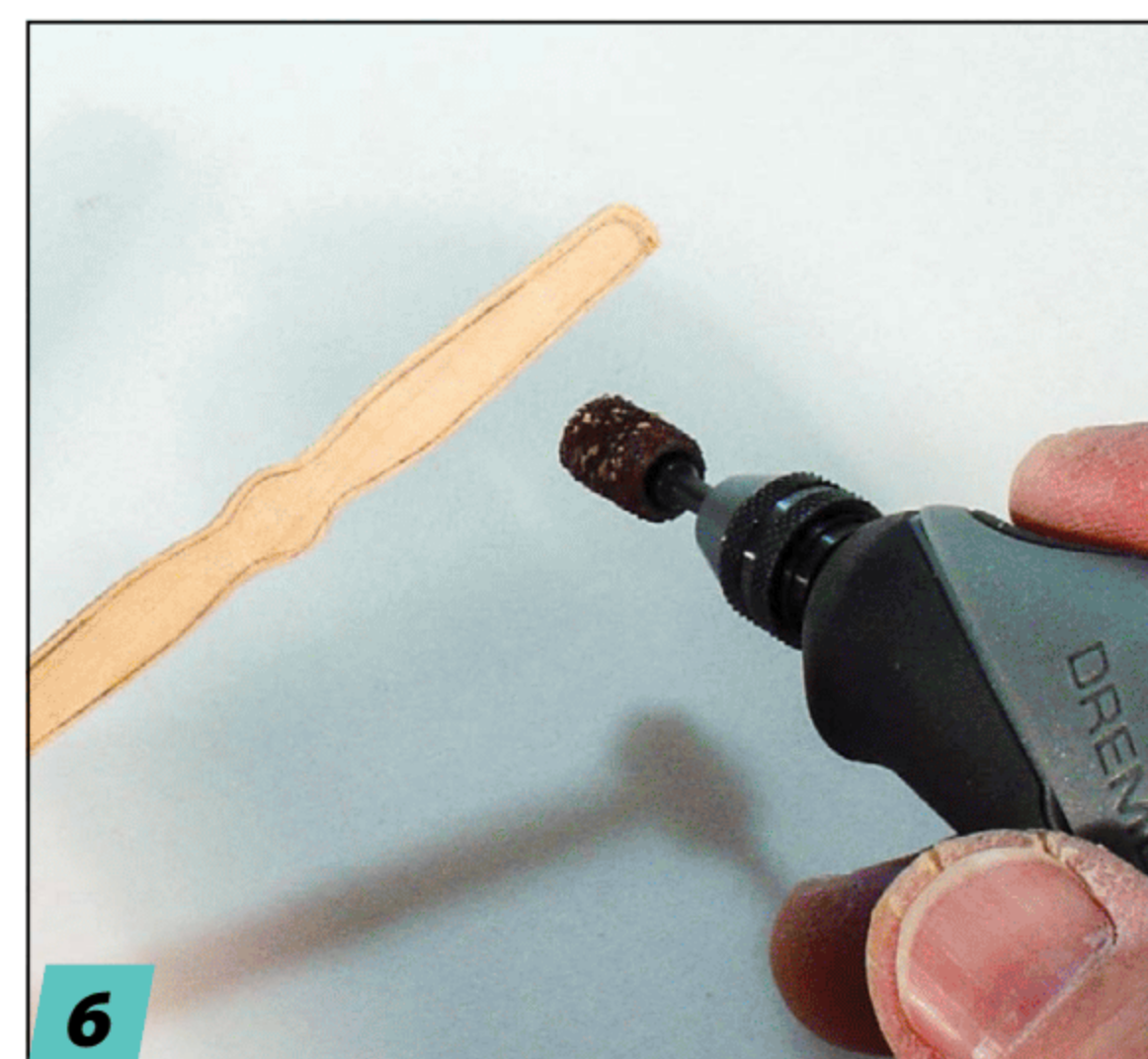
I glued the strips together with wood glue. Ensure the prop is not warped by the glue. If it is, the plank can be bent slightly to straighten it. Then, I clamped the planks to squeeze out the excess glue. With that done, I removed the clamps and flooded the edges with superglue.



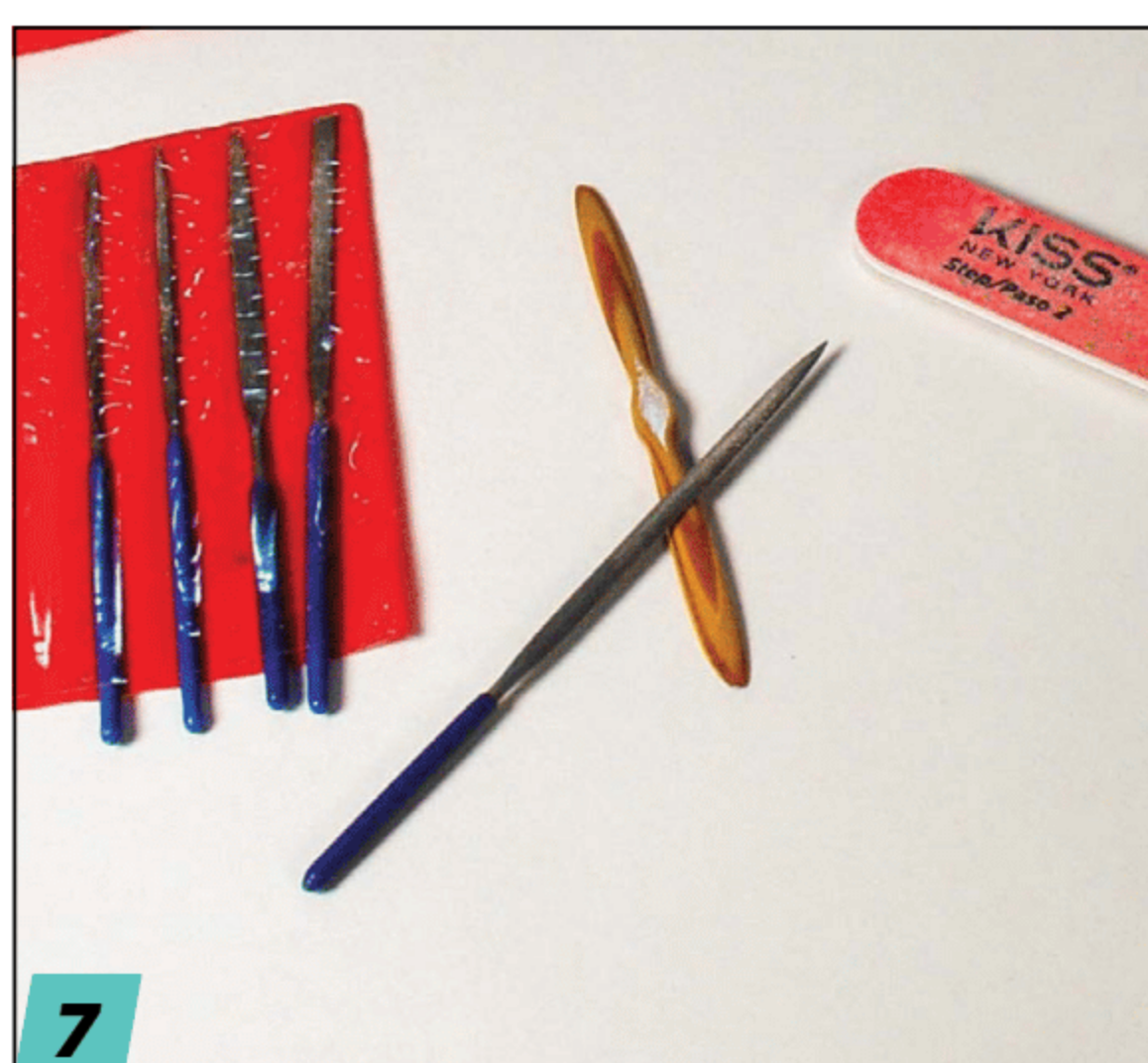
Before the glue set, I added the clamps again and let the compressed laminations dry overnight. More glue will ooze out but don't worry about it. The plank looks rough now, but that will change.



The next day, I unclamped the plank and filed the edges smooth. Then, I placed the kit propeller on the plank, held it firmly, and carefully traced its outline onto the plank with a sharp drafting pencil.



I chucked a sanding drum into a rotary tool and made quick work of rough-shaping the propeller outline. Watch out for sawdust!



From this point on, I used large and small files and sanding sticks to carefully shape the outline and blade angle. German propellers are easier in this regard, since the dark and light laminations should have the same shape and outline as I file and shape.



I sanded the propeller carefully with a foam sanding block and applied three coats of Minwax Helmsman Spar Urethane varnish with a brush, sanding lightly between coats.



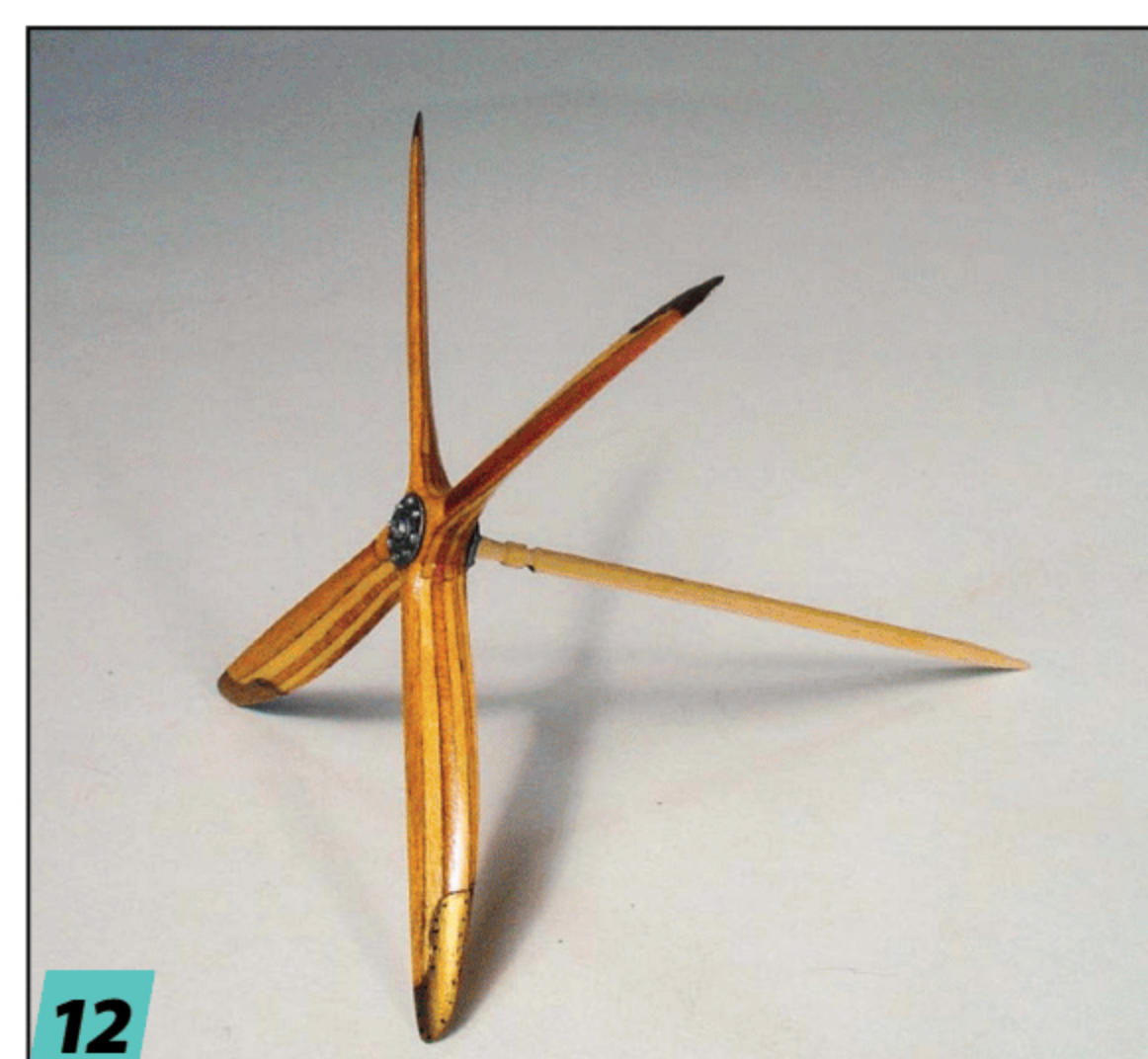
But what about the propeller's front and rear hubs? They're called thrust plates, and can be removed carefully with a photo-etched metal saw blade chucked in a hobby knife. I sanded the back plate to a scale thinness and drilled the lightening holes in the front plate.



The finished propeller is a thing of natural-wood beauty. I applied the propeller decals along with the front and rear propeller hubs.



Start a four-blade prop by cutting dark and light wood strips (see Step 1) about .125 inch wider and longer than the propeller and .025 inch thick. Cut short and long strips, with the longer ones overlapping the hub joints for strength. Then, follow steps 2 through 4.



Finish the propeller with two coats of varnish, buffing the first with a fine polishing block. Paint the thrust plates and superglue them on. Mask and airbrush the brass anti-abrasion plates (if any). A black, extra-fine-tipped permanent marker creates rivets. **FSM**

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Eduard Bf 109G-6/AS and G-14/AS 'Gustav Pt.3' Dual Combo

Not another 109," is a frequent lament on the internet. If you like the Bf 109, it's a good thing there's another 109 kit from Eduard, because its series of Bf 109s is superlative. The latest Eduard 1/72 scale Bf 109G-6/AS and Bf 109G-14/AS "Gustav Pt.3" Dual Combo plastic model kit allows you to build one G-6 and one G-14 — two models, one box!

Eduard's instructions offer plenty of information detailing the G-6 and G-14 versions equipped with the DB605AS engine. Clear, annotated illustrations point out specific features, and given the number of options in this kit, it helps to study the instructions and mark the parts needed for

your chosen version. No matter which of the construction options and 10 decal schemes you choose, you will end up with numerous parts to add to your spares box. A comprehensive set of stencils for both models and a placement guide are included, including one specific to Scheme D. A full paint mask set is included as well, one for each model.

Painted and bare photo-etched (PE) metal parts enhance the cockpit. I left off some of the finished PE as the various knobs and such were better represented by the injection-molded parts. I did, however, use the colored seat belts and instrument panel. The painted interior installed in next to no time, inserting into the fuselage from

below. Make sure the alignment tabs are engaged to avoid fit problems later on. I almost got caught by an error in the part numbering of the upper cowling — it should be Part V12, which fits perfectly, not Part P6 or S6, which do not fit perfectly.

The wing assembly starts with the perfect fit of the inner walls of the gear bay. Don't forget to paint the inner portion of the upper wing halves at the same time as you paint the inner parts of the radiator and oil cooler intakes.

All the wing-mounted control surfaces are separate, including the leading-edge slats and the ability to "bend" the inner flaps connected to the radiators. I fit the radiators to the wing after painting the

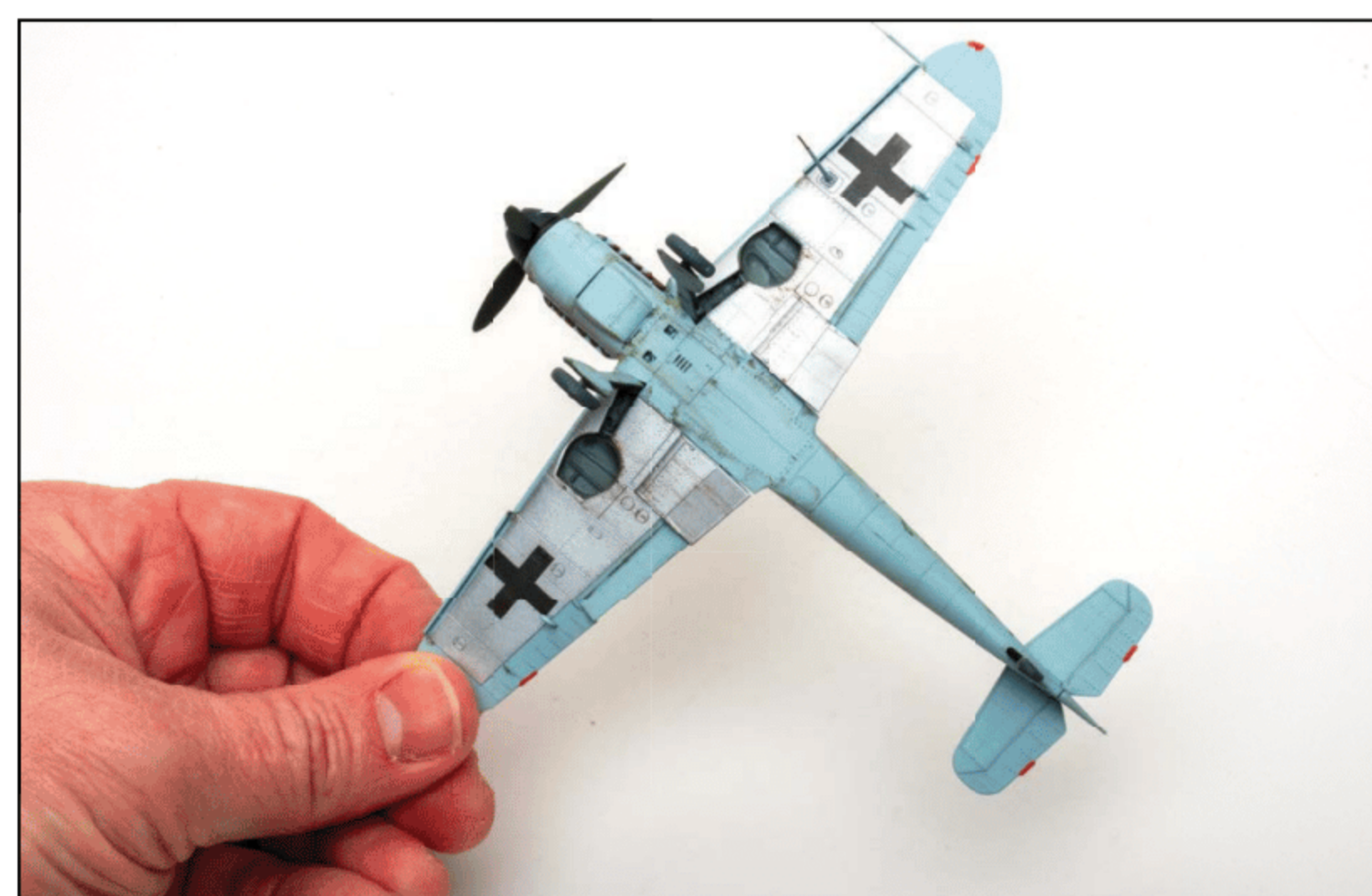


Kit No.: 2150

Scale: 1/72

Mfr.: Eduard, eduard.com (Sample courtesy of mfr.) **Price:** \$44.95

Comments: Injection-molded plastic (gray, clear); 342 parts (212 plastic; 130 photo-etched metal); pre-cut masks; decals **Pros:** Level of detail; good engineering and fit; easy build **Cons:** Numbering errors in the instructions



front grille and left the rear grille off to avoid potential fit issues (once assembled, you can't see it anyway). There was no need for filler or sanding at the wing root or trailing edge.

I installed the canopy and masked it with the kit-supplied masks.

The instructions incorrectly call out the wrong tire and hub part number combinations — but the drawings show the correct parts. The landing gear slots in place easily with the correct alignment thanks to prominent tabs.

Before mounting the underwing antenna for your chosen aircraft, you'll need to attach Part J19 from the clear sprue as a base, which the instructions fail to mention.

I chose the interesting Italian paint job with overpainted German markings. Omask produces a set of wheel-bay plugs (No. 77210) that makes masking the bays a snap. Decals went on without complaint, settling nicely into panel lines and over rivet detail.

I've used the word "perfect" numerous times to describe the fit of the Eduard 1/72 scale Bf 109G-6/AS and Bf 109G-14/AS "Gustav Pt.3" Dual Combo kit. I don't use it lightly. This has to be one of the best-fitting kits I've encountered. I spent 16 hours on this enjoyable build, much of that painting. Do yourself a favor, if you want a 109, go grab one of these Eduard kits.

— Chuck Davis

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- Tamiya 1/35 scale H39 French Light Tank ▼





Tamiya Toyota GR Supra Custom

The Tamiya 1/24 scale Toyota GR Supra Custom plastic model kit is a reissued kit with some new parts that can be built to U.S., European, or Japanese spec. That means either left- or right-hand drive along with other related parts, including a choice of stock or custom wheels. The model, however, cannot be built as a standard factory stock Supra due to the custom body panels. This is a curbside kit with a full interior and chassis detail underneath, but no engine.

There are some faint mold lines on the sides of the body, but overall, Tamiya's tooling is impeccable. Only four parts make up the main body. Prep was very easy, but I did chase the panel lines a little deeper.

The chassis has a good amount of detail and fits together well. I chose the custom wheels unique to this kit, and found the fronts were a tight fit to get through the rotors and onto the spindles. After attaching the tie rod, I found it easier to mount the wheels before installing the spindles onto the chassis.

The interior builds up easily, but because I opted for the U.S. version, the colors are low contrast. The Japanese version has some

red accents that look pretty sharp, and since it's a custom, I figured I'd use yellow accents in place of the red to dress up the interior a bit. Decals for the speakers and dash are a nice feature.

The aero package is shown as carbon fiber on the box art, and decals would probably make them look a bit cooler, but they are not included in the kit. Tamiya Metallic Black (No. LP-40) is called out for those parts, and I used it as directed. To raise the contrast with the body color a bit, I gave them a coat of Tamiya Clear Flat (No. LP-23).

The clear parts are designed, like many of the current Tamiya cars, with good-sized mounting tabs that ensure a positive fit and plenty of contact for applying cement with little worry of getting any of it where it can be seen. This makes installing the lights and windows almost stress-free. The body sections fit together similarly, so painting them individually (as I did) or after assembly is left up to the builder.

The realistic headlights are made up of five pieces and six decals per side. Extras of the smaller decals are included, in case you should lose one or have it fold over on you. I found it easier to apply one of the two larger decals to each headlight bucket and allow them to dry overnight before adding the next one. I recommend Tamiya Mark Fit Decal Solution (No. 87102) to make them conform to the model's surface, however, they do fit great on their own.

A black Supra decal is provided for the rear script, but the kit also comes with chrome transfers like the stock versions. I applied one of them first, then applied the decal over it. The Toyota badges in the front

and rear are chrome and black, so I thought this tied well into that theme.

I intentionally left off the front license plate. If you wish to use one of the front plates, you will have to drill holes in the front fascia. That's easy enough—you'll find the holes are already started on the inside. Just finish the job with a pin vise.

The Tamiya 1/24 scale Toyota GR Supra Custom kit goes together exceptionally well. The bigger challenge may be painting. If you like the subject matter or just want a fun kit to build, I highly recommend it.

— Mark Jones



Kit No.: 24371

Scale: 1/24

Mfr.: Tamiya, tamiyaua.com (Sample courtesy of Tamiya America)

Price: \$42
Comments: Injection-molded plastic (white, black, chrome, clear); 137 parts (133 plastic; 4 rubber tires); mylar transfers; pre-cut window masks; decals; **Pros:** Impeccable tooling; chassis has good detail and fits together well; interior builds up easily; clear parts have good-sized mounting tabs and plenty of contact **Cons:** Can't be built as standard factory stock; front wheels are a tight fit





Academy USN F4F-4 Wildcat 'Battle of Midway'

The Grumman F4F-F Wildcat was the mainstay fighter of U.S. Naval aviation for the first two years of World War II. While it could not match the Japanese Zero in speed or agility, it was durable and easy to fly. Even after the combat debut of the Hellcat and Corsair, the Wildcat remained in production and combat service on escort carriers. Several kit manufacturers have produced the Wildcat, including this new Academy 1/48 scale USN F4F-4 Wildcat "Battle of Midway" variant.

Cockpit construction starts the build with sidewalls and an instrument panel decal. The seat belts come as photo-etched (PE) metal parts, with shoulder and lap belts. The cockpit floor includes cutouts for the lower windows. Construction then moves to the landing gear and wheel bay. The landing gear assembly is intricate, and you'll need to be careful to align everything properly, or your model will not sit right.

At this point, choose whether or not to fold the wings! That's right, this kit is the first in 1/48 scale to offer a folding wing option. Steps 6, 7, and 8 cover the folded wing option, which I chose for my build. Steps 9 and 10 cover the extended wings.

The wings have internal bracing for the extended position. The fit of the wing joints is tight and did not require any filler.

Step 13 calls for the installation of the main landing gear, but I left it off to make painting easier. The only external stores included are a pair of 58-gallon fuel tanks. The 14-cylinder Pratt & Whitney engine is well-detailed, including two banks of seven cylinders each, a pushrod assembly, and the crankcase. The engine cowling includes both open and closed cowl flaps. The final assembly options offer an extended and retracted tail hook and open and closed canopies.

All the painting and marking options represent aircraft that participated in the Battle of Midway. I chose Lt. Cmdr. J.S. Thach's plane, the commander of VF-3 and inventor of the Thach Weave, which helped Wildcat pilots cope with the superior maneuverability of the Zero fighter. The decals performed well, but released quickly from the backing paper. Be careful with the stars, as they like to roll up.

The included canopy mask set is a pre-cut and easy to use, which makes prepping for paint a snap. The wheel masks are slightly undersized, so I recommend mak-

ing your own masks with Tamiya tape or similar material.

I spent about 25 hours on the Academy 1/48 scale USN F4F-4 Wildcat "Battle of Midway" plastic model kit. The assembly was straightforward, with no pitfalls or problems. The inclusion of folding wings is carried out beautifully. The masks and PE coming standard with the kit is an excellent touch, one I hope more manufacturers will emulate. I used Mr. Hobby and Mr. Color paints and decal solutions. My primary references were the Squadron *F4F Walk Around* and the Detail & Scale *F4F and FM Wildcat*.

— Ethan Smith

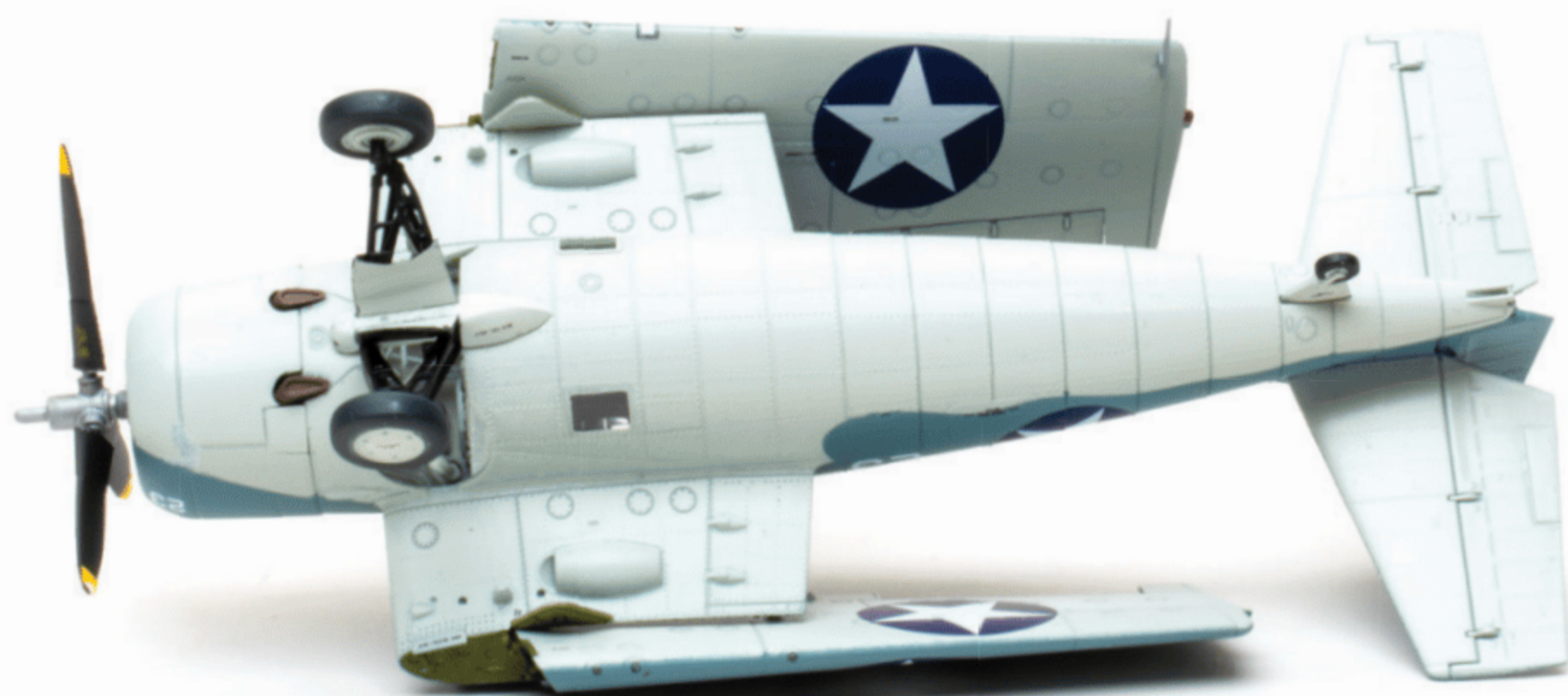


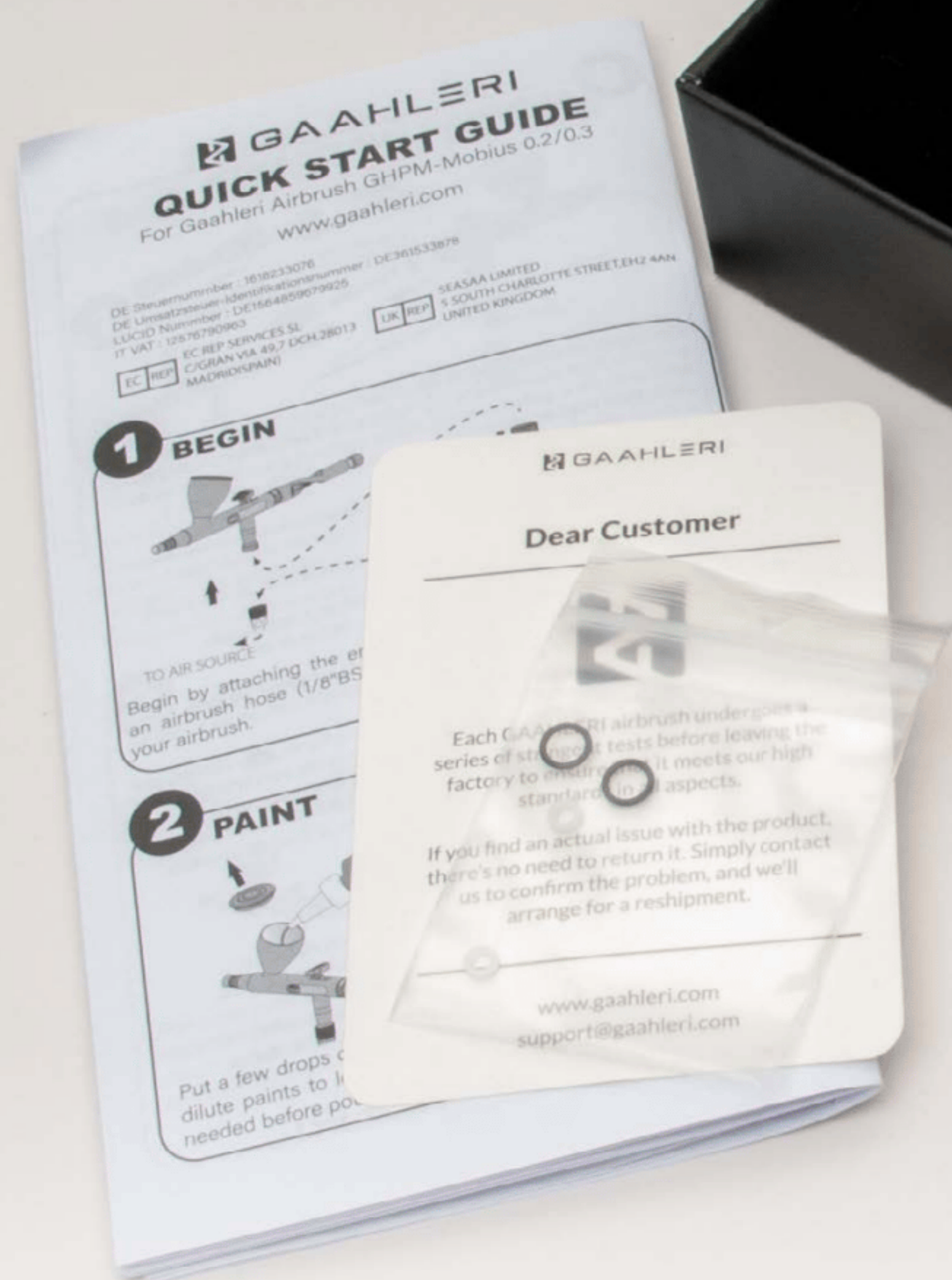
Kit No.: 12355

Scale: 1/48

Mfr.: Academy, modelrectifier.com (Sample courtesy of MRC) **Price:** \$36

Comments: Injection-molded plastic (light gray, clear); 129 parts (6 photo-etched metal); die-cut canopy masks; decals **Pros:** Folding wings; photo-etched metal seat belts; peel-and-stick canopy masks **Cons:** The wings' trailing edges are slightly thick





Gaahleri Premium Series Mobius 0.2mm dual-action airbrush

The Gaahleri Premium Series Mobius 0.2mm dual-action airbrush comes at a time when more and more hobbyists are picking up airbrushes to paint miniature figures, Gunpla, and other small, detailed models or components. Known for solidly designed airbrushes that won't cost you an arm and a leg to purchase, Gaahleri steps up with its Premium Series Mobius models, offering you a choice between airbrushes with a .2mm and .3mm nozzle (\$77.99).

Inside the beautiful packaging, you'll find the airbrush, paint cup and lid, replacement O-rings, and a tube of needle lubricant. The airbrush weighs all of 4 ounces (112 grams), with an ergonomically shaped trigger that took me a little getting used to, because I found my finger tended to slip off it. However, with use, as with all things, I grew accustomed to it.

Up front, you'll find a micro air-control (MAC) valve to adjust the volume of air flowing to the nozzle at your chosen air pressure. It's a nice addition to an airbrush for fine-tuning your spray patterns and isn't included with all brushes.

The 1/10-ounce paint cup is small, which shouldn't surprise you since this is an airbrush meant for detail painting. If you're planning to paint an aircraft carrier, maybe kick it up to a .5mm brush with a siphon feed. Still, I would have liked to have a slightly larger cup for longer spray times before refills. You can purchase the 1/3-

ounce cup found with the .3mm version separately.

In back, there's a lever adjustment knob to control the tension on the trigger and an adjustment knob to limit trigger pull. For people like me, this last adjustment knob is a nice feature, because after I know what I'm painting, I can set how far the needle pulls back and then just concentrate on painting.

Disassembling the airbrush, you can appreciate how much thought Gaahleri put into engineering the Mobius. Yes, it's an airbrush, and the parts are by necessity small, but they don't "feel" small. While delicate, they're substantial and don't handle like they're going to break, bend, or fly off easily to be devoured by your carpet monster or roaming neighborhood blackhole. And you'll notice the placement of seals in key areas that may have caused you trouble on other airbrushes, like the throat beneath the feed cup, behind the nozzle cap, or around the spring case.

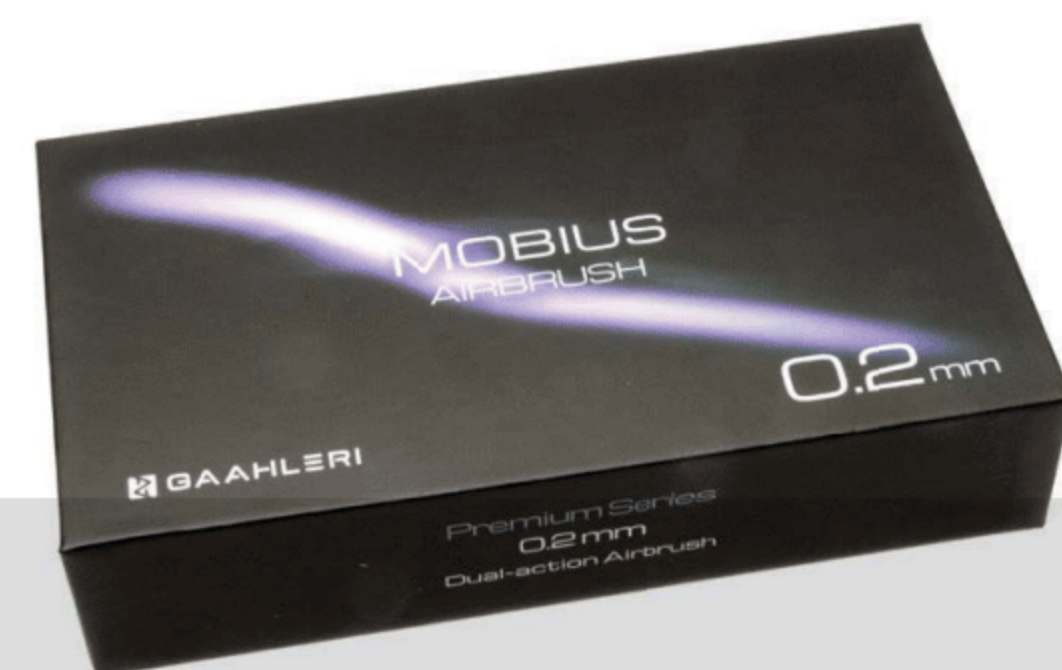
Gaahleri highlights the Mobius handle's patent-pending, spiral-shaped, cutaway design. It allows easy access to the adjustment knobs, but I'm not sure of its functionality beyond that point. It certainly looks cool.

For me, though, the spiral MAC nozzle makes this airbrush stand out. About 1/2 inch long, it has six grooves along its sides to channel air evenly down to the tip. It is self-centering without any need of a wrench for tightening. What's more, the

nozzle is made from aluminum, not brass. While slightly softer than brass, aluminum is more resistant to corrosion and tarnishing, which could affect your painting.

After spending several paint sessions with the Gaahleri Premium Series Mobius 0.2mm dual-action airbrush, I can say that I enjoy it for detail work. It feels good in my hand, I don't get tired using it, and it produces fine patterns. I still can't paint a consistent pencil line with it, but that's my limitation, not the airbrush's — I'm lucky I can get a pencil line with a pencil. If you're in the market for a small-nozzle airbrush and have \$100 to spend on it, the Mobius 0.2mm would be a fine choice. I would spring for the larger paint cup, too.

— Tim Kidwell



Prod. No.: GHPM-Mobius 0.2

Mfr.: Gaahleri, gaahleri.com (Sample courtesy of mfr.) **Price:** \$76.99

Comments: Dual action; gravity feed; all-metal construction; needle lubricant; extra O rings **Pros:** Well-balanced; ergonomic trigger; MAC valve; self-centering nozzle **Cons:** Small paint cup



ICM SdKfz 3b with Flak 38

Photos by Kyle Nelson

The ICM 1/35 scale SdKfz 3b with Flak 38 plastic model kit is a new addition to the company's Maultier halftrack family, first introduced in 2012. This variant pairs the original chassis and running gear with the V3000S cab and Flak 38 to create the *Truppenluftschutzwagen* — a mobile anti-aircraft platform.

The kit's 20-page instruction book covers 89 steps. The chassis ladder frame requires careful alignment, as vague location points can cause problems later on. Make sure the frame is level and square, or you will encounter significant trouble adding the remaining components. The kit comes with a nicely detailed motor, but it's hidden after the cab is installed. The delicate suspension exercised my patience and required attention while building. However, the link-and-length tracks fit well.

The cab has a basic interior, and despite complex seams, the hood and cab assembled smoothly. The cargo-

bed side panels can be posed up or down, depending on whether you want the gun prepped for action. In my sample, both the left and right side panels were slightly warped, so I posed them up to keep them from appearing to defy gravity. The Flak 38 gun dates from 2024, has sharp details, and builds easily. It can be posed stowed or ready for action. I'd replace the muzzle flash suppressor with an aftermarket part if I were to build this kit again — the details are hampered by the limits of tooling for styrene kits.

I painted the main subassemblies — chassis and running gear, cab, bed, and gun — separately using Tamiya colors. While the instructions show a standard three-tone camo, I opted for a worn winter whitewash using the hairspray technique. I first painted the vehicle a dark yellow and let that dry for 24 hours before applying a gloss coat. After another day, I coated the model with aerosol hairspray, let it dry for 30 minutes, and airbrushed a white acrylic top coat. After 15 minutes, I used a variety of brushes and water to chip the whitewash.

I left the back of the cab off to install clear parts after painting, avoiding the need to mask. After sealing it up, I attached the cab, bed, and gun to complete the build. Decals were minimal — I used the instrument panel dials and front and rear license

plates, but skipped the kill rings for the gun barrel. A burnt sienna artist-oil wash added a subtle, dirty finish to tie it all together.

The ICM 1/35 scale SdKfz 3b with Flak 38 plastic model kit was a mixed bag. The older chassis, suspension, and running gear posed some challenges, while the newer cab and Flak 38 components were well-designed and enjoyable to build. I spent about 18 hours on construction and another eight hours painting and weathering. Due to the difficulty of the older parts, I would recommend this kit for intermediate and advanced modelers.

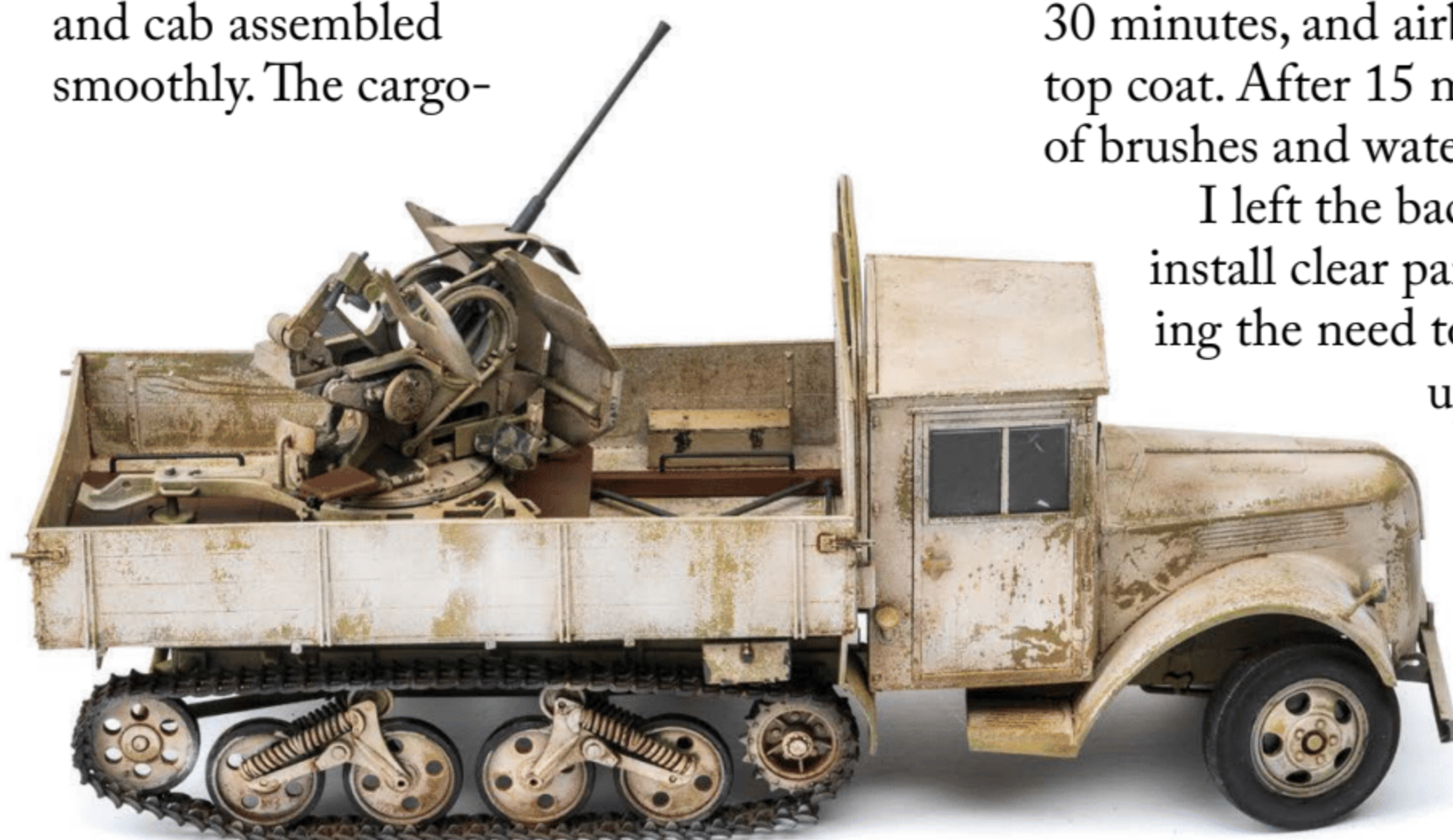
— David Nelson



Kit No.: 35455 **Scale:** 1/35

Mfr.: ICM, icm.ua.com **Price:** \$82

Comments: Injection-molded plastic (light gray, clear); 350 parts; decals **Pros:** Minimal cleanup; good fit and engineering; great decals **Cons:** Vague instructions; delicate suspension; warped cargo-bed side panels



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COMING EVENTS

IL, SCHAUMBURG: The Military Miniature Society of Illinois holds its 50th Chicago Show Saturday, October 18, 2025 at the Chicago Marriott Schaumburg, 50 N. Martingale Road, Schaumburg, IL 60173. 9AM to 4PM on Saturday 10/18. For more information contact Show Chairman Pat Vess (pat@livezey.net 630-730-2492) or visit our website: military-miniature-society-of-illinois.com

IL, WHEATON: 86th ILLINOIS PLASTIC KIT & TOY SHOW. September 28, 2025, 9am-2pm. DuPage County Fairgrounds, 2015 W. Manchester Rd., 60187. Adults: \$8.00, under 12 FREE w/adult. 150 tables available, BUY/SELL/TRADE OR JUST BROWSE. Have a great time. Cars, Trucks, Airplanes, Military, Fire/Police, Muscle Cars, all scales. Re-live childhood memories. Follow us on Facebook! Past-Time Hobbies, Inc. 630-969-1847

*All listed events were confirmed as active at the time of press.
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By Tim Boyd

Rebranding a convertible cat

MPC tried a different approach with its 1970 Mercury Cougar Open Sportster

By the end of the 1960s, convertibles were quickly falling out of favor in the automobile market, with most manufacturers discontinuing the body style by the end of the 1970 model year. As it turns out, convertible model car annual kits had nearly always been much slower sellers than the hardtop variants, so as the 1/1 scale convertibles disappeared, so did convertible model kits.

For example, when the AMT, MPC, Revell, and JoHan 1/25 scale 1970 model year annual kits debuted, only a few convertible kits remained — among them the Revell Mustang, MPC Impala Chevy, and MPC Cougar. To broaden whatever market appeal remained, Revell designed its Mustang kit to build either a convertible or Grande hardtop, while MPC resorted to merchandising its Impala convertible as “The Bat Machine” with glow-in-the-dark styrene. MPC branded its Cougar convertible as an “Open Sportster” (instead of convertible).

MPC’s 1970 Cougar convertible kit was unique in several ways. It was the only Cougar convertible kit ever offered in 1/25 scale, it featured the luxury XR-7 trim rather than a muscle-bound version of the base Cougar, and it contained a degree of detail that blew away most other MPC annual kits that year.

While AMT offered Cougar annual kits from 1967 through the 1969 model years, MPC did not produce factory stock Cougar kits until its 1969 ½ hardtop tied to *Car Craft* magazine coverage of a drag racing project car. MPC’s kit not only built the factory stock version, but also offered an exact replica of the real drag car built by “Dyno” Don Nicholson. The Cougar “Super Cat” was awarded as the grand prize in a Coca-Cola giveaway.

For its 1970 annual kit, MPC carried over the “Super Cat” kit with minor revi-



sions to the body reflecting Mercury’s updated front and rear styling. MPC further upped the ante with a convertible version of their Cougar kit. Beyond the expected convertible top boot, a cut-down clear windshield and side-windows unit, and a pseudo roll-bar canopy (also molded in clear styrene) rounded out the Open Sportster theme.

A custom version added six clear red tail-lights with chrome bezels and a grille with a honeycomb texture that included vertical center fog lamps. Long, narrow, plated side pipes, racing mirrors, and a rear spoiler completed this build alternative.

Meanwhile, a separately molded engine compartment with shock tower to cowl braces framed either a 428 CJ Ram Air with factory smog air injection pump and an exhaust manifold to air cleaner pre-heat tube or a pre-production version of a semi-Hemi Boss 429 with a NASCAR-style intake manifold and tubular headers. Both engines included separately molded engine blocks, starters, and oil filters.

The chassis featured a front suspension with upper A-arms molded to subframe rails, lower A-arms with struts and an anti-roll bar, and separate coil springs that mounted between the upper A-arms and shock towers. A driveshaft, stand-alone dual exhausts, and rear shocks completed the chassis assembly. In total, the engine compartment and underbody stunned with its completeness, especially when compared to MPC’s newly tooled 1970 Challenger and Cuda kits.

While this 1970 convertible kit was a “one and done” offering, all the underbody goodies carried over largely intact to MPC’s 1971 Cougar hardtop kit, as well as the following 1972 and 1973 annual kits. You can still find these parts even today in Round 2’s recently reissued “The Cat” 1973 Cougar street machine kit. Meanwhile, today, the 1970 Cougar Open Sportster kit is a seldom seen and expensive collectible. **FSM**

MPC 1/25 SCALE 1970 MERCURY COUGAR OPEN SPORTSTER

Kit No.: 2370

Introduced: 1970, never reissued

Current Value: \$260

1966

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1940 WILLYS GASSER (COCA-COLA)
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1/35 Military Miniature Series

U.S. Tank Destroyer M36 (Item 35390)



One full body figure holding the M3 submachine gun on its shoulder.

1/35
SCALE

An Ace up the Allies' Sleeve

With power and exemplary maneuverability thanks to a 42km/h top speed, the U.S. tank destroyer M36 was a welcome addition for the United States Army which had struggled in fighting against powerful German forces such as rival Tiger and Panther tanks. Based upon the M10A1 chassis with a 450hp gasoline engine, the M36 featured a newly designed open top turret, and adopted the 90mm M3 gun. With high-velocity armor-piercing rounds, the M3 defeated 156mm thickness armor from 1,800 meters. The M36 saw its first action on the Franco-German border in October 1944, and destroyed many German tanks at the Battle of the Bulge that December. Now, Tamiya welcomes this tank destroyer - which contributed to the victory of the Allied forces - into the 1/35 Military Miniature Series! Just like the actual vehicle, this kit holds its own even when displaying it with kits of Tiger and Panther tanks. Check out the powerful form of the M36 in 1/35 scale!

★The form with open top turret is captured in style. ★The full interior has realistic depictions of shell racks and floor. ★Differential cover, gun shield and counterweight have cast surface patterns. ★Accessories such as bags, shells, ammunition cases and casings are included. ★Comes with two marking options.

The counterweight is depicted with its curved form, and features ease of assembly thanks to use of slide molding.

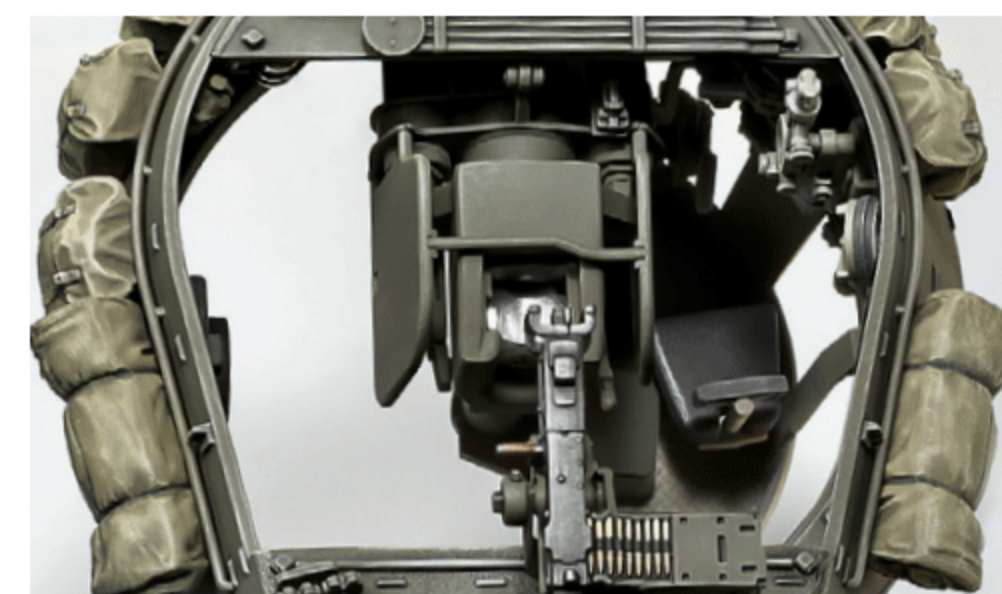
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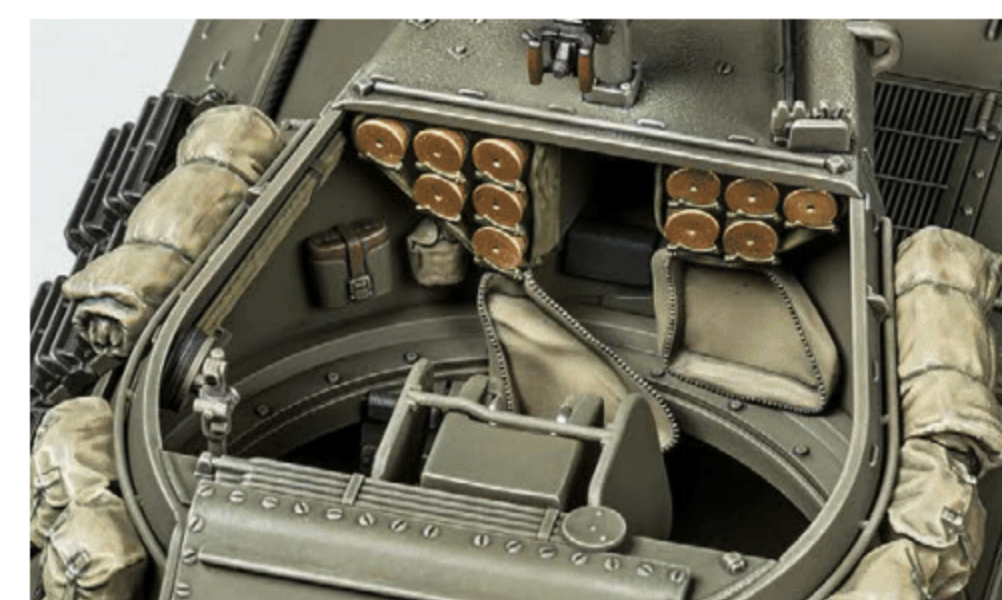
Realistic renderings of hull rear features such as travel lock.

Assembly type tracks have one-piece straight sections.

Plastic parts realistically recreate tow cables and ensure ease of painting.



The turret interior has realistic depictions of main gun breech, sighting device, and the seated basket.



Counterweight shell racks are captured with canvas covers open. Gold color shells give accent.



Exhaust deflector on hull rear is authentically recreated by the ergonomic parts breakdown.

U.S. Tank Battalions in Tamiya 1/35 scale!



U.S. Tank Destroyer M10
(Mid Production) (Item 35350)



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U.S. Medium Tank M4A3E8 Sherman
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Painting the U.S. Tank Destroyer M36

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Tamiya Color Spray Paints (TS)

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