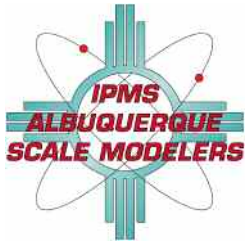


ALBUQUERQUE SCALE MODELERS



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December 2017

THE EAGLE'S VIEW MIKE BLOHM

Supersonic • Election Results • and End of Year Festivities

I have a couple of items to cover, but first I want to thank everybody who stood for election and re-election to the 2018 ASM Executive Board, and all who participated (voted) in the election. We had a good turnout and things went very smoothly. Congratulations to the following in these positions in 2018: Josh Pals as Vice President; John Tate as Contest Director, and Jack Garriss, Keith Liotta, and Chris Kurtze as Pro Tems. Please let the E-Board folks know if you have any suggestions to

make the election process and advertising (newsletter and website) better. The same goes if you have any suggestions for what you would like to see the club do in 2018—clinics, model shows, presentations, field trips, etc. There will be some discussion on the 2018 contest schedule at the December 1 meeting, so do some brainstorming on that.

Speaking of the December meeting, that night is the “Supersonic” Special Contest. We just passed

November Meeting highlights, left to right: Members setting up the contest entries, one of five IPMS 25-year pins handed out, and the business meeting in progress.



the 70th anniversary of the first official supersonic flight on October 14, 1947. Most modelers know about Chuck Yeager “breaking the sound barrier” in the rocket engine-powered Bell X-1 aircraft—with a shape that resembled a Browning 0.50-caliber machine gun bullet—so I won’t delve into the history behind that event. I was asked by one of the members to talk a bit about what it’s like to actually “go supersonic.” So here is a little bit about my experiences. When you are supersonic, there is really no change in what things look like unless you have something with which to judge your relative velocity. If you are near clouds or pass close to somebody else, say in a head-on pass where you are both supersonic, then you can really tell that you’re smokin’ through the sky. Going that fast shortens your decision-making time and reactions become more critical. How fast you need to go to break Mach 1 depends upon altitude, temperature, air density, etc. Typically it is about 768 mph (660 knots) at sea level and around 678 mph (590 knots) at 30,000 feet. We typically went around Mach 1.5 during our air-to-air missions. The F-4 Phantom II has vari-ramps in the rearward half of the intake splitter plates that are supposed to control the velocity of the air flow coming into the engine. They rarely deploy, but when they do... The first time I experienced that really got my attention—a huge “thump” and then a howling sound that you could hear through the canopy. They were right in front of where I was sitting.

There was one time we had engaged some F-15 Eagles and were separating away from the fight—“unloaded” (zero G—which is an interesting experience in itself) going full blower in a slight dive, and I checked our airspeed. We were at 760 knots calibrated, which is one of our limits where things start melting. I glanced over at my true airspeed dial, which I believe said 1,200 knots. I didn’t normally check speeds, as I had a lot of other things to do like checking six and tracking everybody with the radar, but that might have been the

FRED’S FOTO FILE

FRED FRANCESCHI

Confederate Air Force, B-25s & C-46

Still more photos of Confederate Air Force airplanes taken at Harlingen, Texas, in the early 1980s by my brother Jim. Here are pictures of B-25 Mitchells and a C-46.

The C-46 was a real workhorse and was used where the required range was more than the C-47 could go, and to carry heavier cargo. C-46s were used extensively in the China-Burma-India theatre. The C-46 was eclipsed in the public’s awareness by the C-47, probably because of the “D-Day” invasion. And maybe Douglas Aircraft Company had better marketing. But in reality, every invasion had a “D-Day,” since D-Day meant the day of an invasion.



B-25 *Texas Rose* in desert camouflage.



A Curtiss C-46 Commando, an aircraft that did a lot more than it was given credit for to help win the war.

[Editor’s note: The full text of Fred’s article, and many more photos of this CAF display (larger and in higher resolution) can be found in the [Bonus Pages](#). -JW]

fastest I ever went during a real mission. In the debrief the Eagle driver showed us his tape, which showed us rapidly walking away from him, out of range with no shot at us. The Phantom was advertised as a Mach 2 fighter, but we rarely got there. The couple of times that I know that I did were during functional check flights where we got really high and really fast to check out the jet and all the systems after major maintenance actions; and also when we were executing snap-up attacks against

high-flying drones simulating MiG-25 Foxbats. In one of those missions, I can remember being nervous about not touching the canopy when we were going about Mach 2.1 because there was no air out there. We were above 50,000 feet in a climbing glide and the sky was really dark blue and you could see a bit of a curve on the horizon. A “clean” Phantom (no tanks) can haul when it has to. But I digress. So to sum up: when you go supersonic the stars, or clouds, all go to streaks and you get a thunderclap, and that’s really cool. Just kidding (but it’s true!).

December 1 is also the “2017 ASM Model of the Year Showdown” Contest. All the 2017 Best of Show winners from all the Theme (points) and Special (non-points) Contests in the four modeling divisions are eligible to compete. You do not have to be at the meeting, but your model does. See the “Model of the Year” webpage for a listing of all the contenders, posted by month. There are 28 models shown—let’s make sure all 28 are there on December 1. Of note, winners from the “Supersonic” Special Contest are also eligible. Be there—aloha—no deals!

To wrap up, here is another short story on an American ace. I have so far neglected the P-47 Thunderbolt aces since I started writing this column, so here is a story on one of them: Major William Dunham of the USAAF. “Dinghy” Dunham is the second-ranking ace of the 348th Fighter Group (FG), “Kearby’s Thunderbolts.” He is the 32nd-ranking US ace (tie) and 27th-ranking USAF ace (tie) with 16 total victories. Dunham initially served with the 53 FG in Panama before transferring to 348 FG in Nov 1942 where he would serve two combat tours in the Southwest Pacific. He scored fifteen victories with the P-47D, including seven kills on his first tour, with a “double” on 16 Oct 1943 (2 Haps) and a “triple” on 21 Dec 1943 (3 Vals). He scored nine more victories on his second tour, with a “quadruple” on 7 Dec 1944 (2 Zekes and 2 Oscars). His final kill was in a P-51K against a Frank on 14 Dec 1945.

During his second tour he commanded both the 342 Fighter Squadron (FS) and 460 FS, and rose to Lieutenant Colonel and Deputy Commander of the 348 FG. Dunham remained in service and later commanded several jet wings. He retired from the USAF as a brigadier general in 1970, and died in 1990. This model [See the [Bonus Pages](#)] of his

P-47D is the 1/2-scale Hasegawa kit with Aeromaster decals (AM 72-008). All of his aircraft were named “Bonnie” or “Mrs. Bonnie.” The black wing and fuselage bands were a theater recognition marking. Some sources show the glare panel and spine as olive drab, and others have those as black.

Special Note

John Dodd will be giving a model skills clinic on Diorama Terrain Building at the December 1st meeting.

VP REPORT

JERRY LITTLE

Okay, Now what am I gonna do...?

What a great pleasure it is to be part of ASM and to have served on the Executive Board (E-Board) over the last three years as Contest Director and Vice President. At last, now is the time for others to step in and help serve the club in the coming years. I enjoy being part of what is arguably one of best clubs in the country has made me a better modeler and hopefully, done my part to make the club a little better as well. The two highlights during that time were ASM being selected as IPMS/USA Chapter of the Year and a super successful Chile Con 4. Seeing all the great work done by the club members and CC4 convention leaders made me proud to be part of ASM! So thank you ASM for letting me be part of the E-Board! I look forward to all the great things the new board members will accomplish!

So now what am I gonna do? Well, in light of the recent election, I’ve collected a bunch of Russian avi-

PRELIMINARY

Year 2018 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

05 Jan **SPECIAL CONTEST #1:**

SCI-FI/SCIENCE/REAL SPACE/FANTASY

Sponsored Contest: “Frickin’ Laser Beams” (Patrick Dick)

02 Feb **ASM Swap Meet**—no contest.

02 Mar **Open Contest**—Any kit/subject/scale.!

For planning purposes, the first three contests of 2018 will follow the usual early year pattern. Rest of schedule to be determined!

ation kits to build! Look for some articles in the newsletter that cover reviews and possibly a build article or two and maybe a clinic on how to spend hours and hours trying to match the most elusive paint colors in the modeling world... Okay, maybe Brian Peck had a little to do with making me buy those Russian jets...

ASM has a great opportunity to display some of the outstanding things the club has done at the next IPMS/USA Nationals (Phoenix 2018). The question is: What do we do? The host of the Nats has offered a display (not contest entry) to local clubs to showcase what they do as part of Region 10 and IPMS. We've had a couple of great suggestions and as a club, we need to decide if we want to participate and what we want to showcase.

The first recommendation was to display all of the Nats winners we've had in the club. This is to show the participation and skill that our members have in the community.

The second recommendation was to display some of the annual Models of the Year to show how our club participation leads to great modelers. One point is that some of our MoY have gone on to place at subsequent Nats! The third recommendation was display in groups some of the extracurricular outreach activity we do in small vignettes like Boy Scouts Make & Takes, ComicCon displays or even the most recent Folds of Honor. Finally, the fourth recommendation was to display all the Previous Nats winners we have in the club. This would highlight all the fantastic modelers ASM has produced over the years. All of these are important and as a club, we need to choose which to do and how we should accomplish that. So, give it some thought and at the next meeting we'll decide as a club and get started on showing the modeling world what a great club ASM is!

CONTEST DIRECTOR VICTOR MAESTAS

The November meeting had the final Points Contest of the year with an Open theme. In Basic, Charles Pitrilli took Best of Show and People's Choice with his Nissan Skyline with some heavy road weathering. In Intermediate, John Dodd's impressive *Bismark* battleship took People's Choice and David Epstein's very clean Yuan-class submarine took Best of Show. In Masters, Brian Peck's nicely executed F4U-1A Corsair took both Best of Show and People's Choice awards.

The December meeting will have a special contest with a theme of "Supersonic." Special contests are not for points and up to five entries per modeler can be entered. Also in December is the Model of the Year contest. All models that have taken Best of Show throughout the year are eligible, but the model must be on the tables to be considered. Winners for Modeler of the Year and Model of the Year will be announced at the January meeting.

The contest schedule for 2018 is being developed and the E-Board and the Contest Director (John Tate) are taking suggestions. Please contact John or any member of the E-Board with any ideas for contest themes for next year.

IN THE BONUS PAGES! JOE WALTERS

In this month's **Bonus Pages**:

- Photos of the November contest winners
- The full text and photos of Fred's Foto File
- A P-40 Kit Review by Mike Blohm
- Ken Piniak builds a model from his Shelf of Doom!
- And more!

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ASM members are encouraged to submit articles, reviews and other items as appropriate. Contact editor Joe Walters for details and specs. Submission deadline for each issue is the 20th of the preceding month.

BONUS PAGES!

NOVEMBER CONTEST WINNERS

Top to bottom: Frank Randall's B-17G took Brian Peck's "Heavies" sponsored contest. In the open points contest, David Epstein's Yuan-Class Submarine won Intermediate.



Top to bottom: Charles Pitrilli's *Nissan Skyline R34* (Basic); and Brian Peck's *F4U-1A Corsair* (Masters). There were no Junior entries. Photos by Frank Randall and Joe Walters.



BONUS PAGES!

FRED'S FOTO FILE

FRED FRANCESCHI

Confederate Air Force, B-25s & C-46

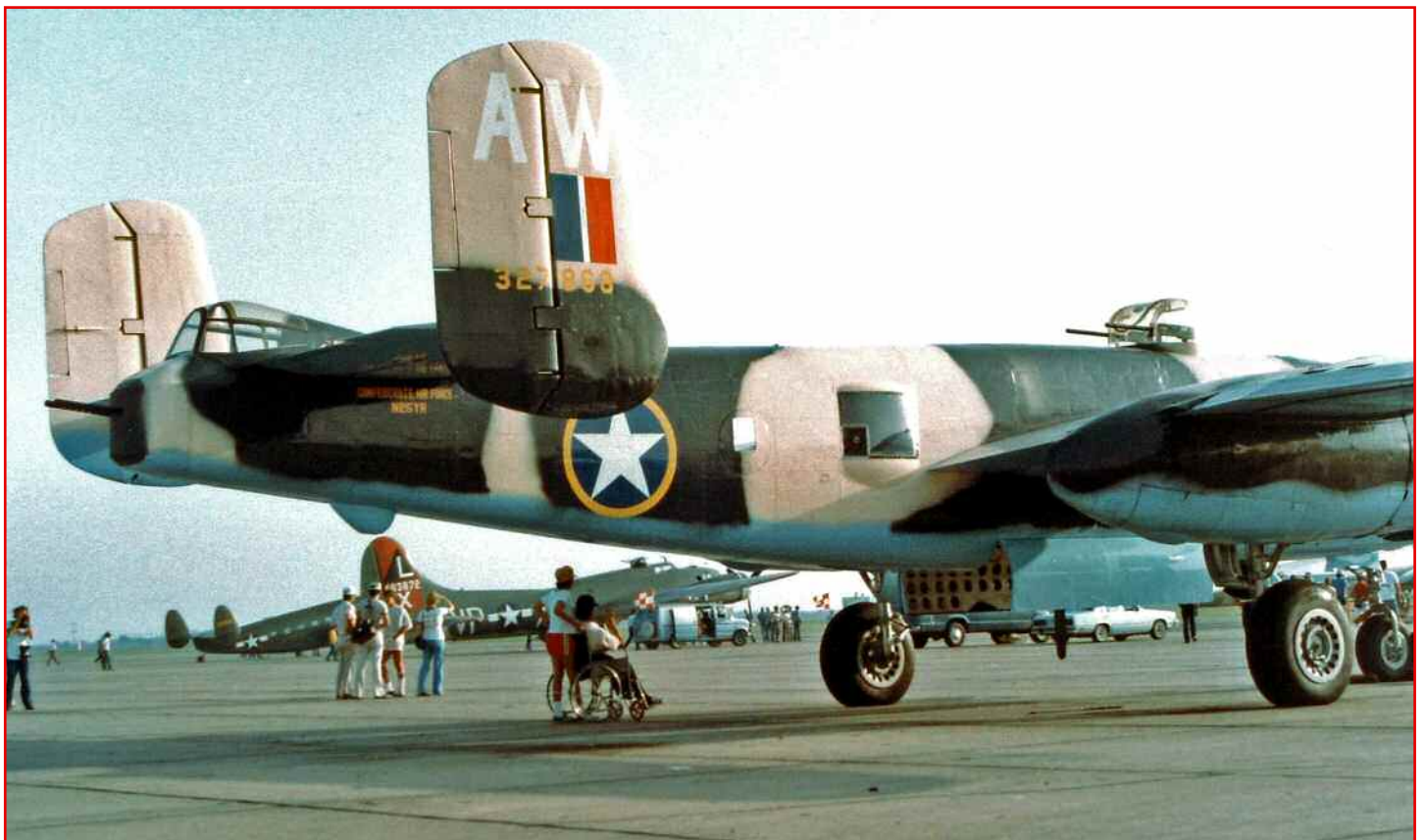
Still more photos of Confederate Air Force airplanes taken at Harlingen, Texas, in the early 1980s by my brother Jim. Here are pictures of B-25 Mitchells and a C-46.

Based on the top turret and the tail gun positions, both of these B-25s are late war models, not the type that attacked Tokyo early in the war.

The C-46 was a real workhorse and was used where the required range was more than the C-47 could go, and to carry heavier cargo. C-46s were used extensively in the China-Burma-India theatre. The C-46 was eclipsed in the public's awareness by the C-47, probably because of the "D-Day" invasion. And maybe Douglas Aircraft Company had better marketing. But in reality, every invasion had a "D-Day," since D-Day meant the day of an invasion.

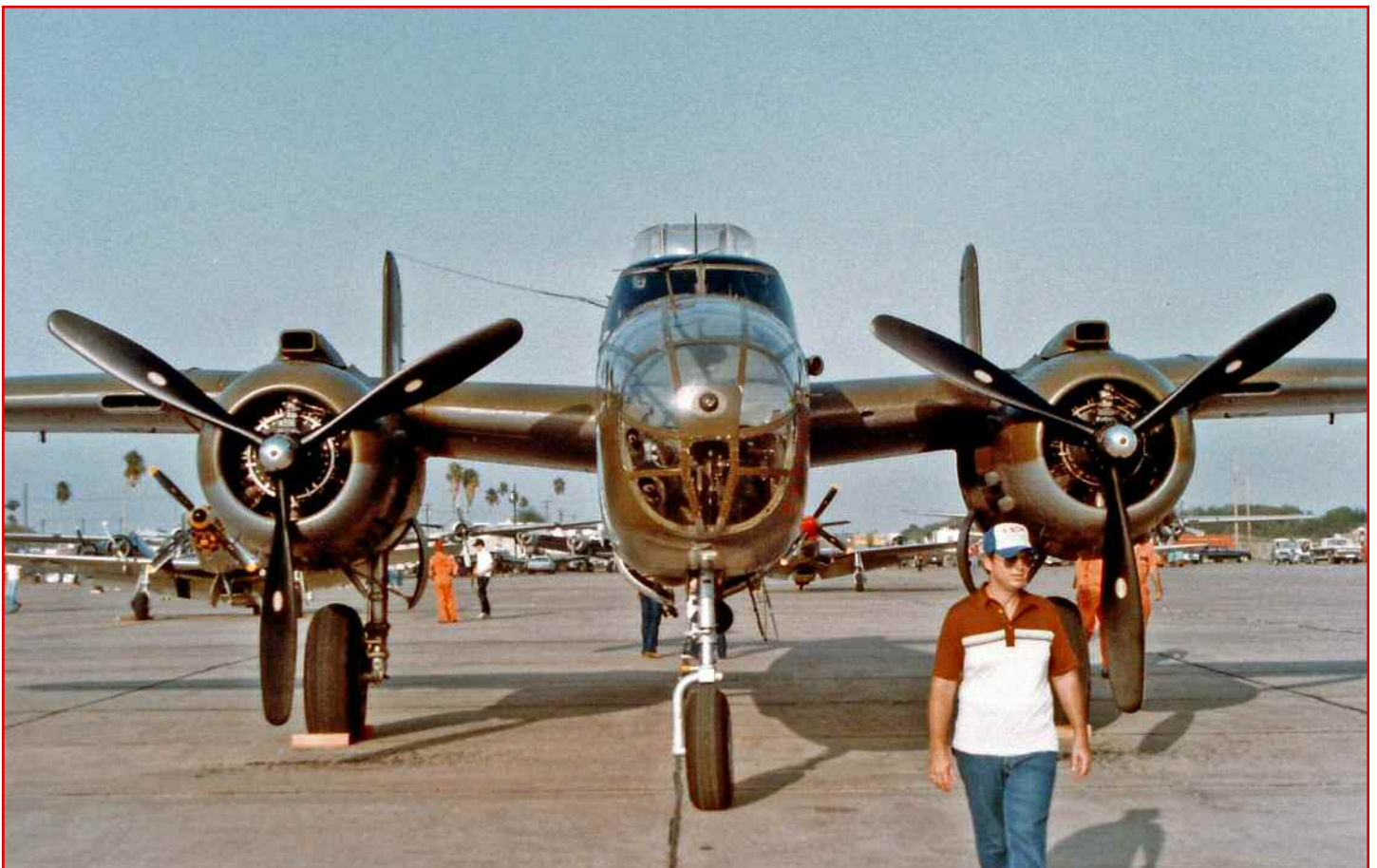
This page and next: B-25 *Texas Rose* in desert camouflage.







Another B-25 in olive drab and grey camouflage. Notice that both aircraft carry British rudder markings. Notice that in the lower photo, one engine appears to have a chromed electrical harness ring and the other engine seems to have a dull painted ring. For combat aircraft, it would not have been considered useful to chrome plate part exteriors, since the combat life of an aircraft would normally be brief.



A Curtiss C-46 Commando, an aircraft that did a lot more than it was given credit for to help win the war.

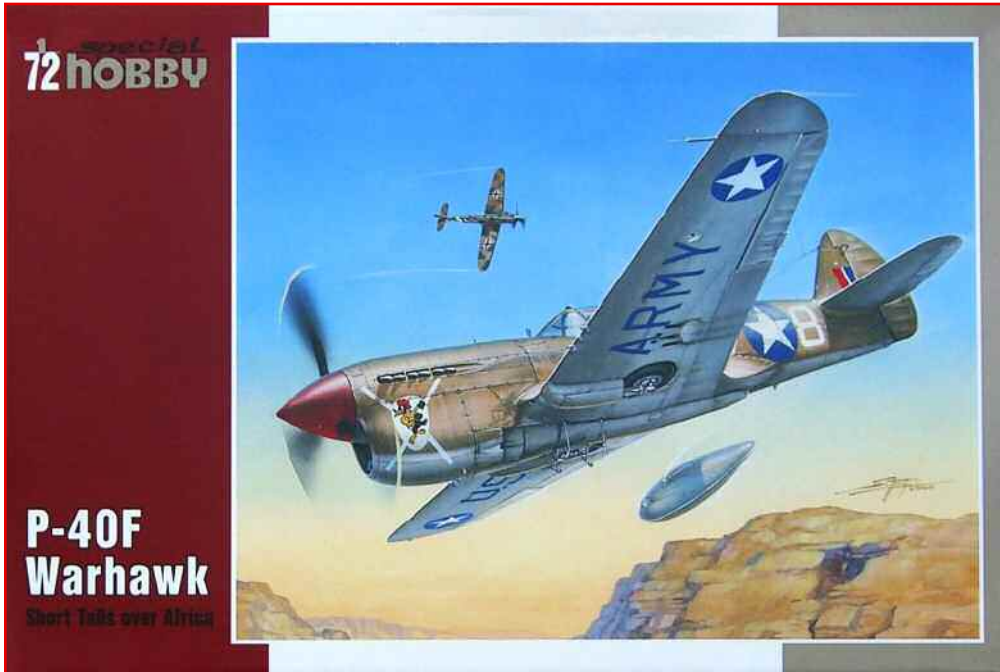


BONUS PAGES!

KIT REVIEW

MIKE BLOHM

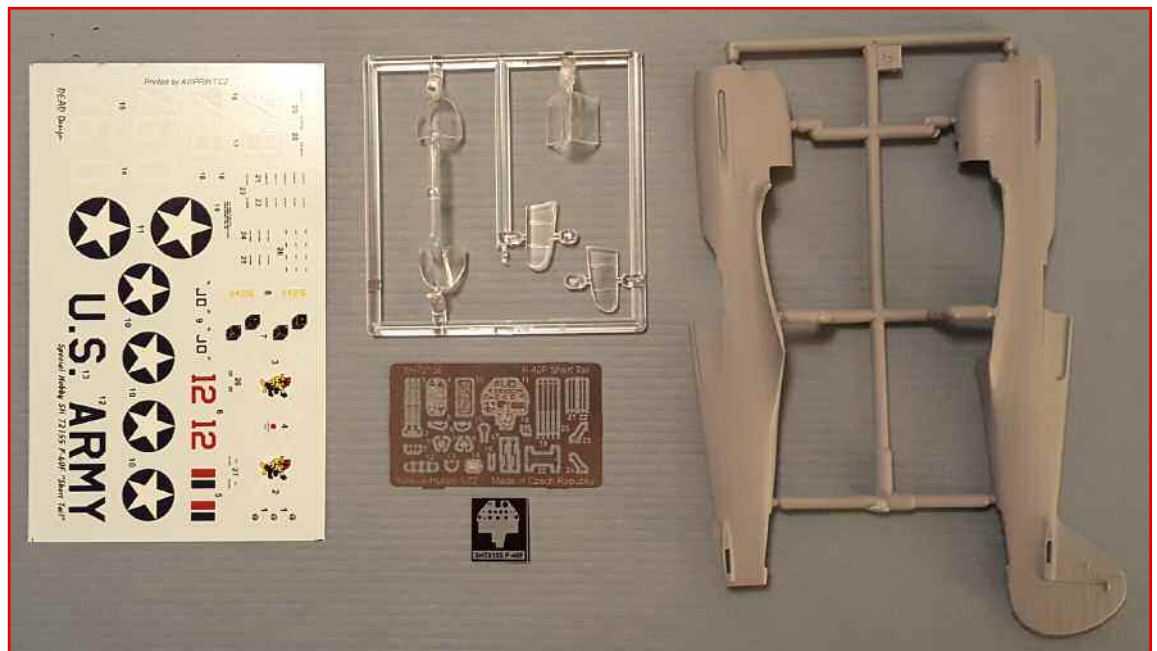
Special Hobby 1/72-Scale P-40F Warhawk: Short Tails over Africa

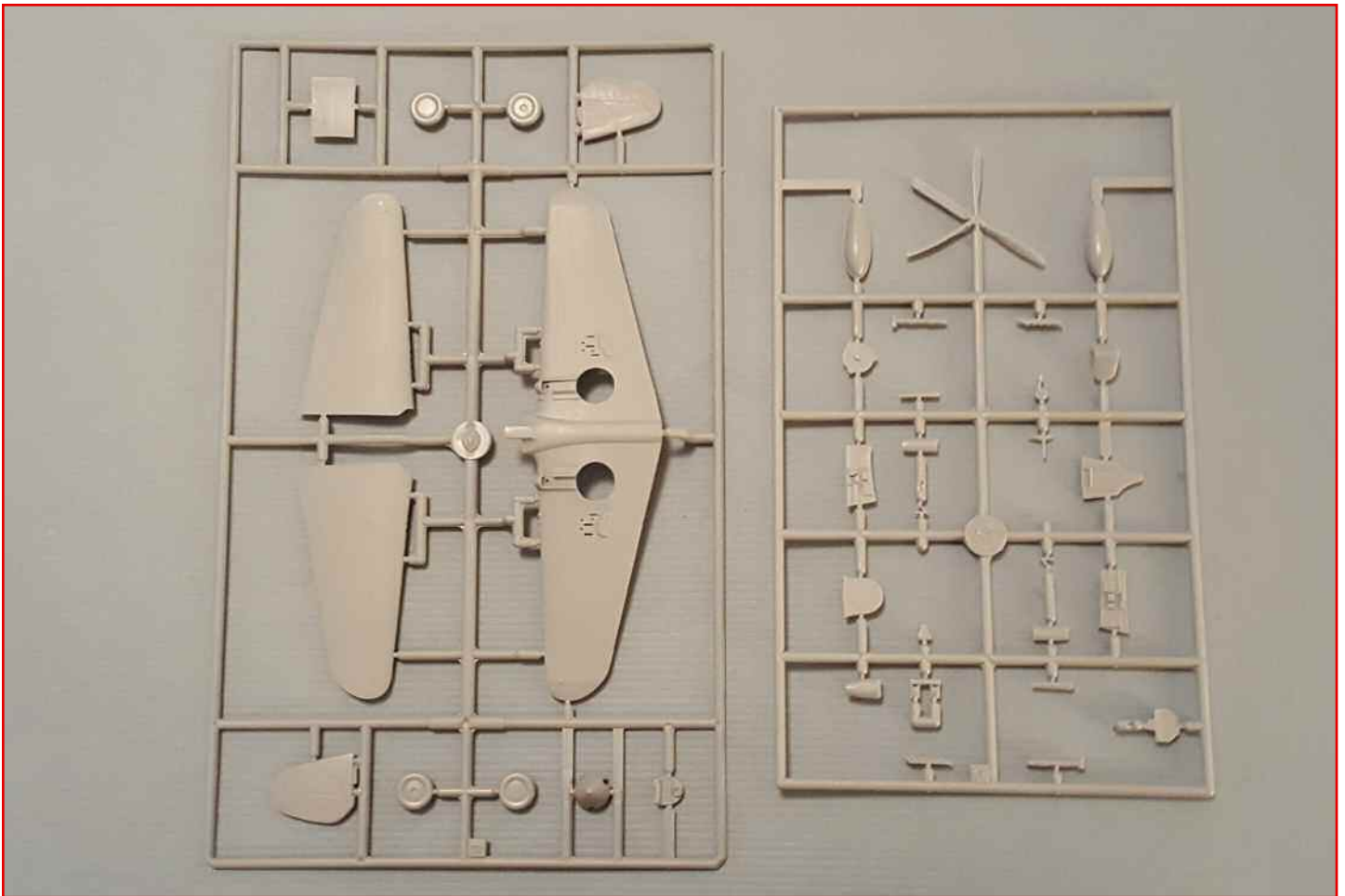


This kit review is on the Special Hobby 1/72-scale P-40F Warhawk: Short Tails over Africa kit. It has markings for the 64th Fighter Squadron (FS) and 66th FS of the 57th Fighter Group (FG) and the 86 FS of the 79 FG. This may be the only “short tail” P-40F kit available in 1/72 scale. It has been included in a couple of 2-In-1 kit boxings with other P-40 versions. MPM does have a long-tail P-40F/L kit. Sword has both P-40K and Warhawk III short-tail kits.

Overall this Special Hobby P-40F kit has an accurate out-

line for a short tail and should have been an easy build. However, there were some issues that got in the way. The problems were all resolvable, but this took some trouble-shooting to get the build completed. The sprues, canopy parts, photoetch, and decals all come in separate plastic bags. The plastic is gray in color and fairly soft. The instructions leave a lot to be desired on how things are supposed to be assembled—more on that later. There are no part numbers on the sprue—you need to refer to a diagram in the instructions. The markings are covered in a separate color insert, which is nicely done.



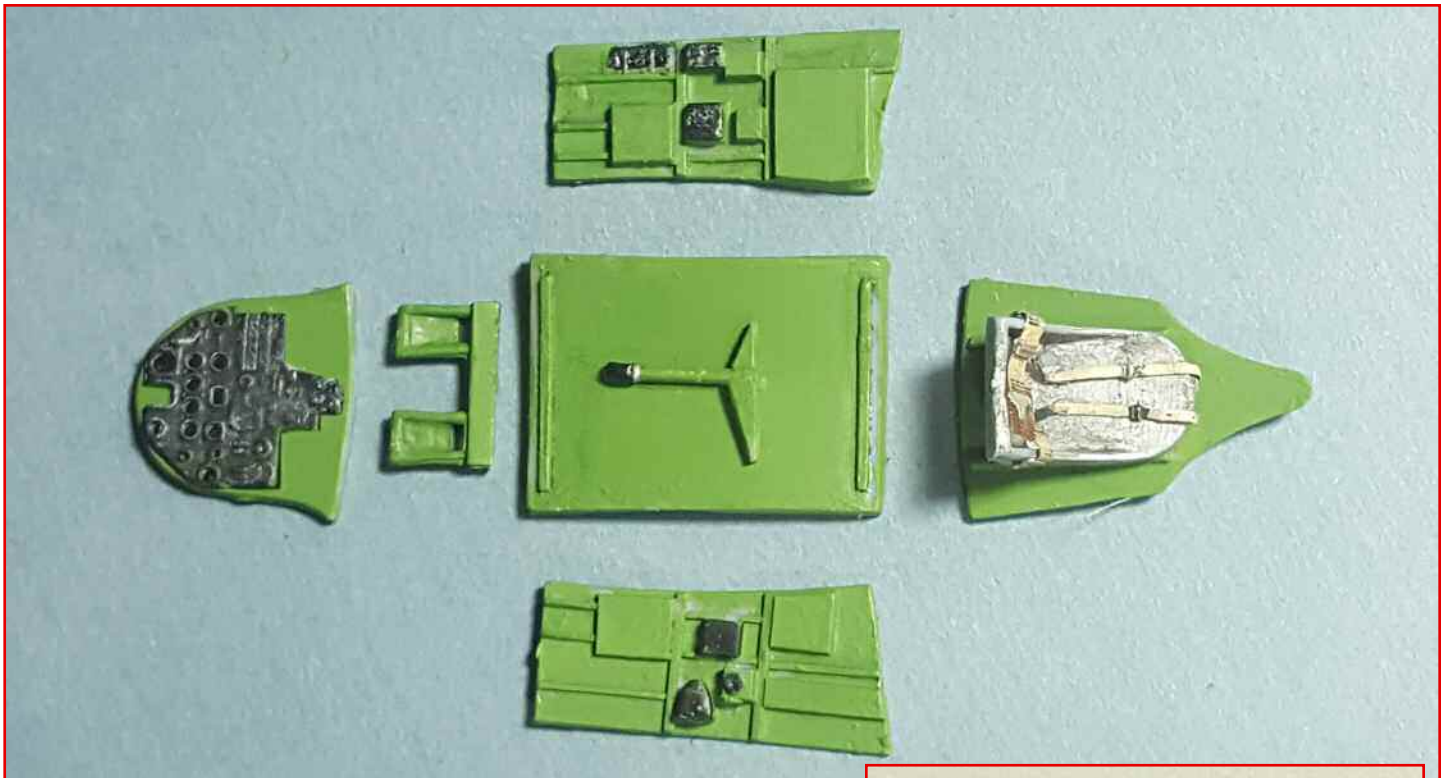


The interior is pretty detailed. There are side wall panels, a photoetch instrument panel with an instrument placard (attaches behind it), and a seat with photoetch belts and straps that can be used. There are a lot of fiddly-bit parts for the belts and straps if you want to use them, but surprisingly no throttle lever or other side panel parts.

There is a nice cutout in the instrument panel for a reflector gunsight, but no gunsight is included.

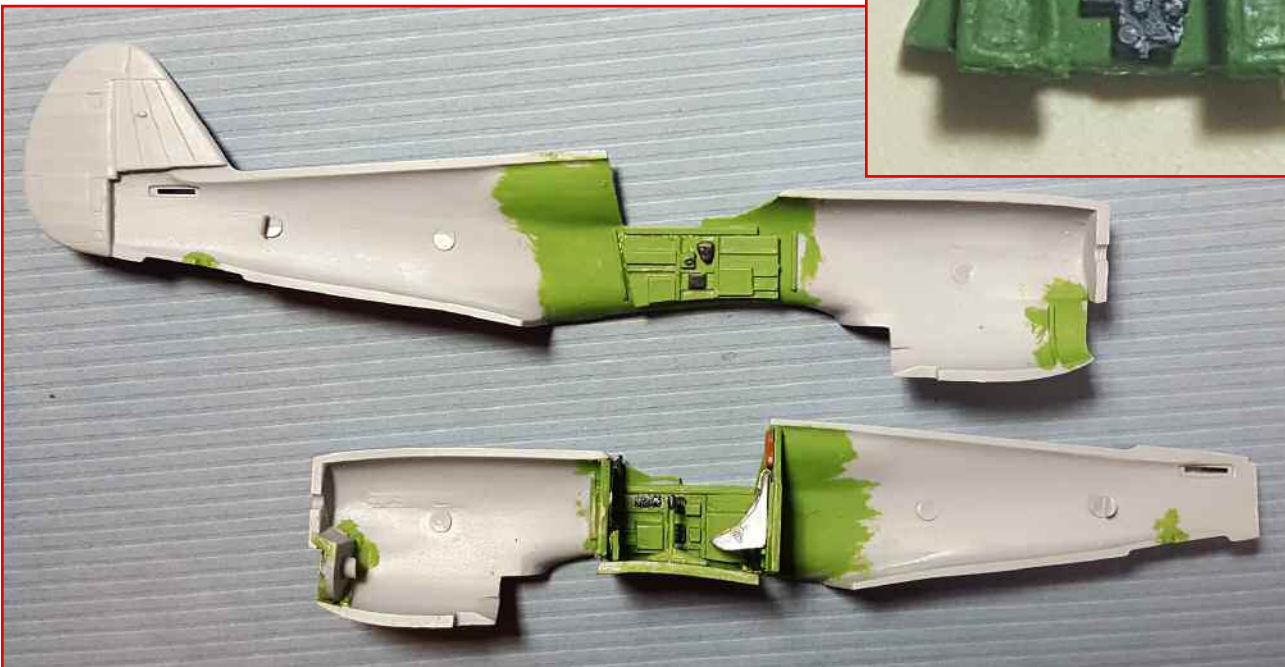
The side panels, seat and floor were all detailed and ready to go when the first obstacle hit. The instructions show the rudder panels hanging down from behind the instrument panel, but the instrument panel and firewall behind it are one solid piece going all the way to the cockpit floor. My workaround was to cut off the rudder pedals and glue them to the bottom of

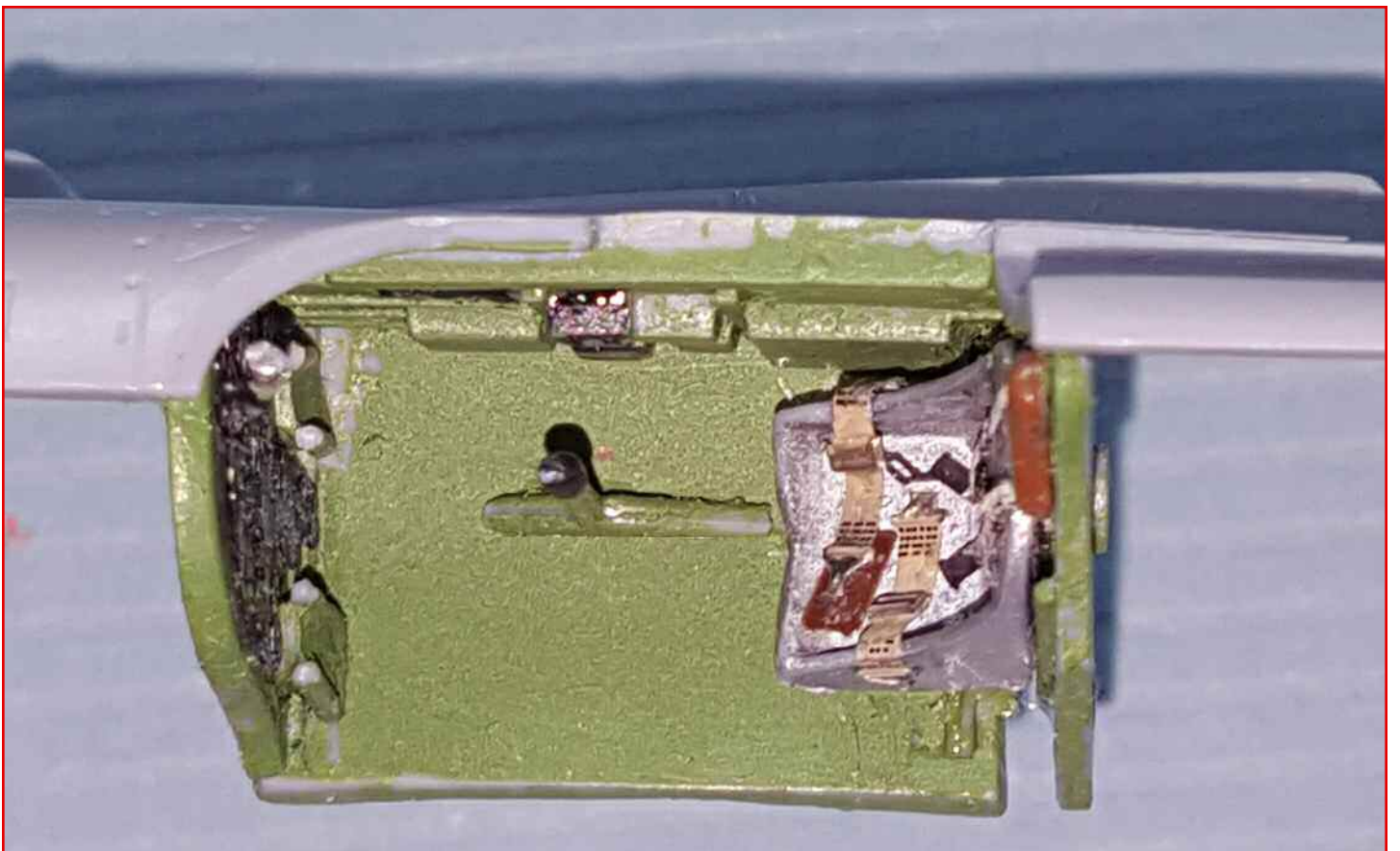
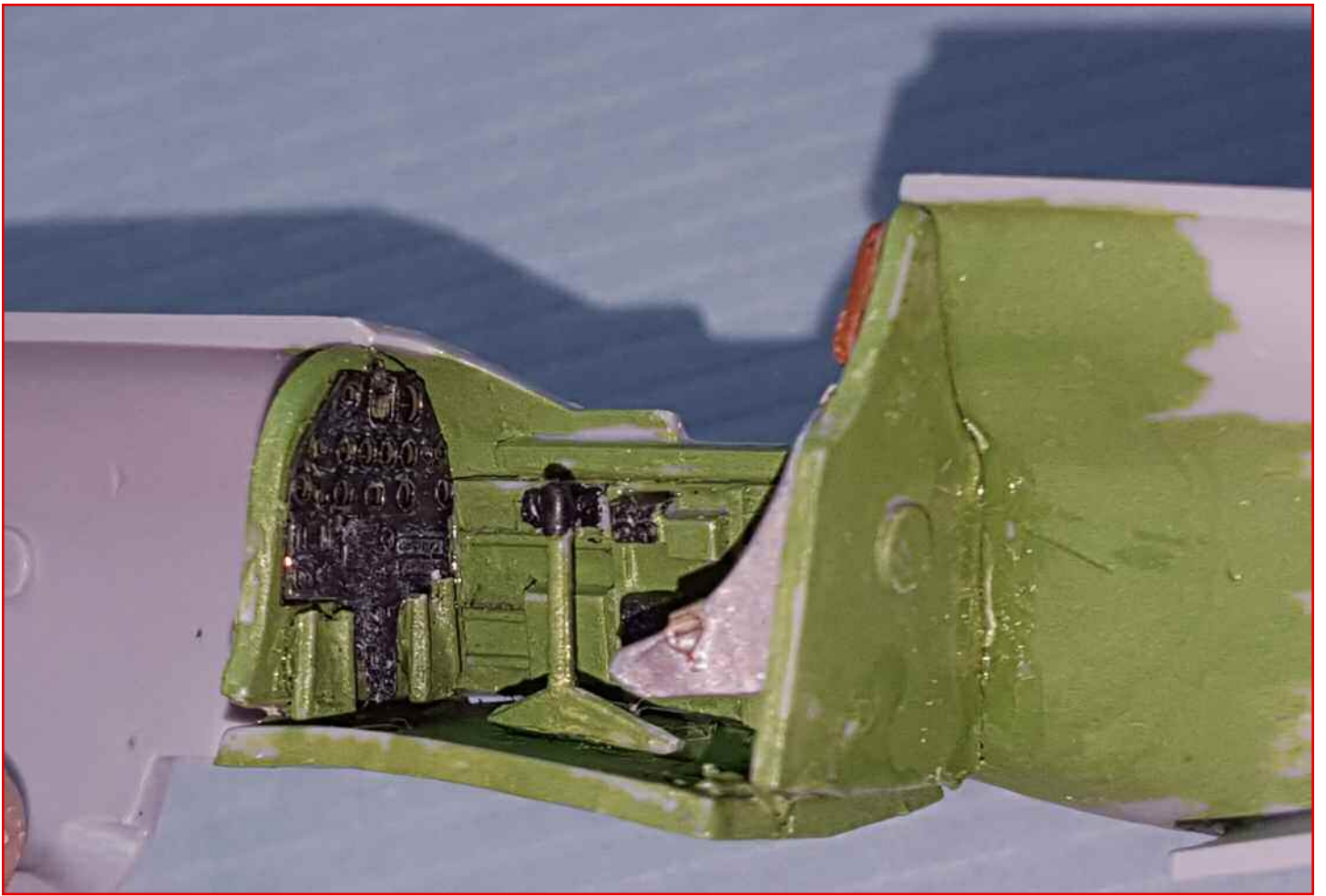




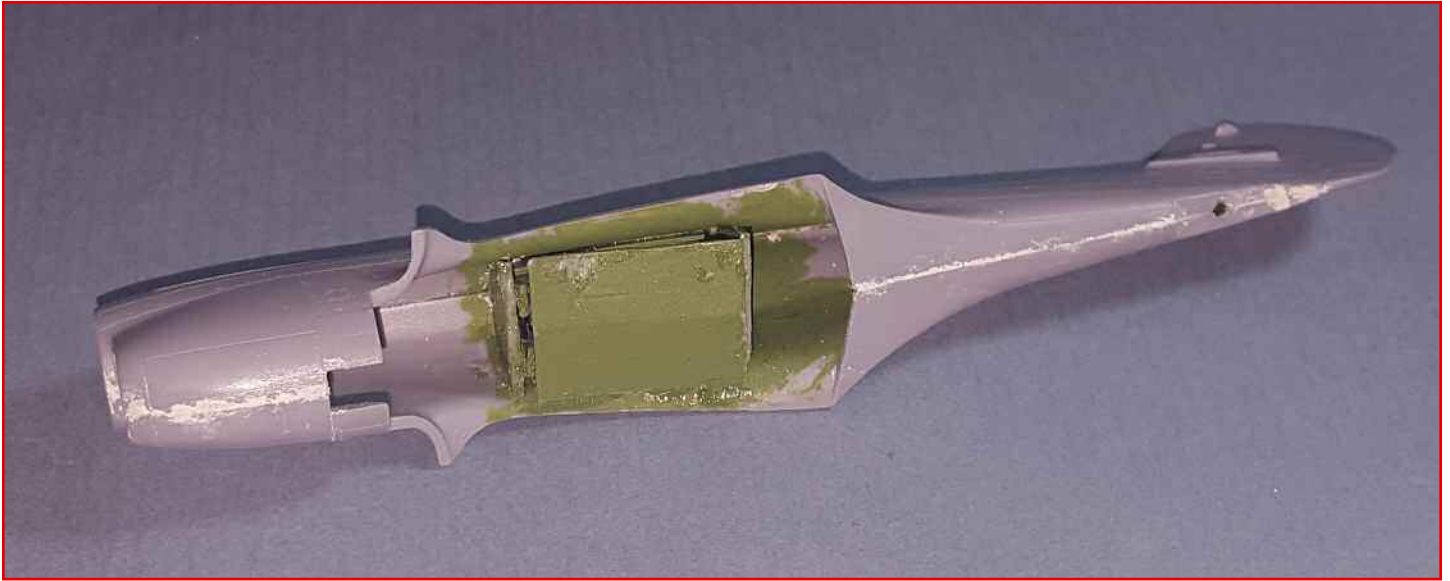
the instrument panel (right). Close enough.

The next obstacle was getting the interior parts assembled within the fuselage. The instructions indicate (sort of) how the panels and the front firewall (behind the instrument panel) and the wall behind the seat are supposed to fit onto the fuselage sides. However, if you try it that way, the back wall (with the headrest) does not sit flush with the end of the canopy. It took a bunch of trial and error to sort out how it should (could) fit. The rear panel should be flush against the canopy cut out, and the front panel should be positioned that the (scratchbuilt) sight is up against the glare shield. Note that when you do this, the





floor is then not long enough to cover from the firewall to the rear panel. After initially lining the floor up at the front panel, I ended up gluing the floor towards the rear and added a piece of styrene to cover the see-through hole up by the rudder panels, which probably would not be seen anyway.



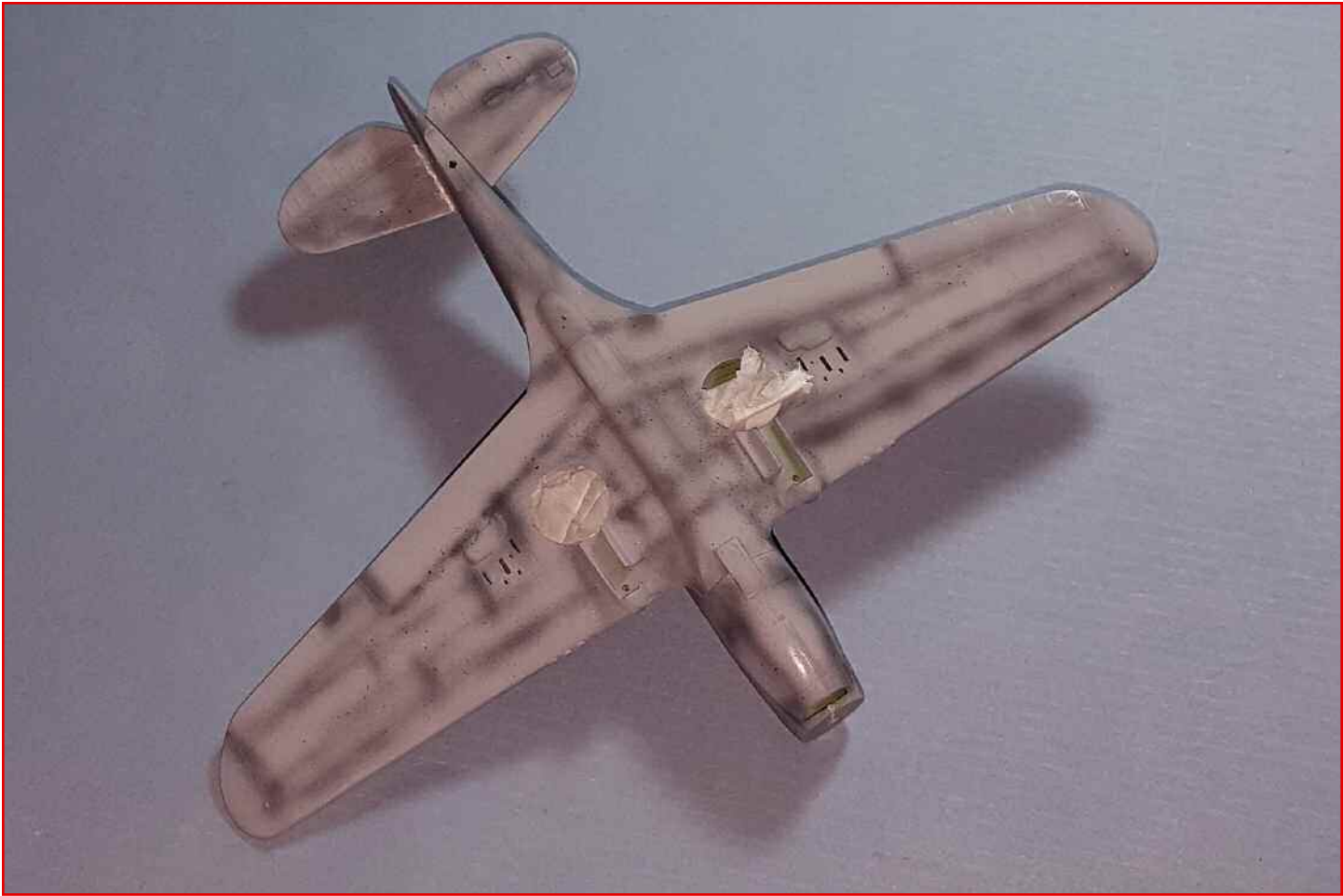
The fuselage needed some filler behind the cockpit, below the cowl, and where the wings mated by the cowl flaps. The tail planes needed some cutting to fit flush to the fuselage. The part numbers for these is switched on the instructions, but the tabs only fit on the side they go on. Getting the canopy parts on was a huge challenge. While accurate in shape, they are too large and the center moving canopy and side window edges had to be shaved off to make it fit together. The front panel was the only part that was okay. The side windows stuck out past the rear wall of the cockpit. Unfortunately there is no open canopy option with the kit parts. There is a nice interior to be seen straight out of the box. There is no pitot boom included, so I scratch built that. I elected to leave off the drop tank. You have to use photoetch parts to support it, including drilling holes in the tank. Too hard to do. A plastic parts option for tank supports would have been nice. The gear and gear doors were added, as were the photoetch backup iron ring and bead sight in front of the canopy. Most painful in $\frac{1}{2}$ scale. The last items at the very end of the build were the three wire antennas from the wingtips and behind the canopy up to the vertical fin using stretched sprue. Those are probably the most fragile item on the model at this point. I managed to break one of them when I brought it to the November contest and replaced them for the photos used in this article.

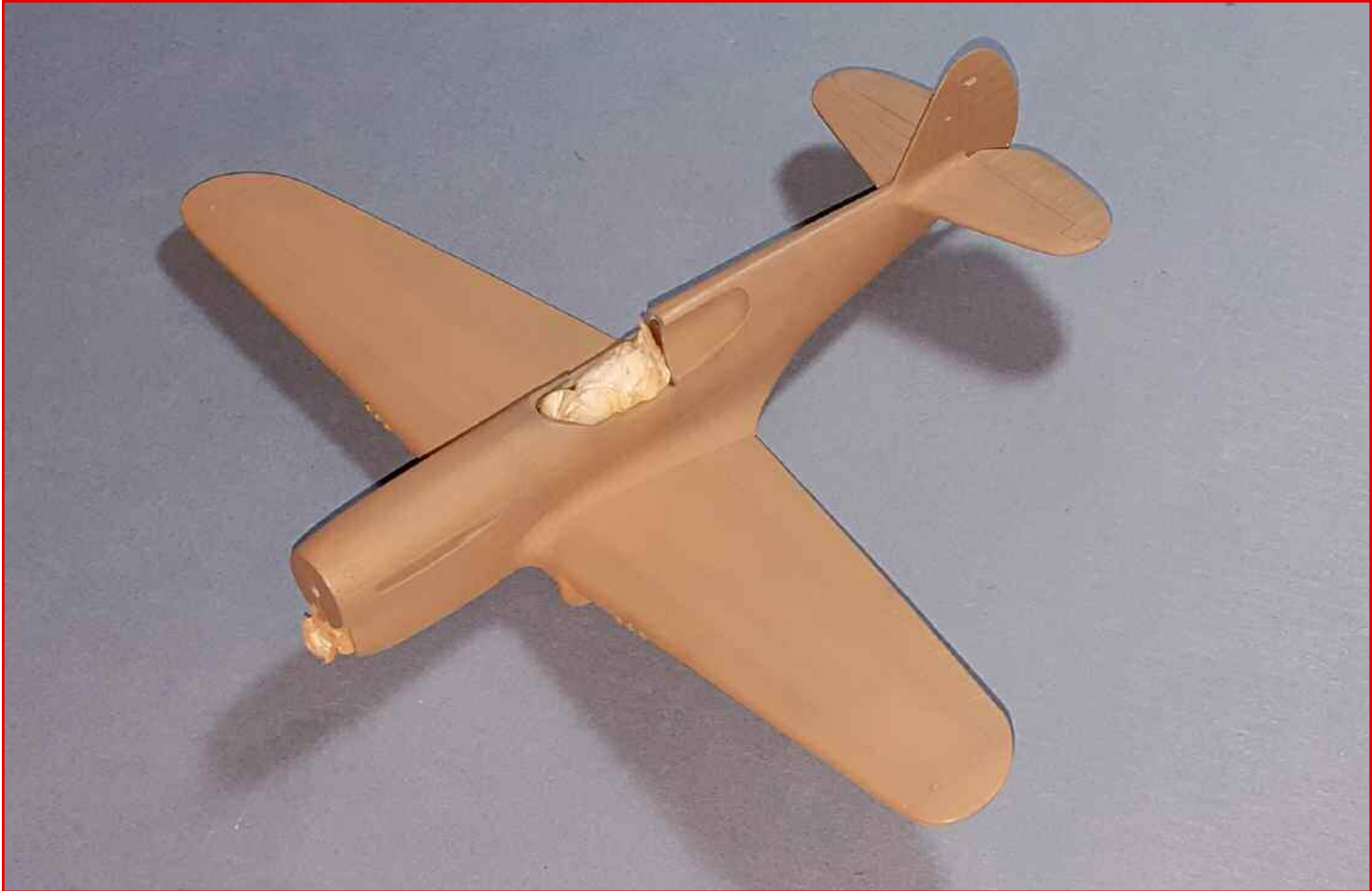
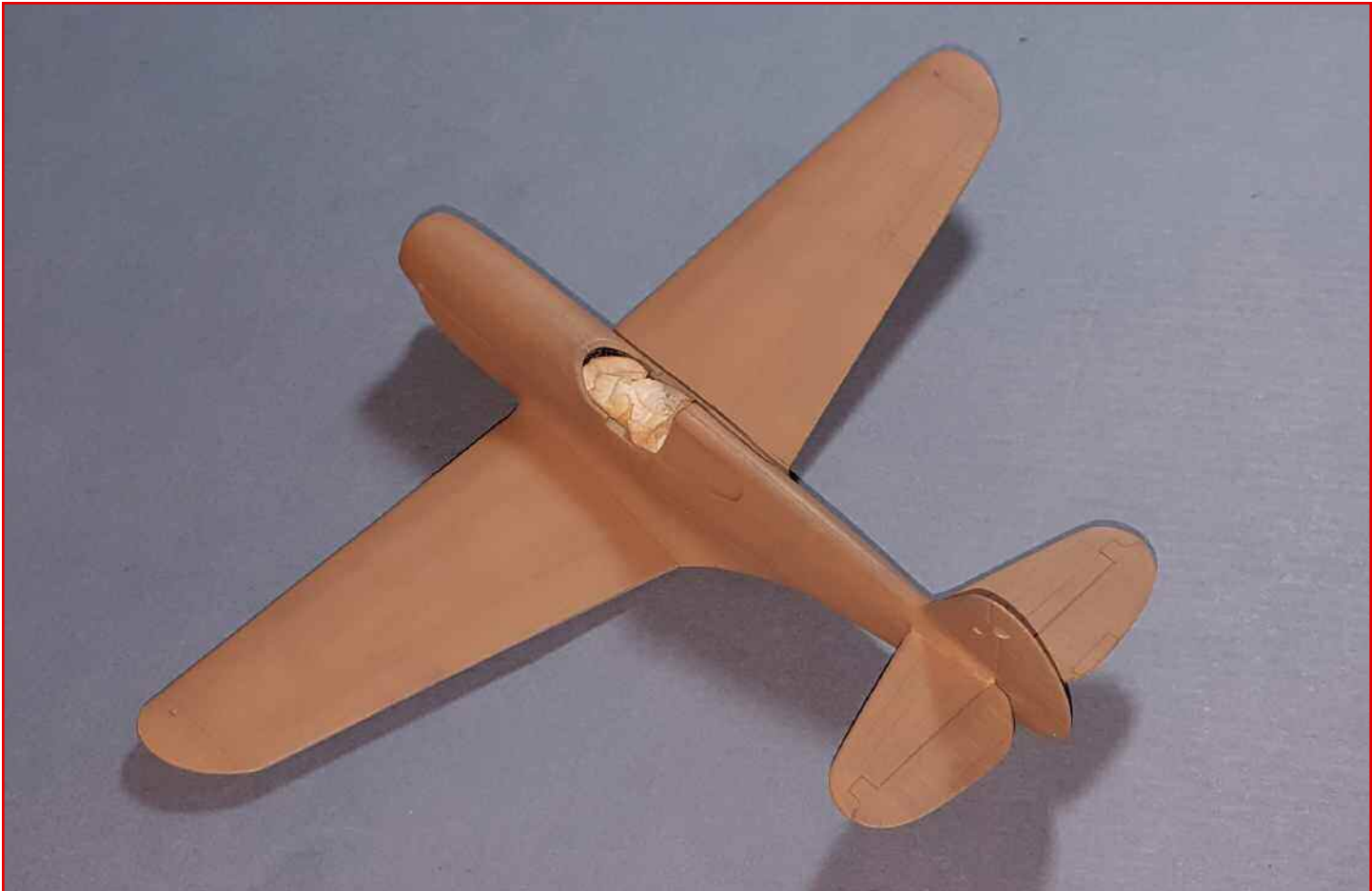
My scheme for the build was the P-40F-1 flown by 1Lt Roy "Deke" Whittaker, top ace of the 57th FG in World War II, for my Aces Gallery Collection at the USAF Academy. This model build was part of Tony Humphries's "75th Anniversary of the Battle of El Alamein" project in the November *ASM Newsletter*,

so I wanted to depict the aircraft that Whittaker used during that battle. He scored the first three of his eventual seven victories during this time period, flying bomber escort and ground attack missions.

This particular aircraft presented a big challenge as the 57th FG P-40s were painted in “desert pink” and there are no decals available specifically for Whittaker’s scheme (that I am aware of, which is surprising since he is the third-ranking P-40 ace in the Mediterranean Theater). There is no “desert pink” color available, so I referred to multiple profiles and pictures, and ended up using a mix of Model Master 2110 Italian Sand and Testors Flat Light Tan 1170. I used Model Master FS36270 Neutral Gray for the undersides. I

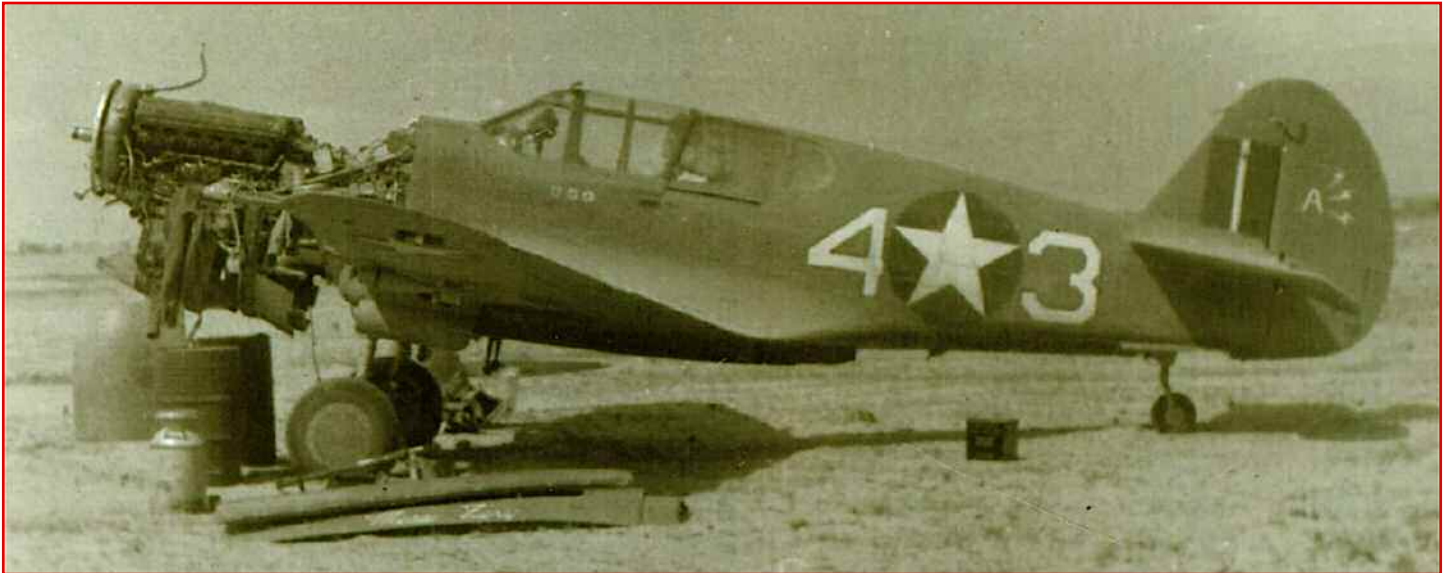






did pre-shading using Model Master Aircraft Interior Black on both the under and upper surface. The pre-shading shows up darker on the real model than it does in these pictures. The interior was painted Model Master 1734 Green Zinc Chromate and Aircraft Interior Black. Steel was used for the seat. Instrument panel highlighting was done by dry brushing with white. Model Master Stainless Steel was used to paint the antenna wires.

When I was researching Whittaker's scheme I found several profiles that all differed in separate books and also on-line. I ended up using photographs to nail the scheme.







The above photo shows Whittaker in the cockpit of his May 1943 P-40F, which had seven victory markings. Building Whittaker's Oct 1942 P-40F took hand-painting and five different decal sheets. The US stars, aircraft identification panel marking, and "US Army" on the lower wing came from the kit decals. The fuselage's "4-3" markings came from a similarly-marked 79 FG aircraft on the Kits-World sheet KW172060 P-40 Warhawks. The "4" on Whittaker's aircraft had a horizontal bar that extended out to the right of the vertical bar, so I had to cut off a section of a "2" on the sheet to make that addition to each of the "4s." I also used the British fin flashes from that sheet for the tail fin. All US fighters had that RAF fin flash for recognition purposes. This is a good point to mention that red spinners were another recognition marking of the Allied fighters used in the Western Desert Air Force. The spinner was therefore painted using Model Master FS 31136 Insignia Red with a white undercoat. The "Miss Fury" aircraft name was hand-painted onto clear decal sheet, as were the three "lightning bolts" on each side of the tail fin. The bolts and the "A" on the tail were A Flight markings used by the 65th FS. The "A" came from Super Scale decal sheet 72-228 US 60 Degree Letters and Numbers. The 65th FS "Fighting Cocks" emblem on both sides of the nose are from the EagleCals EC-104 P 47D Thunderbolt decal sheet. These emblems were a bit too large, having been painted on a P-47 cowling and not on a P-40, but they were close enough to use, instead of trying to hand paint them. The patch had an outer white ring and a green interior when they were on P-47s, so I had to paint over the white to make them a solid green instead. The three victory markings (two pages back) are from the Kits-World KW172007 P-51 Mustang Numbering/Lettering/Kill Markings sheet. Note that Whittaker's aircraft had swastikas within white circles for the victory

markings, even though they were over Italian Mc.202 and CR.42 aircraft. I used coatings of Model Master Gloss Clear Lacquer Finish before the decaling and in between, and then Flat Clear Lacquer Finish after the decaling, as shown below.



The finished model is shown in the following photos.







Overall this is an accurate and detailed P-40F short-tail and looks nice when completed, but be prepared for some workarounds to get it put together. It is a fairly expensive kit for $\frac{1}{2}$ scale (around \$30) but Squadron Shop occasionally has them on sale, which is when I picked up several of them. You can likely find them on-line for reasonable prices as well. Recommended.

Two excellent reference books on North African P-40 Warhawks are:

P-40 Warhawk Aces of the MTO by Carl Molesworth (Osprey Aircraft of the Aces # 43)

57 Fighter Group—First in the Blue by Carl Molesworth (Osprey Aviation Elite Units)

BONUS PAGES!

TALES FROM THE SHELF OF DOOM

KEN PINIAK



Over the past several months I have noticed from reading various magazines, club newsletters, and online forums, that there has been a lot of interest in finishing models from the “Shelf of Doom;” that is to say, models that were started some time ago but never completed. So this my oldest model from that dreaded “Shelf of Doom.” This model of an AH-1Q using the classic 1/32-scale Revell kit goes back to at least 1982.

Background

The inspiration for building this was an AH-1Q that I saw (and photographed) on my base in Schweinfurt, Germany in 1981. I didn't know it at the time, but the “Q” model was a somewhat rare and short-lived interim model of what became known as the “TOW Cobra.” This would prove to be a problem later, as good, factual, and reliable information and photos of the “Q” are hard to come by. I am not sure exactly when I started working on this model, but I know I was building it in 1982. I may have started it in late '81, but I simply do not recall for sure.

My original attempt to build it

At this time aftermarket stuff basically did not exist. So I really had no choice but to use what came in the box and scratchbuild/kitbash the rest. The cockpit was basically the kit



Top: AH-1Q Prototype (Bell Helicopter)
Right: AH-1Q TOW Sight



Left: AH-1Q Front Seat
Below: AH-1Q Rear Instruments

cockpit, with a lot of additions and modifications by me. All in all, I did a pretty good job on it; considering the experience level of that very young and inexperienced version of me, I did an awesome job on it! I hand-painted the instrument panels and seats. I added the armor plates for the seats from sheet styrene. The air conditioning hoses were from the “ratlines” on an old sailing ship. I modified the rear bulkhead and added insulation quilting from tissue. I added parts to the pilot’s sight to make it more accurate, and his collective control. I added the pull handles for the canopy removal system, and a fire extinguisher from a race

car model. I also did a fairly decent, if basic, job on the engine. My original intent was to display it with the kit “engine hatch” open; it was only later that I found out how inaccurate this hatch is and changed my mind about using it.

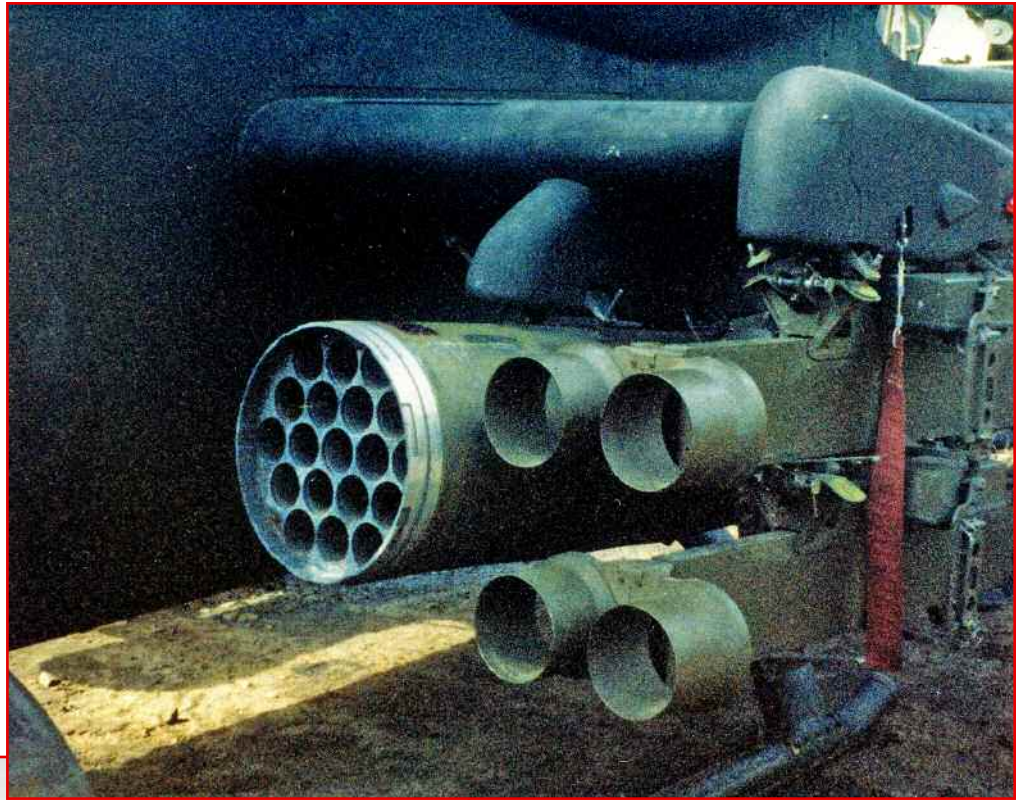
It was at this point that I ran into the main stumbling block to this build. I just could not figure out how to create the anti-strela missile engine modification (the funnel/toilet bowl/sugar scoop thing on the engine exhaust), and the TOW missile sighting unit on the nose. Over the years I did make several attempts to resurrect this kit, and overcome the problems I had with it, but couldn’t. At one point, I even added an electric motor to operate the rotor, and a flashing LED for the anti-collision light (these actually looked pretty good!). Mostly, it just sat in the box, gathering dust. It also got moved around a lot, as did I, moving to a new base every couple of years.



Resurrection

Flash forward to 2014. I finally got around to building a Huey Cobra model. Digging through my stash, I found that I had enough kits/parts for at least two Revell AH-1 models, so I went for two: One a Viet-

nam-era bird and the “Q.” By this time the aftermarket had caught up with the old Revell kit. Eduard had produced a photoetch set for it (currently out of production), Cobra Company had several sets, including a cockpit, new stub wings, rocket pods and gun mounts. Fireball Modelworks made decals and rocket pods, along with the anti-strele kit (the toilet bowl) that included a corrected tail. Werner’s Wings produced a beautiful vacuform canopy. But most important for this build, MRC produced a 1/35-scale model kit of the AH-1W Supercobra which in-



cluded the sighting unit and the TOW missiles. Verlinden and Eduard both produced update sets for the MRC Supercobra. Now I could finish this.

Since I would be building two different models of the Cobra, I could mix and match parts as needed to best



Top to bottom: AH-1Q Weapons pylon; old cockpit (two views); and adding Verlinden parts



complete each one. But first I had to see what I had left of the original model to start with. When last worked on, I had gotten as far as putting the fuselage together, adding the landing gear, and the stub wings. But time had not been kind to the old bird—the fuselage had come apart, the landing gear broke off, and the worst was that the stub wings had broken off, tearing large holes in the fuselage sides. So I would have to use a new body. Getting the cockpit out of the old model broke the rear bulkhead and tore the tissue insulation.

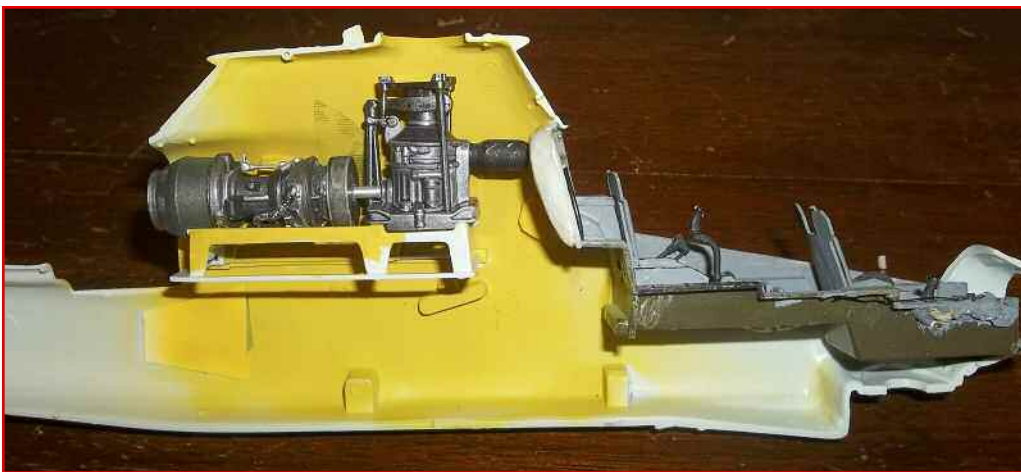
Clockwise from top: Rebuilt cockpit; pilot seat; and pilot's instrument panel

There were also a number of other parts broken and missing. But most of the cockpit was intact. That was my new starting point.

I cut off the remainder of the bulkhead, and replaced it using a piece from an MRC UH-1 that had the insulation molded in. I added an electronic box and first aid kit from the Verlinden set. Many pieces, including the seats, instrument panels, and fire extinguisher, had broken loose. These were cleaned up, repainted where needed, and reattached. One of the “ear pieces” for the pilot seat armor was missing; I replaced it with sheet plastic. The “ratline” air conditioning hoses were replaced with Verlinden resin parts. I also used Verlinden parts for the circuit breaker panel and the small instrument to the right of the pilot sight. I built a better gunner’s instrument panel using one from

Left: Old and new gunner’s panel
Below: Gunner’s panel





Top: TOW Sight
Center: Engine and cockpit installed
Bottom: Areas removed



Cobra Company, the Verlinden TOW sight, and decals by Airscale. I left it off for now, so it does not get broken.

My original engine and transmission were okay, but the mount was broken. I freed the parts from the old mount and added them to a new one. I also added a particle separator from the MRC UH-1 to the front of the engine, and added a drive shaft from aluminum tubing. In order to make room for the coming modifications, I had to cut off the engine exhaust pipe.

In 2015 circumstances forced me to make the other (Vietnam era) Cobra model a top priority, so the “Q” once again went back on the “shelf.” I started working on it again this summer.

Adding new parts

Before I could put the main body together, I had to do some surgery to get the fuselage ready for the upgraded parts. Following the instructions from Fireball, I cut off the tail and the rear of the engine compartment, along with the nose. I painted the engine compartment zinc chromate yellow, then added the engine and cockpit to the left fuselage. I knew that all that resin added to the rear would make this bird very tail-heavy, so I added weights to every nook and cranny I could find in the front of the aircraft. Then I glued



Top: New nose added
Center: New engine cowl
Bottom: New tail

the body together. Knowing the MRC Supercobra had a different shape, and at $\frac{1}{35}$ scale was a bit undersized, I cut the nose off a little long, then trimmed and sanded until I had the correct fit. The Revell AH-1 kit was first released in 1969, and unlike modern kits requires lots of work to clean up the seams. Once the bottom seam was done, I added the landing gear. Once again following the instructions from

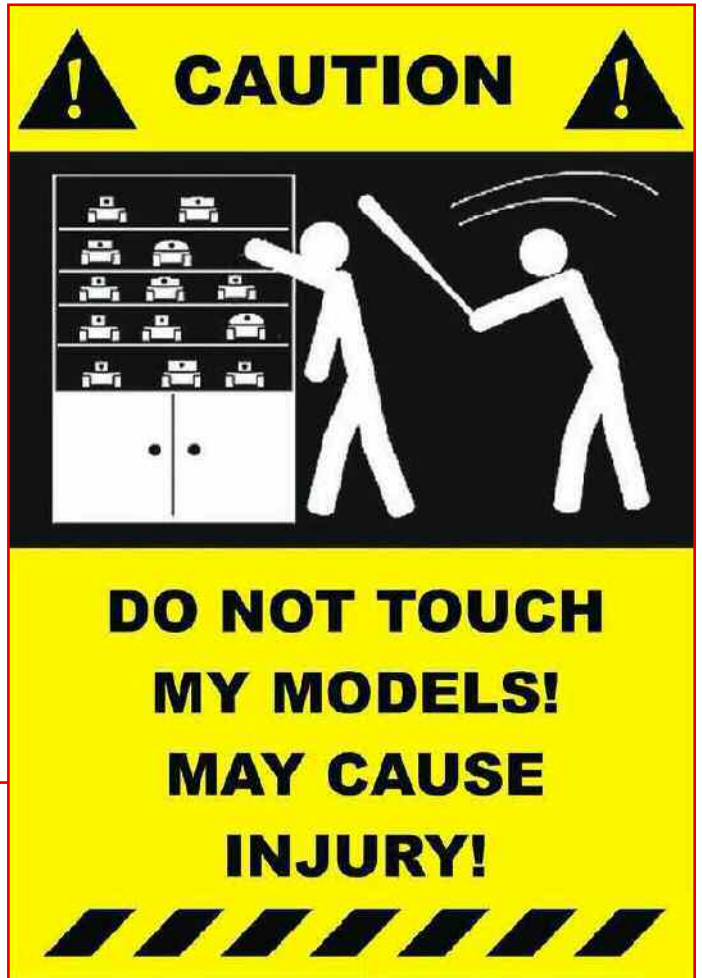
Fireball, I installed the new tail and engine cowling, followed by the kit engine hatch. Then more work filling seams.

At this point, the main part of the model is built. Most importantly, I have fixed most of the problems that I



encountered all those years ago. The last area that needs to be addressed is the TOW missile launchers. Now you will notice that I have not finished this yet. The idea is that by going public with this, I will force myself to finish it off. Hopefully, by the time you are reading this, it will be completed.

BONUS PAGES! MISCELLANEOUS

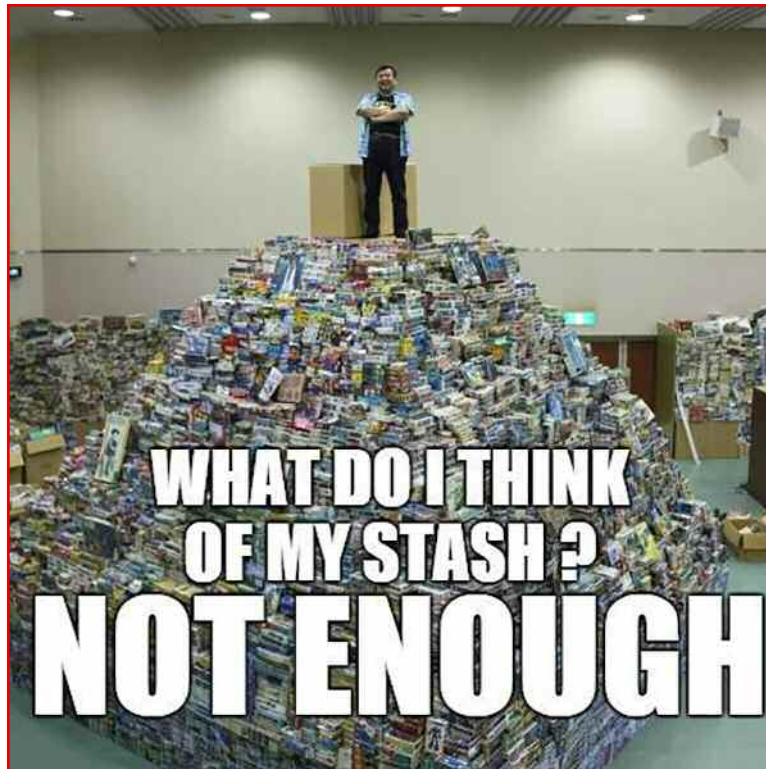


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