

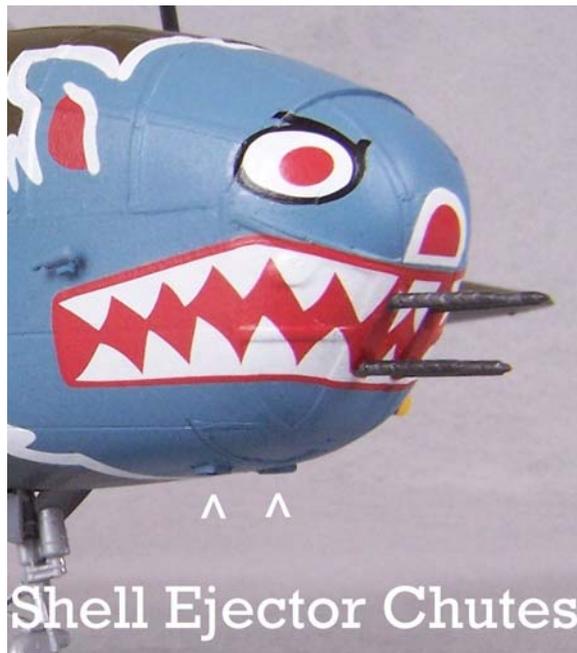
Construction Tips for  
**Accurate Miniatures B-25 1/48 Scale**  
*by Phil Pucher*

Photos by Tom H. Johnson

Per the Modelers Summary in Detail & Scale, "...the Accurate Miniatures B-25s are superb, and they set the standard for detailing and accuracy for the modeling industry." Having recently completed the building of *Dirty Dora*, I would like to offer the following observations/building tips.

**1. Shell Ejector Chutes**

Glass nose 4 gun strafers had 2 shell ejector chutes extending through the underside of the fuselage under the machine guns. The chutes could be rectangular, square, or oval in shape. Warpath Across the Pacific by Hickey is a good reference. The chutes are **not** provided in the kit or mentioned in the instructions. I drilled 2 holes in the fuselage/bombardier compartment floor, squared them up, then glued 2 pieces of 1 inch by 3/32 inch square brass tubing into the openings.



**2. Front Landing Gear**

Be sure that the side of the bombardiers access tunnel (Part K48) to which the landing gear is attached is at a right angle (90 degrees) to the cockpit floor (Part K43). Otherwise, the landing gear will be crooked.

### 3. Nose Weights

Contrary to the instructions, I suggest you superglue the large “C” weights in place once they are in position. Otherwise, the ends will slide down and protrude through the front landing gear opening. After installing the weights, I found that they were not quite enough to hold the nose wheel firmly on the ground. I made 2 horseshoes from 1/8 inch thick lead and glued one over the rear of each Engine Back Row (Part L22). As an alternative, additional weights could be glued into the bombardier tunnel. If you will be overpainting the nose glass, glue all the weights in the nose.

### 4. Radio Antenna

The kit masts are too short (the antenna wire strung between them will not clear the ADF football), and weak. CARVE new masts from plastic sprue (stretched sprue will **not** work; the plastic loses its rigidity when heated).

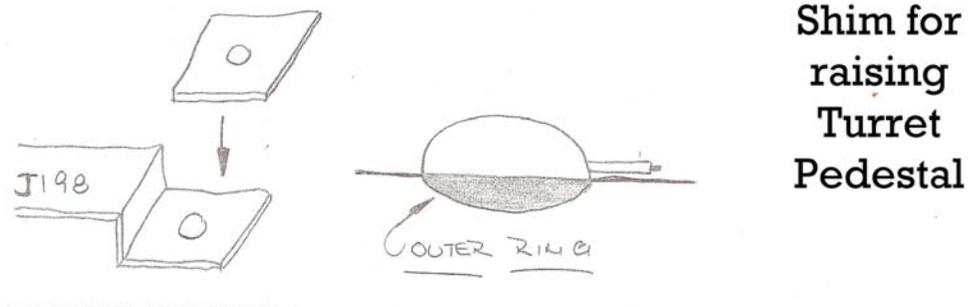


### 5. Wing Position

Accurate correctly positions the inboard flap at the wing root. The depth of the fuselage wing pocket is tapered from the leading edge to just a slight depression at the trailing edge. When gluing the wings in place, make sure they line up exactly with the wing pocket. Otherwise, the alignment of the main landing gear and the engines/propellers will be off. Do not rely on the wing spars to provide the proper alignment; the fit of the whole bomb bay spar assembly is somewhat sloppy.

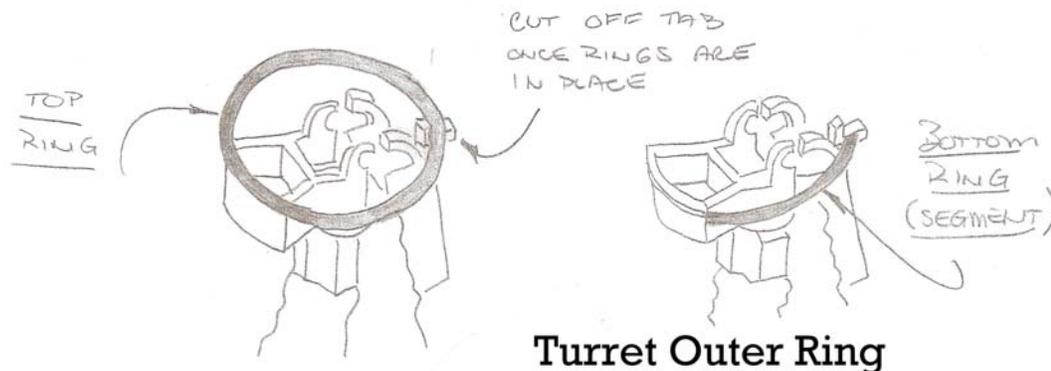
## 6. Turret Assembly

The turret dome sits upon a metal outer ring that forms the upper part of the turret pedestal. The outer ring is partially visible in a side view of the fuselage (See B-25 Mitchell/Detail & Scale, Vol. 60, Bert Kinzey, Page 22, and Gunner: An Illustrated History of WW II Aircraft Turrets and Gun Positions, Donald Nipper, Page 88).



The Accurate turret pedestal is too short, and the outer ring is not included. To raise the *Titanic* (oops, wrong model!) the pedestal, cut a 15/32 inch square shim from .020 inch plastic. Make a 5/32 inch hole in the center of the shim to accept the nub on the bottom of the turret pedestal. Glue the shim over the pedestal mounting hole at the rear of the Radio Compartment Floor (Part J198). To make the outer ring, cut 2 circles from .040 inch plastic. The outer diameter is 27/32 inch plus and the inner diameter is 23/32 inch minus (NOTE: The opening for the turret ring is not perfectly round, so add/subtract a little “fat” to the dimensions; you will have to do some filing and sanding to make sure the ring fits through the opening. DO NOT try to make the opening perfectly round. I did this, and had to add a second segment to one side. Align the first ring on the top of the

Upper Turret Outer Rim (Part J213) and the top of the tab on the front of the Upper Turret Ammo Box/Cartridge Collection Bags (Part J208) and glue in place. Cut the second ring into 2 segments and cut them to fit under the first ring between the edge of Part J213 and the side of the tab on J208. Cut off the part of the tab that sticks out past the outer edge of the turret ring. Otherwise, you cannot lift the turret in/out of the opening. Once the glue is dry, file/sand the ring as mentioned above. I found it helpful to use a small pair of needle nose pliers to hold the turret assembly when fitting it to the opening. Once the aircraft is completed, I suggest gluing the turret in place so it does not fall out when the model is handled.  
(See illustration below.)



Changing the height of the pedestal causes the turret dome to sit too high. To correct this, remove 1/16 inch from the bottom of the dome.

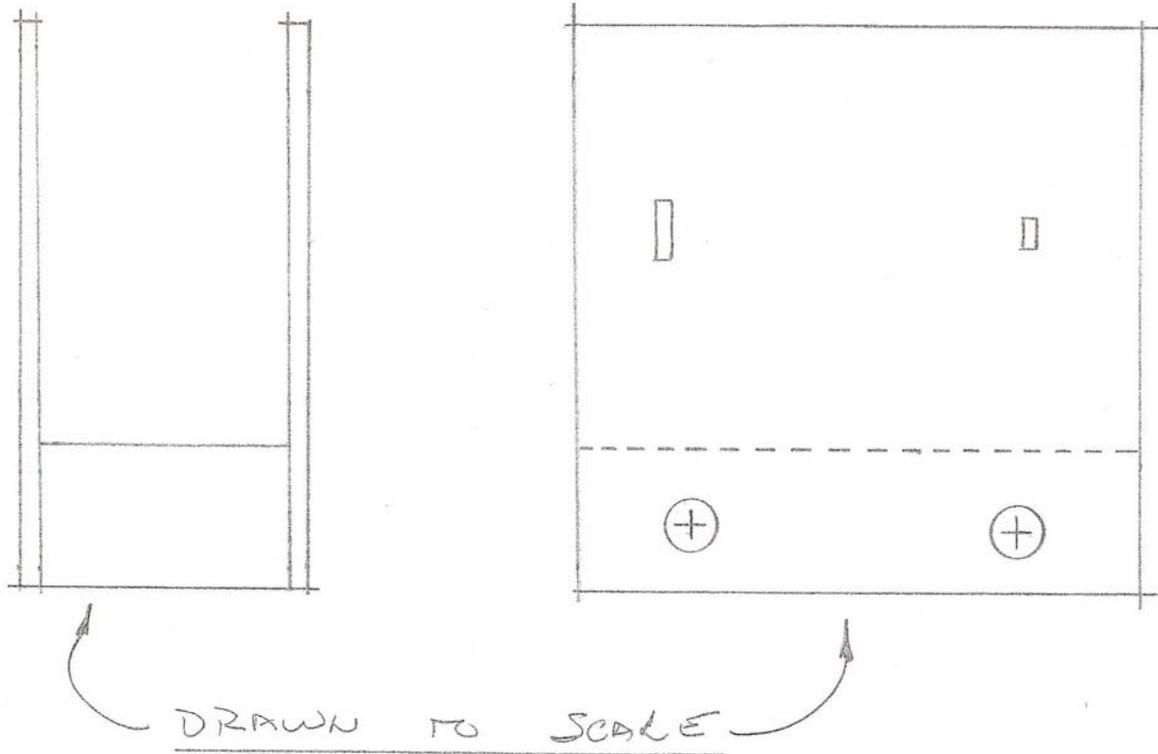
## 7. Cowlings

In order to have the cowlings fit properly, it was necessary to grind off a part of the bottom three cylinders.

## 8. Application of Markings

I strongly recommend completing the fuselage, placing it in a jig, and adding the nose art. Applying the nose art takes two hands! To make a jig, you will need the following materials: 2 pieces of 3/32 inch plywood 3 inches x 3 inches, 1 piece of 3/4 inch pine 1 and 5/16 inches x 3 inches, and 4 #6 x 3/4 inch wood screws. Cut slots into the sides to accept the spars. Screw the plywood sides to the base to form a "U".

To use the jig, unscrew one side, place the spars in the openings, and screw the side back onto the base. The whole unit can then be placed in a vice. (See illustration.)



## Decaling Jig

I was surprised that so much had to be done to this model to make it accurate. However, I have lusted after a good B-25 C/D ever since I got my copy of Warpath Across the Pacific. With all the extra parts that come with the kit and the wealth of decals available, I'll be building B-25s for years!



If you have any questions/comments regarding this monologue, please call me at 585-621-7108,

PHIL PUCHER, February 2008.