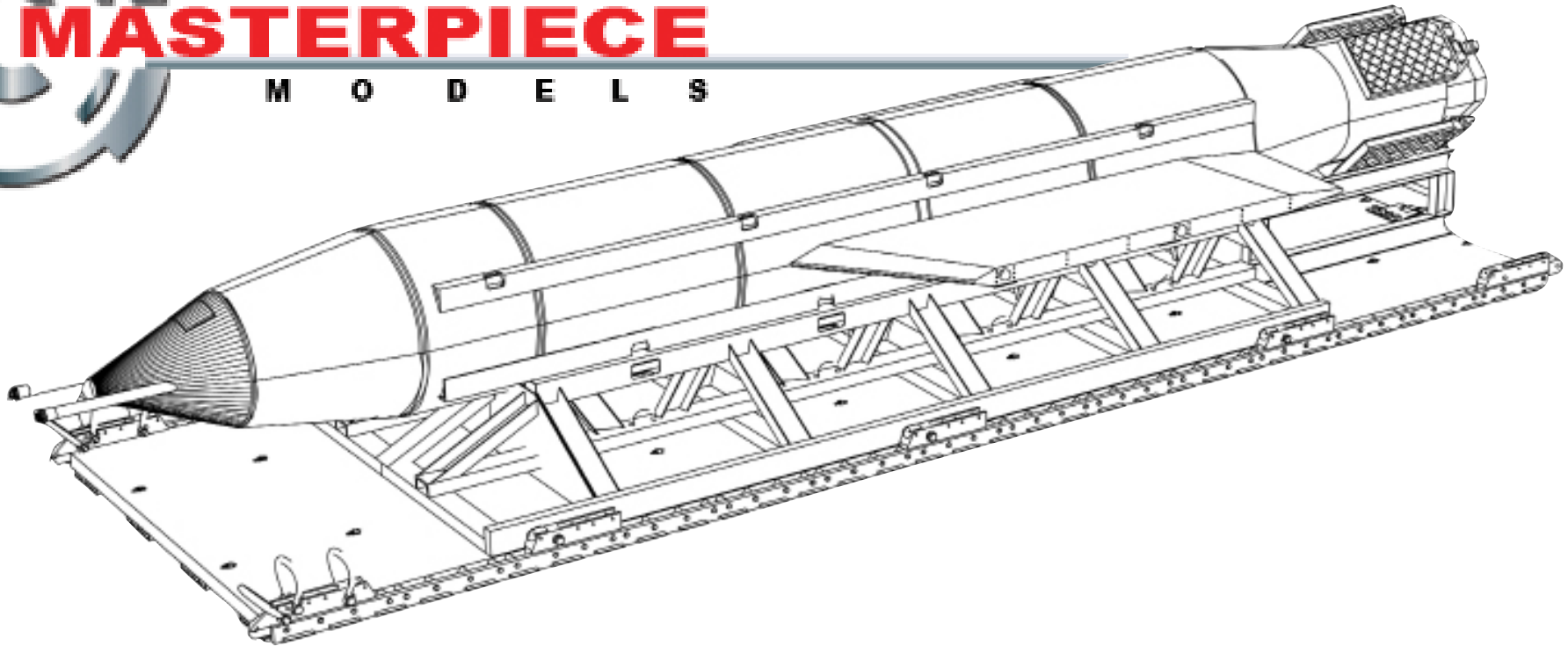




MASTERPIECE

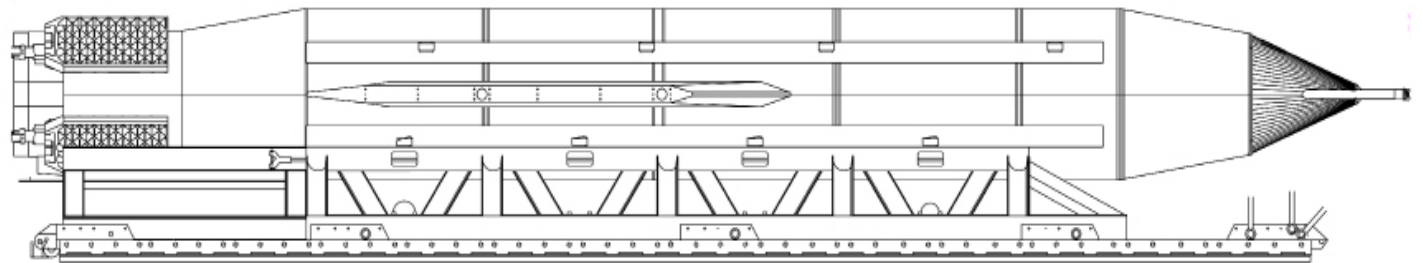
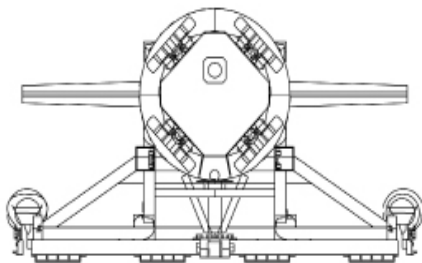
M O D E L S

7811 NE St. Johns Rd. Suite C
Vancouver, WA 98665
www.MasterpieceModels.com



GBU-43/B Massive Ordnance Air Blast (MOAB) 1/24th Scale Resin Assembly Kit

CAD by Scott Lowther





GBU-43/B Massive Ordnance Air Blast (MOAB)

Development

The basic operational concept bears some similarity to the BLU-82 Daisy Cutter, which was used to clear heavily wooded areas in the Vietnam War. Decades later, the BLU-82 was used in Afghanistan in November 2001 against the Taliban. Its success as a weapon of intimidation led to the decision to develop the MOAB. Pentagon officials suggested MOAB might be used as an anti-personnel weapon, as part of the “shock and awe” strategy integral to the 2003 invasion of Iraq.

GBU-43s are delivered from C-130 cargo planes, inside which they are carried on cradles resting on airdrop platforms. The bombs are dropped by deploying drogue parachutes, which also extract the cradle and platform from the aircraft. Shortly after launch, the drogues are released and bombs fall unretarded. GPS satellite-guidance is used to guide bombs to their targets.

The MOAB is not a penetrator weapon and is primarily an air burst ordnance intended for soft to medium surface targets covering extended areas and targets in a contained environment such as a deep canyon or within a cave system. High altitude carpet-bombing with much smaller 230-to-910-kilogram (500 to 2,000 pound) bombs delivered via heavy bombers such as the B-52, B-2, or the B-1 is also highly effective at covering large areas.

The MOAB is designed to be used against a specific target, and cannot by itself replicate the effects of a typical heavy bomber mission. During the Vietnam War's Operation Arc Light program, for example, the United States Air Force sent B-52s on well over 10,000 bombing raids, each usually carried out by two groups of three aircraft. A typical mission dropped 168 tons of ordnance, pounding an area 1.5 by 0.5 miles with an explosive force equivalent to 10 to 17 MOABs.

MOAB was first tested with the explosive tritonal on 11 March 2003, on Range 70 located at Eglin Air Force Base in Florida. It was tested again on 21 November 2003.

On 13 April 2017, a MOAB was dropped on an ISIL-Khorasan cave complex in Achin District, Nangarhar Province, Afghanistan. It was the first operational use of the bomb.

Painting instructions
Paint using John Deere yellow and green per the image in this instruction sheet

PREPARATION AND FINISHING INSTRUCTIONS--READ THOROUGHLY BEFORE YOU BEGIN

For assembly, follow the exploded-view diagram provided with your kit. The preparation and finishing steps listed here are recommended for best overall results.

1. DO NOT USE CYANOACRYLATE GLUE ON CLEAR PLASTIC PARTS. This will cause fogging or “fuming” of the plastic. Instead use a clear, two-part epoxy. Devcon™ five-minute epoxy works well. We recommend this epoxy for the entire project, as the cyanoacrylate glues can be brittle and unreliable over time.

2. PRIOR TO ASSEMBLY OR PAINTING, REMOVE FLASH AND CASTING ARTIFACTS, AND THOROUGHLY WASH ALL URETHANE RESIN (YELLOW PLASTIC) PARTS. First, remove all mold “flashing” from the edges of the parts. sand away any “casting blocks” on a disk sander, or alternatively by carefully laying the part flat on a sheet of 80-grit sandpaper on a flat, level surface. Run the part over the sandpaper in a figure-eight pattern, occasionally rotating the part in your fingertips, to ensure an even sanding. Finish on a piece of 220 sandpaper using the same technique.

To wash the parts, use warm water with Ajax™, Comet™, or similar chlorine bleach-based powdered soap. Do this in a sink or basin, with a sponge or fine steel wool sanding pad and rinse thoroughly. This will remove any oily residue (mold release compounds, urethane residues, and even finger oils from handling) from the urethane parts which could interfere with proper glue and paint adhesion. Dry thoroughly.

3. Paint prep and painting

Carefully sand the model with 320- grit sand paper “be very careful not to remove any details” Clean the model. Fill any seams that need filling with any hobby putty that you prefer to use. Prime the model with a good sandable primer. We recommend using an autobody laquer primer. Lightly sand the model again using 320- grit sandpaper. Paint the model using the supplied box art or whatever reference that you may have.

4. Decals and final clearcoat

If there are decals Clearcoat the model with a gloss paint. “this prevents silvering” To apply the decals. Cut out the individual decals, soak them in warm water for 30 seconds. Once loosened from the sheet, apply to the model use a decal setting solution such as “solvaset”. Once the decals are dry clear coat the model with either gloss coat or a dull coat.

