

10 filling the ventral surface joint with Green Stuff. This dries in about 30 minutes and can then be gently rubbed down. Clear dope and talcum powder mixture can be used as a filler for smaller cracks and scratches. **11** detailing the upper sides of the model can involve parts from the Airfix Invader kit. The engines, props and other small parts were taken from this kit. Note the dope and powder mixture used round the cockpit canopy area. **12** undercarriage main wheels and the intakes came from the Invader kit too. Note how the ventral line has been rubbed down, and also the body filler round the engine nacelles. **13** the completed model of the C-123B Provider finished all silver apart from dayglo on the tail unit and black on the nose and engine nacelles. **Foot of page** a superb model vacuformed by Tony Woollet in his own workshop. This is something for the extra keen and very experienced to aspire to.

rietary makes. The mixture can be varied from thin (more dope than talc) for the smallest scratches to thick (more powder than dope) for larger areas. The mixture 'sinks' — that is contracts and you will have to add more than you need to the area being worked on — but experience will tell in this instance. The dried out mixture draws up very easily with either sandpaper or wet and

dry though you will find that the finest flour paper is necessary to make sure that no scratches are left before painting.

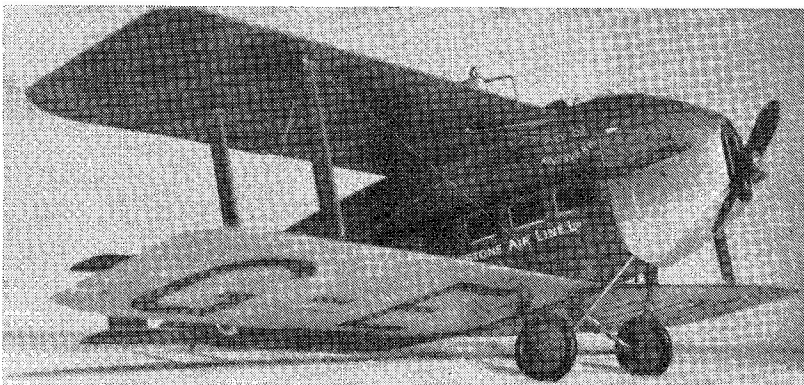
Fixing the wings to the fuselage is sometimes a difficult job in vacuform models. Sutcliffe, and sometimes Airmodel, give a former to cut from the sheet plastic to act as a main spar. RAREplanes and Airframe do not, as their models are generally consi-

dered small enough not to need such luxuries. I find that it is necessary to consider each model on its merits and therefore would not like to give a hard and fast rule on this subject. If dihedral is involved it is better to add a main spar to get the angle correct on both sides no matter what size the kit may be.

For smaller models the spar can be cut from thick scrap plastic but on the larger models I prefer wood. This gives a wider cross section and is more rigid.

More often than not I use tube cement for the joint between the wings and fuselage as this tends to give better contact over a wider flat surface area. Once the wings are on, filler will again have to be used to ensure wing roots and the joint between the wings and fuselage are cleaned up. Tail units are treated in a similar fashion though main spars are not generally needed.

The smaller parts on vacuform kits are always the subject of controversy. Many people do not make them because of this but I am sure the matter is overemphasised and is not such a problem as it may appear. From



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