

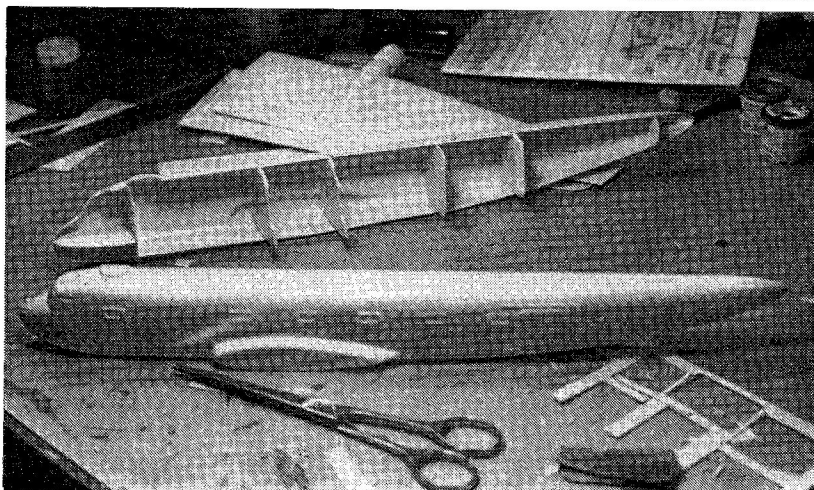
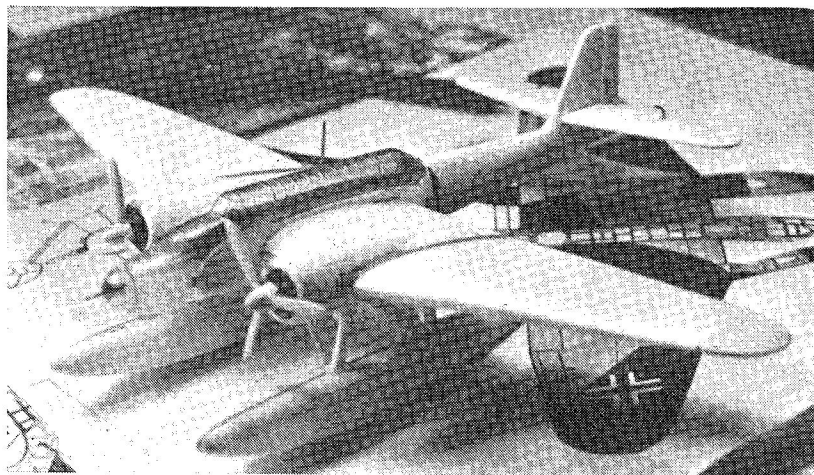
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my own point of view I have been model making for many years and like others make anything that's going. If I get a kit for review I also buy one for the stock cupboard so I always have what I need in the way of odd spare parts. This can be expensive, and storage space, nowadays, is at a premium and I agree that not every model maker has either the facility or the ready cash. On the other hand certain kits are cheap enough and for 50p you can generally get what you want in the way of spares. Airfix models alone can provide most things which, coupled with Frog and Lesney in the cheaper range, should answer the question.

One of the manufacturers, RAREplanes, does in fact mould all the parts necessary to make the model. One can fill the reverse side of the moulded parts with body filler and then cut them out and rub down. Sutcliffe, Airframe and Airmodel supply some of the parts, mostly wheels, moulded into the sheet, which leaves the undercarriage legs and possibly engines and props to find. Airmodel always give suggestions about spare parts as they feel that it is better to give the model maker a guide rather than try to mould difficult parts like those mentioned.

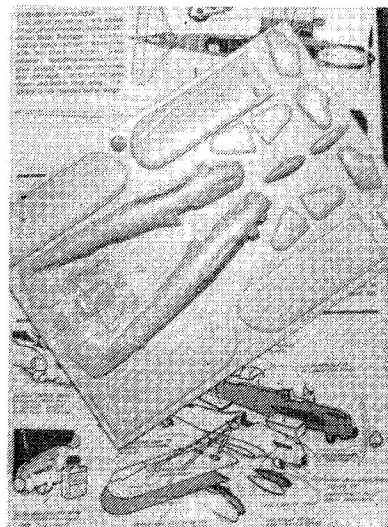
Fixing a new undercarriage is possibly a difficulty for some. It is best to cut out an undercarriage well and reinforce this with sheet plastic before starting to cut holes for the undercarriage legs. Obviously the part into which the leg has to be mounted will need to be substantially thicker than the surrounding material.

Vacuformed aircraft models can and are being produced by many modellers straight from the manufacturers' offerings with outstanding success. There's a great deal of satisfaction in being able to see the finished result and know that it is an individualistic effort. Yet this is not the end of the story. Several people have attempted very successfully to produce their own vacuforms using simple methods in order to comply with IPMS rules about not using wood in construction. Tony Woollet is



perhaps the leader of this trend and his articles in IPMS magazine and elsewhere have started many on the more advanced vacuforming trail. The possibilities are endless

and intriguing. Certainly anyone with any ideas on making an aircraft model collection should consider vacuforming as the best possible way of completing their show



**Top** one of the Airmodel kits which makes up extremely well is the Heinkel He 115 floatplane. This photo shows the model before painting. **Above** interior of the Sutcliffe Junkers Ju 290. Note the cross-section formers which come with the kit to strengthen the fuselage shape. **Left** one of the first RAREplanes kits, the Curtiss Y1A-8 Shrike, now reissued by the company with super detailing. In the six years this manufacturer has been in business the improvements in vacuform kits have been considerable. **Below** four in one: a most popular kit from the Airmodel range is the Junkers Ju 86 which includes parts for no less than four different versions, both civil and military.

