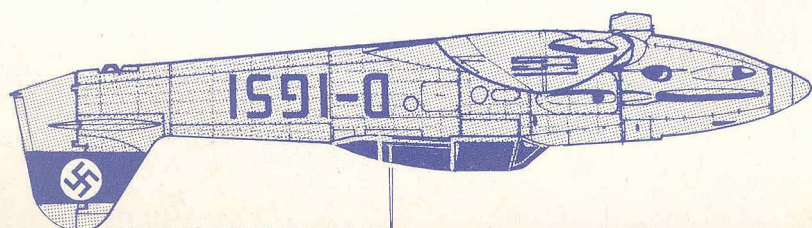


RAREplane vacforms are made for the expert plastic modeller — the man who will lavish his particular brand of artistry and skills in making an aircraft model of rare interest from the basic mouldings provided. Even before work commences, the model is rare; only 1000 impressions are taken from each mould for international distribution. Make the most of your RAREplane, take great care, the opportunity may not occur again.



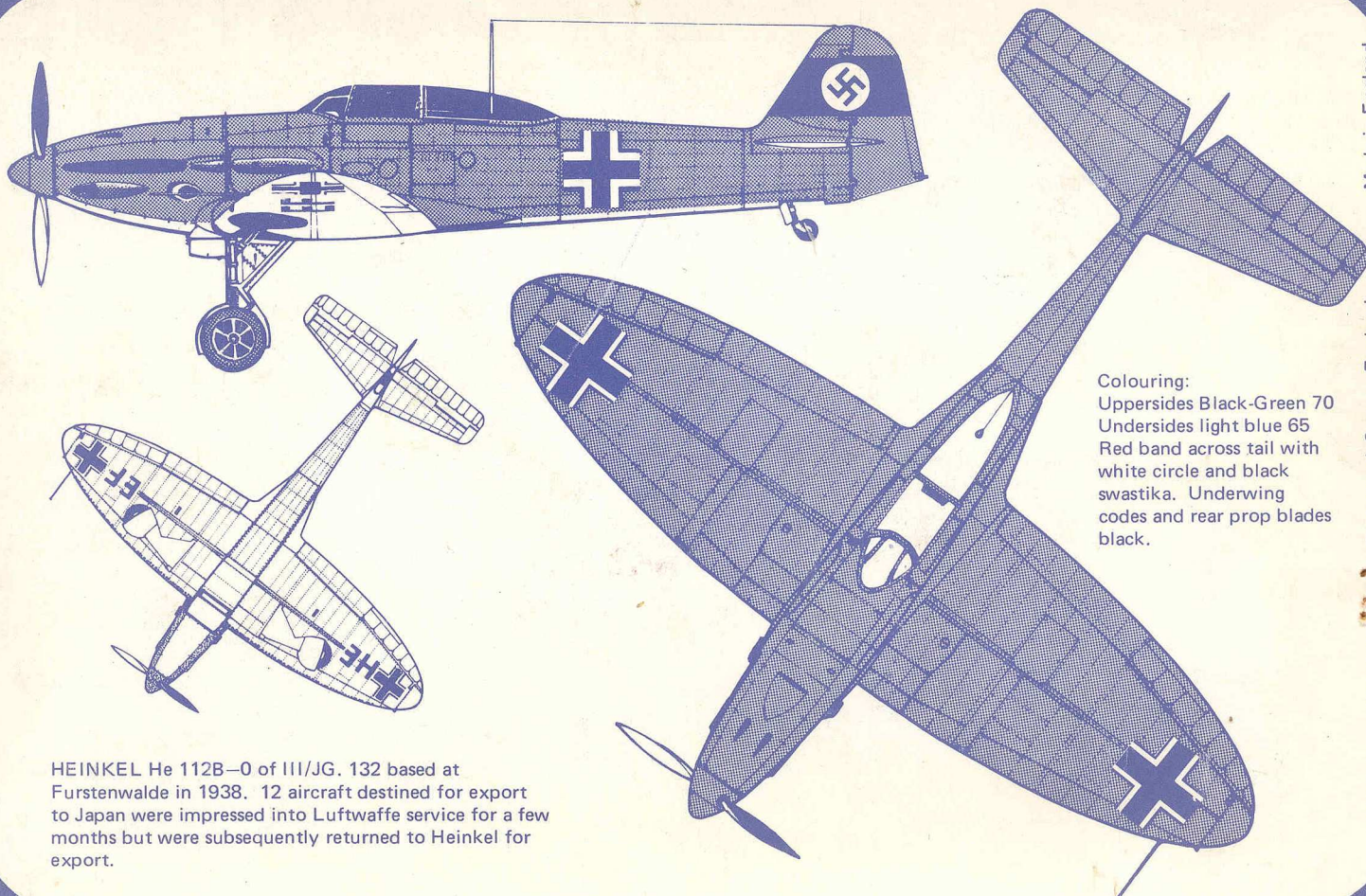
# HEINKEL HE 112B-0



**RARE** plane  
VACFORMS  
SCALE 1/72

RAREplanes

Heinkel He 112B-0



Colouring:  
Uppersides Black-Green 70  
Undersides light blue 65  
Red band across tail with  
white circle and black  
swastika. Underwing  
codes and rear prop blades  
black.

HEINKEL He 112B-0 of III/JG. 132 based at Furstenwalde in 1938. 12 aircraft destined for export to Japan were impressed into Luftwaffe service for a few months but were subsequently returned to Heinkel for export.

Made in England

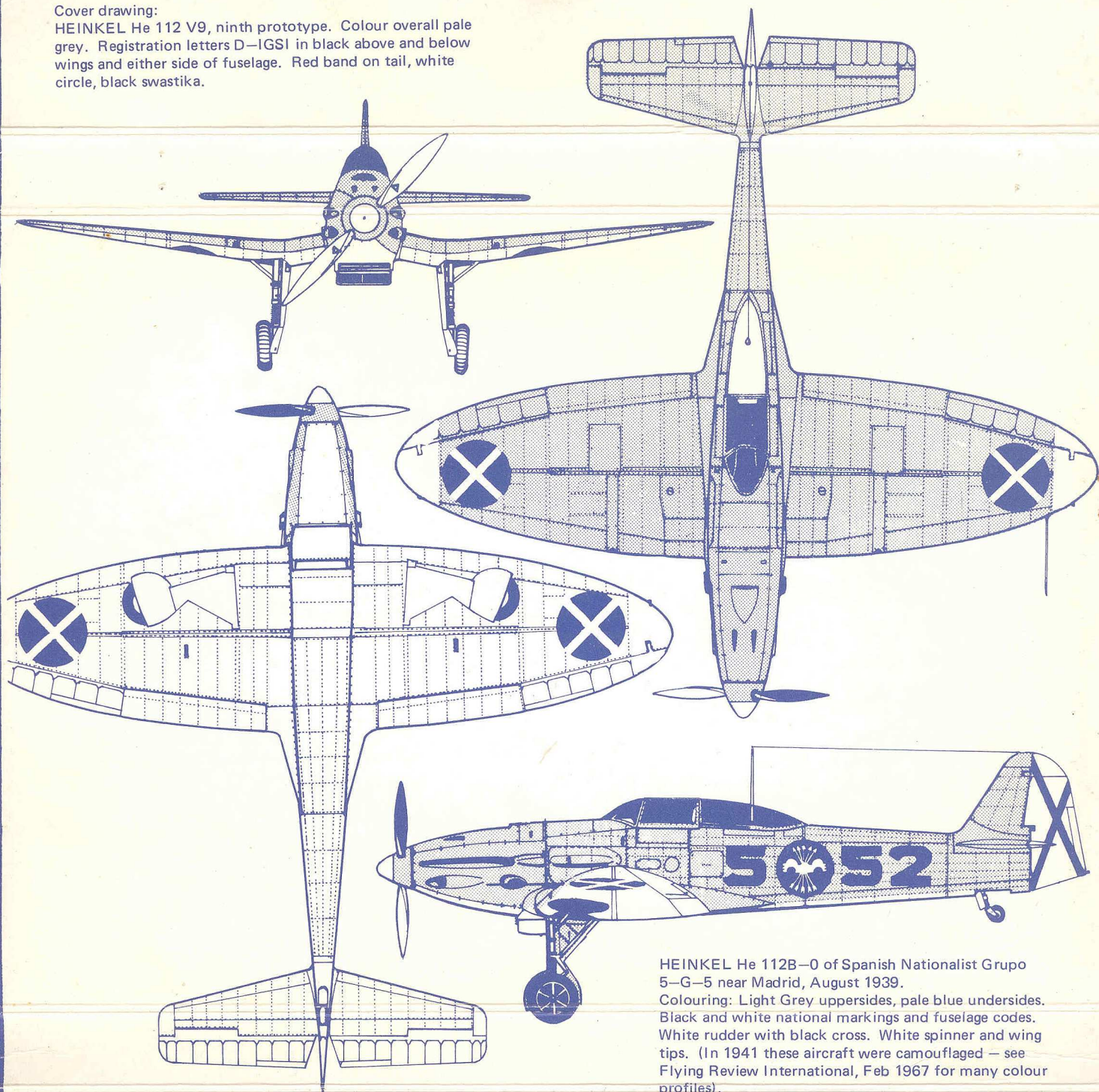
RAREplanes, 18 Hillford Place, Earlswood, Surrey, England

Published references to the Heinkel He 112:

Aero Publishers: The Heinkel 100 and 112  
Air Enthusiast: June 1971  
Air Pictorial: June 1960  
Dora Kurfurst and Rote: Book 3

Flying Review International: Feb 1967  
Flugrevue International: May 1960  
RAF Flying Review: August 1955  
Warplanes of the Second World War: Vol One

Cover drawing:  
HEINKEL He 112 V9, ninth prototype. Colour overall pale grey. Registration letters D-IGSI in black above and below wings and either side of fuselage. Red band on tail, white circle, black swastika.



HEINKEL He 112B-0 of Spanish Nationalist Grupo 5-G-5 near Madrid, August 1939. Colouring: Light Grey upper sides, pale blue undersides. Black and white national markings and fuselage codes. White rudder with black cross. White spinner and wing tips. (In 1941 these aircraft were camouflaged - see Flying Review International, Feb 1967 for many colour profiles).

### GENERAL ASSEMBLY INSTRUCTIONS

#### Fuselage—

Cut fuselage halves from sheet with scissors or score round shapes with knife, breaking excess plastic off with fingers. place each fuselage half on a flat sheet of wet and dry sandpaper and remove approximately 1/2mm from centreline, using plenty of water to get a smooth abrasive action. When a satisfactory joint line has been obtained between the two halves, internal detail can be added and the cockpit opened up. Cement the large bulkhead just inside the belly radiator opening. The two fuselage halves can now be aligned and cemented together, being held by rubber bands until dry.

#### Wings and tailplanes—

To obtain the correct gull-wing on the model, first make two vertical slots in the fuselage wing root fairing approx 15mm from the leading edge, then, insert cranked wing spar through slots and cement in position. Cut out wing halves by using the 'step' moulded around each wing as a cutting guide and remove plastic from wheel recesses. Sand and file inner edges of wing to make a good centreline joint and cement the two parts together. Remove plastic at wing root and push wing on to the projecting spar where it can be cemented in position slightly to rear of wheel well. Glue wing/fuselage joint and set aside to dry. Tailplanes can be cut out, sanded to a slim airfoil and cemented together.

#### Finishing details—

Make up undercarriage (Frog or Revell Me 109 parts are useful, decals also); add spinner, which can be filled with body putty, and insert plastic rod for prop shaft. Trim cockpit canopy very carefully to fit fuselage and glue in place with clear impact cement. Add pitot tube and aerial from stretched sprue and small vanes to belly radiator opening. Spanish decals from the ABT No 43 sheet are ideal for version shown above.

