

Large WW2 bombs

The plastic is high impact styrene; model airplane cement is required for assembly. Use it sparingly! Too much glue will soften the plastic. Save the cutoff plastic to test your choice of paint. Automotive primer is recommended to protect the plastic from fuel proof paints.

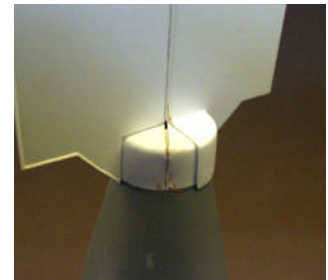
Start construction by cutting out the doublers (the bomb shell half with the formed lines)

Cut only one shell half, net trim and leave a flange around the other. This flange is needed to keep the shell ridged during assembly. Bond the doublers to the shell with the flange first. Half of the doubler should be inside the shell and aligned along the flange. Be sure to apply the glue to close to the seam. After the glue sets, apply glue to the doublers and bond the trimmed shell half in place. Allow the bombshell to dry overnight.



Use a hobby knife to trim away the remaining flange then wet sand the seam until it feels flush with the rest of the shell. Apply filler to the seam and wet sand again. Note: Automotive plastic filler (Bondo) sticks well and requires no drying time.

If you intend to drop this bomb, a coat of silicone is needed in the nose for weight as well as support. I cut a hole in the aft end and squeezed the silicone into the bomb. A wet dowel was used to spread it around the nose. Not a neat job but it works.



Cut the fins free from the part sheet as well as the parts that forms the box. Glue the fins to the bombshell one at a time, arrange them to reinforce seam. Be sure they form a cross looking at the aft end. Clamp the plates that form the box in place. Arrange them so the corners of the box are at the point where the fins change angle. Looking at the aft end of the bomb the box should be square. Remove one plate at a time and bond it back in place until complete. Let the glue dry completely before trimming away the excess fin. Sand the back of the box until the fins and box edge are flush with each other then sand the fin/box joint leaving a small flange.

