

## CANADIAN WARPLANE HERITAGE

FROM IT'S HUMBLE BEGINNINGS AS A SMALL CLUB OF DEDICATED AIRCRAFT BUFPFS IN THE EARLY 1970'S, CANADIAN WARPLANE HERITAGE HAS DEVELOPED INTO A MAGNIFICANT AIRCRAFT AND ARTIFACT COLLECTION, WITH WORLDWIDE MEMBERSHIP.

THE GOAL OF C.W.H. IS TO PRESERVE AIRCRAFT THAT WERE FLOWN BY CANADIANS DURING AND AFTER WORLD WAR TWO. THE EXCITING MANDATE OF RESTORING THEM TO FLYING CONDITION, MAKES THE MUSEUM VERY SPECIAL.

PRESENTLY, OVER FOURTY VINTAGE AIRCRAFT FORM THE C.W.H. COLLECTION. NOTABLE TYPES INCLUDE, CHIPMUNK, HARVARD, ANSON, LANCASTER, CORSAIR, MUSTANG, HURRICANE, FIREFLY AND MITCHEL.

SOME OF THE AIRCRAFT ARE UNDER RESTORATION, WITH MANY IN FLYING CONDITION, REQUIRING CONSTANT, ON-GOING MAINTENANCE. IN BOTH CASES, COUNTLESS HOURS OF WORK ARE "PUT IN" BY ENTHUSIASTIC, DEDICATED MEMBERS OF CANADIAN WARPLANE HERITAGE.

IF YOU HAVE AN INTEREST IN WORLD WAR TWO AIRCRAFT, TAKE THE TIME TO VISIT THIS UNIQUE MUSEUM. IT IS HOUSED IN VINTAGE HANGARS. WITH 40'S MUSIC IN THE BACKGROUND, YOU WILL "LOSE YOURSELF" IN THE SIGHTS, SMELLS AND SOUNDS OF A PAST ERA.

MAKE A POINT OF ATTENDING THEIR OUTSTANDING, ANNUAL, AIR SHOW. IT IS TRADITIONALLY THE MID-JUNE WEEKEND THAT INCLUDES FATHER'S DAY.



ASK YOUR DEALER IF HE STOCKS OTHER ITEMS FROM ARROW GRAPHICS? IF NOT, SEND FOR MORE INFORMATION TO ARROW GRAPHICS, HOWARD AND SANDRA McLEAN, R.R. No.1, YORK, ONT, NOA 1R0

# AVRO LANCASTER

419 "MOOSE" SQUADRON

MODEL DECALS  
from  
ARROW GRAPHICS



G-1-48

MYNARSKI MEMORIAL LANCASTER

1/48 SCALE

ON THE NIGHT OF JUNE 12, 1944, LANCASTER "VR-A", OF 419 SQUADRON, WAS PART OF A FLEET OF BOMBERS SENT TO DISRUPT THE RAILYARDS AT CAMBRAI.

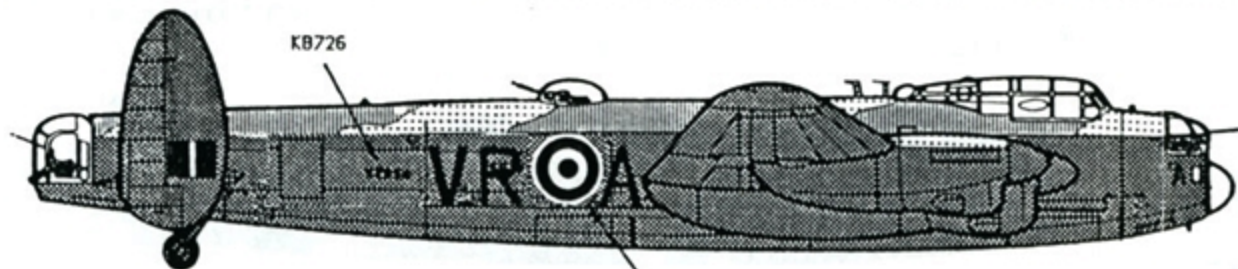
THE AIRCRAFT WAS MORTALLY CRIPPLED BY A JU-88. ON BOARD WAS PILOT OFFICER ANDREW MYNARSKI, WHO COULD HAVE ESCAPED THE BURNING AIRCRAFT, BUT CHOSE TO TRY TO FREE THE TRAPPED TAIL GUNNER. REPELLED BY HEAT AND FLAMES, HE SALUTED THE TAIL GUNNER AND JUMPED CLEAR OF THE LANC. HIS PARACHUTE ON FIRE, HE FELL TO HIS DEATH.

THE LANCASTER CRASH LANDED AND THE REMAINDER OF THE CREW SURVIVED, INCLUDING THE TAIL GUNNER, WHO WAS THROWN CLEAR.

MYNARSKI WAS AWARDED, POSTHUMOUSLY, THE VICTORIA CROSS FOR HIS ACT OF VALOUR.

SOME OF THE ENCLOSED DECALS REQUIRE A DOUBLE LAYERING TO GIVE THE COMPLETED MARKING. THIS WILL REQUIRE PATIENCE ON YOUR PART, BUT WILL RESULT IN EXACTLY REGISTERED MARKINGS FOR YOUR MODEL.

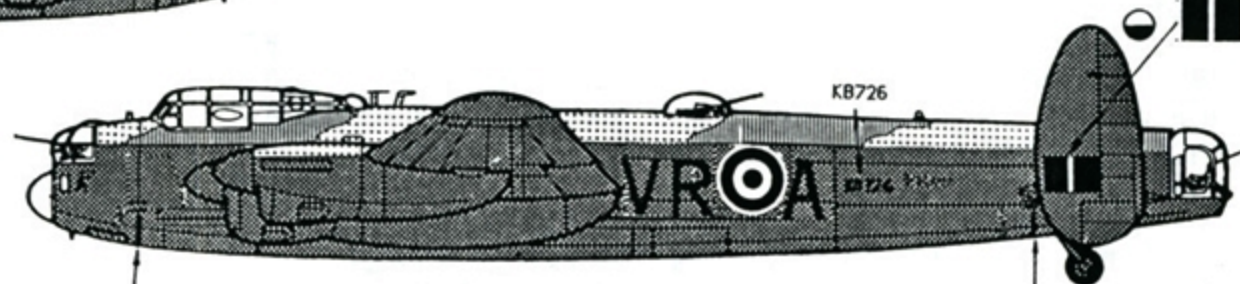
THESE DECALS ARE VERY THIN. THERE IS NO NEED TO USE A "SYSTEM" ON THEM. THEY WILL SNUGGLE INTO YOUR MODEL ON THEIR OWN.



A SPECIAL THANK YOU TO CANADIAN WARPLANE HERITAGE FOR ALLOWING ME ACCESS TO THIS AIRCRAFT. MR. ART HILL, FOR HIS PATIENCE IN SHOWING ME THE MARKINGS ON THE UPPER SURFACES (TWICE). MR. NORM ETHERIDGE FOR SHARING HIS KNOWLEDGE ON THE LANCASTER.

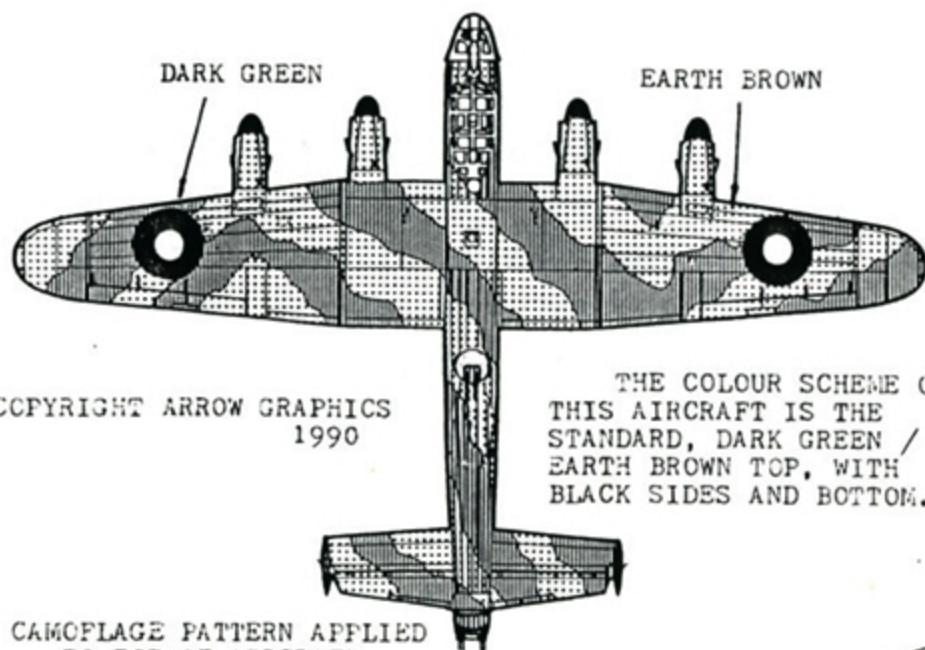


NOTE- REAR FUSELAGE DOOR IS 35" FORWARD OF THE HORIZONTAL STABILIZER



"STEADY HERE" GUIDELINE

"TRESTLE HERE" GUIDELINE



THE COLOUR SCHEME OF THIS AIRCRAFT IS THE STANDARD, DARK GREEN / EARTH BROWN TOP, WITH BLACK SIDES AND BOTTOM.

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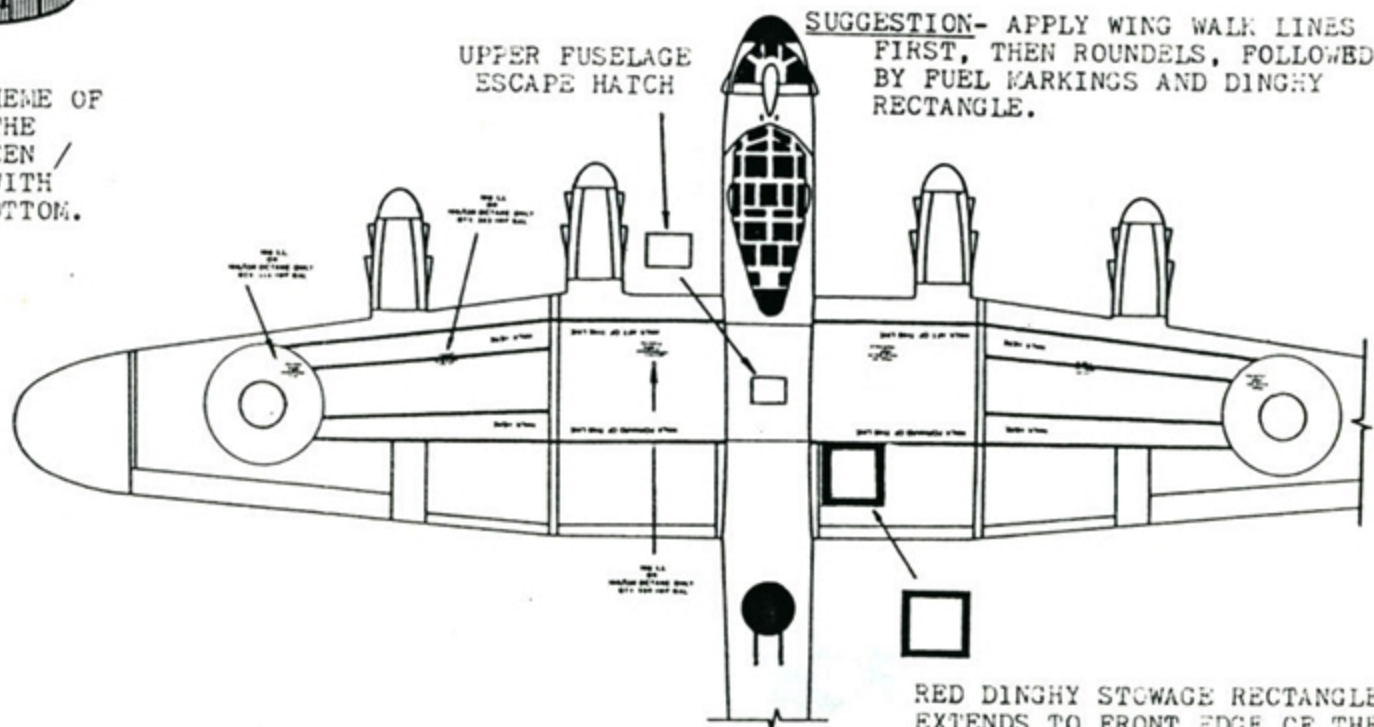
CAMOUFLAGE PATTERN APPLIED TO TOP OF AIRCRAFT

- CUT INDIVIDUAL MARKING FROM DECAL SHEET, TRIM CLOSELY TO IMAGE.
- DIP SAME IN WARM WATER FOR 15 SECONDS.
- PLACE A DROP OF WATER ON MODEL WHERE MARKING WILL GO.

- SLIDE MARKING FROM BACKING PAPER ONTO MODEL.
- SHIFT INTO FINAL POSITION.
- BLOT WITH KLEENEX.

⊙ FOR MARKINGS WITH OVERLAYS, ROUNDLS, ETC. ALLOW BOTTOM DECAL TO SET FOR 4 HOURS BEFORE APPLYING UPPER LAYER.

● USE "GUIDE LINES TO CUT FIN FLASH TO PROPER SIZE BEFORE WETTING. (RED PORTION OF FLASH FACES FRONT OF AIRCRAFT).



SUGGESTION- APPLY WING WALK LINES FIRST, THEN ROUNDLS, FOLLOWED BY FUEL MARKINGS AND DINGHY RECTANGLE.

UPPER FUSELAGE ESCAPE HATCH

RED DINGHY STOWAGE RECTANGLE EXTENDS TO FRONT EDGE OF THE WING WALK LINE.

ARRANGEMENT SHOWING WING WALK LINES AND FUEL TANK MARKINGS. NOTE FUEL TANK SIZES; 580 INBOARD, 383 MIDDLE AND 114 OUTBOARD.

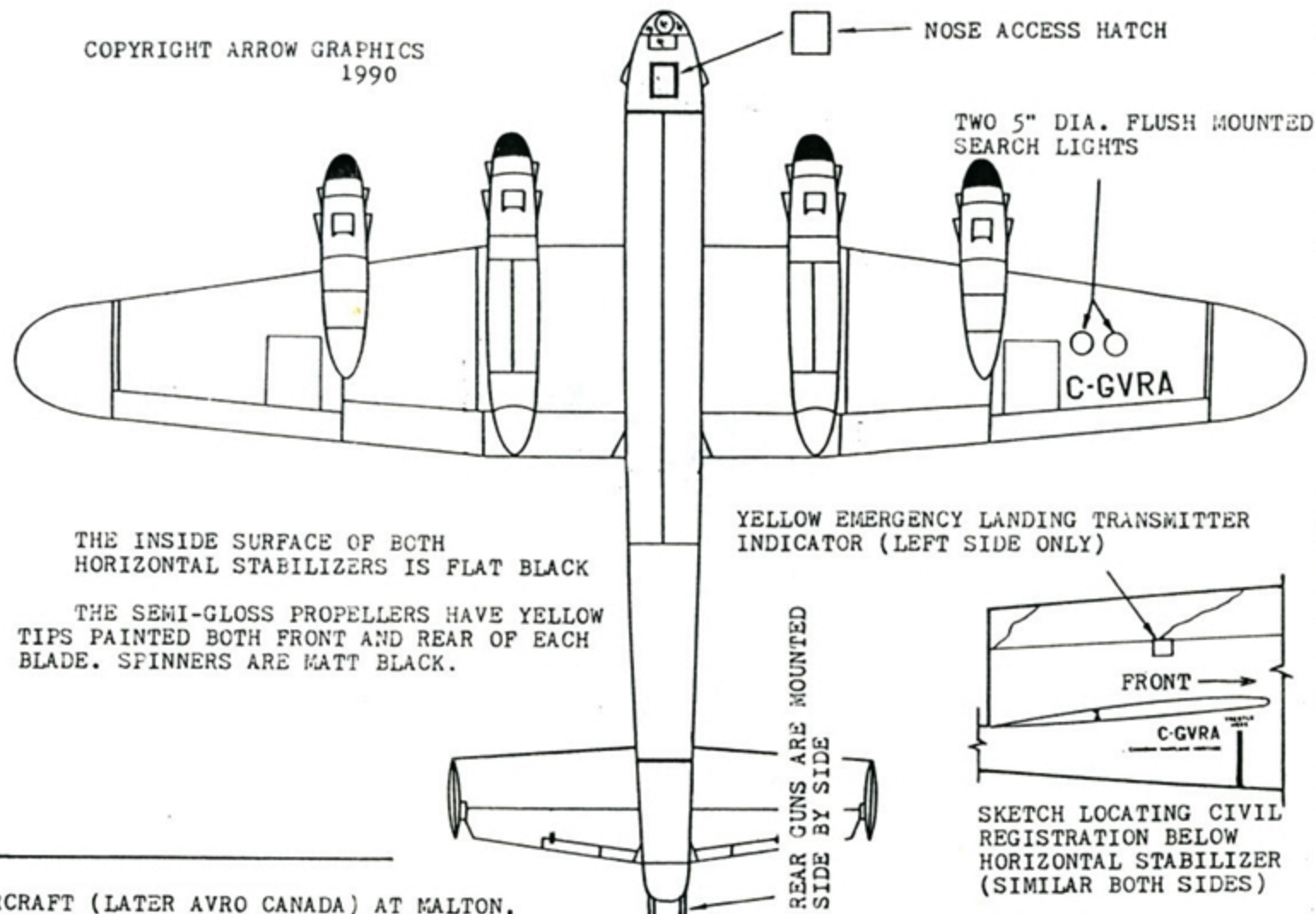
WE ASK FOR YOUR SUGGESTIONS AND RECOMMENDED SUBJECTS FOR FUTURE RELEASE.

NOTES\*\*

WHEN THE AIRCRAFT FLEW ON THE FIRST OFFICIAL FLIGHT, IT DID NOT HAVE A MID-UPPER TURRET. IT WAS MARCH OF 1989 WHEN A TURRET WAS ADDED TO BRING HER CLOSER TO WARTIME CONFIGURATION. THIS MID UPPER TURRET IS A MARTIN STYLE, WITH TWO 50 CALIBER MACHINE GUNS. STANDARD EQUIPMENT FOR A MARK X LANCASTER. IT'S LOCATION (SLIGHTLY FORWARD OF A WARTIME LANC) IS ALSO STANDARD FOR A MARK X LANCASTER. THE ENTIRE TURRET PERSPEX IS CLEAR WITH NO FRAME OR REINFORCING LINES.

ALSO WORTH NOTE IS THE FACT THAT THE LETTER "A" ON THE NOSE OF THIS MACHINE WAS YELLOW, DURING THE FIRST OFFICIAL FLIGHT. WITHIN A FEW DAYS OF THE EVENT THE "A'S" WERE CHANGED TO RED, CONFORMING WITH THE WARTIME COLOURS.

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THE INSIDE SURFACE OF BOTH HORIZONTAL STABILIZERS IS FLAT BLACK

THE SEMI-GLOSS PROPELLERS HAVE YELLOW TIPS PAINTED BOTH FRONT AND REAR OF EACH BLADE. SPINNERS ARE MATT BLACK.

THIS AIRCRAFT WAS BUILT AT VICTORY AIRCRAFT (LATER AVRO CANADA) AT MALTON, ONTARIO. SHE IS A MARK X LANCASTER, PRODUCTION NUMBER FM 213, completed too late to see wartime service. SHE SERVED WITH THE R.C.A.F. AS A MARITIME PATROL AIRCRAFT, UNTILL RETIRED FROM SERVICE IN LATE 1963. THE ROYAL CANADIAN LEGION BRANCH IN GODERICH, RESCUED HER FROM SCRAPPING BY MOUNTING HER ON THREE PEDESTALS, IN 1965. SHE SAT THERE FOR THIRTEEN YEARS.

CANADIAN WARPLANE HERITAGE ACQUIRED HER, AND TRUCKED THE ENGINES, OUTER WINGS AND TAIL ASSEMBLY, TO MOUNT HOPE, ONTARIO. ON NOVEMBER 5, 1979, A CANADIAN FORCES "CHINOOK" SET A RECORD LIFT, IN TERMS OF WEIGHT AS WELL AS DISTANCE, BY CARRYING THE LANC FUSELAGE 100 MILES TO IT'S NEW HOME.

AFTER THREE YEARS OF SPOTTY WORK ON THE PROJECT, NORM ETHERIDGE, AN AIRCRAFT MAINTENANCE ENGINEER, TOOK OVER THE MASSIVE JOB OF ORGANIZING THE RESTORATION. HIS GUIDANCE AND KNOWLEDGE WERE THE KEY IN GETTING THE PROJECT ON THE ROAD TO MEANINGFUL RESULTS. MANY COMPANIES HAVE ASSISTED IN MAKING THE RESTORATION A REALITY. COUNTLESS HOURS OF VOLUNTEER WORK HAS GONE INTO THE PROJECT. GOVERNMENT GRANTS FOR FIVE STUDENTS, FOR A NUMBER OF WINTERS, ENABLED THE RESTORATION TO SHOW STEADY PROGRESS. IN MAY, 1986, THE FIRST REBUILT ENGINE WAS DELIVERED.

ON SEPTEMBER 24, 1988, THE FIRST OFFICIAL FLIGHT OF THE MYNARSKI MEMORIAL LANCASTER TOOK PLACE. IT WAS A CLEAR SUNNY DAY, BEFITTING SUCH A MOMENTOUS OCCASION. APPROXIMATELY 25,000 PEOPLE IN ATTENDANCE, WATCHED AND LISTENED, AS THE ONLY LANCASTER, ABLE, IN NORTH AMERICA, TRUNDLED DOWN THE RUNWAY AND LIFTED INTO THE SKY. THERE WERE VERY FEW (IF ANY) DRY EYES IN THE CROWD THAT AFTERNOON.

LONG MAY SHE "ROAR" IN THE SKIES OF CANADA.

STRUTS FOR MAIN AND TAIL WHEELS ARE PAINTED GLOSS BLACK. MAIN GEAR STRUTS HAVE (45 P.S.I.) TIRE PRESSURE INDICATED ON THE LEFT SIDE OF EACH SET. A TIRE PRESSURE OF 54 P.S.I. IS APPLIED TO THE RIGHT FORK OF THE TAIL WHEEL.

THE MAIN LANDING GEAR WHEELS AND TIRES ARE IN FACT THOSE USED ON SHACKLETONS. THEIR USE IS NECESSARY IN ORDER TO ENSURE A SUPPLY OF SPARES FOR MANY YEARS TO COME.

THE TAIL WHEEL IS OF LANCASTER TYPE.

BOTH THE TAIL WHEEL AND MAIN GEAR WHEELS ARE A FLAT ALUMINUM FINISH. THE MAIN WHEELS HAVE COOLING VENTS AROUND THE PERIMETER, ON THE LEFT SIDE ONLY.