

THUNDERBIRD MODELS 72-003

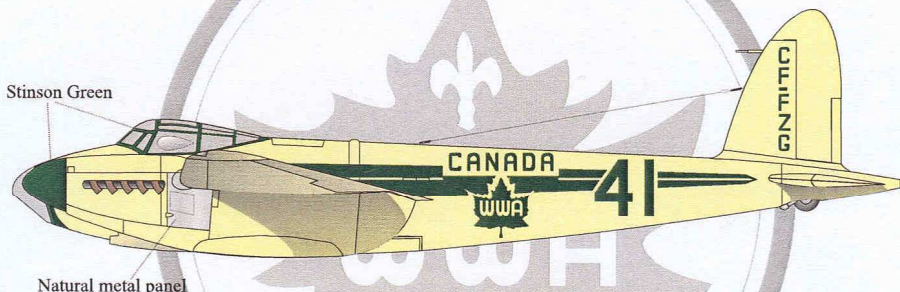
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WORLD WIDE AIRWAYS

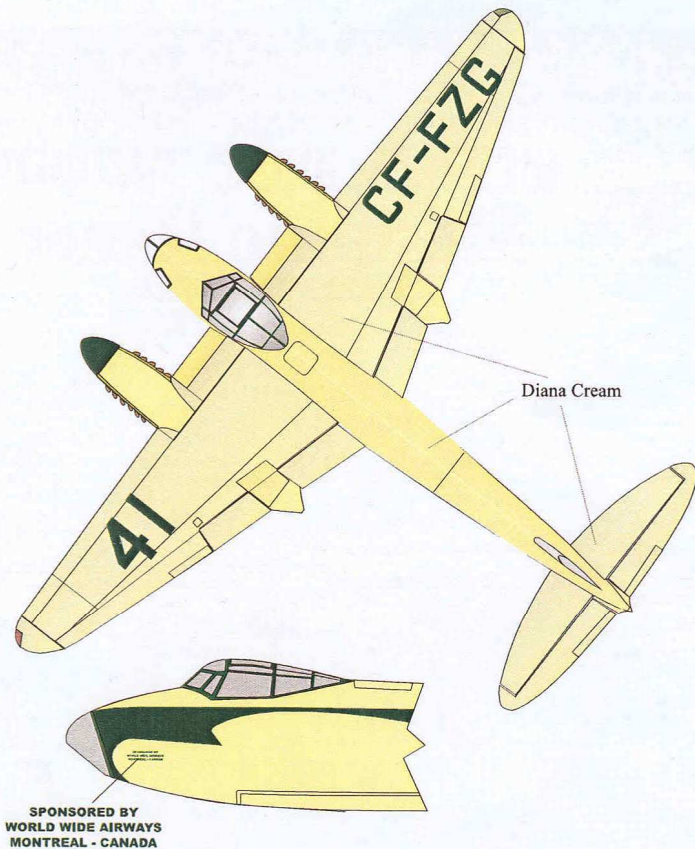
Mosquito Racer

for the Tamiya kit



Don McVicar, the founder of **World Wide Airways**, was one of the true originals of Canadian aviation. Born in 1915, he learned to fly in 1936 from the well known Maurice Burbidge (a former McKee Trophy winner- Canada's highest award for civilian aviation) and was one of the early group of Ferry Command pilots making his first flight with them in 1941. Later he helped prove several of the staging routes to England and flew the first ski-equipped Norseman into Baffinland.

In 1948, McVicar bought the first two Mosquitoes released to a civilian in Canada, B Mk. 25s KB377 and KB984. Both aircraft were low time (377 had only 45 hours) and the purchase price was a mere \$1,500 each! McVicar had become enamoured with the Bendix Air Races and was determined to enter a Mossie and represent Canada. KB984 was sold to American racer Jesse Stallings (also for the Bendix) for \$5,000 and McVicar put all his efforts into prepping 377. Then the trouble began. First of all no major sponsorship could be acquired, although Kendall Oil agreed to provide all the necessary oil. There were major difficulties in certifying the a/c, McVicar eventually getting an endorsement in his transport Pilot's License to fly a D.H. Mosquito for ferry and racing purposes only. Then a flat tire (replaced by the RCAF). On the way to the race the aneroid in the port carb gave some trouble causing a delay in Buffalo, then an exhaust stack almost burned away causing a delay in Wichita. The final disaster was the failure of a connecting rod on the starboard engine. Packard didn't think it was necessary to beef up the connecting rod joint where it met the bearing, contrary to Rolls Royce's practice. Thus ended the career of KB377 as a Canadian aircraft. She was sold to Don Bussart and re-registered as N37878 and raced in the Bendix (and elsewhere) until written off when the air bottle for the pneumatic brakes exploded in 1951. For the full story read "Mosquito Racer" by Don McVicar, published by Airlife.



Colours and Markings: Aircraft is overall Diana Cream, a light yellow colour. Humbrol 103 Cream is a good match, however it is a matt paint so will need a clear gloss overcoat before applying the decals. All other markings, spinners and canopy frames are in Stinson Green. Landing gear legs and wheel hubs appear very dark in photos; most likely black but Stinson Green is also possible. There is a natural metal panel behind the exhausts on each nacelle. Propeller blades are black with yellow tips. Aircraft registrations are on the upper right and lower left wings, race numbers are on the upper left and lower right wings. Final finish is semi gloss.

Modifications: The B.25 is the Canadian built equivalent of the B Mk.IV but with Packard Merlin 225 engines and paddle blade props. All the radios were removed (saving almost 250 lbs.) and replaced with a lightweight Motorola unit. As this aircraft was released from War Assets it can be assumed that any military equipment had already been removed.

Applying the decals:

1. Ensure surface is clean, dry, dust free and a gloss finish.
2. Cut decal to be applied from the main sheet and dip into water to remove from backing paper.
3. Apply decal to surface, position using a soft brush.
4. Remove excess water from around decal and gently press decal to remove trapped air if present.
5. If decal does not lay down flat, then the use of decal softening solutions may be required. Always test solutions on unwanted decals to ensure compatibility.
6. When decal is dry (6-8 hours), gently remove any remaining decal adhesive with a moist Q-Tip.
7. Apply top coat varnish (matt, satin or gloss) only after 24 hours to ensure that all moisture has gone from the surface.
8. Always store unused decals in a dry box or folder away from direct sunlight.