



INSTRUCTIONS - Please Read Carefully

- CanMilAir Decals are printed on very high-quality clear decal paper with a continuous film. It is highly recommended the decals be given a top coat of **MicroScale Liquid Decal Film** before use. Each element must then be trimmed from the sheet as closely as possible.
- Dip the decal in lukewarm water for 10 seconds. Remove and let it sit for 30 seconds.
- Before applying decal, wet the area with **MicroScale Micro SET**. This will to soften the decal film, improve surface adhesion and prevent air bubbles.
- The carrier film is extremely thin, so to prevent the decal from folding, *you must slide the decal off its backing paper onto the model*, preferably nudging it along with a small wet brush. You can then easily reposition it and smooth out any wrinkles after it is in its final position.
- Use a tissue to soak up excess water, then allow decal to set up. Once firmly anchored, brush a small amount of **MicroScale Micro SOL** over the decal. Do not touch the decal as it is now very soft and could be easily damaged. Leave it alone and let it work. Let decals dry.
- For particularly troublesome areas, a repeat application of **MicroScale Micro SOL** may be necessary. Allow to dry.
- Once all decals are in place and snuggled down, gently wipe with fresh lukewarm water to remove any remaining residue and then let dry.
- You should protect the finished decals with a few light applications of Testors Dullcote or Glosscote.

Photo sources include (but are not limited to) the following: Patrick Martin Slides, National Defence Imagery Library, Airliners.net, JetPhotos.net, MyAviation.net, and various other sources.

CanMilAir DECALS

Set #

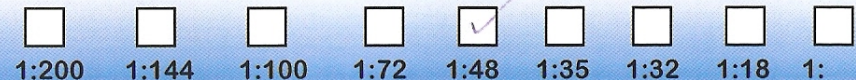
345

NA Harvard Mk IV - 1962

Markings for Harvard on display at Vintage Wings of Canada.



	Flat Black	OA Yellow
CGSB 1-GP-12:	512-301	5-2, 505-101
Federal Standard:	37038	13538
Testors MM:	1749	1708, 1569
Humbrol:	33	24, 154, 188
Tamiya:	XF-1	X-106
Gunze Sangyo:	H12, H343	H329



WWW.CANMILAIR.COM

During World War II and for some years afterwards, the distinctive roar of the Harvard was a familiar sound in Canadian skies. Recognized as one of the most outstanding aircraft of its era, it was chosen as the advanced single-engine trainer for the British Commonwealth Air Training Plan. As such, it served as a transitional aircraft upon which pilots who had learned the basics by flying Tiger Moths, Fleet Fawns, or Cornells would advance their skills so that they were prepared to fly combat aircraft such as the legendary Hurricanes and Spitfires.

The Harvard was an American design, known in that country as the AT-6 Texan. A total of 3350 were produced in Canada, more than any other type. Beginning in 1940, 2800 were built by Noorduyn in Montreal and during the 1950's another 550 were constructed by Canadian Car and Foundry in Cartierville.

As an advanced, high performance trainer, pilots who had learned to fly 1200 pound, fabric covered aircraft with 140 horsepower had to quickly adapt to a veritable monster of 5000 pounds of aluminium with four times the power. Well suited to its training role, the Harvard had enough bad habits to teach inexperienced pilots to respect the even more powerful fighters they would soon be flying. Strong, but unforgiving, it required a delicate touch to maintain the proper attitude upon take off and landing. The Harvard was highly regarded by the RCAF and it has been said that it characterized the spirit and excellence of the British Commonwealth Air Training Plan.

Following the war, the Royal Canadian Air Force kept the Harvard on strength until 1966, training pilots for their duties with NATO. A training base in Claresholm, just south of Nanton, utilized the aircraft for this purpose from 1951 until 1958.

The distinctive snarl of the Harvard is produced by its 600 horsepower Pratt & Whitney engine together with its nine foot propeller which, when in fine pitch at high rpm, approaches supersonic speeds.

The Vintage Wings Harvard is one of 270 Mark 4s, the last model to be built. This aircraft was manufactured 17 December 1952 by Canadian Car and Foundry Ltd. in Fort William, ON and assigned construction number CCF4-242.

It was taken on strength by the RCAF in December of 1952 and assigned service number 20451. The aircraft was initially based at Centralia Ontario where it was used to train NATO pilots. In October 1956 it was flown at Rockcliffe Airport in Ottawa, Ontario.

In May of 1960, 20451 was transferred to RCAF Station Moose Jaw where it was used for flight training.

The aircraft was involved in a category B accident 12 January 1965. It was declared surplus to RCAF needs and struck from RCAF strength 23 June 1965. It was sold to Forhart & Daniel of Avondale, Arizona, and dismantled.

Circa 1978 it was discovered in a compound at Mesa, AZ. It was then acquired by Rick Shanholtzer of McKinney, TX in 1993 and stored dismantled.

In 1993 it was sold to Roaero Ltd. / Hannu Halminen, where it was restored and registered as CF-ROA (7 July 1994). The first post-restoration flight occurred 7 July 1994. It remained at Roaero Ltd. until 2000 when sold to Classic Wings Inc. on 29 August 2000.

The aircraft was acquired by Michael Potter 13 April 2000 and added to the Vintage Wings of Canada collection.

