



Arctic Decals

Westland Wallace

Houston Everest Expedition

ARC72-023

Westland Wallace (G-ACBR) was converted from the original P.V.6 prototype to take part in the 1933 Houston Everest Expedition, along with another converted P.V.3 Wallace, G-ACAZ (recognizable by its undercarriage of very wide track). Powered by highly supercharged Bristol Pegasus I.S.3 engines, and with the rear cockpits fully enclosed and fitted with heating and oxygen equipment, these two machines made aviation history on 3rd April 1933 by flying over Mount Everest, the highest point on Earth. First over "The Hump" was G-ACAZ, sponsored by Lady Houston and piloted by the Marquis of Clydesdale and Douglas with observer Lieutenant-Colonel Steward Blacker. G-ACBR was sponsored by the British Air Ministry and crewed by Flight Lieutenant David McIntyre and cameraman Sidney Bonnett. All aircrew wore oxygen masks and heated flying suits during the mapping mission. Taking off at 8.25 am from Purnea, India, the two Westland aircraft broke through thick haze at 19 000 feet and had to contend with severe up and downdrafts as they flew 5 000 feet above the summit.

Westland Wallace G-ACBR started life as P6 and was later serialised K23488 and given RAF roundels and rudder stripes. In this form it was the prototype Wallace I. In 1933 it was re-engined, rear cockpit enclosed and cabin heating and oxygen equipment installed. As G-ACBR it was then used for the Houston-Mount Everest Expedition. RAF roundels and rudder stripes were not used on the Everest flight. Afterwards it went back to Westlands for improvements and was finally designated as the Westland Wallace II and went into service with the RAF. This plane was Silver Dope overall with Satin Dark Blue-Grey or Anthracite Grey anti-glazing top area of fuselage.

These decals are made for 1/72 scale Frog Wallace model. They have been printed with UV-ink and color laser printers on decal paper where the carrier film covers the complete sheet, so each decal need to be cut out separately. They do not have a sealing coat. UV-ink printed decals (on blue backing paper) are tough and easy to handle and do not generally need to be clear coated prior to use. Laser printed decals (on white backing paper) are fragile, soft and will easily scratch so it might be a good idea to apply a **thin** layer of clear acrylic coat (Microscale Liquid Decal Film for example) over the bigger/longer laser decal parts prior to use to make the handling easier. Use care when applying the decals as the decal carrier film is extremely thin.

It is important to apply the decals on a smooth, glossy surface to get the best results. Semi-matt or matt finish under the decal film will cause "silvering" effect (tiny micro size air bubbles trapped under the decal film).

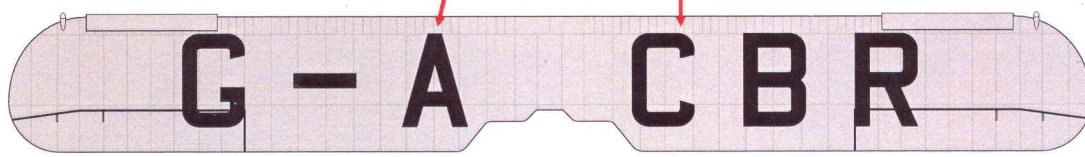
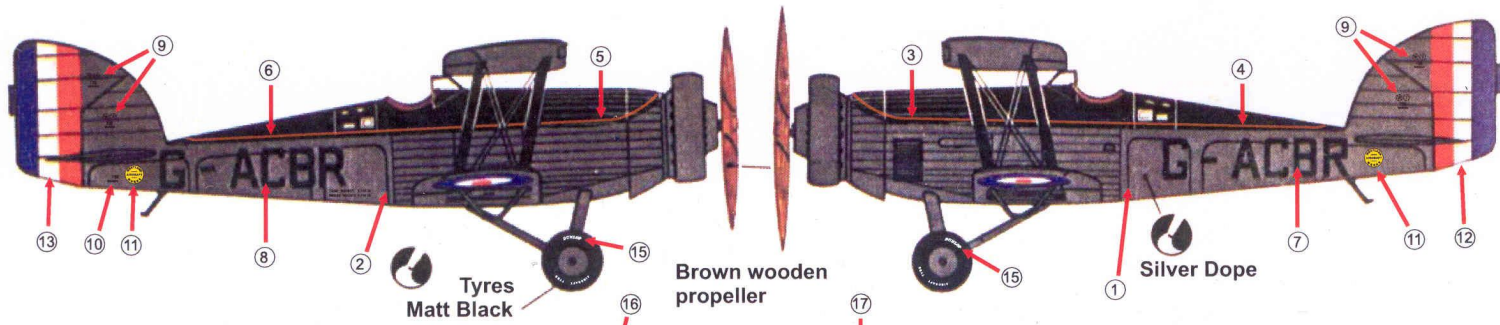
Cut out each decal with sharp scissors. Dip the decal in warm water (it is recommended to add a couple of drops of washing-up liquid to the water). Do this for 5 to 10 seconds, then remove it from the water and let it sit for about a minute. If you leave the decal in the water for a longer time, this can cause more of the adhesive to dissolve, which can prevent the decal from adhering properly and also increase the risk of silvering. Do not move the decal on the backing paper too much to avoid tearing the film or removing the adhesive. Do not let the decal float off of the backing paper.

Normal decal setting solutions can be used with these decals. They will work with the laser printed decals but have little effect on UV-ink printed decals. If using the setting solution liquids it is recommend to use Microscale's Micro Set (a wetting agent and decal solvent) and Micro Sol (a stronger solvent version).

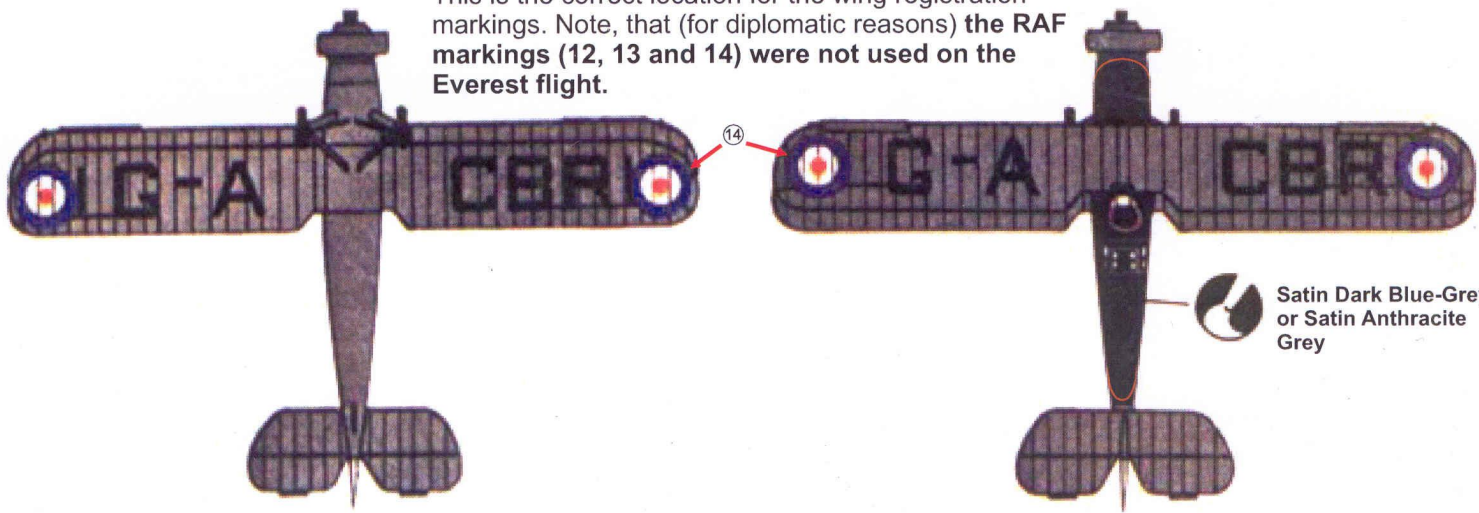
The area where the decal is to be applied should be kept level. Brush water (mix of water and washing-up liquid) and the Micro Set directly on your model before sliding the decal into position. Beware, the decal will stick rapidly on the model if you use only Micro Set without water on the model surface, so slide it very gently. After sliding the decal into position soak up the excess liquid. **Specially for UV-ink printed decals; apply a thin coat of Micro Sol (or similar product) before sliding the decal on the model to soften the clear carrier. It is important to get the Micro Sol under the UV-ink printed decal, as the solvent has little effect on that type of ink, but it will dissolve the clear carrier which allows the decal to dig into the paint. After this coat dries, apply a second heavier coat of Micro Sol. Another method to try is to use a cloth soaked in hot water to press the UV-ink decal into place over rivets, panels lines and other contours. Heat is the best final option to make the UV-ink bend and conform; repeated applications of decal solvent will only wash away the glue.**

Do NOT apply any strong solvent-based clear lacquer over these decals with a brush, as they will instantly dissolve. If you use a clear lacquer, apply it with an airbrush in very light, misting coats. It is recommended to use acrylic clear coat for this type of decals as a safer choice.

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This is the correct location for the wing registration markings. Note, that (for diplomatic reasons) the RAF markings (12, 13 and 14) were not used on the Everest flight.



The Frog/Novo kit engine is a very poor rendition of the Bristol Pegasus. It is recommended to substitute it with a Kora Models DS7287 Hawker Hart resin engine set or (now out of production) white metal Aeroclub E045 Bristol Pegasus with Townend ring.

Westland Wallace probably at Karachi before the Everest flight



"Zip" fasteners were used in the fabric covering of the rear portion of the fuselage. Apply these decals (#1 and 2) at first and then the fuselage registration markings (#3 and 4) over them.

Westland Wallace at Yeovil in 1933

