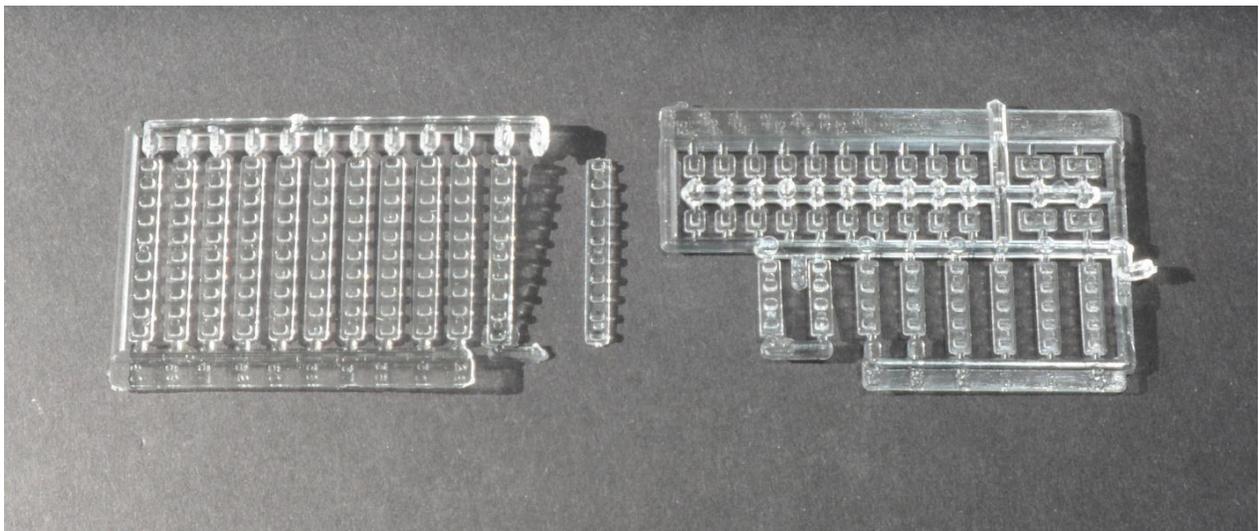


The building of Air Canada Boeing 747-100 "304" flown by Clint Ward



Kit: Revell 4208, 1982, with original factory wrapper
Additional kit (for windows only): MPC 2-3300



Decals: 26 Decals 144-747C, 1/144 scale B747-100
Display case: Mark Whittaker, Montreal Aviation Museum
Photography: Gilles Pepin, Montreal Aviation Museum
Model: Gilles Pepin, Montreal Aviation Museum

By all accounts, the Revell kit is far superior to the MPC kit (a re-issue of the old awful Airfix kit), especially with regards to engine details and extended landing gear; it is far more expensive, but well worth the cost, and extremely rare. This kit was produced in 1982; its age shows in the quality of the polystyrene (fuselage halves will never adhere together completely with any type of cement), and the mold design was pre-CAD. However, the largest drawback is the glaring omission by Revell of cabin windows. Solution: carefully trimmed clear parts from the MPC kit. These windows do not fit, in their complete strips, the Revell fuselage molds but, cut in sections of two (rather than the original MPC lengths of ten), they can be installed quite easily. So, get both kits in order to have as prototypical a model as possible. Alternative: tape the outside of fuselage windows with strong Tamiya tape and the window cavities can then be filled with 5-minute epoxy from the inside, making sure no bubbles appear when applying the epoxy (the unwanted "bubbles" can be pierced with a needle). Either method will require external puttying; refer to fuselage section.

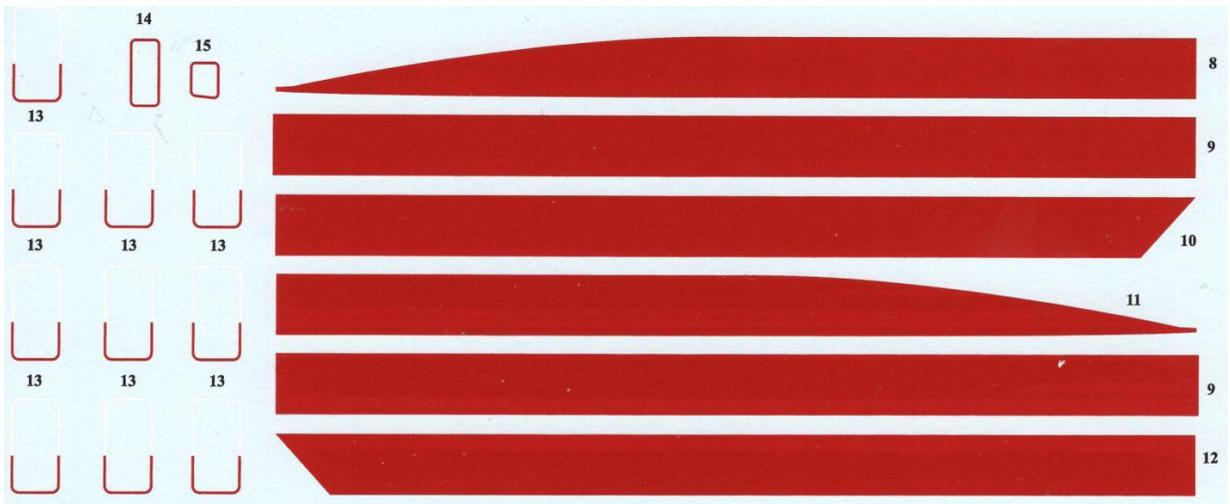
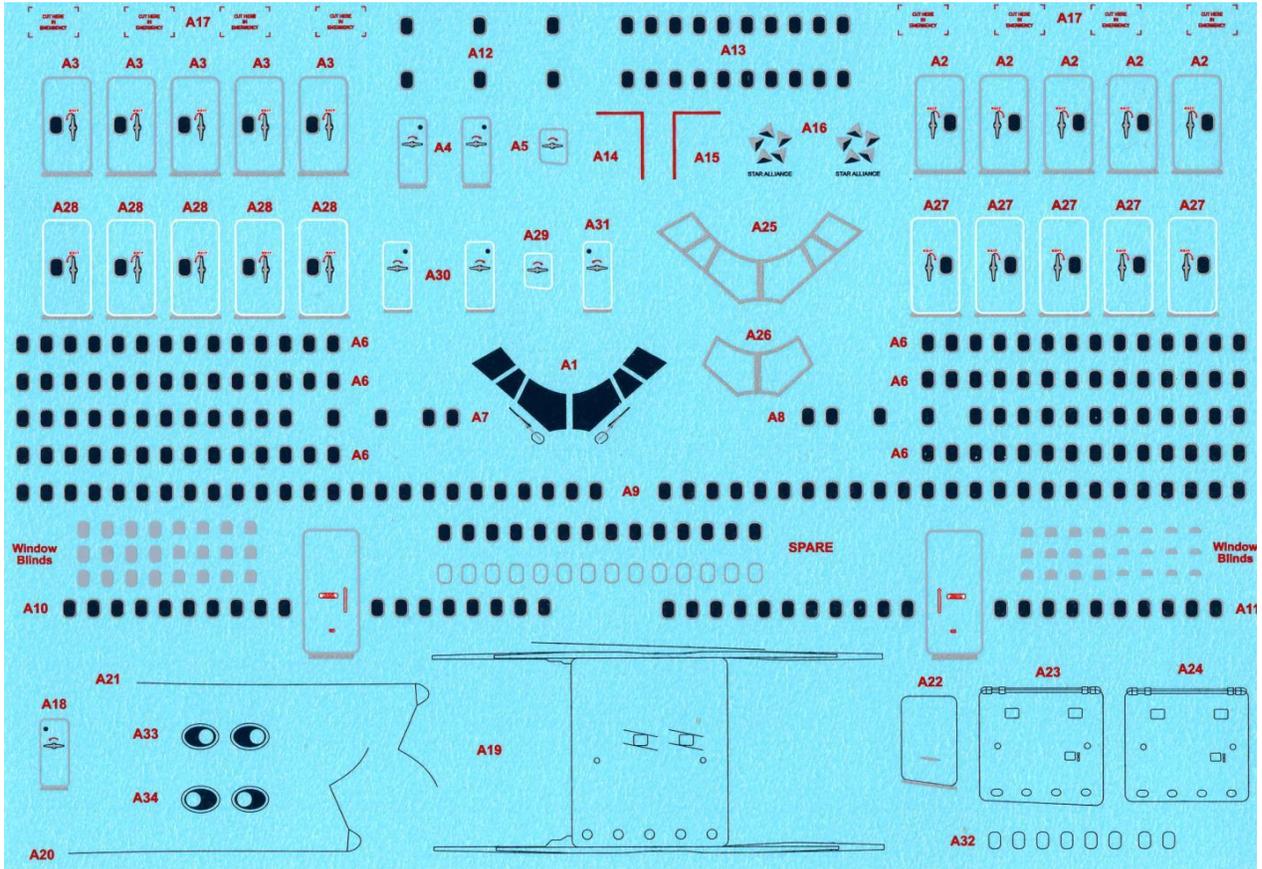
Air Canada Boeing 747-100

This model represents the last Air Canada Boeing 747-100 Captain Clint Ward flew. Its fin number is 304; registration: CF-TOD. Refer to the decal sheet.



Clint Ward is a retired Air Canada Captain. "I was born and grew up on the Canadian Prairies," he said, "went to school in Saskatoon (Saskatchewan). Just out of high school, I signed up with the Royal Canadian Air Force and the first airplane I ever touched to learn to fly was the Harvard. After getting my Air Force Wings, I spent a summer spraying crops from a Piper J-3 Cub and then joined Trans-Canada Air Lines. After working with them for almost 38 years, the last 12 in command of the Boeing 747, I retired from Air Canada and spent a few years in Corporate Aviation piloting a Citation Ultra. In my 50 years as a professional aviator I never bought a gallon of gas!"

The 26 Decals 747-100 decal sheet



CF- C-F TOA TOB TOC TOD TOE C-GAG A B CF- C-F TOA TOB TOC TOD TOE C-GAG A B Printed by BOA Agency

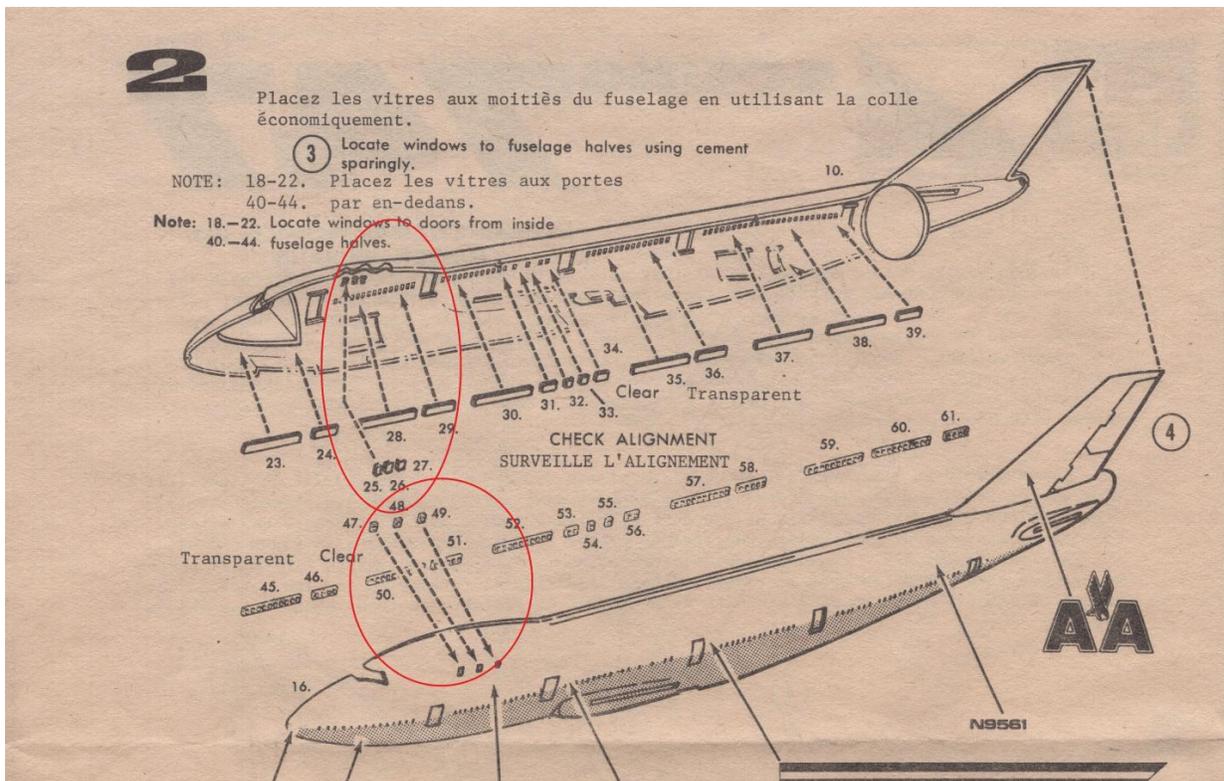
CF- C-F TO A B C D E C-GAG A B 301 302 303 304 305 306 307
CF- C-F TO A B C D E C-GAG A B 301 302 303 304 305 306 307

STS44182 Air Canada Delivery Boeing 747-133/233BM

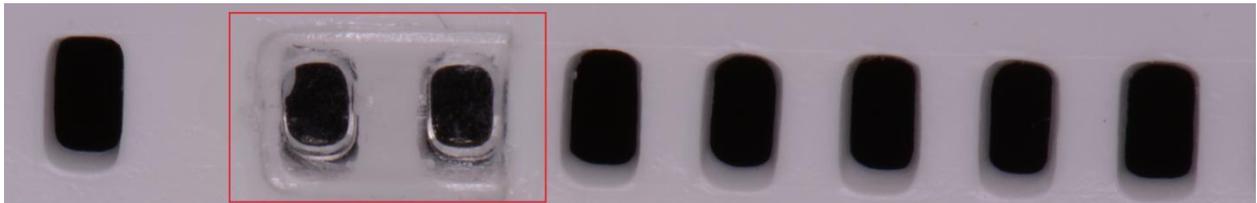


Before starting the assembly

All windows have to be filled prior to fuselage halves assembly. I chose to install the MPC windows, cut in strips of two windows so these would fit inside the Revell molds. Refer to the instruction sheet of the **إفليس صا** (Arabic cursing) MPC:



Cut MPC parts to fit as close to the window edges as you dare; otherwise, they will overlap, and not fit properly. There are 182 window openings in the model. These inserts have to be cemented 1 or 2 windows at a time; mercifully, the MPC clear parts are not brittle, and can be cut into neatly trimmed segments required; each part will be cemented inside the fuselage halves with Humbrol Precision Poly Cement. It takes 5 minutes for each part. Tedious, but necessary.



Step 1: cement nose landing gear base (part 35) and main landing gear base (part 36) to part 37 (starboard fuse half). Align properly and let cure overnight.

Step 2: a glaring omission by Revell: no mention on how much weight to place in the nose section; I built this model only to realize that, after adding the landing gear, it is a tail sitter. Add plenty of weight (methinks 1.5oz at least). Cement the two fuselage halves together. Omit stand fillers if not using the stand. You know the routine: start with the full tail section, clamp after checking alignment, and allow to dry completely; move on to the top of the fuselage halves, all the way to the fore of the nose landing gear base; the top of the fuselage fit is fairly good; this will require the removal of the two dedicated radio antennas, which could be scratch built and added later at their precise locations. The bottom of the fuselage fit is horrible; get rid of the locator pins first. Note: I amputated all dedicated antennas at the request of the recipient.



The fit of the fuselage halves on the bottom is horrible, and nearly incorrigible



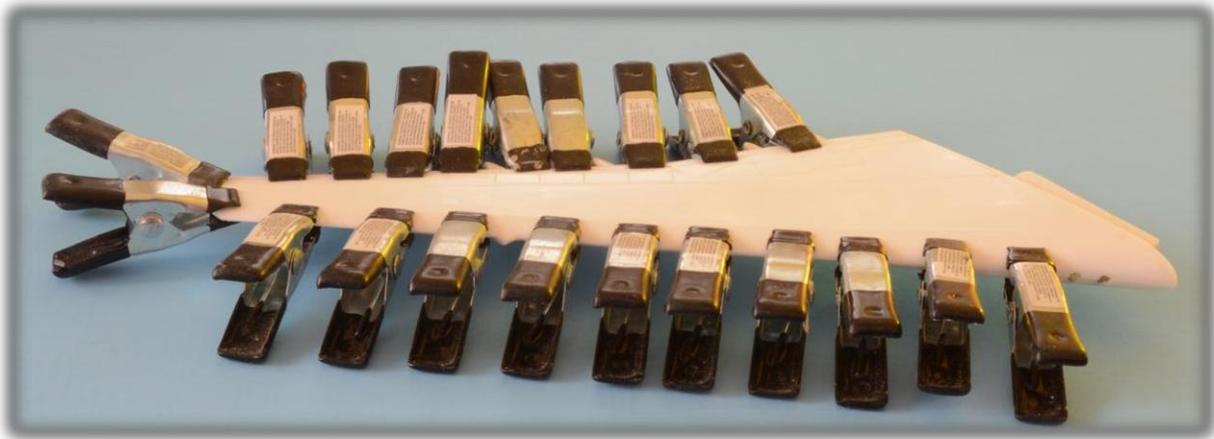
Using Bondo Automotive Glazing & Spot Putty (refer to fuselage section for description); partially sanded

Roughly cement the bottom of the fuselage all along the lower seams, including the nose and fuselage landing gear housings. Putty, sand, putty again, sand again (you know the routine). Add cement around the landing gear bases. See above photographs, along with the Bondo putty 907C attempt to finally put the seam of the lower issue to rest. It sort of worked. Perhaps 5-minute epoxy?

Steps 3 and 5: cement (carefully align), and clamp all around. Sand lightly and putty if necessary. Set aside.

Steps 7 and 9: do not even try to attach parts 8, (landing lights), as they do not fit at all (far too large in diameter). Jury rig plastic parts (the clear parts sprue works well size-wise, cut in segments of 1") so these will almost reach the leading edges. These can be painted silver once the model is fully primed/painted, and Gloss Coated over once painted (photograph 1). Cement wing halves in steps, starting with the wing roots and working towards the wing tips, checking for locator pin alignment (photographs 2 and 3). Sand accordingly.





Steps 4, 6, 8 and 10: cement; touch up seams with Tamiya Liquid Primer

Step 11: jet engine halves (parts 1A and 2A) have the molded-in identifiers, faint but there on the inside of the two parts. Add the turbofan (part 3) after sanding down for a proper fit. Repeat for second "A" engine. Segregate both for step 12.

Step 12: get rid of the pins of the left housing (part 4) on the engines, then align correctly. These pins are useless. Generously cement the engine in place. Cement the right housing (part 5), and clamp. Cement the lower joints. Apply putty and sand seams as necessary. Repeat in reverse order. A note on putty (unless otherwise indicated): I use Deluxe Materials Perfect Plastic Putty: it goes on smoothly when applied with a Q-tip, dries quickly, is easy to sand, and is water soluble. Clean excess off with a moist Q-tip once dry; leaves no residue.



The -100 was equipped with Pratt & Whitney JT9D-3A engines. A total of 167 747-100s were built

Steps 14 and 15: same as step 12 (parts 1B and 2B), using housings (parts 6, 7).

Step 17: this model is built wheels down. Steps 27 to 29, 31 and 32 are omitted.

Steps 13, 16 to 26: skip for now, until sub-assemblies are cemented in place.

Steps 20 and 23: assemble, prime and paint accordingly, including actuator arms (parts 46, 47, and 48 from step 22, 24 and 25).

Painting the model

Note: all Tamiya acrylic paints thinned +/- 50-50 with Tamiya Lacquer Thinner (87077), not that awful X-20A thinner. If not thinned, paint will apply like paste.

Note: the landing gear components (including landing gear doors) are painted prior to assembly, and will be installed once the model is fully painted.

Prime all components. Use the coffee onion to smooth the primed surfaces (in Scale Modeling Now: <https://www.scalemodellingnow.com/tbconstruction-fine-sanding-alternative-coffee-filter-onion>)

Fuselage



Prior to painting the fuselage, an important step: use Bondo Automotive Body Glazing & Spot Putty 907C (a very versatile alternative to all other modeling putties); dries quickly and is easy to sand) to cover all outside windows. Using a burnishing tool is best. Let dry for 6 hours. Sand smooth, until only faints vestiges of the windows can be seen. Do not be afraid to use 100 grade sandpaper on a small block, then medium grade. Complete the task with 600 and 1000 grade. Messy, but necessary. Clean sanded fuselage residue often with a wet cloth. Try it, you will like it.



Bondo: red arrow: sanded completely smooth; blue arrow: roughly applied; white arrow: partially sanded



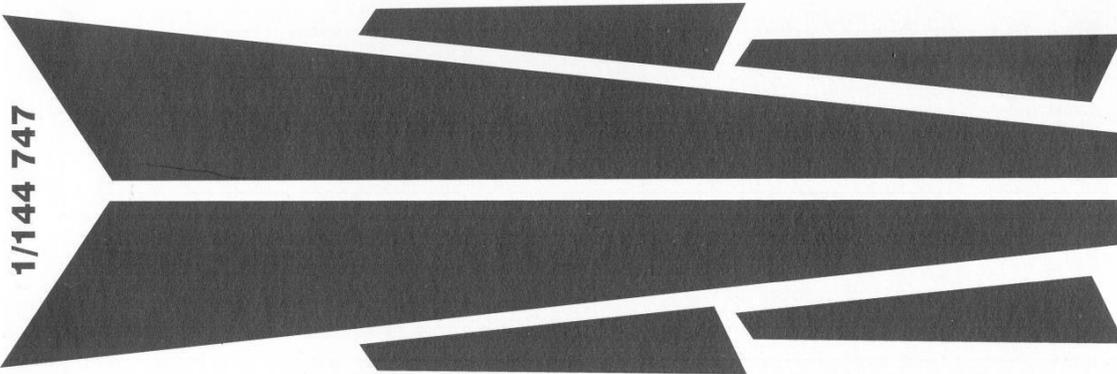
After Bondo, once sanded smooth; ready for primer



Ready for painting

Note: the bottom of the fuselage, along with the wings and stabilizer/elevators will be painted Boeing Grey. I checked the many forum blogs on the subject of Gloss Boeing Grey; suggestions range from Xtracolor X363 to (!) Tamiya Fine Grey Primer. Use X363; nearly impossible to get outside the UK and even then difficult to find; Hannants will not ship outside the UK. My thanks to Alan Aronoff, for providing me with the X363, along with a full set of Corogard decal sheet, produced by Flightpath, no longer in production. Cement windscreen in place prior to painting; sand edges, and use Bondo putty to fill in the gaps, as the windscreen does not fit in properly; remove excess putty with a Dremel coarse soft brush (the red one), and then prime; touch up if necessary.

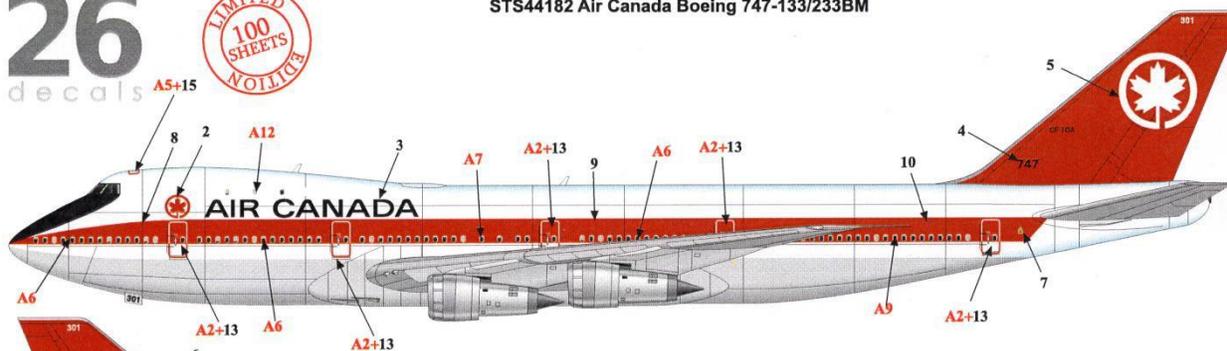




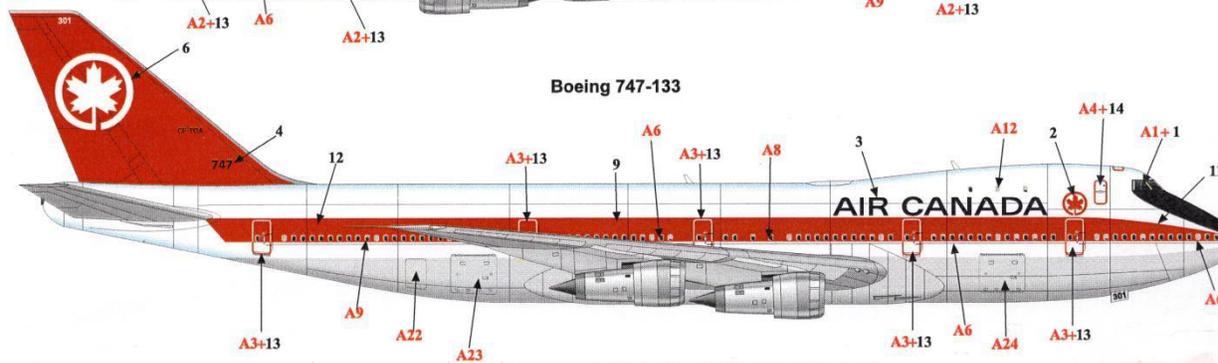
26
decals



STS44182 Air Canada Boeing 747-133/233BM



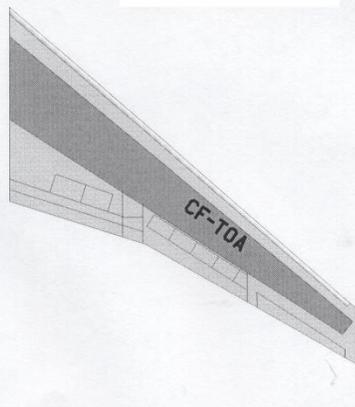
Boeing 747-133



Painting Guide:

Recommended kits: Revell Boeing 747-100/200 & Welsh Models Boeing 747-100/200

-  Gloss White = Upper fuselage & fin
-  Gloss Boeing Grey Xtracolor X301 = Lower fuselage, wings & stabs
-  Natural Metal = Leading edges & engine nacelles
-  Corogard = Wing centre panels
-  Matt Black = Anti-glare

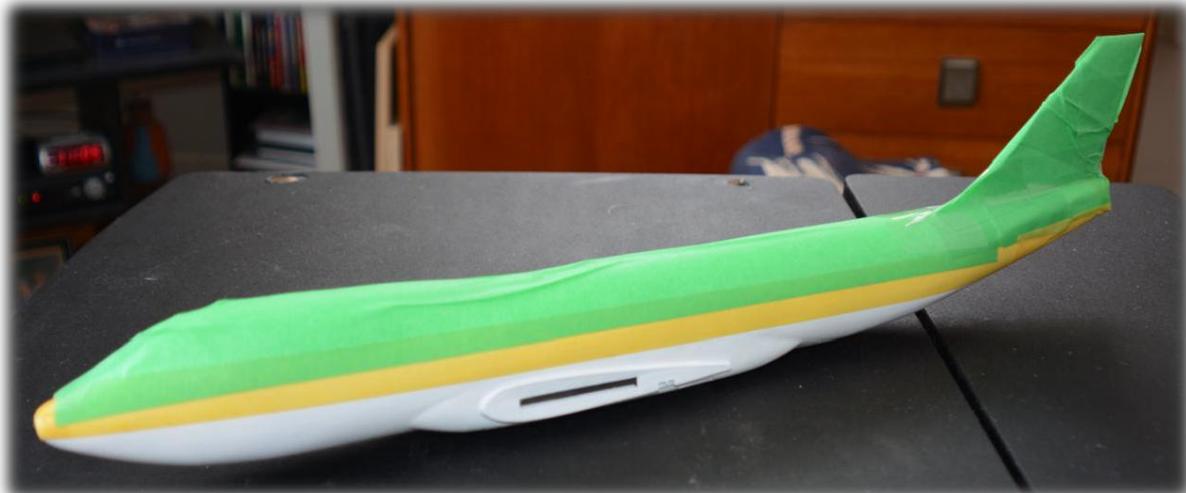


1/144
Scale

Fuselage top: airbrush Tamiya X-2 White, many light coats (you know how finicky white paint can be); paint the entire fuselage to avoid missing any areas.



Fuselage bottom: airbrush Xtracolor X363 after masking the whole white upper part (one does not want a single molecule of grey on the white paint):



Seal the entire fuselage with many **light** coats of airbrushed Future Wax, making sure it does not run; undiluted Future wax is almost as viscous as water; diluted: even worse

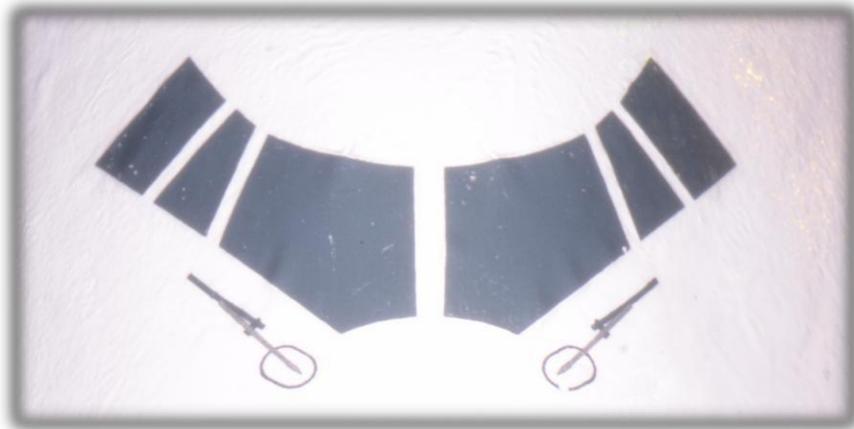
Anti-glare nose section: mercifully not required. And no decal provided by WIN.

Applying 26 Decals to the fuselage

These decals are exquisite, both in details and in relative ease of application. Apply the large vertical fin decals (5 and 6) last, as you will be able to handle the fuselage by the fin without risking damage to these decals. Printed by BOA Agency. These rival in quality, if not exceed, the Cartograph decals. However, the decal film is very thin (good, no need to use Micro Set solution), but curls up easily (not so good). **Soak all decals in very hot water for 15 seconds, and let the adhesive "melt" for 45 seconds before moving the decal from the backing paper.** For the windows, cut each strip in 3 or 4 pieces, or your Arabic cursing will get lots of practice.

Note the difference in color labeling on the decal instruction sheet. Confusing until you study the sheets thoroughly: black numbers are used for the red fuselage stripes/vertical fin decal sheet; **red alphanumeric** for all other decals.

1) Apply decal **A1** first. Do not use decal 1, or the white framing will be lost. WIN decals have to soak (depending on size) at least 75 seconds for the **red** identifiers and 30 seconds for the black. Use lots of water on the surface; and lots of water on a Q-tip to align properly. Be gentle and patient; I suspect **A1** and all the long decals may break easily if not carefully handled.



Authentic-Airliners-Decals: Cockpit and cabin windows B747-400; realistic 3 dimensional decal

Apply decal **A5**, then 15 on top of it, not the other way around.



2) Apply decal 8 (port side long red), lining it up carefully so that it will mesh perfectly with decal 11 (starboard side long red) at the nose tip, using lots of water before and during application. Use a large bowl of soaking water to ascertain the entire decal soaks evenly; same goes for decals 9 twice, 11, and 12.



3) Apply decal 9 (port side). Apply decal 10 (port side). Seal all with Future wax.
4) Repeat on starboard (decals 11, 9, 12). Crucial: line up decal 11 with decal 8.



5) Apply decal **A6**. Align as close to the front of the nose as possible; then apply decals **A2** and 13, properly spaced:



6) Apply another **A6**, aligned, and another **A2** and 13; then **A7**, another **A2** and 13, another **A6**, another **A2** and 13, then **A9**, another **A2** and 13, and finally 7: beware these long window decals curl up infuriatingly, which is why WIN provided spares. My advice: cut these long widow decals in strips of 4 or 5 windows, to avoid the inevitable curling. Beware: almost all **A2** decals break up as they are resistant to moving into proper position. Lots of hot water is de rigueur. And you should consider sliding all doors (**A2+A3**) sideways rather than vertically to avoid curling. I know, I ruined one **A2**, and used an **A28** in its place.



Please note the **A9** decal has insufficient windows, and I did not have the luxury of any spares (too few to start off with) and I used the **A13** decals for the upper deck cabin

7) Apply decals 2 and 3; then **A13**, cut in strips of 4, 4 and 2 windows:





Aligning port decal 9 with starboard decal 11 is a two person operation: one holding the model, the other doing the aligning. Secure tip immediately with Future wax. Looks like a smiling whale, does it not?

8) I did suspect trying to drag such a large decal, considering its thinness compared to conventional decals, would result in a disaster, and it did; my fault, **I did not use very hot water; my mistake, so the following comments probably are not relevant.** I soaked it for 60 seconds, so it was as loose as can be without the risk of it floating away. It fell apart in three pieces; managed to salvage it, mostly, with some creative re-aligning of the three pieces, which mercifully remained on the backing paper, though one was upside down; some damage to the main part of decal and smaller two pieces; left: after lining up; right: touched up using a Tamiya enamel paint marker X-7 Red, nearly impossible to find in local hobby shops these days:



9) Apply decals 4 and whatever number of your choice (white fin top aircraft number); ditto for the black aircraft number next to the nose landing gear. I gave up on hatch decals **A22** and **A23** for two reasons: they are not the correct size for the hatch panel lines (too large), and they curl, no matter what one does. I used a very sharp regular pencil to highlight these hatch panel lines. I did install (complete with bottom right corner curl) decal **A24**; all arrowed in red:



Completed fuselage decals, starboard



Details, starboard vertical fin; not quite done yet; will be after port decals are applied

10) Not to repeat the starboard disaster, I treated decal 5 with Microscale Liquid Decal Film (not sure if it will help, but certainly cannot hurt). After curing, I used an X-acto knife to cut decal 5, vertically just in front of the Air Canada logo and horizontally just below it. Four panels should make for a better fitting exercise:



Soak for 60 seconds the lower two panels, just above the cut line; it +/- works:



Before the inevitable touch-ups; use some of that square red spare decal; these patches will be nearly invisible

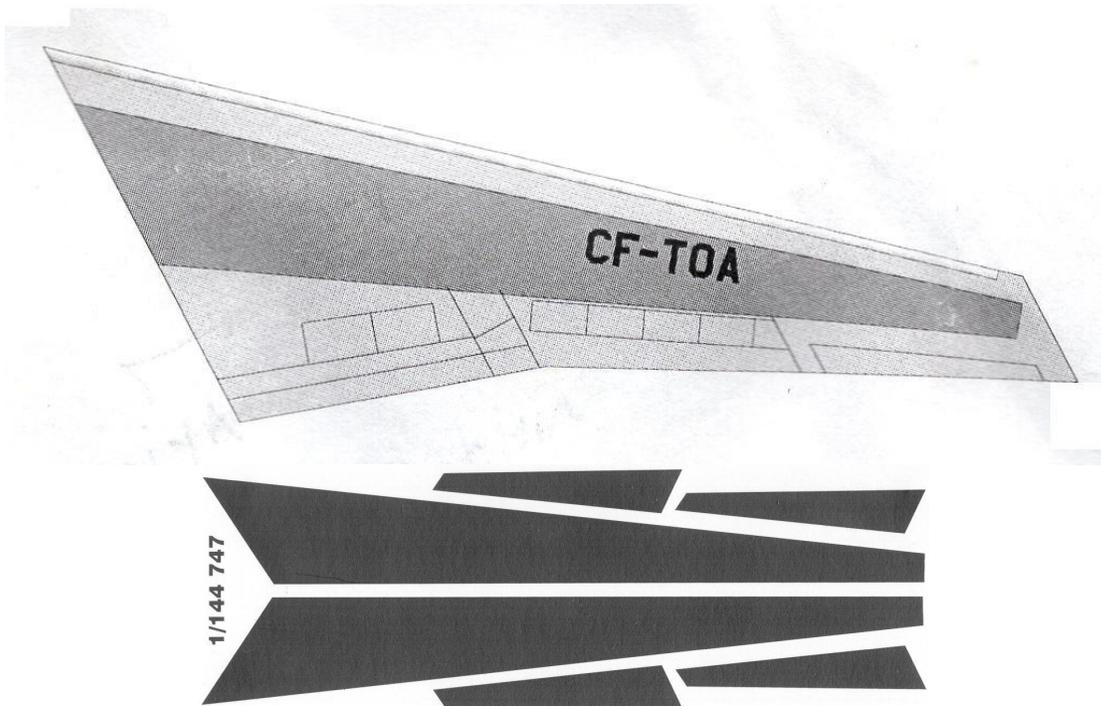


Finally done with all the fuselage decals, tabarnak



Wings and stabilizers/elevators

Airbrush diluted Xtracolor X363 (replacing X301) Boeing Grey to both upper and lower surfaces. I already had the Corogard wing and stabilizers/elevators center panel decals (difficult to find; these were given to me by a modelling friend:



These decals are lighter in color than their scan indicate

The diluted enamel paint takes at least 12 hours to dry before handling (as in turn the wings and stabilizers/elevators over to paint the other side). Remove all paint from the contact points with the fuselage and from the fuselage slots, to ensure proper cementing. Mask leading edges with Tamiya tape as shown below; note the wing leading edges are not straight for their entire lengths; there is a slight "curve" right at the outboard engine position. There are no panel lines to guide you on the top of the wings, but there are on the bottom to a certain extent, so eyeball it, $\frac{3}{32}$ " aft of the edge; mark with a pencil at the wing roots, mid-point and wing tips (refer to painting diagram), to eliminate some of the guess work. Seal leading edge tape with Future wax. Then cover the entire surfaces with painter's tape. Prime the enamel Boeing Grey paint with Tamiya Fine Surface Primer (acrylics will not adhere well on enamel paint):

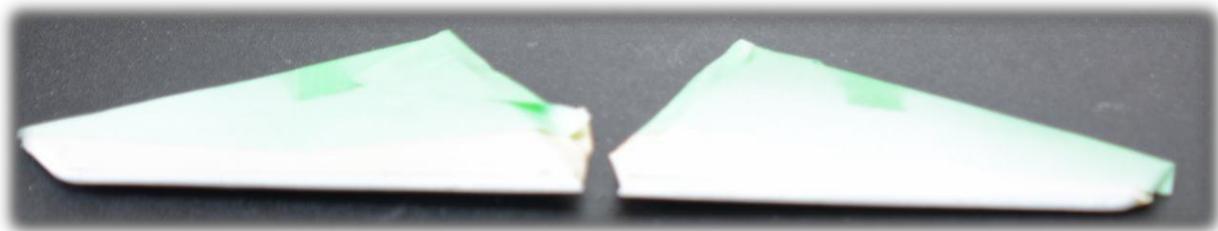


Getting the wings ready for airbrushing the leading edges

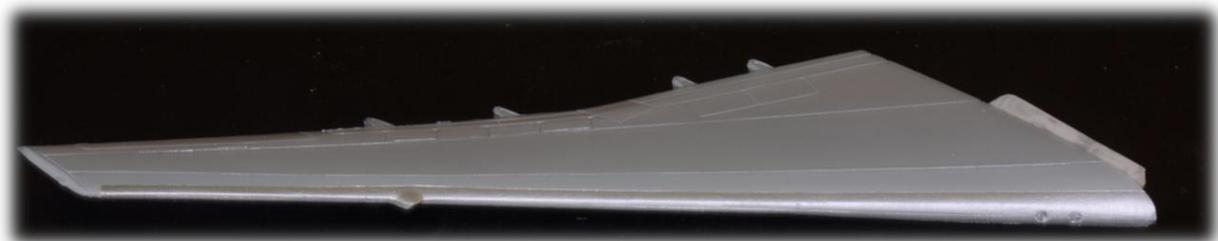


Use Tamiya X-11 Chrome Silver and XF-16 Flat Aluminum, mixed in equal parts.

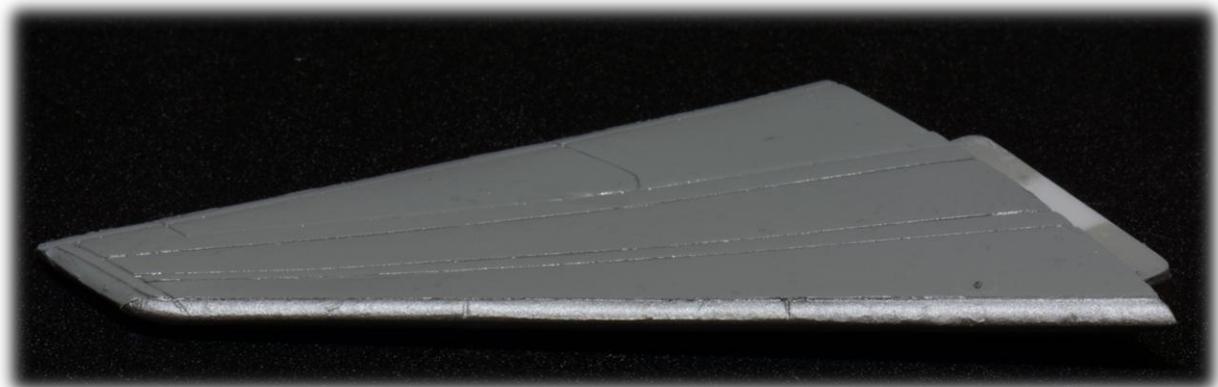
Repeat the procedure with the stabilizers/elevators. Going above and beyond the proverbial call of duty here, as I had no conclusive photographs to ascertain whether or not these leading edges were in fact painted "silver/aluminum":



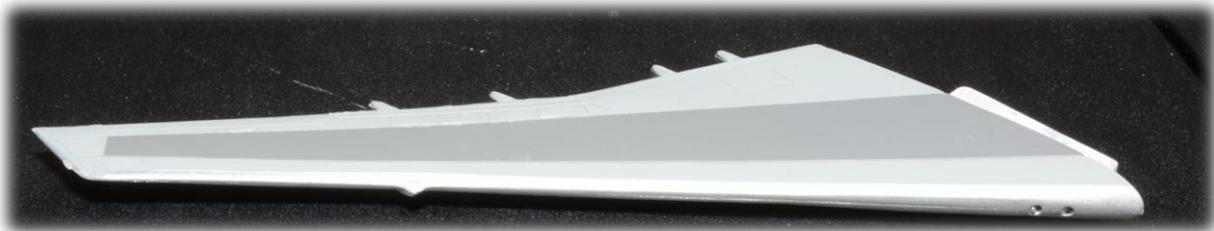
Masked and primed



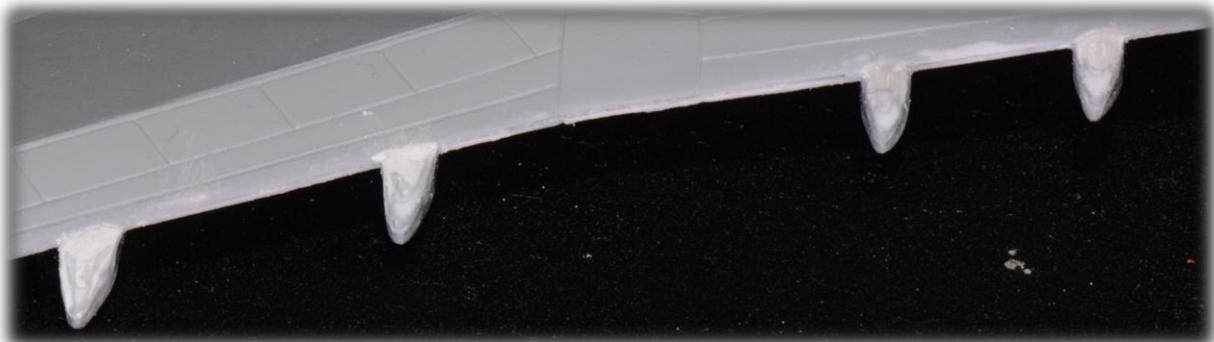
Chrome silver and flat aluminum paint airbrushed on leading edges. Above: wing; below: stabilizer/elevator



A note on the Corogard decals by Flightpath (no longer in production): very thin film; treat with Microscale Liquid Decal Film and soak in very hot water. These decals have that 'painted on' look; no need for any other kind of decal solution:



Once all Corogard decals applied and allowed to 'dry' for 1 hour, seal with Future wax, using a Q-tip



The "canoes" need to be puttied, sanded, and re-puttied (and re-sanded), then painted



Note: the recipient did not wish for registration letters to be applied to Corogard wing panels

Engines



Air Canada Boeing 747-100; note the black access panels and almost black core nozzle

The Air Canada 747-100 engines housings were essentially bare aluminum. To mimic this color, mix diluted Tamiya X-11 Chrome Silver and XF-16 Flat Aluminum in equal parts. Once airbrushed, coat with Future wax. Paint the core nozzles Tamiya XF-85 Rubber Black. Add black decal strips 3/16" x 1/4" to replicate the black access panels. Paint fan blades and spinners Tamiya X-31 Titan Gold for contrast.



Underneath the wings

1) Use a flat angled chisel to remove enamel paint from the fuselage wing roots in order to properly cement the wings; repeat chisel process on the wing roots:



2) Generously use cement to install the engine nacelles in their proper positions:



3) Attach wings and stabilizers/elevators to the fuselage, using lots of thick-gel CA; carefully align for proper dihedral. Touch up nacelle and wing roots with "CA putty"; I used thick-gel CA on nacelles and lower wing roots, cleaned up immediately with Q-tips; benefits: strengthens the nacelles roots and the wings assemblies, fills the rather large gaps nicely, and paints easily. Yes, I know, the purists will pooh-pooh the concept. Paint "putty" Xtracolor X363. Wing landing gears, nose gear and fuselage landing gears will be installed later:



Dremeled, and ready for putty



Puttied, and painted; not perfect, but model will never be lifted from its base

Above the wings

Use "Perfect Plastic Putty" by Deluxe Materials. Water soluble; makes cleaning any excess residue a breeze, and sanding unnecessary, when rubbed down with many very wet Q-tips. Dries quickly, and is easily painted. In many ways, replaces all other putties most of the time:



The small smudges will disappear with wet Q-tips

Once cleaned up, use the proper paints: Xtracolor X-363 Boeing Grey and Tamiya blend of X-11 and XF-16 silver/flat aluminum on the leading edges:



Finishing touches: the two outer engine nacelles fit with the upper leading edges: again, Perfect Plastic Putty; shape the joint with a wet toothpick. Putty, clean, and paint the engine nacelles long sides where these meet the wings. Paint the four landing lights and the two navigation light housings pure silver. For the APU exhaust at the rear of the tail, add a short piece of shrink wire insulator 3/16", shrink one end slightly with a lighter so it can be squeezed in, paint the rest X-1 Black enamel, let dry, then insert it in the APU exhaust hole and trim (instructions are silent on this subject); strictly an add-on on my part:

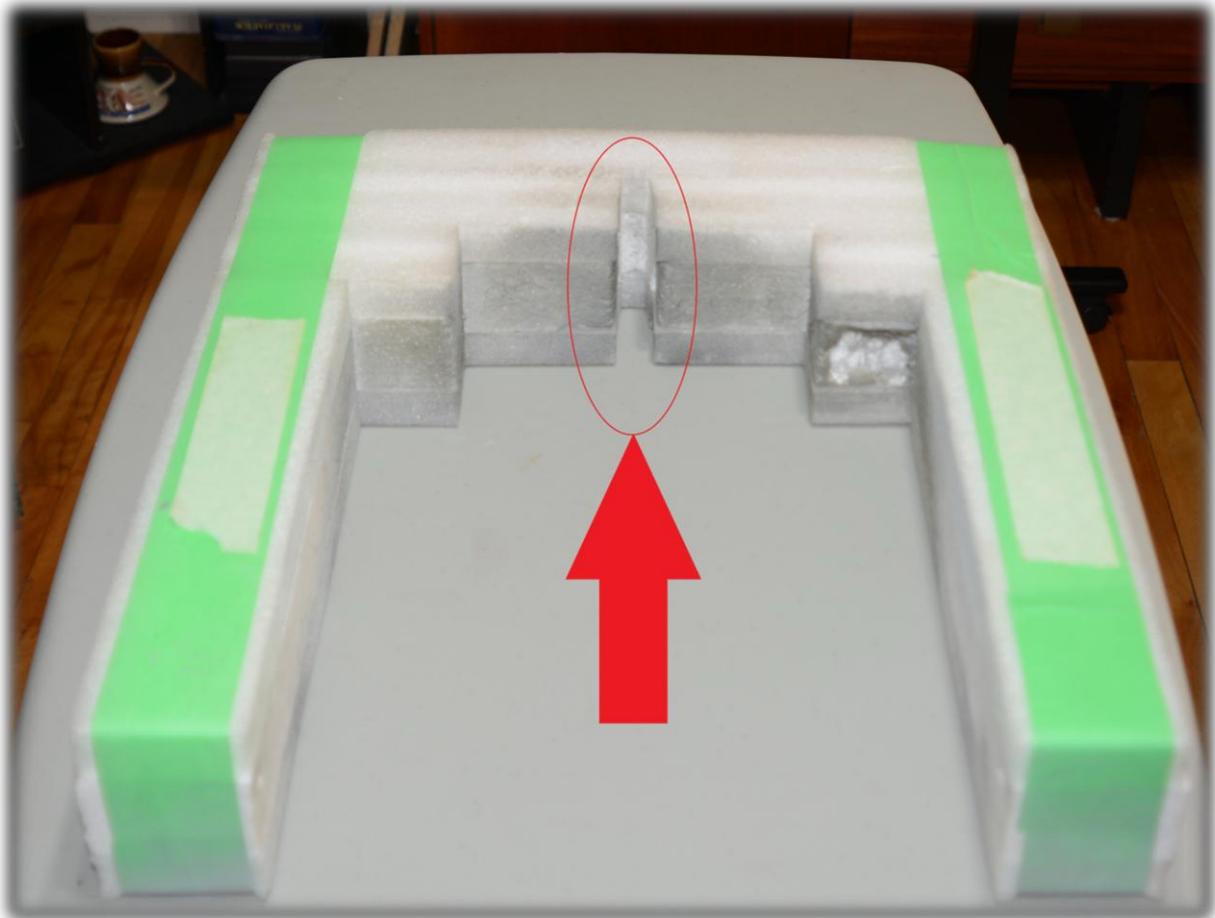
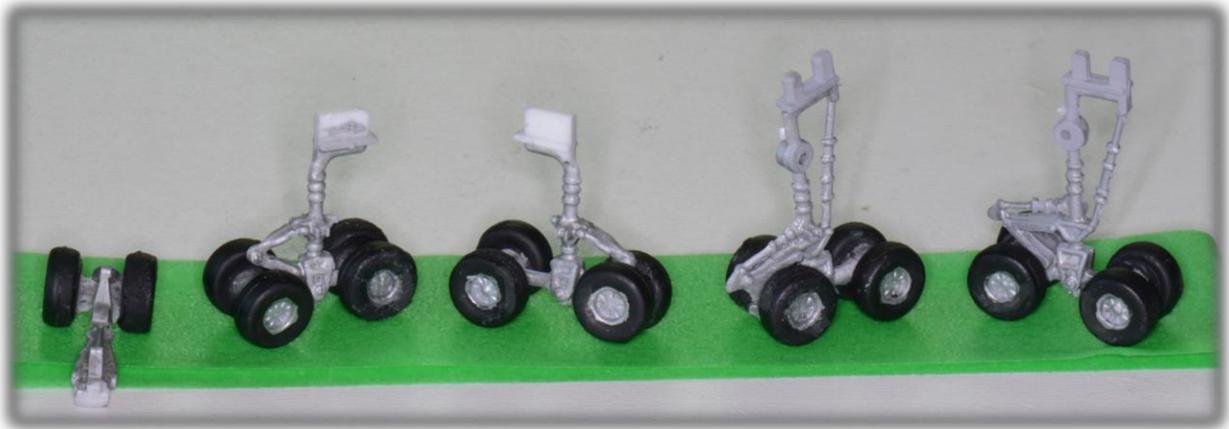


Landing gear

Sand and prime all wheels (parts 13 and 15). Paint all tyres Tamiya XF-85 Rubber Black. A subtle distinction in tint from plain black, but noticeable. Paint hubs of parts 13 and 15 with XF-16 Flat Aluminum. Paint all struts XF-16 Flat Aluminum.

Steps 18, 20, and 23: Revell instructions indicate no glue on the wheels; someone has to be kidding here, as the wheels do not have to rotate; these should be permanently cemented in place. Insert and cement one part 13 (wheel with axle), and cement one part 15 (wheel only) in place. Not for the faint of heart; these wheels will NOT align properly; you will end up with uneven-tarmac-touching fit. Take your time, and separate offending wheels from struts, CA back in place (trial and mostly error here) until each struts, when compared to each other, is as close to being correct as possible; line up on a perfectly flat surface. Once satisfied, touch up tyre and hub paint. OJoy!

There will be some guesswork and faith involved in the installation of the gear, as you will only know once all the gear is cemented and the model turned right-side up. Take your time, and eyeball carefully after attaching each landing gear.



Foam jig that I used to build the 1/24 Airfix Mosquito Mk.IX "F for Freddie"(also reviewed in SMN).
Note the slot I created to accommodate the vertical fin.



**Secure model firmly in place with toothpicks.
it is now an 18-wheeler; below: the moment of truth (doors will be attached at the end)**



Not so much: a tail-sitter, not by much (refer to Step 2, page 4)



Tail supported; solution (at least in my case): thick-gel CA the nose gear to the display case base

The easy solution (the CA glue) is not a viable alternative, as Clint Ward would like to be able to carry the model, in its display case, to different venues where he is invited as a guest speaker. **The challenge:** devise a way to a) add weight to the nose so the model will be a three-pointer all on its own, and b) to design a transportation system that would prevent the fragile landing gear from touching the base of the display case ("lift" the model by one inch or so), along with a removable compression jig to keep the model from moving once the display case cover is in place (held down with large long elastic bands for air travel).

The solution to the tail-sitting: drill a hole in the bottom of the fuselage directly aft of the nose gear and inject a substantial enough amount of fairly high viscosity putty in the hole (at least 25ml.), tilting the model nose down until putty settles in said nose, patching the hole with firm putty and painting the patch with Boeing Grey paint. As to the "levitation" module, refer to "Suspension system" section further down in this review.



Steps 22, 24, 25 and 26: Makes more sense to me to start with the fuselage gear, then work my way out to the wing; finish with the nose gear (step 19); I attached the landing gear doors once I got the model nose down. Detail of starboard wing landing gear:

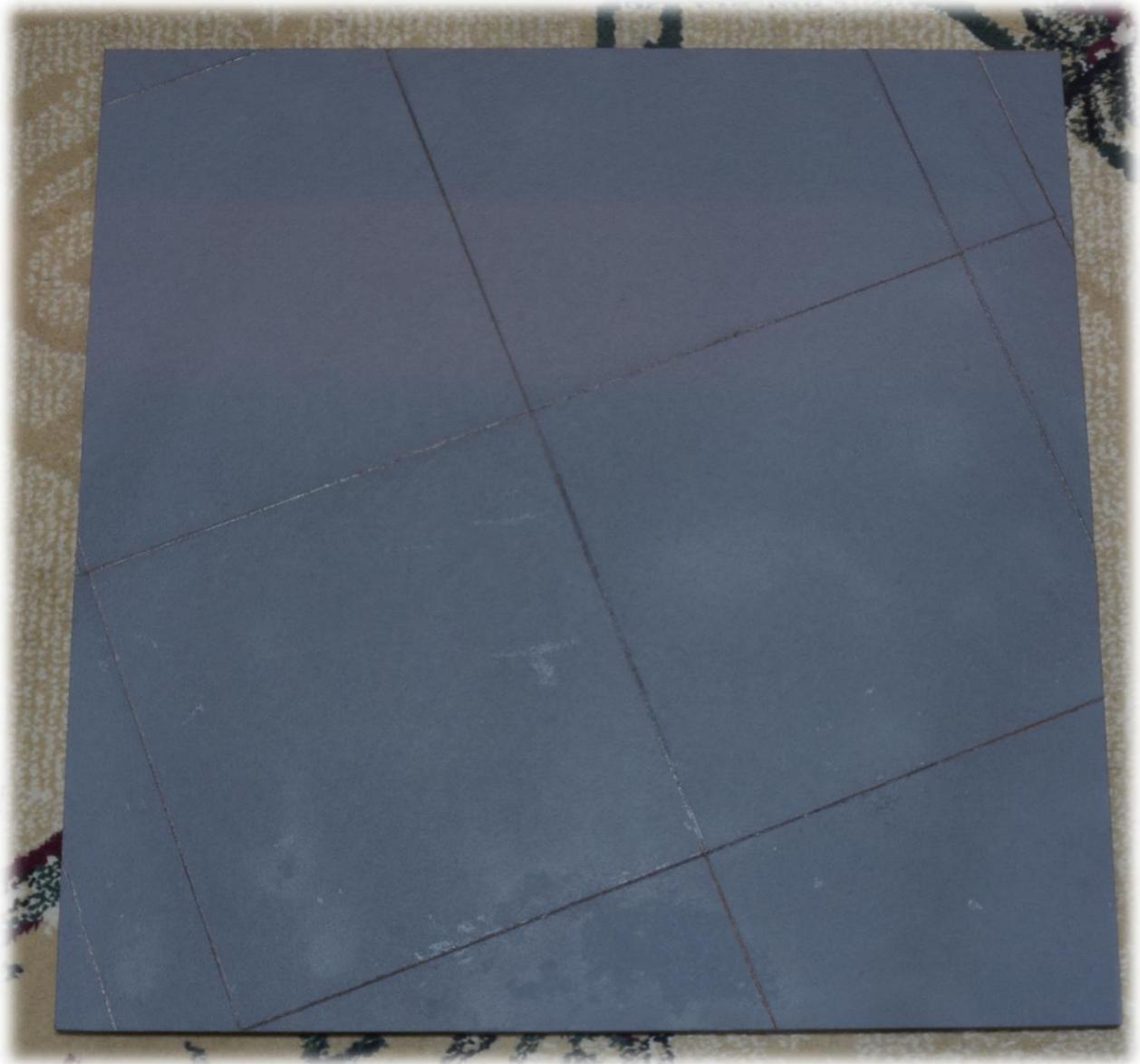


All 4 actuators and 8 landing doors are finicky to install. Just take your time.



Display case: all my display cases are produced by Mark Whittaker of the Montreal Aviation Museum (MAM). The base is 5/8" MDF, 15" x 15" in this case. I then cover the base with asymmetrically arranged 9" x 9" pieces of 100 grade sandpaper, carefully glued using 3M Super 77 Spray Adhesive (product number: 1309-02401 B 310001445). I then spray-paint the sandpaper with medium grey primer. I scribe the resulting expansion joints with a point awl, highlight these joints with an oft-sharpened regular pencil, then brush off the excess graphite.

The brushed-off graphite provides a tad of weathering on the base. I add four felt pads to raise the base. The display case cover being made in-house at MAM, it is hard to describe: five custom Plexiglas panels carefully assembled, and a grooved custom-made frame made from treated birch, with two coats of stain. The frame overlaps the outside dimensions of the base and covers its edges. The Plexiglas is then glued inside the grooved birch frame. Photographs below of the base, the cover, and resulting finished display case with the 747 model:



Dimensions: 19" x 19"



Inevitable glare on top panel; outside dimensions: 20" x 20" x 8.25" (inside clearance: 7.5")





The suspension system

This model will travel extensively with its recipient, Clint Ward, to various speaking

engagements across Canada. I designed the suspension system so the landing gear will clear the display case base by 1". Very little compression height loss with the following product: Doubletex Fiber Foam-Ext 2 Pack (product number CA 36946), available in Canada from Fabricville. 22"x 22"x 2". "A cushion made of compressed polyester. Performs better than foam". Made in Canada. As I needed to trim each piece to 19" x 19", I used a long blade on a Weller soldering gun, on high; it cut the foam akin to a hot knife through butter. For the bottom piece, and after careful measuring, I extruded a fairly large hole for the nose wheel, then a large cavity for the wing areas, so there would be no pressure on the engine nacelles; I added four pieces of soft foam (grey) to eliminate any pressure on the wings and stabilizers/elevators. Secure the model with toothpicks, as shown below. To lift the model, remove the upper compression pad. Simplicity itself.



The foam padding sits on the display case base;
two specially designed 3" wide elastic material bands will hold the lid firmly in place.

The compression pad is made from discarded (but saved) 15" x 15" x 5" resilient yet soft foam padding from some appliance packaging. I added a piece of very soft foam on its top to prevent scratching of the inner cover Plexiglas:



Note the 3" elastic band that holds everything together

Gallery

The three photographs here were taken using Hakoniwagiken DS144-009 1/144 Diorama Sheet Airline Hangar (900x600mm) as backdrop and tarmac:





Conclusion

For a kit engineered in the early '80s, this Boeing 747-100 kit is, other than the recent Revell Germany Sca and Space Shuttle kit that could be heavily modified to a 747-100, this is the only injected mold kit game in town (there is a resin kit: Authentic-Airliners Professional Resin Kits B747-100/200PW, and two vac-formed kits from Welsh Models in the UK: Boeing 747-133 and 233BM vac formed kit with resin engines and pylons, and resin undercarriage set, Air Canada livery, and Boeing 747-136 in the Blue Gold BOAC scheme; vac formed kit with resin engines and undercarriage to complete).

The fuselage halves are difficult to join together and putty properly. The lack of windows requires some creative thinking, as described earlier. The landing gear components are a challenge to assemble, and to get the wheels as flat on the tarmac as possible. This kit is definitely not for a novice builder. I altered the assembly sequence to make the painting of the components rational. But this is what modelling is all about: devise ways to get around the kit's foibles and gremlins. Once finished (did I mention puttying, sanding, trying not to reshape the fuselage), you will have as close a model of a Boeing 747-100 as can be.

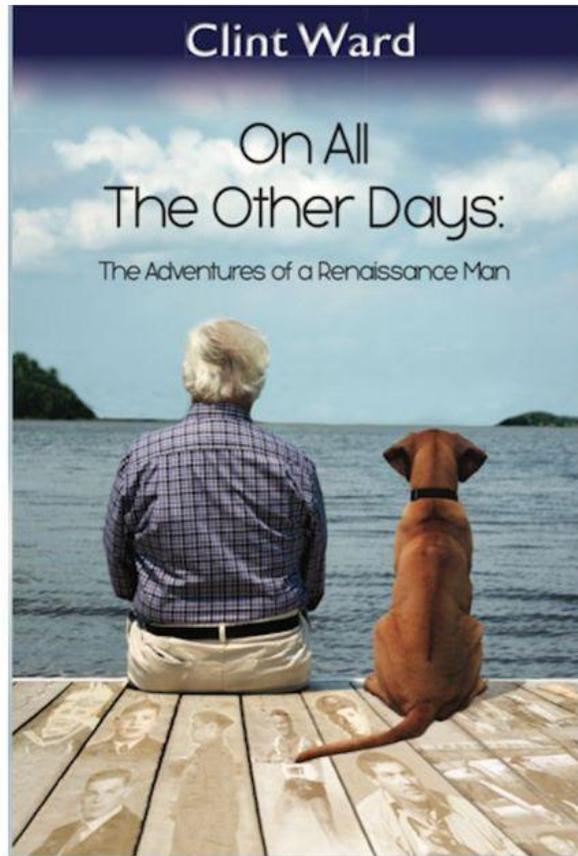
Book signing event, Chapters Pointe-Claire (Canada)

January 20, 2018



Left to right: Gilles Pepin, Clint Ward, John Lawson (president of the Montreal Aviation Museum)

Young: Clint Ward is Hudson's rambling, rollicking Renaissance man



Bill Young, Special to the Montreal Gazette, December 12, 2017 (reproduced with permission)

There was a recent book launch in Hudson hosted by Gallery Plus, the charming new art gallery in the centre of town — and it seemed like everybody came.

Featured was author Clint Ward. His book — a memoir — entitled *On All The Other Days* had already created a stir around here, so it was not surprising that throughout the afternoon the usually tranquil art studio quite overflowed with friends, guests and strangers, several of whom had travelled great distances to be there.

All were anxious to get their hands on the new book, and if they could manage, to squeeze in a few words with the beaming author. Ward, a vibrant senior citizen and Toronto resident who cheerfully calls Hudson his country home, his refuge when it comes to the arts, spent his afternoon busily signing tome after tome. He was in his element.

The title, *On All The Other Days*, is brilliant. Ward's principal occupation for most of his adult life was flying airplanes for Air Canada, a profession that allowed him any number of 'other days' to pursue myriad other interests, and it is these, tales about flying melded with stories from the other side that make the book a winner, impossible to put down.

Ward's reflections and recollections on the past, all carefully sorted chronologically and with full attention paid to the over whelming and unimaginable facets of his life (and they were many) give the book its heart.

And if that were not enough, as value added, the book contains a plethora of personal photographs, letters and assorted other documents scattered throughout.

But for all that, the most stimulating aspect of *On All The Other Days* is the palpable raw energy and enthusiasm, and unquenchable displays of joy, that accompany the many events, people and places coursing through every page.

A word about the subtitle: *The Adventures of a Renaissance Man*. To those who would argue that the term renaissance man has become passé in these modern times, Ward's example offers proof positive to the contrary.

"I was born a Gemini," he told me, "and I like to think that the two parts which define me are equally divided between the mechanical on the one hand and the sporting and artistic on the other, both blending into the person I've become."

A man of infinite curiosity, he continues to nurture his current passions even as he discovers new ones. A partial listing might look like this: On the working days: Flight, in all its dimensions, from his first Harvard plane to the **Boeing-747**, and everything in between. On the other days: Sports, specifically water skiing, race car driving, football and curling; main stream jazz; theatre, where he served as writer, producer, director and actor; musical comedy, the same; film – he established a film society in Hudson, followed by *Opera and Beyond*, an opera-appreciation series.

And that's without factoring in his former place of importance on the Canadian Olympic Committee.

In his mid-80s today, Ward remains active and in good health.

Much better than a couple of years ago. Back then he had fallen seriously ill, and with septic shock was rapidly fading. "Several MRIs failed to pinpoint the infection," he writes in the book, "and it wasn't until a nuclear scan that it was determined the source was in my left ankle. Apparently, I was near death, and I do remember, in a dream, that it actually occurred. "I tried to say something, but nobody could hear me."

Then death blinked. And soon the healing began.

— *Bill Young is a long-time Hudson resident*

My most sincere thanks to Alan Aronoff, airliner modeller extraordinaire from Beaconsfield (Quebec, Canada), for his invaluable assistance and for providing the Corogard and 3D windscreen decals, as well as the backdrop and tarmac for the Gallery photographs.



Gilles Pepin

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