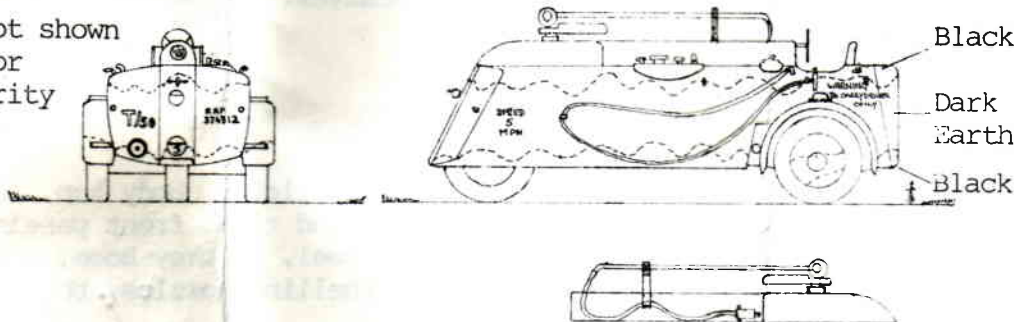


LEAD SLED MODELS

1/76 scale White Metal Kit
THOMPSON TB3 550 GALLON
PETROL AND OIL TENDER

Boom not shown
for
clarity



THOMPSON TB3. 550 GALLON PETROL AND OIL TENDER.

This odd looking refuelling vehicle was introduced prior to WW11, and was used by many of the civil oil companies and airlines both pre and post war. It saw widespread service with the RAF and Commonwealth airforces and the Royal Navy, (Fleet Air Arm shore stations). They were also to be found in USAAF service in Europe under Reverse Lease Lend.

They were used on stations operating aircraft types ranging from communications types to heavy bombers for refuelling and defuelling purposes.

It is not known if any survive today.

The vehicle had a 4 cylinder 10 hp Ford engine giving road speeds of 4.4, 9, and 15 mph through the three forward gears. The main axle shafts were fitted with sprockets from which drive was transmitted by chain to the road wheels. Brakes were hand operated on the rear wheels only.

Tank Capacity was 500 Imperial Gallons of petrol and a 50 Imperial Gallon oil tank was incorporated in the main tank. It had a Varley petrol pump driven by power take off of 20 gpm capacity. The oil pump was also by Varley and was of 2/3 gpm capacity. Equipment included metering and filtering equipment, 20ft.xlin. petrol delivery hose, 15ft.xlin. oil delivery hose and 15ft.x1 1/4 in. suction hose with stand pipes.

COLOUR SCHEMES.

1939/40. RAF Blue/Grey overall.

1940/45. During this period a bewildering variety of schemes appeared mostly applied at unit level where apparently almost anything went. These ranged from Dark Earth overall thru Dark Earth and Green irregular stripes or patches, to Dark Earth and Black 'Mickey Mouse Ear' patterns. the vehicles were often devoid of markings of any kind.

Post WW11. RAF Blue/Grey sometimes with Yellow top.

The vehicle illustrated is Dark Earth through the sides, back and front with Black Mickey Mouse Ear camouflage on top and bottom of body, main wheels in Dark Earth with an irregular Black patch. All lettering in White badly applied by unskilled labour. Yellow Bridging Plate with Black lettering.

CONTINUED ON REVERSE SIDE OF SHEET.

Nine inch RAF roundel. Hoses Black, seat Brown or Black leatherette. Paintwork heavily oil and petrol stained, wheels and underside of vehicle liberally spattered with mud.

ASSEMBLY INSTRUCTIONS.

Use Cyano Acrylate and or 5 Minute Epoxy adhesives. Follow manufacturers advice for safe usage.

Clean and Fettle parts.

Parts List.

Cockpit box, seat, steering wheel, handbrake, gearlever, body top, left side panel, right side panel, rear panel, left and right front panels, steering access door, 2 main wheels, 1 front wheel, Zwickey Boom, boom base, boom transport hook, pump fitting, 3 refuelling nozzles, bottom panel.

Fit cockpit box to inside of body top, the square projection on the floor to face the rear. Fit sides to body bottom panel then top then rear panel, fit left and right front panels and steering access door, note. badge to top. Fit boom transport hook to cutout in upper spine R/H side. Fit square pump fitting to R/H side of spine, vertical slot faces rear, this is the holder for boom refuelling nozzle. Fit wheels, the axles for the front wheel fitting into the slots on either side of the front wheel cutout. Fit gearstick to left hole in cockpit floor, handbrake to right hole. fit seat then steering wheel.

If Zwickey Boom is to be depicted in operating position fit boom to base raised to an angle of about 80 degrees and fix to mounting facing desired direction. In transport position fix boom to base in lowered position then fix to mounting with boom tight up underneath top of transport hook. Cut lengths of electrical cable to represent hoses, (not supplied). Cut to scale lengths of 1 x 20 scale feet, and 2 x 15 scale feet. Fix refuelling nozzles into one end of each hose and fit a 15 foot hose to the Zwickey Boom the 20 foot hose to the left side of the tank and the other 15 foot hose to the right hand side of the tank. See illustrations for travelling positions.

If you have any suggestions for future models we will be pleased to hear from you.

In the event of faulty parts please return part for replacement to:

LEAD SLED MODELS, 42, Belgrave Road, Newtake, Newton Abbot, Devon, England