

RT Volume 40, No. 4 Winter 2018 article text

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Cover Comment: *Current IPMS Canada members are receiving a free decal sheet that covers the five subjects shown: a C-47 Dakota, a T-33 Silver Star, a T-34 Mentor, M4A2 Sherman and Mobile Command badges.*

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Editorial

Steve Sauvé, C#0323 RT@ipmscanada.com

Are you kidding me?! More decals?! Just for being a member?!

We hope that most of you will be happy with the selection of free decals that we're including in this issue. We're always looking for ways to increase the value of your IPMS Canada membership and this is one of those things. No matter how many Facebook groups you 'like', or how many websites you visit, I'm willing to bet a beverage that most don't send you free stuff just because you're a patron.

On the subject of decals, NOW is the time for you to come forward with your own ideas for the next time we do this. If you look at the by-lines and the artwork for the decal articles in this issue you'll see that it really was just a few of us at 'HQ' that put the work into getting these subjects researched and produced. It's not that we think we know more than any other members out there - it's just that nobody is really coming forward with ideas and research material to get their proposal into the batting order. Although it may not look like it, there is a fair bit of research, digging and coordination involved to get these schemes to come together. So talk to us now, folks. Get involved. You have a voice in the narrative that is part of IPMS Canada.

Out with the old and in with the (latest) new...

How many of you join me in the mixed joy and angst of seeing new kits come out that instantly make you want to hate what you once loved on your 'ready rounds' shelf-of-future-projects? My so-called 'friends' in the hobby took way too much '*schadenfreude*' in trying to be the first to tell me that in 2018 Tamiya is releasing a new 1:48 Spitfire Mk.I and Airfix is releasing a new Spitfire FR. Mk.XIV. Both of which make me want to run to my model kit storage facility and immediately heave the previous iterations onto the trash heap... or at least into the boxes for the next swap meet. Welcome to **Buy High - Sell Low** hobby economics. People, people, people, why are we doing this?

Over the late summer I got talked into a Spitfire challenge build (*yes, a certain malt-and-hop-based beverage, and my own personal weaknesses came into play here*). and I'm now hacking away very happily on a Hasegawa Spitfire Mk.IX kit. Sure, the Eduard kit is a nicer rendition of the aircraft, but just because the older kit has been outclassed doesn't cast it into the realm of the 'UNBUILDABLE!'. At the 2017 IPMS Ottawa CAPCON show I'd sold one of these off for a bargain

basement price... and then realized that I had several million dollars worth of aftermarket parts for a Hasegawa kit still sitting in my stash. Fortunately a kindly old former National Director buddy gave me a kit (*for the price of a couple of pints at a pub gathering*) so that:

- a. I'd get into this challenge, and
- b. I could invest the aftermarket treasure in a fine old kit.

So then, **RT** articles on old classic kits are always welcome. We've all got them on the shelves, folks. Let's do something with them. I remind you that the Best Aircraft at the IPMS/USA 2018 Nats was an ancient Hawk 1:48 Lysander.

To end the year on a high note...

This ends another volume year of **RT** and 2018. I'm looking forward to 2019 and still plan on completing a couple of models in the New Year. But I said the same thing last year... speaking philosophically it's about the journey, not the destination. Hope you all had a good 2018 and I wish you the best for 2019!

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National Director

Bob Migliardi, C#0490 box626@ipmscanada.com

With this issue of **RT** you will have received another free decal sheet – plus a small correction supplement (sorry about that). If you don't seem to have received yours, better dig that manila envelope out of the recycling bin and have a good look, as it's probably still in there! In fact, it's a good idea to always check your **RT** envelope for 'missing' stuff which might have been in there... decal sheets, new membership cards, renewal notices, etc.

This is now the fourth free decal sheet that's gone out to IPMS Canada members (not counting the large 50th anniversary sheet). We'd like to know what you, the members, think? Should we continue this, maybe trying to produce and send out a couple sheets a year? Or could you care less! There's a lot of work involved for the researchers, the **RT** editor, and the art department (stifles a laugh). If we don't get some good indication from the membership, should we assume that there's no real interest in continuing this? All those involved could then get back to leading normal lives! Let's hear from you.

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Also, I've long wondered whether there is anything beyond decal sheets that we might be able to provide the members. How about a great kit of some neglected Canadian subject!? OK, OK... that's probably well beyond our skill levels and budget. Let's think smaller. Resin conversion parts or accessories? Monographs? The Canadian colour chip book redux? IPMS trading cards (*"I'll trade you my Jim Sage and an Alan Black for your Bob Jones."*). Sorry... been watching too many Tim Hortons hockey card commercials!

But seriously, is there anything you can think of that IPMS Canada might be able to produce or help to produce – maybe in conjunction with some cottage industries – that you think would be a good membership bonus? There is a box you'll have to think within. Is it affordable? Is it something that can actually be produced without the entire Chinese plastics manufacturing industry being involved. Can it be mailed with an **RT**, or would it have to go out separately? Could it be distributed for free, or would it have to be sold at a special low members' price? How many of our members would it appeal to? Is it something that might have even wider appeal than just IPMS Canada members? Is it realistic? Perhaps there are some cottage industry producers out there who would like to partner with IPMS Canada? You see where this is going. Again, if you have any thoughts on the subject, let's hear them (**box626@ipmscanada.com**)

Finally, let me take this opportunity to welcome – and introduce – the newest member of your IPMS Canada national executive, **Daryl Dean**. Daryl will start off as an assistant webmaster, though I'm sure his talents extend in many directions. Welcome aboard! We'll include more about Daryl in an upcoming **beaverRTales**.

Chapter & Member Liaison

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The Way We Are

As most of you read in the National Director's column in the Fall 2018 issue of **RT** (40-3), the response to the question of holding elections for the IPMS Canada National Executive was not overly enthusiastic. There were a few people who took the time to write in and the vast majority (as in all of them...) were in favour of maintaining the status quo.

There are two aspects of the results (to date) that I find interesting; one, the numbers of responses are low and two, those members who were strong proponents of IPMS Canada elections in the past, and let us know about it, did not write in and express their thoughts or volunteer to stand for election.

In regard to the low results, I would have thought that the response would be in higher numbers, considering that this discussion is of significant importance. Some of you may be thinking that *'hey, this is my hobby and I have better things to concern myself with'*. I totally get that and you won't get an argument from me. However, in my way of thinking, if a member is happy with how IPMS Canada is doing, why not let us know? If even half of our members had sent along a quick email it would have provided us with better numbers that would help in making the right decision.

Secondly, the lack of input from those who have had opinions on elections in the past is a curious one. Since taking over as the Chapter and Member Liaison position, I have had conversations with members who felt that IPMS Canada would be better served if the National Executive was (a) elected, and (b) each province and territory was represented. None of those members sent along their thoughts. Perhaps they like the idea of elections, but don't actually want to partake in those elections. Leaves one to wonder.

For the record, the National Executive is prepared to move forward with elections if the membership wants change. However, change requires commitment, and we are not seeing any enthusiasm, or commitment, to change. So as Bob has mentioned, we will be leaving things as they are for now.

If you have thoughts regarding elections, please do not hesitate to send them along to us.

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T-34A Mentor 24205 - CEPE

by Jim Bates and Steve Sauvé

History

Adapted from the Beechcraft Bonanza as a private venture, the Beechcraft Model 45 primary trainer first flew in December 1948. In 1952, the type was adopted by the USAF as the T-34A and by the US Navy as the T-34B in 1955. In January 1953, the USAF contracted with Canadian Car and Foundry (CCF) of Fort William, Ontario to build 34 T-34As. (A second batch of 66 being added later with the last aircraft delivered in 1955. The T-34s were the last complete aircraft built at CCF's Lakehead plant.) For reasons that have always appeared murky, likely related to cost savings, the RCAF ordered 25 Mentors from CCF. The first Mentor was taken on strength by the RCAF in May 1954. The CCF manufacturer's serial numbers were 34-4 to 34-28 and they were issued with RCAF serial numbers 24201 to 24225. Our subject aircraft was assigned to Central Experimental and Proving Establishment (CEPE) for cold weather trials; three more were issued to the Central Flying School (CFS) in RCAF Station Trenton, but the majority of the small fleet were operated by 4 Flying Training School (4 FTS) in RCAF Station Penhold, Alberta.

On August 30, 1954, the Mentor was put into service for the first time with Course 5409 and flown by 'E' and 'F' Flights. After that one course of pilots, it was determined that the Mentor was too easy to fly to train pilots well and the type was struck off strength after roughly two years of service. However, this was not before tragedy struck. On December 2, 1954, instructor F/O D.A. Hurley was killed doing aerobatics in Mentor 24220. According to the RCAF report, *"During the pull-up from the second dive, the aircraft was apparently overstressed and the wings failed."* The student pilot was able to parachute safely from the aircraft and suffered no serious injury. The Penhold diary contains an entry that marks February

10, 1955, as *“the end of what has been labeled the “Mentor Experiment”.*” The diary further notes that the eighteen 4 FTS Mentor aircraft took off and flew in a formation of the letters **E** and **F** to commemorate their last day in service. The 24 surviving aircraft were passed to Greece (1 airframe) and Turkey (23 aircraft) by March 1956. It is believed that a few of the RCAF aircraft are still in service in Turkey to this day.

Mentor 24205 was built as CCF constructor’s number 34-8. It was taken on RCAF strength on 18 June 1954 and was struck off strength on 8 March 1956.

Markings

The decal sheet provides the necessary markings to allow Mentor 24205 to be built in the “delivery scheme” and later when its markings were updated by CEPE. The RCAF’s Mentor were delivered in a natural metal finish, with Yellow 5-2 high-visibility panels on the ailerons, tailplanes, elevators, fin and rudder. Flat black anti-glare panels were located before and aft of the canopy. The official RCAF markings diagrams for this scheme are found in Pat Martin’s book, *RCAF Aircraft Finish and Markings, 1947-68*.

Enter 205 with CEPE...

It isn’t often that a decal sheet for a historical aircraft can confirm markings on both sides of the aircraft, but thanks to a late-arriving photo for this issue, courtesy of the Ian Macdonald collection and Terry Higgins, beloved editor of the Canadian Aviation Historical Society (CAHS) Journal, we now have photos of both sides of the Mentor 24205. After delivery, CEPE dressed up their Mentor with some discretionary and ‘fun’ markings:

- ◆ the red CEPE polar bear badge on both sides of the fuselage,
- ◆ CEPE’s ‘PX’ codes to the fuselage and lower wings (It is believed that ‘205 was the only RCAF Mentor with full ‘unit’ letter codes),
- ◆ the prop spinner, which was painted white and with what is believed to be a red spiral.
- ◆ Initially, what appear to be red and white bands to the propeller blade tips, just inboard of the standard 4” Yellow tips.
- ◆ Through careful examination of the two CEPE photos it can just be discerned that ‘205 had a propeller change during its time with the unit, resulting in two different tip markings. After the prop change they are back to the conventional 4” yellow tips, compared to the more colourful tips that were first applied by CEPE.

Speculation - Red Search Markings?

The biggest and most colourful change seems to be the addition of red search markings on the wing tips and horizontal tailplanes. In Pat Martin’s book, **Royal Canadian Air Force Finish and Markings 1947 to 1968** (see Acknowledgements for details) the addition of red search markings was stipulated as being required for aircraft at winter experimental establishments, for aircraft being used on winter trials. During the debate on this particular feature for this article, Steve strongly believed that the panels were red whereas Jim can’t decide if the additions were red or yellow. Ultimately we can’t know for sure, but the two CEPE photos clearly showing that some kind of non-standard paint was added to the wingtips. But when one considers the red and white rings added to on the spinner, the red and white bands added to the prop, and the RCAF cold weather marking regulations, it strongly suggests that CEPE added red search markings to Mentor ‘205 when it took the aircraft on charge at the unit.

Prop tips

During this period the standard propeller safety marking was a simple 4” wide tip that was painted in yellow. It was evident in one of the photos that ‘205 was enhanced by CEPE with two more stripes, which are presumed to be the same colours as the spiral prop spinner; red and white. In the other photo of ‘205 at CEPE, it clearly shows that this striped feature isn’t there; it was just yellow. A confusing research moment.

Then the penny finally dropped when it was realized that ‘205 had been photographed with two different props. If you look at the two photos carefully you can see detail differences, such as red and white stripe paint on the prop hub in

what has to be the early photo, and the shift in position in the propeller stenciling on the later photo. So you have a choice for how to model '205 at CEPE, at least for this feature.

The Kit

Until recently, a 1:48 T-34A Mentor was only available to the kit basher; however, in the summer of 2018, Minicraft issued a newtool T-34A which appears quite nice outside of the very heavy raised rivets on the fuselage and horizontal stabilizers.

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The RCAF in the 1950's: CEPE Dakota Mk.3, FZ695

Info compiled by Steve Sauvé

For this set of 1:72 decals we have very little support documentation. Clearly, we know that this Dakota Mk. 3 was on strength with the RCAF's Central Experimental and Proving Establishment (CEPE). However, after CEPE was formed in September, 1951, there were a number of CEPE satellite locations across Canada where this Dakota could have been based. So the best we can say is that the photo above was taken in the early 1950's, prior to the Red Ensign getting applied in the late 1950's.

You want to build an RCAF Dakota?

You're a brave modeller. RCAF Dakotas were a many-varied beast. While they all superficially look like bog-standard, 'ya seen one, you've seen them all' C-47's, they were obtained from a variety of USAAF, RAF and even civilian sources and had many differences that were seen throughout the fleet of around 20 different designations. There were:

- ◆ different types of propellers,
- ◆ several styles of rear fuselage cargo/passenger entry doors,
- ◆ nearly all RCAF aircraft had the cut-back tailcone for the glider towing cleat. *(If you're not sure from your references, it's pretty safe to assume that it has the cut-back tailcone),*
- ◆ some aircraft had RATO (Rocket Assisted Take Off) bottle fittings on the belly,
- ◆ three types of engine air intakes and air filters,
- ◆ several astrodome configurations behind the cockpit,
- ◆ a wide variety of external vents, scoops and skylights,
- ◆ many, no kidding, **MANY**, different antenna fits above and below the fuselage,
- ◆ etc., etc...

While putting together this information for the article I reviewed a lot of existing photos from the period we had Dakotas in Canada. It is mind-boggling how 'individual' they all seem to be. During my time as a CAF Photo Tech based at CFB Winnipeg from 1981-87 it was clear then that the nine CC-129 Dakotas at the base were all somewhat different from each other, and this was at the end of their military lives, not in the 1950's. *(chronicling all these detail differences is an idea for a future **RT** article, but don't hold your breath for this to get done anytime soon.)*

Based on the poor quality of the reference photos it is difficult to characterize how the details of PX-695 really looked at this time in its life. In the end you will have to make up your own mind on the detail fittings, based on your own research.

To help guide you we're pointing out some of the obvious and not-so-obvious details that can be found on RCAF and CAF Dakotas. We've also provided a few reference photos with some details pointed out, some of which apply to FZ595 and others for you watch out for during your research. Good luck!

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A 1:48 'Rut Zulu' CF-5D Lizard!

by Yves Fournier, C#5232

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History

Starting in 1977 the CAF's tactical fighter training unit, 419 'City of Kamloops' or 'Moose' Squadron, based at CFB Cold Lake, Alberta, started flying their CF-5D's in non-standard, experimental 'aggressor/adversary' type schemes. Inspired by and similar to the USAF/USN practice, the schemes were meant to mimic the Eastern Bloc aircraft schemes during dissimilar air combat training (DACT) exercises with other Western aircraft. Quite a large number of the 'aggressor' airframes also ended up sporting Soviet-style 'Bort' numbers (which were 18" high x 12" wide yellow-outlined red numerals situated under the front cockpit, using the last two digits of the aircraft's serial number).

For a few airshow seasons, 419 Sqn instructors formed an impromptu display team called 'Rut Zulu' ([see sidebar discussion in this article](#)). They performed at airshows in western Canada and the USA with aggressor-painted CF-5D aircraft. One of the most colourful members of this team was 116809, painted in a scheme based on the USAF 'Lizard' green-brown-beige scheme. Aircraft 116805 was also later painted in that scheme at some point but only on the upper surfaces were given this scheme, as opposed to the wraparound scheme of 116809. After looking at various photos of 116809, I decided to model the aircraft with red wing tip tanks as it was seen at the London (Ontario) International Airshow.

The Kinetic kit

Soon after having completed my 1:48 AETE CF-5A ([see the author's CF-5A article in this issue](#)), the Kinetic 1:48 F-5B kit was released. It benefits from having the correct 'handed' tip tanks for both sides and a somewhat easier assembly due to the two-seat cockpit layout. The box art features a CAF CF-5D aggressor; it is very nice and appealing, but curiously, no decals are furnished for this particular aircraft!

The kit decal sheet is excellent and allows you to model three CF-5D aggressor aircraft:

- ◇ **116809 (Lizard scheme)**
- ◇ **116812 (Ghost scheme)**
- ◇ **116815 (Faux-pas scheme)**
- ◇ **116817 (standard aluminum scheme)**

There is also the excellent Belcher Bits decal sheet available (belcherbits.com) with more CAF aggressor schemes.

The quality of the Kinetic kit and its construction is basically the same as the F-5A kit previously described in my CF-5A article. More attention is required for the canopy opening mechanisms to make sure the opening angles are correct and both cockpits are aligned.

The Lizard Colour Scheme

Taking out the **IPMS Canada Canadian Colours Guide** (which has a special section devoted to the CF-5 aggressor schemes) once again, Tamiya paints have an almost exact match for the Lizard scheme colours:

- ◇ **FS30118** is very close to **XF-72 Brown JGSDF**
- ◇ **FS33531** is close to **XF-57 Buff (Beige)**, but it is a bit darker so it will need some white added
- ◇ **FS34258** is very close to **XF-71 Cockpit Green IJN**

I found the colour chip for the beige too dark when compared to photos, that colour probably got much lighter with time under sun exposure. I really had to lighten that colour a lot, I'm guessing at least 50%. The other colours were pretty much spot-on.

Rolled-up Blue-Tac was used to define the sprayed edges for the camo pattern, with some freehand touch-ups. As usual, tonal variation of the main colours was applied to the scheme throughout.

The Kinetic kit decals are very good and most of them can be used as is. A few stencils and small markings are missing and came from the spares box. The moose tail band was too dark blue to my liking and used one from Leading Edge. A final application of Vallejo Model Air flat sealed everything in.

Weathering

Studying the photos also shows that as the plane aged, there was more and more local retouching of the camouflage paint. At some point one the front left panel was also changed following an accident. 116809 was referred to as the 'Bambi Killer' after a doe and her fawn were surprised by an even more surprised young pilot on rollout after landing. The fawn was struck by the CF-5 and killed instantly; the doe was not hit, but she did leave a lot of 'muffins' behind her on the runway. I'm not sure if the guy in the cockpit did the same or not.*

** - Editor's note. In the course of my work in the CAF I had occasion to view the incident photos of this particular event with '809, and other 'speeding jet vs. local wildlife' runway interactions at Cold Lake. Suffice to say that the wildlife never makes out well, and the ground crews are usually left with some serious animal 'schmutz' to clean up...*

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A 1:48 CF-5A - Testing Times at AETE

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The CF-5 (officially, the CF-116) is my favourite aircraft; small, sleek, nimble with beautiful, smooth lines. As soon as the Kinetic kit became available, I bought three. I have waited literally all my modelling life for a good 1:48 kit to build a CF-5, and I finally had it!

Continuing my tradition of (re)building kits from my youth, I wanted to do an Aerospace Engineering & Test Establishment (AETE) at Canadian Forces Base Cold Lake, Alberta aircraft I first did 30 years ago with decals from Flight Colours and the 1:72 Hasegawa kit. I still have this kit, in a somewhat dishevelled state, and I actually did another (same kit and decals) about 15 years ago.

One of AETE's first and longest-serving CF-5A's was serial number **116702**. I had seen this aircraft in numerous photographs published in Sentinel, Flight Comment and other CAF publications over the years, always in very interesting

attires, testing the latest stores, weapons systems or cameras. One of the last CF-5's to be retired, **116702** now resides for all to see, mounted in the rafters of the Cold War section of the Canadian War Museum in Ottawa, white stripes and all.

Building

The Kinetic kit is certainly a step above the older Classic Airframes offering, but building it is not without its difficulties. It is not an easy build, but if one takes proper precautions you can significantly reduce your hardship. Trial fitting, spreader bars and not necessarily following the kit instructions to the letter will help in this matter.

The cockpit instrument panel is nice and represents a late-1990's version of the cockpit. The CF-5's went through a number of instrument panel upgrades over the years so check your references. The seat is OK but I replaced it with a Wolfpack resin item. The cockpit tub and side walls have nice details. You need to sand off both sides of the resin seats to fit in the tub.

The engine intake trunks are a nice addition but do not fit very well into the main fuselage; if not properly installed they will hinder the assembly of the main fuselage. Work was required mostly around the intakes-to-main-fuselage seams and around the front fuselage to rear fuselage joint. Putty, sanding, re-scribing panel lines and rivets takes some time before painting can begin.

In order to ease painting I did not attach the F-5's distinctive 'coke-bottle' wing tip fuel tanks. Note that you are given two fuel tanks in the kit, but both are for the same side of the aircraft! So you have to re-scribe some access holes on one of them and carefully re-align it with the wing. This mistake was corrected for Kinetic's later release of the CF-5D two-seat version with the addition of two correctly 'handed' tip tanks. Some other building notes:

- ◆ The canopy front windscreen fit is poor due to Kinetic trying to represent an air-blast rain deflector. This was not present on CF-5's thus a lot of careful sanding is required to get a smooth joint.
- ◆ The landing gear and wheels are nicely detailed, but some brake lines and tubing can be added. **(see detail photos on next page)**
- ◆ All flaps and slats are positionable, check your references for correct positions
- ◆ As the fit is not too good, I decided that the best way to handle the afterburner cans is to glue them to the fuselage and make their seams disappear with super glue and putty. Spraying the metal paint can be done once the camo paint is completed.

Painting

A lot of time was spent finding the correct colours for this scheme. After consulting my trusty **IPMS Canada Canadian Colours Guide** (*produced in limited numbers in 1989. No longer available; sorry, folks. Ed*) I settled on the following Tamiya shades:

(The CGSB's (Canadian Government Standards Board) 1GP12c was Canada's own unique colour standard, used in the same way the USA's FS595 and the British BSC 381. Its use as a CAF colour standard was formally discontinued in February 1991 and most of the CAF's 1GP12c colours were replaced by their closest match in FS595. In many cases these are close, but not exact matches. Ed)*

After painting the landing gear wells in silver and the bottom fuselage with XF-19 Sky Grey mixed with some white, I laid down the first top coat of Grey 501-302 paint using XF63 German Gray. XF-24 Dark Gray is also a pretty good match. I laid out a first coat and then used XF-23 Light Blue heavily thinned (with Tamiya thinner) in the centre of the main panels and randomly around the aircraft. I then coated everything with a heavily thinned mix of XF-63 German Gray. At that point, I decided the model could use some more toning down... It is a tough judgement call as you have to predict what the final colour will look like under several upcoming coats of Future Floor Finish and flat coats. I usually tend to go with the light shades showing more excessively at this stage as you can still tone it down some more at a later stage.

For the camouflage pattern work, I used a mixture of Blue-Tac and light cardboard for masking as well as free-handing with my Iwata HP-C. Try not to handle Blue-Tac with your bare fingers, use latex gloves, to minimize oily residue on the model. Next, I laid down the XF-51 Khaki Drab mixed with a little XF-62 Olive Drab; it is a great match for Green 503-301. I ended-up re-touching most of the edges using blobs of Blue-Tac. For tonal variations, I try and slightly change the main

camo colour every time I re-touch something. Being a test aircraft some panels are removed and re-installed often or even changed out from other aircraft. This makes for subtle colour changes across panels. Close inspection of photos of 116702 show multiple shade panels and paint touch-ups as well as bare metal showing up at the panel mating surfaces and rivets. Under a few coats of Future thinned with Windex, this all shows up as bit extreme at this stage, but again, under a few coats of flat finish, it calmed down.

Details

The AETE bird I wanted to represent was used during the trials for Mk.20 Rockeye cluster bombs. Our dear **RT** editor (who spent a few years as a CAF Photo Tech at 4 Wing Cold Lake) was kind enough to find me some detailed photos of the aircraft which helped a lot to find the flight test modifications. These are not extensive and easily achievable:

- ◆ a longer 'barber pole' flight test pitot with tri-directional vanes
- ◆ flight test orange*-coloured panels on the front fuselage underside near the left intake, and a white panel on the centreline pylon
- ◆ a red-painted camera pod converted from a CF-5 centreline fuel tank to film various external stores release trials
- ◆ a few flight test orange* 'objects' in the rear of the cockpit
- ◆ longitudinal white stripes on the fuselage (those are not fluorescent white as I initially thought)
- ◆ the Mk.20 Rockeye CBU (Cluster Bomb Unit) are from a Hasegawa Weapons set. They were painted white with black nose tip, yellow and brown decal stripes and chequered black and white stripe from a Two Bobs F-5E sheet.

(* - flight test instrumentation and non-standard fittings are coloured bright orange to distinguish them from the rest of the aircraft and its standard systems. Ed)

The camera pod was constructed from the kit's centreline fuel tank. The four large optical windows (two on each side) and the single smaller one on the port side were marked out on the tanks and their outline scribed using a suitable rectangle from a scribing template. A hole was drilled in the middle of each and they were hollowed out (carefully) with a new X-Acto #11 blade. The tank was painted overall Tamiya red, masked and the tip and window outlines were painted with Vallejo Model Air Silver.

The black 'X' decal was designed using Microsoft Word and was correctly sized by trial and error after a few plain-paper printing sessions. The final product was printed by one of my modeling friends at his workplace's colour laser printer, on their coated paper setting, using full-size Microscale blank paper sheet for laser printers. Left to dry for a day, it was then coated with Microscale Liquid Film to seal everything in.

The Kinetic anti-sway braces really stink so I found some great ones in a Monogram A-10 kit. I had to enlarge the pod's locating recesses to get the sway braces to fit flush with the tanks.

My search for the long pitot ended with a metal 1:24 scale BAe Harrier FRS.1 pitot from Air Master ordered through Lucky Models. As is, it is a bit too long, and was cut down to size scaled from my photos and the tip re-sharpened with sandpaper.

Painting the pitot is not an easy task, the paint barely sticking to the metal. I painted it Vallejo Flat White, dipped it in Future Floor Finish, masked the barber pole with Tamiya Tape, sprayed Tamiya Gloss Red and removed the mask

carefully. After scraping paint off front end to show the bare metal, I dipped it one final time in Future. Since the vanes were always protected with red covers while on the ground this is actually easier to represent than the actual vanes themselves. Some lead wire with painted Tamiya Tape made an acceptable cover.

The flight test orange panel was made using 0.005" plasticard, cut to size and glued in place. It was then painted Testors Orange.

A confusing point for me was the access panel* indicated in the photo below. On some photos of '702 this was a white or light grey colour, while at the Canadian War Museum in Ottawa I found '702 with a darker grey panel in this location. Other photos of CF-5A's in service show a variety of colours, ranging from off-white to dark grey, so I decided to leave it in the camouflage light grey colour on this model.

Decals & Finish

Going over the Kinetic decals, I found that they made a 'boo-boo' on the Canadian flag decal with silver border. They printed the inside silver when it should be white, the Belcher Bits (belcherbits.com) CF-5 sheet has them correct. 116702 has non-standard ejection triangle markings and lots of red and black stencils. Neither Kinetic nor Belcher Bits furnish any stencils to speak of, and I am a stencil lover. Leading Edge has some you can use from their CF-5 sheets.

I also found some on old **Classic Airframes** sheets, an old **Verlinden** dry transfer sheet and some others I had from old kits. I used the Belcher Bits roundels as the blue circle is a bit thicker and hence more accurate than the Kinetic. The CAF lettering, numbers and the AETE red 'X' came from the Kinetic sheet. The fuselage white stripe decals come from a set of Colorado Decals with multiple width stripes. Two sheets were required and they require careful attention, as they tend to shatter.

Once the decals were on, I used a wash only on the bottom light grey using Model Master Raw Umber enamel over the Future finish. I did not use any wash on the top side but I did use a Berol silver pencil to bring out bare metal spots on selected panels. I also used different shades of dry pastels here and there for tonal variations.

The final flat coat is Vallejo Model Air Flat, thinned with a bit of water. Airbrushed dry, a foot away from the model, at high pressure and flow, it produces a dead flat finish.

Final work involved making and gluing antennas, attaching landing gears, doors and canopy, pitot and some **REMOVE BEFORE FLIGHT** streamers.

Conclusion

I loved every minute of this build and am very satisfied with the final product, there will be many other Kinetic CF-5's in my future... Stay tuned!

Per Ardua ad Astra

M4A2(76)W HVSS*

The Ontario Regiment, 1971

(* or M4A2E8, depending on the reference)

Okay, folks, let's get this out front -

Nobody seems to know for sure what these vehicles' designation was in postwar Canadian military service. Even within official Canadian Army documentation, it was called an **M4A2E8** and **M4A2(76)W HVSS**. The vehicles carried a data plate with the designation **Tank, Medium, M4A2 76mm Gun, Wet**. So it's no surprise that several designations are used to describe these vehicles today. In this article we'll use **M4A2****, just to keep it interesting for you.

In 1971, the Ontario Regiment, a CAF Militia armoured unit located in Oshawa, Ontario, wanted to commemorate their Honorary Colonel - and automotive titan - Robert Samuel McLaughlin turning 100 years old. To celebrate the Col. McLaughlin centenary on September 11, the Ontario Regiment (*shortened in CAF parlance to Ont R, and invariably pronounced ON-TAR*) conducted a 100man Guard of Honour parade that passed McLaughlin's Parkwood Estates residence in Oshawa. Part of the Regiment's parade included four of its **M4A2**** Shermans which were amongst the very last of the type in service with Canada's military.

Colour Scheme

The Ont R Shermans, which were retired from service within a year after the parade to become hard targets on CAF firing ranges and public display pieces, were painted in a very unique scheme for the type in its Cdn Army and CAF service. It is believed that the Shermans were brushpainted in a local version of the thencurrent CAF 'army' scheme specifically for the parade, and in looking at images it is very likely that the running gear was left in the original Gloss Olive Drab.

The new scheme consisted of a matt dark olive green, a matt medium green and a matt sand/beige colour. These colours are not included in any model paint range, but in his Centurion article in **RT 31/4, Fall 2009**, author (and former CAF tank officer) Gary Barling stated: *"This is all well and good, but the specific colours are not readily available."* Further to that Gary said, *"I am particularly fond of Xtracolor paint and I used my stocks to come up with suitable mixes for this scheme:*

Olive Drab = X112, slightly lightened with a touch of Medium Grey or White.

Medium Green = 10 x drops X353 (Japanese WW2 Navy Green), plus 4 x drops of X141 (White).

Sand = 10 drops X105 (Sand), 2 drops X10 (Matte Interior Grey Green), plus a trace of X103 (Insignia Red) or X242 (German WW1 Topside Purple)."

The Ontario Regiment Shermans were some of the last operational survivors of the 294 **M4A2**** tanks purchased from the United States in 1946. These tanks, which were originally intended for delivery to Russia, were diesel powered and were retained in Canada for domestic use. They were given the CFR (Canadian Forces Registration) Numbers 78-693 through 78-992.

The M4A2** in 1:35 scale

There are multiple ways you can go at creating an **M4A2**** in 1:35 scale.

Kits. There are several M4A2 kits, but none of them is an out-of-the-box match for Canada's post-war sub-variant. Late-variant 'large-hatch' M4A2 kits are available from Academy, **Dragon**¹ and Italeri (reboxed by Tamiya).

All of these kits have the Sherman's earlier VVSS suspension with 16" tracks, so they need to be replaced with the later HVSS suspension and 23" T84 rubber tracks fitted to Canada's **M4A2**s**. You will also need to ensure you're using the 76 mm gun with the muzzle brake. Other turret and hull details, such as antenna fittings on the kits may need to be changed on the kits, so check your references.. This link has some nice detail info to help guide you -

the.shaddock.free.fr/sherman_minutia/sherman_types/m4a2/m4a2.html.

An alternate route is to start with an **M4A3E8** and converting it to the Canadian **M4A2**** configuration. This makes some parts of the job easier but you are left with doing some serious work on the engine rear deck along with the rear end of the hull itself. These areas are the two major differences between an M4A3E8 and **M4A2****.

Aftermarket Conversion parts. There are a number of different items to help you create a Canadian **M4A2****, among them:

- ◆ From Tiger Model Designs you could try a major conversion of a Tasca M4A1 - tigermodeldesigns.com/product/35-7105-m4a2e8-post-war-canadian-conversion-asu/
- ◆ AFV Club produces HVSS and T84 tracks that could be adapted to an M4A2 kit

Suggested M4A2 modelling references

By no means an inclusive list, here are few websites that can help you with your Cdn Army Sherman research:

- ◆ scalemates.com/topics/topic.php?id=3214
- ◆ tanks-encyclopedia.com/coldwar/canada/m4a276w-hvss-sherman-easy-8/
- ◆ servicepub.com/product/the-postwar-sherman-in-canadian-service
- ◆ theshermantank.com
- ◆ laststandonzombieisland.com/2016/11/05/canadas-long-running-and-unlikely-sherman-obsession/
- ◆ the.shaddock.free.fr/sherman_minutia/

As always these days, Google is your friend and a few searches for 1/35, M4A2, M4A2E8, etc., will reveal many results for you to follow up.

Coming in beaverRTales!

In the next issue of **beaverRTales** we'll be presenting some detail photos of the ex-Ont R **M4A2****'s held in the **Ontario Regiment Museum** collection.

Acknowledgements

We would like acknowledge the great help given by a couple of very fine staff members of the **Ontario Regiment (RCAC) Museum**. Assistant Curator **Sam Richardson** provided some helpful background information and photos, and the very pleasant Tour Guide **Sara Jago** who gave a nice tour and some onthespot details of the Museum's Shermans. It was very nice to see young people like this showing an interest in Canada's military history.

The Museum has a great pair of operational **M4A2**** Shermans ("Bart", CFR #78-904 and "Billy", CFR #78-856) that get exercised regularly in the summer. If you're ever heading down the 401 near Oshawa, a stop at this great museum is absolutely worth the time and the tenminute detour off the highway. Please visit their website, ontrmuseum.ca, for museum hours and email contact information.

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- The Pink T-Bird -

An RCAF 2 Wing T-33 Silver Star after a 'friendly' 1955 visit to a USAF base...

The 'Pink' T-Bird Story by KC Lett, former OC of 416 Sqn

"We at 2 Wing had a very close and friendly relationship with our USAF friends at Chaumont in eastern France. Among other things held in common, we agreed that we suffered from a lack of amenities compared with our brothers in

Germany. To brighten things up a bit over the winter of 1955, we invited the Chaumont wing to Grostenquin. They arrived on a Friday afternoon with their trusty F-86s, and, what with partying and other factors, I regret to say that they were still with us a week later. To say the least, the visit had been a resounding success, with appropriate entertainment imported from France, fabulous food, and beer brought in from Bavaria by the keg. Our CO, G/C [Group Captain] Bill Weiser, and the USAF commander were both taken somewhat aback by the entertainment and shenanigans of their boys but, good leaders that they were, did the "grin and bear it" thing and did nothing to spoil the fun.

Our Chaumont friends soon prevailed upon their commander to have us over for a return engagement. That got under way on Friday, May 24, 1955. As a result of trouble they had getting all their aircraft back home and serviceable from 2 Wing, our commander, A/V/M [Air Vice Marshall] Hugh Campbell, decided to limit the number of aircraft we could take to Chaumont. To offset things, he loaned us his personal [C-47] Dakota. Along with our own Expeditor, flown by G/C Wieser, the Dakota filled the gap. Everyone was satisfied, except a certain Sabre squadron commander. For him, nothing less than a T-33 would do.

As I recall, I found something to keep me terribly busy until the transport had departed, then created something of a crisis as a pretence to borrow a T-Bird to catch up with them. I was accompanied by F/O [Flying Officer] Tex MacDonald of 416 [Sqn]. The trip down was routine, except that on arrival I was directed to a spot in the dispersal area. This was very odd, as these were normally very secure areas and not used for parking transient aircraft.

Only the next day did I discover why I had been directed into a secure area, well hidden from the base complex. It seems that the USAF had done some detailed planning on how to "one up" the RCAF following our winter thrash. The idea was to swap a J47 [engine] from one of their F-86Fs for an Orenda [engine] from one of our [Sabre] Mark 5s. Apparently engine mounts etc., were similar, and the USAF was prepared for whatever adjustments were necessary. So, with a crew of high-priced technicians standing by and no RCAF Sabres, their plan went down the drain. Instead they decided on a lesser scheme – to repaint my T-33. This was beautifully accomplished in US Navy blue, complete with all the detailed decals. Tip tanks, and speed brakes were done in pink, with the [red] Russian hammer and sickle emblem on each wing tip."

The 'Pink' T-Bird - Story Related by Norm Avery

My recollections of the Friday night bash are somewhat vague, but of course it had all the ingredients popular for the time. Next morning, I recall clearly walking across the barren sandy area between the officer's club and the dispersal and noticing this beautifully painted aircraft. I didn't recognize it as my own T-33 until quite close, and then "the lights went on!" First I assumed that this was a quick water-colour job that could soon be scrubbed off. But not so. It was good old enamel and quite permanent. Nonetheless, we prepared to depart. The USAF CO was Major Bill Dillard, leader of the Sky Blazers, the USAF's European aerobatic team. One of his pilots, John Reynolds, suggested that they could wind up three of the Sky Blazers to escort me home, lest some over-zealous NATO pilot spot our Russian markings and shoot us down! The escort was organized in great style, regardless of the fact that they were on UHF and I was on VHF, so we were unable to communicate.

We lined up on the runway in a diamond shape – true aerobatic style. The tower advised us to take off singly, but as I let the speed brakes go the three Sabres followed. They were superb formation pilots, so Tex and I got quite a thrill leading our own aerobatic team! We had one incident on the way home when a nosey stranger tried getting too close. He was soon sent on his way by two of our Sabres. On arrival at Grostenquin, with hand signals, gut feel and whatever else we did, we completed a reasonable beat-up. I then landed, and my escort went home.

The sequel was not quite as pleasant as it might have been. Not only was I in deep shit with G/C Wieser for daring to take a T-33 for the weekend, but I had brought it home as unfit to operate. Come Monday morning the T-bird was back to its original shape, courtesy of a delighted squadron. The fellows enjoyed the incident so much that stripping all the paint off, then repainting the T-33 was easily worth all the trouble."

Acknowledgements

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The 'Pink' T-Bird - Modelling Notes

These notes are based on what can be gleaned from the four currently-known photos of 21196 during the very short time it was painted up in this colour scheme. Unfortunately all of the photos were taken from the left side of the aircraft. This means that some speculation has to take place in order to do a 'best guess' at how the rest of aircraft had been painted and marked.

It appears that the USAF 'midnight refinishing' team was fast, professional and careful in their work. The ultimate goal seems to be that the aircraft was still going to be serviceable and able to fly back to its home base after they were done with it. After all, what fun would it have been if only they could share in the laughs?

Consider the following if you're contemplating building this unique scheme (some are keyed to the drawing):

- ◆ The exact dark blue colour is unknown. Logically, it was probably close to or was the same dark blue as the USAF used for painting national markings on aircraft. Today this Insignia Blue is FS 595 colour (FS) **15044**. Despite the anecdote citing "*US Navy blue*", this is not likely to have been kept in stock at a USAF base in France.
- ◆ The same thinking applies to the red stars and the hammer and sickle markings - they would use what available locally. USAF Insignia Red is **FS 11136**.
- ◆ **A** - The pink-painted parts - tip tanks, speed brakes and the undercarriage upper doors - take your best guess here for the colour. The simplest mix that the USAF might have used would be a combination of **FS 11136** Insignia Red and **FS 17875** Insignia White.
- ◆ **B** - The lights, antennae and other critical areas appear to have been masked off for painting.
- ◆ **C** - The main canopy frames are not painted blue. Note that the masking does not completely cover the natural framing at the rear end. It appears that the canopy rear frame was deliberately masked to produce a continuous natural metal/blue colour break.
- ◆ **D** - The black/dark grey wing walk anti-skid area does not appear to be overpainted in blue. This would jive with the premise that the USAF personnel were careful in their nefarious work.
- ◆ Probably due to the limited time available the refinishing crew chose to overpaint all the maintenance and safety markings on the jet. This is a boon for those modellers who hate fidgeting with stencilling decals.

Other details (keyed to the drawing):

⊖ The nose-mounted 0.50" cal. machine guns are fitted to this aircraft.

⊕ The aircraft is carrying the wing pylons used for bombs or other stores..

⊗ The wing marking positions are speculative. Based on the fuselage stars being inverted, it seems likely that the wing markings would be done up the same way, relative to the normal orientation for a wing marking. They were probably positioned centred at 70" in from the centreline of the top tank. This is the same position as the upper wing RCAF roundels would be located. This landmark would make for an easy 'registration mark' for the painters to quickly get lined up on both sides of the aircraft. For the bottom of the wings, who knows? Maybe they painted stars on there, or not. We've given you stars to allow to decide for yourself.

⊘ On the black anti-glare panel in front of the windscreen there is a white strip, about 1.5" wide x about 24" long. This is the index mark for the yaw string. Don't forget to add the whitish-coloured yaw string to your model!

τ The wheel hubs, inner faces of the flaps and undercarriage and speed brake doors appear to have been left in their natural metal/aluminum paint finish.

ψ Inside of the rear part of the canopy there is a blind flying curtain installed. This consists of two metal 'hoops' that follow the inside curve of the canopy plus a white curtain that can be drawn into position when needed for instrument flying training.

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Mobile Command Badges

Included on the free decal sheet is something to help CAF military vehicle modellers with 1:35 markings to help dress up your models properly. The Force Mobile Command (FMC) badge was in general use on Canada-based army field vehicles from the mid-1960's well up into 1970's. There were two sizes of decals produced for vehicles; 7" wide and 10" wide. When used they were applied to the right-hand side of the vehicle; they were placed so as to be visible directly from the front and rear. In the example photos the large decals are used on all the vehicles except the Jeep.

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