

# 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



C-124 Globemaster USAF and an RCAF T-34 Mentor. DND Canada photo PL-66381

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 in regular RCAF service, carrying the trainer scheme of the day. The fin, rudder, tailplanes, elevators, wing tip caps and ailerons were 1-GP-12b Yellow 5-2.



Mentor 24205 attached to CEPE. Changes to the trainer scheme include: the CEPE badge, 'PX' unit codes on the fuselage and wings, the striped prop spinner with striped propeller tips. The repainted wingtips are also seen in this image. DND Canada photo RE68-1767

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

Members' Bonus  
Decals



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.

## Dakota FZ695,

Douglas Aircraft construction number 12301

24 Jan 1944 - to USAAF as C-47A-5-DK, serial number (s/n) 42-92494 (US possession was part of acquisition for the UK)

21 Feb 1944 - transferred to RAF (via Lend-Lease) as Dakota III, s/n FZ695

13 Mar 1944 - ferried to UK

18 Apr 1944 - assigned to 575 Sqn, RAF

Jul 1944 - assigned to 107 OTU, RAF

28 Feb 1946 - assigned to 437 Sqn, RCAF (but still an RAF aircraft)

22 Apr 1946 - transferred to RCAF FZ695

20 Jul 1946 - taken on strength by RCAF as Dakota III, s/n FZ695

date unknown - assigned to Winter Experimental Establishment (wore ICAO codes VC-FCA)

date unknown - redesignated as Dakota 3 (unconfirmed if there was a suffix letter for that designation; many but not all had one)

20 Sep 1968 - struck off strength by CAF

date unknown - transferred to Crown Assets Disposal Corporation

31 Jan 1969 - sold to Norcanair; registered as CF-YDG

1972 - registration cancelled

- current status unknown

Information compiled by Jeff Rankin-Lowe

## 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.*)

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



by Yves Fournier, C#5232  
St-Jean, Quebec  
IPMS Réal Côte  
yves.f@videotron.ca



## 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 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.



An early photo CF-5D 116809 in its Lizard scheme. Note the lack of 419 Sqn tail band and the lack of 'slime' formation light strips. (Robert Bryden photo)



CF-5D 116809 in its Lizard scheme wraparound camouflage colours of FS30118 (brown), FS33531 (beige), and FS34258 (green). At this point it now carries the 419 Sqn tail band and 'slime' lights.

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



**KINETIC**  
Model Kits

by Yves Fournier, C#5232  
St-Jean, Quebec  
IPMS Réal Côté  
[yves.f@videotron.ca](mailto:yves.f@videotron.ca)



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





# M4A2(76)W HVSS\*

## The Ontario Regiment, 1971

(\* or M4A2E8, depending on the reference)



Info compiled by Jim Bates and Steve Sauvé

### 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



Vehicle data plate found on an ex-Ont R Sherman. Photo by Sam Richardson, Ontario Regiment Museum, 2018

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 100-man

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 brush-painted in a local version of the then-current 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)."



probably 11A

From front to rear this is probably the parade order for call signs 11, 11A and 11B on the move through Oshawa to participate in the guard of honour on 11 September, 1971. Note that the guns are not locked in the travel cradle; this would be to allow the turrets to traverse in salute to Honorary Colonel R.S. McLaughlin during the parade marchpast.



The Pink T-Bird at Grostenquin, France - photo via Barney Beaulieu

## **- The Pink T-Bird -**

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

*(Editor's caveat - you may wish to take the following tales with a large grain of salt. War stories like these, while extremely entertaining, tend to get better with the passage of time. Nevertheless both stories are reprinted here with the permission of David McCarey of the Military Communications and Electronics Museum)*

Source: [c-and-e-museum.org/grostenquin/other/gtother-215.html](http://c-and-e-museum.org/grostenquin/other/gtother-215.html)

#### **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."



Grostenquin, France - photo via Lorne Acton



# 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.

M135 2 1/2 Ton truck in 1967



DND Canada photo REC67-406

M135 2 1/2 Ton truck on vehicle camouflage trials in 1968



DND Canada photo REC68-1511-3

M113A1 APC on a winter training exercise, 1971

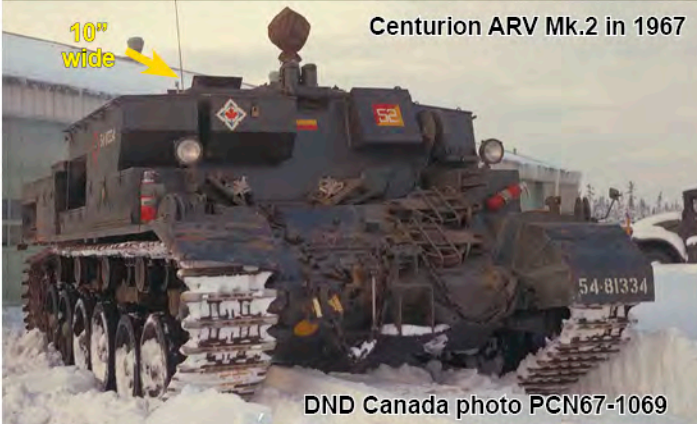


DND Canada photo PCN71-182

M38A1 Jeep with a 106 mm Recoilless Rifle, PPCLI at Suffield AB, 1970



DND Canada photo REC70-205



Centurion ARV Mk.2 in 1967

DND Canada photo PCN67-1069



M113A1 APC on an infantry training exercise in 1968

DND Canada photo REC68-1117



M152 3/4 Ton truck on 1968 vehicle camouflage trials at Petawawa

DND Canada photo REC68-1511-4